



Metropolitan Transportation Authority

# Meeting of Metro-North and Long Island Committees

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## February 2018

### Members

S. Metzger, Chair, MNR Committee

M. Pally, Chair, LIRR Committee

N. Brown

R. Glucksman

I. Greenberg

C. Moerdler

J. Molloy

A. Saul

S. Rechler

V. Tessitore, Jr.

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

# Joint Metro-North and Long Island Committees Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Tuesday, 2/20/2018  
8:30 - 10:00 AM ET

## 1. PUBLIC COMMENTS PERIOD

## 2. APPROVAL OF MINUTES - January 22, 2018

### **MNR Minutes**

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### **LIRR Minutes**

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## 3. 2018 WORK PLANS

### **MNR 2018 Work Plan**

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### **LIRR 2018 Work Plan**

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

### **MNR Report (no report)**

- **MNR Safety Report**

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

### **MTA Capital Construction Report**

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### **MTA Police Report**

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## 5. ACTION ITEMS

### **LIRR Action Item**

- **Amendment to Gateway Tunnel Agreement - Wheel Truing Machine, West Side Yard**

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## 6. AGENCY INFORMATION ITEMS

### **Joint Information Item**

- **Status Update on PTC**

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## **MNR Information Items**

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- **MNR Adopted Budget/Financial Plan 2018**  
*MNR Adopted Budget-Financial Plan 2018 - Page 80*
- **MNR 2017 Annual Operating Results**  
*MNR 2017 Annual Operating Results - Page 102*
- **MNR 2017 Annual Fleet Maintenance Report**  
*MNR 2017 Annual Fleet Maintenance Report - Page 112*
- **MNR Diversity-EEO Report – 4th Quarter 2017**  
*MNR Diversity-EEO Report - 4th Quarter 2017 - Page 127*
- **2018 Spring/Summer Schedule Change**  
*2018 Spring-Summer Schedule Change - Page 141*

## **LIRR Information Items**

- **LIRR Adopted Budget/Financial Plan 2018**  
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- **LIRR 2017 Annual Operating Results**  
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- **LIRR 2017 Annual Fleet Maintenance Report**  
*LIRR 2017 Annual Fleet Maintenance Report - Page 175*
- **LIRR Diversity/EEO Report - 4th Quarter 2017**  
*LIRR Diversity/EEO Report - 4th Quarter 2017 - Page 192*
- **LIRR 2018 February Timetable Change and Trackwork Programs**  
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## **7. PROCUREMENTS**

### **MNR Procurements**

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- **Non-Competitive**  
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- **Competitive**  
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### **LIRR Procurements**

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- **Non-Competitive**  
*LIRR Non-Competitive Procurements - Page 224*
- **Competitive**  
*LIRR Competitive Procurements - Page 230*
- **Ratifications (No Items)**

### **MTA CC Procurements (No Items)**

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

## **PROGRAM**

### **MNR**

- **MNR Operations**  
*MNR Operations Report - Page 233*
- **MNR Finance**  
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- **MNR Ridership**  
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- **MNR Capital Program**  
*MNR Capital Program Report - Page 271*

### **LIRR Performance Summaries**

- **LIRR Operations - Transportation**  
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- **LIRR Operations - Mechanical**  
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- **LIRR Operations - Safety**  
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- **LIRR Finance Report**  
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- **LIRR Ridership Report**  
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- **LIRR Capital Program Report**  
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Next Meeting: Monday, March 19th  
MNR at 8:30 a.m., LIRR at 9:30 a.m.

Minutes of the Regular Meeting  
Metro-North Committee  
Monday, January 22, 2018

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

The following members were present:

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

Not Present:

Hon. Randy Glucksman  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke

Also Present:

Catherine Rinaldi – Acting President, Metro-North Railroad  
Yvonne Hill-Donald - Vice President, Human Resources  
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  
James McCormack – Director, Operations Planning and Analysis  
Joseph McGrann – Chief of Operations, MTA Police Department  
Andrew Paul – Vice President, Labor Relations  
Kim Porcelain – Vice President, Finance and Information Systems  
Justin Vonashek – Vice President, System Safety

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

## **PUBLIC COMMENT**

Omar Vera suggested that the MTA communicate with Amtrak to suggest that it bring service from Albany and Montreal into Grand Central Terminal and have faster service to and from Montreal and Grand Central Terminal.

Murray Bodin expressed his opinion that Positive Train Control (PTC) is a technology that does not and will not work. He stated that some form of autonomous control will work well. Mr. Bodin commented on the red box painted on the roadway at the Roaring Brook Road crossing, stating that the box is not in compliance with regulations.

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

## **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the Committee approved the minutes of the December 11, 2017 Metro-North Committee meeting.

## **APPROVAL OF 2018 WORK PLAN**

Acting President Rinaldi presented the 2018 Work Plan for the Committee's final review and approval. Based on Committee input at the December 2017 Committee meeting regarding the status of PTC implementation, the proposed 2018 Work Plan has been changed to include joint Long Island Rail Road/Metro-North updates on PTC implementation during the February, April, June, October and December joint Committee meetings during which a presentation will be made on the progress of implementing PTC by the December 31, 2018 deadline. During the other six meetings, Metro-North will provide a monthly PTC report.

Upon motion duly made and seconded, the Committee approved the 2018 Work Plan.

The details of the Work Plan are contained in the 2018 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, as of January 20, 2018, Metro-North began operating M-8 trains equipped with Civil Speed Enforcement on the New Haven Line, including on the New Canaan Branch. Civil Speed Enforcement is one of the four markers of PTC which uses the existing signal system to enforce maximum speeds to prevent over speed derailments. Metro-North has had the functionality in place on critical curves and moveable bridges since shortly after the Spuyten Duyvil derailment. Metro-North is currently implementing Civil Speed Enforcement across the entire Metro-North territory. The implementation of Civil Speed Enforcement represents an important milestone for Metro-North and a very important safety improvement for Metro-North customers.

Acting President Rinaldi reported that Metro-North unveiled and placed into service an Americans with Disabilities Act (ADA) compliant elevator on the outbound platform of Port

Chester Station. The elevator compliments the ADA accessible ramp on the inbound platform. Metro-North will be joining the Village of Port Chester at a ribbon cutting event on January 25, 2018.

Acting President Rinaldi reported that customer complaints during the month of December 2017 were 7.7% higher than in November 2017. Overall, in 2017, total customer complaints were 5% higher than in 2016.

Acting President Rinaldi presented a report on ridership. She reported that the preliminary ridership results for 2017 indicate that total Metro-North annual rail ridership in 2017 is projected to be approximately 86.5 million, the highest in Metro-North history - surpassing by approximately 300,000 rides the previous record of 86.2 million, set in 2016. Preliminary east of Hudson total ridership in December 2017 was approximately 84.9 million, also the highest in Metro-North history – surpassing 2016’s record by approximately 400,000 rides. The Harlem and Hudson lines had record setting ridership in 2017. The Harlem and Hudson Lines both surpassed 2016’s record with 27.8 and 16.9 million annual rides, respectively. The Hudson Line surpassed 2016’s record ridership by approximately 400,000 and the Harlem Line increased by approximately 200,000 rides. West of Hudson annual ridership was approximately 1.6 million which is 3.6% below 2016. Connecting Services ridership increased by 7.5% on the Hudson Rail Link; ridership decreased 2.6% on Haverstraw-Ossining Ferry and by 1.9% on the Newburgh-Beacon Ferry. The ridership results are preliminary. The full ridership report will be provided in the Annual Ridership Report which will be distributed in April.

Acting President Rinaldi noted that railroad operations faced many weather-related challenges during the months of December 2017 and January 2018. She asked Mr. Kesich to report on operations during the months of December 2017 and January 2018.

Mr. Kesich reported that overall performance in 2017 was above goal at 93.4%. He noted that a full report on the 2017 operating results will be given at the February joint Metro-North/Long Island Rail Road Committee meeting. In December 2017, service reliability was below goal at 89.8%. Most delays were between six to 10 minutes with 95.7% of trains arriving within 10 minutes of schedule. In December 2017, the Hudson Line operated at 90.3%, the Harlem Line at 90.4% and the New Haven Line at 89.0%. An extended period of light drizzly rain on December 5, coupled with the late-season fall of leaves resulted in extremely slippery rail conditions throughout the day, creating a significant number of late trains and delays. The conditions also caused damage to train wheels which required railcars to be taken out of service for repair and created a short-term reduction in the number of available railcars in the first week of December. Metro-North’s equipment maintenance forces were busy throughout the week and weekend working to restore the fleet’s size to full strength. During this period, Metro-North informed customers that they should expect shorter trains with the potential for crowded conditions and delays. Extra personnel were deployed to the main floor of Grand Central Terminal to assist with customer information during the week. Various infrastructure failures occurred on four days in December, hampering operating flexibility and resulting in significant train congestion and delays. In December 2017, west of Hudson service operated at 91.9%. The Pascack Valley Line operated at 93.3% and Port Jervis Line operated at 89.9%. The Pascack Valley Line fleet performance was lower due to failure of some New Jersey Transit locomotives and New Jersey Transit engineer availability resulting in nine cancelled trains in the month of December. East of Hudson consist compliance in December was below goal at 98.1% due to low car availability and service disruptions. Metro-North’s fleet Mean

Distance Between Failures in November operated below goal at 124,297 miles but slightly above goal year-to-date November. During November, M-3, M-7, and M-8 railcars experienced a higher number of door, brake and pantograph failures. The Maintenance of Equipment Department is investigating the causes of these failures to implement a corrective action in 2018.

Mr. Kesich further reported that on Thursday January 4, 2018, the snow and high winds caused by winter storm Grayson made it almost impossible to keep interlocking switches functional. The most challenging conditions were on the Hudson Line where strong winds and downed trees in the morning caused multiple interlocking failures in the evening, especially near Croton-Harmon Station. Several trains were delayed for over two hours but customers were kept warm and informed. Throughout the blizzard, Metro-North crews cleared the switches so that trains could continue their journey safely. The storm occurred at the tail end of 13 consecutive days with single digit, below freezing temperatures. Metro-North employees worked to provide customers with a safe and reliable service despite the punishing conditions. When most people were at home celebrating the holidays and ringing in the New Year, many employees worked to ensure that Metro-North's infrastructure and equipment were functioning so that the railroad could provide safe and reliable service. Mr. Kesich noted that he is proud of the manner in which Metro-North employees worked as a team to ensure that coworkers, customers and the infrastructure were safe during this challenging period.

Chair Metzger thanked Acting President Rinaldi and Mr. Kesich for their reports. She stated that she is pleased to hear of the railroad's progress in the implementation of Civil Speed Enforcement.

Acting President Rinaldi recognized and congratulated Justin Vonashek on being selected as one of Railway Age Magazine's Fast Trackers 10 Under 40. This annual award honors the best and brightest up-and-coming men and women working in the railroad industry today. Mr. Vonashek and the other winners will be honored by Railway Age on March 13.

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, for the second consecutive month, there has been a reduction in both customer and employee injuries. The customer accident rate was 36% lower than the previous 12 months and the employee lost time injury rate was 3% lower than the previous 12 months. Grade crossing incidents, derailments and collisions remained unchanged for this month's report. Metro-North's community outreach program, TRACKS, reached over 4,600 individuals in November bringing the total for the year to over 71,000.

Board member Vanterpool noted that she is happy to see that broken gates have decreased by 50% year-to-date. She asked if the railroad had additional information regarding the authorization at the municipal level to the install video cameras at railroad crossings. Mr. Hayden noted that the railroad advocates the installation of video cameras at crossings. He stated that enforcement at crossings in concert with the railroad's municipal partners is beneficial. Mr. Hayden stated that the railroad's General Counsel has attempted to bring this to fruition and that the railroad

is willing to partner with municipal partners who are willing to agree to the installation of video cameras.

In response to Board member Zuckerman's question, Acting President Rinaldi noted that social media has provided customers with an additional vehicle to register complaints. Mr. Kesich noted that the increase in customer complaints may be related to the increase in late, cancelled and delayed trains during the months of November and December 2017.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member comments regarding the safety and president's reports.

### **MTA POLICE DEPARTMENT REPORT**

Chief McGrann reported on crime statistics, noting that system wide the total number of major felonies decreased by two in December 2017 versus December 2016, 24 versus 26. Year-to-date December 2017 total major felonies decreased by 36 versus December 2016, 271 versus 307 or 12%. The year-end crime rate was the lowest in the 20 year history of the MTA Police Department (MTAPD). In December 2017, total major felonies on the Metro-North system decreased by 25% versus December 2016, 12 versus 16. Year-to-date December, there was a 13% decrease in total major felonies versus December 2016, 144 versus 166. On January 10, 2018, the MTAPD swore in 37 police officers. In 2017, hate crimes increased by 7 versus 2016, 29 versus 22 or 32%. All of the hate crimes involved graffiti. MTAPD detectives, working together with their local and state partners, aggressively investigated these crimes.

Board member Saul asked for an update regarding conditions at 125<sup>th</sup> Street. Chief McGrann noted that since November 9, the MTAPD has had a police presence at 125<sup>th</sup> Street 24 hours a day, seven days a week. He noted that activity has increased significantly at 125<sup>th</sup> Street with the MTAPD focusing on quality of life issues and homelessness. The MTAPD has increased contacts and enforcement. There were over 14,000 contacts at 125<sup>th</sup> Street, 190 individuals have accepted assistance and were taken to shelters. The MTAPD has issued 77 summonses and 19 individuals have been arrested. Board member Zuckerman noted that there has been a large increase in the number of anti-Semitic hate crimes. Chief McGrann noted that this increase is alarming with all incidents involving graffiti. He noted that most incidents occurred in the beginning of 2017 and resulted in an arrest. The MTAPD investigates incidents throughout the system and currently has good leads on a current investigation regarding an incident of concern.

The details of Chief McGrann's report are contained in the MTAPD report filed with the records of this meeting, which recording includes Board member comments regarding the MTAPD report.

### **METRO-NORTH INFORMATION ITEMS:**

Two information items were presented to the Committee:

- Track Program Quarterly Update – Mr. Hayden presented the report. Board member Zuckerman asked whether switches can be made more weather resilient. Mr. Hayden

noted that all switches outside of Grand Central Terminal have switch heaters. He stated that failures at Croton-Harmon during the January snowstorm were the result of extremely low temperatures and high winds which caused snow to be blown back into switches. Mr. Hayden noted that the railroad inspects switches each November to ensure that switch heaters are properly functioning with heaters replaced, as needed. The details of Mr. Hayden's report are contained in the Track Program Quarterly Update filed with the records of this meeting.

- PTC Status Report – Acting President Rinaldi noted that the status report is a new report that will be included in the Metro-North Committee book. The report is based on the format of the report presented to the Federal Railroad Administration (FRA). She reported that Metro-North recently met with the FRA to provide it with an update on Metro-North's implementation of PTC. Acting President Rinaldi stated that the FRA is supportive and appreciative of the railroad's implementation efforts. Board member Zuckerman discussed the first meeting of the PTC working group. The group seeks Board input on the metrics that should be tracked, the mitigations that should be discussed and the information to be shared with the public. Board member Zuckerman stated that the implementation of Civil Speed Enforcement should be publicized as it decreased the risk of over speed derailments. Board member Pally stated that the public should be provided with information regarding the implementation of safety features. Acting President Rinaldi noted that the Enhanced Employee Protection System (EEPS) implemented in 2013 satisfies one of the requirements of PTC. She noted that, at the February meeting, the Committee will be voting on a change order to the contract with Bombardier to install PTC on the M-3 fleet. The change order will help to speed up the installation of PTC by freeing up Metro-North forces. Board member Zuckerman suggested that some changes be made to the PTC Status Report, including standardization of the Metro-North and LIRR reports.

The details of the information items are contained in the 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 information items.

### **METRO-NORTH PROCUREMENTS:**

Two ratifications were presented to the Committee:

- Approval of a non-competitive procurement with Progress Rail/MOW Division in the not-to-exceed amount of \$310,485 for the purchase of 200 axles for Metro-North's coach and M-3 fleets with requirements of 100 axles for each fleet type.
- Approval of an emergency procurement with Community Coach, Inc. in the amount of \$161,918 for substitute busing services initiated to support the installation of new grade crossings on the Wassaic Branch during the weekend of October 20, 2017 to October 22, 2017 and on the Port Jervis Line on the weekend of October 27, 2017 to October 29, 2017.

Board member Moerdler stated that both ratifications involve entities that had anti-trust violations. He recommended that where there is a vendor with significant adverse information within the past 4 to 5 years, the contract be subject to an integrity monitor at the vendor's expense. He suggested companies that provide this service. Acting President Rinaldi will investigate this issue.

Board member Saul questioned the cost of the ratification with Community Coach, Inc., noting that it is 29% lower than the contract with the current vendor. He asked why the current vendor could not provide the needed service. Mr. Muir will provide Board member Saul with further information regarding the existing contracts.

Board member Moerdler noted that the procurement working group has been utilizing information from NYCT as contrasted with information from the railroads. He stated that most of the other authorities have a rule that if you do not perform on a contract, it is a factor that is considered when determining whether to give that company another contract. Mr. Gans noted that past performance is a factor that is considered as part of the responsibility review.

Upon motion duly made and seconded, the Committee approved the ratifications for recommendation to the Board. The details of the ratifications 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:**

Board member Moerdler stated that the railroad needs to focus on the number of standees. Mr. Kesich noted that the number of standees in the month of December is related to the decrease in consist compliance. Acting President Rinaldi noted that, on the New Haven Line, there is a shortage of railcars leading to an increase in the number of standees.

The details of the Operations, Financial, Ridership and Capital Program Reports are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member Moerdler's comments and discussion regarding the number of standees.

#### **ADJOURNMENT**

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

Respectfully submitted,



Linda Montanino  
Assistant Secretary

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, January 22, 2018**

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

**The following members were present:**

Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Fernando Ferrer, Vice Chairman, MTA Board  
Hon. Norman Brown  
Hon. Ira R. Greenberg  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Scott Rechler  
Hon. Veronica Vanterpool  
Hon. Neal Zuckerman

The following members were not present:

Hon. Randy Glucksman  
Hon. Vincent Tessitore, Jr.  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke

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

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

**Representing MTA Police: Chief Owen Monaghan**

Long Island 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 two public speakers, requesting them to limit their comments to two minutes and to address matters on the agenda for the meeting.

Omar Vera expressed his concern about the Freedom Ticket program and asked when it will be implemented in Eastern Queens.

Murray Bodin commented about Positive Train Control (“PTC”), a technology that was invented 10 years ago, and how PTC relates to the crossing at East Hampton where there are traffic lights and flashing red lights. He stated that flashing red lights are for heavy rail and traffic lights are for light rail and that LIRR is depending on the weight of the railroad cars to determine the lights. He stated that LIRR uniformly needs to have traffic lights with cameras at railroad crossings which would significantly reduce the accident rate. He commented that PTC was based on the IBM mainframe and that LIRR needs to look at going from PTC to autonomous control.

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

### **APPROVAL OF MINUTES**

Upon motion duly made and seconded, the Committee approved the minutes of the December 11, 2017 Long Island Rail Road Committee Meeting.

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

President Nowakowski reported on the challenges of the service impacts in December 2017 and early January 2018. On December 5<sup>th</sup>, LIRR experienced severe slippery rail conditions, caused by leaves being crushed by train wheels, leaving a residue on the head of the rail, and made worse by a heavy mist. LIRR normally runs 740 daily trains. On December 5<sup>th</sup>, 245 trains were delayed due to slippery rail, which resulted in a tremendous impact on LIRR’s fleet. When trains encounter these extreme low-adhesion conditions, safe braking practices can lead to flat spots on the train’s wheels; this requires temporarily taking the equipment out of service. During the week of December 5<sup>th</sup>, 210 cars were taken out of service. During the week of December 11<sup>th</sup>, 157 cars were taken out of service due to flat wheels. This put a huge strain on LIRR’s fleet requirement. LIRR operated with a majority of short car trains, which resulted in severe overcrowding. President Nowkowski stated that flat spots on train wheels are repaired with a wheel truer machine. He stated that wheel truer repairs on the electric fleet are worked on at the Hillside Support Facility (“Hillside”) and Morris Park. In the past, wheel truing also took place at West Side Yards, but the wheel truer there has been out of service for several years. Overall, during the past three years 1,450 wheel truing repairs were completed. Compared to

2016, LIRR required 1,000 more wheel truing in 2017. President Nowakowski stated that this was higher than normal and that LIRR needs to be prepared for the worst conditions. He stated that another option is the Arch Street shop, which has a wheel truing machine, but we hope to get West Side Yards back which will improve our capabilities. LIRR runs trains every night to try and wash off the residue and LIRR also applies sandite gel to the rails to improve adhesion.

President Nowakowski reported that from December 26, 2017 to January 8, 2018, the cold temperatures throughout LIRR's system resulted in service impacts caused by broken rails and switch and signal problems. LIRR equipment utilizes pneumatic systems, which experience problems in extremely cold conditions, and LIRR is working on measures to minimize these problems.

President Nowakowski reported on the January 4, 2018 snowstorm, called a "Bomb Cyclone," which resulted in 10 to 16 inches of snow falling rapidly throughout the LIRR territory. In this type of snowstorm, a Jordan Spreader is used to clear tracks in non-third rail territory. Prior to the January 4<sup>th</sup> storm, a passenger vehicle hit the cab of LIRR's Jordan Spreader, causing it to be out of service during the Bomb Cyclone, severely impacting LIRR operations. President Nowakowski also noted that the type of snow that fell during the Bomb Cyclone impacted the direct current ("DC") traction motors of LIRR's M-3 fleet, resulting in the loss of half of the M-3 fleet. This is the last winter for LIRR's M-3 fleet, which is due to be replaced in 2019 by new M-9 rail cars. The M-9's, like the M-7 fleet, have alternating current ("AC") traction motors that are not as susceptible to breakdowns due to ice and snow.

President Nowakowski reported that Amtrak infrastructure problems at Penn Station also resulted in many service disruptions in December 2017 and early January 2018. Because of these problems, LIRR, at various points in time, lost the use of tunnel tubes; was impacted by an Amtrak train which broke down in the tunnels because of loss of catenary power; experienced the loss of all power due to Con Edison problems; and needed to shut down Line 3 because a dip in the rails caused a train's suspension system to hit the rails heavily, damaging the track. There were also issues related to Amtrak's ongoing Penn Station State of Good Repair Program, which is underway but is not going fast enough. Amtrak has allowed things to deteriorate in too many places over time, and many of these issues are not being addressed at present. LIRR's passengers are paying the price for this situation.

Board Member Ira R. Greenberg asked why there is a significant increase in the category of delays attributable to engineering problems.

President Nowakowski responded that the category of engineering includes tracks, signals and bridges. The category broken down into two sub-categories, planned and unplanned: planned is scheduled maintenance work, and unplanned is the disruption caused by unanticipated events such as switches malfunctioning or loss of power, events that LIRR is trying to prevent.

Board Member Greenberg commented that he does not believe there is a strategy to deal with this and that the problem is getting worse.

President Nowakowski responded that he did not disagree, and that LIRR has to do a better job of preventing infrastructure failures throughout the system.

Board Member Scott Rechler commented that everything which could go wrong seemed to go wrong, and that LIRR did better during the so-called “Summer of Hell.” He asked President Nowakowski if the problems encountered during December and January were the worst he has ever seen, and why.

President Nowakowski responded that before the “Summer of Hell,” he had been through stretches like this and that last year LIRR had a bad stretch during the winter. LIRR operates at maximum capacity, and so when problems occur, the impacts are large.

Board Member Rechler asked President Nowakowski what lessons had been learned in terms of dealing with these problems.

President Nowakowski responded that with respect to slippery rails, LIRR is pursuing an aggressive brush cutting program, to cut down on the source of the material that affects adhesion, and will start in September with rail cleaning and sandite gel application, to try to stay ahead of the problem.

Board Member Rechler asked if LIRR did that this year.

President Nowakowski responded in the affirmative.

Board Member Rechler asked President Nowakowski whether there were things LIRR did not do this year that resulted in a lesson learned.

President Nowakowski responded that LIRR operated at the edge in terms of wheel truing capabilities, and that we need more wheel truing capacity, including getting West Side Yards back.

Board Member Rechler commented that one of the things we have learned from the subway side of the equation and the Summer of Hell is how critical customer communication is, and that this appears to be an area where LIRR failed during recent months.

President Nowakowski agreed with Board Member Rechler’s comment. He added that a major shortcoming is the lack of an LIRR centralized control center, where information system-wide can be quickly gathered and then disseminated to customers as appropriate. LIRR currently relies on a Movement Bureau that communicates with 11 manned towers, individual

trains and power dispatchers at Hillside. This is why we need a centralized control center where, in addition to moving trains, information can be gathered and put out to customers.

Board Member Rechler asked who is responsible today in terms of putting out customer information.

President Nowakowski responded that a Public Information Center puts the information on the website and sends out service advisories to our customers. He stated that our issue is to improve our internal communications which in turn will improve our communications with customers.

Board Member Rechler commented that this was unacceptable, and that while there might be things we are unable to control such as the tracks, the equipment or the weather, we should be able to control communication amongst ourselves. He suggested that perhaps LIRR should take a page out of the airlines' book and cancel more trains in advance of a storm.

President Nowakowski responded that you see more and more of that in our industry, trying to protect the equipment. In terms of cancelling trains, LIRR usually waits until the snowfall reaches about 12 inches, which is our danger zone.

Board Member Rechler responded that maybe this is something worth looking at. People were talking about this storm days in advance, so everyone was preparing for it. Perhaps we should have alerted people that many trains could be cancelled.

President Nowakowski noted that the need to correct infrastructure problems at Penn Station has compounded the issues created by winter weather. Amtrak has taken a station track out of service and is currently rebuilding that track. The work effort currently taking place runs through May and includes the replacement of two station tracks in Penn Station.

Board Member Rechler asked if Amtrak was on schedule to complete its current work effort by May.

President Nowakowski responded in the affirmative.

Board Member Rechler asked if, in light of all this, MTA needed an "LIRR Action Plan" similar to the Subway Action Plan.

President Nowakowski responded in the affirmative and added that this has been discussed with the Chairman.

Chair Pally commented that some of us have complained about the lack of an LIRR centralized control center for a long time. It is now time for the MTA Capital Program to include the dollars necessary for an investment to create such a control center. Chair Pally also noted that communications systems at stations need to be improved and that he hoped the new advertising program, which includes the provision of LIRR information at the stations, will help.

President Nowakowski responded that the new screens planned for stations are great, but the responsibility for providing accurate information is on the LIRR.

Board Member Charles G. Moerdler asked whether LIRR could utilize internal staff to lay out what we need for improved communications systems.

President Nowakowski responded that LIRR is working on this and has brought consultants on board to develop a transition plan for the LIRR to be able to get from where we are today to where we want to be.

Board Member Moerdler commented that in his view, the next step is to release that plan to the public so that people know what has to be done and what it will cost, so that it is in the front of people's minds when it comes to framing a budget.

President Nowakowski responded that he agreed and that this is exactly what LIRR is doing.

Board Member Moerdler asked if LIRR could put together a list of the work that Amtrak needs to do at Penn Station and make that available to the public, so that everyone will be on notice that this work needs to get done.

President Nowakowski responded that there is a list of work, but not a schedule for all of that work at this point in time. He added that everyone is focused on the station track being taken out of service for repair but there is other work that takes place every night and on weekends.

Board Member Moerdler commented that what he was stressing was the following: if LIRR is aware of work that is not yet scheduled but needs to be done to avoid imminent threats or problems for LIRR, it makes sense for LIRR to release that information so that the world is on notice that LIRR did not wait and put Amtrak on notice. President Nowakowski responded that this would be difficult because Amtrak owns Penn Station and LIRR does not inspect Amtrak's facilities there.

Board Member Moerdler commented that he nonetheless thinks LIRR has an obligation to put Amtrak on notice.

Board Member Greenberg commented that the information on social media is more often than not inadequate. He asked if the proposed centralized control center is in the Capital Plan.

President Nowakowski responded there is money in the 2015-2019 Capital Plan to do a study for the control center.

Board Member Norman Brown commented that communication is so important, you can never have enough of it. He added that LIRR needs to focus on the accuracy, rather than the immediacy, of communications. He stated that you have to draw a line as to when to shut down service. Historically, the railroads use the diesel fleet to clear track for the electric trains. However, LIRR's diesel fleet is so feeble, it may have to ratchet down the point during a snowstorm when it determines to suspend service. When LIRR next goes into a diesel fleet procurement, it should have in mind the hardiness of the fleet in a snowstorm.

President Nowakowski responded that the traction motor problem is related to the older electric cars, a small percentage of LIRR's fleet. LIRR can monitor the situation and tell when we are starting to lose third rail power and need to shut down service. When we see slippage, we'll run the alcohol train to de-ice the tracks. There are things LIRR can do, such as skipping station stops, to keep trains moving at speed even during a snowstorm.

President Nowakowski reported on changes in service resulting from the ongoing Amtrak State of Good Repair effort at Penn Station. More trains have been directed to Atlantic Terminal and Hunterspoint Avenue. We are also seeing more people going into Manhattan earlier, as there has been an increase in early morning ridership.

President Nowakowski reported on ridership for the month of December. Total ridership declined in December by 2.6% compared to December 2016. For the calendar year 2017, LIRR carried 89.2 million riders, the same as in 2016, which tied its modern day record.

### **LIRR SAFETY REPORT**

Vice President-Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report is on Page 96 of the Committee Book, reporting through the end of November 2017.

On February 6, 2018, the National Transportation Safety Board ("NTSB") at their regularly scheduled board meeting, will be unveiling their special investigative report on end-of-track collisions, including LIRR's January 24, 2017 Atlantic Terminal incident. LIRR will report back to this Committee with the NTSB findings and recommendations.

Chair Pally commented that the significant increase in grade crossing incidents compared to 2016 is alarming.

Vice President Ebbighausen responded the majority of the incidents involved people violating downed gates and crossing protection, or people who became stuck on the tracks. She commented that changing human behavior is the biggest challenge to reducing grade crossing accidents. LIRR is piloting various improvements at certain grade crossings and continues to work with the MTA Police Department (“MTAPD”) on enforcement and education.

Board Member Moerdler asked if LIRR has cameras installed at grade crossings.

Vice President Ebbighausen responded that LIRR is working on implementing cameras at a number of grade crossings, working toward a goal of having cameras at all grade crossings.

Chair Pally commented that he understands that the Governor’s budget bill includes a pilot program to encourage cooperation between the MTA and local municipalities on cameras at crossings.

Vice President Hoffer commented that the Governor’s budget bill provides authorization to LIRR and Metro-North Railroad (“Metro-North”), and to the local roadway authorities, to institute a camera enforcement program with adjudication in local courts having jurisdiction. Fines would go to the municipalities and not to the railroads, and there would be an obligation to report back to the legislature and the Governor on the effectiveness of what has been put in place. There is a provision that authorizes the railroads to institute such a program and a parallel provision which authorizes the roadway authorities to do likewise and to cooperate with the railroads.

Chair Pally commented it is one thing to put the camera up but it is another thing to enforce what the camera sees and adjudicate a violation against the perpetrator. This authorization will provide a start in that regard if the legislature agrees.

Vice President Hoffer commented that the bill has express provisions on enforcement of the type you would expect. There are monetary fines up to a certain limit, with the cases being adjudicated in local courts.

President Nowakowski responded to Board Member Moerdler that some time ago LIRR decided to put cameras in at crossings where it was doing signal work. That effort is underway.

### **MTA CAPITAL CONSTRUCTION**

MTA Chief Development Officer Janno Lieber reported that the Third Track contracts approved at the December 2017 Board meeting are moving forward. Notice of Award has been issued to the design-build contractor and the Limited Notice to Proceed will be issued shortly. A temporary project office has been established at the Jamaica Control Center and a lease for the

permanent project office is being prepared. Staff from the MTA, LIRR, MTACC, and the consultant project manager have quickly formed into a cohesive team.

Mr. Lieber noted that he is looking forward to the East Side Access tour next month with members of the Board. This will be an opportunity for Board members to see the significant progress made on the project. Earlier this month, Nassau and Suffolk County Executives Laura Curran and Steve Bellone toured the East Side Access Manhattan caverns.

Mr. Lieber addressed some of the cost drivers identified in the recent New York Times article and noted that while labor agreements and work rules are not entirely under the control of the MTA, as stewards of the Capital Program MTACC has an obligation to reign in project costs. On new projects, such as Third Track, MTACC is taking important steps based on lessons learned from past experiences. Third Track is using the design build delivery method to maximize value by empowering the contractor to coordinate design and construction and eliminating bureaucracy that can cause negative impacts to cost and schedule. Further, before issuing the RFP, MTACC and LIRR held extensive meetings with the contracting community to gain a better understanding of the risks and complexities of the project. Focusing on risk allocation before the procurement was a significant step forward. MTA, LIRR, MTACC, and the consultant project manager are working as a truly integrated project development team right from the beginning. In addition, the project team is engaging with local community leaders even more than previously, providing information so that they understand the changes that are coming to their communities.

On East Side Access, MTACC is making progress implementing some of the recommendations that Mr. Lieber previously shared with the Board. MTACC has made adjustments to the change order process and is making progress on eliminating the change order backlog. MTACC continues to work with the systems contractor, LIRR, and its consultants on new approaches to schedule, emphasizing incremental testing. LIRR personnel assigned to the project are now embedded with the East Side Access team, eliminating much of the back and forth. Mr. Lieber noted that he will be presenting on the status of the East Side Access budget and schedule at CPOC in March.

Mr. Lieber further noted that, at the direction of the Chairman, and with the active participation of several Board members, he has formed a Cost Containment Task Force which will be led by Board Member Rechler. The task force has begun discussing major steps forward such as removing antiquated processes, writing entirely new contract terms, considering legislative changes where necessary, and focusing on streamlining construction practices to stimulate competition wherever possible. Over time, the MTA must convince the contracting community that working with the MTA is appealing and efficient.

Board Member Rechler added that the project delivery system has layers of process and organizational structure that makes it difficult to execute. He has asked Mr. Lieber and the Task

Force to rewrite the process from scratch. He noted that the Cost Containment Task Force is working with Board Member Moerdler and the MTA Procurement Task Force because the processes are merged. The two task forces are planning a joint working group session in the next few weeks and the goal is to come up with dramatic suggestions to free the agencies to effectively and efficiently execute construction projects.

Board Member Brown asked about the cost per space for the Third Track parking garages. Mr. Lieber responded that he will provide that information, but noted that the Board had provided clear direction to optimize value capture opportunities, and that the parking garages presented the most significant opportunity for value capture on the project. Board Member Brown stated that he would like to understand how this will lead to value capture and observed that while parking is necessary it is often the most valuable property that is used for parking. Mr. Lieber stated that he would provide a detailed response to be circulated to the Board on this subject.

### **MTA POLICE DEPARTMENT**

MTAPD Chief Owen Monaghan reported that system-wide for the month of December, there were 24 total major felonies compared to 26 in 2016, a decrease of 8%. In 2017, system-wide, there were 271 total major felonies compared to 307 in 2016, a decrease of 12%. This is the lowest amount of year-end crime ever recorded in the 20 year history of the MTAPD. In 2017, LIRR had 106 total major felonies compared to 126 in 2016.

Chief Monaghan thanked the members of the MTAPD and the Office of Security for their outstanding response to the December 11, 2017 subway corridor incident and a safe and uneventful New Year's Eve.

Chief Monaghan reported that in 2017 there were 29 hate crimes compared to 22 in 2016; all but two involved graffiti.

Board Member Moerdler commented that graffiti cannot be easily dismissed. Graffiti was the precursor to the rise of Nazism in Europe. If you have areas where this kind of stuff goes on it would behoove you to do exactly what you did at Penn Station, to have decoys and arrest these people. Board Member Moerdler noted that the statistics for felony assaults, drug offenses and sex offenses have increased; he asked what was occurring and why, and what the MTAPD is doing about it.

Chief Monaghan responded that every one of the assaults were on police officers working at Penn Station and Grand Central Terminal. MTAPD has been very active in enforcing laws related to quality of life as well as crimes and they have been running into this type of behavior from individuals resisting arrest and assaulting MTA police officers.

Board Member Moerdler commented he assumes the assaults are followed by an immediate arrest.

Chief Monaghan responded yes and there is a follow up. The increase in drug offenses, 110 compared to 56, is due to very aggressive enforcement. MTAPD is finding more drugs on people. This is a national trend throughout the country, particularly in light of the opioid epidemic. With all that MTAPD, continues to help people, in addition to enforcing the law. MTAPD saved 102 lives through the timely use of *Narcan*.

Chief Monaghan added that with respect to sex offenses, in 2017 there were 19 compared to 14 in 2016.

Board Member Moerdler asked how that compares with the number of complaints.

Chief Monaghan responded that there were 19 arrests, and that there were more complaints than the number of arrests. Many of those are occurring on the train, as opposed to 2016 where they were occurring in facilities. MTAPD is continuing to focus on sex offenses. Regarding graffiti, MTAPD does not simply dismiss it as graffiti; we do put resources into each and every one of these crimes.

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

- Approval of LIRR 2018 Proposed Committee Work Plan

President Nowakowski stated that the 2018 Work Plan is reflective of 2017 and it also includes increased reporting on PTC, when there is a joint Committee Meeting.

Upon motion duly made and seconded, the action item was approved for recommendation to the Board. The details of the action item 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 action item.

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

- PTC Status Report

President Nowakowski reported on the above information item. He stated that every railroad in the country was summoned to Washington, DC to meet with the Federal Railroad Administration (“FRA”) to update the agency on the status of the project. Part of that was the FRA letting the railroads know that there will not be any more extensions and that PTC must be completed in accordance with the law. The railroads met with Ronald Batory, the nominee for

FRA Administrator. Formerly Chief Executive Officer of Conrail, he has a very good understanding of the basics of the system and brought with him 17 staff members from the FRA to participate in the discussion. LIRR and Metro-North each had separate sessions but for both sessions we each brought three people to that session. President Nowakowski stated that LIRR has important milestones coming up regarding software.

Board Member Greenberg asked whether the M-3s are being retired and not equipped with PTC.

President Nowakowski responded in the affirmative.

Board Member Greenberg asked if LIRR will have all sufficient PTC-compliant cars on site and operable by December 2018 to maintain service.

Senior Vice President - Operations Dave Kubicek responded that LIRR has 92 compliant M-9 cars in its base order with Kawasaki versus 150 remaining M-3 cars. The M-9s are coming in fully equipped with PTC and are currently being tested.

Board Member Greenberg commented that his concern was the difference: 150 M-3s, versus 92 M-9s. He asked if LIRR will have a shortage of equipment to maintain service if LIRR is not running the M-3s in January.

Senior Vice President Kubicek responded that LIRR will be tight on equipment but the upside is the M-9s will have much stronger reliability than the M-3s that are being retired.

Board Member Greenberg asked if LIRR is confident it will be able to maintain service with the number of cars it will have.

Senior Vice President Kubicek responded in the affirmative. He added that LIRR will push hard on Kawasaki to deliver its full order on time and will also work closely with planning staff on future equipment needs and assignment.

Board Member Greenberg asked if, because of the increased reliability of the M-9 cars, the 92 car M-9 order would be sufficient.

Senior Vice President Kubicek responded in the affirmative.

Board Member Greenberg commented that another concern is the possible need for more outages to complete PTC installation on time. He asked that LIRR keep the Committee informed on additional outages that may become necessary in the future.

President Nowakowski responded that LIRR would do so.

Board Member Moerdler commented that MTA will be considering today an award of a 1600-unit contract to Kawasaki on the subways. He asked what efforts have been made to ensure that Kawasaki has adequate capacity to fulfill LIRR's M-9 contract.

Senior Vice President Kubicek responded that LIRR will push to make sure that LIRR has the same priority as the subway order. He noted that the concern is not about the activity that has taken place in Japan, but is more related to the activities that are taking place in Lincoln, Nebraska, Colorado, and Yonkers, New York.

Board Member Moerdler commented that Kawasaki appears to have a relatively small facility in Yonkers. As such, he asked whether any effort is being made to urge Kawasaki to expand its capacity in Yonkers.

Senior Vice President Kubicek responded that Kawasaki has a large facility in Lincoln, Nebraska, that the superstructure of the new cars is brought there from Japan, and that LIRR is largely installing the components into the cars at that facility. LIRR is tracking Kawasaki's productivity.

Board Member Moerdler asked if there is any way we can push Kawasaki to create more jobs on this contract in New York.

Chair Pally responded that we will bring this to the Chairman to see what we can accomplish before the Board votes on Wednesday. He also stated if there are any issues in the PTC report about which people would like more information, or if Committee members feel the information in the report should be reorganized and presented in a different way, to please advise him or Board Member Neal Zuckerman. The PTC task force met for the first time last week. Metro-North Committee Chair Susan Metzger and Board Member Zuckerman want to make sure that what is reported is not only understood but comprehensive.

The details of the above item are contained in the 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 item.

## **MTA LONG ISLAND RAIL ROAD**

### **Procurements**

LIRR Chief Procurement & Logistics Officer Dennis Mahon presented the following procurement items to the Committee for approval.

Non-Competitive:

- **Ansaldo STS USA, Inc.** – LIRR, Metro-North (“MNR”) and New York City Transit (“NYCT”) request MTA Board approval for items identified as obtainable only from Ansaldo STS USA, Inc. in an aggregate amount not-to-exceed \$18.325M (\$5.325M/LIRR; \$6M/MNR; and \$7M/NYCT) over a 36-month period to purchase services and/or parts required to support LIRR’s, MNR’s and NYCT’s current inventory of equipment designed and manufactured by Ansaldo.

Competitive:

- **Citnalta/Scalamandre JV** – LIRR requests MTA Board approval to award a competitively solicited and negotiated Design-Build contract in the amount of \$80,340,000 to Citnalta/Scalamandre JV to complete the design and construction services for station enhancements at 8 out of 14 various LIRR stations.

Ratifications:

- **Harsco Metro Rail, LLC** – Pursuant to an Emergency Declaration, LIRR requests MTA Board ratification of a contract to Harsco Metro Rail, LLC in the not-to-exceed amount \$380,000 to provide all equipment and labor necessary for the repair of a Harsco Spreader/Ditcher Model L14320.
- **Skanska-Posillico II (Joint Venture)** – LIRR requests MTA Board ratification for the declaration of an Immediate Operating Need made by the Chief Procurement & Logistics Officer, waiving formal competitive bidding pursuant to Article III Paragraph A of the All Agency Procurements Guidelines and Public Authorities Law Section 1265a, subsection 4(a), and approve a contract modification to Skanska-Posillico II (JV) (“SPII JC”) for Construction Management Services for the new Second Track located on LIRR’s Ronkonkoma Branch.

Board Member Moerdler congratulated LIRR for its coming forward with a plan to use integrity monitors, but noted that LIRR has a couple of procurements involving entities that have a historic record of price fixing and other conduct that is detrimental not only to the riders but to the system as a whole. Board Member Moerdler suggested that whenever you have a vendor that over the past 4-5 years has been charged with committing a crime and has been found guilty, put a monitor in place as a condition of the contract.

Board Member Greenberg commented regarding the procurement for the Enhanced Station Initiative. He stated that he would like to see a plan explaining why these stations were selected and whether these stations were all accessible. He requested that someone report back.

Upon motion duly made and seconded, the above procurement and ratification items were approved for recommendation to the Board. The details of the procurement and ratification items are contained in the staff summaries filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board Member comments and discussion regarding the proposed procurements and ratification.

### **MTA CAPITAL CONSTRUCTION**

#### **Procurement**

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

The procurement items are as follows:

- Award of Contract PS866 on behalf of MTACC, Long Island Rail Road, and Metro North Railroad to enter into competitively solicited personal service contracts with twenty six firms to provide professional staffing and services on an as-needed basis in the not-to-exceed amount of \$56,000,000.
- Award of Contract PS862A – PS862C to enter into competitively solicited and negotiated personal service contracts with three firms to provide independent compliance monitoring on projects managed by MTACC on an as-needed basis, in the amount of \$5,000,000.
- Ratification of a modification to East Side Access System Facilities Package No. 1 Contract CS179 to implement repairs and upgrades to prevent water infiltration into multiple facilities in the amount of \$2,768,000.

With regard to the contract to provide professional staffing and services, Board Member Greenberg asked if this is the most efficient way to employ people to do this work and questioned whether the work should be given to MTA employees. Mr. Lieber responded that it is hard to predict long term how much of each of these jobs are required for each project and that it is not always appropriate to hire for a position without knowing if the MTA will be able to use that person's expertise efficiently long term. MTA definitely needs MTA employees for some positions, but this contract allows the MTA to address one of the principal inefficiencies of the procurement process by providing as needed professional services through a competitive procurement without spending six months on each procurement. Chairperson Pally added that we do not necessarily need to use every category, but the wide range of categories provides for a broader range of available services.

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

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

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

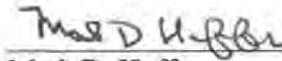
Board Member Greenberg commented regarding the elevator and escalator availability report, noting that the Port Jefferson branch seems to have a problem.

Chair Pally responded that LIRR will report back on that issue to Board Member Greenberg.

**Adjournment**

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

Respectfully submitted,



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Mark D. Hoffer  
Secretary



## 2018 Metro-North Railroad Committee Work Plan

### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chairs & Members
2018 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

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<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
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4 <sup>th</sup> Quarter 2017	Diversity and EEO
2018 Spring/Summer Schedule Change	Operations Planning & Analysis
<u>March 2018</u>	
Annual Strategic Investments & Planning Studies	Capital Planning
Annual Elevator & Escalator Report	Engineering
Customer Satisfaction Survey Report	Operations Planning & Analysis
PTC Status 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	Procurement
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA
LIRR/MNR PTC Project Update	President
<u>May 2018</u>	
Diversity/EEO Report – 1 <sup>st</sup> Quarter 2018	Diversity and EEO
PTC Status Report	Engineering

June 2018 (Joint meeting with LIRR)  
LIRR/MNR PTC Project Update  
Bi-Annual Report on M-9 Procurement

President  
President

July 2018

Grand Central Terminal Retail Development  
Environmental Audit  
Track Program Quarterly Update  
PTC Status Report

MTA Real Estate  
Environmental Compliance  
Engineering  
Engineering

September 2018

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

Finance  
Finance  
Diversity and EEO  
Operations Planning & Analysis  
Engineering

October 2018 (Joint meeting with LIRR)

2019 Preliminary Budget (Public Comment)  
LIRR/MNR PTC Project Update  
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  
PTC Status Report

Committee Chairs & Members  
Operations Planning & Analysis  
Engineering

December 2018 (Joint meeting with LIRR)

2019 Final Proposed Budget  
2019 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Quarter 2018  
LIRR/MNR PTC Project Update

Finance  
Committee Chairs & Members  
Diversity and EEO  
President

January 2019

Approval of 2019 Committee Work Plan  
Track Program Quarterly Update  
PTC Status Report

Committee Chairs & Members  
Engineering  
Engineering

# METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **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

### **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.

#### LIRR/MNR PTC Project Update

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

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

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

#### 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.

### **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.

#### 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.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

## **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.

### LIRR/MNR PTC Project Update

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.

## **MAY 2018**

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

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

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

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

### LIRR/MNR PTC Project Update

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.

### 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.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

## **SEPTEMBER 2018**

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### 2018 Final Mid-Year Forecast

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

### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2018

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

### 2018 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2018.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

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

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### LIRR/MNR PTC Project Update

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.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

### **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– 3<sup>rd</sup> Quarter 2018

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

#### LIRR/MNR PTC Project Update

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.

### **JANUARY 2019**

#### Approval of 2019 Committee Work Plan

The Committee will approve the Proposed Metro-North Railroad Committee Work Plan for 2019 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.

PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risks associated with the PTC implementation.

## Long Island Rail Road Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	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
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>February 2018</u> (Joint Meeting with MNR)	
Adopted Budget/Financial Plan 2018	Management & Budget
2017 Annual Operating Results	Operations
2017 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 <sup>th</sup> Q 2017	Administration/Diversity
2018 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	President
<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
PTC Status Report	Engineering
<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
LIRR/MNR PTC Project Update	President
<u>May 2018</u>	
Diversity/EEO Report – 1 <sup>st</sup> Q 2018	Administration/Diversity
PTC Status Report	Engineering
<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
LIRR/MNR PTC Project Update	President

July 2018

Penn Station Retail Development  
Environmental Audit  
2018 Fall Construction Schedule Change  
PTC Status Report

MTA Real Estate  
Corporate Safety  
Service Planning  
Engineering

September 2018

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

Management & Budget  
Administration/Diversity  
Service Planning  
Engineering

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  
LIRR/MNR PTC Project Update

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

November 2018

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

Committee Chair & Members  
President/Sr. Staff  
Service Planning  
Engineering

December 2018 (Joint Meeting with MNR)

2019 Final Proposed Budget  
2019 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Q 2018  
LIRR/MNR PTC Project Update

Management & Budget  
Committee Chair & Members  
Administration/Diversity  
President

January 2019

Approval of 2019 Committee Work Plan  
PTC Status Report

Committee Chair & Members  
Engineering

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 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

### **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.

#### Project Update on PTC

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

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

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

#### 2018 Spring/Summer Construction Schedule Changes

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

### **MARCH 2018**

#### Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

#### Annual Elevator/Escalator Report

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

#### 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.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### **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.

#### Project 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.

### **MAY 2018**

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

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

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### **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.

#### Project 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.

### **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.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### 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– 2<sup>nd</sup> Quarter 2018

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

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

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

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### Project 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.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

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

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2018

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

#### 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.

#### Project 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.

### **JANUARY 2019**

#### Approval of 2019 Committee Work Plan

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.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.



**Metro-North Railroad**

# **Safety Report**

## December 2017 Safety Report

Performance			
Performance Indicator	12-Month Average		
	January 2015 - December 2015	January 2016 - December 2016	January 2017 - December 2017
FRA Reportable Customer Accident Rate per Million Customers	1.86	1.25	0.77
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.44	2.87	2.86
Grade Crossing Incidents <sup>1</sup>	1	3	2
Mainline FRA Reportable Train Derailments	1	1	2
Mainline FRA Reportable Train Collisions	0	0	0

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

Leading Indicators				
Safety Training	2016		2017	
	December	Year End	December	Year to Date
First Responders Trained	-	1,314	105	1,508
Employee Safety Training Courses	-	307	115	326
Employees Trained	-	6,161	2,812	6,841
Employee Safety Training Hours	-	268,469	16,139	271,847
Customer and Community: Focus on Grade Crossings	2016		2017	
	December	Year to Date	December	Year to Date
Broken Gates	1	55	2	25
MTA Police Details	123	1,556	89	1,438
Summons	46	408	7	602
Warnings	1	102	1	155
Community Education and Outreach	6,031	50,258	7,570	79,213
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	234	24.48%	
Passenger Compartment Cameras	1,086	234	21.55%	

**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 - February 2018

Expenditures thru January 2018; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,025.6	\$ 7,515.4	\$ 5,889.7
Design	\$ 735.9	\$ 738.4	\$ 720.1
Project Management	\$ 1,036.2	\$ 883.3	\$ 812.7
Real Estate	\$ 178.0	\$ 119.9	\$ 117.8
Rolling Stock†	\$ 202.0	\$ 3.2	\$ 0.0
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 9,260.2</b>	<b>\$ 7,540.3</b>

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

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$58.2	Nov-2011	Nov-2011	Apr-2013	Feb-2018
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$361.6	\$350.2	\$11.4	\$328.6	Mar-2014	Mar-2014	Nov-2016	Mar-2018
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$446.4	\$17.3*	\$211.4	Dec-2014	Feb-2015	Aug-2018	May-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$661.9	\$50.4	\$198.6	Jul-2015	Apr-2016	Jan-2020	Jun-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$265.4	\$261.7	\$3.7	\$242.0	Aug-2011	Aug-2011	Aug-2014	Apr-2018
CQ033: Mid-Day Storage Yard Tutor Perini Corporation	\$308.0	\$293.9	\$14.2	\$35.7	N/A	Apr-2017	Aug-2020	Dec-2020
<b>Harold Construction</b>								
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.3	\$7.7	\$13.1	N/A	Nov-2016	May-2018	May-2018
CH057D: Harold Structures - Part 3, Trackwork		In Procurement			N/A	Mar-2018	May-2019	May-2019
CH058A: Harold Structures - Part 3A: B/C Approach**		In Design			Jul-2015	Jul-2018	N/A	Oct-2020
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$552.8	\$54.2***	\$325.4	Mar-2014	Mar-2014	Dec-2019	Nov-2020
Systems Package 2: Signal Installation (CS086)		In Procurement			N/A	Mar-2018	N/A	Nov-2020
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$7.9	Jun-2014	Jun-2014	Dec-2019	Nov-2020
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$72.9	\$6.8	\$11.4	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.

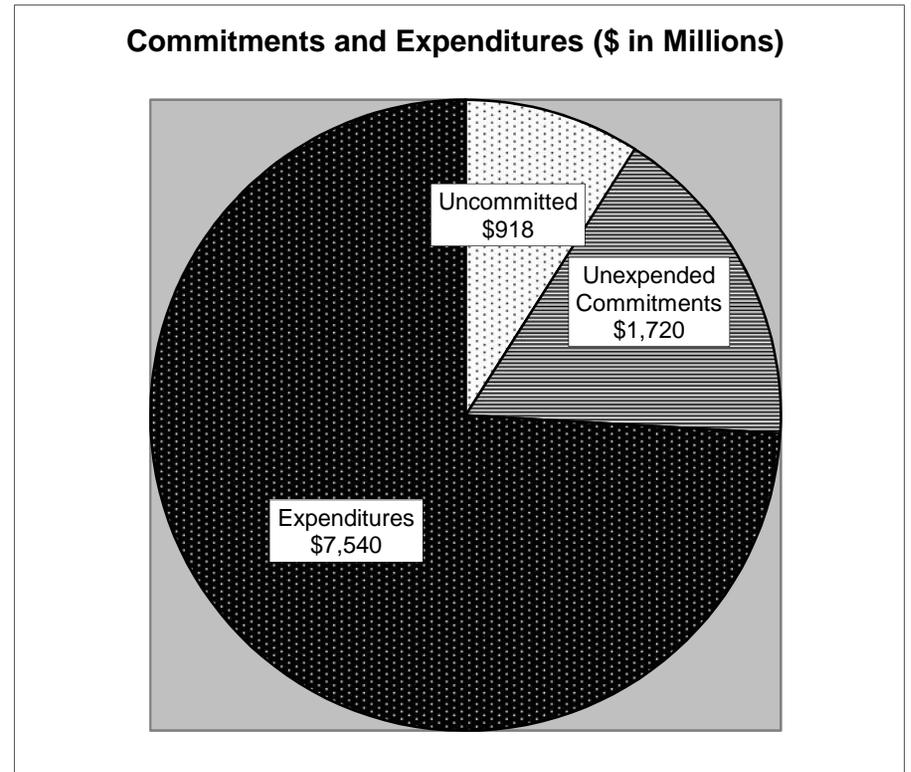
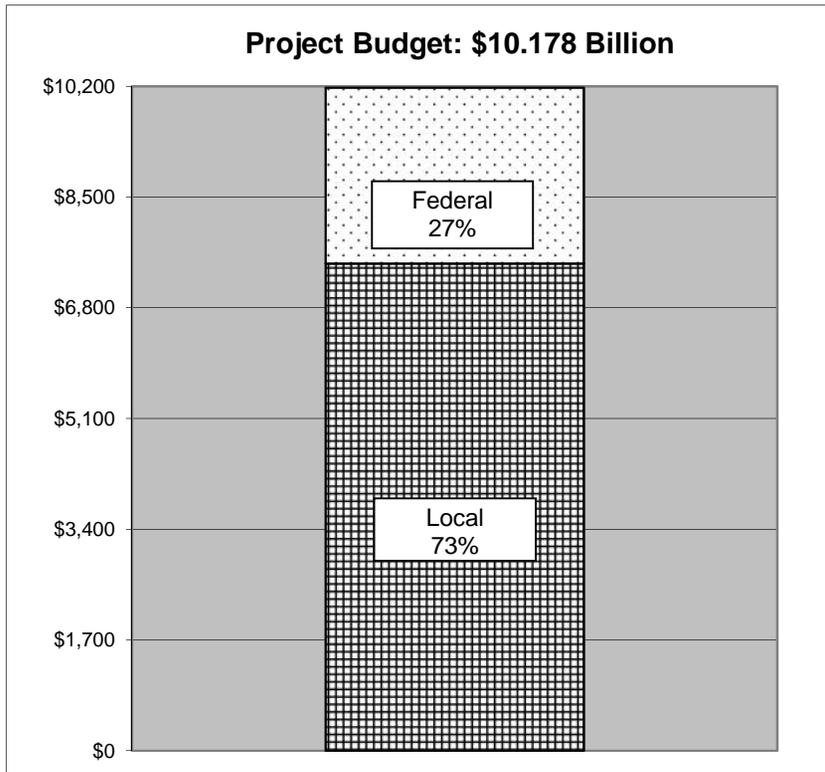
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

## East Side Access Status

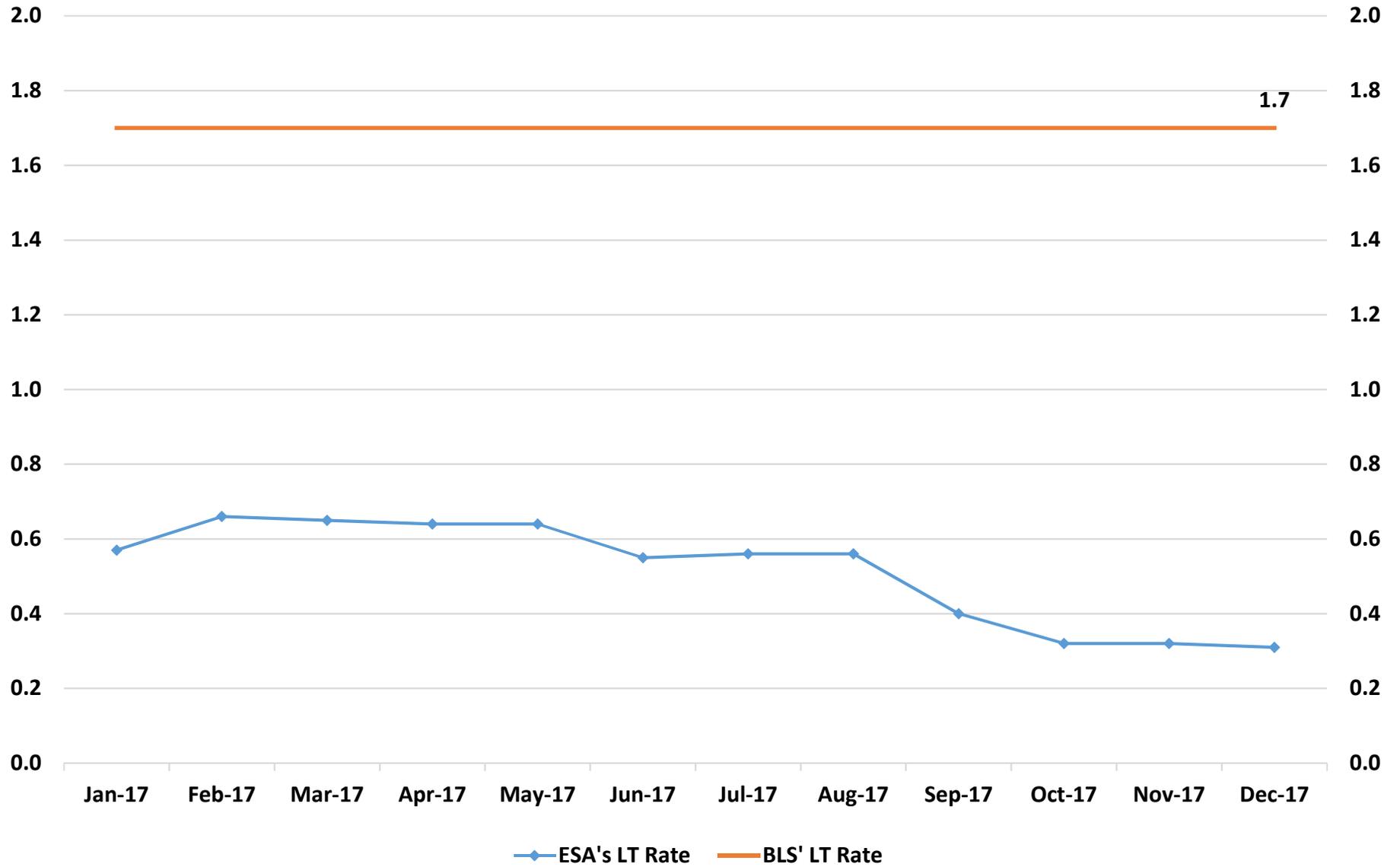
### Report to the Railroad Committee - February 2018

data thru January 2018

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,533	742	792	792	1,529	5	1,523
2005-2009	2,683	1,675	1,008	1,008	2,674	9	2,648
2010-2014	3,502	2,666	836	836	3,148	353	2,640
2015-2019	2,302	2,302	-	-	1,751	551	571
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 7,479</b>	<b>\$ 2,699</b>	<b>\$ 2,699</b>	<b>\$ 9,260</b>	<b>\$ 918</b>	<b>\$ 7,540</b>



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





# Police Report



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

**January 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Burglary</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Grand Larceny</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>267%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>18</b>	<b>7</b>	<b>11</b>	<b>157%</b>

**Year to Date 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Burglary</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Grand Larceny</b>	<b>11</b>	<b>3</b>	<b>8</b>	<b>267%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>18</b>	<b>7</b>	<b>11</b>	<b>157%</b>



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### January 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	3	2	1	50%
Burglary	0	1	-1	-100%
Grand Larceny	6	4	2	50%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	10	1	10%

### Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	3	2	1	50%
Burglary	0	1	-1	-100%
Grand Larceny	6	4	2	50%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	10	1	10%



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
System Wide**

**January 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>67%</b>
<b>Felony Assault</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>150%</b>
<b>Burglary</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>17</b>	<b>7</b>	<b>10</b>	<b>143%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>30</b>	<b>17</b>	<b>13</b>	<b>76%</b>

**Year to Date 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>67%</b>
<b>Felony Assault</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>150%</b>
<b>Burglary</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>17</b>	<b>7</b>	<b>10</b>	<b>143%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>30</b>	<b>17</b>	<b>13</b>	<b>76%</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 1/31/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	4	0
Felony Assault	5	2
Burglary	2	1
Grand Larceny	3	0
Aggravated Harassment	1	0
Aggravated Unlicensed Operator	2	0
Assault-Misdemeanor	1	7
Breach of Peace	0	1
Criminal Contempt	1	1
Criminal Mischief	3	4
Criminal Possession Stolen Property	2	1
Criminal Trespass	4	5
Drug Offenses	2	3
DUI Offenses	1	2
Forgery	9	3
Fraud	1	0
Graffiti	2	2
Make Terrorist Threat	1	0
Menacing	2	3
Obstruct Government	0	2
Petit Larceny	18	19
Reckless Endangerment	0	1
Resisting Arrest	1	2
Sex Offenses	2	1
Theft of Services	12	17
Warrant Arrest	14	5
<b>Total Arrests</b>	<b>93</b>	<b>82</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**January 2018**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	5	2	2	1
<b>Fel. Assault</b>	5	3	2	0
<b>Burglary</b>	3	0	3	0
<b>Grand Larceny</b>	17	6	11	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>30</b>	<b>11</b>	<b>18</b>	<b>1</b>
<b>Crimes Per Day</b>	<b>0.97</b>	<b>0.35</b>	<b>0.58</b>	<b>0.03</b>

**Metropolitan Transportation Authority  
Police Department**

**Hate Crimes Report (January 2018)**

<b>Motivation</b>	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
ASIAN	0	0	0	0%
BLACK	2	0	2	0%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	0	0	0	0%
MUSLIM	0	1	-1	-100%
OTHER	1	0	1	0%
ANTI-SEMITIC	2	3	-1	-33%
SEXUAL ORIENTATION	0	0	0	0%
WHITE	0	0	0	0%
<b>TOTAL</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>25%</b>

<b>CRIME NAME</b>	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	0	0	0	0%
Felony Assault	0	0	0	0%
Misd. Assault	0	1	-1	-100%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	5	3	2	67%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
<b>Total</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>25%</b>

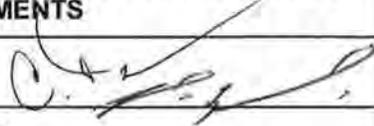


# Long Island Rail Road

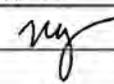
**ACTION**

**ITEMS**

# Staff Summary

<b>Subject</b> <b>AMENDMENT TO GATEWAY TUNNEL AGREEMENT          –WHEEL TRUING MACHINE, WEST SIDE YARDS</b>	<b>Date</b> <b>February 2018</b>
<b>Department</b> <b>LIRR ESA/SPECIAL PROJECT&amp; MAINTENANCE OF          EQUIPMENT DEPARTMENTS</b>	<b>Vendor Name</b>
<b>Department Head Name</b> <b>A. Hezarkhani/C. Daly</b>	<b>Contract Number</b>
<b>Department Head Signature</b> 	<b>Contract Manager Name</b>
<b>Project Manager Name</b> <b>G. EHRHARDT</b>	<b>Table of Contents Ref. #</b>

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

Internal Approvals			
Order	Approval	Order	Approval
1	President  4/13	5	CFO 
2	Sr. VP - Operations 		
3	Sr. VP - Engineering 		
4	VP & General Counsel 		

**PURPOSE AND RECOMMENDATION:**

That the Board (1) ratify LIRR execution of an amendment to the Gateway Tunnel Agreement with Amtrak for the design, manufacture and installation of a new tandem wheel truing machine in the re-built Maintenance of Equipment (“MoE”) Facility at West Side Yard (“WSY”), so as to increase the previously authorized not to exceed cost for such work by \$1.84 million, and (2) authorize the expenditure of additional funds under said Agreement, up to a limit of \$800,000, if necessary to further accelerate delivery of said new wheel truing machine so that it is operational by September 2018.

**DISCUSSION:**

In April 2013, the Board approved a Staff Summary and Resolution which authorized LIRR to enter into a Gateway Tunnel Agreement with Amtrak, pursuant to which Amtrak would construct a concrete Tunnel Casing beneath the Eastern Rail Yard (ERY) portion of the LIRR’s WSY so as to preserve a future subsurface right-of-way for Amtrak’s proposed Gateway Tunnel. In order to allow for the construction of the Tunnel Casing, Amtrak was permitted to partially demolish and then rebuild LIRR’s existing MoE Facility in the ERY, at Amtrak’s expense. Amtrak contracted for the demolition of the existing facility and the construction and installation of the new facility with the Related Companies (“Related”), the developer of the commercial overbuild over the ERY, and Related in turn subcontracted the work to Tutor Perini (“Tutor Perini”), its general contractor tasked with constructing such overbuild.

While Amtrak was responsible for ensuring that the new facility could be used to replicate the same maintenance functions performed at the existing facility, it was not responsible for replacing major items of shop equipment located in the facility. The existing MoE Facility contained a milling-type single wheel truing machine, which was used to correct flat spots on train wheels and restore the wheels to serviceable condition. This machine, which was purchased in 1983, had exceeded its useful life and was not functioning efficiently. In order to obtain a new machine in the shortest possible time frame, LIRR sought and obtained Board approval, in March 2015, to execute an amendment to the Gateway Tunnel Agreement, pursuant to which LIRR contracted with Amtrak, as part of such agreement, to design, manufacture and install a new tandem wheel truing machine (“collectively, the “Wheel Truer Work”), at a total not-to-exceed cost of \$9.5 million.

In June 2017, the Board approved a further amendment to the Gateway Tunnel Agreement with Amtrak, to add an additional \$3.85 million for the Wheel Truer Work, thereby increasing the total not-to-exceed cost of such work to \$13.35 million. These additional funds were needed to address unforeseen site conditions that were revealed upon

# Staff Summary

excavation of the pit to house the new wheel truing machine, including a higher than anticipated water table and unstable soil conditions.

It was anticipated that upon authorization of these additional funds, and issuance of appropriate change orders by Related to Tutor Perini, the work to install the new wheel truing machine would commence in the Summer of 2017. However, due to disputes between Amtrak, Related and Tutor Perini, issuance of the necessary change orders was delayed to the point where, in October 2017, Tutor Perini filed a claim for delay damages in the amount of \$1.84 million, and refused to act on the change orders until all of these disputes were resolved (some of the disputes had little or nothing to do with the Wheel Truer Work, such as the release of certain retainages to Tutor Perini on its construction contract).

After lengthy negotiations between all of the parties, with LIRR working to facilitate an overall understanding so as to free up the remaining Wheel Truer Work for completion as quickly as possible, the parties reached agreement allowing that Work to proceed in January 2018. LIRR, acting pursuant to authority granted under Article VIII of the MTA General Contract Procurement Guidelines (which allows an agency President or his/her designee to approve certain contract change orders without prior Board approval, in cases of *emergency or risk of substantial increase in cost or delay if prompt action is not taken*), approved a further amendment to the Gateway Tunnel Agreement, adding an additional \$1.84 million to cover Tutor Perini's delay damages claim. The current schedule for the new wheel truing machine calls for it to be installed by December 2018.

During the Fall "leaf-off" season, residue from crushed leaves falling on the rails results in reduced adhesion, problems in braking, and damage to train wheels in the form of "flat spots." This problem was particularly acute for LIRR in the Fall/Winter of 2017-18, resulting in many railcars being taken out of service until flat spots could be repaired, severely impacting service. Flat spots are typically repaired through use of wheel truing machines, which grind out the flat spots and return the wheels to a safe operating condition. LIRR has several wheel truing machines, but its wheel truing capacity has been impaired by the machine at West Side Yards being unavailable for several years.

In recognition of the importance of the wheel truing machine at West Side Yards, LIRR is asking the Board to retroactively approve certain steps taken in January to break the impasse between Amtrak, Related and Tutor Perini, avoid further delays and increases in cost, and secure resumption of work to get the machine back into service; specifically, the amendment of the Gateway Tunnel Agreement calling for the expenditure of an additional \$1.84 million to resolve Tutor Perini's delay damage claim. Further, as part of the LIRR's Performance Enhancement Plan (PEP), and to help ensure that we do not face the same situation again this coming Fall/Winter, LIRR is asking for authorization to expend up to an additional \$800,000, under the Gateway Tunnel Agreement, to further accelerate delivery and installation of the wheel truing machine so that it is operational in September 2018, rather than December 2018 as now projected.

## **ALTERNATIVE:**

There are no acceptable alternatives regarding the installation of the new tandem wheel truer, as the original outmoded wheel truer has been removed, the new tandem wheel truer manufactured, and the pit where it will be installed excavated. Unless the new wheel truer is brought on line in time for the Fall 2018 "leaf-off" season, it is possible that LIRR will face the same shortage of railcars due to "flat spots" that occurred this year.

## **BUDGET IMPACTS:**

LIRR has identified funds within the existing MTA 2015 – 2019 Capital Program which can be used to (1) cover the additional \$1.84 million needed to complete the procurement and installation of the new wheel truing machine, and (2) the provision of up to \$800,000 in additional funding, if necessary, to secure further acceleration of the delivery schedule of the new machine so that it is operational in September 2018.



**Long Island Rail Road**



**Metro-North Railroad**

**JOINT INFORMATION ITEMS**

# Joint LIRR/MNR Committee Meeting Monthly PTC Project Update

February 20, 2018



# PTC Overall Project Status

Item	Comments
Schedule	PTC operating on all lines by December 31, 2018
% Complete	LIRR - 63% MNR – 61%
Budget	\$968M <ul style="list-style-type: none"><li>LIRR estimates an additional need of \$40 M to complete their project</li></ul>



# Safety Layers of LIRR/MNR's PTC System

PTC Is Designed to Prevent:	Current Technology at LIRR	Current Technology at MNR	PTC Mandate
<b>Train to train collisions</b>	 Red signal violation automatically prevented over 15 mph	 Red signal violation automatically prevented over 15 mph	 Will stop train at red signals, regardless of speed
<b>Overspeed derailments at curves and elsewhere</b>	 Cab signal system automatically limits train speeds for permanent speed limits.	 CSE will automatically enforce permanent speed limits system wide as of 1 <sup>st</sup> Qtr. 2018.	 Limits train speeds for permanent and temporary speed limits
<b>Incursion into work zones</b>	 Track blocking prevents clearing routes into work zones.	 Enhanced Employee Protection System (EEPS) fulfills requirement	 MNR: EEPS. LIRR: Enforced Track Blocking and Roadway Worker Protection System
<b>Movement of train through misaligned switch</b>	 Protected by Cab Signal System / Automatic Train Control over 15 mph	 Protected by Centralized Train Control / Cab Signal System / Automatic Train Control over 15 mph	 Will stop train at interlocking red signal. Will limit speed to 15 mph outside interlockings.
<b>Stop a train prior to a malfunctioning grade crossing</b>	 Protection at malfunctioning grade crossing by operating rules and manual procedures	 Protection at malfunctioning grade crossing by operating rules and manual procedures	 PTC will permit applying a special TSR that will stop trains before the affected grade crossing.



 Yellow check = existing partial compliance with PTC mandate

 Green check = full compliance with PTC mandate

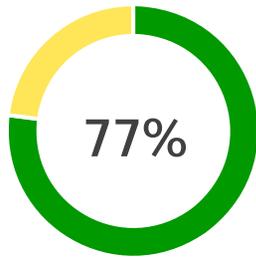
# LIRR/MNR Project Progress Dashboard

## Long Island Rail Road

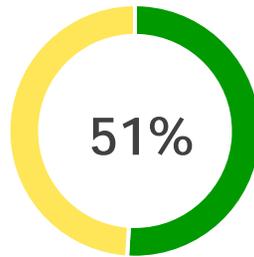
Radio Spectrum



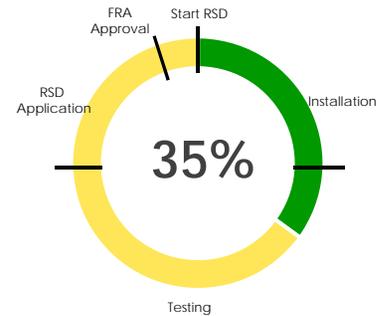
Installation of Hardware



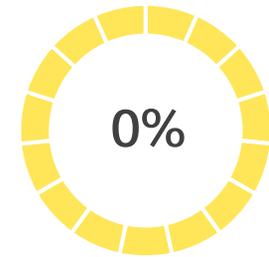
Employees Trained



PTC Operations (RSD) Pilot Lines



PTC Operations (RSD) 15 Non-Pilot Segments

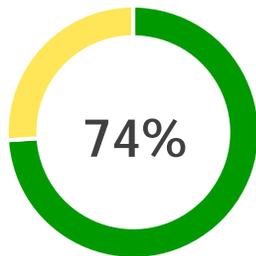


## Metro North Railroad

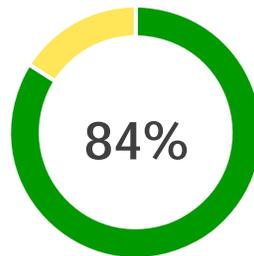
Radio Spectrum



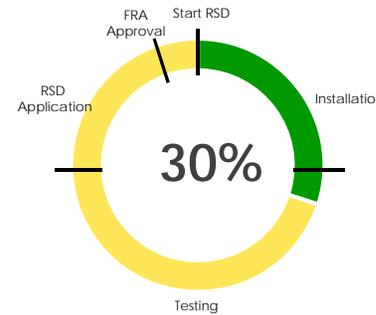
Installation of Hardware



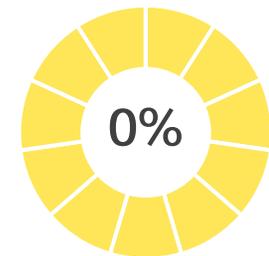
Employees Trained



PTC Operations (RSD) Pilot Lines



PTC Operations (RSD) 11 Non-Pilot Segments



# LIRR PTC – 2018 Hardware Installation Projections

PTC Subsystem	System requirements	FRA Goals	Installs through Jan 2018	% Complete FRA Goal	Remaining to meet FRA Goals	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Transponders	3188	3188	2396	75%	792	5	88	162	162	162	163	0	50	0	0	0
WIUs	151	145	115	79%	30	2	0	0	0	2	7	10	10	0	0	5*
Communication Cases	111	108	99	92%	9	4	4	1	0	0	0	1	0	0	3*	0
M7	418	240	386	100%	0	16	16	0	0	0	0	0	0	0	0	0
DE/DM	45	30	5	16%	25	4	12	12	12	0	0	0	0	0	0	0
C3	23	17	2	12%	15	0	7	7	7	0	0	0	0	0	0	0
E15	16	5	0	0%	5	0	2	4	5	5	0	0	0	0	0	0
TC-82	1	1	0	0%	1	0	0	1	0	0	0	0	0	0	0	0



Month when FRA goal is met

\* For future PTC in ESA tunnels



M7 installations complete to meet FRA goals and minimum operational needs

# MNR East of Hudson PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through Jan 2018	% Complete FRA Goals	Remaining to meet FRA Goals	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Transponders	2931	2931	2502	85%	429	0	0	0	75	75	75	75	75	54		
WIU's	84	84	80	95%	4	1	1	1	0	0	1					
Radio Cases	104	104	41	39%	63	7	8	8	8	8	8	8	7	1		
M7	167	167	167	100%	0											
M3	69	32	4	12%	28	3	3	3	3	12	12	12	12	5		
P32	31	23	3 Complete 31 Partial (OBC)	13%/100%	20	3	4	4	4	4	4	4	1			
Cab Cars	52	35	2 Complete 33 Partial (OBC)	6%/94%	33	3	4	5	5	5	6	6	6	5	5	
M8	190	106	190 Partial (OBC)	0.0%/100%	106	0	0	24	24	24	24	24	24	24	22	
BL20	12	9	12 Partial	0.0%	9	0	1	1	1	2	1	1	1	2	2	
GP35	7	4	7 Partial	0.0%	4	0	0	0	0	1	1	1	1	1	2	



Month when FRA goal is met

All M7 installations complete

# MNR Port Jervis Line Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through Jan 2018	% Complete FRA Goals	Remaining to meet FRA Goals	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18
Transponders	250	250	0	0%	250	0	0	0	0	0	80	80	90			
WIU's	10	10	0	0%	10	0	0	0	0	0	3	3	3	1		
Radio Cases	11	11	0	0%	11	0	0	0	0	0	3	3	3	2		

Note : Port Jervis Line Wayside Hardware Installation Schedule is dependent on NJ Transit PTC Contractor design and deliveries.

 Month when FRA goal is met



## LIRR/MNR Project Update (October 2017 to January 2018)

- Final Design Review targeted for March 2018 (previously Dec 2017)
  - No major system design or hardware changes anticipated
  - Focus is on priority items that have potential impact to software development
  - Selected testing, training and maintenance related documents to be deferred.
- Started Office FAT in January
  - Testing focus is on core PTC functionality.
  - Extended FAT for a week to also run non-core test cases to identify all test variances.
- Performed Subsystem Factory Acceptance Tests (FATs) for pilot lines.
  - Joint decision between Railroads and Contractor to proceed with Integrated System pre-FAT with open variances.
  - Additional subsystem FAT testing is still planned in order to test non-functional and performance requirements, and address gaps found during requirements review.



## LIRR/MNR Project Update (October 2017 to January 2018)

- Performed the verification & validation of the PTC vital database for the pilot lines
  - Database V&V process validated and additional resources added to this activity
  - Other lines to be completed in May in advance of field testing
- Continued deliveries and installations of on board and wayside equipment
- Continued the development of training material and training of Railroad forces
- Continued preliminary field testing on pilot lines/test track demonstrates certain PTC functionality and provides some confidence in elements of the system design.
  - Temporary Speed Restrictions (TSR) Enforcement, Positive Train Stop, Accurate Stop and Turn-back functionality.



# LIRR Project Update (October 2017 to January 2018)

- Completed LIRR Office FAT (January 15 to Feb 2)
  - 82% success rate for core functionality
- Started Integrated System pre-FAT with open test variances.
- Variances will be addressed in interim releases/baselines through end of Pilot Site Performance Testing (SPT) period.
- Roadway Worker Protection System (RWPS) will be in a separate release in May.
- Started installation of the On-Board Computer (OBC) software on M7 vehicles
- Awarded installation contract to install approximately 35,000 feet of PTC cable in Atlantic tunnel targeted for completion in September 2018.
- Awarded installation contract (Small Business Mentoring Program) to upgrade electrical and HVAC infrastructure at LIRR Primary Control Center (PCC) -targeted for completion in May 2018.
- Configured, connected and tested workstations in Backup Control Center (BCC) to support pilot testing, and started surveys/designs for remote locations.



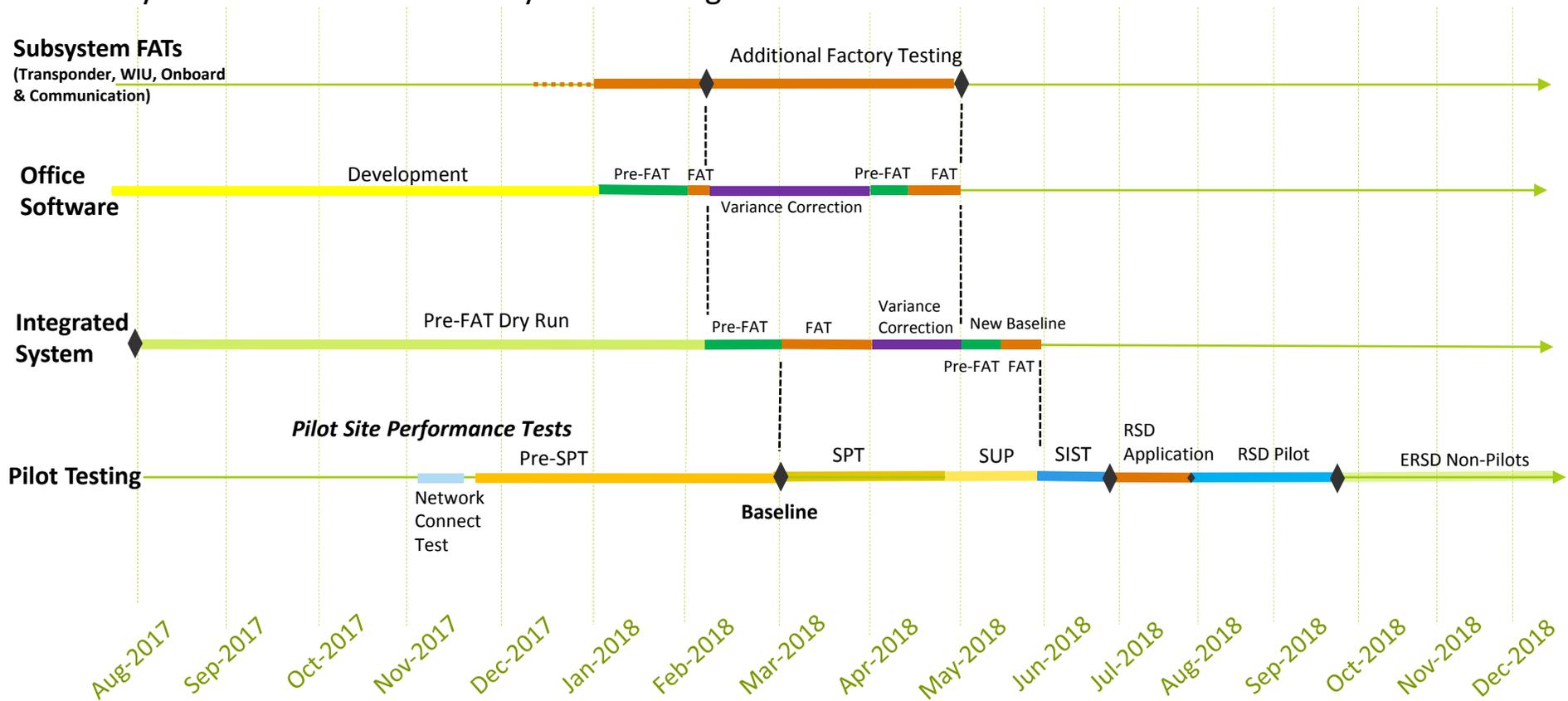
# MNR Project Update (October 2017 to January 2018)

- Implementing Civil Speed Enforcement on all lines East of the Hudson
  - Installed, tested and commissioned 2502 Transponders on 720 track miles.
- Began operating equipped M8s with Civil Speed Enforcement (CSE) on Jan 20, 2018.
  - March: Begin operating M7 and diesel consists with CSE
  - April: Begin operating M3 with CSE
- Office FAT is being witnessed by MNR in Pittsburgh (Jan. 29 – Feb.16, 2018)
  - Focusing on core functionality
- Installed, tested and qualified the Test Track to begin Dynamic Testing.
  - Performed 22 PTC Dynamic Tests with 82% success rate (testing similar to LIRR's pilot lines).
- Completed wiring and testing of the Emergency Control Center office equipment
- Continue Interoperability Testing w/MNR Tenant RR's by Monitoring CSE by downloading OBC Data Log Files to ensure proper functionality (Amtrak/CSX/P&W) and Working with our Tenants to Schedule interoperability testing on the Test Track



# LIRR/MNR Common Schedule Software/System Development & Test

- Pilot Lines in Revenue Service Demonstration by August 2018
- Proceeding with Current Design Assumptions on Interoperability and Security
- System Pre-Baseline for Early Field Testing on Test Tracks & Pilot Lines

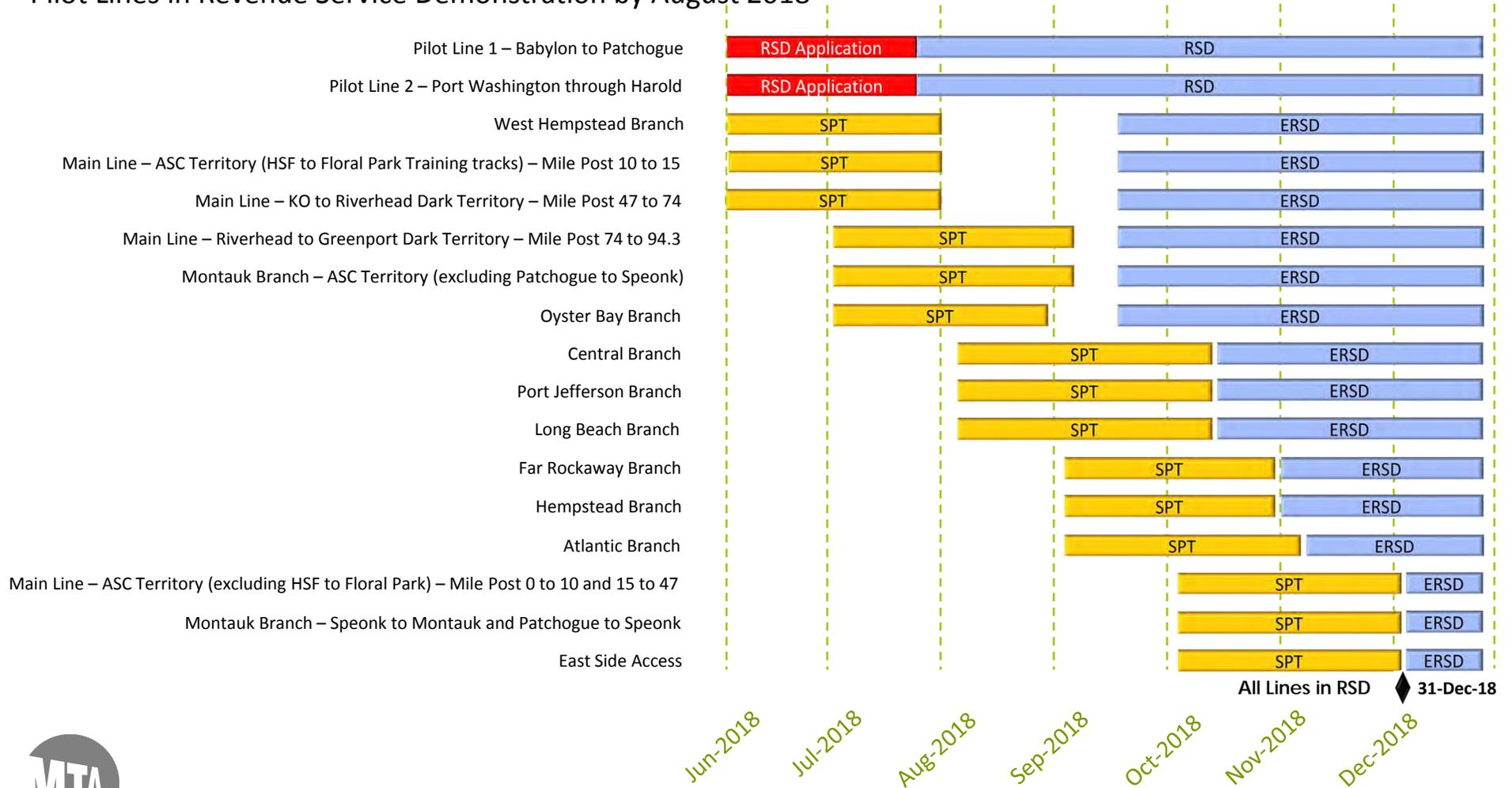


SPT = Site Performance Tests      SUP = Site Update Period  
 SIST = Site Integrated System Test      RSD = Revenue Service Demonstration      ERSD = Extended Revenue Service Demonstration

# LIRR Schedule – Line Segment Revenue Service

All Lines in Revenue Service by Dec-2018

Pilot Lines in Revenue Service Demonstration by August 2018



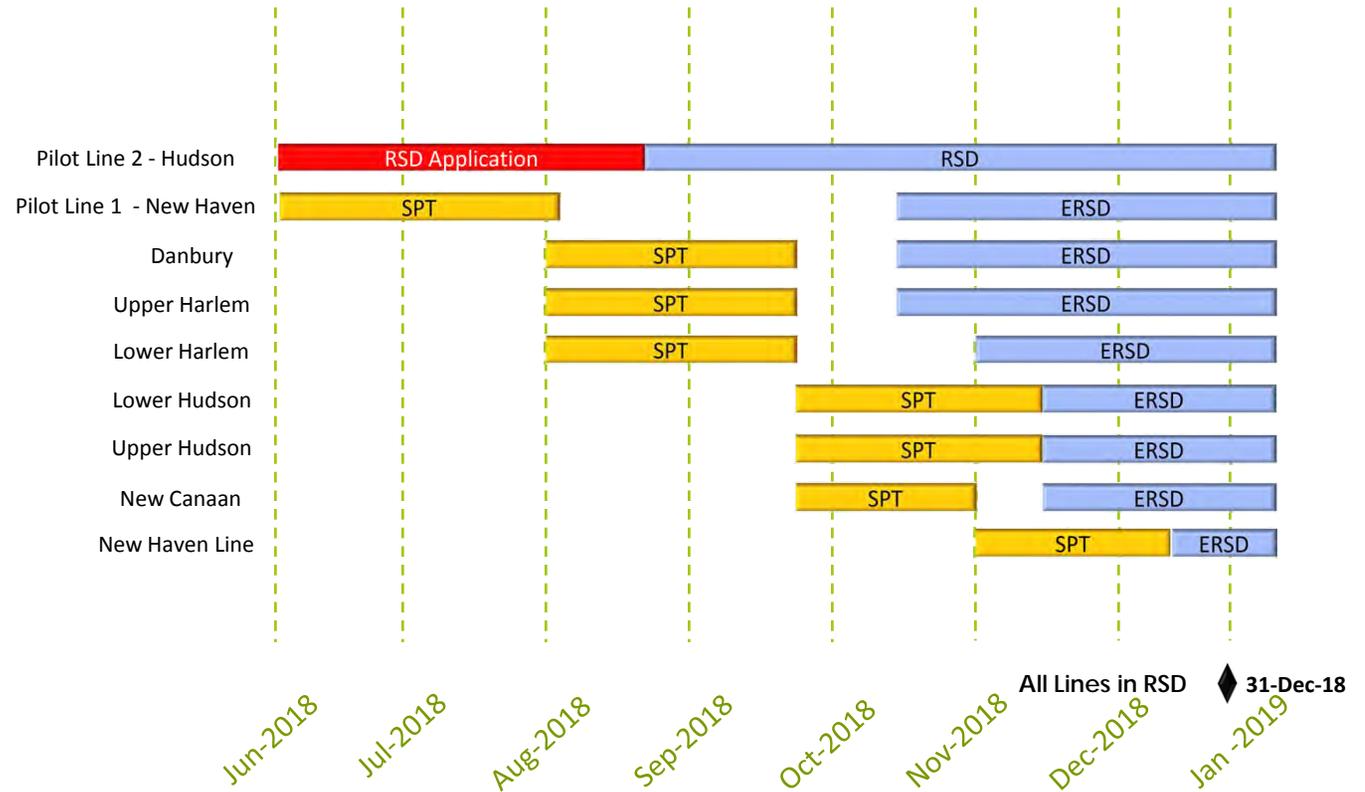
All Lines in RSD 31-Dec-18



SPT = Site Performance Tests RSD = Revenue Service Demonstration ERSD = Extended Revenue Service Demonstration

# MNR Schedule – Line Segment Revenue Service

All Lines in Revenue Service by Dec-2018 (Except Waterbury)  
 Hudson Line Pilot in Revenue Service Demonstration by August 2018



SPT = Site Performance Tests    RSD = Revenue Service Demonstration    ERSD = Extended Revenue Service Demonstration

## LIRR/MNR Project Risks and Railroad Mitigations

- Proceeding with Integrated System FAT and pilot testing with open test variances from Subsystem FATs
  - Identify and focus on the required testing to meet the FRA PTC goals
  - Try to maximize the factory test environment to expedite test corrections and continue to conduct Integrated System tests.
  - Remotely witness test cases in order to expedite variance closure.
  - Expediting the delivery of the contractually required test lab to be utilized in New York to support testing.
  - The Contractor is providing a cloud based solution to allow the joint Railroad/Contractor team to access the Requirements Traceability Matrix (RTM) tool to support real-time Verification & Validation activities.
  - Implement shadow mode testing to provide input to and accelerate the completion of the SIST testing period and provide an initial view of system performance.
  - Witnessed preliminary testing of the core RWPS function (sending a TSR request to/from a phone to the PTC Safety server via a wifi connection) (LIRR only)



## LIRR/MNR Project Risks and Railroad Mitigations

- Systems Integration challenges as a result of the application of ACSES to meet LIRR/MNR's high density operations which may only be discovered once we start final operational testing.
  - The Railroads are in the process to procure additional radio spectrum to minimize potential interference issues.
  - The Contractor assembled and tested portable test equipment that mimics train communications with the wayside in a compact package (trunk train) to speed up discovery of wayside communications issues without utilizing a real train.
- System Integrator's (SI) difficulty in the acquisition and retainage of PTC knowledgeable resources to support the project to meet PTC deadline.
  - The Contractor has added staff and are acquiring additional outside support for their design, testing and requirements work.
  - Railroads are utilizing their own consultants and attempting to hire retirees familiar with the Railroad's operations to support field testing and provide technical expertise where gaps in the contractor's team exists.



## LIRR/MNR Project Risks and Railroad Mitigations

- Finalization of agreement with Amtrak for interoperability design and implementation.
  - Submitted a Letter of Understanding (LOU) to Amtrak to agree on steps forward.
  - Discussions with Amtrak's PTC vendor to review the Railroads' interface documents to confirm the agreed upon interoperability designs.
- Timely approvals by FRA of RSD applications to meet PTC deadline.
  - Received informal guidance from the FRA which better defines and will expedite the RSD application process
- Port Jervis Line PTC installation dependent upon receipt of PTC wayside equipment from New Jersey Transit (NJT).
  - MNR met with NJT Executive Management and requested a proposal to support the implementation of Civil Speed Enforcement (CSE) and a procurement strategy to expedite the delivery of PTC hardware.



# LIRR/MNR PTC Timeline and Look-ahead

## **Feb 2018**

LIRR/MNR to complete Office FAT (previously January)

MNR to complete wayside CSE implementation East of Hudson

## **Mar 2018**

LIRR/MNR to achieve Final Design Review (FDR) (previously December 2017)

LIRR/MNR to complete Integrated System Pre-FAT

LIRR/MNR to start Site Performance Testing on Pilot lines (previously February)

MNR to start operating diesel & M7 trains with ACSES CSE

## **Apr 2018**

LIRR/MNR to complete Integrated System FAT (previously March)

MNR to start operating M3 trains with ACSES CSE

## **Jun 2018**

LIRR/MNR to submit RSD application for pilot lines

LIRR to complete all on-board installations

LIRR to start Site Performance Testing on non-pilot lines

## **July 2018**

System Integrator (SI) to complete delivery of Train-the-trainer courses to RRs.



# LIRR/MNR PTC Timeline and Look-ahead

## **Aug 2018**

LIRR/MNR to obtain FRA approval to start RSD on pilot lines. (project schedule estimates a 2-month turnaround from FRA)

## **Sep 2018**

LIRR/MNR to complete all required training to employees

LIRR/MNR to request expansion of RSD approval to non-pilot track segments

LIRR to complete all wayside installations (with the exception of ESA tunnels)

## **Oct 2018**

MNR to complete all wayside installations

## **Nov 2018**

MNR to complete all onboard installations

## **Dec 2018**

LIRR/MNR to submit PTC Safety Plan to FRA for approval

LIRR/MNR to place all lines in PTC Operations (RSD)





**Metro-North Railroad**

# **Information Items**

**MTA METRO-NORTH RAILROAD  
FEBRUARY FINANCIAL PLAN FOR 2018-2021  
2017 FINAL ESTIMATE AND 2018 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Metro-North Railroad's (MNR) 2017 Final Estimate, 2018 Adopted Budget, and the Financial Plan for 2018-2021. The MNR Adopted Budget does not include MTA Adjustments that were presented in the December Financial Plan and adopted by the Board in December 2017.

The MNR technical adjustment is presented in the Reconciliation to the November Financial Plan schedules and described below:

- Eliminate the reimbursement from NYCT for TWU employee commutation passes, which decreases Other Operating Revenue by \$5.3 million per year, starting in October 2017.

The February Financial Plan also includes the following expense re-categorizations and timing changes, which have a net-zero impact on the surplus/deficit and are therefore not captured on the reconciliation tables:

- Reclass approximately \$12.8 million in 2017 cash requirements from Other Business Expenses to Other Operating Revenue, aligning the forecast to actual cash impacts.

The attached also includes schedules detailing the monthly allocation of financial (including overtime), headcount, and utilization data based on the 2018 Adopted Budget to report actual results on a monthly basis to the Board.

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2018 - 2021**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,332</b>	<b>(\$798.922)</b>	<b>6,255</b>	<b>(\$821.579)</b>	<b>6,262</b>	<b>(\$860.045)</b>	<b>6,260</b>	<b>(\$859.336)</b>	<b>6,276</b>	<b>(\$887.588)</b>
<b>Technical Adjustments:</b>										
<i>Eliminate the reimbursement from NYCT for TWU employee commutation passes</i>		(\$1.326)		(\$5.280)		(\$5.280)		(\$5.280)		(\$5.280)
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>(\$1.326)</b>	<b>0</b>	<b>(\$5.280)</b>	<b>0</b>	<b>(\$5.280)</b>	<b>0</b>	<b>(\$5.280)</b>	<b>0</b>	<b>(\$5.280)</b>
<b>MTA Plan Adjustments:</b>										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2018 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,332</b>	<b>(\$800.248)</b>	<b>6,255</b>	<b>(\$826.859)</b>	<b>6,262</b>	<b>(\$865.325)</b>	<b>6,260</b>	<b>(\$864.616)</b>	<b>6,276</b>	<b>(\$892.868)</b>

**MTA METRO NORTH RAILROAD**  
**February Financial Plan 2018 - 2021**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Net Surplus/(Deficit)</b>	<b>607</b>	<b>\$0.000</b>	<b>751</b>	<b>\$0.000</b>	<b>748</b>	<b>\$0.000</b>	<b>752</b>	<b>\$0.000</b>	<b>736</b>	<b>\$0.000</b>
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2018 February Financial Plan: Net Surplus/(Deficit)</b>	<b>607</b>	<b>\$0.000</b>	<b>751</b>	<b>\$0.000</b>	<b>748</b>	<b>\$0.000</b>	<b>752</b>	<b>\$0.000</b>	<b>736</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2018 - 2021**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>6,939</b>	<b>(\$583.828)</b>	<b>7,006</b>	<b>(\$567.803)</b>	<b>7,010</b>	<b>(\$602.455)</b>	<b>7,012</b>	<b>(\$635.846)</b>	<b>7,012</b>	<b>(\$621.575)</b>
<b>Technical Adjustments:</b>										
<i>Eliminate the reimbursement from NYCT for TWU employee commutation passes</i>		(\$1.326)		(\$5.280)		(\$5.280)		(\$5.280)		(\$5.280)
Sub-Total Technical Adjustments	0	(\$1.326)	0	(\$5.280)	0	(\$5.280)	0	(\$5.280)	0	(\$5.280)
<b>MTA Plan Adjustments:</b>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>2018 February Financial Plan: Net Cash Surplus/(Deficit)</b>	<b>6,939</b>	<b>(\$585.154)</b>	<b>7,006</b>	<b>(\$573.083)</b>	<b>7,010</b>	<b>(\$607.735)</b>	<b>7,012</b>	<b>(\$641.126)</b>	<b>7,012</b>	<b>(\$626.855)</b>

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

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954
Other Operating Revenue	60.939	70.115	68.959	81.035	60.152
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$797.924</b>	<b>\$823.920</b>	<b>\$828.103</b>	<b>\$846.105</b>	<b>\$831.106</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$504.400	\$519.938	\$539.213	\$550.667	\$559.727
Overtime	92.372	95.686	97.211	99.155	101.138
Health and Welfare	113.444	116.209	120.676	123.075	124.706
OPEB Current Payments	32.700	33.000	34.000	35.000	36.000
Pension	110.241	104.779	106.692	104.852	102.091
Other Fringe Benefits	121.508	124.221	128.006	130.355	132.303
Reimbursable Overhead	(49.565)	(60.355)	(61.500)	(60.476)	(56.896)
<b>Total Labor Expenses</b>	<b>\$925.099</b>	<b>\$933.477</b>	<b>\$964.298</b>	<b>\$982.629</b>	<b>\$999.070</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$70.649	\$78.975	\$83.209	\$87.316	\$92.393
Fuel	17.663	18.598	18.822	18.988	19.345
Insurance	17.450	18.364	19.656	21.473	23.420
Claims	1.663	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	112.330	121.565	123.475	120.748	124.788
Professional Services Contracts	41.385	45.905	45.854	43.947	44.186
Materials and Supplies	90.750	99.566	98.942	99.706	101.172
Other Business Expenses	32.839	21.122	29.665	33.108	34.193
<b>Total Non-Labor Expenses</b>	<b>\$384.729</b>	<b>\$405.095</b>	<b>\$420.623</b>	<b>\$426.286</b>	<b>\$440.498</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,309.827</b>	<b>\$1,338.572</b>	<b>\$1,384.920</b>	<b>\$1,408.914</b>	<b>\$1,439.567</b>
Depreciation	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	1.621	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,598.172</b>	<b>\$1,650.779</b>	<b>\$1,693.427</b>	<b>\$1,710.721</b>	<b>\$1,723.974</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$800.248)</b>	<b>(\$826.858)</b>	<b>(\$865.324)</b>	<b>(\$864.616)</b>	<b>(\$892.868)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(60.378)	(92.158)	(54.601)	(59.420)	(21.711)
Other Cash Adjustments	39.940	99.428	65.684	36.403	41.218
<b>Total Cash Conversion Adjustments</b>	<b>\$215.094</b>	<b>\$253.776</b>	<b>\$257.589</b>	<b>\$223.490</b>	<b>\$266.013</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$585.154)</b>	<b>(\$573.082)</b>	<b>(\$607.735)</b>	<b>(\$641.126)</b>	<b>(\$626.855)</b>

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

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Reimbursable</b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</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>92.331</i>	<i>116.634</i>	<i>95.901</i>	<i>74.209</i>	<i>53.724</i>
<i>MNR - Other</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	253.240	272.900	267.652	244.863	232.098
<b>Total Revenues</b>	<b>\$253.240</b>	<b>\$272.900</b>	<b>\$267.652</b>	<b>\$244.863</b>	<b>\$232.098</b>
<b>Operating Expense</b>					
<b><i>Labor:</i></b>					
Payroll	\$43.631	\$53.697	\$55.823	\$57.033	\$57.686
Overtime	23.396	25.449	26.525	27.935	29.164
Health and Welfare	15.569	18.757	19.515	20.141	20.555
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	10.334	13.079	13.603	13.988	14.257
Other Fringe Benefits	11.422	13.508	14.055	14.482	14.765
Reimbursable Overhead	47.652	57.600	59.442	58.546	56.361
<b>Total Labor Expenses</b>	<b>\$152.004</b>	<b>\$182.090</b>	<b>\$188.965</b>	<b>\$192.126</b>	<b>\$192.789</b>
<b><i>Non-Labor:</i></b>					
Electric Power	\$0.064	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	4.285	4.064	4.470	4.466	3.971
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	20.434	12.314	10.606	9.666	5.525
Professional Services Contracts	31.735	46.072	39.903	16.426	10.396
Materials and Supplies	44.378	28.123	23.489	21.980	19.212
Other Business Expenses	0.340	0.237	0.219	0.201	0.206
<b>Total Non-Labor Expenses</b>	<b>\$101.236</b>	<b>\$90.809</b>	<b>\$78.686</b>	<b>\$52.737</b>	<b>\$39.310</b>
<b><i>Other Expense Adjustments:</i></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$253.240</b>	<b>\$272.900</b>	<b>\$267.652</b>	<b>\$244.863</b>	<b>\$232.098</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954
Other Operating Revenue	60.939	70.115	68.959	81.035	60.152
MNR - MTA	139.696	148.312	161.057	159.061	164.135
MNR - CDOT	92.331	116.634	95.901	74.209	53.724
MNR - Other	<u>21.213</u>	<u>7.955</u>	<u>10.693</u>	<u>11.593</u>	<u>14.240</u>
Capital and Other Reimbursements	253.240	272.900	267.652	244.863	232.098
<b>Total Revenues</b>	<b>\$1,051.164</b>	<b>\$1,096.820</b>	<b>\$1,095.754</b>	<b>\$1,090.969</b>	<b>\$1,063.204</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$548.031	\$573.635	\$595.037	\$607.700	\$617.414
Overtime	115.767	121.135	123.736	127.091	130.302
Health and Welfare	129.014	134.966	140.191	143.216	145.260
OPEB Current Payments	32.700	33.000	34.000	35.000	36.000
Pension	120.574	117.857	120.296	118.840	116.349
Other Fringe Benefits	132.930	137.730	142.061	144.837	147.068
Reimbursable Overhead	(1.913)	(2.755)	(2.058)	(1.930)	(0.535)
<b>Total Labor Expenses</b>	<b>\$1,077.103</b>	<b>\$1,115.568</b>	<b>\$1,153.263</b>	<b>\$1,174.755</b>	<b>\$1,191.858</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$70.713	\$78.975	\$83.209	\$87.316	\$92.393
Fuel	17.663	18.598	18.822	18.988	19.345
Insurance	21.735	22.428	24.126	25.939	27.391
Claims	1.663	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	132.764	133.879	134.081	130.413	130.313
Professional Services Contracts	73.120	91.977	85.756	60.372	54.582
Materials and Supplies	135.128	127.689	122.431	121.686	120.384
Other Business Expenses	33.179	21.359	29.884	33.309	34.399
<b>Total Non-Labor Expenses</b>	<b>\$485.965</b>	<b>\$495.904</b>	<b>\$499.309</b>	<b>\$479.023</b>	<b>\$479.807</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,563.067</b>	<b>\$1,611.472</b>	<b>\$1,652.572</b>	<b>\$1,653.778</b>	<b>\$1,671.666</b>
Depreciation	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	1.621	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,851.412</b>	<b>\$1,923.679</b>	<b>\$1,961.079</b>	<b>\$1,955.584</b>	<b>\$1,956.072</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$800.248)</b>	<b>(\$826.858)</b>	<b>(\$865.324)</b>	<b>(\$864.616)</b>	<b>(\$892.868)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(60.378)	(92.158)	(54.601)	(59.420)	(21.711)
Other Cash Adjustments	39.940	99.428	65.684	36.403	41.218
<b>Total Cash Conversion Adjustments</b>	<b>\$215.094</b>	<b>\$253.776</b>	<b>\$257.589</b>	<b>\$223.490</b>	<b>\$266.013</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$585.154)</b>	<b>(\$573.082)</b>	<b>(\$607.735)</b>	<b>(\$641.126)</b>	<b>(\$626.855)</b>

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

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Cash Receipts and Expenditures</b>					
<b>Receipts</b>					
Farebox Revenue	\$724.707	\$741.604	\$746.702	\$752.306	\$758.004
Other Operating Revenue	88.681	119.281	94.161	101.904	81.438
<i>MNR - MTA</i>	<i>107.793</i>	<i>168.010</i>	<i>160.172</i>	<i>155.505</i>	<i>165.654</i>
<i>MNR - CDOT</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>27.490</i>	<i>7.955</i>	<i>12.262</i>	<i>11.593</i>	<i>14.240</i>
Capital and Other Reimbursements	227.613	292.598	268.336	241.308	233.618
<b>Total Receipts</b>	<b>\$1,041.001</b>	<b>\$1,153.482</b>	<b>\$1,109.199</b>	<b>\$1,095.518</b>	<b>\$1,073.060</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$540.913	\$584.642	\$595.048	\$617.970	\$615.733
Overtime	113.896	123.574	123.574	129.206	129.761
Health and Welfare	132.849	139.099	144.270	147.297	149.079
OPEB Current Payments	32.700	33.000	34.000	35.000	36.000
Pension	120.965	118.376	120.690	119.186	116.475
Other Fringe Benefits	126.077	135.234	137.129	142.780	141.774
Contribution to GASB Fund	0.000	0.160	0.200	0.200	0.200
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,067.401</b>	<b>\$1,134.085</b>	<b>\$1,154.911</b>	<b>\$1,191.640</b>	<b>\$1,189.021</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$72.614	\$80.876	\$85.110	\$89.217	\$94.294
Fuel	17.205	18.131	18.346	18.502	18.850
Insurance	23.598	22.641	24.249	26.968	27.380
Claims	12.785	3.035	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	151.705	166.444	163.413	174.261	141.536
Professional Services Contracts	85.146	116.105	90.204	61.822	54.612
Materials and Supplies	142.141	146.752	131.028	123.544	122.209
Other Business Expenses	53.561	38.496	48.526	49.546	50.867
<b>Total Non-Labor Expenditures</b>	<b>\$558.755</b>	<b>\$592.480</b>	<b>\$562.022</b>	<b>\$545.004</b>	<b>\$510.894</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,626.155</b>	<b>\$1,726.565</b>	<b>\$1,716.934</b>	<b>\$1,736.644</b>	<b>\$1,699.915</b>
<b>Net Cash Balance</b>	<b>(\$585.154)</b>	<b>(\$573.082)</b>	<b>(\$607.735)</b>	<b>(\$641.126)</b>	<b>(\$626.855)</b>
<b>Subsidies</b>					
MTA	\$462.059	\$454.701	\$475.956	\$507.323	\$484.871
CDOT	<u>123.095</u>	<u>118.382</u>	<u>131.779</u>	<u>133.803</u>	<u>141.984</u>
<b>Total Subsidies</b>	<b>\$585.154</b>	<b>\$573.082</b>	<b>\$607.735</b>	<b>\$641.126</b>	<b>\$626.855</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2018 - 2021**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	(\$12.278)	(\$12.202)	(\$12.442)	(\$12.764)	(\$12.950)
Other Operating Revenue	27.742	49.166	25.202	20.869	21.287
MNR - MTA	(31.903)	19.698	(0.885)	(3.556)	1.519
MNR - CDOT	0.000	0.000	0.000	0.000	0.000
MNR - Other	<u>6.277</u>	<u>0.000</u>	<u>1.569</u>	<u>0.000</u>	<u>0.000</u>
Total Capital and Other Reimbursements	(\$25.627)	\$19.698	\$0.684	(\$3.556)	\$1.519
<b>Total Receipts</b>	<b>(\$10.163)</b>	<b>\$56.662</b>	<b>\$13.444</b>	<b>\$4.549</b>	<b>\$9.855</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$7.117	(\$11.007)	(\$0.012)	(\$10.270)	\$1.680
Overtime	1.871	(2.439)	0.163	(2.116)	0.541
Health and Welfare	(3.836)	(4.133)	(4.079)	(4.081)	(3.818)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	(0.391)	(0.519)	(0.395)	(0.346)	(0.126)
Other Fringe Benefits	6.853	2.495	4.932	2.058	5.294
Contribution to GASB Fund	0.000	(0.160)	(0.200)	(0.200)	(0.200)
Reimbursable Overhead	(1.913)	(2.755)	(2.058)	(1.930)	(0.535)
<b>Total Labor Expenditures</b>	<b>\$9.702</b>	<b>(\$18.517)</b>	<b>(\$1.648)</b>	<b>(\$16.885)</b>	<b>\$2.837</b>
<b>Non-Labor:</b>					
Electric Power	(\$1.901)	(1.901)	(\$1.901)	(\$1.901)	(\$1.901)
Fuel	0.458	0.467	0.476	0.486	0.496
Insurance	(1.863)	(0.214)	(0.123)	(1.028)	0.011
Claims	(11.122)	(2.035)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(18.940)	(32.565)	(29.332)	(43.847)	(11.223)
Professional Services Contracts	(12.026)	(24.128)	(4.448)	(1.450)	(0.030)
Materials and Supplies	(7.013)	(19.064)	(8.597)	(1.858)	(1.826)
Other Business Expenses	(20.382)	(17.137)	(18.642)	(16.237)	(16.468)
<b>Total Non-Labor Expenditures</b>	<b>(\$72.790)</b>	<b>(\$96.576)</b>	<b>(\$62.713)</b>	<b>(\$65.981)</b>	<b>(\$31.086)</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$63.088)</b>	<b>(\$115.093)</b>	<b>(\$64.362)</b>	<b>(\$82.866)</b>	<b>(\$28.249)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$73.251)</b>	<b>(\$58.431)</b>	<b>(\$50.917)</b>	<b>(\$78.317)</b>	<b>(\$18.394)</b>
Depreciation	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	1.621	4.000	4.000	4.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$215.094</b>	<b>\$253.776</b>	<b>\$257.589</b>	<b>\$223.490</b>	<b>\$266.013</b>

**MTA METRO-NORTH RAILROAD**  
**2018 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

	Total		
	Hours	\$	%
<b>NON-REIMBURSABLE OVERTIME</b>			
Scheduled Service	528,337	\$37.412	39.1%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	587,708	34.673	36.2%
Unscheduled Maintenance	11,981	0.663	0.7%
Vacancy/Absentee Coverage	331,571	18.252	19.1%
Weather Emergencies	77,254	4.673	4.9%
Safety/Security/Law Enforcement	0	0.000	-
Other	222	0.013	0.0%
<b>Subtotal</b>	<b>1,537,073</b>	<b>\$95.686</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	420,440	\$25.449	
<b>TOTAL OVERTIME</b>	<b>1,957,513</b>	<b>\$121.135</b>	

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2018 - 2021**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	<b>Final Estimate</b>	<b>Adopted Budget</b>			
	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b><u>RIDERSHIP</u></b>					
<i>Harlem Line Ridership - Commutation</i>	16.668	16.649	16.773	16.886	17.005
<i>Harlem Line Ridership - Non-Commutation</i>	<u>11.206</u>	<u>11.510</u>	<u>11.595</u>	<u>11.673</u>	<u>11.755</u>
Harlem Line	27.874	28.159	28.367	28.559	28.760
<i>Hudson Line Ridership - Commutation</i>	9.305	10.117	10.206	10.294	10.383
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.620</u>	<u>6.994</u>	<u>7.055</u>	<u>7.116</u>	<u>7.177</u>
Hudson Line	16.925	17.111	17.261	17.410	17.560
<i>New Haven Line Ridership - Commutation</i>	22.202	22.596	22.692	22.817	22.928
<i>New Haven Line Ridership - Non-Commutation</i>	<u>18.004</u>	<u>17.857</u>	<u>17.932</u>	<u>18.031</u>	<u>18.119</u>
New Haven Line	40.205	40.453	40.623	40.847	41.047
<b>Total Commutation Ridership</b>	<b>48.175</b>	<b>49.363</b>	<b>49.670</b>	<b>49.997</b>	<b>50.315</b>
<b>Total Non-Commutation Ridership</b>	<b><u>36.830</u></b>	<b><u>36.360</u></b>	<b><u>36.582</u></b>	<b><u>36.820</u></b>	<b><u>37.051</u></b>
<b>Total East of Hudson Ridership</b>	<b>85.004</b>	<b>85.723</b>	<b>86.252</b>	<b>86.816</b>	<b>87.367</b>
<b>West of Hudson Ridership</b>	<b>1.597</b>	<b>1.608</b>	<b>1.625</b>	<b>1.643</b>	<b>1.648</b>
<b>Total Ridership</b>	<b>86.601</b>	<b>87.331</b>	<b>87.877</b>	<b>88.459</b>	<b>89.014</b>
<b><u>FAREBOX REVENUE</u></b>					
<i>Harlem Line - Commutation Revenue</i>	110.810	110.090	111.039	111.922	112.908
<i>Harlem Line - Non-Commutation Revenue</i>	<u>102.034</u>	<u>107.008</u>	<u>107.931</u>	<u>108.789</u>	<u>109.747</u>
Harlem Line	\$212.844	\$217.098	\$218.969	\$220.710	\$222.655
<i>Hudson Line - Commutation Revenue</i>	72.463	81.544	82.365	83.198	84.049
<i>Hudson Line - Non-Commutation Revenue</i>	<u>85.084</u>	<u>79.261</u>	<u>80.059</u>	<u>80.869</u>	<u>81.697</u>
Hudson Line	\$157.547	\$160.805	\$162.424	\$164.066	\$165.746
<i>New Haven Line - Commutation Revenue</i>	157.540	163.081	163.842	164.914	165.914
<i>New Haven Line - Non-Commutation Revenue</i>	<u>194.766</u>	<u>198.366</u>	<u>199.291</u>	<u>200.595</u>	<u>201.811</u>
New Haven Line	\$352.305	\$361.447	\$363.133	\$365.509	\$367.725
<b>Total Commutation Revenue</b>	<b>\$340.813</b>	<b>\$354.715</b>	<b>\$357.246</b>	<b>\$360.033</b>	<b>\$362.871</b>
<b>Total Non-Commutation Revenue</b>	<b><u>381.884</u></b>	<b><u>384.635</u></b>	<b><u>387.281</u></b>	<b><u>390.252</u></b>	<b><u>393.255</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$722.696</b>	<b>\$739.350</b>	<b>\$744.526</b>	<b>\$750.285</b>	<b>\$756.126</b>
<b>West of Hudson Revenue</b>	<b>\$14.288</b>	<b>\$14.456</b>	<b>\$14.618</b>	<b>\$14.785</b>	<b>\$14.829</b>
<b>Total Farebox Revenue</b>	<b>\$736.985</b>	<b>\$753.806</b>	<b>\$759.144</b>	<b>\$765.070</b>	<b>\$770.954</b>

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

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

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

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan 2018 - 2021**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>FUNCTION / OCCUPATIONAL GROUP</b>					
<b>Administration</b>					
Managers/Supervisors	206	207	207	207	207
Professional/Technical/Clerical	399	402	402	402	402
Operational Hourlies	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>605</b>	<b>609</b>	<b>609</b>	<b>609</b>	<b>609</b>
<b>Operations</b>					
Managers/Supervisors	214	218	218	218	218
Professional/Technical/Clerical	215	215	215	215	215
Operational Hourlies	1,497	1,497	1,497	1,497	1,497
<b>Total Operations Headcount</b>	<b>1,926</b>	<b>1,930</b>	<b>1,930</b>	<b>1,930</b>	<b>1,930</b>
<b>Maintenance</b>					
Managers/Supervisors	673	681	681	681	681
Professional/Technical/Clerical	578	583	584	584	584
Operational Hourlies	3,030	3,067	3,070	3,072	3,072
<b>Total Maintenance Headcount</b>	<b>4,281</b>	<b>4,331</b>	<b>4,335</b>	<b>4,337</b>	<b>4,337</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	47	47	47	47	47
Professional/Technical/Clerical	80	89	89	89	89
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>127</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	1,140	1,153	1,153	1,153	1,153
Professional, Technical, Clerical	1,272	1,289	1,290	1,290	1,290
Operational Hourlies	4,527	4,564	4,567	4,569	4,569
<b>Total Positions</b>	<b>6,939</b>	<b>7,006</b>	<b>7,010</b>	<b>7,012</b>	<b>7,012</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$57.876	\$54.873	\$58.669	\$61.833	\$63.335	\$66.206	\$65.595	\$64.039	\$63.302	\$64.926	\$65.288	\$67.865	\$753.806
Other Operating Revenue	7.145	6.297	4.639	4.951	4.393	4.372	4.748	4.426	4.586	5.841	4.645	14.073	70.115
<b>Total Revenues</b>	<b>\$65.021</b>	<b>\$61.170</b>	<b>\$63.308</b>	<b>\$66.784</b>	<b>\$67.728</b>	<b>\$70.578</b>	<b>\$70.342</b>	<b>\$68.465</b>	<b>\$67.888</b>	<b>\$70.767</b>	<b>\$69.932</b>	<b>\$81.938</b>	<b>\$823.920</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$44.871	\$39.790	\$44.432	\$40.922	\$45.577	\$41.617	\$43.854	\$45.462	\$41.710	\$44.776	\$43.134	\$43.792	\$519.938
Overtime	8.588	8.119	8.170	6.780	7.775	7.417	8.063	8.529	7.860	7.034	8.104	9.246	95.686
Health and Welfare	10.220	8.765	9.912	8.857	10.170	9.077	9.819	10.356	9.203	9.958	9.769	10.102	116.209
OPEB Current Payments	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	33.000
Pension	9.085	8.094	8.979	8.137	9.139	8.360	8.847	9.195	8.424	8.875	8.689	8.955	104.779
Other Fringe Benefits	10.693	10.240	10.520	9.730	10.684	9.881	10.400	10.777	9.964	10.459	10.298	10.577	124.221
Reimbursable Overhead	(4.194)	(3.814)	(4.772)	(5.512)	(6.124)	(5.751)	(5.669)	(5.886)	(4.943)	(5.925)	(4.789)	(2.976)	(60.355)
<b>Total Labor Expenses</b>	<b>\$82.013</b>	<b>\$73.945</b>	<b>\$79.990</b>	<b>\$71.664</b>	<b>\$79.971</b>	<b>\$73.351</b>	<b>\$78.064</b>	<b>\$81.183</b>	<b>\$74.969</b>	<b>\$77.928</b>	<b>\$77.954</b>	<b>\$82.446</b>	<b>\$933.477</b>
<b>Non-Labor:</b>													
Electric Power	\$7.330	\$7.248	\$6.665	\$6.125	\$6.163	\$6.622	\$7.057	\$6.682	\$6.333	\$5.957	\$5.937	\$6.856	\$78.975
Fuel	1.736	1.766	1.595	1.653	1.478	1.139	1.547	1.508	1.464	1.640	1.651	1.421	18.598
Insurance	1.486	1.486	1.505	1.505	1.526	1.539	1.524	1.563	1.524	1.524	1.569	1.613	18.364
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9.501	9.278	11.114	9.386	9.518	10.994	9.693	9.453	11.222	9.671	9.775	11.960	121.565
Professional Services Contracts	4.415	3.568	3.600	3.717	3.607	3.926	3.637	4.224	3.634	3.698	3.720	4.159	45.905
Materials and Supplies	5.106	8.060	8.307	8.382	8.603	8.492	8.697	8.622	8.619	8.765	8.605	9.308	99.566
Other Business Expenses	2.613	2.137	2.688	2.161	2.875	(6.920)	2.823	2.884	2.353	2.827	2.503	2.179	21.122
<b>Total Non-Labor Expenses</b>	<b>\$32.278</b>	<b>\$33.641</b>	<b>\$35.571</b>	<b>\$33.021</b>	<b>\$33.869</b>	<b>\$25.885</b>	<b>\$35.076</b>	<b>\$35.028</b>	<b>\$35.245</b>	<b>\$34.180</b>	<b>\$33.853</b>	<b>\$37.448</b>	<b>\$405.095</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses</b>	<b>\$114.291</b>	<b>\$107.585</b>	<b>\$115.561</b>	<b>\$104.686</b>	<b>\$113.840</b>	<b>\$99.236</b>	<b>\$113.140</b>	<b>\$116.211</b>	<b>\$110.214</b>	<b>\$112.108</b>	<b>\$111.807</b>	<b>\$119.893</b>	<b>\$1,338.572</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.925	0.000	0.000	0.925	0.000	0.000	0.925	0.000	0.000	0.925	3.700
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$139.666</b>	<b>\$132.961</b>	<b>\$142.862</b>	<b>\$130.061</b>	<b>\$139.215</b>	<b>\$126.536</b>	<b>\$138.516</b>	<b>\$141.587</b>	<b>\$137.515</b>	<b>\$137.484</b>	<b>\$137.183</b>	<b>\$147.194</b>	<b>\$1,650.779</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$74.646)</b>	<b>(\$71.791)</b>	<b>(\$79.554)</b>	<b>(\$63.277)</b>	<b>(\$71.487)</b>	<b>(\$55.958)</b>	<b>(\$68.173)</b>	<b>(\$73.122)</b>	<b>(\$69.627)</b>	<b>(\$66.717)</b>	<b>(\$67.250)</b>	<b>(\$65.256)</b>	<b>(\$826.858)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
Operating/Capital	(17.760)	(10.474)	(6.873)	(7.309)	(5.085)	(6.794)	(9.557)	(5.325)	(4.615)	(6.907)	(3.551)	(7.908)	(92.158)
Other Cash Adjustments	18.756	13.680	9.500	10.626	(0.951)	20.830	15.066	4.245	13.337	16.364	(2.264)	(19.762)	99.428
<b>Total Cash Conversion Adjustments</b>	<b>\$21.539</b>	<b>\$23.748</b>	<b>\$23.169</b>	<b>\$23.860</b>	<b>\$14.506</b>	<b>\$34.578</b>	<b>\$26.052</b>	<b>\$19.461</b>	<b>\$29.265</b>	<b>\$14.727</b>	<b>(\$7.128)</b>	<b>(\$7.128)</b>	<b>\$253.776</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$53.107)</b>	<b>(\$48.043)</b>	<b>(\$56.385)</b>	<b>(\$39.418)</b>	<b>(\$56.981)</b>	<b>(\$21.380)</b>	<b>(\$42.122)</b>	<b>(\$53.660)</b>	<b>(\$40.362)</b>	<b>(\$36.718)</b>	<b>(\$52.524)</b>	<b>(\$72.384)</b>	<b>(\$573.082)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>11.530</i>	<i>10.646</i>	<i>13.085</i>	<i>13.171</i>	<i>14.724</i>	<i>14.863</i>	<i>12.445</i>	<i>12.807</i>	<i>10.779</i>	<i>12.929</i>	<i>11.285</i>	<i>10.048</i>	<i>148.312</i>
<i>MNR - CDOT</i>	<i>9.894</i>	<i>7.285</i>	<i>8.691</i>	<i>9.545</i>	<i>10.732</i>	<i>12.122</i>	<i>10.286</i>	<i>10.686</i>	<i>9.995</i>	<i>11.931</i>	<i>9.389</i>	<i>6.078</i>	<i>116.634</i>
<i>MNR - Other</i>	<i>0.590</i>	<i>0.594</i>	<i>0.712</i>	<i>0.681</i>	<i>0.739</i>	<i>0.665</i>	<i>0.624</i>	<i>0.691</i>	<i>0.688</i>	<i>0.769</i>	<i>0.652</i>	<i>0.550</i>	<i>7.955</i>
Capital and Other Reimbursements	22.014	18.525	22.488	23.397	26.195	27.650	23.354	24.185	21.462	25.629	21.326	16.675	272.900
<b>Total Revenues</b>	<b>\$22.014</b>	<b>\$18.525</b>	<b>\$22.488</b>	<b>\$23.397</b>	<b>\$26.195</b>	<b>\$27.650</b>	<b>\$23.354</b>	<b>\$24.185</b>	<b>\$21.462</b>	<b>\$25.629</b>	<b>\$21.326</b>	<b>\$16.675</b>	<b>\$272.900</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$3.863	\$3.582	\$4.464	\$4.735	\$5.330	\$5.041	\$4.815	\$5.151	\$4.284	\$5.281	\$4.219	\$2.931	\$53.697
Overtime	1.707	1.603	2.028	2.418	2.621	2.422	2.473	2.515	2.168	2.498	2.043	0.953	25.449
Health and Welfare	1.318	1.225	1.534	1.685	1.880	1.772	1.717	1.815	1.522	1.857	1.487	0.945	18.757
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.931	0.866	1.080	1.173	1.307	1.228	1.194	1.261	1.059	1.282	1.032	0.666	13.079
Other Fringe Benefits	0.948	0.881	1.106	1.217	1.358	1.279	1.241	1.310	1.097	1.333	1.067	0.671	13.508
Reimbursable Overhead	3.906	3.568	4.543	5.266	5.868	5.531	5.407	5.664	4.756	5.706	4.579	2.807	57.600
<b>Total Labor Expenses</b>	<b>\$12.673</b>	<b>\$11.726</b>	<b>\$14.755</b>	<b>\$16.494</b>	<b>\$18.365</b>	<b>\$17.273</b>	<b>\$16.847</b>	<b>\$17.716</b>	<b>\$14.885</b>	<b>\$17.957</b>	<b>\$14.427</b>	<b>\$8.973</b>	<b>\$182.090</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.239	0.227	0.308	0.373	0.431	0.413	0.394	0.421	0.336	0.422	0.319	0.181	4.064
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.656	0.590	1.054	0.598	0.617	1.615	0.669	0.641	0.844	2.092	0.597	2.341	12.314
Professional Services Contracts	3.920	3.920	3.960	3.814	4.433	4.488	3.492	3.492	3.668	3.427	3.963	3.495	46.072
Materials and Supplies	4.507	2.043	2.392	2.099	2.328	3.842	1.932	1.895	1.710	1.712	2.001	1.665	28.123
Other Business Expenses	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.237
<b>Total Non-Labor Expenses</b>	<b>\$9.342</b>	<b>\$6.799</b>	<b>\$7.733</b>	<b>\$6.904</b>	<b>\$7.830</b>	<b>\$10.377</b>	<b>\$6.507</b>	<b>\$6.468</b>	<b>\$6.577</b>	<b>\$7.672</b>	<b>\$6.899</b>	<b>\$7.701</b>	<b>\$90.809</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses</b>	<b>\$22.014</b>	<b>\$18.525</b>	<b>\$22.488</b>	<b>\$23.397</b>	<b>\$26.195</b>	<b>\$27.650</b>	<b>\$23.354</b>	<b>\$24.185</b>	<b>\$21.462</b>	<b>\$25.629</b>	<b>\$21.326</b>	<b>\$16.675</b>	<b>\$272.900</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>												

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$57.876	\$54.873	\$58.669	\$61.833	\$63.335	\$66.206	\$65.595	\$64.039	\$63.302	\$64.926	\$65.288	\$67.865	\$753.806
Other Operating Revenue	7.145	6.297	4.639	4.951	4.393	4.372	4.748	4.426	4.586	5.841	4.645	14.073	70.115
MNR - MTA	11.530	10.646	13.085	13.171	14.724	14.863	12.445	12.807	10.779	12.929	11.285	10.048	148.312
MNR - CDOT	9.894	7.285	8.691	9.545	10.732	12.122	10.286	10.686	9.995	11.931	9.389	6.078	116.634
MNR - Other	0.590	0.594	0.712	0.681	0.739	0.665	0.624	0.691	0.688	0.769	0.652	0.550	7.955
Capital and Other Reimbursements	22.014	18.525	22.488	23.397	26.195	27.650	23.354	24.185	21.462	25.629	21.326	16.675	272.900
<b>Total Revenues</b>	<b>\$87.035</b>	<b>\$79.695</b>	<b>\$85.796</b>	<b>\$90.181</b>	<b>\$93.923</b>	<b>\$98.228</b>	<b>\$93.697</b>	<b>\$92.650</b>	<b>\$89.350</b>	<b>\$96.395</b>	<b>\$91.259</b>	<b>\$98.613</b>	<b>\$1,096.820</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$48.735	\$43.372	\$48.896	\$45.657	\$50.908	\$46.658	\$48.669	\$50.613	\$45.994	\$50.057	\$47.353	\$46.723	\$573.635
Overtime	10.295	9.723	10.198	9.198	10.396	9.839	10.536	11.044	10.027	9.532	10.146	10.199	121.135
Health and Welfare	11.538	9.991	11.446	10.542	12.050	10.850	11.536	12.171	10.724	11.815	11.256	11.047	134.966
OPEB Current Payments	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	33.000
Pension	10.016	8.960	10.059	9.310	10.447	9.588	10.041	10.455	9.484	10.156	9.721	9.620	117.857
Other Fringe Benefits	11.640	11.121	11.626	10.947	12.042	11.160	11.641	12.087	11.062	11.792	11.365	11.248	137.730
Reimbursable Overhead	(0.288)	(0.246)	(0.230)	(0.246)	(0.256)	(0.221)	(0.262)	(0.221)	(0.187)	(0.219)	(0.210)	(0.169)	(2.755)
<b>Total Labor Expenses</b>	<b>\$94.685</b>	<b>\$85.670</b>	<b>\$94.745</b>	<b>\$88.158</b>	<b>\$98.336</b>	<b>\$90.624</b>	<b>\$94.911</b>	<b>\$98.899</b>	<b>\$89.854</b>	<b>\$95.885</b>	<b>\$92.381</b>	<b>\$91.419</b>	<b>\$1,115.568</b>
<b>Non-Labor:</b>													
Electric Power	\$7.330	\$7.248	\$6.665	\$6.125	\$6.163	\$6.622	\$7.057	\$6.682	\$6.333	\$5.957	\$5.937	\$6.856	\$78.975
Fuel	1.736	1.766	1.595	1.653	1.478	1.139	1.547	1.508	1.464	1.640	1.651	1.421	18.598
Insurance	1.725	1.712	1.812	1.878	1.958	1.952	1.918	1.983	1.860	1.946	1.888	1.794	22.428
Claims	0.092	0.098	0.098	0.093	0.098	0.093	0.098	0.093	0.098	0.098	0.093	(0.048)	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	10.157	9.868	12.167	9.984	10.135	12.610	10.363	10.094	12.066	11.763	10.372	14.300	133.879
Professional Services Contracts	8.335	7.488	7.560	7.531	8.040	8.414	7.129	7.716	7.301	7.125	7.683	7.654	91.977
Materials and Supplies	9.612	10.102	10.699	10.481	10.931	12.334	10.629	10.517	10.328	10.477	10.606	10.972	127.689
Other Business Expenses	2.633	2.157	2.708	2.180	2.894	(6.900)	2.843	2.904	2.373	2.847	2.523	2.198	21.359
<b>Total Non-Labor Expenses</b>	<b>\$41.620</b>	<b>\$40.440</b>	<b>\$43.304</b>	<b>\$39.925</b>	<b>\$41.699</b>	<b>\$36.262</b>	<b>\$41.583</b>	<b>\$41.496</b>	<b>\$41.822</b>	<b>\$41.852</b>	<b>\$40.752</b>	<b>\$45.149</b>	<b>\$495.904</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses</b>	<b>\$136.305</b>	<b>\$126.110</b>	<b>\$138.049</b>	<b>\$128.083</b>	<b>\$140.034</b>	<b>\$126.886</b>	<b>\$136.494</b>	<b>\$140.396</b>	<b>\$131.676</b>	<b>\$137.737</b>	<b>\$133.134</b>	<b>\$136.568</b>	<b>\$1,611.472</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.925	0.000	0.000	0.925	0.000	0.000	0.925	0.000	0.000	0.925	3.700
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$161.680</b>	<b>\$151.485</b>	<b>\$165.350</b>	<b>\$153.458</b>	<b>\$165.410</b>	<b>\$154.187</b>	<b>\$161.870</b>	<b>\$165.771</b>	<b>\$158.977</b>	<b>\$163.113</b>	<b>\$158.509</b>	<b>\$163.869</b>	<b>\$1,923.679</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$74.646)</b>	<b>(\$71.791)</b>	<b>(\$79.554)</b>	<b>(\$63.277)</b>	<b>(\$71.487)</b>	<b>(\$55.958)</b>	<b>(\$68.173)</b>	<b>(\$73.122)</b>	<b>(\$69.627)</b>	<b>(\$66.717)</b>	<b>(\$67.250)</b>	<b>(\$65.256)</b>	<b>(\$826.858)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
Operating/Capital	(17.760)	(10.474)	(6.873)	(7.309)	(5.085)	(6.794)	(9.557)	(5.325)	(4.615)	(6.907)	(3.551)	(7.908)	(92.158)
Other Cash Adjustments	18.756	13.680	9.500	10.626	(0.951)	20.830	15.066	4.245	13.337	16.364	(2.264)	(19.762)	99.428
<b>Total Cash Conversion Adjustments</b>	<b>\$21.539</b>	<b>\$23.748</b>	<b>\$23.169</b>	<b>\$23.860</b>	<b>\$14.506</b>	<b>\$34.578</b>	<b>\$26.052</b>	<b>\$19.461</b>	<b>\$29.265</b>	<b>\$29.999</b>	<b>\$14.727</b>	<b>(\$7.128)</b>	<b>\$253.776</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$53.107)</b>	<b>(\$48.043)</b>	<b>(\$56.385)</b>	<b>(\$39.418)</b>	<b>(\$56.981)</b>	<b>(\$21.380)</b>	<b>(\$42.122)</b>	<b>(\$53.660)</b>	<b>(\$40.362)</b>	<b>(\$36.718)</b>	<b>(\$52.524)</b>	<b>(\$72.384)</b>	<b>(\$573.082)</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$57.062	\$53.928	\$57.524	\$60.714	\$62.263	\$65.096	\$64.335	\$63.130	\$62.364	\$64.093	\$64.271	\$66.822	\$741.604
Other Operating Revenue	9.442	7.680	6.244	6.898	5.658	34.138	7.183	5.888	6.036	7.125	5.648	17.341	119.281
<i>MNR - MTA</i>	<i>15.176</i>	<i>14.342</i>	<i>24.569</i>	<i>11.678</i>	<i>11.049</i>	<i>13.262</i>	<i>13.101</i>	<i>14.531</i>	<i>14.456</i>	<i>12.491</i>	<i>12.653</i>	<i>10.701</i>	<i>168.010</i>
<i>MNR - CDOT</i>	<i>9.894</i>	<i>7.285</i>	<i>8.691</i>	<i>9.545</i>	<i>10.732</i>	<i>12.122</i>	<i>10.286</i>	<i>10.686</i>	<i>9.995</i>	<i>11.931</i>	<i>9.389</i>	<i>6.078</i>	<i>116.634</i>
<i>MNR - Other</i>	<i>0.590</i>	<i>0.594</i>	<i>0.712</i>	<i>0.681</i>	<i>0.739</i>	<i>0.665</i>	<i>0.624</i>	<i>0.691</i>	<i>0.688</i>	<i>0.769</i>	<i>0.652</i>	<i>0.550</i>	<i>7.955</i>
Capital and Other Reimbursements	25.660	22.221	33.972	21.905	22.520	26.049	24.011	25.908	25.139	25.191	22.694	17.328	292.598
<b>Total Receipts</b>	<b>\$92.164</b>	<b>\$83.829</b>	<b>\$97.740</b>	<b>\$89.517</b>	<b>\$90.440</b>	<b>\$125.284</b>	<b>\$95.528</b>	<b>\$94.925</b>	<b>\$93.540</b>	<b>\$96.409</b>	<b>\$92.614</b>	<b>\$101.492</b>	<b>\$1,153.482</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$42.090	\$44.249	\$58.183	\$43.570	\$55.606	\$45.126	\$44.462	\$55.490	\$45.982	\$43.424	\$54.273	\$52.187	\$584.642
Overtime	8.642	9.766	12.544	8.673	11.574	9.314	9.446	12.222	10.060	7.871	11.882	11.580	123.574
Health and Welfare	11.877	10.319	11.830	10.870	12.440	11.173	11.869	12.555	11.038	12.139	11.635	11.355	139.099
OPEB Current Payments	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	2.750	33.000
Pension	10.069	9.005	10.102	9.355	10.494	9.630	10.089	10.499	9.520	10.199	9.762	9.653	118.376
Other Fringe Benefits	9.492	10.266	13.555	9.962	12.923	10.560	10.195	13.073	10.655	9.668	12.835	12.051	135.234
Contribution to GASB Fund	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.160
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$84.933</b>	<b>\$86.368</b>	<b>\$108.978</b>	<b>\$85.193</b>	<b>\$105.800</b>	<b>\$88.566</b>	<b>\$88.824</b>	<b>\$106.602</b>	<b>\$90.018</b>	<b>\$86.064</b>	<b>\$103.150</b>	<b>\$99.589</b>	<b>\$1,134.085</b>
<b>Non-Labor:</b>													
Electric Power	\$7.489	\$7.406	\$6.824	\$6.283	\$6.322	\$6.780	\$7.215	\$6.840	\$6.491	\$6.116	\$6.095	\$7.014	\$80.876
Fuel	1.697	1.727	1.556	1.614	1.440	1.100	1.508	1.469	1.425	1.601	1.612	1.383	18.131
Insurance	6.406	0.250	0.329	2.185	0.443	1.140	3.595	0.481	1.121	3.618	0.332	2.741	22.641
Claims	0.092	0.098	0.098	0.305	0.310	0.305	0.265	0.260	0.265	0.348	0.343	0.348	3.035
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	10.429	14.202	12.279	9.823	9.120	23.027	13.282	8.954	13.568	11.055	12.048	28.657	166.444
Professional Services Contracts	12.910	7.759	8.416	8.684	8.131	16.567	8.151	7.171	6.892	9.104	7.027	15.293	116.105
Materials and Supplies	16.078	10.588	11.427	11.530	11.779	14.942	10.846	12.356	10.434	10.936	10.772	15.066	146.752
Other Business Expenses	5.238	3.475	4.218	3.317	4.077	(5.763)	3.963	4.452	3.686	4.287	3.759	3.786	38.496
<b>Total Non-Labor Expenditures</b>	<b>\$60.338</b>	<b>\$45.504</b>	<b>\$45.147</b>	<b>\$43.742</b>	<b>\$41.622</b>	<b>\$58.098</b>	<b>\$48.825</b>	<b>\$41.983</b>	<b>\$43.883</b>	<b>\$47.063</b>	<b>\$41.987</b>	<b>\$74.287</b>	<b>\$592.480</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenditures</b>	<b>\$145.271</b>	<b>\$131.872</b>	<b>\$154.125</b>	<b>\$128.935</b>	<b>\$147.421</b>	<b>\$146.664</b>	<b>\$137.650</b>	<b>\$148.585</b>	<b>\$133.901</b>	<b>\$133.127</b>	<b>\$145.138</b>	<b>\$173.875</b>	<b>\$1,726.565</b>
<b>Net Cash Balance</b>	<b>(\$53.107)</b>	<b>(\$48.043)</b>	<b>(\$56.385)</b>	<b>(\$39.418)</b>	<b>(\$56.981)</b>	<b>(\$21.380)</b>	<b>(\$42.122)</b>	<b>(\$53.660)</b>	<b>(\$40.362)</b>	<b>(\$36.718)</b>	<b>(\$52.524)</b>	<b>(\$72.384)</b>	<b>(\$573.082)</b>
<b>Subsidies</b>													
MTA Subsidy	\$40.928	\$36.657	\$42.961	\$31.106	\$46.626	\$18.877	\$32.425	\$42.966	\$29.985	\$27.689	\$43.824	\$60.655	\$454.701
CDOT Subsidy	12.178	11.386	13.423	8.312	10.355	2.503	9.696	10.694	10.376	9.029	8.700	11.728	118.382
<b>Total Subsidies</b>	<b>\$53.107</b>	<b>\$48.043</b>	<b>\$56.385</b>	<b>\$39.418</b>	<b>\$56.981</b>	<b>\$21.380</b>	<b>\$42.122</b>	<b>\$53.660</b>	<b>\$40.362</b>	<b>\$36.718</b>	<b>\$52.524</b>	<b>\$72.384</b>	<b>\$573.082</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Flow Adjustments</b>													
<b>Receipts</b>													
Farebox Revenue	(\$0.814)	(\$0.944)	(\$1.144)	(\$1.119)	(\$1.072)	(\$1.110)	(\$1.260)	(\$0.909)	(\$0.938)	(\$0.833)	(\$1.016)	(\$1.042)	(\$12.202)
Other Operating Revenue	2.297	1.383	1.605	1.947	1.264	29.767	2.435	1.461	1.451	1.285	1.003	3.268	49.166
MNR - MTA	3.646	3.696	11.484	(1.492)	(3.675)	(1.601)	0.656	1.724	3.677	(0.437)	1.368	0.654	19.698
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	3.646	3.696	11.484	(1.492)	(3.675)	(1.601)	0.656	1.724	3.677	(0.437)	1.368	0.654	19.698
<b>Total Receipts</b>	<b>\$5.130</b>	<b>\$4.135</b>	<b>\$11.945</b>	<b>(\$0.664)</b>	<b>(\$3.482)</b>	<b>\$27.056</b>	<b>\$1.832</b>	<b>\$2.275</b>	<b>\$4.189</b>	<b>\$0.014</b>	<b>\$1.355</b>	<b>\$2.879</b>	<b>\$56.662</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$6.644	(\$0.877)	(\$9.287)	\$2.087	(\$4.698)	\$1.532	\$4.207	(\$4.877)	\$0.012	\$6.633	(\$6.920)	(\$5.464)	(\$11.007)
Overtime	1.653	(0.043)	(2.346)	0.525	(1.178)	0.525	1.090	(1.178)	(0.033)	1.661	(1.735)	(1.380)	(2.439)
Health and Welfare	(0.340)	(0.328)	(0.384)	(0.328)	(0.390)	(0.323)	(0.332)	(0.384)	(0.314)	(0.323)	(0.379)	(0.308)	(4.133)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(0.053)	(0.045)	(0.043)	(0.045)	(0.047)	(0.042)	(0.048)	(0.043)	(0.037)	(0.042)	(0.040)	(0.032)	(0.519)
Other Fringe Benefits	2.148	0.855	(1.930)	0.985	(0.881)	0.600	1.446	(0.986)	0.407	2.124	(1.470)	(0.803)	2.495
Contribution to GASB Fund	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.160)
Reimbursable Overhead	(0.288)	(0.246)	(0.230)	(0.246)	(0.256)	(0.221)	(0.262)	(0.221)	(0.187)	(0.219)	(0.210)	(0.169)	(2.755)
<b>Total Labor Expenditures</b>	<b>\$9.752</b>	<b>(\$0.698)</b>	<b>(\$14.233)</b>	<b>\$2.965</b>	<b>(\$7.464)</b>	<b>\$2.058</b>	<b>\$6.087</b>	<b>(\$7.703)</b>	<b>(\$0.164)</b>	<b>\$9.821</b>	<b>(\$10.769)</b>	<b>(\$8.170)</b>	<b>(\$18.517)</b>
<b>Non-Labor:</b>													
Electric Power	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$0.158)	(\$1.901)
Fuel	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.467
Insurance	(4.681)	1.463	1.483	(0.307)	1.515	0.812	(1.676)	1.503	0.738	(1.673)	1.556	(0.947)	(0.214)
Claims	0.000	0.000	0.000	(0.212)	(0.212)	(0.212)	(0.167)	(0.167)	(0.167)	(0.250)	(0.250)	(0.396)	(2.035)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.273)	(4.334)	(0.112)	0.161	1.016	(10.417)	(2.919)	1.140	(1.503)	0.708	(1.676)	(14.356)	(32.565)
Professional Services Contracts	(4.575)	(0.271)	(0.856)	(1.153)	(0.091)	(8.154)	(1.022)	0.546	0.409	(1.979)	0.656	(7.638)	(24.128)
Materials and Supplies	(6.465)	(0.486)	(0.728)	(1.049)	(0.848)	(2.608)	(0.217)	(1.839)	(0.105)	(0.459)	(0.166)	(4.093)	(19.064)
Other Business Expenses	(2.606)	(1.318)	(1.510)	(1.137)	(1.183)	(1.138)	(1.120)	(1.549)	(1.313)	(1.440)	(1.236)	(1.588)	(17.137)
<b>Total Non-Labor Expenditures</b>	<b>(\$18.719)</b>	<b>(\$5.065)</b>	<b>(\$1.843)</b>	<b>(\$3.817)</b>	<b>\$0.077</b>	<b>(\$21.836)</b>	<b>(\$7.242)</b>	<b>(\$0.487)</b>	<b>(\$2.061)</b>	<b>(\$5.212)</b>	<b>(\$1.235)</b>	<b>(\$29.137)</b>	<b>(\$96.576)</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$8.966)</b>	<b>(\$5.762)</b>	<b>(\$16.076)</b>	<b>(\$0.852)</b>	<b>(\$7.387)</b>	<b>(\$19.778)</b>	<b>(\$1.156)</b>	<b>(\$8.190)</b>	<b>(\$2.225)</b>	<b>\$4.610</b>	<b>(\$12.004)</b>	<b>(\$37.307)</b>	<b>(\$115.093)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>(\$3.837)</b>	<b>(\$1.628)</b>	<b>(\$4.131)</b>	<b>(\$1.516)</b>	<b>(\$10.869)</b>	<b>\$7.278</b>	<b>\$0.676</b>	<b>(\$5.914)</b>	<b>\$1.964</b>	<b>\$4.624</b>	<b>(\$10.649)</b>	<b>(\$34.428)</b>	<b>(\$58.431)</b>
Depreciation	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$20.542	\$246.507
OPEB Liability Adjustment	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	4.833	58.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.925	0.000	0.000	0.925	0.000	0.000	0.925	0.000	0.000	0.925	3.700
Environmental Remediation	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	0.000	0.000	1.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$21.539</b>	<b>\$23.748</b>	<b>\$23.169</b>	<b>\$23.860</b>	<b>\$14.506</b>	<b>\$34.578</b>	<b>\$26.052</b>	<b>\$19.461</b>	<b>\$29.265</b>	<b>\$29.999</b>	<b>\$14.727</b>	<b>(\$7.128)</b>	<b>\$253.776</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable Overtime</b>													
Scheduled Service	\$3.607	\$3.153	\$3.136	\$2.481	\$3.116	\$2.780	\$3.249	\$2.799	\$3.149	\$2.513	\$3.266	\$4.164	<b>\$37.412</b>
Unscheduled Service	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Programmatic/Routine Maintenance	2.151	2.598	3.032	2.630	2.931	2.908	2.902	3.736	2.997	3.193	3.104	2.492	<b>34.673</b>
Unscheduled Maintenance	0.030	0.043	0.038	0.031	0.208	0.111	0.033	0.038	0.033	0.029	0.035	0.035	<b>0.663</b>
Vacancy/Absentee Coverage	1.094	1.421	1.650	1.476	1.498	1.577	1.586	1.866	1.442	1.250	1.588	1.805	<b>18.252</b>
Weather Emergencies	1.707	0.905	0.316	0.161	0.018	0.041	0.291	0.089	0.237	0.044	0.111	0.751	<b>4.673</b>
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	<b>0.000</b>
Other	0.000	0.000	(0.002)	0.000	0.004	0.000	0.003	0.000	0.002	0.005	0.000	0.000	<b>0.013</b>
<b>NON-REIMBURSABLE OVERTIME</b>	<b>\$8.588</b>	<b>\$8.119</b>	<b>\$8.170</b>	<b>\$6.780</b>	<b>\$7.775</b>	<b>\$7.417</b>	<b>\$8.063</b>	<b>\$8.529</b>	<b>\$7.860</b>	<b>\$7.034</b>	<b>\$8.104</b>	<b>\$9.246</b>	<b>\$95.686</b>
<b>REIMBURSABLE OVERTIME</b>	<b>\$1.707</b>	<b>\$1.603</b>	<b>\$2.028</b>	<b>\$2.418</b>	<b>\$2.621</b>	<b>\$2.422</b>	<b>\$2.473</b>	<b>\$2.515</b>	<b>\$2.168</b>	<b>\$2.498</b>	<b>\$2.043</b>	<b>\$0.953</b>	<b>\$25.449</b>
<b>TOTAL OVERTIME</b>	<b>\$10.295</b>	<b>\$9.723</b>	<b>\$10.198</b>	<b>\$9.198</b>	<b>\$10.396</b>	<b>\$9.839</b>	<b>\$10.536</b>	<b>\$11.044</b>	<b>\$10.027</b>	<b>\$9.532</b>	<b>\$10.146</b>	<b>\$10.199</b>	<b>\$121.135</b>

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>RIDERSHIP</b>													
<i>Harlem Line Ridership - Commutation</i>	1.343	1.271	1.538	1.341	1.466	1.488	1.302	1.407	1.348	1.487	1.356	1.302	16.649
<i>Harlem Line Ridership - Non-Commutation</i>	<u>0.867</u>	<u>0.786</u>	<u>0.883</u>	<u>0.934</u>	<u>0.964</u>	<u>1.007</u>	<u>1.011</u>	<u>0.991</u>	<u>0.976</u>	<u>1.013</u>	<u>1.009</u>	<u>1.068</u>	<u>11.510</u>
Total Harlem Line	2.210	2.056	2.421	2.276	2.430	2.495	2.313	2.398	2.323	2.500	2.365	2.370	28.159
<i>Hudson Line Ridership - Commutation</i>	0.816	0.774	0.937	0.817	0.894	0.894	0.780	0.866	0.821	0.899	0.828	0.793	10.117
<i>Hudson Line Ridership - Non-Commutation</i>	<u>0.492</u>	<u>0.454</u>	<u>0.490</u>	<u>0.570</u>	<u>0.586</u>	<u>0.622</u>	<u>0.665</u>	<u>0.638</u>	<u>0.598</u>	<u>0.633</u>	<u>0.612</u>	<u>0.634</u>	<u>6.994</u>
Total Hudson Line	1.308	1.228	1.427	1.387	1.479	1.516	1.445	1.504	1.418	1.532	1.440	1.427	17.111
<i>New Haven Line Ridership - Commutation</i>	1.836	1.721	2.076	1.820	1.988	2.023	1.760	1.920	1.842	2.032	1.845	1.734	22.596
<i>New Haven Line Ridership - Non-Commutation</i>	<u>1.320</u>	<u>1.190</u>	<u>1.317</u>	<u>1.460</u>	<u>1.491</u>	<u>1.592</u>	<u>1.638</u>	<u>1.599</u>	<u>1.481</u>	<u>1.515</u>	<u>1.558</u>	<u>1.693</u>	<u>17.857</u>
Total New Haven Line	3.156	2.912	3.393	3.280	3.480	3.615	3.398	3.519	3.323	3.547	3.403	3.427	40.453
<b>Total Commutation (East of Hudson)</b>	<b>3.994</b>	<b>3.766</b>	<b>4.551</b>	<b>3.979</b>	<b>4.348</b>	<b>4.405</b>	<b>3.842</b>	<b>4.192</b>	<b>4.010</b>	<b>4.418</b>	<b>4.029</b>	<b>3.829</b>	<b>49.363</b>
<b>Total Non-Commutation (East of Hudson)</b>	<b><u>2.680</u></b>	<b><u>2.430</u></b>	<b><u>2.690</u></b>	<b><u>2.964</u></b>	<b><u>3.041</u></b>	<b><u>3.222</u></b>	<b><u>3.315</u></b>	<b><u>3.229</u></b>	<b><u>3.054</u></b>	<b><u>3.161</u></b>	<b><u>3.179</u></b>	<b><u>3.395</u></b>	<b><u>36.360</u></b>
<b>Total East of Hudson Ridership</b>	<b>6.674</b>	<b>6.196</b>	<b>7.241</b>	<b>6.943</b>	<b>7.389</b>	<b>7.627</b>	<b>7.157</b>	<b>7.421</b>	<b>7.065</b>	<b>7.579</b>	<b>7.208</b>	<b>7.224</b>	<b>85.723</b>
<b>West of Hudson Ridership</b>	0.130	0.121	0.147	0.130	0.142	0.145	0.135	0.149	0.135	0.120	0.126	0.127	1.608
<b>Total Ridership</b>	<b>6.805</b>	<b>6.317</b>	<b>7.388</b>	<b>7.074</b>	<b>7.531</b>	<b>7.772</b>	<b>7.291</b>	<b>7.570</b>	<b>7.200</b>	<b>7.699</b>	<b>7.334</b>	<b>7.351</b>	<b>87.331</b>
<b>FAREBOX REVENUE</b>													
<i>Harlem Line Revenue - Commutation</i>	8.968	8.918	9.101	9.240	9.354	9.615	9.109	8.848	9.286	9.397	9.334	8.921	110.090
<i>Harlem Line Revenue - Non Commutation</i>	<u>7.802</u>	<u>6.972</u>	<u>8.028</u>	<u>8.597</u>	<u>9.002</u>	<u>9.586</u>	<u>9.656</u>	<u>9.477</u>	<u>9.002</u>	<u>9.343</u>	<u>9.447</u>	<u>10.097</u>	<u>107.008</u>
Total Harlem Line Revenue	\$16.770	\$15.890	\$17.128	\$17.837	\$18.356	\$19.201	\$18.765	\$18.325	\$18.288	\$18.740	\$18.781	\$19.018	\$217.098
<i>Hudson Line Revenue - Commutation</i>	6.649	6.633	6.774	6.886	6.961	7.034	6.576	6.570	6.922	6.947	6.949	6.643	81.544
<i>Hudson Line Revenue - Non Commutation</i>	<u>5.430</u>	<u>4.999</u>	<u>5.529</u>	<u>6.442</u>	<u>6.639</u>	<u>6.967</u>	<u>7.563</u>	<u>7.198</u>	<u>6.756</u>	<u>7.340</u>	<u>7.065</u>	<u>7.333</u>	<u>79.261</u>
Total Hudson Line Revenue	\$12.079	\$11.632	\$12.303	\$13.328	\$13.600	\$14.001	\$14.139	\$13.768	\$13.678	\$14.287	\$14.015	\$13.976	\$160.805
<i>New Haven Line Revenue - Commutation</i>	13.523	13.346	13.559	13.496	13.693	14.070	13.299	13.048	13.768	13.949	13.809	13.521	163.081
<i>New Haven Line Revenue - Non Commutation</i>	<u>14.383</u>	<u>12.933</u>	<u>14.520</u>	<u>16.008</u>	<u>16.441</u>	<u>17.650</u>	<u>18.011</u>	<u>17.583</u>	<u>16.312</u>	<u>16.854</u>	<u>17.503</u>	<u>20.168</u>	<u>198.366</u>
Total New Haven Line Revenue	\$27.906	\$26.279	\$28.079	\$29.504	\$30.134	\$31.720	\$31.309	\$30.631	\$30.080	\$30.803	\$31.312	\$33.689	\$361.447
<b>Total Commutation Revenue</b>	<b>\$29.139</b>	<b>\$28.897</b>	<b>\$29.434</b>	<b>\$29.622</b>	<b>\$30.008</b>	<b>\$30.720</b>	<b>\$28.983</b>	<b>\$28.466</b>	<b>\$29.975</b>	<b>\$30.293</b>	<b>\$30.093</b>	<b>\$29.085</b>	<b>\$354.715</b>
<b>Total Non-Commutation Revenue</b>	<b><u>27.616</u></b>	<b><u>24.903</u></b>	<b><u>28.077</u></b>	<b><u>31.046</u></b>	<b><u>32.082</u></b>	<b><u>34.203</u></b>	<b><u>35.230</u></b>	<b><u>34.258</u></b>	<b><u>32.071</u></b>	<b><u>33.536</u></b>	<b><u>34.015</u></b>	<b><u>37.598</u></b>	<b><u>384.635</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$56.755</b>	<b>\$53.800</b>	<b>\$57.511</b>	<b>\$60.668</b>	<b>\$62.090</b>	<b>\$64.922</b>	<b>\$64.213</b>	<b>\$62.724</b>	<b>\$62.046</b>	<b>\$63.829</b>	<b>\$64.108</b>	<b>\$66.683</b>	<b>\$739.350</b>
<b>West of Hudson Revenue</b>	\$1.145	\$1.085	\$1.189	\$1.163	\$1.249	\$1.287	\$1.341	\$1.304	\$1.254	\$1.067	\$1.178	\$1.194	\$14.456
<b>Total Farebox Revenue</b>	<b>\$57.876</b>	<b>\$54.873</b>	<b>\$58.669</b>	<b>\$61.833</b>	<b>\$63.335</b>	<b>\$66.206</b>	<b>\$65.595</b>	<b>\$64.039</b>	<b>\$63.302</b>	<b>\$64.926</b>	<b>\$65.288</b>	<b>\$67.865</b>	<b>\$753.806</b>

\* Reflects East of Hudson Service

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

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
President	4	4	4	4	4	4	4	4	4	4	4	4
Labor Relations	17	18	18	18	18	20	20	20	20	20	20	20
Safety	56	57	58	58	58	58	58	58	58	58	58	58
Security	26	26	26	26	26	26	26	26	26	26	26	26
Office of the Executive VP	10	10	10	10	10	10	10	10	10	10	10	10
Corporate & Public Affairs	20	20	19	19	19	19	19	19	19	19	19	19
Customer Service	64	64	65	66	67	67	67	67	67	67	67	69
Legal	18	18	18	18	18	18	18	18	18	18	18	19
Claims	13	14	14	14	14	14	14	14	14	14	14	14
Environmental Compliance & Svce	7	8	8	8	8	8	8	8	8	8	8	8
VP Human Resources	53	53	53	53	53	53	53	53	53	52	52	52
Training	84	83	87	90	94	97	99	101	101	101	101	101
Employee Relations & Diversity	6	6	6	6	6	6	6	6	6	6	6	6
VP Planning	2	2	2	2	2	2	2	2	2	2	2	2
Operations Planning & Analysis	21	21	22	22	22	22	22	22	22	22	22	22
Capital Planning & Programming	17	17	18	18	18	18	18	18	18	18	18	18
Long Range Planning	8	8	8	8	8	8	8	8	8	8	8	8
VP Finance & Info Systems	7	7	7	9	9	9	9	9	9	9	9	9
Controller	83	83	83	84	84	84	84	84	84	84	83	82
Budget	23	23	23	23	23	23	23	23	23	23	23	23
Procurement & Material Management	37	38	38	38	38	38	38	38	38	38	38	39
<b>Total Administration</b>	<b>576</b>	<b>580</b>	<b>587</b>	<b>594</b>	<b>599</b>	<b>604</b>	<b>606</b>	<b>608</b>	<b>608</b>	<b>607</b>	<b>606</b>	<b>609</b>
<b>Operations</b>												
Operations Admin	74	74	74	74	74	74	74	74	74	74	74	74
Transportation	1,629	1,631	1,649	1,653	1,643	1,646	1,636	1,646	1,635	1,643	1,638	1,517
Customer Service	281	283	284	285	285	285	285	285	285	285	285	293
Metro-North West	38	38	38	38	38	38	38	38	38	38	38	46
<b>Total Operations</b>	<b>2,021</b>	<b>2,025</b>	<b>2,044</b>	<b>2,049</b>	<b>2,039</b>	<b>2,042</b>	<b>2,032</b>	<b>2,042</b>	<b>2,031</b>	<b>2,039</b>	<b>2,034</b>	<b>1,930</b>
<b>Maintenance</b>												
Maintenance of Equipment	1,655	1,665	1,663	1,679	1,675	1,685	1,693	1,694	1,697	1,697	1,692	1,764
Maintenance of Way	2,226	2,224	2,265	2,274	2,286	2,322	2,338	2,332	2,366	2,361	2,355	2,433
Procurement & Material Mgmt	126	128	133	134	134	134	134	134	134	134	134	134
<b>Total Maintenance</b>	<b>4,006</b>	<b>4,016</b>	<b>4,060</b>	<b>4,086</b>	<b>4,094</b>	<b>4,140</b>	<b>4,164</b>	<b>4,159</b>	<b>4,196</b>	<b>4,191</b>	<b>4,180</b>	<b>4,331</b>
<b>Engineering/Capital</b>												
Construction Management	42	42	43	43	43	44	44	44	44	44	44	44
Engineering & Design	78	83	91	91	91	93	93	92	92	92	92	92
<b>Total Engineering/Capital</b>	<b>120</b>	<b>125</b>	<b>134</b>	<b>134</b>	<b>134</b>	<b>137</b>	<b>137</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Total Positions</b>	<b>6,723</b>	<b>6,746</b>	<b>6,825</b>	<b>6,863</b>	<b>6,866</b>	<b>6,923</b>	<b>6,939</b>	<b>6,945</b>	<b>6,971</b>	<b>6,973</b>	<b>6,956</b>	<b>7,006</b>
<i>Non-Reimbursable</i>	6,117	6,101	6,128	6,052	6,022	6,065	6,090	6,115	6,175	6,179	6,231	6,255
<i>Reimbursable</i>	607	645	697	811	845	859	849	830	796	794	725	751
<i>Total Full-Time</i>	6,722	6,745	6,824	6,862	6,865	6,922	6,938	6,944	6,970	6,972	6,955	7,005
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1	1	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	199	199	200	200	201	202	202	203	203	203	203	207
Professional/Technical/Clerical	377	381	387	394	398	402	404	405	405	404	403	402
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>576</b>	<b>580</b>	<b>587</b>	<b>594</b>	<b>599</b>	<b>604</b>	<b>606</b>	<b>608</b>	<b>608</b>	<b>607</b>	<b>606</b>	<b>609</b>
<b>Operations</b>												
Managers/Supervisors	259	261	269	264	264	262	262	259	258	258	257	218
Professional/Technical/Clerical	183	185	186	187	187	187	187	187	187	187	187	215
Operational Hourlies	1,580	1,580	1,590	1,599	1,589	1,594	1,584	1,597	1,587	1,595	1,591	1,497
<b>Total Operations Headcount</b>	<b>2,021</b>	<b>2,025</b>	<b>2,044</b>	<b>2,049</b>	<b>2,039</b>	<b>2,042</b>	<b>2,032</b>	<b>2,042</b>	<b>2,031</b>	<b>2,039</b>	<b>2,034</b>	<b>1,930</b>
<b>Maintenance</b>												
Managers/Supervisors	606	604	604	609	609	613	614	614	612	609	607	681
Professional/Technical/Clerical	539	542	552	558	560	566	567	567	566	566	568	583
Operational Hourlies	2,861	2,870	2,904	2,919	2,925	2,961	2,983	2,978	3,018	3,016	3,005	3,067
<b>Total Maintenance Headcount</b>	<b>4,006</b>	<b>4,016</b>	<b>4,060</b>	<b>4,086</b>	<b>4,094</b>	<b>4,140</b>	<b>4,164</b>	<b>4,159</b>	<b>4,196</b>	<b>4,191</b>	<b>4,180</b>	<b>4,331</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	48	48	48	48	48	48	48	47	47	47	47	47
Professional/Technical/Clerical	72	77	86	86	86	89	89	89	89	89	89	89
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>120</b>	<b>125</b>	<b>134</b>	<b>134</b>	<b>134</b>	<b>137</b>	<b>137</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>											
<b>Total Positions</b>												
Managers/Supervisors	1,111	1,111	1,120	1,120	1,121	1,124	1,125	1,122	1,119	1,116	1,113	1,153
Professional, Technical, Clerical	1,171	1,185	1,211	1,225	1,231	1,244	1,247	1,248	1,247	1,246	1,247	1,289
Operational Hourlies	4,441	4,450	4,494	4,518	4,514	4,555	4,567	4,575	4,605	4,611	4,596	4,564
<b>Total Positions</b>	<b>6,723</b>	<b>6,746</b>	<b>6,825</b>	<b>6,863</b>	<b>6,866</b>	<b>6,923</b>	<b>6,939</b>	<b>6,945</b>	<b>6,971</b>	<b>6,973</b>	<b>6,956</b>	<b>7,006</b>



# ANNUAL OPERATING REPORT

2017

<b>Performance Summary</b>			<b>2017 Data</b>		<b>2016</b>	
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.4%</b>	<b>93.7%</b>	
		AM Peak	93.0%	92.6%	91.7%	
		AM Reverse Peak	93.0%	94.9%	94.4%	
		PM Peak	93.0%	94.3%	94.8%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>93.6%</b>	<b>93.4%</b>	
		Off Peak Weekday	93.0%	91.7%	92.2%	
		Weekend	93.0%	96.0%	96.7%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.6%</b>	<b>95.0%</b>
			AM Peak	93.0%	92.6%	92.2%
			AM Reverse Peak	93.0%	96.5%	96.6%
			PM Peak	93.0%	95.8%	96.7%
			<b>Total Peak</b>	<b>93.0%</b>	<b>94.4%</b>	<b>94.7%</b>
			Off Peak Weekday	93.0%	91.4%	94.1%
			Weekend	93.0%	95.9%	97.2%
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>94.9%</b>	<b>94.6%</b>
			AM Peak	93.0%	94.3%	93.5%
			AM Reverse Peak	93.0%	96.1%	95.2%
			PM Peak	93.0%	94.7%	94.9%
			<b>Total Peak</b>	<b>93.0%</b>	<b>94.8%</b>	<b>94.3%</b>
			Off Peak Weekday	93.0%	93.9%	93.7%
			Weekend	93.0%	97.1%	96.9%
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.1%</b>	<b>92.1%</b>	
		AM Peak	93.0%	91.1%	90.0%	
		AM Reverse Peak	93.0%	92.9%	92.4%	
		PM Peak	93.0%	93.0%	93.5%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>92.1%</b>	<b>91.8%</b>	
		Off Peak Weekday	93.0%	90.4%	90.1%	
		Weekend	93.0%	95.3%	96.3%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>230,763</b>	<b>231,299</b>		
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		12.2	12.9		
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		2,300	2,829	2,817	
	<b>Trains Canceled</b>		230	308	308	
	<b>Trains Terminated</b>		230	292	330	
	<b>Percent of Scheduled Trips Completed</b>		99.7%	99.7%	99.7%	
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.5%</b>	<b>99.0%</b>	<b>99.5%</b>	
		AM Peak	99.0%	97.6%	98.9%	
		AM Reverse Peak	99.5%	99.7%	99.9%	
		PM Peak	99.0%	97.6%	99.0%	
		<b>Total Peak</b>	<b>99.0%</b>	<b>97.9%</b>	<b>99.1%</b>	
		Off Peak	99.5%	99.3%	99.7%	
		Weekend	99.5%	99.8%	99.9%	
		<b>Hudson Line</b>	AM Peak	99.5%	99.7%	99.9%
			PM Peak	99.5%	99.9%	99.9%
		<b>Harlem Line</b>	AM Peak	99.0%	97.7%	98.9%
			PM Peak	99.0%	98.3%	99.0%
		<b>New Haven Line</b>	AM Peak	98.5%	96.1%	98.3%
			PM Peak	98.5%	95.6%	98.3%

**SYSTEM Category of Delay**

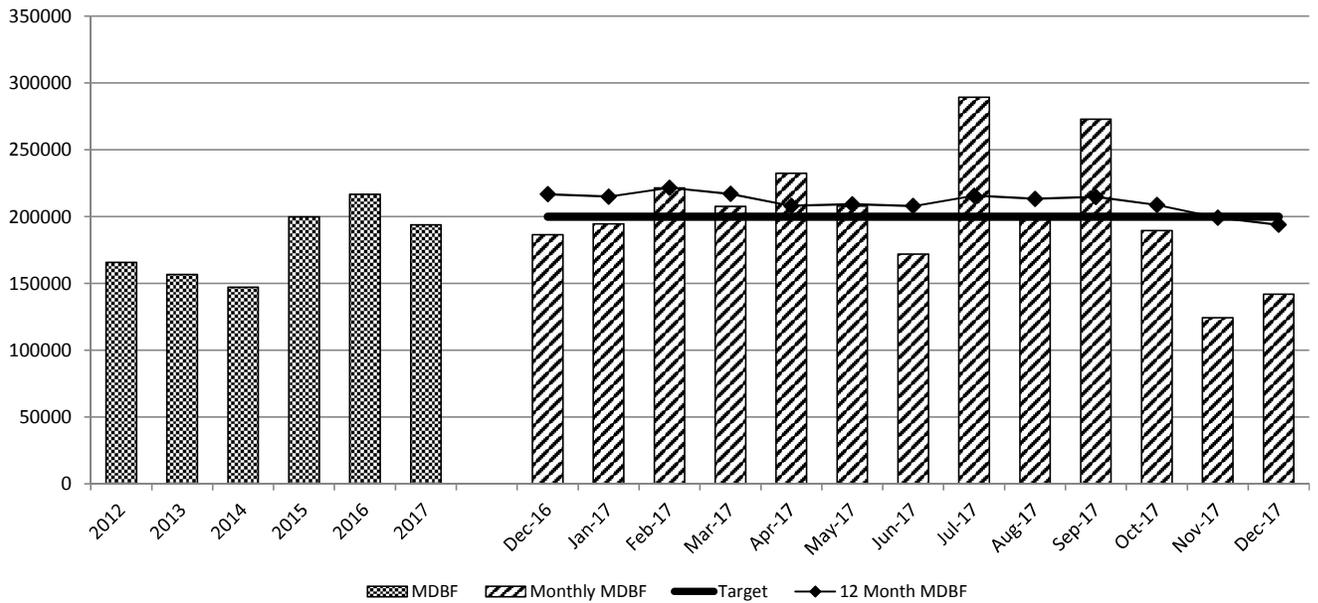
Delay Minutes / Delay Threshold	% Total	2017 Data Year Ending Dec 31	2016 Data Year Ending Dec 31	YTD 2017 Vs 2016
Engineering (Scheduled)	18.5%	5,504	4,048	1,456
Engineering (Unscheduled)	26.7%	7,958	7,869	89
Maintenance of Equipment	15.1%	4,482	4,640	-158
Transportation	4.2%	1,257	1,018	239
Capital Projects	0.0%	9	1,267	-1,258
Weather and Environmental	12.2%	3,632	2,909	723
Police	10.2%	3,030	3,654	-624
Customers	3.8%	1,130	1,210	-80
Other	9.2%	2,731	3,470	-739
3rd Party Operations	0.1%	44	32	12
<b>TOTAL</b>	<b>100.0%</b>	<b>29,777</b>	<b>30,117</b>	<b>-340</b>

HUDSON LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2017 Vs 2016
Engineering	49.6%	3,404	1,858	1,546
Maintenance of Equipment	15.7%	1,075	1,207	-132
Transportation	3.4%	234	204	30
Capital Projects	0.0%	0	27	-27
Weather and Environmental	11.6%	797	515	282
Police	9.0%	620	459	161
Customers	5.7%	389	287	102
Other	4.8%	328	804	-476
3rd Party Operations	0.2%	15	2	13
<b>TOTAL</b>	<b>100.0%</b>	<b>6,862</b>	<b>5,363</b>	<b>1,499</b>
HARLEM LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2017 Vs 2016
Engineering	39.4%	2,954	2,919	35
Maintenance of Equipment	14.1%	1,058	1,202	-144
Transportation	4.1%	306	265	41
Capital Projects	0.0%	0	487	-487
Weather and Environmental	20.8%	1,564	1,238	326
Police	13.1%	982	1,098	-116
Customers	3.5%	259	280	-21
Other	5.1%	381	1,080	-699
3rd Party Operations	0.0%	0	1	-1
<b>TOTAL</b>	<b>100.0%</b>	<b>7,504</b>	<b>8,570</b>	<b>-1,066</b>
NEW HAVEN LINE	% Total	Year Ending Dec 31	Year Ending Dec 31	YTD 2017 Vs 2016
Engineering	46.1%	7,103	7,141	-38
Maintenance of Equipment	15.2%	2,349	2,231	118
Transportation	4.7%	718	548	170
Capital Projects	0.1%	9	754	-745
Weather and Environmental	8.3%	1,272	1,156	116
Police	9.3%	1,428	2,097	-669
Customers	3.1%	482	643	-161
Other	13.1%	2,022	1,585	437
3rd Party Operations	0.2%	29	27	2
<b>TOTAL</b>	<b>100.0%</b>	<b>15,412</b>	<b>16,182</b>	<b>-770</b>

	Equip-ment Type	Total Fleet Size	2017 Data		2016 Data
			MDBF Goal (miles)	Year Ending as of December-17 (miles)	Year Ending as of December-16 (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	28,136	29,016
	M8	405	350,000	305,221	400,116
	M3	138	120,000	100,188	101,097
	M7	334	440,000	301,533	425,292
	Coach	209	260,000	334,318	262,165
	P-32	31	27,000	25,667	23,999
	BL-20	12	13,000	26,604	31,272
<b>Fleet</b>	<b>1165</b>	<b>200,000</b>	<b>193,883</b>	<b>216,772</b>	

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

**ALL FLEETS**  
**Mean Distance Between Failures**  
**2012 - 2017**



<b>West of Hudson Performance Summary</b>			<b>2017 Data</b>		<b>2016 Data</b>
			Annual Goal	Year Ending Dec 31	Year Ending Dec 31
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>94.1%</b>	<b>95.9%</b>
		AM Peak	95.5%	92.9%	95.1%
		PM Peak	95.5%	94.1%	96.0%
		<b>Total Peak</b>	<b>95.5%</b>	<b>93.5%</b>	<b>95.5%</b>
		Off Peak Weekday	95.5%	94.5%	95.6%
		Weekend	95.5%	93.9%	96.9%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>95.7%</b>	<b>96.3%</b>
		AM Peak	96.5%	95.1%	95.6%
		PM Peak	96.5%	95.5%	97.0%
		<b>Total Peak</b>	<b>96.5%</b>	<b>95.3%</b>	<b>96.2%</b>
		Off Peak Weekday	96.5%	95.9%	95.7%
		Weekend	96.5%	95.7%	97.5%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>91.8%</b>	<b>95.3%</b>
		AM Peak	95.0%	90.0%	94.4%
		PM Peak	95.0%	92.6%	94.9%
<b>Total Peak</b>		<b>95.0%</b>	<b>91.3%</b>	<b>94.7%</b>	
Off Peak Weekday		95.0%	92.6%	95.5%	
	Weekend	95.0%	90.9%	95.7%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,237</b>	<b>19,996</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>		21.2	20.3	
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		300	480	
	<b>Trains Canceled</b>		60	138	
	<b>Trains Terminated</b>		60	53	
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.1%	
			99.3%		

**ANNUAL 2017 STANDEE REPORT**

East of Hudson			YTD 2016	YTD 2017
<b>Daily Average</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	0	6
<b>Total Standees</b>			<b>0</b>	<b>6</b>
<b>AM Peak</b>	Harlem Line	Program Standees	0	0
		Add'l Standees	21	49
<b>Total Standees</b>			<b>21</b>	<b>49</b>
	New Haven Line	Program Standees	0	0
		Add'l Standees	30	44
<b>Total Standees</b>			<b>30</b>	<b>44</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>51</b>	<b>99</b>
<b>Daily Average</b>	Hudson Line	Program Standees	0	0
		Add'l Standees	1	1
<b>Total Standees</b>			<b>1</b>	<b>1</b>
<b>PM Peak</b>	Harlem Line	Program Standees	0	0
		Add'l Standees	22	19
<b>Total Standees</b>			<b>22</b>	<b>19</b>
	New Haven Line	Program Standees	0	0
		Add'l Standees	51	117
<b>Total Standees</b>			<b>51</b>	<b>117</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>74</b>	<b>137</b>

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

**Definitions**

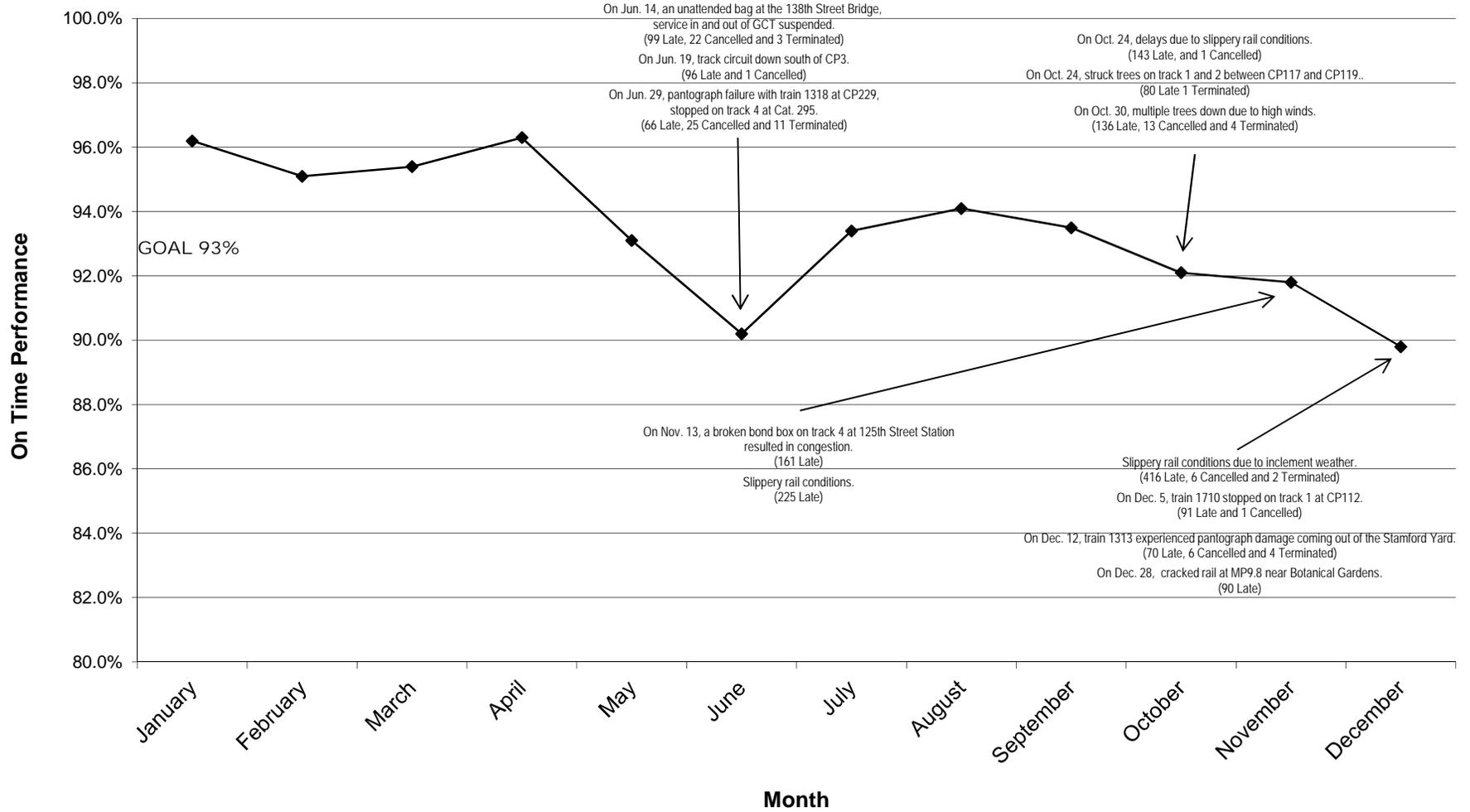
Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.

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

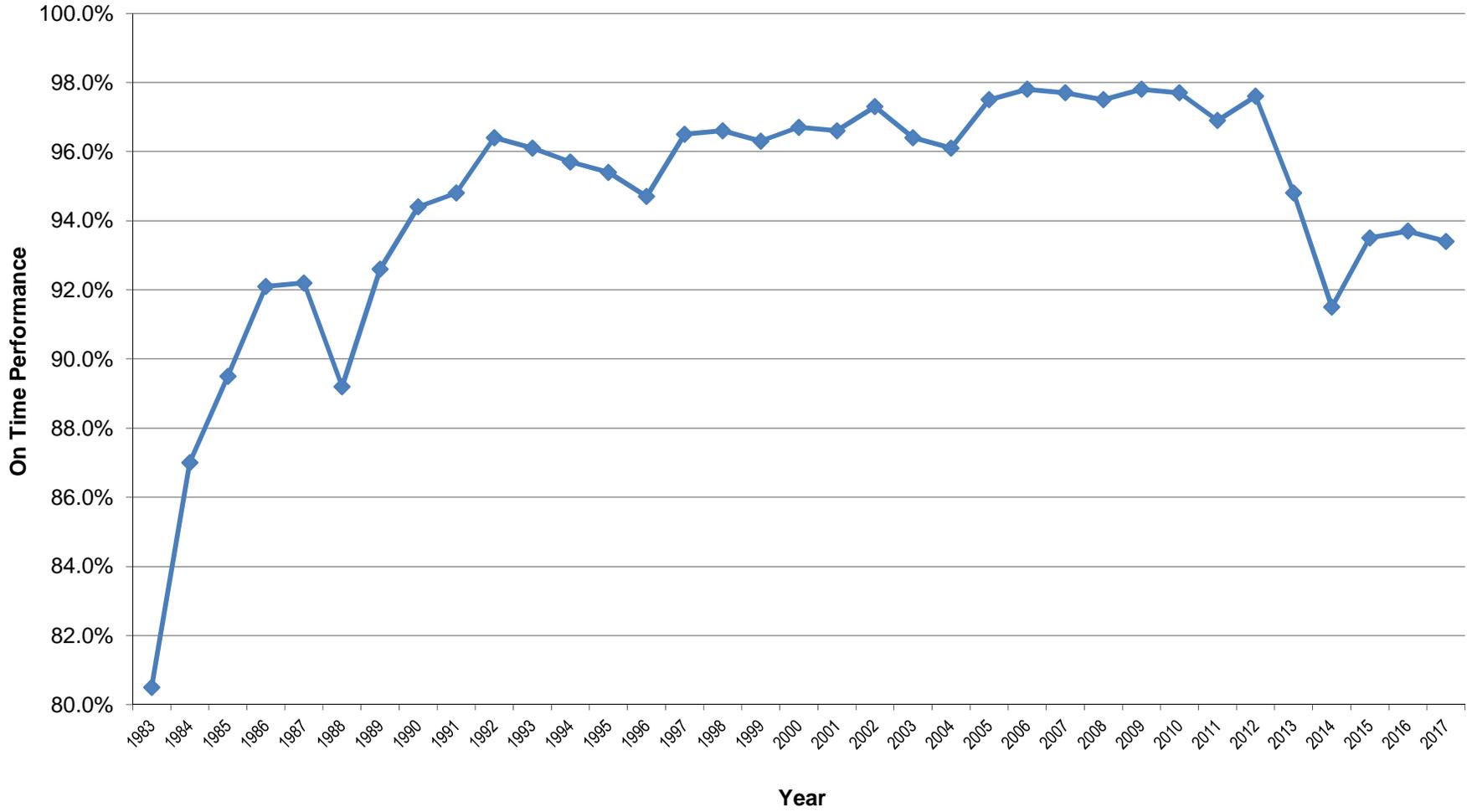
"**Additional Standees**" reflect the impact of reduced train car consists reported as consist compliance less than 100%.

**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.

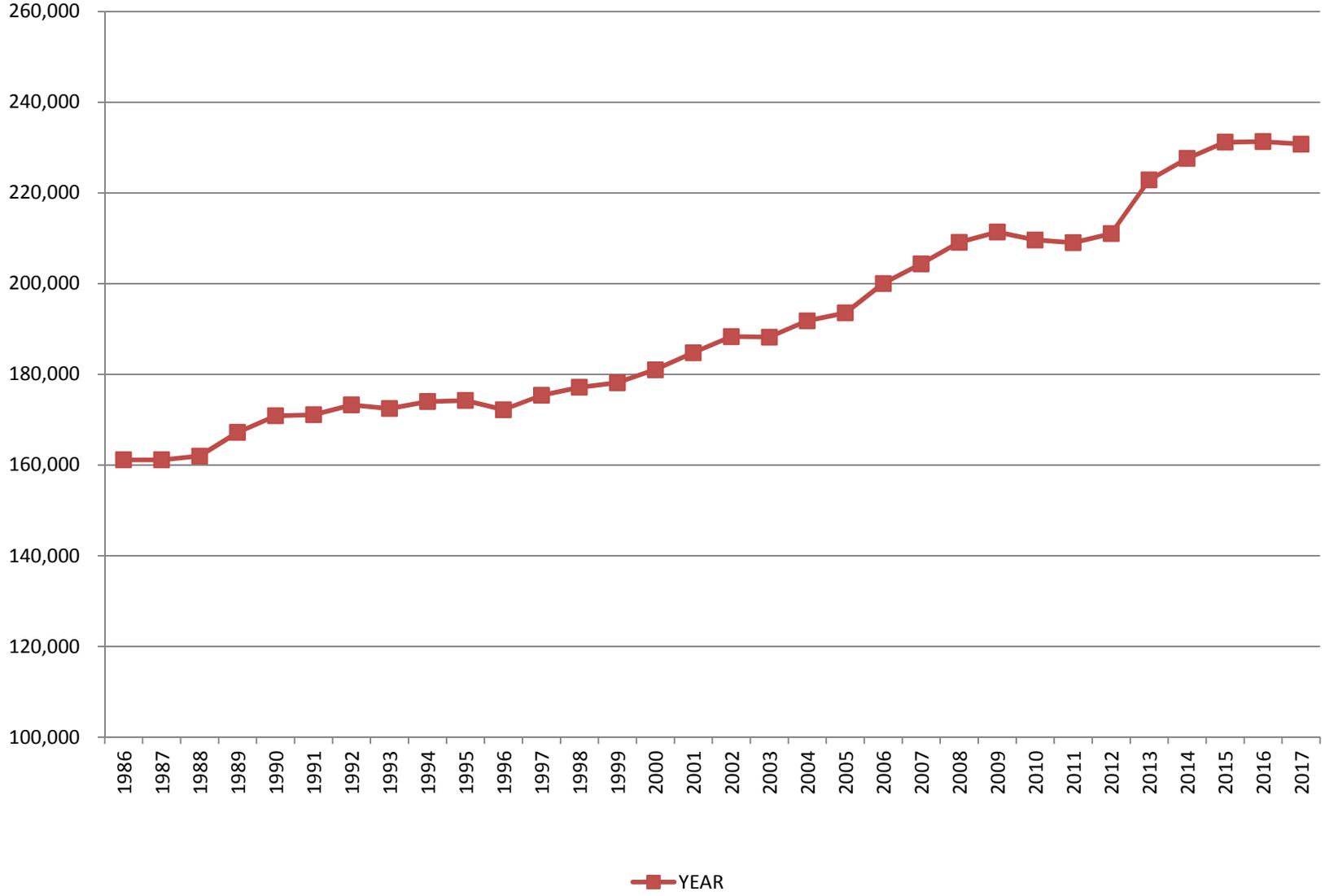
## 2017 On Time Performance and Major Events By Month



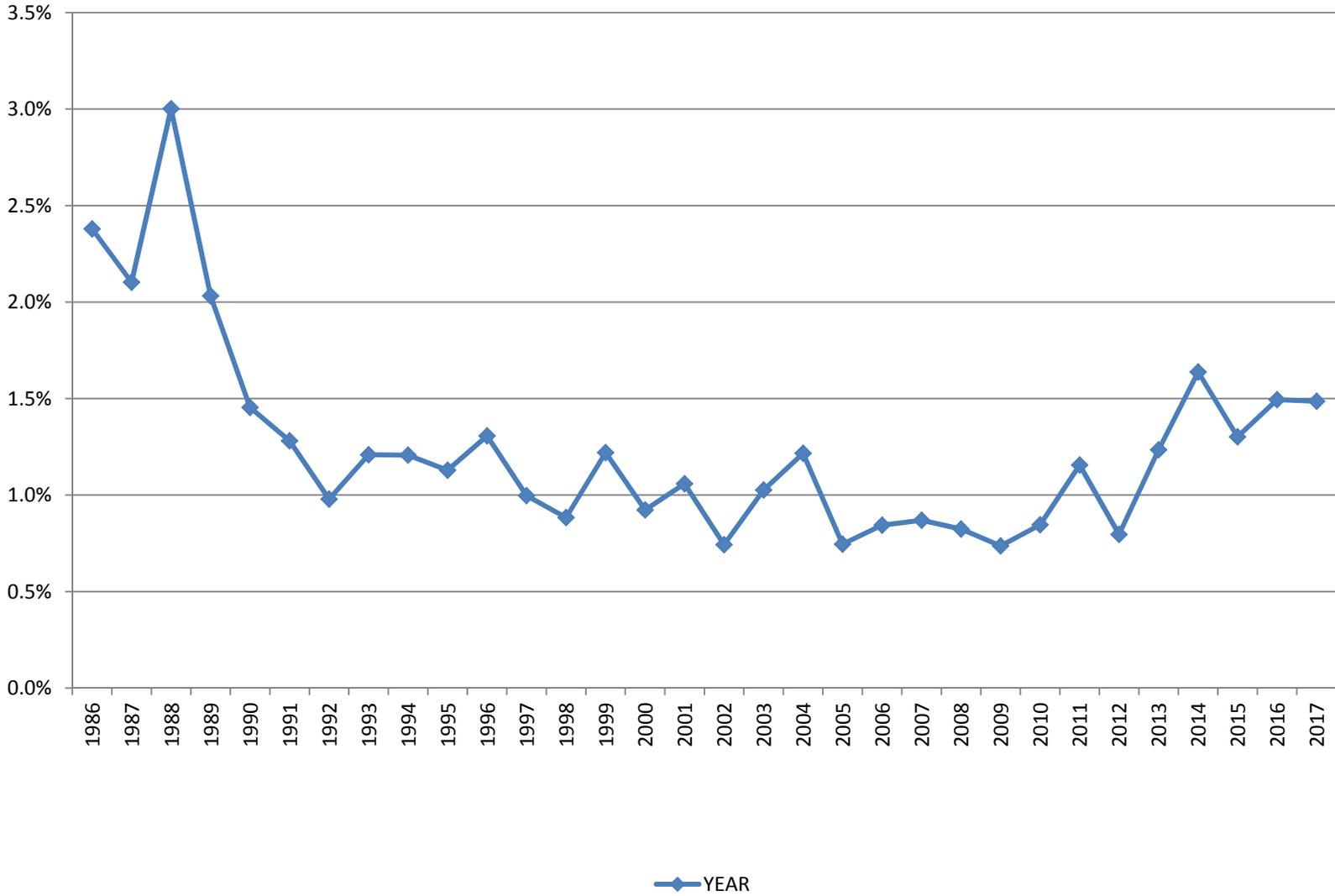
### On Time Performance By Year 1983 through 2017



### Scheduled Trains by Year



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



# **MTA Metro-North Railroad**

## **Operations Division**

### **Annual Report on Fleet Maintenance 2017**

# Maintenance of Equipment

The Maintenance of Equipment (M of E) Department is responsible for providing a safe and reliable fleet, available to support the Metro-North Railroad service plan. The Passenger Fleet consists of 1,165 units, including locomotives, diesel hauled coaches and electric multiple units. M of E is organized to achieve this mission.

M of E performs periodic inspections and maintenance events as defined by our Maintenance Plan. In addition, equipment repairs and modifications are performed. These activities ensure rolling stock safety, reliability, availability and compliance with regulatory agencies requirements.

# Maintenance Plan

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

Each fleet is scheduled for maintenance events at various shop locations. Calendar Day, 45-Day, 92-Day, 184-Day, 368-Day, 1104-Day, 1472Day, 1840-Day, 6-Year through 10-Year, and 12-Year maintenance events are performed at six equipment maintenance facilities and their respective yards, as well as four outlying yards and Grand Central Terminal.

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

# Reliability Centered Maintenance

RCM is a process used to determine the maintenance requirements of rolling stock in its operating environment.

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

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

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

# Maintenance Plan

The Maintenance Plan combines federally mandated safety inspection and air brake requirements with Reliability Centered Maintenance activities e.g. inspections, servicing, or replacements relative to vehicle duty cycles.

The following is an overview of the Plan's elements.

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

The scope of each higher level interval is cumulative in nature.

## **Calendar Day Mechanical Inspection (CDMI)**

Is the federally mandated maintenance and inspection activity required once every calendar day for a train consist used in passenger service. The CDMI tests, inspects or validates, braking, cab signal, trucks, wheels, lighting, heating ventilation and air conditioning, propulsion and door systems.

## **Quarterly Inspection**

Is a Periodic Inspection (PI) performed on all fleets. It includes an interior and exterior inspection and operational test of all major systems. FRA mandated requirements such as air brake, gauge calibration and cab signal tests are satisfied during PI. Condition based assessments and replacement of brake shoes, filters, light bulbs, fluids, contactor tips and other consumable items are done during the periodic inspection cycle. Additional maintenance activity, including cleaning electrical components, measuring wheels, and thorough operational inspection of the door systems are addressed during the PI. All work is documented in a comprehensive work packet and federally mandated records.

## **Semi-Annual Inspection**

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

## **Annual Inspection**

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

# Maintenance Plan

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

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

In addition to the progressive component replacements in the higher level scopes, the maintenance plan addresses broader equipment issues such as passenger convenience upgrades and components with less than acceptable reliability.

# EMU Scheduled Programs

		2018	2019	2020	2021	2022	2023	2024	2025
M2									
	3 Year	14							
M3	3 Year	46	48	46	48	46	46	46	46
	AIR COMPRESSOR	12	15	20					
	BATTERY 25- CELLS	12	11	12					
	BLOWER SEB B-END	20	20	21					
	BLOWER - SEB F-END	38	43	46					
	MOTOR ALTERNATOR	18	17	21					
M7	12 Year							56	56
	6 Year	56	56	56	56	56	54		
M8									
	8 Year	56	54	56	54	13			
	16 Year					49	50	50	50

# Diesel Hauled Scheduled Programs

		2018	2019	2020	2021	2022	2023	2024	2025
End Door Coaches									
	4 Year			1	2	10	1	7	7
	8 Year	18	1		1		22	25	23
	12 Year		22	30	34	8			6
Center Door Coaches									
	4 Year	16	5	1		12	10	10	6
	8 Year	17	23	15	8	14	15	8	4
	12 Year	1	1	5	5	8	4	3	3
P32ACDM									
	5 Year	6	6	7	6	6	6	6	7
	8 Year								
	16 Year	6	6	5					
BL20GH									
	4 Year	2	2	4	4	2	2	4	4
	8 Year								
	Overhaul	3	3	4	2				
BL14									
	4 Year								2
	8 Year				2				
GP35									
	4 Year		2	2	2	2			
	8 Year						2	2	2
	Overhaul	1							

# Completed Work Scope Activity

FLEET	SCOPE	2010	2011	2012	2013	2014	2015	2016	2017	TOTAL
M2	3 - YEAR	70	82	58	8	12	20	6	16	272
	BATTERY	6	12	4		2				24
M3	3 - YEAR	44	46	46	46	48	44	48	46	368
	6 - YEAR	4								4
	AIR COMPRESSOR ASSEMBLY	24	25	17	27	23	12	14	22	164
	BATTERY	11	8	4	10	16	14	8	9	80
	B END SEB	7	12	12	13	11	8	10	5	78
	F END SEB	10	19	18	19	29	12	20	17	144
	MOTOR ALTERNATOR	20	14	9	11	19	21	9	16	119
M4	3 - YEAR	6	9	14	20	3				52
	9 - YEAR	17	3							20
	BATTERY		9	1						10
M6	3 - YEAR		6	6	1	6				19
	6 - YEAR									0
	9 - YEAR	3	27	3						33
	BATTERY	11	7	1						19
M7	5 - YEAR	80	66	66	34		2			248
	10 - YEAR				26	66	72	64	60	288
M8	5 - YEAR					8	14	54	96	172
P32AC-DM	4 - YEAR			3						3
	5 - YEAR	5	3	7	5	4	7	4	5	40
	8 - YEAR	4	3	3	2	1	2	1		16
	16 - YEAR						2			2
	BATTERY	14	11	20	10	14	9	7	8	93
BL20GH	4 - YEAR			6	4	1	1	4	4	20
BL14	4 - YEAR				2				2	4
GP35	OVERHAUL						2	2	2	6
End Door Coaches	3 - YEAR									0
	4 - YEAR	7	16	33	19	36	3			114
	8 - YEAR	8					18	29	27	82
	12 - YEAR			2		4			1	7
	OVERHAUL	28								28
Center Door Coaches	3 - YEAR									0
	4 - YEAR			1	7	21	15	12	10	66
	6 - YEAR									0
	8 - YEAR	13	18	18	10	15	10	3	5	92
	9 - YEAR									0
	12 - YEAR	24	8		1		6	2		41
<b>TOTAL</b>		<b>416</b>	<b>404</b>	<b>352</b>	<b>275</b>	<b>339</b>	<b>294</b>	<b>297</b>	<b>351</b>	<b>2,728</b>

# 2017 Achievements

## Overall Fleet Performance

- . 193,883 MDBF vs. a goal of 200,000
- . Consist Compliance Overall was 99.0% and Peak was 97.9% against a goal of 99.0%

## MTA Inter-Agency Activities

- . MNR continues under MOU with the LIRR to repair M7 ACCU's, CDS TOD's, Communications Control unit power supplies and destination signs.
- . Joint Task Force with LIRR, knowledge and experience sharing to execute the M7 RCM program,
- . M9 Joint Procurement
- . Enterprise Asset Management (EAM). Software acquisition process identified product. Major business processes and system functions for the "as is" system documented and reported to MTA IT Project Management.
- . Installed Autonomous Track Geometry Inspection System (ATGIS) on one M7, one M8 and one shoreliner car.

## Budget Performance - 2017

- . Overall \$193K (0.07%) under budget
- . Non-Payroll \$1.017M (1.30%) under budget
- . Material \$3.721M (-5.96%) over budget
- . Payroll \$824K (-0.38%) over budget

Non-Payroll includes all categories not including labor, Occupancy Costs, Maintenance and Operating Costs, Professional Services, Business Expenses, as well as Material Costs.

## **M8 Fleet**

- . 96 five year periodic inspections completed in CCO Shop.

## **M7 Fleet**

- . PTC full package installed on 100% of fleet.
- . 10 Year RCM Maintenance program 100% complete
- . CDS/TOD/MFU replacement program 3% complete
- . Seat replacement program 30% complete.

## **P32 Locomotives**

- . RCM Phase 1 Overhaul 42% complete
- . PTC on-board package installed on 31 of 31 locomotives, communications package to follow.

## **GP35 Locomotives**

- . There is currently one GP35 locomotive Switcher undergoing overhaul. 6 units are in service and 1 additional unit procured for overhaul. Total fleet after overhaul will be 8 locomotives.

## **Shoreliner Coaches**

- . PTC on-board package installed on 63% of all cab cars.
- . RCM interior improvement scope identified.

## **M3 Fleet**

- . PTC full package and on-board video package installed on 18% and 24% of fleet respectively.

# 2017 Activities

## **MTA Inter-Agency Activities**

Explore and implement additional inter-agency component repair with LIRR. Partner with LIRR on M7 RCM investigations and maintenance strategies. Actively supporting the EAM program in development of a software application

Continue Forward Facing Camera/OBV installation on M7, P32, M3 and Coach Fleets.

Partner with LIRR on the CDS MFU software/ hardware procurement.

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

Software acquisition process identified product. Major business processes and system functions for the “as is” system documented and reported to MTA IT Project Management

## **Fleet Performance**

Continue developing RCM plan for M7 and M8 Fleets. Apply Six Sigma methodologies to Single point failures on all fleets. Expand Six Sigma training to additional MofE Department Engineers and others as needed.

# 2018 Challenges

## **Safety Culture**

Continue to develop and support changes in safety culture through consistent focus on workplace safety and a daily commitment for improvement.

## **Harmon Shop Replacement**

Commissioning of the new EMU Consist Tracks requires coordination from various groups including Capital Engineering, Maintenance Planning, Material Management and Training. Replacement of Building 6 will cause temporary space issues for remaining fleet maintenance requirements.

## **New Haven Shop Facilities**

Continue to work with CDOT to ensure all yard and shop facilities are fully functional and utilized.

## **Workforce Attrition**

Continue to minimize impact due to loss of experienced personnel. Train new maintenance and repair employees.

## **Business Enterprise Systems/Enterprise Asset Management (EAM)**

Address obsolescence of existing business systems Identify and acquire real-time business tools to support cost-effective maintenance of rolling stock.

EAM will require the appropriate Subject Matter Experts to ensure MNR gets the maximum benefit from this transformational system.

# 2018 Goals

Description	Target
MDBF – All Fleets	200,000
M-2 MDBF	20,000
M-8 MDBF	350,000
M-3 MDBF	120,000
M-7 MDBF	440,000
Shoreliner Coach	260,000
P32 Locomotives	27,000
BL20 Locomotives	13,000
HVAC Compliance:	
Heating	99.8%
Air Conditioning	99.2%
Consist Compliance:	
Overall System	99.0%
Overall Peak	98.0%
Hudson Line AM Peak	99.5%
Harlem Line AM Peak	98.5%
New Haven Line AM Peak	97.5%

# Executive Summary

## **Metro-North Railroad**

February 20, 2018



# EEO 4<sup>th</sup> Quarter 2017 Executive Summary

- ❑ Metro-North Railroad's overall workforce is currently comprised of **6,700** employees; of which **867 (13%)** are Females,\* **2546 (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 **4<sup>th</sup>** quarter 2016.
- ❑ The overall composition of Metro-North Railroad's workforce **changed 1%** as it relates to Race and Ethnicity as compared to **4<sup>th</sup>** quarter 2016.
- ❑ The percentage of Veterans employed has **decreased (1%)** compared to **4<sup>th</sup>** quarter 2016.
- ❑ Metro-North Railroad hired **534** employees, of which **84 (16%)** were Females\*, **229 (43%)** were Minorities; and **34 (6%)** were Veterans.
- ❑ Females were **hired at a higher** percentage compared to their current representation of **13%** in the workforce. Minorities were **hired at a higher** percentage compared to their current representation of **38%** in the workforce.
- ❑ Metro-North Railroad handled a total of **76** EEO complaints; of which **50** were internal and **26** were external.
- ❑ Metro- North Railroad handled a total of **37** 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 4<sup>th</sup> Quarter 2017 Executive Summary

The table below is a snapshot as of December 31, 2017 of Metro-North Railroad's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		WHITES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	832		295	35%	119	14%	71	9%	71	9%	2	0%	1	0%	31	4%	537	65%	66	8%
F	197	24%	110	13%	43	5%	27	3%	30	4%	1	0%	1	0%	8	1%	87	10%	4	6%
M	635	76%	185	22%	76	9%	44	5%	41	5%	1	0%	0	0%	23	3%	450	54%	62	94%
<b>Professionals</b>	280		142	51%	61	22%	30	11%	40	14%	2	1%	0	0%	9	3%	138	49%	11	4%
F	110	39%	72	26%	35	13%	12	4%	18	6%	2	1%	0	0%	5	2%	38	14%	1	9%
M	170	61%	70	25%	26	9%	18	6%	22	8%	0	0%	0	0%	4	1%	100	36%	10	91%
<b>Technicians</b>	133		59	44%	29	22%	15	11%	8	6%	0	0%	0	0%	7	5%	74	56%	7	5%
F	14	11%	10	8%	6	5%	2	2%	0	0%	0	0%	0	0%	2	2%	4	3%	1	14%
M	119	89%	49	37%	23	17%	13	10%	8	6%	0	0%	0	0%	5	4%	70	53%	6	86%
<b>Protective Services</b>	12		3	25%	0	0%	1	8%	0	0%	0	0%	0	0%	2	17%	9	75%	0	0%
F	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	8%	0	#DIV/0!
M	11	92%	3	25%	0	0%	1	8%	0	0%	0	0%	0	0%	2	17%	8	67%	0	#DIV/0!
<b>Paraprofessionals</b>	17		6	35%	3	18%	1	6%	1	6%	0	0%	0	0%	1	6%	11	65%	0	0%
F	10	59%	5	29%	3	18%	1	6%	1	6%	0	0%	0	0%	0	0%	5	29%	0	#DIV/0!
M	7	41%	1	6%	0	0%	0	0%	0	0%	0	0%	0	0%	1	6%	6	35%	0	#DIV/0!
<b>Administrative Support</b>	430		240	56%	148	34%	61	14%	12	3%	1	0%	0	0%	18	4%	190	44%	19	4%
F	176	41%	130	30%	84	20%	31	7%	8	2%	0	0%	0	0%	7	2%	46	11%	3	16%
M	254	59%	110	26%	64	15%	30	7%	4	1%	1	0%	0	0%	11	3%	144	33%	16	84%
<b>Skilled Craft</b>	2,901		981	34%	530	18%	303	10%	40	1%	16	1%	0	0%	92	3%	1,920	66%	428	15%
F	54	2%	39	1%	31	1%	6	0%	0	0%	0	0%	0	0%	2	0%	15	1%	14	3%
M	2,847	98%	942	32%	499	17%	297	10%	40	1%	16	1%	0	0%	90	3%	1,905	66%	414	97%
<b>Service Maintenance</b>	2,095		820	39%	481	23%	231	11%	36	2%	5	0%	0	0%	67	3%	1,275	61%	39	2%
F	305	15%	178	8%	116	6%	44	2%	5	0%	1	0%	0	0%	12	1%	127	6%	2	5%
M	1,790	85%	642	31%	365	17%	187	9%	31	1%	4	0%	0	0%	55	3%	1,148	55%	37	95%
<b>Total</b>	6,700		2,546	38%	1,371	20%	713	11%	208	3%	26	0%	1	0%	227	3%	4,154	62%	570	9%

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



# Metro-North Railroad

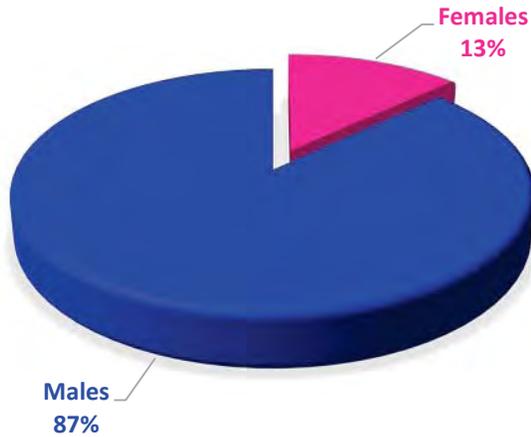
## **Workforce**

As of December 31, 2017

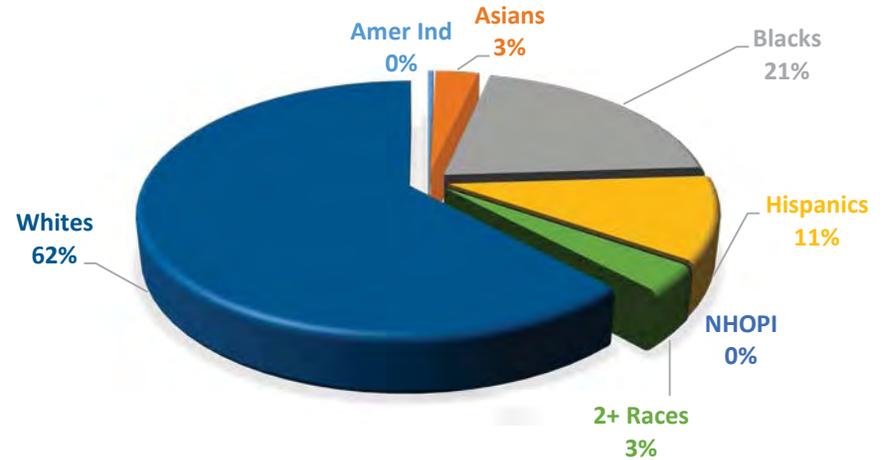


# Metro-North Railroad Workforce as of December 31, 2017

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



Metro-North Railroad’s workforce consist of **6,700** employees.

- ❑ **13%** Females, **38%** Minorities, and **9%** Veterans.
- ❑ The percentage of Females employed **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 **December 31, 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	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	4%	5%	3%	3%	2%	4%	0%	0%	0%	0%	1%	1%	14%	10%
	M	5%	9%	3%	5%	3%	5%	0%	0%	0%	0%	1%	3%		
Professionals	F	8%	13%	5%	4%	5%	6%	0%	1%	0%	0%	1%	2%	21%	14%
	M	5%	9%	4%	6%	5%	8%	0%	0%	0%	0%	1%	1%		
Technicians	F	5%	5%	3%	2%	2%	0%	0%	0%	0%	0%	1%	2%	6%	3%
	M	11%	17%	7%	10%	5%	6%	0%	0%	0%	0%	2%	4%		
Protective Services	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	8%
	M	3%	0%	3%	8%	0%	0%	0%	0%	0%	0%	13%	17%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



# 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 **December 31, 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	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Paraprofessionals	F	15%	18%	11%	6%	4%	6%	0%	0%	0%	0%	0%	0%	32%	29%
	M	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	6%		
Administrative Support	F	13%	20%	8%	7%	3%	2%	0%	0%	0%	0%	1%	2%	20%	11%
	M	7%	15%	5%	7%	2%	1%	0%	0%	0%	0%	1%	3%		
Skilled Craft	F	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	13%	17%	9%	10%	2%	1%	0%	1%	0%	0%	2%	3%		
Service Maintenance	F	4%	6%	6%	2%	1%	0%	0%	0%	0%	0%	0%	1%	5%	6%
	M	14%	17%	18%	9%	2%	1%	0%	0%	0%	0%	1%	3%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



# Metro-North Railroad

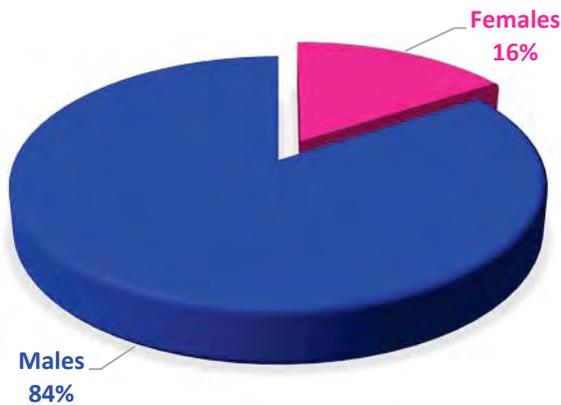
## **New Hires and Veterans**

February 20, 2018

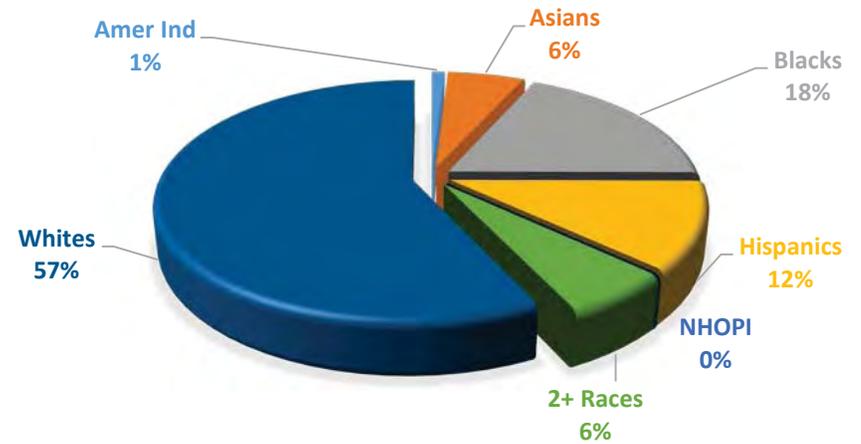


# Metro-North Railroad's New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to December 31, 2017

**NEW HIRE BY GENDER**



**NEW HIRE BY RACE/ETHNICITY**



Metro-North Railroad hired **534** Employees including **34 (6%)** Veterans.

- ❑ **16%** Females in which **6%** were Female Veterans.
- ❑ Females were **hired at a higher** percentage compared to their current representation of **13%** in the workforce.
- ❑ **43%** Minorities in which **44%** were Minority Veterans.
- ❑ Minorities were **hired at a higher** percentage compared to their current representation of **38%** in the workforce.



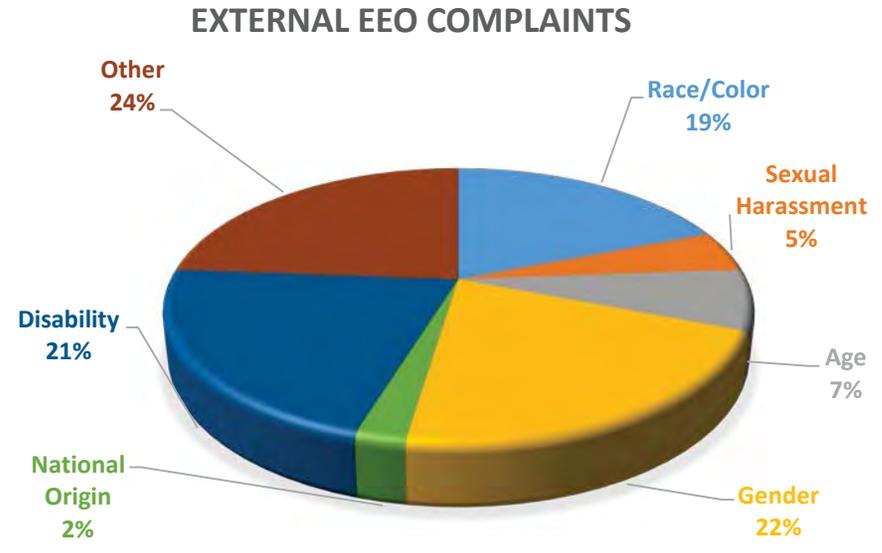
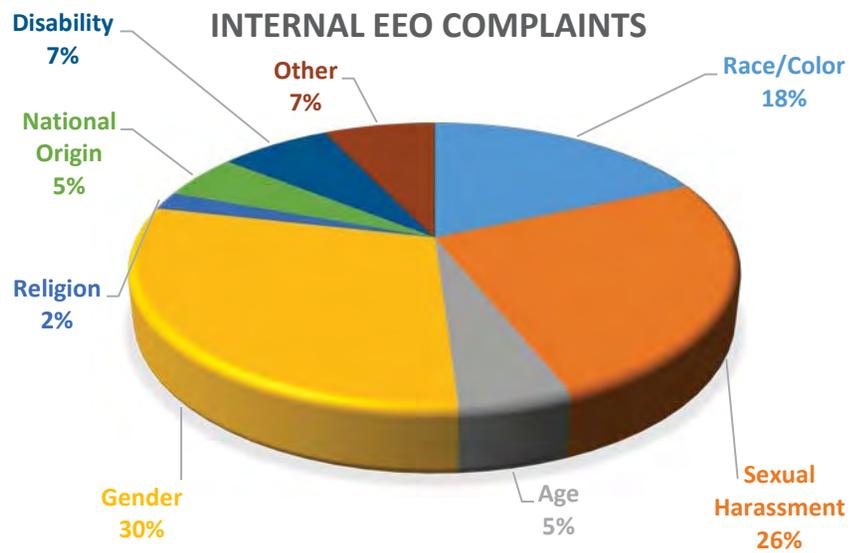
# Metro-North Railroad

## **Complaints and Lawsuits**

February 20, 2018



# Metro-North Railroad Internal/External EEO Complaints and Lawsuits January 1, 2017 to December 31, 2017



Metro-North Railroad handled **76** EEO complaints, citing **97** separate allegations, and 11 Lawsuits.

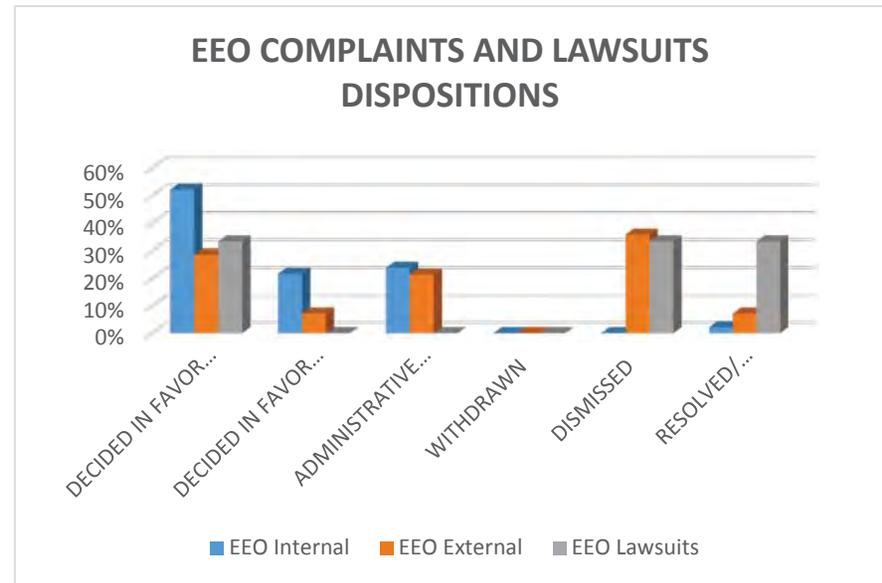
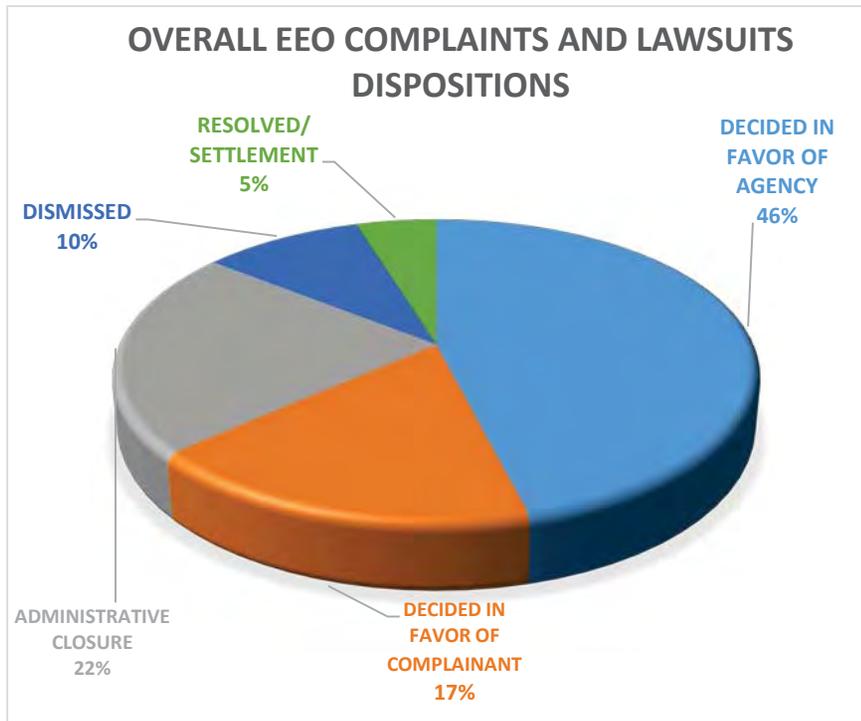
- ❑ 50 filed Internal complaints.
- ❑ 26 filed External complaints.
- ❑ The most frequently cited basis Internally was Gender and Externally was Other.



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 December 31, 2017

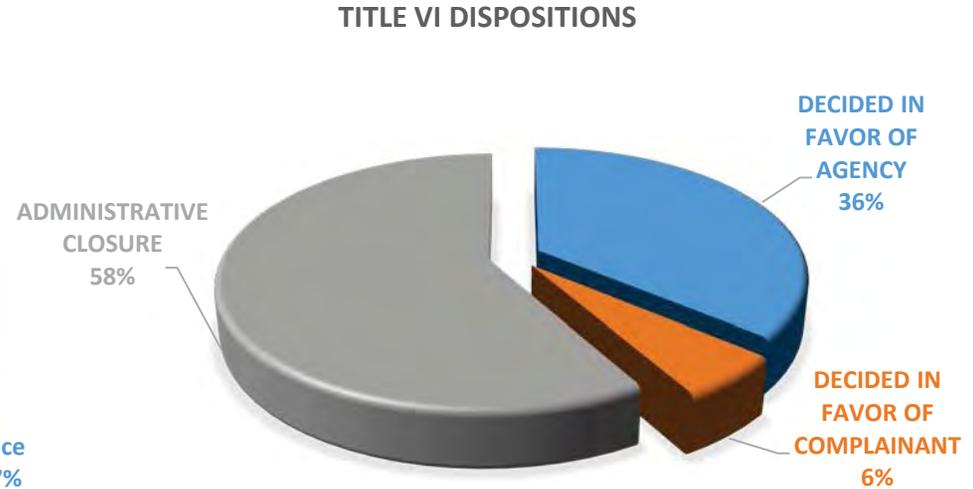
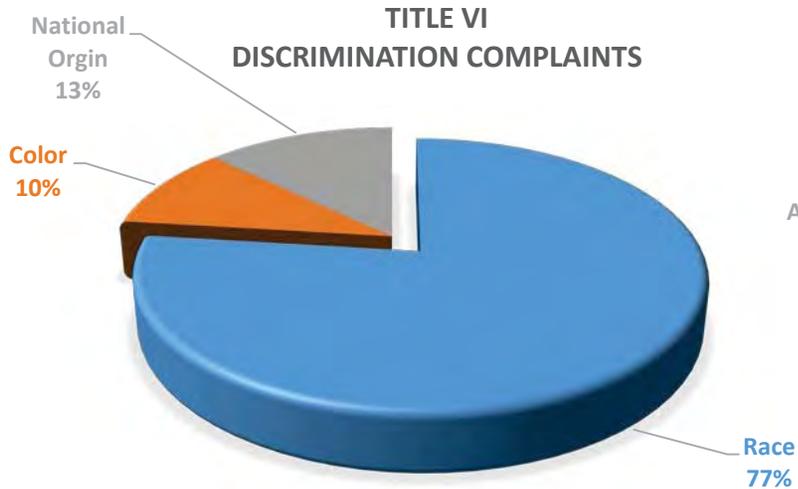


Metro-North Railroad disposed **60** EEO complaints and **3** EEO Lawsuits.

- **46%** complaints/lawsuits decided in Favor of the Agency.
- **17%** complaints /lawsuits decided in Favor of the Complainant.
- **22%** 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 December 31, 2017



Metro-North Railroad handled **37** Title VI Complaints, citing **39** separate allegations and **0** Title VI lawsuits. Agency disposed **36** complaints and **0** lawsuits.

- ❑ **36%** complaints/lawsuits decided in Favor of the Agency.
- ❑ **6%** complaints/lawsuits decided in Favor of the Complainant.
- ❑ **58%** complaints/lawsuits were Administrative Closures.
- ❑ **0%** complaints/lawsuits were Resolved/Settlement.



# Memorandum



**Date** February 6, 2018

**To** Metro-North Committee

**From** Catherine Rinaldi

CAR

**Re** **March 2018 East of Hudson Schedule Changes**

---

For your information, schedules will change on the Hudson, Harlem and New Haven lines effective Sunday, March 18, 2018.

The March 2018 schedule reflects substantial changes to the off-peak and weekend service on the Harlem Line in order to accommodate the extensive station improvement project at White Plains station, as well as track work between Scarsdale and Hartsdale that will be performed in preparation for critical state of good repair work at those stations.

There are minimal adjustments to the Hudson and New Haven Line schedules.

### **Harlem Line Scope of Work**

Metro-North is beginning a three-year project to refurbish and enhance White Plains station as part of the Enhanced Stations Initiative. White Plains station is located in two-track territory. Indeed, the two-track segment across the nearly five miles between CP 119 (near Scarsdale) and CP 123 (near North White Plains) is the busiest segment of two-track railroad in the Metro-North system. Two hundred ten trains traverse this segment on weekdays, 131 on Saturdays and 114 on Sundays. Today, the segment handles up to 8 trains per hour during off-peak hours on weekdays and weekends. This level of service is not sustainable with a single-track operation, especially in a segment with three station stops: White Plains, Hartsdale and Scarsdale.

For the duration of the White Plains project, one of the two tracks will be removed from service during off-peak and weekend hours to allow construction crews to have access to the platforms and to perform their work safely. The construction will **not** affect peak-hour weekday service, and peak-hour schedules remain unchanged.

During the first segment of the White Plains construction, Metro-North Engineering forces will also perform trackwork rehabilitation on the two-track segment between

CP 119 and CP 121 (Hartsdale), so that both tracks will be in full State of Good Repair condition when station refurbishment and enhancement projects -- including total replacement of the platforms at both stations -- begin at Scarsdale and Hartsdale next year. This work will be performed concurrently with later phases of the White Plains station project and will also require off-peak single-tracking between Scarsdale and Hartsdale.

In addition to the White Plains station project, the replacement of four track switches and associated third-rail work at CP 152 between Brewster and Southeast also affects the schedules. This track work requires single-tracking on weekends for three months for approximately 10 miles between Goldens Bridge and Southeast stations. The schedules have been adjusted and designed to provide timely service to our customers and to accommodate trains traversing two single-track segments 30 miles apart on a two-track railroad.

The March 2018 schedules preserve Harlem Line service levels to the greatest extent possible given the single-track outages in high-density territory, and are designed to preserve Metro-North's existing crew and equipment resources.

Details of the changes by line are as follows:

- **Harlem Line Weekdays**

- There is no adjustment to peak-period trains. Also, service levels are not affected on Harlem Line trains operating between Grand Central and Crestwood.
- Ten mid-day and four night-time local trains to and from North White Plains will no longer operate between Crestwood and North White Plains.
  - Some trains to and from Southeast that currently operate express between White Plains and Harlem-125th Street will add stops at Hartsdale, Scarsdale and/or Crestwood to preserve half-hourly service to those stations, and to provide connecting service to and from the Crestwood local trains.
- Up to four minutes of running time has been added to account for speed restrictions and to operate at reduced speed past track workers and station-construction workers, as required by FRA safety regulations and Metro-North operating rules.
- Up to four minutes of running time has been added to some northbound local trains at Scarsdale to allow southbound trains to clear the single-track between North White Plains and Scarsdale.

- **Harlem Line Weekends**

- Twenty-eight Saturday and 20 Sunday local trains to and from North White

- Plains will no longer operate between Crestwood and North White Plains.
- To accommodate train meets at the ends of the single-track segments, the northbound schedule pattern for most trains is revised. As is the case during off-peak hours on weekdays, certain trains to and from Southeast that currently operate express between Harlem-125<sup>th</sup> Street and White Plains will add stops at Hartsdale, Scarsdale and/or Crestwood.
- To accommodate the switch replacement project near Brewster, service between GCT and Southeast is reduced to hourly except inbound in the morning, and outbound in the late afternoon/evening. Half hourly service will be restored with the fall 2018 schedule change.
- The through train service between Grand Central Terminal and Wassaic on weekends in both directions (one train in each direction each day) is discontinued; shuttle trains between Southeast and Wassaic, with connections at Southeast, replace these trains. Overall travel time between Wassaic and GCT is about 10 minutes longer than on the through trains.
- Up to four minutes of running time has been added to account for speed restrictions and to operate at reduced speed past track workers and station-construction workers, as required by FRA safety regulations and Metro-North operating rules.

Based on our biannual ridership counts, we believe that these schedule adjustments will not result in overcrowding or standee conditions.

- **Hudson Line**

- Northbound weekend trains to Poughkeepsie depart Grand Central Terminal two minutes later and trains to Croton-Harmon depart one minute later in order to support rescheduled Harlem Line service.

- **New Haven Line**

- There are no changes to the New Haven Line.

**Service to Yankee Stadium**

- This year, baseball service to Yankee Stadium kicks off with the Yankees' home opener, on Monday, April 2.

- As in past years, direct service will operate on the Hudson and New Haven lines, with extra stops on regularly scheduled Hudson Line trains, "Yankee Clipper" dedicated extra trains, and shuttle trains between Grand Central Terminal and Yankees-East 153rd Street.
- Due to the expected construction impacts, we are finalizing the details of accommodating customers who travel between the Harlem Line and Yankee Stadium, and plan to complete this effort in the coming weeks.

**Impact on the Operating Budget**

The construction work on the Harlem Line, the resultant restriction of capacity and the necessity to turn trains at Crestwood in order to provide the highest level of service to the majority of the Harlem Line passengers will result in an increase of approximately \$400,000 in train-and-engine crew expenses. This additional expense is included in the operating budget.

**Upcoming Schedule Changes**

The next schedule change for all three lines will be effective September 30, 2018.

cc: J. Lhota  
P. Foye  
V. Hakim  
MNR Executive Team



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2018-2021  
2017 FINAL ESTIMATE AND 2018 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018-2021. The LIRR Adopted Budget does not include MTA Adjustments that were presented in the December Plan and adopted by the Board in December 2017.

The LIRR technical adjustments are presented on the Reconciliation to the November Financial Plan schedules and described below:

- The LIRR accrued 2017 financials captured both the principal and interest on New York Power Authority (NYPA) loans. Only the interest payments should have been captured on the accrued statements. This correction results in lower accrued expenses of \$2.0 million in 2017 and approximately \$3.4 million per year thereafter; there is no cash impact.
- MTA Agencies will no longer reimburse each other for represented employee transportation passes. The LIRR had been receiving reimbursement from New York City Transit (NYCT). This will result in lower other operating revenue of \$1.7 in 2017 (fourth quarter payment) and \$6.0 million in 2018 – 2021. NYCT will have a corresponding savings.

The attached also includes schedules detailing the monthly allocation of financial, overtime, headcount and utilization data based on the 2018 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2018 - 2021**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Net Surplus/(Deficit)</b>	<b>6,106</b>	<b>(\$1,095.476)</b>	<b>6,502</b>	<b>(\$1,258.822)</b>	<b>6,693</b>	<b>(\$1,313.826)</b>	<b>6,830</b>	<b>(\$1,438.977)</b>	<b>7,362</b>	<b>(\$1,611.593)</b>
<i>Technical Adjustments:</i>										
Interagency Reimbursement of Farebox Revenue		(\$1,738)		(\$6,952)		(\$6,952)		(\$6,952)		(\$6,952)
Accounting Treatment for NYPA Loans		2,031		3,299		3,369		3,441		3,516
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>\$0.293</b>	<b>0</b>	<b>(\$3.653)</b>	<b>0</b>	<b>(\$3.583)</b>	<b>0</b>	<b>(\$3.511)</b>	<b>0</b>	<b>(\$3.436)</b>
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:										
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2018 February Financial Plan: Net Surplus/(Deficit)</b>	<b>6,106</b>	<b>(\$1,095.183)</b>	<b>6,502</b>	<b>(\$1,262.475)</b>	<b>6,693</b>	<b>(\$1,317.409)</b>	<b>6,830</b>	<b>(\$1,442.488)</b>	<b>7,362</b>	<b>(\$1,615.029)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2018 - 2021**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Net Surplus/(Deficit)</b>	1,308	\$0.000	1,223	\$0.000	1,059	\$0.000	876	\$0.000	865	\$0.000

**Technical Adjustments:**

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
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**MTA Plan Adjustments:**

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Revenue Offset		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000
<b>2018 February Financial Plan: Net Surplus/(Deficit)</b>	<b>1,308</b>	<b>\$0.000</b>	<b>1,223</b>	<b>\$0.000</b>	<b>1,059</b>	<b>\$0.000</b>	<b>876</b>	<b>\$0.000</b>	<b>865</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2018 - 2021**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2017 November Financial Plan: Net Surplus/(Deficit)</b>	7,414	(\$675.298)	7,725	(\$860.556)	7,752	(\$888.302)	7,706	(\$1,008.672)	8,227	(\$1,183.767)
<b>Technical Adjustments:</b>										
Interagency Reimbursement of Farebox Revenue		(\$1.738)		(\$6.952)		(\$6.952)		(\$6.952)		(\$6.952)
Accounting Treatment for NYPA Loans		-		-		-		-		-
<b>Sub-Total Technical Adjustments</b>	<b>0</b>	<b>(\$1.738)</b>	<b>0</b>	<b>(\$6.952)</b>	<b>0</b>	<b>(\$6.952)</b>	<b>0</b>	<b>(\$6.952)</b>	<b>0</b>	<b>(\$6.952)</b>
<b>MTA Plan Adjustments:</b>										
MTA Re-estimates:										
Other:										
<b>Sub-Total MTA Plan Adjustments</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>2018 February Financial Plan: Net Surplus/(Deficit)</b>	<b>7,414</b>	<b>(\$677.036)</b>	<b>7,725</b>	<b>(\$867.508)</b>	<b>7,752</b>	<b>(\$895.254)</b>	<b>7,706</b>	<b>(\$1,015.624)</b>	<b>8,227</b>	<b>(\$1,190.719)</b>

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

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b><u>Non-Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514
Other Operating Revenue	54.874	40.051	40.698	41.260	41.783
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$784.943</b>	<b>\$787.392</b>	<b>\$791.085</b>	<b>\$794.316</b>	<b>\$797.297</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$519.932	\$563.215	\$603.428	\$632.381	\$681.992
Overtime	130.222	126.221	127.305	131.671	152.453
Health and Welfare	102.076	120.414	130.116	140.175	158.672
OPEB Current Payments	60.000	76.107	78.251	82.394	86.771
Pension	144.798	131.163	144.740	151.157	155.083
Other Fringe Benefits	131.565	142.546	150.774	156.712	169.679
Reimbursable Overhead	(37.379)	(28.924)	(22.914)	(18.162)	(18.567)
<b>Total Labor Expenses</b>	<b>\$1,051.214</b>	<b>\$1,130.742</b>	<b>\$1,211.700</b>	<b>\$1,276.328</b>	<b>\$1,386.083</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$84.266	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	16.569	17.581	17.408	20.598	21.892
Insurance	20.556	21.508	23.387	25.457	27.691
Claims	4.370	4.370	4.419	4.471	4.537
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	90.024	89.976	83.759	98.107	115.172
Professional Services Contracts	32.698	50.291	41.017	34.986	34.562
Materials and Supplies	135.010	185.413	169.645	209.803	215.074
Other Business Expenses	18.065	20.914	21.090	21.451	22.715
<b>Total Non-Labor Expenses</b>	<b>\$401.558</b>	<b>\$485.776</b>	<b>\$458.837</b>	<b>\$516.295</b>	<b>\$575.723</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,452.772</b>	<b>\$1,616.517</b>	<b>\$1,670.537</b>	<b>\$1,792.624</b>	<b>\$1,961.805</b>
Depreciation	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,880.127</b>	<b>\$2,049.867</b>	<b>\$2,108.494</b>	<b>\$2,236.804</b>	<b>\$2,412.326</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,095.183)</b>	<b>(\$1,262.475)</b>	<b>(\$1,317.409)</b>	<b>(\$1,442.488)</b>	<b>(\$1,615.029)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
Operating/Capital	(11.288)	(39.265)	(13.168)	(13.999)	(13.713)
Other Cash Adjustments	91.915	93.351	92.549	94.661	88.360
<b>Total Cash Conversion Adjustments</b>	<b>\$418.147</b>	<b>\$394.967</b>	<b>\$422.155</b>	<b>\$426.864</b>	<b>\$424.310</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$677.036)</b>	<b>(\$867.508)</b>	<b>(\$895.254)</b>	<b>(\$1,015.624)</b>	<b>(\$1,190.719)</b>

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

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

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

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b><u>Non-Reimbursable / Reimbursable</u></b>					
<b>Operating Revenue</b>					
Farebox Revenue	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514
Other Operating Revenue	54.874	40.051	40.698	41.260	41.783
Capital and Other Reimbursements	370.512	397.403	328.229	298.750	290.153
<b>Total Revenues</b>	<b>\$1,155.455</b>	<b>\$1,184.795</b>	<b>\$1,119.315</b>	<b>\$1,093.066</b>	<b>\$1,087.451</b>
<b>Operating Expense</b>					
<b><u>Labor:</u></b>					
Payroll	\$643.322	\$698.869	\$729.670	\$743.434	\$794.032
Overtime	168.464	161.665	147.307	151.926	173.113
Health and Welfare	130.136	149.127	155.221	162.514	181.243
OPEB Current Payments	60.000	76.107	78.251	82.394	86.771
Pension	189.087	177.814	185.530	187.454	191.754
Other Fringe Benefits	161.412	171.907	176.446	179.556	192.760
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1,352.421</b>	<b>\$1,435.489</b>	<b>\$1,472.425</b>	<b>\$1,507.278</b>	<b>\$1,619.673</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$85.049	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	16.616	17.581	17.408	20.598	21.892
Insurance	28.858	31.108	31.899	33.157	35.477
Claims	4.370	4.370	4.419	4.471	4.537
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	102.910	107.073	96.477	110.501	127.627
Professional Services Contracts	34.613	51.148	41.673	35.655	35.244
Materials and Supplies	179.527	250.117	214.915	256.529	250.403
Other Business Expenses	18.920	21.311	21.438	21.760	23.028
<b>Total Non-Labor Expenses</b>	<b>\$470.863</b>	<b>\$578.432</b>	<b>\$526.341</b>	<b>\$584.096</b>	<b>\$632.286</b>
<b><u>Other Expense Adjustments:</u></b>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,823.284</b>	<b>\$2,013.921</b>	<b>\$1,998.766</b>	<b>\$2,091.374</b>	<b>\$2,251.959</b>
Depreciation	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$2,250.638</b>	<b>\$2,447.271</b>	<b>\$2,436.723</b>	<b>\$2,535.554</b>	<b>\$2,702.480</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,095.183)</b>	<b>(\$1,262.475)</b>	<b>(\$1,317.409)</b>	<b>(\$1,442.488)</b>	<b>(\$1,615.029)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
Operating/Capital	(11.288)	(39.265)	(13.168)	(13.999)	(13.713)
Other Cash Adjustments	91.915	93.351	92.549	94.661	88.360
<b>Total Cash Conversion Adjustments</b>	<b>\$418.147</b>	<b>\$394.967</b>	<b>\$422.155</b>	<b>\$426.864</b>	<b>\$424.310</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$677.036)</b>	<b>(\$867.508)</b>	<b>(\$895.254)</b>	<b>(\$1,015.624)</b>	<b>(\$1,190.719)</b>

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

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b><u>Cash Receipts and Expenditures</u></b>					
<b>Receipts</b>					
Farebox Revenue	\$749.427	\$765.341	\$768.387	\$771.056	\$773.514
Other Operating Revenue	42.063	27.361	27.573	27.785	27.952
Capital and Other Reimbursements	350.632	357.610	314.522	284.199	275.879
<b>Total Receipts</b>	<b>\$1,142.122</b>	<b>\$1,150.312</b>	<b>\$1,110.482</b>	<b>\$1,083.040</b>	<b>\$1,077.345</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$633.813	\$692.252	\$722.903	\$736.514	\$786.954
Overtime	168.575	161.665	147.307	151.926	173.113
Health and Welfare	127.743	149.127	155.221	162.515	181.243
OPEB Current Payments	60.000	76.107	78.251	82.394	86.771
Pension	186.541	177.814	185.530	187.454	191.754
Other Fringe Benefits	158.830	170.908	175.446	178.556	191.760
Contribution to GASB Fund	0.000	1.308	1.737	2.565	3.441
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,335.502</b>	<b>\$1,429.181</b>	<b>\$1,466.395</b>	<b>\$1,501.924</b>	<b>\$1,615.036</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$85.349	\$95.724	\$98.112	\$101.424	\$134.080
Fuel	17.133	17.581	17.408	20.598	21.893
Insurance	28.345	30.784	32.451	32.773	35.061
Claims	1.747	1.747	1.747	1.747	1.762
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	114.364	107.073	96.477	110.501	127.627
Professional Services Contracts	33.872	46.305	36.588	30.316	29.638
Materials and Supplies	164.426	247.490	214.438	256.880	259.138
Other Business Expenses	20.420	23.935	24.120	24.501	25.829
<b>Total Non-Labor Expenditures</b>	<b>\$465.656</b>	<b>\$570.639</b>	<b>\$521.341</b>	<b>\$578.740</b>	<b>\$635.028</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000
<b>Total Other Expenditure Adjustments</b>	<b>\$18.000</b>	<b>\$18.000</b>	<b>\$18.000</b>	<b>\$18.000</b>	<b>\$18.000</b>
<b>Total Expenditures</b>	<b>\$1,819.158</b>	<b>\$2,017.820</b>	<b>\$2,005.736</b>	<b>\$2,098.664</b>	<b>\$2,268.064</b>
<b>Net Cash Balance</b>	<b>(\$677.036)</b>	<b>(\$867.508)</b>	<b>(\$895.254)</b>	<b>(\$1,015.624)</b>	<b>(\$1,190.719)</b>
Cash Timing and Availability Adjustment	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$677.036)</b>	<b>(\$867.508)</b>	<b>(\$895.254)</b>	<b>(\$1,015.624)</b>	<b>(\$1,190.719)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2018 - 2021**  
**Cash Conversion (Cash Flow Adjustments)**  
Favorable/(Unfavorable)  
(\$ in millions)

	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Cash Flow Adjustments</b>					
<b>Receipts</b>					
Farebox Revenue	\$19.358	\$18.000	\$18.000	\$18.000	\$18.000
Other Operating Revenue	(12.811)	(12.690)	(13.125)	(13.475)	(13.831)
Capital and Other Reimbursements	(19.880)	(39.793)	(13.707)	(14.551)	(14.274)
<b>Total Receipts</b>	<b>(\$13.333)</b>	<b>(\$34.483)</b>	<b>(\$8.833)</b>	<b>(\$10.026)</b>	<b>(\$10.106)</b>
<b>Expenditures</b>					
<b>Labor:</b>					
Payroll	\$9.509	\$6.617	\$6.767	\$6.920	\$7.078
Overtime	(0.111)	0.000	0.000	0.000	0.000
Health and Welfare	2.393	0.000	0.000	(0.001)	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	2.546	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.582	0.999	1.000	1.000	1.000
Contribution to GASB Fund	0.000	(1.308)	(1.737)	(2.565)	(3.441)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$16.919</b>	<b>\$6.308</b>	<b>\$6.030</b>	<b>\$5.354</b>	<b>\$4.637</b>
<b>Non-Labor:</b>					
Electric Power	(\$0.300)	0.000	\$0.000	\$0.000	(\$0.001)
Fuel	(0.517)	0.000	0.000	0.000	(0.001)
Insurance	0.513	0.324	(0.552)	0.384	0.416
Claims	2.623	2.623	2.672	2.724	2.775
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(11.454)	0.000	0.000	0.000	0.000
Professional Services Contracts	0.741	4.843	5.085	5.339	5.606
Materials and Supplies	15.101	2.627	0.477	(0.351)	(8.735)
Other Business Expenses	(1.500)	(2.624)	(2.682)	(2.741)	(2.801)
<b>Total Non-Labor Expenditures</b>	<b>\$5.207</b>	<b>\$7.793</b>	<b>\$5.000</b>	<b>\$5.356</b>	<b>(\$2.742)</b>
<b>Other Expenditure Adjustments:</b>					
Other Expense Adjustments	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$18.000)</b>	<b>(\$18.000)</b>	<b>(\$18.000)</b>	<b>(\$18.000)</b>	<b>(\$18.000)</b>
<b>Total Expenditures</b>	<b>\$4.126</b>	<b>(\$3.899)</b>	<b>(\$6.970)</b>	<b>(\$7.290)</b>	<b>(\$16.105)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$9.207)</b>	<b>(\$38.383)</b>	<b>(\$15.803)</b>	<b>(\$17.316)</b>	<b>(\$26.211)</b>
Depreciation	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$418.147</b>	<b>\$394.967</b>	<b>\$422.155</b>	<b>\$426.864</b>	<b>\$424.310</b>

**MTA LONG ISLAND RAIL ROAD**  
**2018 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

<i><b>NON-REIMBURSABLE OVERTIME</b></i>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
Scheduled Service	421,367	\$26.673	21.1%
Unscheduled Service	104,683	6.937	5.5%
Programmatic/Routine Maintenance	800,926	47.376	37.5%
Unscheduled Maintenance	5,800	0.347	0.3%
Vacancy/Absentee Coverage	584,953	34.634	27.4%
Weather Emergencies	154,714	8.742	6.9%
Safety/Security/Law Enforcement	0	0.000	-
Other	27,616	1.512	1.2%
<b>Subtotal</b>	<b>2,100,058</b>	<b>\$126.221</b>	<b>100.0%</b>
<i><b>REIMBURSABLE OVERTIME</b></i>	622,636	\$35.444	
<b>TOTAL OVERTIME</b>	<b>2,722,695</b>	<b>\$161.665</b>	

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2018 - 2021**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

<b>Final Estimate</b>	<b>Adopted Budget</b>			
<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>

**RIDERSHIP**

Monthly Ridership	49.361	49.898	50.099	50.486	50.461
Weekly Ridership	1.863	1.902	1.910	1.917	1.922
<b>Total Commutation</b>	<b>51.224</b>	<b>51.800</b>	<b>52.009</b>	<b>52.403</b>	<b>52.383</b>
One-way Full Fare	8.781	8.980	9.016	9.048	9.077
One-way Off-Peak	18.690	18.765	18.841	18.908	18.969
All Other	10.743	10.873	10.919	10.959	10.997
<b>Total Non-Commutation</b>	<b>38.214</b>	<b>38.618</b>	<b>38.776</b>	<b>38.915</b>	<b>39.043</b>
<b>Total Ridership</b>	<b>89.438</b>	<b>90.417</b>	<b>90.785</b>	<b>91.318</b>	<b>91.426</b>

**FAREBOX REVENUE**

<b>Baseline Total Farebox Revenue</b>	<b>\$730.069</b>	<b>\$747.341</b>	<b>\$750.387</b>	<b>\$753.056</b>	<b>\$755.514</b>
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**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2018 - 2021**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

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

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2018 - 2021**  
**Total Positions by Functional and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
<b>Administration</b>					
Managers/Supervisors	257	260	258	257	257
Professional/Technical/Clerical	146	154	165	174	185
Operational Hourlies	106	106	104	104	104
<b>Total Administration Headcount</b>	<b>508</b>	<b>519</b>	<b>526</b>	<b>534</b>	<b>545</b>
<b>Operations</b>					
Managers/Supervisors	297	298	291	306	344
Professional/Technical/Clerical	95	95	95	95	104
Operational Hourlies	2,112	2,276	2,294	2,376	2,475
<b>Total Operations Headcount</b>	<b>2,504</b>	<b>2,669</b>	<b>2,680</b>	<b>2,777</b>	<b>2,923</b>
<b>Maintenance</b>					
Managers/Supervisors	798	824	787	777	840
Professional/Technical/Clerical	270	288	293	292	332
Operational Hourlies	3,120	3,211	3,256	3,122	3,385
<b>Total Maintenance Headcount</b>	<b>4,188</b>	<b>4,323</b>	<b>4,336</b>	<b>4,191</b>	<b>4,557</b>
<b>Engineering / Capital</b>					
Managers/Supervisors	145	145	142	136	136
Professional/Technical/Clerical	69	69	68	68	66
Operational Hourlies	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>214</b>	<b>214</b>	<b>210</b>	<b>204</b>	<b>202</b>
<b>Public Safety</b>					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>					
Managers/Supervisors	1,497	1,527	1,478	1,476	1,577
Professional, Technical, Clerical	580	606	621	629	687
Operational Hourlies	5,338	5,593	5,654	5,602	5,964
<b>Total Positions</b>	<b>7,414</b>	<b>7,725</b>	<b>7,752</b>	<b>7,706</b>	<b>8,227</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$56,425	\$55,160	\$61,066	\$60,371	\$63,009	\$65,285	\$66,549	\$64,856	\$63,961	\$63,292	\$62,580	\$64,788	\$747,341
Other Operating Revenue	3,058	3,013	3,879	3,085	4,637	3,384	3,050	3,203	2,995	3,145	3,162	3,440	40,051
<b>Total Revenues</b>	<b>\$59,483</b>	<b>\$58,174</b>	<b>\$64,945</b>	<b>\$63,456</b>	<b>\$67,646</b>	<b>\$68,668</b>	<b>\$69,599</b>	<b>\$68,059</b>	<b>\$66,956</b>	<b>\$66,438</b>	<b>\$65,741</b>	<b>\$68,228</b>	<b>\$787,392</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$49,210	\$42,506	\$46,856	\$47,716	\$43,659	\$45,938	\$41,871	\$52,691	\$44,250	\$46,191	\$52,880	\$49,447	\$563,215
Overtime	12,365	11,872	9,696	8,436	10,390	9,088	12,088	9,562	9,354	10,669	10,886	11,815	126,221
Health and Welfare	10,027	10,315	10,080	10,095	9,462	10,116	9,543	10,191	10,150	9,788	10,465	10,181	120,414
OPEB Current Payments	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	76,107
Pension	11,010	11,331	10,910	10,916	10,216	11,037	10,427	11,153	11,123	10,562	11,343	11,133	131,163
Other Fringe Benefits	14,037	12,804	12,703	12,558	14,065	12,667	14,389	12,419	10,876	9,934	8,220	7,874	142,546
Reimbursable Overhead	(2,276)	(1,925)	(2,395)	(2,385)	(3,130)	(2,289)	(2,956)	(2,173)	(2,207)	(2,946)	(2,101)	(2,141)	(28,924)
<b>Total Labor Expenses</b>	<b>\$100,716</b>	<b>\$93,246</b>	<b>\$94,192</b>	<b>\$93,679</b>	<b>\$91,004</b>	<b>\$92,899</b>	<b>\$91,704</b>	<b>\$100,185</b>	<b>\$89,889</b>	<b>\$90,540</b>	<b>\$98,035</b>	<b>\$94,651</b>	<b>\$1,130,742</b>
<b>Non-Labor:</b>													
Electric Power	\$8,014	\$7,310	\$7,749	\$7,071	\$7,369	\$8,686	\$8,622	\$8,601	\$9,327	\$7,712	\$7,180	\$8,082	\$95,724
Fuel	1,598	1,391	1,418	1,425	1,410	1,404	1,584	1,432	1,364	1,439	1,486	1,631	17,581
Insurance	1,761	1,761	1,776	1,776	1,802	1,809	1,809	1,809	1,809	1,809	1,846	1,740	21,508
Claims	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	4,370
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	6,263	7,042	6,018	6,587	6,776	6,583	6,218	7,477	6,464	8,577	8,090	13,881	89,976
Professional Services Contracts	2,606	2,823	2,883	2,807	3,453	3,053	3,935	3,816	4,331	3,914	3,894	12,775	50,291
Materials and Supplies	14,677	14,695	15,681	14,697	14,825	18,255	14,616	14,915	15,387	14,853	14,874	17,936	185,413
Other Business Expenses	1,460	1,476	1,582	1,495	1,547	1,836	1,612	1,708	1,695	1,636	2,499	2,369	20,914
<b>Total Non-Labor Expenses</b>	<b>\$36,743</b>	<b>\$36,864</b>	<b>\$37,470</b>	<b>\$36,222</b>	<b>\$37,547</b>	<b>\$41,991</b>	<b>\$38,760</b>	<b>\$40,122</b>	<b>\$40,741</b>	<b>\$40,304</b>	<b>\$40,233</b>	<b>\$58,778</b>	<b>\$485,776</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses</b>	<b>\$137,459</b>	<b>\$130,110</b>	<b>\$131,662</b>	<b>\$129,901</b>	<b>\$128,551</b>	<b>\$134,890</b>	<b>\$130,464</b>	<b>\$140,308</b>	<b>\$130,631</b>	<b>\$130,844</b>	<b>\$138,269</b>	<b>\$153,430</b>	<b>\$1,616,517</b>
Depreciation	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$340,880
OPEB Liability Adjustment	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	90,469
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Environmental Remediation	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$173,572</b>	<b>\$166,222</b>	<b>\$167,774</b>	<b>\$166,014</b>	<b>\$164,664</b>	<b>\$171,002</b>	<b>\$166,576</b>	<b>\$176,420</b>	<b>\$166,743</b>	<b>\$166,957</b>	<b>\$174,381</b>	<b>\$189,542</b>	<b>\$2,049,867</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$114,089)</b>	<b>(\$108,048)</b>	<b>(\$102,829)</b>	<b>(\$102,558)</b>	<b>(\$97,018)</b>	<b>(\$102,334)</b>	<b>(\$96,977)</b>	<b>(\$108,361)</b>	<b>(\$99,787)</b>	<b>(\$100,519)</b>	<b>(\$108,640)</b>	<b>(\$121,314)</b>	<b>(\$1,262,475)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$340,880
Operating/Capital	(0,433)	(0,433)	(0,433)	(2,936)	(3,778)	(3,899)	(3,643)	(3,103)	(3,568)	(4,768)	(3,568)	(8,702)	(39,255)
Other Cash Adjustments	5,205	(1,722)	(16,534)	0,384	(5,576)	15,047	11,942	11,270	22,435	18,862	9,806	22,233	93,351
<b>Total Cash Conversion Adjustments</b>	<b>\$33,178</b>	<b>\$26,251</b>	<b>\$11,439</b>	<b>\$25,855</b>	<b>\$19,052</b>	<b>\$39,555</b>	<b>\$36,705</b>	<b>\$36,573</b>	<b>\$47,274</b>	<b>\$42,501</b>	<b>\$34,645</b>	<b>\$41,938</b>	<b>\$394,967</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$80,911)</b>	<b>(\$81,797)</b>	<b>(\$91,390)</b>	<b>(\$76,703)</b>	<b>(\$77,966)</b>	<b>(\$62,779)</b>	<b>(\$60,272)</b>	<b>(\$71,788)</b>	<b>(\$52,513)</b>	<b>(\$58,018)</b>	<b>(\$73,995)</b>	<b>(\$79,376)</b>	<b>(\$867,508)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	28.698	26.462	30.611	33.103	36.750	33.323	37.079	31.517	32.069	38.223	31.067	36.501	397.433
<b>Total Revenues</b>	<b>\$28.698</b>	<b>\$26.462</b>	<b>\$30.611</b>	<b>\$33.103</b>	<b>\$38.750</b>	<b>\$33.323</b>	<b>\$37.079</b>	<b>\$31.517</b>	<b>\$32.069</b>	<b>\$38.223</b>	<b>\$31.067</b>	<b>\$36.501</b>	<b>\$397.403</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$11.220	\$10.138	\$10.960	\$10.996	\$13.273	\$10.681	\$12.843	\$10.417	\$10.506	\$12.853	\$10.399	\$11.367	\$135.654
Overtime	2.416	2.408	3.373	3.293	3.396	3.266	3.168	3.108	3.120	3.094	2.793	2.010	35.444
Health and Welfare	2.325	2.127	2.386	2.383	2.813	2.308	2.683	2.237	2.255	2.676	2.195	2.325	28.713
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.777	3.456	3.877	3.871	4.571	3.750	4.360	3.634	3.664	4.348	3.567	3.777	46.651
Other Fringe Benefits	2.377	2.175	2.440	2.436	2.877	2.360	2.744	2.287	2.306	2.737	2.245	2.377	29.352
Reimbursable Overhead	2.276	1.925	2.395	2.385	3.130	2.289	2.956	2.173	2.207	2.946	2.101	2.141	28.924
<b>Total Labor Expenses</b>	<b>\$24.391</b>	<b>\$22.228</b>	<b>\$25.432</b>	<b>\$25.363</b>	<b>\$30.060</b>	<b>\$24.652</b>	<b>\$28.755</b>	<b>\$23.856</b>	<b>\$24.058</b>	<b>\$28.654</b>	<b>\$23.300</b>	<b>\$23.997</b>	<b>\$304.747</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.740	0.666	0.827	0.830	0.953	0.781	0.895	0.752	0.765	0.905	0.747	0.739	9.630
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.203	1.166	1.259	1.430	1.478	2.136	1.464	1.399	1.391	1.457	1.366	1.349	17.037
Professional Services Contracts	0.046	0.047	0.059	0.060	0.059	0.262	0.056	0.058	0.055	0.058	0.052	0.045	0.857
Materials and Supplies	2.285	2.325	3.000	5.388	6.161	5.460	5.872	5.421	5.768	7.112	5.572	10.339	64.734
Other Business Expenses	0.032	0.029	0.033	0.033	0.039	0.032	0.037	0.031	0.031	0.037	0.030	0.032	0.338
<b>Total Non-Labor Expenses</b>	<b>\$4.307</b>	<b>\$4.234</b>	<b>\$5.179</b>	<b>\$7.740</b>	<b>\$8.690</b>	<b>\$8.671</b>	<b>\$8.324</b>	<b>\$7.660</b>	<b>\$8.011</b>	<b>\$9.569</b>	<b>\$7.767</b>	<b>\$12.504</b>	<b>\$92.656</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses</b>	<b>\$28.698</b>	<b>\$26.462</b>	<b>\$30.611</b>	<b>\$33.103</b>	<b>\$38.750</b>	<b>\$33.323</b>	<b>\$37.079</b>	<b>\$31.517</b>	<b>\$32.069</b>	<b>\$38.223</b>	<b>\$31.067</b>	<b>\$36.501</b>	<b>\$397.403</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>												

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations By Category**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable / Reimbursable</b>													
<b>Operating Revenue</b>													
Farebox Revenue	\$56,425	\$55,160	\$61,066	\$60,371	\$63,009	\$65,285	\$66,549	\$64,856	\$63,961	\$63,292	\$62,580	\$64,788	\$747,341
Other Operating Revenue	3,058	3,013	3,879	3,085	4,637	3,384	3,050	3,203	2,995	3,145	3,162	3,440	40,051
Capital and Other Reimbursements	28,698	26,462	30,611	33,103	38,750	33,323	37,079	31,517	32,069	38,223	31,067	36,501	397,403
<b>Total Revenues</b>	<b>\$88,181</b>	<b>\$84,636</b>	<b>\$95,556</b>	<b>\$96,559</b>	<b>\$106,396</b>	<b>\$101,992</b>	<b>\$106,678</b>	<b>\$99,575</b>	<b>\$99,025</b>	<b>\$104,661</b>	<b>\$96,808</b>	<b>\$104,729</b>	<b>\$1,184,795</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$60,430	\$52,644	\$57,816	\$58,712	\$56,932	\$56,619	\$54,715	\$63,108	\$54,757	\$59,044	\$63,279	\$60,814	\$698,869
Overtime	14,781	14,279	13,069	11,729	13,786	12,353	15,256	12,671	12,474	13,763	13,679	13,824	161,665
Health and Welfare	12,352	12,442	12,467	12,478	12,276	12,424	12,226	12,428	12,405	12,464	12,660	12,506	149,127
OPEB Current Payments	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	6,342	76,107
Pension	14,787	14,787	14,787	14,787	14,787	14,787	14,787	14,787	14,787	14,910	14,910	14,910	177,814
Other Fringe Benefits	16,414	14,979	15,143	14,995	16,941	15,027	17,133	14,706	13,182	12,671	10,465	10,251	171,907
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$125,107</b>	<b>\$115,474</b>	<b>\$119,624</b>	<b>\$119,042</b>	<b>\$121,064</b>	<b>\$117,552</b>	<b>\$120,460</b>	<b>\$124,042</b>	<b>\$113,947</b>	<b>\$119,194</b>	<b>\$121,335</b>	<b>\$118,648</b>	<b>\$1,435,489</b>
<b>Non-Labor:</b>													
Electric Power	\$8,014	\$7,310	\$7,749	\$7,071	\$7,369	\$8,686	\$8,622	\$8,601	\$9,327	\$7,712	\$7,180	\$8,082	\$95,724
Fuel	1,598	1,391	1,418	1,425	1,410	1,404	1,584	1,432	1,364	1,439	1,486	1,631	17,581
Insurance	2,502	2,427	2,603	2,605	2,756	2,590	2,705	2,561	2,574	2,714	2,594	2,479	31,108
Claims	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	0,364	4,370
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7,467	8,208	7,278	8,016	8,254	8,718	7,682	8,876	7,855	10,034	9,456	15,230	107,073
Professional Services Contracts	2,652	2,870	2,942	2,867	3,512	3,315	3,990	3,874	4,387	3,972	3,946	12,821	51,148
Materials and Supplies	16,962	17,021	18,682	20,085	20,986	23,716	20,488	20,336	21,155	21,966	20,446	28,275	250,117
Other Business Expenses	1,492	1,506	1,615	1,528	1,586	1,868	1,649	1,739	1,726	1,673	2,529	2,401	21,311
<b>Total Non-Labor Expenses</b>	<b>\$41,050</b>	<b>\$41,097</b>	<b>\$42,649</b>	<b>\$43,962</b>	<b>\$46,237</b>	<b>\$50,661</b>	<b>\$47,084</b>	<b>\$47,783</b>	<b>\$48,752</b>	<b>\$49,873</b>	<b>\$48,001</b>	<b>\$71,283</b>	<b>\$578,432</b>
<b>Other Expense Adjustments:</b>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses</b>	<b>\$166,157</b>	<b>\$156,571</b>	<b>\$162,273</b>	<b>\$163,005</b>	<b>\$167,301</b>	<b>\$168,213</b>	<b>\$167,543</b>	<b>\$171,824</b>	<b>\$162,699</b>	<b>\$169,067</b>	<b>\$169,336</b>	<b>\$189,931</b>	<b>\$2,013,921</b>
Depreciation	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$340,880
OPEB Liability Adjustment	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	90,469
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2,000
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$202,270</b>	<b>\$192,684</b>	<b>\$198,386</b>	<b>\$199,117</b>	<b>\$203,414</b>	<b>\$204,325</b>	<b>\$203,656</b>	<b>\$207,937</b>	<b>\$198,812</b>	<b>\$205,180</b>	<b>\$205,448</b>	<b>\$226,043</b>	<b>\$2,447,271</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$114,089)</b>	<b>(\$108,048)</b>	<b>(\$102,829)</b>	<b>(\$102,558)</b>	<b>(\$97,018)</b>	<b>(\$102,334)</b>	<b>(\$96,977)</b>	<b>(\$108,361)</b>	<b>(\$99,787)</b>	<b>(\$100,519)</b>	<b>(\$108,640)</b>	<b>(\$121,314)</b>	<b>(\$1,262,475)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$340,880
Operating/Capital	(0,433)	(0,433)	(0,433)	(2,936)	(3,778)	(3,899)	(3,643)	(3,103)	(3,568)	(4,768)	(3,568)	(8,702)	(39,265)
Other Cash Adjustments	5,205	(1,722)	(16,534)	0,384	(5,576)	15,047	11,942	11,270	22,435	18,862	9,806	22,233	93,351
<b>Total Cash Conversion Adjustments</b>	<b>\$33,178</b>	<b>\$26,251</b>	<b>\$11,439</b>	<b>\$25,855</b>	<b>\$19,052</b>	<b>\$39,555</b>	<b>\$36,705</b>	<b>\$36,573</b>	<b>\$47,274</b>	<b>\$42,501</b>	<b>\$34,645</b>	<b>\$41,938</b>	<b>\$394,967</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$80,911)</b>	<b>(\$81,797)</b>	<b>(\$91,390)</b>	<b>(\$76,703)</b>	<b>(\$77,966)</b>	<b>(\$62,779)</b>	<b>(\$60,272)</b>	<b>(\$71,788)</b>	<b>(\$52,513)</b>	<b>(\$58,018)</b>	<b>(\$73,995)</b>	<b>(\$79,376)</b>	<b>(\$867,508)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Cash Receipts and Expenditures</b>													
<b>Receipts</b>													
Farebox Revenue	\$57.925	\$56.660	\$62.566	\$61.871	\$64.509	\$66.785	\$68.049	\$66.356	\$65.461	\$64.792	\$64.080	\$66.287	\$765.341
Other Operating Revenue	2.000	1.952	2.817	2.024	3.586	2.322	2.000	2.142	1.935	2.095	2.101	2.387	27.361
Capital and Other Reimbursements	24.375	19.252	20.649	21.468	22.653	35.844	33.509	35.393	36.884	37.606	33.990	35.987	357.610
<b>Total Receipts</b>	<b>\$84.300</b>	<b>\$77.864</b>	<b>\$86.032</b>	<b>\$85.363</b>	<b>\$90.748</b>	<b>\$104.951</b>	<b>\$103.558</b>	<b>\$103.891</b>	<b>\$104.280</b>	<b>\$104.493</b>	<b>\$100.171</b>	<b>\$104.661</b>	<b>\$1,150.312</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$52.163	\$52.093	\$64.077	\$51.811	\$61.486	\$55.152	\$52.099	\$65.487	\$52.507	\$54.445	\$68.498	\$62.434	\$692.252
Overtime	13.744	14.279	15.974	11.729	13.087	13.136	12.159	15.768	12.474	10.825	16.576	11.914	161.665
Health and Welfare	12.352	12.442	12.467	12.478	12.276	12.424	12.226	12.428	12.405	12.464	12.660	12.505	149.127
OPEB Current Payments	6.342	6.342	6.342	6.342	6.342	6.342	6.342	6.342	6.342	6.342	6.342	6.345	76.107
Pension	14.787	14.787	14.787	14.787	14.787	14.787	14.787	14.787	14.787	14.910	14.910	14.911	177.814
Other Fringe Benefits	15.242	14.641	17.714	14.930	14.017	17.640	15.134	16.725	12.714	11.357	11.737	9.057	170.908
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.308	1.308
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$114.630</b>	<b>\$114.584</b>	<b>\$131.361</b>	<b>\$112.077</b>	<b>\$121.995</b>	<b>\$119.481</b>	<b>\$112.747</b>	<b>\$131.537</b>	<b>\$111.229</b>	<b>\$110.343</b>	<b>\$130.723</b>	<b>\$118.474</b>	<b>\$1,429.181</b>
<b>Non-Labor:</b>													
Electric Power	\$8.014	\$7.310	\$7.748	\$7.072	\$7.369	\$8.686	\$8.622	\$8.601	\$9.327	\$7.712	\$7.180	\$8.083	\$95.724
Fuel	1.598	1.391	1.418	1.425	1.411	1.404	1.583	1.432	1.364	1.439	1.486	1.630	17.581
Insurance	9.816	0.000	0.000	4.955	(0.019)	2.108	5.832	0.071	1.648	4.872	0.000	1.501	30.784
Claims	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.141	1.747
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.467	8.209	7.278	8.015	8.253	8.718	7.680	8.875	7.854	10.034	9.455	15.235	107.073
Professional Services Contracts	3.596	1.793	1.864	3.811	2.435	2.238	4.935	2.796	3.309	4.916	2.869	11.743	46.305
Materials and Supplies	16.731	22.992	24.283	21.333	23.787	21.374	18.881	18.800	18.482	19.637	18.092	23.098	247.490
Other Business Expenses	1.713	1.736	1.824	1.732	1.837	2.075	1.904	1.921	1.934	1.912	2.715	2.632	23.935
<b>Total Non-Labor Expenditures</b>	<b>\$49.081</b>	<b>\$43.577</b>	<b>\$44.561</b>	<b>\$48.489</b>	<b>\$45.219</b>	<b>\$46.749</b>	<b>\$49.583</b>	<b>\$42.642</b>	<b>\$44.064</b>	<b>\$50.668</b>	<b>\$41.943</b>	<b>\$64.063</b>	<b>\$570.639</b>
<b>Other Expenditure Adjustments:</b>													
Other	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$1.500	\$18.000
<b>Total Other Expenditure Adjustments</b>	<b>\$1.500</b>	<b>\$18.000</b>											
<b>Total Expenditures</b>	<b>\$165.211</b>	<b>\$159.661</b>	<b>\$177.422</b>	<b>\$162.066</b>	<b>\$168.714</b>	<b>\$167.730</b>	<b>\$163.830</b>	<b>\$175.679</b>	<b>\$156.793</b>	<b>\$162.511</b>	<b>\$174.166</b>	<b>\$184.037</b>	<b>\$2,017.820</b>
<b>Net Cash Balance</b>	<b>(\$80.911)</b>	<b>(\$81.797)</b>	<b>(\$91.390)</b>	<b>(\$76.703)</b>	<b>(\$77.966)</b>	<b>(\$62.779)</b>	<b>(\$60.272)</b>	<b>(\$71.788)</b>	<b>(\$52.513)</b>	<b>(\$58.018)</b>	<b>(\$73.995)</b>	<b>(\$79.376)</b>	<b>(\$867.508)</b>
Cash Timing and Availability Adjustment	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$80.911)</b>	<b>(\$81.797)</b>	<b>(\$91.390)</b>	<b>(\$76.703)</b>	<b>(\$77.966)</b>	<b>(\$62.779)</b>	<b>(\$60.272)</b>	<b>(\$71.788)</b>	<b>(\$52.513)</b>	<b>(\$58.018)</b>	<b>(\$73.995)</b>	<b>(\$79.376)</b>	<b>(\$867.508)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
 Favorable/(Unfavorable)  
 (\$ in millions)

<b>Cash Flow Adjustments</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,500	\$1,499	\$18,000
Other Operating Revenue	(1,058)	(1,061)	(1,062)	(1,061)	(1,051)	(1,062)	(1,050)	(1,061)	(1,060)	(1,050)	(1,061)	(1,053)	(12,690)
Capital and Other Reimbursements	(4,323)	(7,210)	(9,962)	(11,635)	(16,097)	2,521	(3,570)	3,876	4,815	(0,617)	2,923	(0,514)	(39,793)
<b>Total Receipts</b>	<b>(\$3,881)</b>	<b>(\$6,772)</b>	<b>(\$9,524)</b>	<b>(\$11,196)</b>	<b>(\$15,648)</b>	<b>\$2,959</b>	<b>(\$3,120)</b>	<b>\$4,316</b>	<b>\$5,255</b>	<b>(\$0,168)</b>	<b>\$3,363</b>	<b>(\$0,068)</b>	<b>(\$34,483)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$8,267	\$0,551	(\$6,261)	\$6,901	(\$4,554)	\$1,467	\$2,616	(\$2,379)	\$2,250	\$4,599	(\$5,219)	(\$1,620)	\$6,617
Overtime	1,037	0,000	(2,905)	0,000	0,699	(0,783)	3,097	(3,097)	0,000	2,938	(2,897)	1,910	0,000
Health and Welfare	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,001	0,000
OPEB Current Payments	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(0,003)	0,000
Pension	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(0,001)	0,000
Other Fringe Benefits	1,172	0,338	(2,571)	0,065	2,924	(2,613)	1,999	(2,019)	0,468	1,314	(1,272)	1,194	0,999
Contribution to GASB Fund	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	(1,308)	(1,308)
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
<b>Total Labor Expenditures</b>	<b>\$10,477</b>	<b>\$0,890</b>	<b>(\$11,737)</b>	<b>\$6,965</b>	<b>(\$0,931)</b>	<b>(\$1,929)</b>	<b>\$7,713</b>	<b>(\$7,495)</b>	<b>\$2,718</b>	<b>\$8,851</b>	<b>(\$9,388)</b>	<b>\$0,174</b>	<b>\$6,308</b>
<b>Non-Labor:</b>													
Electric Power	\$0,000	\$0,000	\$0,001	(\$0,001)	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	(\$0,001)	\$0,000
Fuel	0,000	0,000	0,000	0,000	(0,001)	0,000	0,001	0,000	0,000	0,000	0,000	0,001	0,000
Insurance	(7,314)	2,427	2,603	(2,350)	2,775	0,482	(3,127)	2,490	0,926	(2,158)	2,594	0,978	0,324
Claims	0,218	0,218	0,218	0,218	0,218	0,218	0,218	0,218	0,218	0,218	0,218	0,223	2,623
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	0,000	(0,001)	0,000	0,001	0,001	0,000	0,002	0,001	0,001	0,000	0,001	(0,005)	0,000
Professional Services Contracts	(0,944)	1,077	1,078	(0,944)	1,077	1,077	(0,945)	1,078	1,078	(0,944)	1,077	1,078	4,843
Materials and Supplies	0,231	(5,971)	(5,601)	(1,248)	(2,801)	2,342	1,607	1,536	2,673	2,329	2,354	5,177	2,627
Other Business Expenses	(0,221)	(0,230)	(0,209)	(0,204)	(0,251)	(0,207)	(0,255)	(0,182)	(0,208)	(0,238)	(0,186)	(0,231)	(2,624)
<b>Total Non-Labor Expenditures</b>	<b>(\$8,031)</b>	<b>(\$2,480)</b>	<b>(\$1,912)</b>	<b>(\$4,527)</b>	<b>\$1,018</b>	<b>\$3,912</b>	<b>(\$2,499)</b>	<b>\$5,141</b>	<b>\$4,688</b>	<b>(\$0,795)</b>	<b>\$6,058</b>	<b>\$7,220</b>	<b>\$7,793</b>
<b>Other Expenditure Adjustments:</b>													
Other	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$1,500)	(\$18,000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$1,500)</b>	<b>(\$18,000)</b>
<b>Total Expenditures</b>	<b>\$0,946</b>	<b>(\$3,090)</b>	<b>(\$15,149)</b>	<b>\$0,939</b>	<b>(\$1,413)</b>	<b>\$0,483</b>	<b>\$3,713</b>	<b>(\$3,855)</b>	<b>\$5,906</b>	<b>\$6,556</b>	<b>(\$4,830)</b>	<b>\$5,894</b>	<b>(\$3,899)</b>
<b>Total Cash Conversion before Non-Cash Liability Adjs.</b>	<b>(\$2,934)</b>	<b>(\$9,861)</b>	<b>(\$24,673)</b>	<b>(\$10,257)</b>	<b>(\$17,061)</b>	<b>\$3,442</b>	<b>\$0,593</b>	<b>\$0,461</b>	<b>\$11,162</b>	<b>\$6,388</b>	<b>(\$1,468)</b>	<b>\$5,825</b>	<b>(\$38,383)</b>
Depreciation	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$28,407	\$340,880
OPEB Liability Adjustment	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	7,539	90,469
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Environmental Remediation	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	2,000
<b>Total Cash Conversion Adjustments</b>	<b>\$33,178</b>	<b>\$26,251</b>	<b>\$11,439</b>	<b>\$25,855</b>	<b>\$19,052</b>	<b>\$39,555</b>	<b>\$36,705</b>	<b>\$36,573</b>	<b>\$47,274</b>	<b>\$42,501</b>	<b>\$34,645</b>	<b>\$41,938</b>	<b>\$394,967</b>
LIRR Cash Timing	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Net Cash Conversion Adjustments</b>	<b>\$33,178</b>	<b>\$26,251</b>	<b>\$11,439</b>	<b>\$25,855</b>	<b>\$19,052</b>	<b>\$39,555</b>	<b>\$36,705</b>	<b>\$36,573</b>	<b>\$47,274</b>	<b>\$42,501</b>	<b>\$34,645</b>	<b>\$41,938</b>	<b>\$394,967</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
Scheduled Service	\$3.023	\$2.598	\$1.026	\$2.076	\$2.285	\$1.162	\$2.389	\$1.169	\$2.121	\$2.503	\$3.714	\$2.606	\$26.673
Unscheduled Service	0.556	0.503	0.559	0.533	0.670	0.557	0.661	0.560	0.532	0.670	0.497	0.638	6.937
Programmatic/Routine Maintenance	3.276	3.327	4.571	3.434	4.214	4.010	4.400	3.842	3.965	4.522	3.693	4.122	47.376
Unscheduled Maintenance	0.039	0.034	0.028	0.014	0.023	0.014	0.043	0.018	0.045	0.049	0.026	0.015	0.347
Vacancy/Absentee Coverage	1.865	2.218	2.495	2.169	3.012	3.158	4.408	3.763	2.482	2.680	2.685	3.698	34.634
Weather Emergencies	3.480	3.066	0.891	0.084	0.060	0.060	0.061	0.084	0.083	0.119	0.146	0.609	8.742
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.126	1.512
<b>Subtotal</b>	<b>\$12.365</b>	<b>\$11.872</b>	<b>\$9.696</b>	<b>\$8.436</b>	<b>\$10.390</b>	<b>\$9.088</b>	<b>\$12.088</b>	<b>\$9.562</b>	<b>\$9.354</b>	<b>\$10.669</b>	<b>\$10.886</b>	<b>\$11.815</b>	<b>\$126.221</b>
<b>REIMBURSABLE OVERTIME</b>	<b>\$2.416</b>	<b>\$2.408</b>	<b>\$3.373</b>	<b>\$3.293</b>	<b>\$3.396</b>	<b>\$3.266</b>	<b>\$3.168</b>	<b>\$3.108</b>	<b>\$3.120</b>	<b>\$3.094</b>	<b>\$2.793</b>	<b>\$2.010</b>	<b>\$35.444</b>
<b>TOTAL OVERTIME</b>	<b>\$14.781</b>	<b>\$14.279</b>	<b>\$13.069</b>	<b>\$11.729</b>	<b>\$13.786</b>	<b>\$12.353</b>	<b>\$15.256</b>	<b>\$12.671</b>	<b>\$12.474</b>	<b>\$13.763</b>	<b>\$13.679</b>	<b>\$13.824</b>	<b>\$161.665</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Ridership and Traffic Volume (Utilization)**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Monthly Ridership	4.090	3.750	4.427	4.177	4.348	4.240	4.028	4.152	3.892	4.679	4.126	3.988	49.898
Weekly Ridership	0.138	0.137	0.153	0.148	0.144	0.170	0.197	0.234	0.156	0.156	0.123	0.147	1.902
<b>Total Commutation</b>	<b>4.229</b>	<b>3.887</b>	<b>4.580</b>	<b>4.325</b>	<b>4.492</b>	<b>4.410</b>	<b>4.224</b>	<b>4.386</b>	<b>4.048</b>	<b>4.835</b>	<b>4.249</b>	<b>4.135</b>	<b>51.800</b>
One-way Full Fare	0.615	0.597	0.710	0.723	0.771	0.816	0.858	0.849	0.789	0.786	0.709	0.756	8.980
One-way Off-Peak	1.326	1.196	1.432	1.444	1.606	1.655	1.802	1.824	1.593	1.521	1.576	1.788	18.765
All Other	0.740	0.734	0.875	0.890	0.925	0.984	1.008	0.994	0.926	0.915	0.905	0.977	10.873
<b>Total Non-Commutation</b>	<b>2.681</b>	<b>2.527</b>	<b>3.017</b>	<b>3.058</b>	<b>3.302</b>	<b>3.455</b>	<b>3.668</b>	<b>3.668</b>	<b>3.308</b>	<b>3.222</b>	<b>3.190</b>	<b>3.520</b>	<b>38.618</b>
<b>Total Ridership</b>	<b>6.910</b>	<b>6.414</b>	<b>7.597</b>	<b>7.383</b>	<b>7.794</b>	<b>7.865</b>	<b>7.893</b>	<b>8.054</b>	<b>7.356</b>	<b>8.058</b>	<b>7.439</b>	<b>7.655</b>	<b>90.417</b>
<b><u>FAREBOX REVENUE</u></b>													
<b>Baseline Total Farebox Revenue</b>	<b>\$56.425</b>	<b>\$55.160</b>	<b>\$61.066</b>	<b>\$60.371</b>	<b>\$63.009</b>	<b>\$65.285</b>	<b>\$66.549</b>	<b>\$64.856</b>	<b>\$63.961</b>	<b>\$63.292</b>	<b>\$62.580</b>	<b>\$64.788</b>	<b>\$747.341</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Executive VP	2	2	2	2	2	2	2	2	2	2	2	2
Enterprise Asset Management	7	7	7	7	7	7	7	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	2	2	2	2	2	2	2	2	2
Labor Relations	19	19	19	19	19	19	19	19	19	19	19	19
Procurement & Logistics (excl. Stores)	76	76	76	76	76	76	76	76	76	76	76	76
Human Resources	35	35	35	35	35	35	35	35	35	41	41	41
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	18	18	18	18	18	18	18	18	18	18	18	18
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO	4	4	4	4	4	4	4	4	4	4	4	4
Information Technology	0	0	0	0	0	0	0	0	0	0	0	0
Controller	44	44	44	44	44	44	44	44	44	44	44	44
Management and Budget	21	21	21	21	21	21	21	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7	7	7	7	7	7	7	7
Market Dev. & Public Affairs	71	71	71	71	71	71	71	71	71	71	71	71
Gen. Counsel & Secretary	33	33	33	33	33	33	33	33	33	33	33	33
Diversity Management	3	3	3	3	3	3	3	3	3	3	3	3
Security	13	13	13	13	13	13	13	13	13	13	13	13
System Safety	37	37	37	37	37	37	37	37	37	37	37	37
Training	68	68	68	68	68	68	68	68	68	68	68	68
Service Planning	26	26	26	26	26	26	26	26	26	28	28	28
Rolling Stock Programs	17	17	17	17	17	17	17	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2	2	2	2	2	2	2
<b>Total Administration</b>	<b>511</b>	<b>519</b>	<b>519</b>	<b>519</b>								
<b>Operations</b>												
Train Operations	2,215	2,215	2,233	2,234	2,238	2,238	2,235	2,235	2,229	2,367	2,366	2,366
Customer Service	303	303	303	303	298	305	305	305	305	303	303	303
<b>Total Operations</b>	<b>2,518</b>	<b>2,518</b>	<b>2,536</b>	<b>2,537</b>	<b>2,536</b>	<b>2,544</b>	<b>2,541</b>	<b>2,541</b>	<b>2,533</b>	<b>2,670</b>	<b>2,669</b>	<b>2,669</b>
<b>Maintenance</b>												
Engineering	2,051	2,051	2,051	2,051	2,051	2,051	2,051	2,051	2,063	2,093	2,093	2,093
Equipment	2,188	2,196	2,192	2,197	2,192	2,154	2,153	2,159	2,144	2,130	2,133	2,133
Procurement (Stores)	97	97	97	97	97	97	97	97	97	97	97	97
<b>Total Maintenance</b>	<b>4,336</b>	<b>4,344</b>	<b>4,340</b>	<b>4,345</b>	<b>4,340</b>	<b>4,302</b>	<b>4,301</b>	<b>4,307</b>	<b>4,304</b>	<b>4,320</b>	<b>4,323</b>	<b>4,323</b>
<b>Engineering/Capital</b>												
Department of Project Management	156	156	156	156	156	156	156	156	156	156	156	156
Special Projects/East Side Access	46	46	46	46	46	46	46	46	46	46	46	46
Positive train Control	12	12	12	12	12	12	12	12	12	12	12	12
<b>Total Engineering/Capital</b>	<b>214</b>											
<b>Total Positions</b>	<b>7,579</b>	<b>7,587</b>	<b>7,601</b>	<b>7,607</b>	<b>7,601</b>	<b>7,571</b>	<b>7,567</b>	<b>7,573</b>	<b>7,562</b>	<b>7,723</b>	<b>7,725</b>	<b>7,725</b>
<i>Non-Reimbursable</i>	6,289	6,313	6,229	6,227	6,259	6,236	6,275	6,279	6,256	6,428	6,424	6,502
<i>Reimbursable</i>	1,290	1,274	1,372	1,380	1,342	1,335	1,291	1,294	1,307	1,295	1,301	1,223
<i>Total Full-Time</i>	7,579	7,587	7,601	7,607	7,601	7,571	7,567	7,573	7,562	7,723	7,725	7,725
<i>Total Full-Time-Equivalents</i>												

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Occupation**

<b>FUNCTION / OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	259	259	259	259	259	259	259	259	259	260	260	260
Professional/Technical/Clerical	147	147	147	147	147	147	147	147	147	154	154	154
Operational Hourlies	106	106	106	106	106	106	106	106	106	106	106	106
<b>Total Administration Headcount</b>	<b>511</b>	<b>519</b>	<b>519</b>	<b>519</b>								
<b>Operations</b>												
Managers/Supervisors	299	299	299	299	300	300	299	299	299	298	298	298
Professional/Technical/Clerical	96	96	96	97	98	98	98	98	98	96	95	95
Operational Hourlies	2,123	2,123	2,141	2,141	2,138	2,146	2,144	2,144	2,136	2,276	2,276	2,276
<b>Total Operations Headcount</b>	<b>2,518</b>	<b>2,518</b>	<b>2,536</b>	<b>2,537</b>	<b>2,536</b>	<b>2,544</b>	<b>2,541</b>	<b>2,541</b>	<b>2,533</b>	<b>2,670</b>	<b>2,669</b>	<b>2,669</b>
<b>Maintenance</b>												
Managers/Supervisors	813	813	813	813	813	813	812	812	812	824	824	824
Professional/Technical/Clerical	296	296	303	303	298	298	298	298	283	285	288	288
Operational Hourlies	3,227	3,235	3,224	3,229	3,229	3,191	3,191	3,197	3,209	3,211	3,211	3,211
<b>Total Maintenance Headcount</b>	<b>4,336</b>	<b>4,344</b>	<b>4,340</b>	<b>4,345</b>	<b>4,340</b>	<b>4,302</b>	<b>4,301</b>	<b>4,307</b>	<b>4,304</b>	<b>4,320</b>	<b>4,323</b>	<b>4,323</b>
<b>Engineering / Capital</b>												
Managers/Supervisors	145	145	145	145	145	145	145	145	145	145	145	145
Professional/Technical/Clerical	69	69	69	69	69	69	69	69	69	69	69	69
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>214</b>											
<b>Public Safety</b>												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Public Safety Headcount</b>	<b>0</b>											
<b>Total Positions</b>												
Managers/Supervisors	1,516	1,516	1,516	1,516	1,517	1,517	1,515	1,515	1,515	1,527	1,527	1,527
Professional, Technical, Clerical	608	608	615	616	612	612	612	612	597	604	606	606
Operational Hourlies	5,456	5,464	5,471	5,476	5,473	5,443	5,441	5,447	5,451	5,593	5,593	5,593
<b>Total Positions</b>	<b>7,579</b>	<b>7,587</b>	<b>7,601</b>	<b>7,607</b>	<b>7,601</b>	<b>7,571</b>	<b>7,567</b>	<b>7,573</b>	<b>7,562</b>	<b>7,723</b>	<b>7,725</b>	<b>7,725</b>



# LONG ISLAND RAIL ROAD



## Annual Operating Report 2017

Patrick Nowakowski  
President

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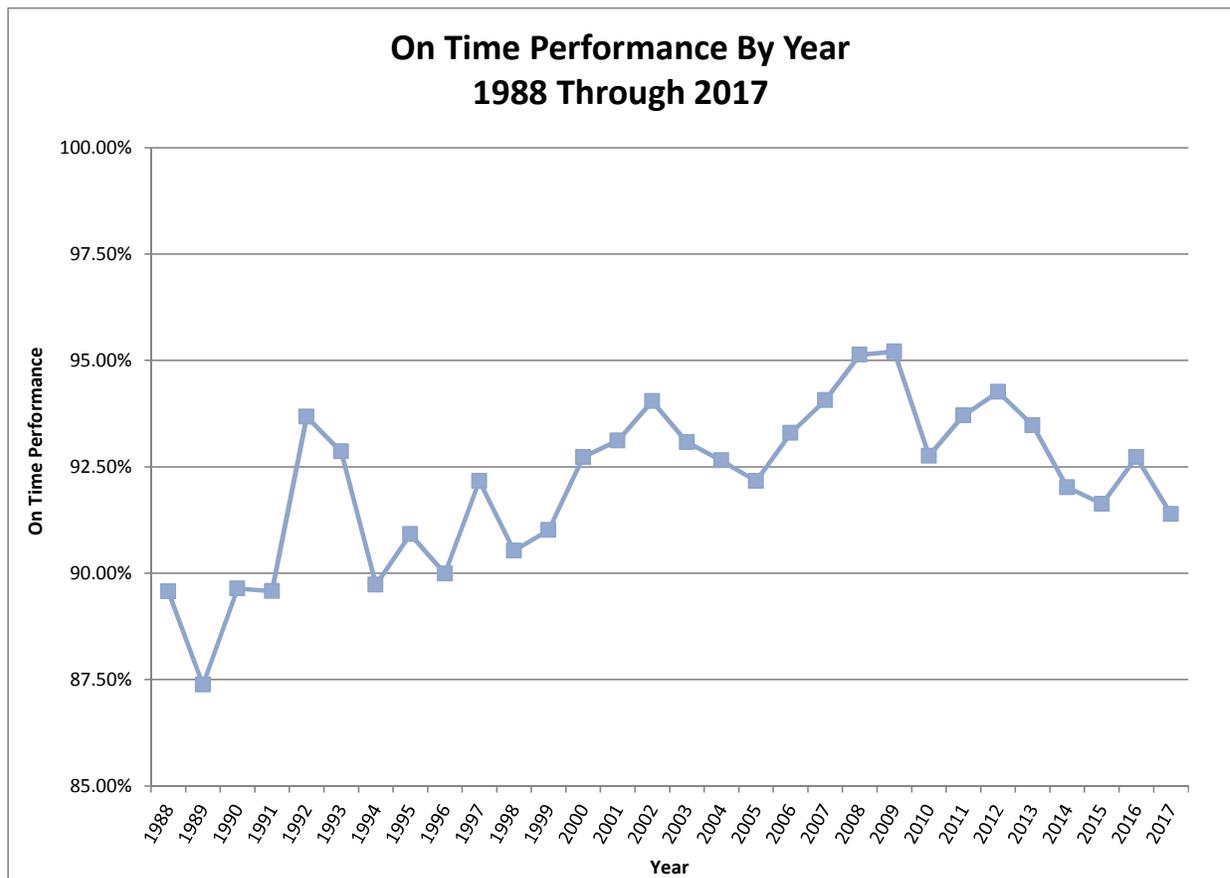
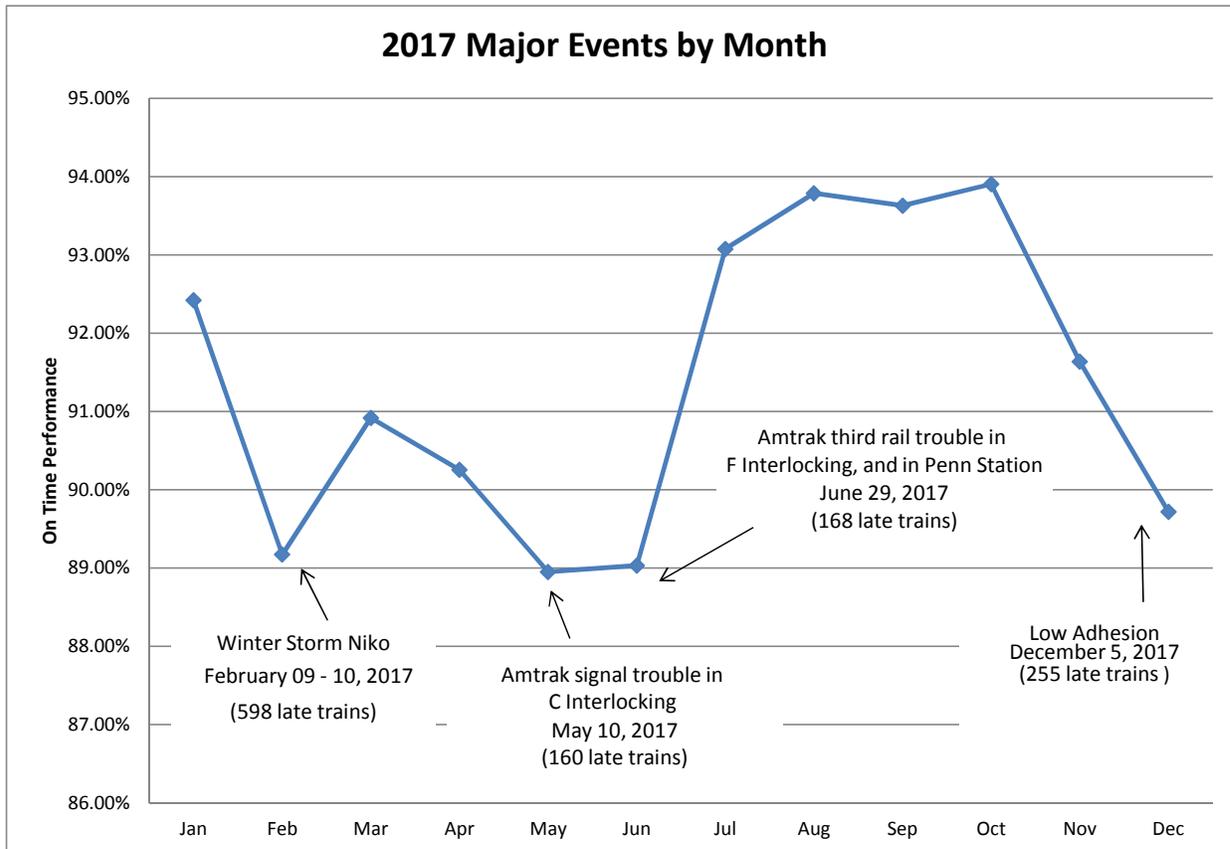
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<b>Performance Summary</b>			<b>2017 Data</b>		<b>2016 Data</b>
			Annual	YTD thru	YTD thru
			Goal	Dec	Dec
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>91.4%</b>	<b>92.7%</b>
		AM Peak		91.1%	92.6%
		PM Peak		86.2%	90.0%
		<b>Total Peak</b>		<b>88.8%</b>	<b>91.4%</b>
		Off Peak Weekday		91.2%	92.7%
		Weekend		94.8%	94.5%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>90.4%</b>	<b>91.9%</b>
		AM Peak		92.1%	93.7%
		PM Peak		84.5%	88.6%
		<b>Total Peak</b>		<b>88.6%</b>	<b>91.3%</b>
	Off Peak Weekday		90.4%	91.9%	
	Weekend		93.1%	92.6%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>95.6%</b>	<b>96.5%</b>	
	AM Peak		91.7%	93.5%	
	PM Peak		93.9%	96.3%	
	<b>Total Peak</b>		<b>92.7%</b>	<b>94.8%</b>	
	Off Peak Weekday		95.9%	96.7%	
	Weekend		98.1%	97.6%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>90.2%</b>	<b>91.1%</b>	
	AM Peak		90.8%	91.6%	
	PM Peak		81.5%	88.5%	
	<b>Total Peak</b>		<b>86.3%</b>	<b>90.1%</b>	
	Off Peak Weekday		89.5%	90.1%	
	Weekend		94.6%	93.4%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>93.8%</b>	<b>95.7%</b>	
	AM Peak		93.9%	95.8%	
	PM Peak		87.6%	92.3%	
	<b>Total Peak</b>		<b>90.9%</b>	<b>94.2%</b>	
	Off Peak Weekday		93.5%	96.4%	
	Weekend		97.2%	96.0%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>93.5%</b>	<b>94.9%</b>	
	AM Peak		93.1%	94.8%	
	PM Peak		89.7%	93.1%	
	<b>Total Peak</b>		<b>91.5%</b>	<b>94.0%</b>	
	Off Peak Weekday		93.3%	94.8%	
	Weekend		96.1%	96.1%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>88.8%</b>	<b>90.2%</b>	
	AM Peak		89.0%	87.7%	
	PM Peak		86.0%	90.0%	
	<b>Total Peak</b>		<b>87.6%</b>	<b>88.8%</b>	
	Off Peak Weekday		89.9%	91.1%	
	Weekend		87.8%	90.0%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>91.8%</b>	<b>92.5%</b>	
	AM Peak		92.3%	93.8%	
	PM Peak		82.9%	85.8%	
	<b>Total Peak</b>		<b>88.0%</b>	<b>90.1%</b>	
	Off Peak Weekday		92.5%	93.7%	
	Weekend		95.4%	93.1%	

22-Feb-16

<b>Performance Summary</b>		<b>2017 Data</b>		<b>2016 Data</b>
		Annual	YTD thru	YTD thru
		Goal	Dec	Dec
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>90.4%</b>	<b>89.9%</b>
	AM Peak		88.8%	89.6%
	PM Peak		87.0%	89.7%
	<b>Total Peak</b>		<b>88.0%</b>	<b>89.7%</b>
	Off Peak Weekday		88.3%	87.3%
	Weekend		97.5%	95.4%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>91.1%</b>	<b>93.1%</b>
	AM Peak		90.7%	93.5%
	PM Peak		83.6%	87.0%
	<b>Total Peak</b>		<b>87.1%</b>	<b>90.2%</b>
	Off Peak Weekday		90.1%	92.2%
	Weekend		97.3%	98.2%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>88.9%</b>	<b>90.4%</b>
	AM Peak		87.8%	89.2%
	PM Peak		89.2%	91.6%
	<b>Total Peak</b>		<b>88.4%</b>	<b>90.3%</b>
	Off Peak Weekday		88.2%	90.4%
	Weekend		91.1%	90.6%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>94.9%</b>	<b>96.4%</b>
	AM Peak		91.1%	94.9%
	PM Peak		88.1%	92.2%
	<b>Total Peak</b>		<b>89.4%</b>	<b>93.4%</b>
	Off Peak Weekday		96.9%	97.8%
	Weekend		97.5%	97.2%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>248,215</b>	<b>247,073</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.3	-13.2
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		3,442	3,254
	<b>Trains Canceled</b>		1,377	1,269
	<b>Trains Terminated</b>		767	567
	<b>Percent of Scheduled Trips Completed</b>		99.1%	99.3%

<b>System Categories Of Delay</b>	<b>% Total</b>	<b>2017 Data YTD Thru Dec.</b>	<b>2016 Data YTD Thru Dec.</b>	<b>YTD 2016 Vs 2017</b>
<b>Engineering (Scheduled)</b>	<b>2.7%</b>	578	821	(243)
<b>Engineering (Unscheduled)</b>	<b>12.8%</b>	2,731	2,180	551
<b>Maintenance of Equipment</b>	<b>8.8%</b>	1,875	1,505	370
<b>Transportation</b>	<b>3.9%</b>	831	486	345
<b>Capital Projects</b>	<b>2.5%</b>	527	473	54
<b>Weather and Environmental</b>	<b>12.6%</b>	2,692	2,119	573
<b>Police</b>	<b>8.9%</b>	1,905	2,079	(174)
<b>Customers</b>	<b>25.3%</b>	5,413	4,799	614
<b>Other</b>	<b>6.7%</b>	1,435	2,026	(591)
<b>3rd Party Operations</b>	<b>15.8%</b>	3,375	1,463	1,912
<b>Total</b>	<b>100.0%</b>	21,362	17,951	3,411





Standee Report

East Of Jamaica			2017 Data		
			AM Peak	PM Peak	
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0	
		Add'l Standees	13	17	
		<b>Total Standees</b>	<b>13</b>	<b>17</b>	
	<b>Far Rockaway Branch</b>	Program Standees	0	0	
		Add'l Standees	0	0	
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	
	<b>Huntington Branch</b>	Program Standees	40	0	
		Add'l Standees	23	2	
		<b>Total Standees</b>	<b>63</b>	<b>2</b>	
	<b>Hempstead Branch</b>	Program Standees	0	0	
		Add'l Standees	1	0	
		<b>Total Standees</b>	<b>1</b>	<b>0</b>	
	<b>Long Beach Branch</b>	Program Standees	0	0	
		Add'l Standees	1	1	
		<b>Total Standees</b>	<b>1</b>	<b>1</b>	
	<b>Montauk Branch</b>	Program Standees	0	0	
		Add'l Standees	1	0	
		<b>Total Standees</b>	<b>1</b>	<b>0</b>	
	<b>Oyster Bay Branch</b>	Program Standees	0	0	
		Add'l Standees	4	0	
		<b>Total Standees</b>	<b>4</b>	<b>0</b>	
	<b>Port Jefferson Branch</b>	Program Standees	0	0	
		Add'l Standees	4	4	
		<b>Total Standees</b>	<b>4</b>	<b>4</b>	
	<b>Port Washington Branch</b>	Program Standees	0	0	
		Add'l Standees	24	54	
		<b>Total Standees</b>	<b>24</b>	<b>54</b>	
	<b>Ronkonkoma Branch</b>	Program Standees	0	0	
		Add'l Standees	26	36	
		<b>Total Standees</b>	<b>26</b>	<b>36</b>	
	<b>West Hempstead Branch</b>	Program Standees	0	0	
		Add'l Standees	0	0	
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	
			<b>System Wide PEAK</b>	<b>137</b>	<b>113</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica		2017 Data		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	18	33
		<b>Total Standees</b>	<b>18</b>	<b>33</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	10	0
		Add'l Standees	20	46
		<b>Total Standees</b>	<b>30</b>	<b>46</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	3	29
		<b>Total Standees</b>	<b>3</b>	<b>29</b>
	<b>Long Beach Branch</b>	Program Standees	18	0
		Add'l Standees	18	0
		<b>Total Standees</b>	<b>36</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	24	54
		<b>Total Standees</b>	<b>24</b>	<b>54</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	17	26
		<b>Total Standees</b>	<b>17</b>	<b>26</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	7	0
		<b>Total Standees</b>	<b>7</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>142</b>	<b>187</b>

**Definitions**

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

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

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

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

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

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

## **Annual Report on Fleet Maintenance for 2017**

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

*Revised as of January 29, 2018*

# Maintenance of Equipment

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

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

# Maintenance Plan

## Introduction

- M of E departmental activities are scheduled to execute an annualized maintenance plan covering the active (usable) rolling stock fleet of 1,155 MU and Diesel vehicles consisting of 148 M3, 828 M7, 134 C3, and 45 DE/DM locomotives.
- Each fleet type is scheduled for maintenance events at various shop and yard locations. Calendar Day, 92-Day, 180-Day, 1-Year, and time based interval maintenance (RCM) events are performed at four equipment maintenance facilities and their respective yards, as well as 15 outlying yards.
- M of E's planned maintenance programs consist of interval based preventive maintenance and fleet modification programs. LIRR strives to maximize preventive/planned maintenance in order to provide optimum levels of rolling stock safety, efficiencies, availability, and reliability.
- Interior cleaning and maintenance of work engines are also critical parts of the plan.

# Maintenance Plan

## Scheduled Inspections and Oversight

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

- **Daily Inspections and Tests**

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

- **Periodic Inspections (PI)**

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

# Maintenance Plan

## Planned Maintenance Programs

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

- **Reliability Centered Maintenance (RCM)**

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

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

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

MTA LIRR RCM Schedule by Fleet 2011-2030																				
MU Fleet (prs)		2011	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	M-3	75	75	75	75	75	75	74	Decomm											
	M-7	418	418	418	418	418	418	414	414	414	414	414	414	414	414	414	414	414	414	414
	M-9							84	180	180	180	180	180	180	180	180	180	180	180	180
	Total	493	493	493	493	493	493	502	598	598	598	598	598	598	598	598	598	598	598	598
<b>M-3 (PRS)</b>	3 YR RCM	16	25	25	25	25	25	25	FRA & Essential	LIRR Decommissioning 18 RSU per month corresponding with acceptance of M9										
	6 YR RCM	10	12	12	12	12	12	12												
<b>M-7 (prs)</b>	3 YR RCM	140	94*	94*	94*	94*	140	140	140	140	140	140	140	140	140	140	140	140	140	140
	5 YR RCM	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84	84
	6 YR RCM	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
	8 YR RCM	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	9 YR RCM	46	46	46	46	46														
	10 YR RCM		42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	* offset by 9 yr																			
<b>M-9/ M9A (prs)</b>	Acceptance Schedule								M3 Repl-92	M9 Option 110	ESA M9A 160									
	RCM TBD (8 YR est AB start)									TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Diesel Fleet		2011	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	C-3	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134
	DE/DM	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45	45
	Total	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179
<b>C-3</b>	4 yr RCM	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34
<b>DEDM / New Loco</b>	2.5 yr RCM	18	18	17	5*	5*	5*	5*												
	5 yr RCM	9	9	9	9	9	9	9	9	9	9	9	9							
	15 yr RCM DE/DM	1		1	5	6	6	6	6	6	6	6								
	* DM Only, offset by 15 YR DE																			

# Maintenance Plan

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

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

# Maintenance Plan

## Fleet Cleaning

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

# Maintenance Plan

## Work Engines

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

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

These units are in process of being replaced with Low Emissions locomotives in the 2020-2024 Capital Program.

# 2017 Achievements

## Overall Fleet Performance

- 205,270 MDBF (vs. a goal of 200,000)
- LIRR M of E department met or exceeded Electric Fleet service requirement goals 11 out of 12 months during 2017.
- Successfully managed maintenance operation around major concurrent programs such as Jamaica Capacity Improvements (JCI), VD Yard, WSS/Amtrak tunneling, ESA work, WSY overbuild, and track work programs.

## MTA Inter-Agency Activities

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

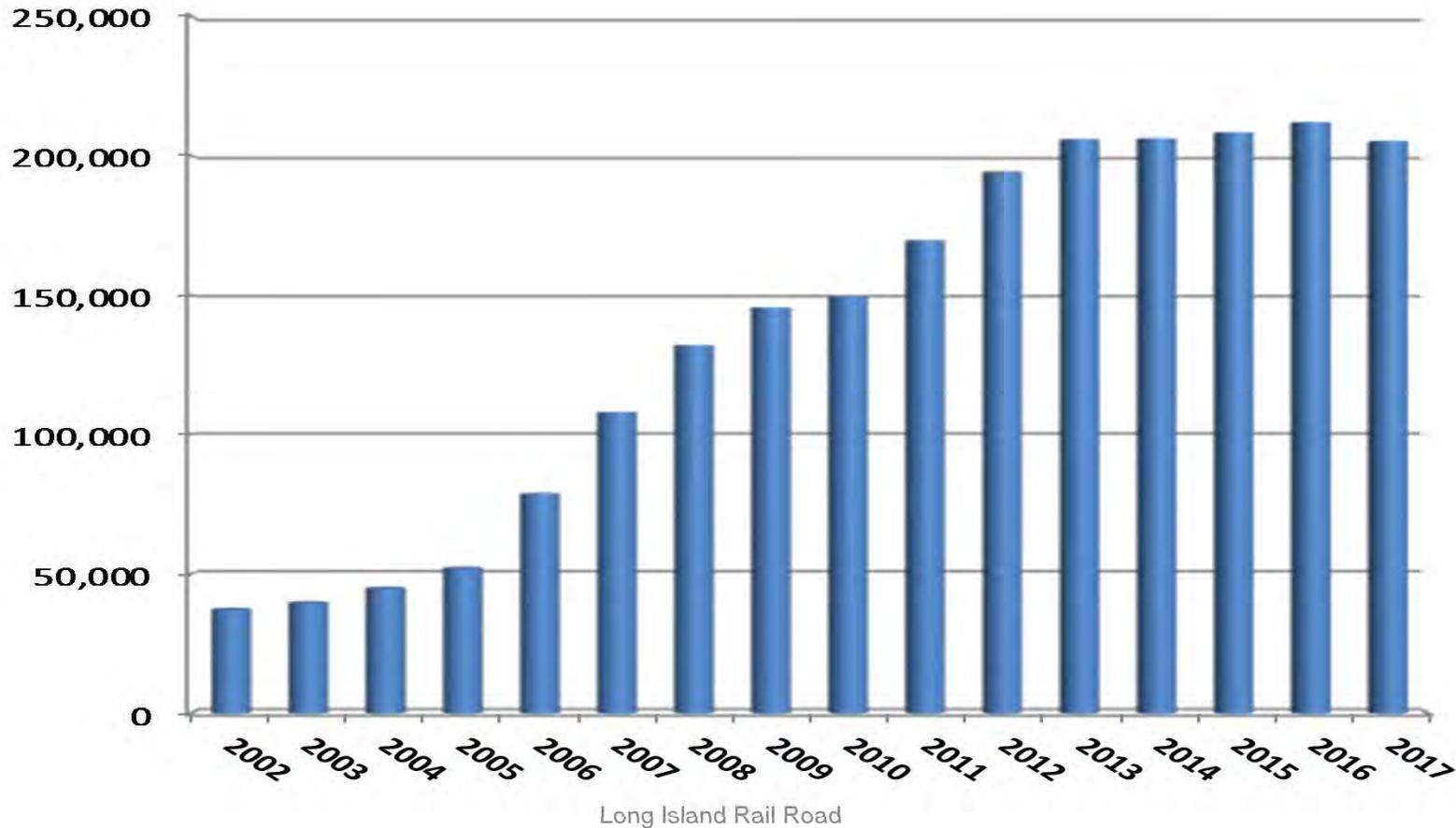
## Major Rolling Stock Maintenance Project Activity

- Diesel Fleet Communication Control Unit (CCU): Completed Prototyping for obsolescence replacement (Telephonics)
- M7 CDS/TOD & MFU: Completed Prototyping, and started production for obsolescence replacement program (Bombardier)
- CCTV/AVRM System: Substantial Design, Prototyping, Demonstration achieved
- PTC On-board Equipment: Continued M7 Production Installations, completed prototyping of all Diesel fleets

# 2017 Achievements

## MDBF:

LIRR fleet reliability indicator, the Mean Distance Between Failures (MDBF), continues to hover near its historical best record level. With the help of optimized Reliability Centered Maintenance (RCM), versatile maintenance practices, and strategic management approaches, the MDBF had been remarkably improving every year in the last 17 out of 18 years.



# Post RCM Reliability Improvements in MDBF

■ 2017 ■ 2008



Long Island Rail Road

# 2017 Achievements

## Safety Achievements and Activities

- Completed requirements and UAT phases for the new Safety System (Cority). Cority will replace current mainframe system. Go Live scheduled for February 2018.
- Completed requirements phase with Metro North on the new Employee Compliance Recording (ECR) System.
- Maintenance of Equipment has completed ninety percent of the required Lesson Plans for the Minimum Training Standard Regulation (CFR 243). Lesson Plans must be completed by last quarter of 2020, per the regulation.
- Reviewed and revised Safety Rule Books. New rule books will be distributed in the beginning of 2018.
- New hire training now includes additional training for climbing on and off equipment.
- Assisted Training in creating an Underground Storage Tank (UST) class for PEMD managers and employees. Currently nine managers and forty nine craft personnel have completed the testing.
- Revised General Foreman training program to include rotations in each area to allow them to gain more knowledge.

### Completed RCM Tasks by Year - MU Fleet

#### M-3 (RSU)

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017
M301	50	SYS 3 - Air Brake (COTS)	52	46	52	52	50	50	50	50	56
M302	24	SYS 3 - ASU Dryer C/O	16	12	27	23	23	26	25	19	
M303	26	SYS 7 - 3 YR Truck	24	20	32	34	36	38	30	8	
M312	12	SYS 4 - 6 YR Battery	14	13	0	0	12	16	25	15	15
M315	24	SYS 7 - 6 Yr Coupler	26	24	0	2	50	58	24	16	
M316	24	SYS 7 - 6 YR Truck	26	24	22	18	10	12	20	36	20
M318	13	SYS 12 - Event Recorder	15	14	10	8	9	12	17	18	12
M319	13	SYS 2 - ATC C/O	20	10	9	9	15	13	13	19	16

#### M-7 (RSU)

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017
M701	93	3 YR ASU Dryer	108	58	64	91	86	91	97	125	100
M710/M762	140	Air Brake	170	142	142	137	148	138	142	172	108
M753/758/ 759	168	Truck	172	140	170	166	184	166	164	172	224
M712	140	Aux Power			110	70	166	136	140	118	110
M713	70/84	Battery	88	32	3	88	68	80	84	86	104
M714/M750	140	Doors	170	142	148	124	184	136	162	148	118
M715	168	Car Body				108	162	165	154	168	124
M717/M745	140	Coupler	172	140	154	64	175	144	142	152	116
M719	84	HVAC	150	78	81	83	76	82	90	87	72
M721	42	Event Recorder			367	32	34	37	46	45	40
M730	140	ATC	140	166	65	73	178	160	160	132	148
M731	47	ASU (phase out 2016)	67	86	36	44	37	38	43	18	
M732	104	Relays			104	112	104	106	100	116	92
M743	84	PH 2 Toilet					7	71	96	72	86
M754	140	PH 2 Propulsion						136	134	100	68

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

### Completed RCM Tasks by Year - Diesel Fleet

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017
C301	134	1 YR Air Brake Svc	147	183	164	160	157	154	152	148	142
C305	34	Air Brake (COTS)	33	31	38	32	36	31	37	30	33
C306	34	Aux Power - Battery	31	31	37	33	35	33	36	30	34
C308/332	34	Door	32	31	37	33	37	31	35	31	36
C310	34	Truck	32	31	37	33	35	34	35	30	28
C320	34	HVAC	34	31	19	22	21	20	43	50	34
C312	6	Event Recorder (Cab Cars)	5	4	4	6	6	5	6	6	6
C321	34	PH 2 Car Body					19	33	37	30	31
C322	not level	ATC C/O & Test (Cab Cars)	1	0	0	22	1	0	0	6	6

### DE/DM

WO #	QTY	Description	2009	2010	2011	2012	2013	2014	2015	2016	2017
DD11	45	1 YR Air Brake	50	44	51	56	54	51	50	44	49
DD15	9 / offset	2.5 YR LCM DEDM	7	7	11	7	8	9	6	4	5
DD06/20	9 / offset	5 YR Engine +DD13	4	8	12	10	9	5	4	0	2
DD02	9	5 YR Air Brake	7	8	12	10	9	7	10	9	8
DD03/19	9	5 Aux Power	7	8	12	10	9	6	11	9	9
DD04	9	5 YR Truck	6	7	15	10	9	7	10	9	8
DD05	9	5 YR HVAC	6	7	11	9	9	7	12	9	7
DD12/18	9 / offset	5 YR Propulsion	6	7	12	10	9	6	4	0	2
DD08	9	5 YR Event Recorder	0	3	6	13	10	7	11	8	7
DD22	*	6 YR ATC	2	2	37	8	1	0	0	6	34
DD24	*	15 YR DE RCM						1	5	6	6

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

# 2018 Challenges

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

## 2018 Performance Goals

Description	Target
<b>MDBF - All Fleet</b>	200,000
<b>M-7 MDBF</b>	440,000
<b>M-3 MDBF</b>	67,000
<b>C-3 MDBF</b>	122,000
<b>DE MDBF</b>	22,000
<b>DM MDBF</b>	22,000
<b>HVAC Compliance</b>	97%
<b>MU AM peak Availability requirement</b>	858-882
<b>Diesel Coach AM peak Availability requirement</b>	113-123
<b>Diesel Fleet Delays per Month</b>	30
<b>MU Fleet Delays per Month</b>	45
<b>Toilet Servicing Compliance - Electric Fleet</b>	92%
<b>Toilet Servicing Compliance - Diesel Fleet</b>	92%

# Executive Summary

## **MTA Long Island Rail Road (LIRR)**

February 20, 2018



# EEO 4<sup>th</sup> Quarter 2017 Executive Summary

- ❑ LIRR's overall workforce is currently comprised of **7,374** employees; of which **1,117 (15%)** are Females,\* **2,641 (36%)** are Minorities and **506 (7%)** are Veterans.\*
- ❑ The percentage of Females in the workforce has **remained constant** compared to the representation of Females in **4<sup>th</sup>** quarter 2016.
- ❑ The overall composition of LIRR's workforce **increased by 1%** as it relates to Race and Ethnicity as compared to **4<sup>th</sup>** quarter 2016.
- ❑ The percentage of Veterans employed has **remained constant** compared to **4<sup>th</sup>** quarter 2016.
- ❑ LIRR hired **563** employees, of which **107 (19%)** were Females\*, **230 (41%)** were Minorities; and **33 (6%)** were Veterans.
- ❑ Females were **hired at a higher** percentage compared to their current representation of **15%** in the workforce. Minorities were **hired at a higher** percentage compared to their current representation of **36%** in the workforce.
- ❑ LIRR handled a total of **36** EEO complaints; of which **19** were internal and **17** were external.
- ❑ LIRR handled a total of **18** 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 4<sup>th</sup> Quarter 2017 Executive Summary

The table below is a snapshot as of December 31, 2017 of LIRR's employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		WHITES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>1,337</b>		441	33%	163	12%	130	10%	87	7%	7	1%	1	0%	53	4%	896	67%	94	7%
F	262	20%	122	9%	58	4%	29	2%	22	2%	0	0%	0	0%	13	1%	140	10%	8	9%
M	1,075	80%	319	24%	105	8%	101	8%	65	5%	7	1%	1	0%	40	3%	756	57%	86	91%
<b>Professionals</b>	<b>334</b>		132	40%	42	13%	30	9%	46	14%	0	0%	1	0%	13	4%	202	60%	19	6%
F	61	18%	29	9%	10	3%	5	1%	10	3%	0	0%	1	0%	3	1%	32	10%	1	5%
M	273	82%	103	31%	32	10%	25	7%	36	11%	0	0%	0	0%	10	3%	170	51%	18	95%
<b>Technicians</b>	<b>19</b>		9	47%	1	5%	4	21%	3	16%	1	5%	0	0%	0	0%	10	53%	1	5%
F	2	11%	2	11%	0	0%	0	0%	2	11%	0	0%	0	0%	0	0%	0	0%	1	100%
M	17	89%	7	37%	1	5%	4	21%	1	5%	1	5%	0	0%	0	0%	10	53%		0%
<b>Administrative Support</b>	<b>385</b>		194	50%	115	30%	51	13%	13	3%	3	1%	0	0%	12	3%	191	50%	15	4%
F	192	50%	115	30%	74	19%	26	7%	8	2%	1	0%	0	0%	6	2%	77	20%	2	13%
M	193	50%	79	21%	41	11%	25	6%	5	1%	2	1%	0	0%	6	2%	114	30%	13	87%
<b>Skilled Craft</b>	<b>4,452</b>		1459	33%	723	16%	484	11%	133	3%	7	0%	1	0%	111	2%	2,993	67%	341	8%
F	434	10%	193	4%	139	3%	33	1%	13	0%	1	0%	0	0%	7	0%	241	5%	9	3%
M	4,018	90%	1266	28%	584	13%	451	10%	120	3%	6	0%	1	0%	104	2%	2,752	62%	332	97%
<b>Service Maintenance</b>	<b>847</b>		406	48%	231	27%	125	15%	17	2%	5	1%	1	0%	27	3%	441	52%	36	4%
F	166	20%	112	13%	72	9%	32	4%	1	0%	0	0%	0	0%	7	1%	54	6%	4	11%
M	681	80%	294	35%	159	19%	93	11%	16	2%	5	1%	1	0%	20	2%	387	46%	32	89%
<b>Total</b>	<b>7,374</b>		2,641	36%	1,275	17%	824	11%	299	4%	23	0%	4	0%	216	3%	4,733	64%	506	7%

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



# MTA LONG ISLAND RAIL ROAD

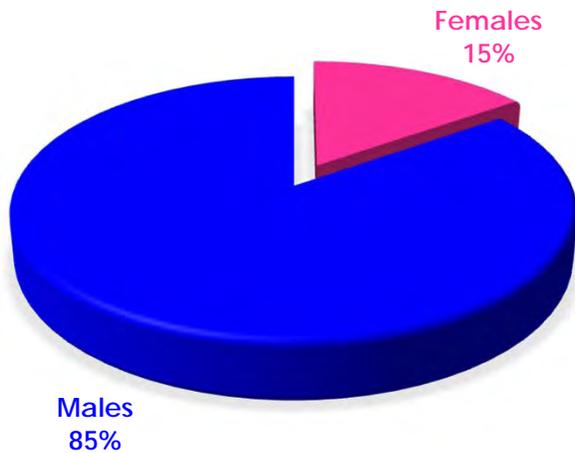
## **Workforce**

As of December 31, 2017

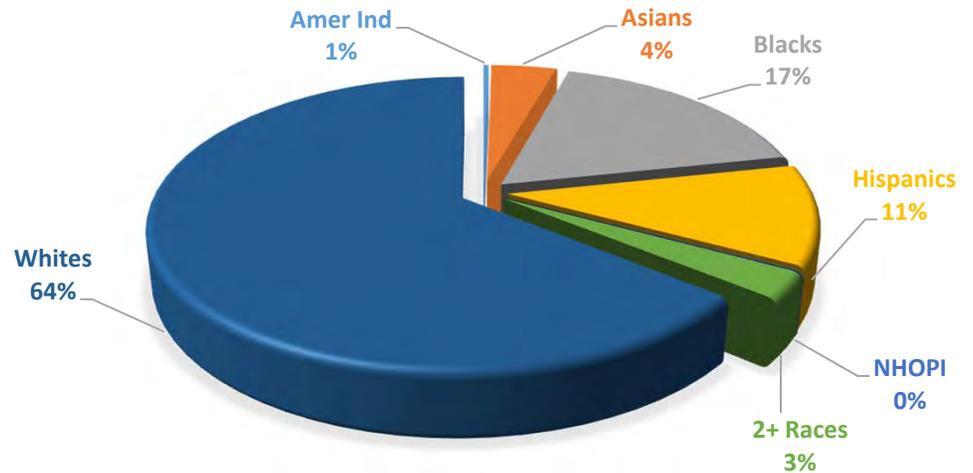


# MTA Long Island Rail Road Workforce as of December 31, 2017

### WORKFORCE BY GENDER



### WORKFORCE BY RACE/ETHNICITY



MTA LIRR's workforce consist of **7,374** employees.

- ❑ **15%** Females, **36%** Minorities, and **7%** Veterans.
- ❑ The percentage of Females employed **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

MTA LIRR has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing **December 31, 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	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	4%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	11%	11%
	M	7%	8%	6%	8%	3%	5%	0%	1%	0%	0%	1%	3%		
Professionals	F	3%	3%	2%	2%	2%	3%	0%	0%	0%	0%	0%	1%	14%	10%
	M	6%	10%	5%	8%	6%	11%	0%	0%	0%	0%	1%	3%		
Technicians	F	3%	0%	3%	0%	2%	10%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	5%	9%	20%	8%	5%	0%	5%	0%	0%	0%	0%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



# MTA Long Island Rail Road Underutilization Analysis

MTA LIRR has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing **December 31, 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	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Administrative Support	F	13%	19%	10%	7%	4%	2%	0%	0%	0%	0%	1%	2%	26%	20%
	M	5%	11%	4%	7%	2%	1%	0%	1%	0%	0%	1%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
	M	14%	13%	11%	10%	4%	3%	0%	0%	1%	0%	2%	2%		
Service Maintenance	F	6%	9%	5%	4%	1%	0%	0%	0%	0%	0%	0%	1%	6%	6%
	M	13%	19%	16%	11%	2%	2%	0%	1%	0%	0%	1%	2%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



# MTA LONG ISLAND RAIL ROAD

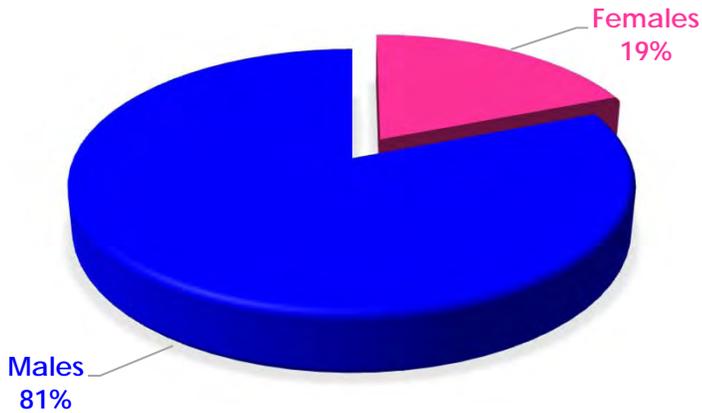
## **New Hires and Veterans**

February 20, 2018

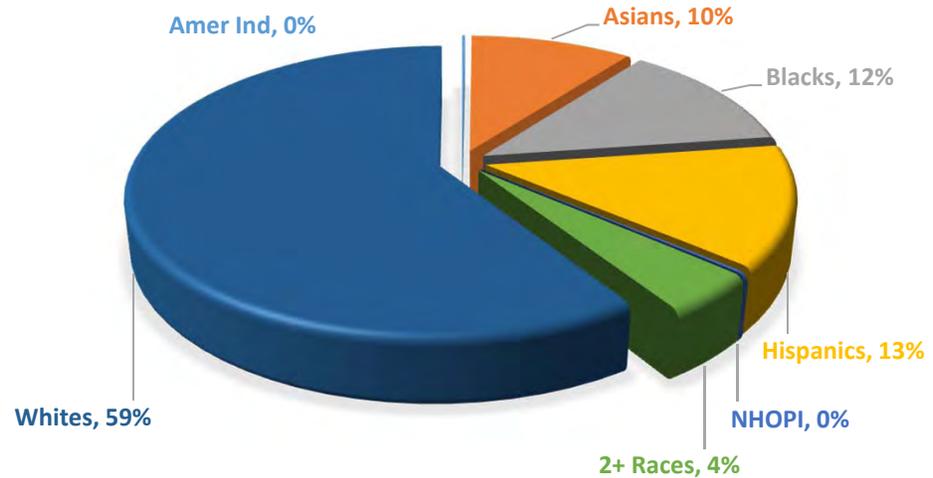


# MTA Long Island Rail Road New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to December 31, 2017

### NEW HIRE BY GENDER



### NEW HIRE BY RACE/ETHNICITY



MTA LIRR hired **563** Employees including **33 (6%)** Veterans.

- 19% Females in which 4% were Female Veterans.
- Females were **hired at a higher** percentage compared to their current representation of 15% in the workforce.
- 41% Minorities in which 7% were Minority Veterans.
- Minorities were **hired at a higher** percentage compared to their current representation of 36% in the workforce.



# MTA LONG ISLAND RAIL ROAD

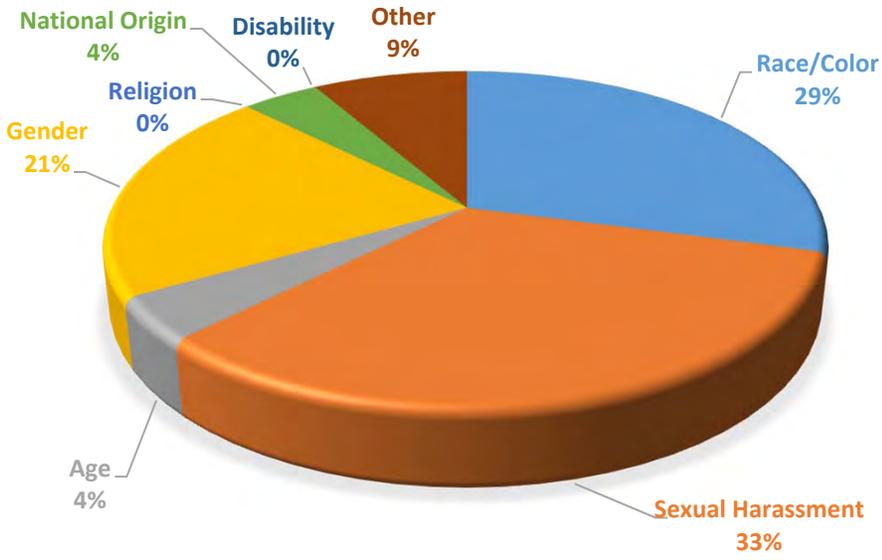
## **Complaints and Lawsuits**

February 20, 2018

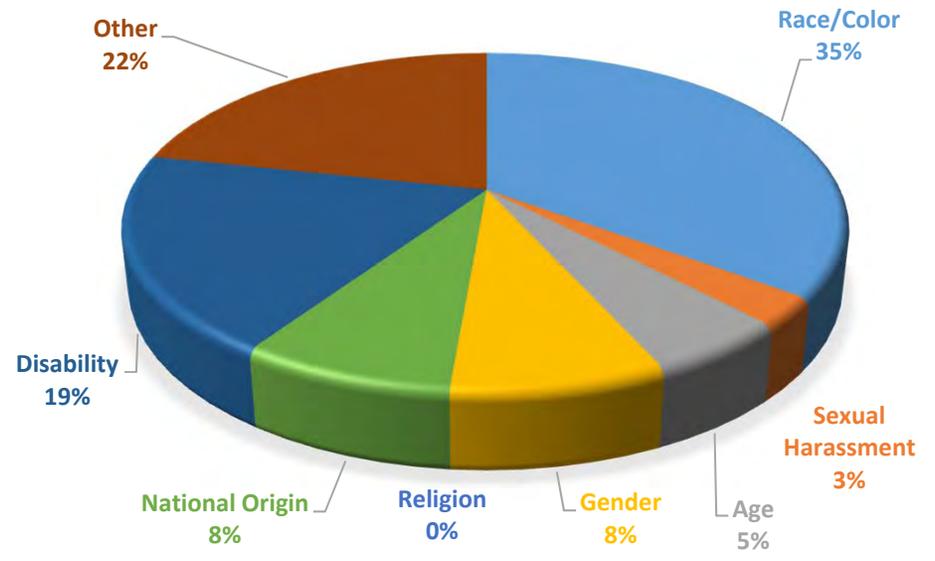


# MTA Long Island Rail Road Internal/External EEO Complaints and Lawsuits January 1, 2017 to December 31, 2017

**INTERNAL EEO COMPLAINTS**



**EXTERNAL EEO COMPLAINTS**



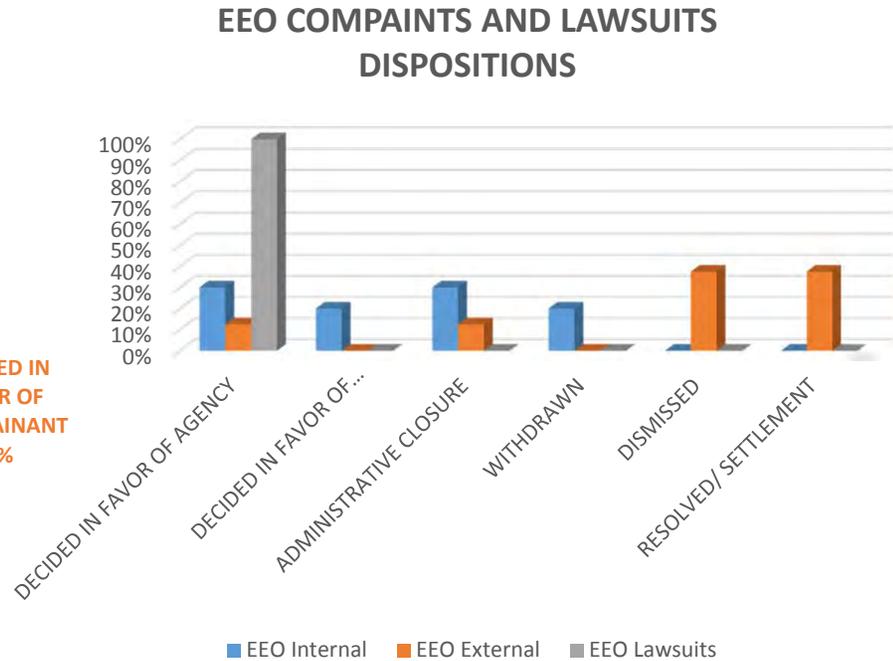
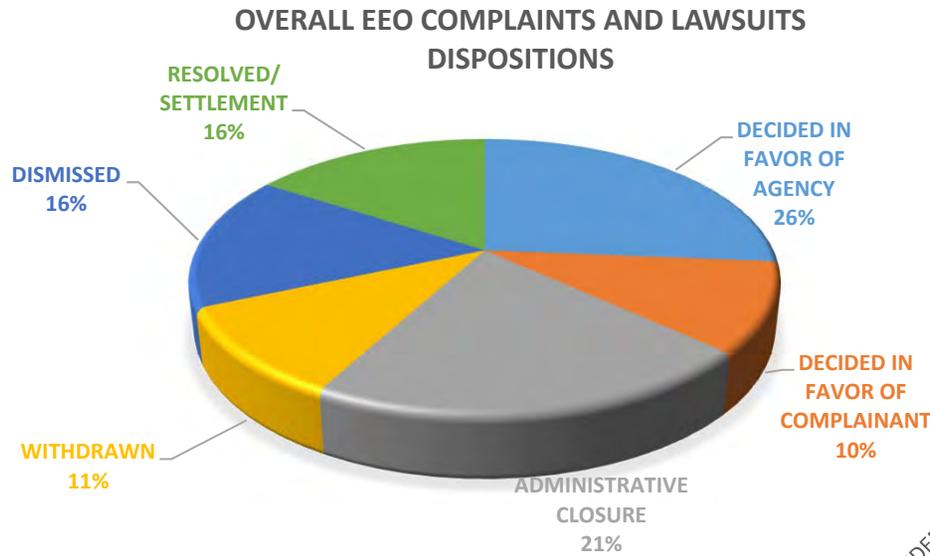
MTA LIRR handled **36** EEO complaints, citing **61** separate allegations, and **8** Lawsuits.

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



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 December 31, 2017



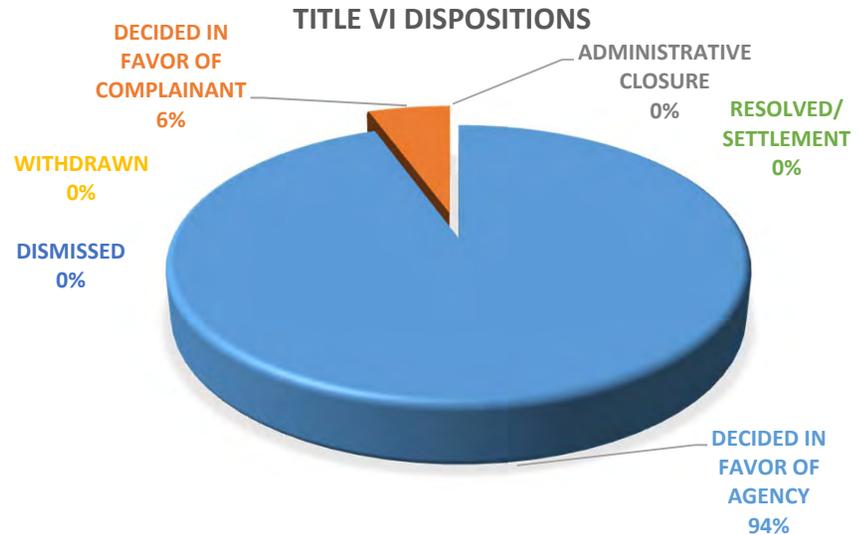
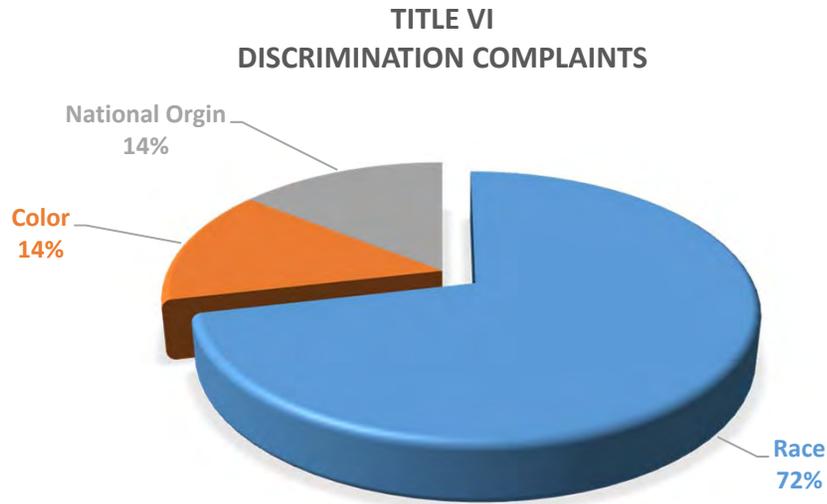
MTA LIRR disposed **18** EEO complaints and **1** EEO Lawsuit.

- **26%** complaints/lawsuits decided in Favor of the Agency.
- **10%** complaints /lawsuits decided in Favor of the Complainant.
- **21%** complaints/lawsuits were Administrative Closures.
- **16%** complaints/lawsuits were Resolved/Settlement.



# MTA Long Island Rail Road

## Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to December 31, 2017



MTA LIRR handled **18** Title VI Complaints, citing **21** separate allegations and **0** Title VI lawsuits. Agency disposed **18** complaints and **0** lawsuits.

- ❑ **94%** complaints/lawsuits decided in Favor of the Agency.
- ❑ **6%** complaints/lawsuits decided in Favor of the Complainant.
- ❑ **0%** complaints/lawsuits were Administrative Closures.
- ❑ **0%** complaints/lawsuits were Resolved/Settlement.



# Staff Summary



<b>Subject</b> FEBRUARY TIMETABLE CHANGE & TRACKWORK PROGRAMS						<b>Date</b> JANUARY 29, 2018			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> D. KUBICEK						<b>Contract Number</b>			
<b>Department Head Signature</b>						<b>Contract Manager Signature</b>			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	2/20/18				3	Sr VP – Eng. <i>12</i>	1	President. <i>1/27/18</i>
						2	VP Mktg & PA <i>ED</i>		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning February 26, 2018, through May 20, 2018. Projects supported during this timetable include Main Line Second Track, Main Line Expansion, Positive Train Control Installation, Tunnel Lighting and VD Yard Work on the Atlantic Branch and Mechanical Tie Installation Project on the Montauk Branch. Continuing projects include East Side Access work in Harold Interlocking, Wantagh Station rehabilitation, Hicksville Station rehabilitation, West Side Yard Overbuild, and Jamaica Capacity Improvements. Additionally, Trackwork Programs during the months of February and March will support East Side Access Pre-Cutover Signal Testing, Urban Avenue Crossing Renewal and switch work in Freeport on the Babylon Branch. On Saturday, March 17<sup>th</sup>, a special timetable will be implemented to support ridership for the St. Patrick’s Day Parade in New York City.

**FEBRUARY 26 TIMETABLE CHANGE**

*Service Changes & Improvements*

- **Montauk Branch** – The 6:28PM train out of Penn Station which connects with a Speonk train in Babylon will originate out of Penn Station as a dual-mode train offering Speonk customers a one-seat ride from Penn Station to Speonk.

*Construction Activities*

- **Atlantic Branch, Brook-East New York – PTC, Tunnel Lighting, & VD Yard Work** – One of two main tracks will be out of service midday weekdays as well as weekends, between Atlantic Terminal and East New York for multiple projects, Tunnel Lighting, and VD Yard work.
- **Main Line, Hicksville Station Rehabilitation** – One of three station tracks will be out of service midday weekdays and weekends for the rehabilitation of Hicksville Station.
- **Main Line, Expansion** – One of two main tracks will be out of service midday weekdays, weekends, and overnights between Queens Interlocking and Divide Interlocking to support the construction of the Main Line Third Track.
- **Montauk Branch, Mechanized Tie Replacement** – Single main track between Patchogue and Montauk will be out of service midday weekdays for Mechanized Tie Replacement.

- **Port Jefferson Branch, Continuous Welded Rail Replacement** – One of two main tracks will be out of service between Syosset and Huntington midday weekday for continuous welded rail replacement.

## **TRACK WORK PROGRAMS**

- **East Side Access Pre-Cutover Testing** – East Side Access Pre-cutover testing for 48 hours on the weekend(s) of February 24<sup>th</sup>-25<sup>th</sup>, March 3<sup>rd</sup>-4<sup>th</sup>, and March 10<sup>th</sup>-11<sup>th</sup> in Harold Interlocking.
- **Urban Avenue Crossing Renewal** – One of two main tracks will be out of service between Mineola and Hicksville on the weekend of February 24<sup>th</sup>-25<sup>th</sup>. This work will run in conjunction with the East Side Access Pre-Cutover Testing.
- **Main Line Second Track Project** – Main track between Farmingdale and Ronkonkoma will be out of service to support the Main Line Second Track Project for 48 hours on the weekend(s) of March 3<sup>rd</sup>-4<sup>th</sup> and March 10<sup>th</sup>-11<sup>th</sup>.
- **Port Switch Replacement – Babylon Branch** – One of two main tracks will be out of service between Freeport and Wantagh for switch work for 30 hours on March 17<sup>th</sup>-18<sup>th</sup>.

## **DISCUSSION:**

*Timetable Change – Construction Activities* (Long-term trackwork items written into the timetable)

- **Atlantic Branch, Brook-East New York – Tunnel Lighting, Communication & VD Yard Work** – One of two main tracks will be out of service midday weekdays as well as weekends, between Atlantic Terminal and East New York Interlockings for multiple projects, including Tunnel Lighting, and VD Yard work. On midday weekdays, Hempstead, Far Rockaway, Huntington, Babylon, and Ronkonkoma Branch train schedules are adjusted up to 4 minutes.  
On weekends, some Far Rockaway, Hempstead, and Long Beach Branch train schedules are adjusted between 3 and 10 minutes.
- **Main Line, Hicksville Station Rehabilitation** – One of three station tracks will be out of service midday weekday and weekends for the rehabilitation of Hicksville Station. Some Ronkonkoma, Farmingdale, and Huntington train schedules are adjusted up to 30 minutes later. One Port Jefferson train is adjusted by 25 minutes earlier.
- **Main Line, Third Track Expansion** -- One of two main tracks will be out of service midday weekdays, weekends, and overnights between Queens Interlocking and Divide Interlocking to support the Main Line Third Track Expansion project. On midday weekdays, some Ronkonkoma, Huntington, and Port Jefferson train schedules will be adjusted up to 5 minutes. On weekends, some Ronkonkoma, Huntington, and Port Jefferson train schedules are adjusted up to 15 minutes. The Montauk train departing Jamaica at 1:11AM on Saturdays and Sundays will have its Hicksville Station stop removed. Three eastbound and three westbound midday trains on the weekends to/from Farmingdale Station will no longer operate.
- **Port Jefferson Branch, Continuous Welded Rail Replacement** – One of two main tracks will be out of service between Syosset and Huntington midday weekdays for Continuous Welded Rail Replacement. One Port Jefferson and one Huntington westbound train will be adjusted by up to 3 minutes earlier.
- **Montauk Branch, Positive Train Control** – One of two main tracks will be out of service between Babylon and Sayville to support Positive Train Control testing on the overnight on weekends. One Montauk and one Speonk train will operate on adjusted schedules of up to 12 minutes later.

*Trackwork Program – Construction Activities (Short-term trackwork items requiring a special program)*

- **East Side Access, Harold Interlocking – Signal Pre-Cutover Testing** – East Side Access will be taking various tracks in Harold Interlocking out of service for pre-testing of new signals and signal apparatus prior to the cutover of these new systems next year. These outages will occur on multiple weekends: February 24<sup>th</sup>-25<sup>th</sup>, March 3<sup>rd</sup>-4<sup>th</sup>, and March 10<sup>th</sup>-11<sup>th</sup>. (Note: work will continue on additional weekends to be reported on next month.) Service will be reduced from ½ hourly to hourly on the Huntington Branch and from 1 ½ hours to two hourly on the Port Jefferson Branch. Other train schedules throughout the system will have minor adjustments to prevent conflicts between Long Island Rail Road, Amtrak and NJ Transit trains within Harold Interlocking resulting from the decrease in available routes.
- **Urban Avenue Crossing Renewal** – One of two main tracks will be out of service between Mineola and Hicksville on the weekend of February 24<sup>th</sup>-25<sup>th</sup>. This work will run in conjunction with the East Side Access Pre-Cutover Testing program reducing service from ½ hourly to hourly on the Huntington Branch and from 1 ½ hours to two hourly on the Port Jefferson Branch. Other train schedules throughout the system will have minor adjustments.
- **Main Line Second Track Project** – On two weekends, March 3<sup>rd</sup>-4<sup>th</sup> and March 10<sup>th</sup>-11<sup>th</sup>, Single Main Track will be out of service between Farmingdale and Ronkonkoma for 48 hours for construction related to the Main Line Second Track project. 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. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma.
- **Babylon Branch - Port Switch** - One of two main tracks will be out of service between Freeport and Wantagh for switch work for 30 hours on March 17<sup>th</sup> and 18<sup>th</sup>. During this timeframe, train service will be reduced from ½ hourly to hourly on the Babylon Branch.

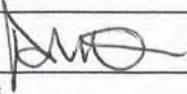
Public timetables and other informational material will be issued providing details of service.

**ST. PATRICKS DAY SERVICE**

- On Saturday, March 17<sup>th</sup>, a special timetable will be implemented to support ridership for the St. Patrick's Day Parade in New York City. Past ridership counts have shown upward of 80,000 customers utilizing our system when St. Patrick's Day fell on a Saturday. Twenty extra westbound and 18 extra eastbound trains will operate to accommodate expected ridership.

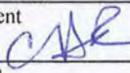
**IMPACT ON FUNDING**

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

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

<b>Date</b>	February 9, 2018
<b>Vendor Name</b>	Various
<b>Contract Number</b>	Various
<b>Contract Manager Name</b>	Various
<b>Table of Contents Ref #</b>	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	2-20-18	X		
2	MTA Board Mtg.	2-22-18	X		

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
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**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>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$1,612,725
• SAFT America, Inc.                      \$1,612,725		
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$4,625,000
• Bombardier Transportation, Inc.    \$4,625,000		
<b>SUB TOTAL:</b>	<b>2</b>	<b>\$6,237,725</b>

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule I: Modifications to Purchase and Public Work Contracts	1	\$1,207,105
• Sepsa North America, Inc.           \$1,207,105		
SUB TOTAL:	1	\$1,207,105

**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:	3	\$7,444,830

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

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

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

**FEBRUARY 2018**

**METRO-NORTH RAILROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Two-Thirds Vote:**

**A. Non-Competitive Purchases and Public Work Contracts**

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

**1. SAFT America, Inc.                      \$1,612,725 (not-to-exceed)                      Staff Summary Attached**  
**Purchase of Railcar Batteries**

Approval is requested to award a five-year non-competitive, negotiated miscellaneous procurement contract in the not to exceed amount of \$1,612,725 to SAFT America, Inc. ("SAFT") for the purchase of SAFT batteries for MNR railcar fleets. SAFT is the Original Equipment Manufacturer (OEM), sole source to MNR.

At this time, MNR requires sufficient quantity of SAFT batteries to support its, M-3, M-7 and M-8 fleet of EMU Rail cars along with MNR's fleet of Coach Railcars which are currently going through a battery replacement program. In order to support this program along with the ongoing need to replace rail car batteries, a forecast was developed to project the estimated need over the next five years. The batteries included in this agreement have been fully vetted by MNR to reflect only those batteries that cannot be acquired from other sources. This agreement would allow for a cost-effective means of acquiring railcar batteries in the most timely and efficient manner on an as needed basis.

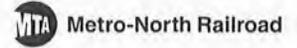
In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL §1265-a (3) and PAL §1265- a (4) (b) and with MTA All-General Contract Procurement for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on MNR website, which did not yield interest from other sources.

A review of the individual battery types found an overall price increase of 1% per annum from the previous prices paid. Based on the prior cost history and the negotiated fixed price for the new five-year contract (2018-2023), it is deemed to be fair and reasonable

In connection with the review of the Contractor's responsibility pursuant to the All-Agency Responsibility Guidelines, the Contractor was found to be responsible notwithstanding significant adverse information and the award of the contract is subject to the approval of such responsibility finding by the MTA Managing Director in consultation with the MTA's General Counsel.

The total cost of this five-year contract is not to exceed \$1,612,725 and is to be funded by the MNR Operating Budget.

**Schedule A: Non-Competitive Purchases and Public Work Contracts**



Item Number: A

<b>Vendor Name (&amp; Location)</b> SAFT America, Inc., Cockeyville, MD
<b>Description</b> Purchase of Railcar Batteries
<b>Contract Term (including Options, if any)</b> Five Years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contract Number</b> 195459	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$1,612,725 not-to-exceed
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director	
<b>Contract Manager:</b> Omar Messado – Assistant Deputy Director, Operations Procurement	

**Discussion:**

Approval is requested to award a five year non-competitive, negotiated miscellaneous procurement contract in the not to exceed amount of \$1,612,725 to SAFT America, Inc. (“SAFT”) for the purchase of SAFT batteries for MNR railcar fleets. SAFT is the Original Equipment Manufacturer (OEM), sole source to MNR.

At this time, MNR requires sufficient quantity of SAFT batteries to support its, M-3, M-7 and M-8 fleet of EMU Rail cars along with MNR’s fleet of Coach Railcars which are currently going through a battery replacement program. In order to support this program along with the ongoing need to replace rail car batteries, a forecast was developed to project the estimated need over the next five years. The batteries included in this agreement have been fully vetted by MNR to reflect only those batteries that cannot be acquired from other sources. This agreement would allow for a cost effective means of acquiring railcar batteries in the most timely and efficient manner on an as needed basis.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL § 1265-a (3) and PAL § 1265- a (4) (b) and with MTA All-General Contract Procurement for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge and El Diario and posted on MNR website, which did not yield interest from other sources.

A review of the individual battery types found an overall price increase of 1% per annum from the previous prices paid. Based on the prior cost history and the negotiated fixed price for the new five-year contract (2018-2023), it is deemed to be fair and reasonable

In connection with the review of the Contractor’s responsibility pursuant to the All-Agency Responsibility Guidelines, the Contractor was found to be responsible notwithstanding significant adverse information and the award of the contract is subject to the approval of such responsibility finding by the MTA Managing Director in consultation with the MTA’s General Counsel.

The total cost of this five-year contract is not to exceed \$1,612,725 and is to be funded by the MNR Operating Budget.

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.)

**2. Bombardier Transportation Inc. \$4,625,000 (not-to-exceed) Staff Summary Attached  
Installation of Positive Train Control (PTC) and Onboard Camera Kits for the MNR M-3 Fleet**

Approval is requested to award a 10-month non-competitive, negotiated, miscellaneous service agreement in the total not to exceed amount of \$4,625,000 to the firm, Bombardier Transportation Inc. (Bombardier), for the installation of Positive Train Control (PTC) and Onboard Camera Kits on the remaining 100 Railcars in the MNR M-3 Fleet.

The 2008 Rail Safety Improvement Act (RSIA) as modified in 2015 requires PTC installation on commuter rail lines by December of 2018. In order to accomplish accelerated PTC installations on multiple fleets concurrently, MNR requires the use of a third-party contractor to install PTC on its M-3 fleet. Bombardier Transportation was approved at the September 2015 MTA Board to install 334 PTC Kits on MNR's M-7 Railcar fleet. Bombardier has performed exceptionally well in completing that project. MNR is looking to take advantage of the efficiencies Bombardier has put in place on the M-7 fleet to accomplish the M-3 fleet in the most timely and efficient manner to achieve the December 2018 date.

In addition to the implementation of PTC and because of recommendations from the National Transportation Safety Board (NTSB), MNR began the process of designing and installing inward and outward facing video and audio recorders in the cabs of its rolling stock. This effort has been on going on all MNR Railcars. It is therefore recommended that Bombardier complete both camera and PTC installations on the M-3 Railcars to optimize the efficiencies. The addition of the camera system installation will not negatively impact the installation of PTC.

Bombardier, through the installation of the M-7 PTC and Camera Kits, has experience and familiarity with these installations. In addition, Bombardier is the owner of the original M-3 Original Equipment Manufacturer (OEM) drawings. Any other vendor would require a learning curve to become acquainted with the M-3 equipment, which would put the current full implementation date in jeopardy. To fully expedite the installation of the PTC and Camera Kits, LIRR is continuing to make its Arch Street Facility (owned by MTA) available for the performance of the MNR work. The license agreement previously executed by the MTA, on behalf of Long Island Rail Road and MNR, with Bombardier to use the Arch Street Facility shall remain in effect.

Bombardier submitted a total cost proposal of \$4,625,000 for the installation of the remaining M-3 100 Railcars. The unit cost for the installation of these kits is 5% less than the engineer's estimate. The prices submitted were deemed fair and reasonable. In addition to the cost savings associated with using Bombardier for these installations the overall duration of the M-3 portion of this project will be greatly reduced. As with the M-7 work, the direct costs associated with maintaining and operating the Arch Street facility and shop equipment will be billed by Bombardier to MNR and reimbursed at actual cost. These costs are not reflected in the \$4,625,000.

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

The total award amount for this agreement shall not exceed \$4,625,000 over the ten-month period and is to be funded by the MNR Operating Budget (Onboard Camera Kits) and MNR's Capital Program (PTC Kits).

# Staff Summary

Item Number G					
Dept. & Dept. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	2-20-18	X		
2	MTA Board Mtg.	2-22-18	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	Acting President <i>[Signature]</i>				
X	Sr. V.P. Operations <i>[Signature]</i>	X	V.P. Finance & IT <i>[Signature]</i>		
X	V.P. & General Counsel <i>[Signature]</i>	X	V. P. Capital Programs <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Bombardier Transportation Inc.	Contract Number TBD
Description Installation of Positive Train Control (PTC) and Onboard Camera Kits for the MNR M-3 Fleet.	
Total Amount \$4,625,000 (not-to-exceed)	
Contract Term (including Options, if any) 10 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source: PTC is Federally funded Camera installation is State funded	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative**

**I. PURPOSE/RECOMMENDATION:**

Approval is requested to award a 10-month non-competitive, negotiated, miscellaneous service agreement in the total not to exceed amount of \$4,625,000 to the firm, Bombardier Transportation Inc. (Bombardier), for the installation of Positive Train Control (PTC) and Onboard Camera Kits on the remaining 100 Railcars in the MNR M-3 Fleet.

**II. DISCUSSION:**

The 2008 Rail Safety Improvement Act (RSIA) as modified in 2015 requires PTC installation on commuter rail lines by December of 2018. In order to accomplish accelerated PTC installations on multiple fleets concurrently, MNR requires the use of a third-party contractor to install PTC on its M-3 fleet. Bombardier Transportation was approved at the September 2015 MTA Board to install 334 PTC Kits on MNR's M-7 Railcar fleet. Bombardier has performed exceptionally well in completing that project. MNR is looking to take advantage of the efficiencies Bombardier has put in place on the M-7 fleet to accomplish the M-3 fleet in the most timely and efficient manner to achieve the December 2018 date.

In addition to the implementation of PTC and because of recommendations from the National Transportation Safety Board (NTSB), MNR began the process of designing and installing inward and outward facing video and audio recorders in the cabs of its rolling stock. This effort has been on going on all MNR Railcars. It is therefore recommended that Bombardier complete both camera and PTC installations on the M-3 Railcars to optimize the efficiencies. The addition of the camera system installation will not negatively impact the installation of PTC.

Bombardier, through the installation of the M-7 PTC and Camera Kits, has experience and familiarity with these installations. In addition, Bombardier is the owner of the original M-3 Original Equipment Manufacturer (OEM) drawings. Any other vendor would require a learning curve to become acquainted with the M-3 equipment, which would put the current full

# Staff Summary

implementation date in jeopardy. To fully expedite the installation of the PTC and Camera Kits, LIRR is continuing to make its Arch Street Facility (owned by MTA) available for the performance of the MNR work. The license agreement previously executed by the MTA, on behalf of Long Island Rail Road and MNR, with Bombardier to use the Arch Street Facility shall remain in effect.

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

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

Bombardier submitted a total cost proposal of \$4,625,000 for the installation of the remaining M-3 100 Railcars. The unit cost for the installation of these kits is 5% less than the engineer's estimate. The prices submitted were deemed fair and reasonable. In addition to the cost savings associated with using Bombardier for these installations the overall duration of the M-3 portion of this project will be greatly reduced. As with the M-7 work, the direct costs associated with maintaining and operating the Arch Street facility and shop equipment will be billed by Bombardier to MNR and reimbursed at actual cost. These costs are not reflected in the \$4,625,000.

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

The total award amount for this agreement shall not exceed \$4,625,000 over the ten-month period and is to be funded by the MNR Operating Budget (Onboard Camera Kits) and MNR's Capital Program (PTC Kits).

### **V. ALTERNATIVES:**

By contracting this work to a third party, MNR forces can be redeployed to installing the remaining installations on the fleets.

**FEBRUARY 2018**

**METRO-NORTH RAILROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**I. Modifications to Purchase and Public Work Contracts**

(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

**1. Sepsa North America, Inc.                      \$1,207,105                      Staff Summary Attached**  
**Design and Delivery of Video Recording Systems**

Approval is requested for a contract change order to the firm Sepsa North America, Inc. (Sepsa), in the amount of \$1,207,105, for the fabrication and delivery of 60 M-8 onboard camera kits to be installed by the car builder, Kawasaki Rail Car.

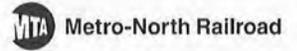
At the November 2014 MTA Board meeting, MNR received approval to award a contract to Sepsa North America to provide onboard video cameras for its fleet of Railcars and Locomotives which included cameras to outfit the existing fleet of 405 M-8 Railcars.

Subsequent to that award, MNR received MTA Board authorization in September 2016 to procure an additional 60 M-8 cars from Kawasaki. This additional quantity of railcars requires onboard cameras configured the same as the base fleet. The fabrication and delivery of these additional kits by Sepsa will coincide with Kawasaki's production of the 60-car order at their facility in Lincoln, Nebraska and will ensure that the railcars arrive fully configured.

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

The cost of this change has been agreed upon in the amount of \$1,207,105 and is consistent with the original competitively solicited material cost of the M-8 cameras. Funding for this change is to be provided by both CDOT and MNR Operating Budget.

**Schedule I: Modifications to Purchase and Public Works Contracts**



Item Number: I

<b>Vendor Name (&amp; Location)</b> Sepsa North America, Inc.
<b>Description</b> Fabrication and Delivery of Onboard Video Systems
<b>Contract Term (including Options, if any)</b> 36 months
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director

Contract Number	AWO/Modification #
36124	
<b>Original Amount:</b>	\$13,222,010
<b>Prior Modifications:</b>	\$ 9,266,814
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$22,488,824
<b>This Request:</b>	\$1,207,105
<b>% of This Request to Current Amount:</b>	5%
<b>% of Modifications (including This Request) to Original Amount:</b>	79%

**Discussion:**

Approval is requested for a contract change order to the firm Sepsa North America, Inc. (Sepsa), in the amount of \$1,207,105, for the fabrication and delivery of 60 M-8 onboard camera kits to be installed by the car builder, Kawasaki Rail Car.

At the November 2014 MTA Board meeting, MNR received approval to award a contract to Sepsa North America to provide onboard video cameras for its fleet of Railcars and Locomotives which included cameras to outfit the existing fleet of 405 M-8 Railcars.

Subsequent to that award, MNR received MTA Board authorization in September 2016 to procure an additional 60 M-8 cars from Kawasaki. This additional quantity of railcars requires onboard cameras configured the same as the base fleet. The fabrication and delivery of these additional kits by Sepsa will coincide with Kawasaki's production of the 60-car order at their facility in Lincoln, Nebraska and will ensure that the railcars arrive fully configured.

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

The cost of this change has been agreed upon in the amount of \$1,207,105 and is consistent with the original competitively solicited material cost of the M-8 cameras. Funding for this change is to be provided by both CDOT and MNR Operating Budget.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**February 22, 2018**

# Staff Summary



<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> February 22, 2018			
<b>Department</b> Procurement and Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement and Logistics Officer									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI Committee	2.20.18				2	President <i>PLM 2/13/18</i>		
2	MTA Board	2.22.18				1	Executive VP <i>ECV 2/13/18</i>		

**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

Schedules Requiring Majority Vote

Schedule G:	Miscellaneous Service Contracts	1	\$249,025
Schedule I:	Modifications to Purchase and Public Work Contracts	1	\$30,000,000
<b>SUBTOTAL:</b>		<b>2</b>	<b>\$30,249,025</b>

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

Schedules Requiring Two-Thirds Vote

Schedule I:	Modifications to Purchase and Public Work Contracts	1	\$1,000,000
<b>SUBTOTAL:</b>		<b>1</b>	<b>\$1,000,000</b>

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

None

**TOTAL:**      **3**      **\$31,249,025**

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

**FEBRUARY 2018**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Majority Vote*

**Schedule G: Miscellaneous Service Contracts**

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

- |           |   |                     |                                      |
|-----------|---|---------------------|--------------------------------------|
| <b>1.</b> | <b>Railware, Inc.<br/>Sole Source<br/>Contract No. 6275</b> | <b>\$249,025.05</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|---|---------------------|--------------------------------------|

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Sole Source Miscellaneous Service contract to Railware, Inc. (“Railware”) in the amount of \$249,025.05 to make software modifications to LIRR’s Divide Tower Signal Control System (DTSCS) in Hicksville, NY to incorporate the Main Line Second Track from Farmingdale to Ronkonkoma, into the existing SCADA System. These modifications require the original developer of this software, Railware, to make the necessary modifications and revisions to the infrastructure and signal system to the DTSCS located in Divide Tower, Hicksville, New York. Once completed, the DTSCS will conform to the new infrastructure and signal system changes associated with the Main Line Second Track Project. The DTSCS provides all of the functions, data and interfaces necessary for LIRR personnel to monitor and control the Divide Tower Territory. The system includes the interface to field devices, communications lines and user consoles. The DTSCS system communicates with remote terminal units located at field locations along the Main Line and the Port Jefferson Branch. The end users are LIRR Train Dispatchers and Operations Personnel, who control the movement of trains through the Interlockings along these lines.

*Procurements Requiring Majority Vote*

**Schedule I: Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

- |           |  |                     |                                      |
|-----------|--|---------------------|--------------------------------------|
| <b>2.</b> | <b>Progress Rail Locomotive<br/>Non Competitive<br/>Various Contracts (BPOs)</b> | <b>\$30,000,000</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|--|---------------------|--------------------------------------|

LIRR requests MTA Board approval to exercise a contract option with Progress Rail Locomotive (PRL) (formerly known as Electro-Motive Diesel, Inc.) to extend the period of performance of PRL's contract by an additional two years through February 2020 and increase the funding by \$30,000,000. This option will permit the continued procurement of additional spare parts and any updates required to operate and maintain LIRR's Diesel Electric/Dual Mode (DE/DM) fleet of 45 diesel locomotives. The additional funding will cover procurements for the balance of the current contract term, which expires in February 2018, and for the two-year option period ending in February 2020.

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Railware, Inc. (Hauppauge, NY)
<b>Description</b> SCADA System Modifications at Divide Tower for Mainline Second Track
<b>Contract Term (including Options, if any)</b> 230 Consecutive Calendar Days from Notice of Award
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source Contract

<b>Contact Number</b> 6275	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$249,025.05
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> LIRR DPM, Paul Dietlin, Chief Engineer 	
<b>Contract Manager :</b> Ana Natal	

**I. PURPOSE/RECOMMENDATION:**

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Sole Source Miscellaneous Service contract to Railware, Inc. ("Railware") in the amount of \$249,025.05 to make software modifications to LIRR's Divide Tower Signal Control System (DTSCS) in Hicksville, NY to incorporate the Main Line Second Track from Farmingdale to Ronkonkoma, into the existing SCADA System. These modifications require the original developer of this software, Railware, to make the necessary modifications and revisions to the infrastructure and signal system to the DTSCS located in Divide Tower, Hicksville, New York. Once completed, the DTSCS will conform to the new infrastructure and signal system changes associated with the Main Line Second Track Project. The DTSCS provides all of the functions, data and interfaces necessary for LIRR personnel to monitor and control the Divide Tower Territory. The system includes the interface to field devices, communications lines and user consoles. The DTSCS system communicates with remote terminal units located at field locations along the Main Line and the Port Jefferson Branch. The end users are LIRR Train Dispatchers and Operations Personnel, who control the movement of trains through the Interlockings along these lines.

**II. DISCUSSION:**

At this time, LIRR seeks approval to award this Sole Source Miscellaneous Contract to Railware Inc. Railware was requested to provide a technical and cost proposal to perform the work under this contract. Once their proposal was received, LIRR conducted a technical evaluation of the firm's offerings and determined that Railware's technical proposal demonstrated a complete understanding of the Technical Statement of Work (TSOW), plans to maintain an aggressive schedule and to meet the requirements of the contract. Further discussions with Railware involved cost-saving initiatives such as eliminating unnecessary scope items. Therefore, since their revised cost proposal price of \$249,025.05 was significantly less than LIRR's Estimate of \$578,810, it was determined that Railware's offering was "fair and reasonable."

After conducting a responsibility review, Railware, Inc. was determined to be a responsible contractor.

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

The MTA Department of Diversity and Civil Rights (DDCR) had established 0% MBE, 0% WBE, and 0% SDVOB goals for this project.

**IV. IMPACT ON FUNDING:**

Funding for this contract is included in LIRR's 2015-2019 Capital Budget.

**V. ALTERNATIVES:**

Alternative procurement methods to "sole source" include:

Alternative 1: Openly solicit an upgrade to DTSCS's Railware system. As the current system is proprietary to Railware, only Railware would propose or they would be used as a subvendor to another vendor. Soliciting in this manner therefore would only add time and cost to the procurement process.

Alternative 2: Openly solicit a complete replacement of the entire supervisory control system at Divide Tower which controls the Main Line from Hicksville to Ronkonkoma and the entire Port Jefferson Branch. This system was recently installed in 2015. The cost of this alternative is \$4,300,000 (based on bid prices received in 2014 for the #6123 contract, with an escalation factor to 2017).

Alternative 3: Openly solicit a separate supervisory control system to solely control the Main Line from Farmingdale to Ronkonkoma and remove all Railware's Dispatch X Control of the Main Line from the existing DTSCS Software, while leaving Railware's system intact to control the Port Jefferson Branch. This alternative requires developing a separate system (from DTSCS) which will prohibit efficient control of trains throughout the territories and may require an additional Block Operator. The cost of Alternative 3 is estimated as follows:

- \$2,000,000.00 initial cost to construct a separate supervisory control system (Farm 1 to KO2).
- \$250,000.00 annually for an additional Block Operator and incidental expenses.
- \$7,000,000.00 anticipated life cycle cost over 20 years to have a separate control system.

Another disadvantage to Alternatives #2 and #3 is that the LIRR has been trained in troubleshooting the Railware system and has spare equipment that can be used in the event of system failure. To gain a similar level of familiarity and understanding with a new system will require additional time/money and increase the risk of lengthy system failures.

Staff Summary



Item Number: 2

<b>Vendor Name (&amp; Location)</b> Progress Rail Locomotive (LaGrange, IL)
<b>Description</b> DE/DM-30 Locomotive Parts Agreement
<b>Contract Term (including Options, if any)</b> December 8, 2003 – February 28, 2020 (option 3 of 5 two year extensions)
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance of Equipment, Craig Daly

Contact Number	AWO/Modificaiton #
Various Contracts (BPOs)	
<b>Original Amount:</b>	\$58,000,000
<b>Prior Modifications:</b>	\$62,000,000
<b>Prior Budgetary Increases:</b>	- 0 -
<b>Current Amount:</b>	\$120,000,000
<b>This Request:</b>	\$30,000,000
<b>% of This Request to Current Amount:</b>	25%
<b>% of Modifications (including This Request) to Original Amount:</b>	145%

**Discussion:**

LIRR requests MTA Board approval to exercise a contract option with Progress Rail Locomotive (PRL) (formerly known as Electro-Motive Diesel, Inc.) to extend the period of performance of PRL’s contract by an additional two years through February 2020 and increase the funding by \$30,000,000. This option will permit the continued procurement of additional spare parts and any updates required to operate and maintain LIRR’s Diesel Electric/Dual Mode (DE/DM) fleet of 45 diesel locomotives. The additional funding will cover procurements for the balance of the current contract term, which expires in February 2018, and for the two-year option period ending in February 2020.

In December 2003, the MTA Board approved the award of a contract to Electro-Motive Diesel, Inc. (EMD) for a ten (10) year Original Equipment Manufacturer (OEM) spare parts agreement in the amount of \$58,000,000 to enable the LIRR to repair and maintain its fleet of 45 DE/DM diesel locomotives. This agreement established fixed prices for the first year and subsequent price adjustments based on specified Producer Price Indices (PPIs) for each subsequent year. In addition, it included options for five two-year extensions. In June 2013, the MTA Board approved the exercise of the first of these five options, which increased the funding by \$24,000,000, for a new total amount of \$82,000,000. The MTA Board approved the exercise of the second of the five options in 2017, which increased the funding by \$38,000,000, for a new total amount of \$120,000,000. The approval of this request, which will exercise the third of those five options, will bring the new total amount to \$150,000,000.

The agreement on parts permits the LIRR to add or delete parts from the original list as needed and as a result, the LIRR has increased the parts list to supply inventory for the Reliability Centered Maintenance (RCM) program and unscheduled repairs. Over the past several years, the LIRR migrated repairs to an RCM cycle to improve fleet performance. Pricing for additions to the parts list is based on a determination of fair and reasonable pricing and most favored customer pricing. These parts can only be provided by Progress Rail Locomotive, the OEM.

## Staff Summary



As of this date, LIRR has expended approximately \$109M against the \$120M amount authorized in the contract. LIRR estimates that an additional \$30M will be required to cover the remaining period under the contract and the two-year option period. This amount includes expenditures under the RCM program which are necessary to replace certain Traction Motors and Engines reaching the end of their useful life. Of the \$30M, an estimated \$21.0M is for continued RCM and the remaining \$9.0M is required to purchase OEM material to perform unscheduled maintenance repairs and to replace other miscellaneous parts.

A review of the Contractor's responsibility was conducted, whereby significant adverse information was identified and the Contractor was found to be responsible notwithstanding such significant adverse information based on a waiver granted by the MTA Chairman.

Funding for this option is included in LIRR's Operating budget.

**FEBRUARY 2018**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Majority Vote*

**Schedule I: Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

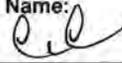
- 3. Loram Maintenance of Way, Inc. \$1,000,000** *Staff Summary Attached*  
**Competitive Bid**  
**Contract No. 400000000001554**

LIRR requests MTA Board approval of a Change Order to add \$1,000,000 to the Joint Agency (LIRR and MNR) Contract with Loram Maintenance of Way, Inc. for Specialty Excavation (Railvac) Services needed by the LIRR Track Department, resulting in a new Contract Value of \$11,699,440. The Period of Performance for this contract runs until 12/21/19.

Staff Summary



Item Number: 3

<b>Vendor Name (&amp; Location)</b> Loram Maintenance of Way, Inc. – Hamel, Minnesota	
<b>Description</b> Specialty Excavating Equipment Services (Railvac)	
<b>Contract Term (including Options, if any)</b> March 7, 2017 – December 31, 2019	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering/Christopher Calvagna 	

<b>Contact Number</b> 400000000001554	<b>AWO/Modificaiton #</b> 1
<b>Original Amount:</b>	\$10,699,440
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$10,699,440
<b>This Request:</b>	\$1,000,000
<b>% of This Request to Current Amount:</b>	9.34%
<b>% of Modifications (including This Request) to Original Amount:</b>	9.34%

**Narrative:**

**I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval of a Change Order to add \$1,000,000 to the Joint Agency (LIRR and MNR) Contract with Loram Maintenance of Way, Inc. for Specialty Excavation (Railvac) Services needed by the LIRR Track Department, resulting in a new Contract Value of \$11,699,440. The Period of Performance for this contract runs until 12/21/19.

**II. DISCUSSION:**

LIRR’s Engineering Department utilizes Loram’s Railvac machine to excavate ballast along rights of way to ensure that any weak spots in the track bed are corrected to help avoid situations in which speed restrictions must be imposed as a track safety measure.

The Engineering Department requires additional Railvac Services to assist in the removal of excessive fouled ballast along the right of way leftover from years of routine track maintenance which is preventing proper drainage and causing premature failure of right of way infrastructure.

Scheduled track outages, coupled with production constraints associated with Track Laying Machine (TLM) and other right of way programs prevented removal of excess ballast near the drains. The initial plan is to remove fouled ballast from underneath station platforms at Rockville Centre, Lynbrook and Valley Stream viaducts to facilitate drainage and then proceed with all other necessary locations.

Standing water at these stations has led to mud spots, premature deterioration of the viaduct structures, reduced useful life of concrete and wood ties, and has created slip/trip fall hazards to our customers and employees due to numerous leaks and icing conditions on pedestrian walkways, sidewalks and staircase surfaces underneath the viaducts.

Loram has agreed to maintain the exact price structure, terms and conditions as provided in the Contract approved by the MTA Board in May, 2017 which was deemed fair and reasonable at that time.

## Staff Summary



A responsibility review was conducted of Loram Maintenance of Way, Inc. LLC consisting of an internet search as well as other databases (ACE, Vendeval, MTA Repository, NYCT Debarred, VENDEX, NYS DOL Debarred and Federal Debarred) and no significant adverse information was found. Loram Maintenance of Way, Inc., therefore, is deemed a responsible firm.



**Metro-North Railroad**

# **Operations Report**

Performance Summary			2018 Data			2017 Data		
			Annual Goal	January	YTD thru January	January	YTD thru January	
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.4%</b>	<b>92.4%</b>	<b>96.2%</b>	<b>96.2%</b>	
		AM Peak	93.0%	88.4%	88.4%	95.4%	95.4%	
		AM Reverse Peak	93.0%	94.0%	94.0%	97.1%	97.1%	
		PM Peak	93.0%	90.1%	90.1%	95.5%	95.5%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>89.9%</b>	<b>89.9%</b>	<b>95.7%</b>	<b>95.7%</b>	
		Off Peak Weekday	93.0%	91.7%	91.7%	95.2%	95.2%	
		Weekend	93.0%	97.2%	97.2%	98.2%	98.2%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>93.0%</b>	<b>93.0%</b>	<b>97.0%</b>	<b>97.0%</b>
		AM Peak	93.0%	90.3%	90.3%	95.9%	95.9%	
		AM Reverse Peak	93.0%	97.8%	97.8%	99.1%	99.1%	
		PM Peak	93.0%	89.9%	89.9%	96.7%	96.7%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>91.1%</b>	<b>91.1%</b>	<b>96.6%</b>	<b>96.6%</b>	
		Off Peak Weekday	93.0%	91.6%	91.6%	96.0%	96.0%	
		Weekend	93.0%	98.2%	98.2%	98.8%	98.8%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>92.4%</b>	<b>92.4%</b>	<b>96.8%</b>	<b>96.8%</b>
		AM Peak	93.0%	86.0%	86.0%	96.6%	96.6%	
		AM Reverse Peak	93.0%	88.7%	88.7%	96.6%	96.6%	
		PM Peak	93.0%	90.7%	90.7%	95.0%	95.0%	
		<b>Total Peak</b>	<b>93.0%</b>	<b>88.4%</b>	<b>88.4%</b>	<b>95.9%</b>	<b>95.9%</b>	
		Off Peak Weekday	93.0%	93.1%	93.1%	96.2%	96.2%	
		Weekend	93.0%	98.0%	98.0%	99.2%	99.2%	
	<b>New Haven Line</b>	<b>Overall</b>	<b>93.0%</b>	<b>91.9%</b>	<b>91.9%</b>	<b>95.2%</b>	<b>95.2%</b>	
	AM Peak	93.0%	89.0%	89.0%	94.2%	94.2%		
	AM Reverse Peak	93.0%	96.8%	96.8%	96.4%	96.4%		
	PM Peak	93.0%	89.6%	89.6%	95.2%	95.2%		
	<b>Total Peak</b>	<b>93.0%</b>	<b>90.4%</b>	<b>90.4%</b>	<b>94.9%</b>	<b>94.9%</b>		
	Off Peak Weekday	93.0%	90.8%	90.8%	94.1%	94.1%		
	Weekend	93.0%	96.1%	96.1%	97.1%	97.1%		
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,377</b>	<b>19,377</b>	<b>19,377</b>	<b>19,259</b>	<b>19,259</b>	
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains cancelled or terminated</small>		16.0	16.0	16.0	11.8	11.8	
	<b>Trains Over 15 min. Late</b> <small>excluding trains cancelled or terminated</small>		2,300	381	381	134	134	
	<b>Trains Canceled</b>		230	108	108	1	1	
	<b>Trains Terminated</b>		230	27	27	13	13	
	<b>Percent of Scheduled Trips Completed</b>		99.8%	99.3%	99.3%	99.9%	99.9%	
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	<b>System</b>	<b>Overall</b>	<b>99.0%</b>	<b>98.2%</b>	<b>98.2%</b>	<b>99.2%</b>	<b>99.2%</b>	
		AM Peak	98.0%	96.2%	96.2%	98.6%	98.6%	
		AM Reverse Peak	99.5%	100.0%	100.0%	100.0%	100.0%	
		PM Peak	98.0%	94.8%	94.8%	97.9%	97.9%	
		<b>Total Peak</b>	<b>98.0%</b>	<b>96.2%</b>	<b>96.2%</b>	<b>98.5%</b>	<b>98.5%</b>	
		Off Peak Weekday	99.5%	99.2%	99.2%	99.6%	99.6%	
		Weekend	99.5%	99.7%	99.7%	99.8%	99.8%	
		<b>Hudson Line</b>	<b>Overall</b>	<b>99.5%</b>	<b>98.8%</b>	<b>98.8%</b>	<b>99.9%</b>	<b>99.9%</b>
		AM Peak	99.5%	98.8%	98.8%	99.9%	99.9%	
		PM Peak	99.5%	96.5%	96.5%	100.0%	100.0%	
		<b>Harlem Line</b>	<b>Overall</b>	<b>98.5%</b>	<b>94.7%</b>	<b>94.7%</b>	<b>98.0%</b>	<b>98.0%</b>
		AM Peak	98.5%	94.7%	94.7%	98.0%	98.0%	
		PM Peak	98.5%	97.2%	97.2%	97.4%	97.4%	
		<b>New Haven Line</b>	<b>Overall</b>	<b>97.5%</b>	<b>95.6%</b>	<b>95.6%</b>	<b>98.3%</b>	<b>98.3%</b>
		AM Peak	97.5%	95.6%	95.6%	98.3%	98.3%	
	PM Peak	97.5%	91.6%	91.6%	96.8%	96.8%		

**SYSTEM Category of Delay**

Delay Minutes / Delay Threshold	% Total	December	2018 Data		2017 Data		YTD 2018 Vs 2017
			January	YTD thru January	January	YTD thru January	
Engineering (Scheduled)	6.2%	339	221	221	224	224	-3
Engineering (Unscheduled)	44.5%	1,262	1,590	1,590	453	453	1,137
Maintenance of Equipment	16.4%	559	585	585	360	360	225
Transportation	1.4%	257	51	51	78	78	-27
Capital Projects	0.2%	0	9	9	5	5	3
Weather and Environmental	20.4%	947	729	729	57	57	672
Police	6.8%	292	242	242	78	78	165
Customers	1.8%	107	66	66	60	60	5
Other	2.1%	39	74	74	111	111	-37
3rd Party Operations	0.1%	5	4	4	0	0	4
<b>TOTAL</b>	<b>100.0%</b>	<b>3,807</b>	<b>3,570</b>	<b>3,570</b>	<b>1,427</b>	<b>1,427</b>	<b>2,143</b>

HUDSON LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2018 Vs 2017
Engineering	75.1%	341	829	829	110	110	719
Maintenance of Equipment	11.4%	124	126	126	65	65	61
Transportation	1.0%	38	11	11	12	12	-1
Capital Projects	0.7%	0	8	8	0	0	8
Weather and Environmental	9.0%	250	99	99	27	27	72
Police	1.4%	25	15	15	12	12	3
Customers	0.7%	26	8	8	10	10	-2
Other	0.5%	16	6	6	13	13	-7
3rd Party Operations	0.2%	2	2	2	0	0	2
<b>TOTAL</b>	<b>100.0%</b>	<b>822</b>	<b>1,104</b>	<b>1,104</b>	<b>249</b>	<b>249</b>	<b>855</b>

HARLEM LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2018 Vs 2017
Engineering	44.9%	436	490	490	138	138	352
Maintenance of Equipment	18.7%	158	204	204	129	129	75
Transportation	1.3%	54	14	14	20	20	-6
Capital Projects	0.0%	0	0	0	0	0	0
Weather and Environmental	21.8%	318	238	238	15	15	223
Police	9.5%	173	104	104	19	19	85
Customers	2.9%	30	32	32	12	12	20
Other	0.8%	4	9	9	34	34	-25
3rd Party Operations	0.0%	0	0	0	0	0	0
<b>TOTAL</b>	<b>100.0%</b>	<b>1,173</b>	<b>1,091</b>	<b>1,091</b>	<b>367</b>	<b>367</b>	<b>724</b>

NEW HAVEN LINE	% Total	December	January	YTD thru January	January	YTD thru January	YTD 2018 Vs 2017
Engineering	35.8%	824	492	492	430	430	62
Maintenance of Equipment	18.5%	277	255	255	166	166	89
Transportation	1.9%	164	26	26	46	46	-20
Capital Projects	0.0%	0	0	0	5	5	-5
Weather and Environmental	28.5%	378	392	392	16	16	376
Police	9.0%	94	124	124	47	47	77
Customers	1.9%	50	26	26	38	38	-12
Other	4.3%	20	59	59	64	64	-5
3rd Party Operations	0.1%	2	2	2	0	0	2
<b>TOTAL</b>	<b>100.0%</b>	<b>1,809</b>	<b>1,376</b>	<b>1,376</b>	<b>812</b>	<b>812</b>	<b>564</b>



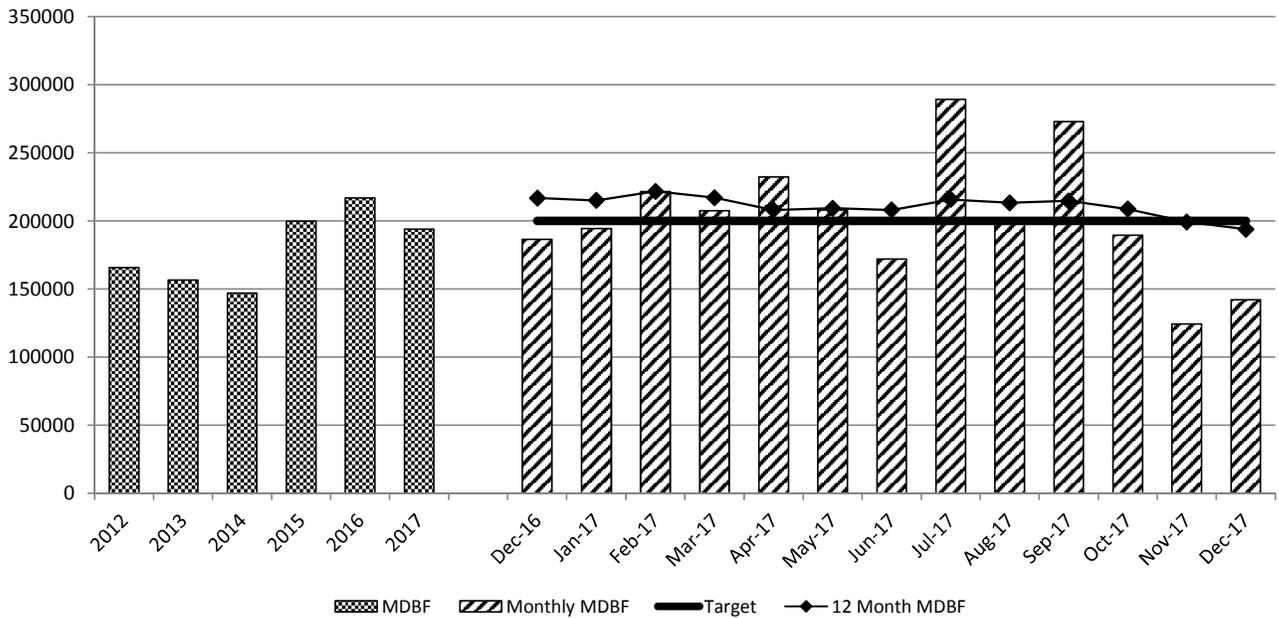
**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS**

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
01/04	Thu	Service was impacted due to "bombogenesis" Blizzard.	7	0	0	2	0	0	107	21	3	137	15	1	253	36	4
01/05	Fri	Train 1195 derailed on track 6 in Stamford Yard due to snow.	15	5	0	0	0	0	0	0	0	0	0	0	15	5	0
01/05	Fri	Service impacted due to recovery from Blizzard.	68	3	1	11	0	0	37	24	0	79	6	0	195	33	1
01/08	Mon	Train 651 reported a rough ride in head car at 125th Street Station.	0	0	0	0	0	1	2	0	0	9	0	0	11	0	1
01/09	Tue	The 407 Switch did not normal.	18	0	0	1	0	0	0	0	0	0	0	0	19	0	0
01/12	Fri	Third rail failure on track 2 south end of CP4 and on track 3 at MP 13.6.	0	0	0	4	0	0	12	0	0	30	0	0	46	0	0
01/18	Thu	24 Switch out of correspondence, caused congestion from CP5 to CP112.	15	0	0	0	0	0	0	0	0	0	0	0	15	0	0
01/18	Thu	Train 1819 unable to take power on track 1 at CP1.	46	0	0	2	0	0	0	0	0	0	0	0	48	0	0
01/19	Fri	Train 606 lost third rail shoes on track 1 at Scarsdale due to 3rd rail failure.	34	2	1	17	0	0	0	0	0	13	0	0	64	2	1
01/23	Tue	Track circuit down on track 1 at CP130.	0	0	0	0	0	0	4	0	0	6	0	0	10	0	0
01/23	Tue	Train 512 was unable to release brakes on car 8113 at CP116 interlocking.	13	0	2	8	0	0	0	0	0	0	0	0	21	0	2
01/26	Fri	Unattended bag in car 9560 of train 1712 on track 1 at New Canaan Station.	0	0	0	0	0	0	3	0	1	6	0	0	9	0	1
01/29	Mon	Train 659 had a undesired emergency brake application at CP106.	5	0	0	1	0	0	9	0	1	1	0	0	16	0	1
<b>TOTAL FOR MONTH</b>			221	10	4	46	0	1	174	45	5	281	21	1	722	76	11
<b>809</b>																	

			2017 Data						2016 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Dec MDBF (miles)	Primary Failure Goal	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)	12 month MDBF Rolling Avg (miles)	Dec MDBF (miles)	Dec No. of Primary Failures	YTD MDBF thru Dec (miles)
<b>Mean Distance Between Failures</b>	M2	36	20,000	38,892	2	2	28,136	28,136	21,009	3	29,016
	M8	405	350,000	209,018	7	12	305,221	305,221	262,768	10	400,116
	M3	138	120,000	39,301	3	7	100,188	100,188	48,785	7	101,097
	M7	334	440,000	164,051	4	12	301,533	301,533	397,121	5	425,292
	Coach	209	260,000	488,485	6	3	334,318	334,318	366,182	4	262,165
	P-32	31	27,000	31,528	7	6	25,667	25,667	32,175	6	23,999
	BL-20	12	13,000	11,802	3	4	26,604	26,604	39,763	1	31,272
	<b>Fleet</b>	<b>1165</b>	<b>200,000</b>	<b>141,990</b>	<b>32</b>	<b>46</b>	<b>193,883</b>	<b>193,883</b>	<b>186,537</b>	<b>36</b>	<b>216,772</b>
	M2/8		260,000	184,714	9	14	239,651	239,651	206,978	13	318,474
	M3/7		300,000	118,091	7	19	234,987	234,987	193,925	12	301,133
Diesel/Coach		110,000	130,910	16	13	126,096	126,096	154,322	11	113,931	

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**

			2018 Data			2017 Data	
			Annual Goal	January	YTD thru January	January	YTD thru January
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>West of Hudson Total</b>	<b>Overall</b>	<b>95.5%</b>	<b>90.7%</b>	<b>90.7%</b>	<b>95.9%</b>	<b>95.9%</b>
		AM Peak	95.5%	86.4%	86.4%	91.4%	91.4%
		PM Peak	95.5%	93.0%	93.0%	93.8%	93.8%
		<b>Total Peak</b>	<b>95.5%</b>	<b>89.6%</b>	<b>89.6%</b>	<b>92.6%</b>	<b>92.6%</b>
		Off Peak Weekday	95.5%	89.8%	89.8%	96.5%	96.5%
		Weekend	95.5%	94.1%	94.1%	98.8%	98.8%
	<b>Pascack Valley Line</b>	<b>Overall</b>	<b>96.5%</b>	<b>92.9%</b>	<b>92.9%</b>	<b>97.1%</b>	<b>97.1%</b>
		AM Peak	96.5%	91.7%	91.7%	95.0%	95.0%
		PM Peak	96.5%	95.9%	95.9%	94.3%	94.3%
		<b>Total Peak</b>	<b>96.5%</b>	<b>93.7%</b>	<b>93.7%</b>	<b>94.7%</b>	<b>94.7%</b>
		Off Peak Weekday	96.5%	90.9%	90.9%	97.1%	97.1%
		Weekend	96.5%	95.5%	95.5%	99.6%	99.6%
	<b>Port Jervis Line</b>	<b>Overall</b>	<b>95.0%</b>	<b>87.6%</b>	<b>87.6%</b>	<b>94.1%</b>	<b>94.1%</b>
		AM Peak	95.0%	79.4%	79.4%	86.7%	86.7%
		PM Peak	95.0%	89.7%	89.7%	93.3%	93.3%
	<b>Total Peak</b>	<b>95.0%</b>	<b>84.5%</b>	<b>84.5%</b>	<b>90.0%</b>	<b>90.0%</b>	
	Off Peak Weekday	95.0%	88.3%	88.3%	95.7%	95.7%	
	Weekend	95.0%	91.7%	91.7%	97.5%	97.5%	
<b>Operating Statistics</b>	<b>Trains Scheduled</b>			<b>1,713</b>	<b>1,713</b>	<b>1,688</b>	<b>1,688</b>
	<b>Avg. Delay per Late Train (min)</b> <small>excluding trains canceled or terminated</small>			22.8	22.8	18.2	18.2
	<b>Trains Over 15 min. Late</b> <small>excluding trains canceled or terminated</small>		300	72	72	31	31
	<b>Trains Canceled</b>		60	12	12	0	0
	<b>Trains Terminated</b>		60	4	4	2	2
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.1%	99.1%	99.9%	99.9%
	<b>Consist Compliance</b> <i>(Percent of trains were the number of coaches provided met the scheduled requirement)</i>	<b>System Overall</b>	<b>99.0%</b>	*	*	*	*
<b>Pascack Valley</b>		99.0%	*	*	*	*	
<b>Port Jervis</b>		99.0%	*	*	*	*	

\* Data unavailable at this time.

**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			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
01/03	Wed	Train 1606 was disabled in Woodbine Yard.	2	0	0	0	0	0	6	0	0	0	0	0	8	0	0
01/05	Fri	Slow boarding and detraining account winter weather.	7	0	0	2	0	0	9	0	0	0	0	0	18	0	0
01/08	Mon	Congestion from following late trains ahead.	5	0	0	0	0	0	2	0	0	0	0	0	7	0	0
01/12	Fri	Stop and protect crossings due to failure at Park Ave, Hillsdale Ave in Hillsdale.	0	0	0	2	0	0	6	0	0	0	0	0	8	0	0
<b>TOTAL FOR MONTH</b>			14	0	0	4	0	0	23	0	0	0	0	0	41	0	0
<b>41</b>																	

**JANUARY 2018 STANDEE REPORT**
**East of Hudson**

			JAN 2017	YTD 2017	JAN 2018	YTD 2018
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	1	1	35	35
		<b>Total Standees</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>35</b>
<b>AM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	51	51	148	148
		<b>Total Standees</b>	<b>51</b>	<b>51</b>	<b>148</b>	<b>148</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	13	13	120	120
		<b>Total Standees</b>	<b>13</b>	<b>13</b>	<b>120</b>	<b>120</b>
<b>EAST OF HUDSON TOTAL - AM PEAK</b>			<b>65</b>	<b>65</b>	<b>303</b>	<b>303</b>
<b>Daily Average</b>	<b>Hudson Line</b>	Program Standees	0	0	0	0
		Add'l Standees	0	0	16	16
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>
<b>PM Peak</b>	<b>Harlem Line</b>	Program Standees	0	0	0	0
		Add'l Standees	21	21	63	63
		<b>Total Standees</b>	<b>21</b>	<b>21</b>	<b>63</b>	<b>63</b>
	<b>New Haven Line</b>	Program Standees	0	0	0	0
		Add'l Standees	98	98	173	173
		<b>Total Standees</b>	<b>98</b>	<b>98</b>	<b>173</b>	<b>173</b>
<b>EAST OF HUDSON TOTAL - PM PEAK</b>			<b>119</b>	<b>119</b>	<b>253</b>	<b>253</b>

**West of Hudson**

			JAN 2017	YTD 2017	JAN 2018	YTD 2018
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	*	*
		Add'l Standees	0	0	*	*
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>*</b>	<b>*</b>
<b>AM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	*	*
		Add'l Standees	0	0	*	*
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>*</b>	<b>*</b>
<b>WEST OF HUDSON TOTAL - AM PEAK</b>			<b>0</b>	<b>0</b>	<b>*</b>	<b>*</b>
<b>Daily Average</b>	<b>Port Jervis Line</b>	Program Standees	0	0	*	*
		Add'l Standees	0	0	*	*
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>*</b>	<b>*</b>
<b>PM Peak</b>	<b>Pascack Valley Line</b>	Program Standees	0	0	*	*
		Add'l Standees	0	0	*	*
		<b>Total Standees</b>	<b>0</b>	<b>0</b>	<b>*</b>	<b>*</b>
<b>WEST OF HUDSON TOTAL - PM PEAK</b>			<b>0</b>	<b>0</b>	<b>*</b>	<b>*</b>

\* January data unavailable at this time.

**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

Operations Planning and Analysis/jc

**ELEVATOR AND ESCALATOR OPERATING REPORT**  
**FOR MONTH OF January 2018**

<b>Elevator Availability</b>	<b>2018</b>		<b>2017</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	93.75%	93.75%	100.00%	100.00%
Harlem	99.85%	99.85%	100.00%	100.00%
Hudson	99.94%	99.94%	100.00%	100.00%
New Haven	100.00%	100.00%	99.77%	99.77%
Overall Average	98.38%	98.38%	99.94%	99.94%

*GCT Availability for January 2018 is impacted by the NE-1 Elevator being Out of Service due to East Side Access construction since February 2017.*

<b>Escalator Availability</b>	<b>2018</b>		<b>2017</b>	
	January	Year to Date	January	Year to Date
Grand Central Terminal	91.42%	91.42%	100.00%	100.00%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	95.71%	95.71%	100.00%	100.00%

*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 2/28/18.*



# **Metro-North Railroad**

## **Finance Report**

**MTA METRO-NORTH RAILROAD**  
**DECEMBER 2017 PRELIMINARY FINANCIAL AND RIDERSHIP REPORT**  
**EXECUTIVE SUMMARY**

*This report presents preliminary 2017 results that are compared to the Final Estimate and are subject to change pending final year-end accounting adjustments and audit review. The presentation of the final 2017 results will be reported in April 2018.*

Preliminary 2017 Net Deficit (Non-Reimbursable and Reimbursable) of \$792.2 million was \$8.1 million or 1.0% favorable vs. the Final Estimate. Major drivers of the favorable results include lower Non-Reimbursable Expenses of \$14.3 million mainly due to timing of both Maintenance & Other Operating Contracts and Professional Services expenditures (\$23.2 million), and lower Health & Welfare expense due to fewer enrollees as well as revised dental rates (\$12.2 million). These favorable expense results were partially offset by the initial calculation of Metro-North's 2016 net pension liability (\$12.8 million) and higher Payroll costs due to an increase in the reserve for unused vacation and sick time (\$8.4 million). In addition, Non-Reimbursable Revenues were \$6.2 million unfavorable due to lower Farebox Revenue (\$3.6 million) primarily due to lower than forecasted non-commutation ridership and lower Other Operating Revenue (\$2.6 million) reflecting reduced revenue from both net GCT retail operations and advertising.

Preliminary 2017 Reimbursable results (Capital and Other Reimbursements) of \$213.1 million was \$40.1 million favorable vs. the Final Estimate primarily due to rescheduling of several capital projects including Track and Turnout Replacement Programs, Network Infrastructure Replacement and Cos Cob Bridge Miter Rail Replacement.

**REVENUE/RIDERSHIP**

- **Farebox Revenue** – \$3.6 million unfavorable vs. the Final Estimate (0.5%) primarily due to lower than forecasted non-commutation ridership.
- **Total Rail Ridership** of 86.5 million was slightly unfavorable vs. the Final Estimate:
  - East of Hudson ridership of 84.9 million was 0.1% unfavorable vs. the Final Estimate and 0.4% higher than 2016.
  - West of Hudson ridership of 1.6 million was 1.3% favorable vs. the Final Estimate and 3.6% lower than 2016.
  - Total Commutation ridership of 49.1 million was 0.1% favorable vs. the Final Estimate and 1.0% lower than 2016.
  - Total Non-Commutation ridership of 37.4 million was 0.4% unfavorable vs. the Final Estimate and 2.2% higher than 2016.
- **Other Operating Revenue** – \$2.6 million unfavorable vs. the Final Estimate reflecting lower revenue from net GCT retail operations and decreased advertising revenue.
- **Capital and Other Reimbursements** – \$40.1 million unfavorable vs. the Final Estimate due to scheduling and timing changes noted above.

**TOTAL EXPENSES**

Preliminary 2017 expenses of \$1,797.1 million were \$54.3 million or 2.9% favorable vs. the Final Estimate.

**Labor Expenses (including fringes and overhead recoveries)** of \$1,080.4 million were \$3.3 million unfavorable vs. the Final Estimate:

- **Payroll** – \$8.1 million unfavorable vs. the Final Estimate primarily due to an increase in the reserve for unused vacation and sick time.
- **Overtime** – \$2.0 million unfavorable vs. the Final Estimate due to timing differences related to payroll and calendar cutoff dates.

**Non-Labor Expenses** of \$418.3 million were \$67.7 million favorable vs. the Final Estimate:

- **Electric Power** – \$5.5 million favorable due to lower than forecasted rates.
- **Fuel** – \$0.8 million favorable reflecting lower diesel fuel prices per gallon.
- **Maintenance & Other Operating Contracts** – \$20.3 million favorable vs. the Final Estimate primarily due to lower Non-Reimbursable expenses due to timing of the M-7 Systems Equipment Replacement Project, contracted car repairs of M-8 equipment damaged in the 2013 Bridgeport derailment and track maintenance services, lower GCT utilities costs and timing of Reimbursable Project activity.
- **Professional Services** – \$19.4 million favorable vs. the Final Estimate primarily due to the timing of the Network Infrastructure Reimbursable Project and lower Non-Reimbursable expenses for engineering and consulting services, market share studies, ridership analysis, medical services, temporary services, audit and legal fees, advertising and lower outside training.

- **Materials & Supplies** – \$22.3 million favorable vs. the Final Estimate primarily due to timing of Reimbursable project activity for Network Infrastructure Replacement and Track and Turnout Replacement Programs partially offset by higher Non-Reimbursable expenses for track materials and rolling stock parts and supplies.
- **Other Business Expenses** – \$1.6 million favorable vs. the Final Estimate primarily due to lower Non-Reimbursable expenses for non-capital equipment purchases and printing supplies.

**Depreciation and Other Non-Cash Liability Adjustments** were \$10.1 million unfavorable vs. the Final Estimate primarily due to a higher than forecasted GASB 68 Pension Adjustment (\$12.8 million) partially offset by the timing of the capitalization of assets (\$2.3 million).

#### **CASH DEFICIT SUMMARY**

The 2017 Cash Deficit of \$550.4 million was \$34.8 million or 5.9% favorable to the Final Estimate. 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, GCT 7B Renovation, Haverstraw Dock Replacement and GCT Restaurant Duct Removal) and timing of payments for operating expenditures.

#### **FINANCIAL PERFORMANCE MEASURES**

The 2017 performance indicators mainly reflect favorable overall expenses vs. the Final Estimate:

- Adjusted Farebox Operating Ratio of 63.7% was 1.6% favorable vs. Final Estimate.
- Adjusted Cost per Passenger of \$14.56 was \$0.47 favorable to the Final Estimate.
- Revenue per Passenger of \$8.48 was slightly unfavorable vs. Final Estimate.

**MTA METRO NORTH RAILROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE I-A

**NON-REIMBURSABLE**

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$740.355	\$736.985	\$733.409	(\$6.946)	(0.9)	(\$3.576)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	68.250	60.939	58.321	(9.929)	(14.5)	(2.618)	(4.3)
MTA	0.000	0.000	0.000	0.000	-	0.000	-
CDOT	0.000	0.000	0.000	0.000	-	0.000	-
Other	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$808.605</b>	<b>\$797.924</b>	<b>\$791.730</b>	<b>(\$16.876)</b>	<b>(2.1)</b>	<b>(\$6.194)</b>	<b>(0.8)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$495.685	\$504.400	\$512.790	(\$17.105)	(3.5)	(\$8.390)	(1.7)
Overtime	97.352	92.372	94.015	3.337	3.4	(1.643)	(1.8)
Health and Welfare	107.144	113.444	101.269	5.874	5.5	12.175	10.7
OPEB Current Payment	31.200	32.700	33.010	(1.810)	(5.8)	(0.310)	(0.9)
Pensions	98.766	110.241	112.567	(13.801)	(14.0)	(2.326)	(2.1)
Other Fringe Benefits	118.284	121.508	124.823	(6.538)	(5.5)	(3.315)	(2.7)
GASB Account	-	-	-	0.000	-	0.000	-
Reimbursable Overhead	(59.303)	(49.565)	(50.686)	(8.616)	(14.5)	1.121	2.3
<b>Total Labor Expenses</b>	<b>\$889.128</b>	<b>\$925.099</b>	<b>\$927.786</b>	<b>(\$38.658)</b>	<b>(4.3)</b>	<b>(\$2.687)</b>	<b>(0.3)</b>
<b>Non-Labor:</b>							
Electric Power	\$78.711	\$70.649	\$65.105	\$13.606	17.3	\$5.544	7.8
Fuel	17.460	17.663	16.815	0.645	3.7	0.848	4.8
Insurance	20.661	17.450	17.343	3.318	16.1	0.107	0.6
Claims	1.000	1.663	3.440	(2.440)	*	(1.777)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	123.473	112.330	96.354	27.119	22.0	15.976	14.2
Professional Service Contracts	44.668	41.385	34.141	10.527	23.6	7.244	17.5
Materials & Supplies	94.845	90.750	93.257	1.587	1.7	(2.507)	(2.8)
Other Business Expenses	32.078	32.839	31.260	0.818	2.6	1.579	4.8
<b>Total Non-Labor Expenses</b>	<b>\$412.896</b>	<b>\$384.729</b>	<b>\$357.715</b>	<b>\$55.180</b>	<b>13.4</b>	<b>\$27.013</b>	<b>7.0</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,302.024</b>	<b>\$1,309.827</b>	<b>\$1,285.502</b>	<b>\$16.522</b>	<b>1.3</b>	<b>\$24.326</b>	<b>1.9</b>
Depreciation	\$240.693	\$235.531	\$233.218	\$7.475	3.1	\$2.314	1.0
OPEB Obligation	68.316	58.000	58.000	10.316	15.1	0.000	0.0
GASB68 Pension Adjustment	(2.500)	(6.808)	5.976	(8.476)	*	(12.784)	*
Environmental Remediation	4.000	1.621	1.227	2.773	69.3	0.394	24.3
<b>Total Expenses</b>	<b>\$1,612.533</b>	<b>\$1,598.172</b>	<b>\$1,583.922</b>	<b>\$28.611</b>	<b>1.8</b>	<b>\$14.250</b>	<b>0.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$803.927)</b>	<b>(\$800.248)</b>	<b>(\$792.192)</b>	<b>\$11.735</b>	<b>1.5</b>	<b>\$8.055</b>	<b>1.0</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$240.693	\$235.531	\$233.218	(\$7.475)	(3.1)	(\$2.314)	(1.0)
Operating/Capital	(61.019)	(60.378)	(43.407)	17.612	28.9	16.971	28.1
Other Cash Adjustments	73.369	39.940	52.029	(21.340)	(29.1)	12.088	30.3
<b>Total Cash Conversion Adjustments</b>	<b>\$253.043</b>	<b>\$215.094</b>	<b>\$241.839</b>	<b>(\$11.204)</b>	<b>(4.4)</b>	<b>\$26.746</b>	<b>12.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$550.884)</b>	<b>(\$585.154)</b>	<b>(\$550.353)</b>	<b>\$0.531</b>	<b>0.0</b>	<b>\$34.801</b>	<b>5.9</b>

**Notes:**  
-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
(\$ in millions)

SCHEDULE I-B

<b>REIMBURSABLE</b>
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	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
MTA	139.727	139.696	110.841	(28.886)	(20.7)	(28.855)	(20.7)
CDOT	93.643	92.331	84.289	(9.354)	(10.0)	(8.042)	(8.7)
Other	13.744	21.213	18.017	4.273	31.1	(3.196)	(15.1)
Capital and Other Reimbursements	247.115	253.240	213.148	(33.967)	(13.7)	(40.092)	(15.8)
<b>Total Revenue</b>	<b>\$247.115</b>	<b>\$253.240</b>	<b>\$213.148</b>	<b>(\$33.967)</b>	<b>(13.7)</b>	<b>(\$40.092)</b>	<b>(15.8)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$52.323	\$43.631	\$43.310	\$9.013	17.2	\$0.322	0.7
Overtime	25.587	23.396	23.710	1.877	7.3	(0.315)	(1.3)
Health and Welfare	17.593	15.569	15.354	2.240	12.7	0.216	1.4
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	11.645	10.334	9.633	2.012	17.3	0.700	6.8
Other Fringe Benefits	13.277	11.422	11.471	1.806	13.6	(0.048)	(0.4)
GASB Account				0.000	-	0.000	-
Reimbursable Overhead	57.339	47.652	49.118	8.220	14.3	(1.466)	(3.1)
<b>Total Labor Expenses</b>	<b>\$177.764</b>	<b>\$152.004</b>	<b>\$152.596</b>	<b>\$25.168</b>	<b>14.2</b>	<b>(\$0.592)</b>	<b>(0.4)</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.064	\$0.145	(\$0.145)	-	(\$0.081)	*
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	4.241	4.285	4.931	(0.690)	(16.3)	(0.646)	(15.1)
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	16.769	20.434	16.080	0.689	4.1	4.354	21.3
Professional Service Contracts	19.041	31.735	19.557	(0.517)	(2.7)	12.178	38.4
Materials & Supplies	29.055	44.378	19.553	9.501	32.7	24.824	55.9
Other Business Expenses	0.246	0.340	0.286	(0.040)	(16.3)	0.055	16.0
<b>Total Non-Labor Expenses</b>	<b>\$69.351</b>	<b>\$101.236</b>	<b>\$60.552</b>	<b>\$8.798</b>	<b>12.7</b>	<b>\$40.684</b>	<b>40.2</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation</b>	<b>\$247.115</b>	<b>\$253.240</b>	<b>\$213.148</b>	<b>\$33.967</b>	<b>13.7</b>	<b>\$40.092</b>	<b>15.8</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
OPEB Obligation	0.000	0.000	0.000	0.000	-	0.000	-
GASB68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$247.115</b>	<b>\$253.240</b>	<b>\$213.148</b>	<b>\$33.967</b>	<b>13.7</b>	<b>\$40.092</b>	<b>15.8</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO NORTH RAILROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE I-C

<b>NON-REIMBURSABLE/ REIMBURSABLE</b>	<b>2017</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
Farebox Revenue	\$740.355	\$736.985	\$733.409	(\$6.946)	(0.9)	(\$3.576)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	68.250	60.939	58.321	(9.929)	(14.5)	(2.618)	(4.3)
MTA	139.727	139.696	110.841	(28.886)	(20.7)	(28.855)	(20.7)
CDOT	93.643	92.331	84.289	(9.354)	(10.0)	(8.042)	(8.7)
Other	13.744	21.213	18.017	4.273	31.1	(3.196)	(15.1)
Capital and Other Reimbursements	247.115	253.240	213.148	(33.967)	(13.7)	(40.092)	(15.8)
<b>Total Revenue</b>	<b>\$1,055.720</b>	<b>\$1,051.164</b>	<b>\$1,004.878</b>	<b>(\$50.842)</b>	<b>(4.8)</b>	<b>(\$46.286)</b>	<b>(4.4)</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$548.008	\$548.031	\$556.099	(\$8.091)	(1.5)	(\$8.068)	(1.5)
Overtime	122.939	115.767	117.725	5.214	4.2	(1.958)	(1.7)
Health and Welfare	124.737	129.014	116.623	8.114	6.5	12.391	9.6
OPEB Current Payment	31.200	32.700	33.010	(1.810)	(5.8)	(0.310)	(0.9)
Pensions	110.411	120.574	122.200	(11.789)	(10.7)	(1.626)	(1.3)
Other Fringe Benefits	131.561	132.930	136.293	(4.732)	(3.6)	(3.363)	(2.5)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(1.964)	(1.913)	(1.568)	(0.396)	(20.2)	(0.345)	(18.0)
<b>Total Labor Expenses</b>	<b>\$1,066.892</b>	<b>\$1,077.103</b>	<b>\$1,080.382</b>	<b>(\$13.490)</b>	<b>(1.3)</b>	<b>(\$3.279)</b>	<b>(0.3)</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$78.711	\$70.713	\$65.250	\$13.461	17.1	\$5.463	7.7
Fuel	17.460	17.663	16.815	0.645	3.7	0.848	4.8
Insurance	24.902	21.735	22.275	2.627	10.5	(0.540)	(2.5)
Claims	1.000	1.663	3.440	(2.440)	*	(1.777)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	140.242	132.764	112.434	27.808	19.8	20.330	15.3
Professional Service Contracts	63.708	73.120	53.698	10.010	15.7	19.421	26.6
Materials & Supplies	123.899	135.128	112.811	11.089	8.9	22.317	16.5
Other Business Expenses	32.323	33.179	31.545	0.778	2.4	1.634	4.9
<b>Total Non-Labor Expenses</b>	<b>\$482.246</b>	<b>\$485.965</b>	<b>\$418.268</b>	<b>\$63.979</b>	<b>13.3</b>	<b>\$67.697</b>	<b>13.9</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,549.138</b>	<b>\$1,563.067</b>	<b>\$1,498.650</b>	<b>\$50.489</b>	<b>3.3</b>	<b>\$64.418</b>	<b>4.1</b>
Depreciation	\$240.693	\$235.531	\$233.218	\$7.475	3.1	\$2.314	1.0
OPEB Obligation	68.316	58.000	58.000	10.316	15.1	0.000	0.0
GASB68 Pension Adjustment	(2.500)	(6.808)	5.976	(8.476)	*	(12.784)	*
Environmental Remediation	4.000	1.621	1.227	2.773	69.3	0.394	24.3
<b>Total Expenses</b>	<b>\$1,859.647</b>	<b>\$1,851.412</b>	<b>\$1,797.070</b>	<b>\$62.578</b>	<b>3.4</b>	<b>\$54.342</b>	<b>2.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$803.927)</b>	<b>(\$800.248)</b>	<b>(\$792.192)</b>	<b>\$11.735</b>	<b>1.5</b>	<b>\$8.055</b>	<b>1.0</b>
<b>Cash Conversion Adjustments:</b>							
Depreciation	\$240.693	\$235.531	\$233.218	(\$7.475)	(3.1)	(\$2.314)	(1.0)
Operating/Capital	(61.019)	(60.378)	(43.407)	17.612	28.9	16.971	28.1
Other Cash Adjustments	73.369	39.940	52.029	(21.340)	(29.1)	12.088	30.3
<b>Total Cash Conversion Adjustments</b>	<b>253.043</b>	<b>215.094</b>	<b>241.839</b>	<b>(\$11.204)</b>	<b>(4.4)</b>	<b>\$26.746</b>	<b>12.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$550.884)</b>	<b>(\$585.154)</b>	<b>(\$550.353)</b>	<b>\$0.531</b>	<b>0.0</b>	<b>\$34.801</b>	<b>5.9</b>

**Notes:**

- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.
- Differences are due to rounding.
- \* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2017 FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Final Estimate		Reason for Variance
		Variance Fav (Unfav)		
		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$3.576)	(0.5%)	Primarily reflects lower than forecasted East of Hudson Non-Commutation ridership on all three lines.
OTHER OPERATING REVENUE	Non-Reimb	(\$2.618)	(4.3%)	Lower revenue from net GCT retail operations and decreased advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$40.092)	(15.8%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$8.390)	(1.7%)	Primarily reflects an increase in the reserve for unused vacation and sick time and the reallocation of forces to operations coverage due to the rescheduling of capital projects.
OVERTIME	Non-Reimb	(\$1.643)	(1.8%)	See overtime tables.
	Reimb	(\$0.315)	(1.3%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	\$12.175	10.7%	Primarily reflects lower than forecasted enrollees as well as revised dental rates.
PENSIONS	Reimb	\$0.700	6.8%	Reflects lower activity for the following projects: Capital Training for CT, Cyclical Track Program, Turnouts Mainline High Speed and Right of Way Restoration.
REIMBURSABLE OVERHEAD	Non-Reimb	\$1.121	2.3%	The non-reimbursable and reimbursable variances primarily reflect higher activity for the following projects : C-31 Track Program, NHL Grade Crossing Renewal, Drainage and Undercutting Program, Cameras for the M8 Fleet, MNR East Side Access, MNR Technology Move and the Saga Bridge Repair.
	Reimb	(\$1.466)	(3.1%)	
ELECTRIC POWER	Non-Reimb	\$5.544	7.8%	Primarily reflects favorable rates.
FUEL	Non-Reimb	\$0.848	4.8%	Primarily reflects lower diesel fuel price per gallon.
INSURANCE	Reimb	(\$0.646)	(15.1%)	Reflects higher activity for the following projects: Cameras and Audio for M8 Fleet, Substation Bridge 23 Construction, Bronx Stations Capacity Improvement, C-31 Track Program and the Catenary Replacement.

**MTA METRO-NORTH RAILROAD**  
**2017 FINAL ESTIMATE VS. ACTUAL**  
**DECEMBER YEAR-TO-DATE (PRELIMINARY RESULTS)**  
**EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL RESULTS**  
**ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Year to Date vs. Final Estimate		Reason for Variance
		Variance Fav (Unfav)		
		\$	%	
CLAIMS	Non-Reimb	(\$1.777)	*	Primarily reflects an increase in estimated liabilities for passenger claims based on updated actuarial valuation.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$15.976	14.2%	Primarily reflects lower expenses due to acquisition of M-7 Systems Equipment Replacement Project displays, contracted car repairs of M-8 equipment damaged in the 2013 Bridgeport derailment and Track Maintenance Services as well as lower GCT utilities cost.
	Reimb	\$4.354	21.3%	Reflects lower activity for the Transformer Rehabilitation, Haverstraw Ossining Ferry, Design of Railway and C&S Systems and the Newburgh Beacon Ferry project.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$7.244	17.5%	Primarily due to lower expenses for engineering and consulting services, market share studies, ridership analysis, medical services, temporary services, audit and legal fees and advertising as well as lower outside training.
	Reimb	\$12.178	38.4%	Reflects timing of project activity for Positive Train Control and the Signal Replacement from Greenwich to South Norwalk.
MATERIAL AND SUPPLIES	Non-Reimb	(\$2.507)	(2.8%)	Reflects higher expenses for track materials and rolling stock parts and supplies related to the component change-out shops, support shop work and on-going repairs partially offset by lower obsolete and excess materials reserve and other inventory adjustments.
	Reimb	\$24.824	55.9%	Reflects timing of activity for the following projects: Network Infrastructure Replacement, Turnouts Mainline High Speed, Cyclical Track Program, GCT Turnouts and the Turnouts Mainline High Speed.
OTHER BUSINESS EXPENSES	Non-Reimb	\$1.579	4.8%	Primarily reflects lower than forecasted expenses for non-capital equipment purchases and printing supplies.
	Reimb	\$0.055	16.0%	Primarily reflects the rescheduling of the Cyclical Track Program.
GASB68 PENSION ADJUSTMENT	Non-Reimb	(\$12.784)	*	This amount reflects MNR's adjustment to account for its net 2016 pension liability. Pension expenses will be adjusted pending the year-end Actuarial Valuation report.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.394	24.3%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reim	\$16.971	28.1%	Primarily due to revised milestone scheduling of these projects: Cameras and Audio for non M-8 Fleet, Track Geometry Car, GCT 7B Renovation, Haverstraw Dock Replacement, West of Hudson Camera Installation, GCT Restaurant Duct Removal, Carey's Hole Elevator Installation, GIS Expansion project, NYS Beacon Line Empire Trail, Track Geometry Measuring System, GCT Escalators Replacement, AMI for Diesel Fuel Tanks, Harmon Yard Masters Lights, Graybar Passage Improvements, CTC Signal System Upgrades and Hot Box Detector.

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

	2017 Adopted Budget		2017 Final Estimate		Preliminary Actual		2017 Adopted Budget vs. Actuals		2017 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
	Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	583,792	\$ 36.070	527,223	\$ 34.295	576,633	\$ 34.695	7,159 1.2%	\$1.376 3.8%	(49,410) -9.4%	(\$0.400) -1.2%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	618,069	\$ 35.067	586,027	\$ 33.292	598,945	\$ 33.566	19,124 3.1%	\$1.501 4.3%	(12,917) -2.2%	(\$0.274) -0.8%
<u>Unscheduled Maintenance</u>	11,381	\$ 0.612	12,140	\$ 0.617	9,049	\$ 0.462	2,332 20.5%	\$0.150 24.5%	3,091 25.5%	\$0.154 25.0%
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	342,326	\$ 18.156	330,882	\$ 17.672	315,989	\$ 16.642	26,337 7.7%	\$1.514 8.3%	14,893 4.5%	\$1.030 5.8%
<u>Weather Emergencies</u>	130,362	\$ 7.446	103,801	\$ 5.794	103,355	\$ 5.653	27,007 20.7%	\$1.793 24.1%	446 0.4%	\$0.142 2.4%
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	60	\$ 0.702	86	\$ 2.996	(86)	(\$2.996)	(26)	(\$2.295)
Subtotal	1,685,929	\$ 97.352	1,560,133	\$ 92.372	1,604,056	\$ 94.015	81,872	\$3.337	(43,924)	(\$1.643)
<b>REIMBURSABLE OVERTIME</b>	427,281	\$ 25.587	386,926	\$ 23.396	414,035	\$ 23.710	13,246 3.1%	\$1.877 7.3%	(27,109) -106.7%	(\$0.315) -1.3%
<b>TOTAL OVERTIME</b>	<b>2,113,210</b>	<b>\$ 122.939</b>	<b>1,760,455</b>	<b>\$ 115.767</b>	<b>2,018,091</b>	<b>\$ 117.725</b>	<b>95,118</b> <b>4.5%</b>	<b>\$5.214</b> <b>4.2%</b>	<b>(257,636)</b> <b>-14.6%</b>	<b>(\$1.958)</b> <b>-1.7%</b>

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

**MTA Metro-North Railroad  
Preliminary 2017 Overtime Results  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)**

	Final Estimate December Year-to-Date		
	Var. - Fav/(Unfav)		Explanations
	Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>			
<u>Scheduled Service</u> <sup>1</sup>	(49,410)	(\$0.400)	Reflects service coverage versus available staff and train dispatchment needs.
	-9.4%	-1.2%	
<u>Unscheduled Service</u>	0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(12,917)	(\$0.274)	Slightly higher infrastructure repair work in Maintenance of Way.
	-2.2%	-0.8%	
<u>Unscheduled Maintenance</u>	3,091	\$0.154	
	25.5%	25.0%	
<u>Vacancy/Absentee Coverage</u> <sup>2</sup>	14,893	\$1.030	Lower vacation, sick and vacancy coverage requirements.
	4.5%	5.8%	
<u>Weather Emergencies</u>	446	\$0.142	Fewer weather events than forecasted.
	0.4%	2.4%	
<u>Safety/Security/Law Enforcement</u> <sup>3</sup>	0	\$ -	
<u>Other</u>	(26)	(\$2.295)	Reflects timing differences related to payroll and calendar cutoff dates.
<b>Subtotal</b>	<b>(43,924)</b>	<b>(\$1.643)</b>	
<b>REIMBURSABLE OVERTIME</b>	(27,109)	(\$0.315)	Reflects higher YTD activity in the Cameras and Audio for M8 Fleet.
	-106.7%	-1.3%	
<b>TOTAL OVERTIME</b>	<b>(257,636)</b>	<b>(\$1.958)</b>	

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

\* Exceeds 100%

<sup>1</sup> Includes Service Delay and Tour Length related overtime.

<sup>2</sup> Excludes T&E crew coverage (included in Scheduled Service category)

<sup>3</sup> Not Applicable

**MTA METRO-NORTH RAILROAD  
2017 Overtime Report  
Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA METRO NORTH RAILROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

SCHEDULE III

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$729.085	\$724.707	\$719.650	(\$9.435)	(1.3)	(\$5.057)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	115.856	88.681	85.853	(30.003)	(25.9)	(2.828)	(3.2)
MTA	136.514	107.793	124.594	(11.920)	(8.7)	16.801	15.6
CDOT	93.643	92.331	75.265	(18.378)	(19.6)	(17.066)	(18.5)
Other	13.744	27.490	24.461	10.717	78.0	(3.029)	(11.0)
Capital & Other Reimbursements	243.901	227.613	224.320	(19.581)	(8.0)	(3.293)	(1.4)
<b>Total Receipts</b>	<b>\$1,088.843</b>	<b>\$1,041.001</b>	<b>\$1,029.823</b>	<b>(\$9.020)</b>	<b>(5.4)</b>	<b>(\$11.178)</b>	<b>(1.1)</b>
<b>Expenditures</b>							
<b>Labor:</b>							
Payroll	\$550.869	\$540.913	\$548.138	\$2.731	0.5	(\$7.225)	(1.3)
Overtime	123.336	113.896	115.603	7.733	6.3	(1.707)	(1.5)
Health and Welfare	128.576	132.849	134.387	(5.811)	(4.5)	(1.538)	(1.2)
OPEB Current Payment	31.200	32.700	33.005	(1.805)	(5.8)	(0.305)	(0.9)
Pensions	110.803	120.965	123.978	(13.175)	(11.9)	(3.013)	(2.5)
Other Fringe Benefits	132.334	126.077	130.061	2.273	1.7	(3.984)	(3.2)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	100.0
<b>Total Labor</b>	<b>\$1,077.117</b>	<b>\$1,067.401</b>	<b>\$1,085.172</b>	<b>(\$8.055)</b>	<b>(0.7)</b>	<b>(\$17.771)</b>	<b>(1.7)</b>
<b>Non-Labor:</b>							
Electric Power	\$80.612	\$72.614	\$69.708	\$10.904	13.5	\$2.906	4.0
Fuel	\$17.012	\$17.205	\$15.787	1.225	7.2	1.418	8.2
Insurance	24.968	23.598	30.134	(5.166)	(20.7)	(6.536)	(27.7)
Claims	21.328	12.785	12.868	8.460	39.7	(0.083)	(0.6)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	171.997	151.705	138.788	33.209	19.3	12.917	8.5
Professional Service Contracts	71.590	85.146	57.166	14.424	20.1	27.980	32.9
Materials & Supplies	126.844	142.141	123.687	3.157	2.5	18.454	13.0
Other Business Expenditures	48.258	53.561	46.866	1.392	2.9	6.695	12.5
<b>Total Non-Labor</b>	<b>\$562.610</b>	<b>\$558.755</b>	<b>\$495.004</b>	<b>\$67.606</b>	<b>12.0</b>	<b>\$63.751</b>	<b>11.4</b>
<b>Other Expenditure Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$1,639.727</b>	<b>\$1,626.155</b>	<b>\$1,580.176</b>	<b>\$59.551</b>	<b>3.6</b>	<b>\$45.979</b>	<b>2.8</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$550.884)</b>	<b>(\$585.154)</b>	<b>(\$550.353)</b>	<b>\$0.531</b>	<b>0.0</b>	<b>\$34.801</b>	<b>5.9</b>
<b>Subsidies</b>							
MTA	\$442.334	\$462.059	\$418.895	(\$23.439)	(5.3)	(\$43.164)	(9.3)
CDOT	108.550	123.095	\$130.586	22.036	20.3	7.491	6.1
<b>Total Subsidies</b>	<b>\$550.884</b>	<b>\$585.154</b>	<b>\$549.481</b>	<b>(\$1.403)</b>	<b>(0.3)</b>	<b>(\$35.673)</b>	<b>(6.1)</b>
Opening Cash Balance	0.000	0.000	0.000	0.000		0.000	
Cash Timing and Availability Adjustment	0.000	0.000	(0.464)	(0.464)		(0.464)	
Closing Cash Balance	0.000	0.000	0.000	0.000		0.000	

**Notes:**

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

**MTA METRO-NORTH RAILROAD  
CASH RECEIPTS AND EXPENDITURES  
2017 FINAL ESTIMATE vs. ACTUAL  
DECEMBER YEAR-TO-DATE  
EXPLANATION OF VARIANCE BETWEEN FINAL ESTIMATE AND ACTUAL RESULTS  
(\$ in millions)**

\$ Detail

Generic Receipt or Expense Category	Year-to-Date as of December 31, 2017 vs. 2017 Final Estimate		Reason for Variance
	Variance Fav (Unfav)		
	\$	%	
CAPITAL AND OTHER REIMBURSEMENTS:			
MTA	16.801	15.6%	Higher cash receipts including payments for 2016 work partially offset by lower 2017 capital related project activity.
CDOT	(17.066)	(18.5%)	Lower cash receipts due to delays in settlement of 2017 payments combined with lower capital related project activity.
OTHER	(3.029)	(11.0%)	Lower cash receipts due to lower reimbursable related project activity partially offset by timing of payments.
OTHER FRINGE BENEFITS	(3.984)	(3.2%)	Higher payroll taxes combined with higher FELA payments made than forecasted.
FUEL	1.418	8.2%	Lower rates combined with timing of payments.
INSURANCE	(6.536)	(27.7%)	Timing of premium payments for All Agency Access, All Agency Property and Automobile.
MAINTENANCE & OTHER OPERATING CONTRACTS	12.917	8.5%	Primarily reflects lower expenses due to acquisition of M-7 Systems Equipment Replacement Project displays, contracted car repairs of M-8 equipment damaged in the 2013 Bridgeport derailment and Track Maintenance Services combined with lower GCT utilities cost.
PROFESSIONAL SERVICE CONTRACTS	27.980	32.9%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control, Cameras/Audio for Fleet, Signal Replacement - Greenwich to South Norwalk and GIS Expansion) combined with lower Engineering, Professional and Medical Services as well as Outside Training.
MATERIALS & SUPPLIES	18.454	13.0%	Primarily due to revised milestone scheduling of Capital Related Projects (Network Infrastructure Replacement, Turnouts: Mainline - High Speed, Cyclical Track Program, Track Geometry Car and GCT Turnouts Switch Renewal) partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	6.695	12.5%	Lower payments for Other Miscellaneous Expenses, Travel Meetings & Conventions and Non-Capital Equipment Purchases.
MTA SUBSIDY RECEIPTS	(43.164)	(9.3%)	Lower net cash deficit combined with higher CDOT Subsidy and available cash balance.
CDOT SUBSIDY RECEIPTS	7.491	6.1%	Higher share of prior months deficit than forecasted combined with Final Bill for 2016.

\* Variance exceeds 100%

**MTA METRO NORTH RAILROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**DECEMBER YEAR-TO-DATE**  
**(\$ in millions)**

	2017			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	(\$11.270)	(\$12.278)	(\$13.759)	(\$2.489)	(22.1)	(\$1.481)	(12.1)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	47.606	27.742	27.532	(20.074)	(42.2)	(0.210)	(0.8)
MTA	(3.214)	(31.903)	13.753	16.966	*	45.656	*
CDOT	0.000	0.000	(9.024)	(9.024)	-	(9.024)	-
Other	0.000	6.277	6.444	6.444	-	0.167	2.7
Capital & Other Reimbursements	(3.214)	(25.627)	11.172	14.386	*	36.799	*
<b>Total Receipts</b>	<b>\$33.123</b>	<b>(\$10.163)</b>	<b>\$24.945</b>	<b>(\$8.177)</b>	<b>(24.7)</b>	<b>\$35.108</b>	<b>*</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
Payroll	(\$2.861)	\$7.117	\$7.961	\$10.822	*	\$0.844	11.9
Overtime	(0.397)	1.871	2.122	2.519	*	0.251	13.4
Health and Welfare	(3.839)	(3.836)	(17.764)	(13.925)	*	(13.929)	*
OPEB Current Payment	0.000	0.000	0.005	0.005	-	0.005	-
Pensions	(0.392)	(0.391)	(1.778)	(1.387)	*	(1.388)	*
Other Fringe Benefits	(0.773)	6.853	6.232	7.005	*	(0.620)	(9.1)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	(1.964)	(1.913)	(1.568)	0.396	20.2	0.345	18.0
<b>Total Labor</b>	<b>(\$10.225)</b>	<b>\$9.702</b>	<b>(\$4.790)</b>	<b>\$5.435</b>	<b>53.2</b>	<b>(\$14.492)</b>	<b>*</b>
<b><u>Non-Labor:</u></b>							
Electric Power	(\$1.901)	(\$1.901)	(\$4.458)	(\$2.557)	*	(\$2.557)	*
Fuel	\$0.448	\$0.458	\$1.028	0.580	*	0.570	*
Insurance	(0.066)	(1.863)	(7.859)	(7.793)	*	(5.996)	*
Claims	(20.328)	(11.122)	(9.428)	10.900	53.6	1.694	15.2
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(31.755)	(18.940)	(26.354)	5.401	17.0	(7.414)	(39.1)
Professional Service Contracts	(7.882)	(12.026)	(3.468)	4.414	56.0	8.558	71.2
Materials & Supplies	(2.944)	(7.013)	(10.876)	(7.932)	*	(3.863)	(55.1)
Other Business Expenditures	(15.935)	(20.382)	(15.321)	0.614	3.9	5.062	24.8
<b>Total Non-Labor</b>	<b>(\$80.363)</b>	<b>(\$72.790)</b>	<b>(\$76.736)</b>	<b>\$3.627</b>	<b>4.5</b>	<b>(\$3.946)</b>	<b>(5.4)</b>
<b><u>Other Expenditure Adjustments:</u></b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$57.466)</b>	<b>(\$73.251)</b>	<b>(\$56.581)</b>	<b>\$0.885</b>	<b>1.5</b>	<b>\$16.669</b>	<b>22.8</b>
Depreciation	\$240.693	\$235.531	\$233.218	(\$7.475)	(3.1)	(\$2.314)	(1.0)
OPEB Obligation	68.316	58.000	58.000	(10.316)	(15.1)	0.000	0.0
GASB68 Pension Adjustment	(2.500)	(6.808)	5.976	8.476	*	12.784	*
Environmental Remediation	4.000	1.621	1.227	(2.773)	(69.3)	(0.394)	(24.3)
<b>Total Cash Conversion Adjustments</b>	<b>\$253.043</b>	<b>\$215.094</b>	<b>\$241.839</b>	<b>(\$11.204)</b>	<b>(4.4)</b>	<b>\$26.746</b>	<b>12.4</b>

**Notes:**

-- Results are based on the preliminary close of the general ledger and are subject to review and adjustment.  
-- Differences are due to rounding.  
\* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE VS ACTUAL**  
**RIDERSHIP/UTILIZATION**  
**DECEMBER 2017**  
(in millions)

	YTD AS OF DECEMBER 2017				Favorable/(Unfavorable) Variance					
	ADOPTED BUDGET	FINAL ESTIMATE	2017 ACTUAL	2016 ACTUAL	ADOPTED BUDGET		FINAL ESTIMATE		2016	
	\$	%	\$	%	\$	%	\$	%		
<b>FAREBOX REVENUE</b>										
Harlem Line - Commutation	113.844	110.810	111.009	108.944	(2.834)	-2.5%	0.199	0.2%	2.065	1.9%
Harlem Line - Non-Commutation	101.210	102.034	101.292	96.010	0.081	0.1%	(0.742)	-0.7%	5.282	5.5%
<b>TOTAL HARLEM LINE</b>	<b>\$215.054</b>	<b>\$212.844</b>	<b>\$212.301</b>	<b>\$204.955</b>	<b>(\$2.753)</b>	<b>-1.3%</b>	<b>(\$0.543)</b>	<b>-0.3%</b>	<b>\$7.347</b>	<b>3.6%</b>
Hudson Line - Commutation	73.646	72.463	72.539	70.784	(1.106)	-1.5%	0.076	0.1%	1.756	2.5%
Hudson Line - Non-Commutation	81.882	85.084	84.843	78.699	2.961	3.6%	(0.241)	-0.3%	6.144	7.8%
<b>TOTAL HUDSON LINE</b>	<b>\$155.528</b>	<b>\$157.547</b>	<b>\$157.383</b>	<b>\$149.483</b>	<b>\$1.855</b>	<b>1.2%</b>	<b>(\$0.165)</b>	<b>-0.1%</b>	<b>\$7.900</b>	<b>5.3%</b>
New Haven Line - Commutation	160.507	157.540	156.827	151.027	(3.680)	-2.3%	(0.712)	-0.5%	5.800	3.8%
New Haven Line - Non-Commutation	193.749	194.766	192.543	183.716	(1.205)	-0.6%	(2.222)	-1.1%	8.828	4.8%
<b>TOTAL NEW HAVEN LINE</b>	<b>\$354.256</b>	<b>\$352.305</b>	<b>\$349.371</b>	<b>\$334.743</b>	<b>(\$4.885)</b>	<b>-1.4%</b>	<b>(\$2.935)</b>	<b>-0.8%</b>	<b>\$14.628</b>	<b>4.4%</b>
<b>All Lines - Commutation</b>	<b>347.996</b>	<b>340.813</b>	<b>340.376</b>	<b>330.755</b>	<b>(7.620)</b>	<b>-2.2%</b>	<b>(0.437)</b>	<b>-0.1%</b>	<b>9.621</b>	<b>2.9%</b>
<b>All Lines - Non-Commutation</b>	<b>376.841</b>	<b>381.884</b>	<b>378.679</b>	<b>358.425</b>	<b>1.837</b>	<b>0.5%</b>	<b>(3.205)</b>	<b>-0.8%</b>	<b>20.254</b>	<b>5.7%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>\$724.838</b>	<b>\$722.696</b>	<b>\$719.055</b>	<b>\$689.180</b>	<b>(\$5.783)</b>	<b>-0.8%</b>	<b>(\$3.642)</b>	<b>-0.5%</b>	<b>\$29.874</b>	<b>4.3%</b>
West of Hudson <sup>(A)(B)</sup>	<u>\$15.517</u>	<u>\$14.288</u>	<u>\$14.354</u>	<u>\$14.610</u>	<u>(1.163)</u>	<u>-7.5%</u>	<u>0.066</u>	<u>0.5%</u>	<u>(0.256)</u>	<u>-1.8%</u>
<b>TOTAL FAREBOX REVENUE</b>	<b>\$740.355</b>	<b>\$736.985</b>	<b>\$733.409</b>	<b>\$703.791</b>	<b>(\$6.946)</b>	<b>-0.9%</b>	<b>(\$3.576)</b>	<b>-0.5%</b>	<b>\$29.618</b>	<b>4.2%</b>
<b>RIDERSHIP<sup>(C)</sup></b>										
Harlem Line - Commutation	17.157	16.668	16.683	16.802	(0.474)	-2.8%	0.015	0.1%	(0.118)	-0.7%
Harlem Line - Non-Commutation	11.037	11.206	11.129	10.826	0.092	0.8%	(0.077)	-0.7%	0.303	2.8%
<b>TOTAL HARLEM LINE</b>	<b>28.195</b>	<b>27.874</b>	<b>27.812</b>	<b>27.628</b>	<b>(0.383)</b>	<b>-1.4%</b>	<b>(0.062)</b>	<b>-0.2%</b>	<b>0.184</b>	<b>0.7%</b>
Hudson Line - Commutation	9.486	9.305	9.309	9.312	(0.177)	-1.9%	0.004	0.0%	(0.003)	0.0%
Hudson Line - Non-Commutation	7.285	7.620	7.589	7.237	0.304	4.2%	(0.031)	-0.4%	0.351	4.9%
<b>TOTAL HUDSON LINE</b>	<b>16.770</b>	<b>16.925</b>	<b>16.897</b>	<b>16.549</b>	<b>0.127</b>	<b>0.8%</b>	<b>(0.027)</b>	<b>-0.2%</b>	<b>0.348</b>	<b>2.1%</b>
New Haven Line - Commutation	22.894	22.202	22.201	22.537	(0.693)	-3.0%	(0.001)	0.0%	(0.336)	-1.5%
New Haven Line - Non-Commutation	17.933	18.004	17.968	17.817	0.035	0.2%	(0.035)	-0.2%	0.152	0.9%
<b>TOTAL NEW HAVEN LINE</b>	<b>40.827</b>	<b>40.205</b>	<b>40.169</b>	<b>40.354</b>	<b>(0.658)</b>	<b>-1.6%</b>	<b>(0.036)</b>	<b>-0.1%</b>	<b>(0.184)</b>	<b>-0.5%</b>
<b>Total Ridership East of Hudson</b>	<b>49.537</b>	<b>48.175</b>	<b>48.193</b>	<b>48.651</b>	<b>(1.344)</b>	<b>-2.7%</b>	<b>0.019</b>	<b>0.0%</b>	<b>(0.458)</b>	<b>-0.9%</b>
<b>All Lines - Commutation</b>	<b>36.255</b>	<b>36.830</b>	<b>36.686</b>	<b>35.880</b>	<b>0.430</b>	<b>1.2%</b>	<b>(0.144)</b>	<b>-0.4%</b>	<b>0.806</b>	<b>2.2%</b>
<b>TOTAL EAST OF HUDSON LINES</b>	<b>85.792</b>	<b>85.004</b>	<b>84.879</b>	<b>84.531</b>	<b>(0.913)</b>	<b>-1.1%</b>	<b>(0.125)</b>	<b>-0.1%</b>	<b>0.348</b>	<b>0.4%</b>
<b>Total Ridership West of Hudson</b>	<b>0.976</b>	<b>0.881</b>	<b>0.894</b>	<b>0.939</b>	<b>(0.081)</b>	<b>-8.3%</b>	<b>0.013</b>	<b>1.5%</b>	<b>(0.044)</b>	<b>-4.7%</b>
<b>All Lines - Commutation</b>	<b>0.787</b>	<b>0.716</b>	<b>0.723</b>	<b>0.738</b>	<b>(0.064)</b>	<b>-8.2%</b>	<b>0.007</b>	<b>1.0%</b>	<b>(0.015)</b>	<b>-2.1%</b>
<b>TOTAL WEST OF HUDSON LINES</b>	<b>1.763</b>	<b>1.597</b>	<b>1.617</b>	<b>1.677</b>	<b>(0.146)</b>	<b>-8.3%</b>	<b>0.020</b>	<b>1.3%</b>	<b>(0.060)</b>	<b>-3.6%</b>
<b>Total Ridership East &amp; West of Hudson</b>	<b>50.513</b>	<b>49.056</b>	<b>49.088</b>	<b>49.589</b>	<b>(1.425)</b>	<b>-2.8%</b>	<b>0.032</b>	<b>0.1%</b>	<b>(0.502)</b>	<b>-1.0%</b>
<b>All Lines - Commutation</b>	<b>37.043</b>	<b>37.546</b>	<b>37.409</b>	<b>36.618</b>	<b>0.366</b>	<b>1.0%</b>	<b>(0.137)</b>	<b>-0.4%</b>	<b>0.791</b>	<b>2.2%</b>
<b>TOTAL EAST &amp; WEST OF HUDSON LINES</b>	<b>87.555</b>	<b>86.601</b>	<b>86.496</b>	<b>86.207</b>	<b>(1.059)</b>	<b>-1.2%</b>	<b>(0.105)</b>	<b>-0.1%</b>	<b>0.289</b>	<b>0.3%</b>

<sup>(A)</sup> West of Hudson actuals are preliminary

<sup>(B)</sup> 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 report, 2016 results have been adjusted for consistency with the 2017 revenue. This shift does not change the bottom line or impact subsidies.

<sup>(C)</sup> 2016 Ridership figures have been restated to eliminate calendar impacts on ridership

**MTA METRO-NORTH RAILROAD**  
**2017 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2017**

<u>Department</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
<b>Administration</b>				
President	4	2	2	
Labor Relations	18	17	1	
Safety	58	54	4	
Security	26	23	3	
Office of the Executive VP	10	10	-	
Corporate & Public Affairs	19	20	(1)	
Customer Service	69	65	4	A
Legal	19	13	6	A
Claims	14	12	2	
Environmental Compliance & Svce	8	7	1	
Human Resources	51	44	7	A
Training	101	83	18	A
Employee Relations & Diversity	6	6	-	
VP Planning	2	2	-	
Operations Planning & Analysis	22	19	3	
Capital Planning & Programming	18	12	6	A
Long Range Planning	8	8	-	
VP Finance & Info Systems	9	4	5	A
Controller	81	74	7	A
Budget	23	18	5	A
Procurement & Material Management	39	22	17	A
<b>Total Administration</b>	<b>605</b>	<b>515</b>	<b>90</b>	
<b>Operations</b>				
Operations Administration	74	67	7	
Transportation	1,513	1,614	(101)	B
Customer Service	293	280	13	A
Metro-North West	46	31	15	A
<b>Total Operations</b>	<b>1,926</b>	<b>1,992</b>	<b>(66)</b>	
<b>Maintenance</b>				
Maintenance of Equipment	1,764	1,664	100	A
Maintenance of Way	2,388	2,116	272	A
Procurement & Material Mgmt	129	120	9	
<b>Total Maintenance</b>	<b>4,281</b>	<b>3,900</b>	<b>381</b>	
<b>Engineering/Capital</b>				
Construction Management	43	40	3	
Engineering & Design	84	72	12	A
<b>Total Engineering/Capital</b>	<b>127</b>	<b>112</b>	<b>15</b>	
<b>Total Positions</b>	<b>6,939</b>	<b>6,519</b>	<b>420</b>	
<b>Non-Reimbursable</b>	<b>6,332</b>	<b>5,995</b>	<b>337</b>	
<b>Reimbursable</b>	<b>607</b>	<b>524</b>	<b>82</b>	
<b>Total Full-Time</b>	<b>6,938</b>	<b>6,518</b>	<b>420</b>	
<b>Total Full-Time-Equivalents (of part-time positions)</b>	<b>1</b>	<b>1</b>	<b>-</b>	

**Notes**

- (A) Variance reflects delayed and internal hiring of vacant positions.  
(B) Variance reflects advance hiring of engineers and conductors.

**MTA METRO-NORTH RAILROAD**  
**2017 FINAL ESTIMATE VS. ACTUALS**  
**TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS**  
**December 31, 2017**

FUNCTION/OCCUPATION	Final Estimate	Actual	Favorable (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	206	177	29
Professional, Technical, Clerical	399	338	61
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>605</b>	<b>515</b>	<b>90</b>
<b>Operations</b>			
Managers/Supervisors	214	238	(24)
Professional, Technical, Clerical	215	175	40
Operational Hourlies	1,497	1,580	(83)
<b>Total Operations</b>	<b>1,926</b>	<b>1,992</b>	<b>(66)</b>
<b>Maintenance</b>			
Managers/Supervisors	673	625	48
Professional, Technical, Clerical	578	504	74
Operational Hourlies	3,030	2,770	260
<b>Total Maintenance</b>	<b>4,281</b>	<b>3,900</b>	<b>381</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	47	46	1
Professional, Technical, Clerical	80	66	14
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>127</b>	<b>112</b>	<b>15</b>
<b>Public Safety</b>			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>			
Managers/Supervisors	1,140	1,086	54
Professional, Technical, Clerical	1,272	1,084	188
Operational Hourlies	4,527	4,350	177
<b>Total Positions</b>	<b>6,939</b>	<b>6,519</b>	<b>420</b>

**MTA METRO-NORTH RAILROAD  
2017 FINAL ESTIMATE VS. ACTUALS  
December 31, 2017**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations	1,926	1,992	(66)	Primarily reflects advanced hiring of engineers and conductors.
Maintenance	4,281	3,900	381	Reflects vacant positions in Maintenance of Way (electricians, mechanics and engineers) and Maintenance of Equipment (electricians and coach cleaners) which are under active recruitment. Vacancies are driven by a high degree of internal transfers in filling open jobs which has extended the time of filling vacant positions.
Administration	605	515	90	Vacancies reflects timing differences in hiring of positions primarily in the Training, Procurement, Human Resources, Controllers', Legal and Capital Planning departments.
Engineering / Capital	127	112	15	
<b>Total Agency-wide Headcount</b>	<b>6,939</b>	<b>6,519</b>	<b>420</b>	
Non-Reimbursable	6,332	5,995	337	
Reimbursable	607	524	82	

**MTA METRO-NORTH RAILROAD  
2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL  
MONTHLY PERFORMANCE INDICATORS <sup>(A)</sup>  
December 2017**

	YEAR-TO-DATE			VARIANCE	
	2017 PRELIMINARY ACTUAL	FINAL ESTIMATE	2016 ACTUAL	FINAL ESTIMATE	2016
Farebox Operating Ratio					
Standard <sup>(B)</sup>	56.8%	55.3%	57.4%	1.5%	-0.5%
Adjusted <sup>(C)</sup>	63.7%	62.1%	64.9%	1.6%	-1.2%
Cost per Passenger					
Standard <sup>(B)</sup>	\$14.92	\$15.38	\$14.32	\$0.46	(\$0.60)
Adjusted <sup>(C)</sup>	\$14.56	\$15.02	\$14.01	\$0.47	(\$0.55)
Passenger Revenue/Passenger	\$8.48	\$8.51	\$8.21	(\$0.03)	\$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.



# **Metro-North Railroad**

## **Ridership Report**

# DECEMBER 2017 RIDERSHIP & REVENUE REPORT

## MTA METRO-NORTH RAILROAD

### EXECUTIVE SUMMARY

#### December Ridership and Revenue (millions)

	December 2017	% Change vs. 2016
Total Rail Ridership	7.161	-1.1% ▼
Commutation Ridership	3.800	-1.2% ▼
Non-Commutation Ridership	3.361	-1.1% ▼
Connecting Service Ridership	0.044	+2.4% ▲
Total MNR System Ridership	7.205	-1.1% ▼
Rail Revenue	\$63.2	+0.7% ▲

#### Key Factors Impacting Ridership

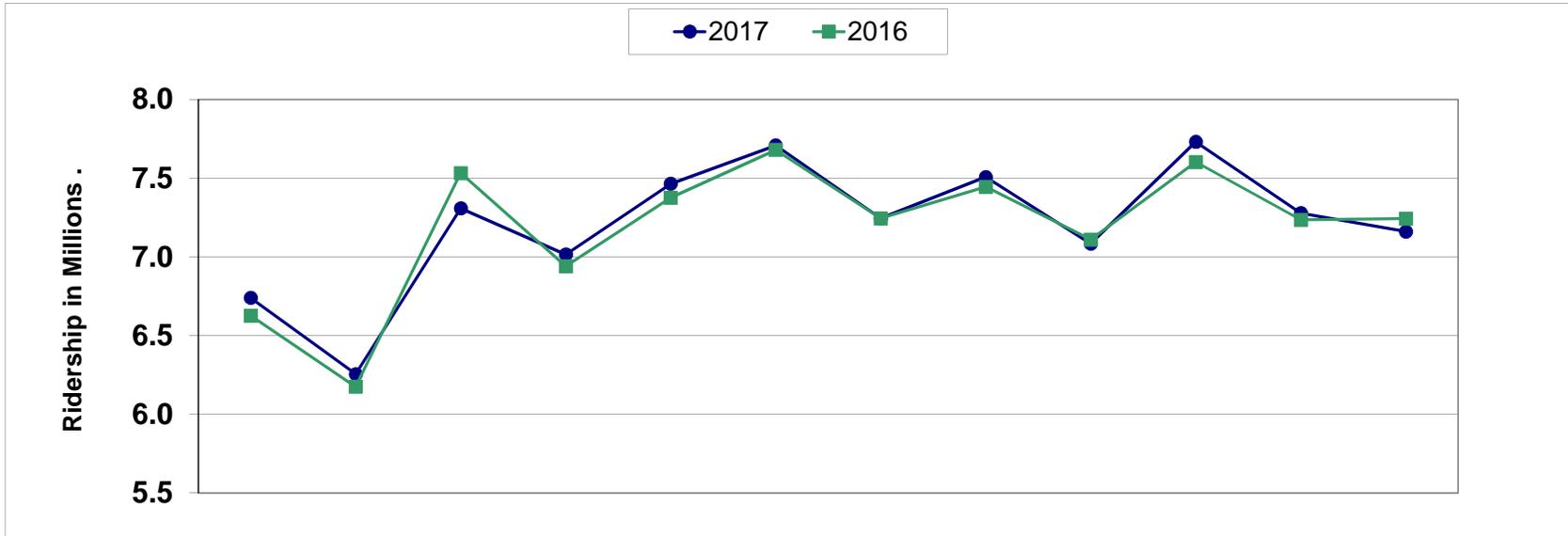
- **Total Metro-North Rail annual ridership is estimated to be approximately 86.5 million, the highest in MNR history** (surpassing by approximately 0.3 million rides the previous record of 86.2 million, set last year).
- **2017 was a record-setting year for the Harlem & Hudson lines**
  - Both the Harlem Line and the Hudson Line surpassed 2016's record with 27.8 and 16.9 million annual rides respectively.
  - The Hudson Line surpassed 2016's record ridership by approximately 400,000 and the Harlem Line increased by approximately 200,000 rides.

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

	YTD 2017	% Change vs. 2016	Comparison to Forecast
Total Rail Ridership	86.496	+0.3% ▲	-0.1% ▼
Commutation Ridership	49,088	-1.0% ▼	0.1% ▲
Non-Commutation Ridership	37.408	+2.2% ▲	-0.4% ▼
Connecting Service Ridership	0.587	+2.1% ▲	+0.4% ▲
Total MNR System Ridership	87.083	+0.3% ▲	-0.1% ▼
Rail Revenue	\$733.4	+4.2% ▲	-0.5% ▼

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

- December's Total Rail Ridership was 1.1% below 2016 and 1.9% below Forecast.

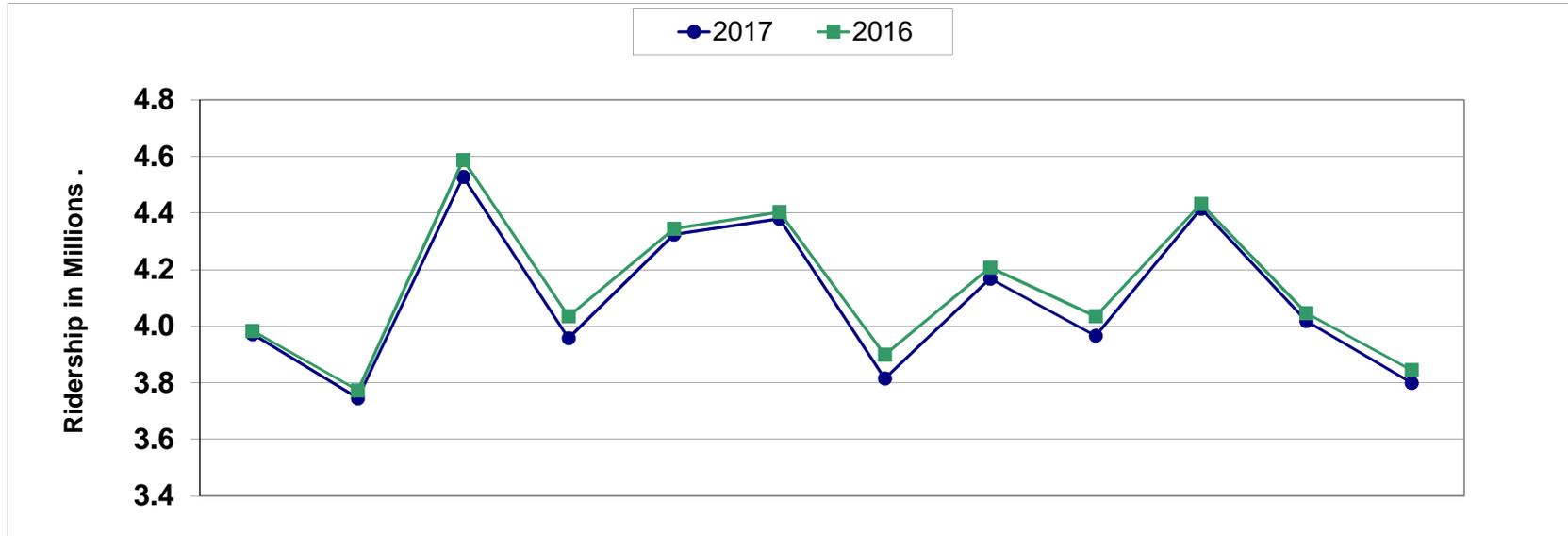


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	6.7	6.3	7.3	7.0	7.5	7.7	7.2	7.5	7.1	7.7	7.3	7.2	86.5
<b>2016</b>	6.6	6.2	7.5	6.9	7.4	7.7	7.2	7.4	7.1	7.6	7.2	7.2	86.2
<b>PCT CHG.</b>	1.7%	1.3%	-3.0%	1.1%	1.2%	0.4%	0.0%	0.9%	-0.4%	1.7%	0.6%	-1.1%	0.3%

1) Includes East and West of Hudson.

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

- December's Rail Commutation Ridership was 1.2% below 2016 and unchanged vs. Forecast.

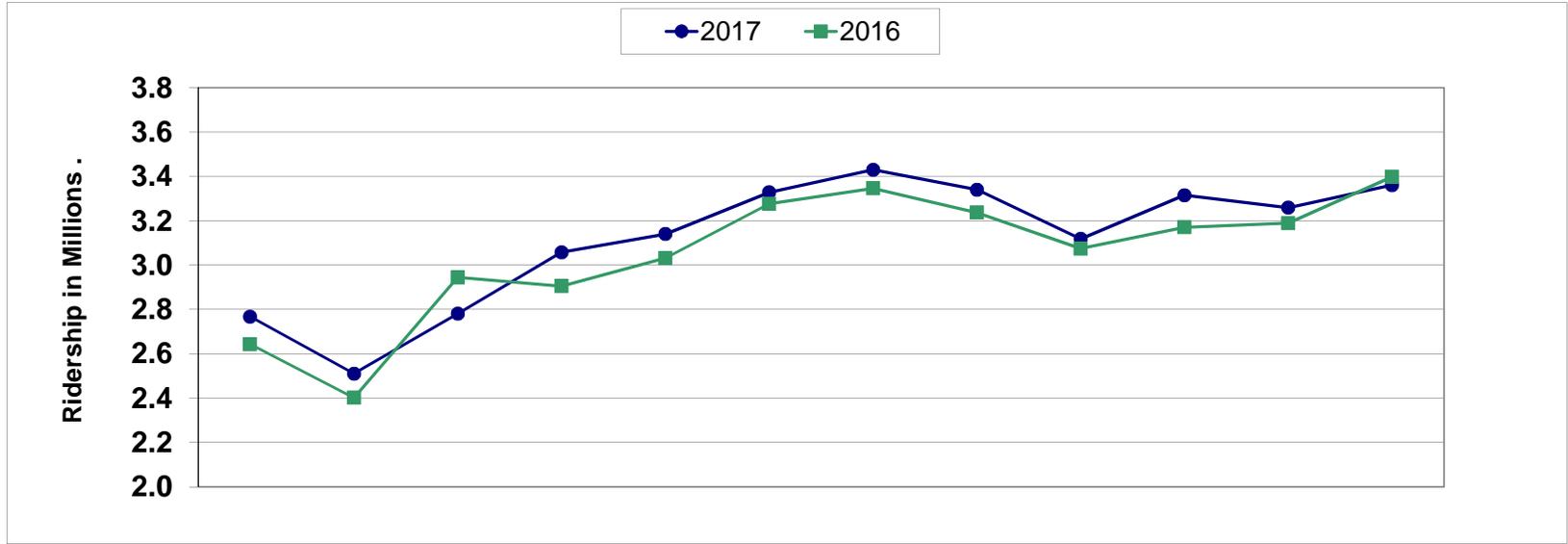


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	4.0	3.7	4.5	4.0	4.3	4.4	3.8	4.2	4.0	4.4	4.0	3.8	49.1
<b>2016</b>	4.0	3.8	4.6	4.0	4.3	4.4	3.9	4.2	4.0	4.4	4.0	3.8	49.6
<b>PCT CHG.</b>	-0.3%	-0.7%	-1.3%	-1.9%	-0.5%	-0.5%	-2.2%	-0.9%	-1.7%	-0.4%	-0.7%	-1.2%	-1.0%

1) Includes East and West of Hudson.

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

- December's Rail Non-Commutation Ridership was 1.1% below 2016 and 4.0% below Forecast.

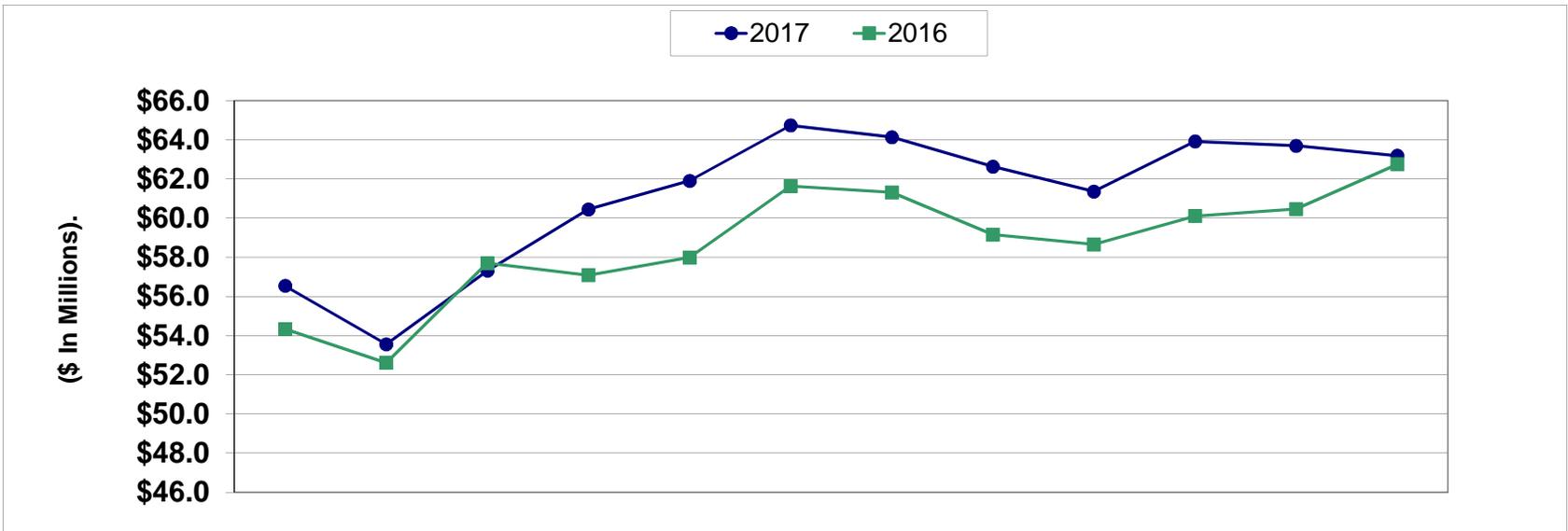


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3	3.4	37.4
<b>2016</b>	2.6	2.4	2.9	2.9	3.0	3.3	3.3	3.2	3.1	3.2	3.2	3.4	36.6
<b>PCT CHG.</b>	4.7%	4.5%	-5.6%	5.3%	3.6%	1.6%	2.5%	3.2%	1.4%	4.6%	2.2%	-1.1%	2.2%

1) Includes East and West of Hudson.

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

- December's Total Rail Revenue was 0.7% above 2016 and 4.9% below Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	\$56.5	\$53.6	\$57.3	\$60.4	\$61.9	\$64.7	\$64.1	\$62.6	\$61.4	\$63.9	\$63.7	\$63.2	\$733.4
<b>2016</b>	\$54.3	\$52.6	\$57.7	\$57.1	\$58.0	\$61.6	\$61.3	\$59.2	\$58.7	\$60.1	\$60.5	\$62.7	\$703.8
<b>PCT CHG.</b>	4.1%	1.8%	-0.7%	5.9%	6.7%	5.0%	4.6%	5.9%	4.6%	6.3%	5.3%	0.7%	4.2%

1) Includes East and West of Hudson.

## MTA METRO-NORTH RAILROAD RIDERSHIP SUMMARY DECEMBER 2017

TICKET TYPE/SERVICE	DECEMBER 2017 ACTUAL	DECEMBER 2017 FORECAST	VARIANCE VS. YEAR-END FORECAST		DECEMBER 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	3,730,695	3,736,249	(5,554)	-0.1%	3,776,862	(46,167)	-1.2%
West of Hudson	68,938	63,407	5,531	8.7%	67,552	1,386	2.1%
<b>Total Rail Commutation Ridership</b>	<b>3,799,633</b>	<b>3,799,656</b>	<b>(23)</b>	<b>0.0%</b>	<b>3,844,414</b>	<b>(44,781)</b>	<b>-1.2%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	3,294,480	3,437,617	(143,137)	-4.2%	3,336,445	(41,965)	-1.3%
West of Hudson	66,693	63,053	3,640	5.8%	61,968	4,725	7.6%
<b>Total Rail Non-Commutation Ridership</b>	<b>3,361,173</b>	<b>3,500,670</b>	<b>(139,497)</b>	<b>-4.0%</b>	<b>3,398,413</b>	<b>(37,240)</b>	<b>-1.1%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	7,025,175	7,173,866	(148,691)	-2.1%	7,113,307	(88,132)	-1.2%
West of Hudson <sup>(2)</sup>	135,631	126,460	9,171	7.3%	129,520	6,111	4.7%
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,160,806</b>	<b>7,300,326</b>	<b>(139,520)</b>	<b>-1.9%</b>	<b>7,242,827</b>	<b>(82,021)</b>	<b>-1.1%</b>
<b>CONNECTING SERVICES RIDERSHIP<sup>(3)</sup></b>	<b>43,715</b>	<b>43,556</b>	<b>159</b>	<b>0.4%</b>	<b>42,672</b>	<b>1,043</b>	<b>2.4%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>7,204,521</b>	<b>7,343,882</b>	<b>(139,361)</b>	<b>-1.9%</b>	<b>7,285,499</b>	<b>(80,978)</b>	<b>-1.1%</b>

Notes:

- 1) 2016 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary (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. YEAR-END FORECAST		2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT		AMOUNT	PERCENT
<b>RAIL COMMUTATION RIDERSHIP</b>							
East of Hudson	48,193,257	48,174,738	18,519	0.0%	48,650,774	(457,517)	-0.9%
West of Hudson	894,291	880,832	13,459	1.5%	938,659	(44,368)	-4.7%
<b>Total Rail Commutation Ridership</b>	<b>49,087,548</b>	<b>49,055,570</b>	<b>31,978</b>	<b>0.1%</b>	<b>49,589,433</b>	<b>(501,885)</b>	<b>-1.0%</b>
<b>RAIL NON-COMMUTATION RIDERSHIP</b>							
East of Hudson	36,685,677	36,829,501	(143,824)	-0.4%	35,879,785	805,892	2.2%
West of Hudson	723,001	716,041	6,960	1.0%	738,188	(15,187)	-2.1%
<b>Total Rail Non-Commutation Ridership</b>	<b>37,408,678</b>	<b>37,545,542</b>	<b>(136,864)</b>	<b>-0.4%</b>	<b>36,617,973</b>	<b>790,705</b>	<b>2.2%</b>
<b>TOTAL RAIL RIDERSHIP</b>							
East of Hudson	84,878,934	85,004,239	(125,305)	-0.1%	84,530,559	348,375	0.4%
West of Hudson <sup>(2)</sup>	1,617,292	1,596,873	20,419	1.3%	1,676,847	(59,555)	-3.6%
<b>TOTAL RAIL RIDERSHIP</b>	<b>86,496,226</b>	<b>86,601,112</b>	<b>(104,886)</b>	<b>-0.1%</b>	<b>86,207,406</b>	<b>288,820</b>	<b>0.3%</b>
<b>CONNECTING SERVICES RIDERSHIP <sup>(3)</sup></b>	<b>586,742</b>	<b>584,171</b>	<b>2,571</b>	<b>0.4%</b>	<b>574,909</b>	<b>11,833</b>	<b>2.1%</b>
<b>TOTAL MNR SYSTEM RIDERSHIP</b>	<b>87,082,968</b>	<b>87,185,283</b>	<b>(102,315)</b>	<b>-0.1%</b>	<b>86,782,315</b>	<b>300,653</b>	<b>0.3%</b>

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 DECEMBER 2017

LINE	DECEMBER 2017 ACTUAL	DECEMBER 2016 RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	2,295,482	2,320,863	(25,381)	-1.1%
Hudson Line	1,378,250	1,383,400	(5,150)	-0.4%
New Haven Line	3,351,443	3,409,044	(57,601)	-1.7%
<b>Total East of Hudson</b>	<b>7,025,175</b>	<b>7,113,307</b>	<b>(88,132)</b>	<b>-1.2%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	78,334	77,945	389	0.5%
Pascack Valley Line	57,297	51,575	5,722	11.1%
<b>Total West of Hudson<sup>(2)</sup></b>	<b>135,631</b>	<b>129,520</b>	<b>6,111</b>	<b>4.7%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>7,160,806</b>	<b>7,242,827</b>	<b>(82,021)</b>	<b>-1.1%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	31,239	29,751	1,488	5.0%
Haverstraw-Ossining Ferry	8,613	8,821	(208)	-2.4%
Newburgh-Beacon Ferry	3,863	4,100	(237)	-5.8%
<b>Total Connecting Services</b>	<b>43,715</b>	<b>42,672</b>	<b>1,043</b>	<b>2.4%</b>
<b>TOTAL MNR SYSTEM</b>	<b>7,204,521</b>	<b>7,285,499</b>	<b>(80,978)</b>	<b>-1.1%</b>

Notes:

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

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

## MTA METRO-NORTH RAILROAD RIDERSHIP BY LINE 2017 YEAR-TO-DATE

TICKET TYPE/SERVICE	2017 YTD ACTUAL	2016 YTD RESTATE <sup>(1)</sup>	CHANGE FROM 2016	
			AMOUNT	PERCENT
<b>EAST OF HUDSON</b>				
Harlem Line	27,812,123	27,627,703	184,420	0.7%
Hudson Line	16,897,486	16,549,316	348,170	2.1%
New Haven Line	40,169,325	40,353,540	(184,215)	-0.5%
<b>Total East of Hudson</b>	<b>84,878,934</b>	<b>84,530,559</b>	<b>348,375</b>	<b>0.4%</b>
<b>WEST OF HUDSON</b>				
Port Jervis Line	967,848	1,000,809	(32,961)	-3.3%
Pascack Valley Line	649,444	676,038	(26,594)	-3.9%
<b>Total West of Hudson<sup>(2)</sup></b>	<b>1,617,292</b>	<b>1,676,847</b>	<b>(59,555)</b>	<b>-3.6%</b>
<b>TOTAL RAIL RIDERSHIP</b>	<b>86,496,226</b>	<b>86,207,406</b>	<b>288,820</b>	<b>0.3%</b>
<b>CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS</b>				
Hudson Rail Link	398,843	382,477	16,366	4.3%
Haverstraw-Ossining Ferry	126,727	130,088	(3,361)	-2.6%
Newburgh-Beacon Ferry	61,172	62,344	(1,172)	-1.9%
<b>Total Connecting Services</b>	<b>586,742</b>	<b>574,909</b>	<b>11,833</b>	<b>2.1%</b>
<b>TOTAL MNR SYSTEM</b>	<b>87,082,968</b>	<b>86,782,315</b>	<b>300,653</b>	<b>0.3%</b>

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

January 31, 2018

#### ***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 to arrive 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. Parts obsolescence from the original design/manufacture of the M-8 cars are underway to identify all components which require substitution, and replacement components are being reviewed for compliance and backwards compatibility to the existing fleet.

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

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

*Lower Level* – Commenced installation of fire hose valve cabinets along 43<sup>rd</sup>, 44<sup>th</sup>, 45<sup>th</sup> and 46<sup>th</sup> Street crossings and zone control assemblies at 49<sup>th</sup> and 50<sup>th</sup> Street crossings. Commenced installation of heat tracing and fire alarm conduits across lower level tracks.

*Pipe Tunnel* – Continued installation of pipes, hangers, heat tracing cables and zone control assemblies along the West Tunnel. Commenced fire stand pipes insulation and jacket insulation in the 43<sup>rd</sup> Street Tunnel, West Tunnel and 45<sup>th</sup> Street Tunnel.

The new fire pump installation is nearing completion at 49th Street.

*Upper Level* – Commenced installation of fire stand pipes along upper level tracks.

Overall project completion is anticipated in January 2019.

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

Ongoing restoration continues with offsite cleaning and painting of the 45th Street bridge architectural panels. Installation of the restored 45th Street bridge architectural panels is ongoing.

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, and new “Big Boards and “Gate Boards,” replacement of miscellaneous displays and PA upgrades throughout the Terminal.

Each of the three Customer Service Initiative (CSI) contracts were executed and kicked-off in December 2017. Preliminary quality, safety and schedule submissions are underway.

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

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

- *Replace historic stairways located on the south side of 125th Street (Small Business Mentoring Program Tier II) – Continued installation of the new steel for the west stair. The replacement of east stair will commence after completion of west stair.*
- *Exterior Lighting Improvements & Arts & Design Work on the Viaduct – Submittal phase is complete and procurement of long lead items continue. Installation of new exterior station lights has commenced.*

### **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 contact to a 3<sup>rd</sup> party Design-Builder was executed in December 2017. Preliminary quality, safety and schedule submissions are underway.

### **Enhanced Station Improvements (ESI) at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester**

The purpose of the Station Enhancement Project is to develop and improve station aesthetics, introduce new technology, and develop sustainability initiatives. A key focus will be to transform and elevate the customer experience at the White Plains station, Metro-North's third busiest station. White Plains Station improvements will include a renovated and expanded

waiting room including new bathrooms, upgraded HVAC, Wi-Fi, charging stations, benches, etc., a new heated side platform, new island platform canopy, and entrance enhancements at the Main St., Hamilton Ave., Mott St. Tunnel and the main entrance. The Crestwood, Port Chester and Riverdale stations will receive a new canopy and waiting plaza and improvements in station overpasses (Riverdale and Crestwood). Harlem-125th Street will receive station house and platform improvements, as well as, an enhanced lighting installation under the viaduct.

A Design-Build contract for the phased implementation of these improvements was executed in December 2017. Site mobilization and construction at White Plains station is scheduled to begin in February 2018.

## **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 the track 4 outage CP26 to CP33 section (north of Tarrytown to south of Croton-Harmon) continued to: install medium voltage signal power precast ductbank and trough, communication and signal (C&S) conduits, underground raceways, platform work such as stainless steel trays, snow melting cables and power cable splicing, perform cable pulls, and continue 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 test pit excavation work to locate existing underground utility, installation of platform foundation, trough, conduits and stainless-steel tray at different stations and communication and power testing. The following is also underway: installation of PVC conduits, removal and replacement of existing 3rd rail setups, continuity jumpers work, grounding work for platforms, substation equipment and fencing 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 continues.

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: utility meter enclosure, lighting conduits and wiring under canopies and DC switchgear, grounding work, rigid conduits, and punchlist repair work.
- *Croton-Harmon* – Continued with the following work: field commissioning and equipment testing such as electrical switchgear components, power control room wires, snow melter cables and battery system, installation of cable tags and labels, louver and fan and snow melter cables. Continued grounding work for fencing, rectifier transformers, access door and hatches for power control room and substation equipment,
- *Riverdale* – Continued installation of: knee bracing for catwalk, wiring for lights under canopies and perform cable pulls from Con Edison metering box. Field commissioning/testing and training of DC & AC switchgears and Supervisory Control and Data Acquisition system (SCADA) continues. Crew Quarters work is ongoing, with the installation of framing and drop ceiling, vault door, exhaust fan, heater, conduits and lighting at vault and punchlist repairs.

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

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

- *Construction of 86<sup>th</sup> Street Substation and 110<sup>th</sup> Street Negative Return Reactors*
  - *86th St.* – Demolition and removal of equipment on the east and west platforms continue. Existing traction power transformer removed from substation. Continued with installation of 15KV switchgear building foundation at the west platform. Completed core drilling for conduit installation at the east platform. AC and DC Switchgear equipment are currently in storage. Set-up of DC switchgear equipment is planned for the second quarter of 2018 with the AC switchgear equipment to follow in the third quarter of 2018.
  - *110th St.* (replacement of negative return reactors in the substation under the viaduct) – Operating as of July 2016.

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

- *The Brewster Substation* – Continue installation of 15KV ductbank, fencing at transformer pad, fiberglass floor and channel support brackets for interior access ladder of the power control room, stairs structural steels and treads and terminate control cables for sectionalizing switches. Continued AC/DC switchgear and power control room testing and

commissioning. The Brewster Substation is anticipated for completion in the third quarter of 2018.

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

- *Mount Vernon East* – Supervisory Control and Data Acquisition (SCADA) system Remote Terminal Unit (RTU) cabinets have been received at factory for further integration into Signal Substation. Fabrication and testing continues and a final Factory Acceptance Test (FAT) is tentatively scheduled for February 2018 pending successful completion of pre-testing. Punch list work for catenary bridge 23X at the site is complete with final testing and commissioning to continue in February 2018. Review of scope of work for splicing existing underground cables with new in pull box PB-1 is complete. Further discussion with New York Power Authority (NYPA) to continue before commencement of the work.
- *Catenary work between Mount Vernon and New Rochelle* – Catenary system overhead wire FT-3 and FT-4 installation is complete. Further testing and commissioning to continue in February.
- *New Rochelle* – Controls and relay work to commence in order 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 continues with various design packages under review by key stakeholders. The structural steel fabrication for the deck girders commenced and is scheduled for completion in April 2018.

The bridge superstructure demolition is complete and the substructure demolition is scheduled for completion by early February 2018. Pile driving has commenced at the center pier, and timber lagging installation at center pier is on-going. Prospect Hill Road Bridge is anticipated to open for vehicular traffic by year end 2018.

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

*14<sup>th</sup> Avenue Design- Build Bridge, Mt. Vernon, NY* – Various design packages are under review by key stakeholders. Utility relocation work is on-going. Access gate and stairs were installed at northwest corner of the bridge and mobilization at the site will be completed in February 2018. The bridge will be closed to commence replacement in March 2018.

## **Harlem River Lift-Bridge Security Upgrades**

The Harlem River Lift Bridge Electronic Security System and Security Enhancement contract was awarded in September 2017. DOT (Department of Transportation) permits for site mobilization were acquired, mobilization is complete, and submittal phase is underway. Site construction is scheduled to commence in February 2018.

## ***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 98% of all sites approved by the FCC. Transponders continue to be installed, programmed and tested for Civil Speed Enforcement (CSE). CSE 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-board PTC equipment installation has been completed. M3A on-board PTC hardware installations are ongoing. 7 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)* – Completed final roof coating; Continued interior Mechanical, Electrical & Plumbing related installation including duct work, plumbing, fire suppression, electrical conduit rough-in, equipment/panel boards, interior partitions, doors & windows, ceramic tile, passenger & freight elevator and installation of Vertical Lift Module (VLM). Completed gas piping work.
- *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, men’s room lockers installation, equipment/panel boards, bridge cranes & workstations, metal stairs, installation of elevator machine rooms, and wiring of switchgear and panels inside the electrical room. Continued priming and painting at the EMU entrance foyer.
- *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 June 2018.

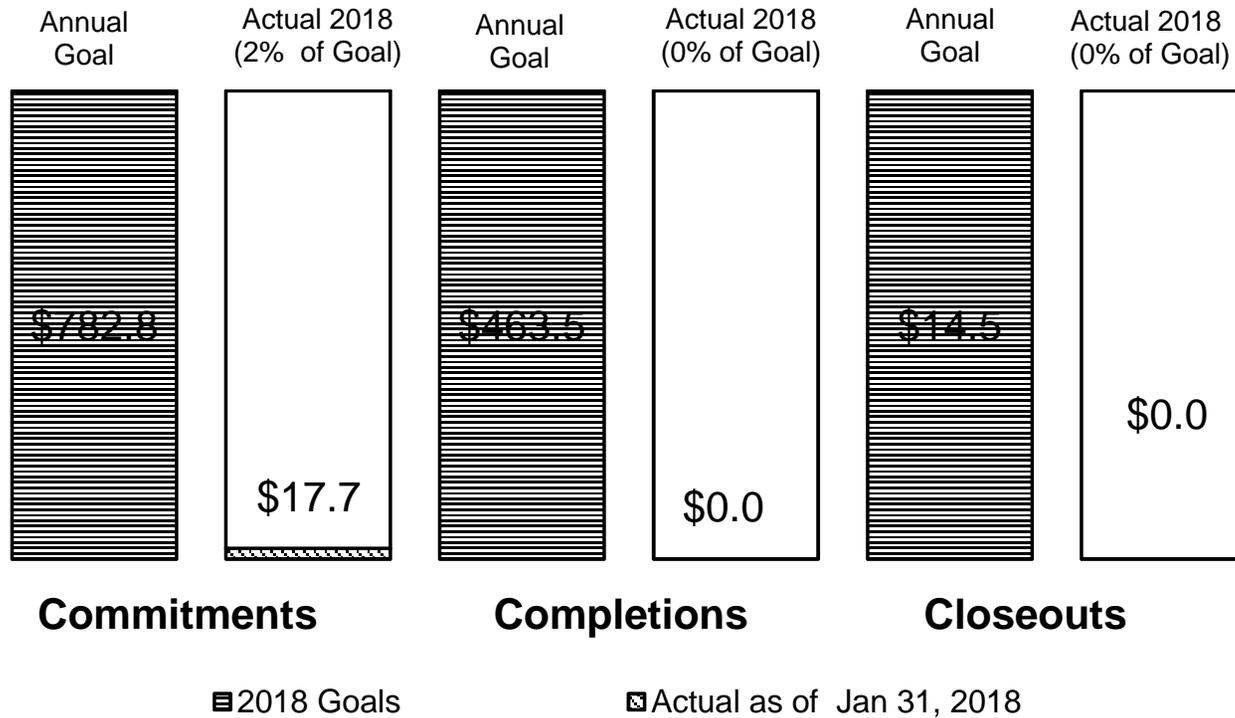
#### *Phase V, Stage II Preliminary Design*

The preliminary 30% design pre-final bid documents are complete to facilitate the Stage II 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.

# 2018 MNR Capital Program Goals

As of January 31, 2018

In Millions





# LONG ISLAND RAIL ROAD



## Monthly Operating Report January 2018

Patrick Nowakowski  
President

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02/20/18 \*\*\*\*\*

Performance Summary			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jan	Jan	Jan	Jan
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>83.9%</b>	<b>83.9%</b>	<b>91.6%</b>	<b>91.6%</b>
		AM Peak		73.9%	73.9%	86.6%	86.6%
		PM Peak		74.0%	74.0%	88.6%	88.6%
		<b>Total Peak</b>		<b>74.0%</b>	<b>74.0%</b>	<b>87.5%</b>	<b>87.5%</b>
		Off Peak Weekday		85.3%	85.3%	92.2%	92.2%
		Weekend		92.7%	92.7%	94.3%	94.3%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>81.0%</b>	<b>81.0%</b>	<b>91.2%</b>	<b>91.2%</b>
		AM Peak		72.3%	72.3%	86.8%	86.8%
		PM Peak		71.9%	71.9%	86.8%	86.8%
		<b>Total Peak</b>		<b>72.1%</b>	<b>72.1%</b>	<b>86.8%</b>	<b>86.8%</b>
		Off Peak Weekday		85.2%	85.2%	92.4%	92.4%
		Weekend		85.8%	85.8%	94.6%	94.6%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>88.5%</b>	<b>88.5%</b>	<b>95.8%</b>	<b>95.8%</b>
	AM Peak		74.5%	74.5%	91.4%	91.4%	
	PM Peak		83.6%	83.6%	96.3%	96.3%	
	<b>Total Peak</b>		<b>78.6%</b>	<b>78.6%</b>	<b>93.6%</b>	<b>93.6%</b>	
	Off Peak Weekday		90.0%	90.0%	96.3%	96.3%	
	Weekend		94.9%	94.9%	96.7%	96.7%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>84.1%</b>	<b>84.1%</b>	<b>88.4%</b>	<b>88.4%</b>	
	AM Peak		74.3%	74.3%	82.1%	82.1%	
	PM Peak		69.7%	69.7%	84.5%	84.5%	
	<b>Total Peak</b>		<b>72.1%</b>	<b>72.1%</b>	<b>83.3%</b>	<b>83.3%</b>	
	Off Peak Weekday		84.2%	84.2%	86.3%	86.3%	
	Weekend		92.7%	92.7%	93.9%	93.9%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>84.7%</b>	<b>84.7%</b>	<b>95.5%</b>	<b>95.5%</b>	
	AM Peak		71.4%	71.4%	96.7%	96.7%	
	PM Peak		77.8%	77.8%	90.7%	90.7%	
	<b>Total Peak</b>		<b>74.4%</b>	<b>74.4%</b>	<b>93.9%</b>	<b>93.9%</b>	
	Off Peak Weekday		85.0%	85.0%	96.0%	96.0%	
	Weekend		93.4%	93.4%	95.9%	95.9%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>85.1%</b>	<b>85.1%</b>	<b>94.6%</b>	<b>94.6%</b>	
	AM Peak		72.6%	72.6%	97.2%	97.2%	
	PM Peak		77.1%	77.1%	89.9%	89.9%	
	<b>Total Peak</b>		<b>74.7%</b>	<b>74.7%</b>	<b>93.7%</b>	<b>93.7%</b>	
	Off Peak Weekday		85.5%	85.5%	94.6%	94.6%	
	Weekend		96.4%	96.4%	95.5%	95.5%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>82.3%</b>	<b>82.3%</b>	<b>90.6%</b>	<b>90.6%</b>	
	AM Peak		79.8%	79.8%	84.9%	84.9%	
	PM Peak		67.5%	67.5%	92.0%	92.0%	
	<b>Total Peak</b>		<b>74.0%</b>	<b>74.0%</b>	<b>88.2%</b>	<b>88.2%</b>	
	Off Peak Weekday		84.0%	84.0%	92.0%	92.0%	
	Weekend		85.9%	85.9%	90.3%	90.3%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>84.7%</b>	<b>84.7%</b>	<b>89.5%</b>	<b>89.5%</b>	
	AM Peak		80.3%	80.3%	88.0%	88.0%	
	PM Peak		68.3%	68.3%	80.7%	80.7%	
	<b>Total Peak</b>		<b>74.7%</b>	<b>74.7%</b>	<b>84.6%</b>	<b>84.6%</b>	
	Off Peak Weekday		86.8%	86.8%	90.4%	90.4%	
	Weekend		92.7%	92.7%	93.1%	93.1%	

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>83.0%</b>	<b>83.0%</b>	<b>86.8%</b>	<b>86.8%</b>
	AM Peak		75.6%	75.6%	78.3%	78.3%
	PM Peak		72.8%	72.8%	85.7%	85.7%
	<b>Total Peak</b>		<b>74.3%</b>	<b>74.3%</b>	<b>81.8%</b>	<b>81.8%</b>
	Off Peak Weekday		81.3%	81.3%	85.5%	85.5%
	Weekend		95.8%	95.8%	93.5%	93.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>87.7%</b>	<b>87.7%</b>	<b>93.4%</b>	<b>93.4%</b>
	AM Peak		81.0%	81.0%	86.5%	86.5%
	PM Peak		75.7%	75.7%	90.7%	90.7%
	<b>Total Peak</b>		<b>78.3%</b>	<b>78.3%</b>	<b>88.6%</b>	<b>88.6%</b>
	Off Peak Weekday		87.3%	87.3%	94.5%	94.5%
	Weekend		97.7%	97.7%	95.7%	95.7%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>78.9%</b>	<b>78.9%</b>	<b>87.6%</b>	<b>87.6%</b>
	AM Peak		67.6%	67.6%	77.5%	77.5%
	PM Peak		76.2%	76.2%	89.7%	89.7%
	<b>Total Peak</b>		<b>71.4%</b>	<b>71.4%</b>	<b>83.0%</b>	<b>83.0%</b>
	Off Peak Weekday		80.4%	80.4%	88.4%	88.4%
	Weekend		93.3%	93.3%	91.6%	91.6%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>86.0%</b>	<b>86.0%</b>	<b>94.8%</b>	<b>94.8%</b>
	AM Peak		68.6%	68.6%	92.2%	92.2%
	PM Peak		73.0%	73.0%	88.0%	88.0%
	<b>Total Peak</b>		<b>71.0%</b>	<b>71.0%</b>	<b>89.9%</b>	<b>89.9%</b>
	Off Peak Weekday		89.7%	89.7%	98.0%	98.0%
	Weekend		97.2%	97.2%	94.2%	94.2%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,759</b>	<b>20,759</b>	<b>19,516</b>	<b>19,516</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-15.3	-15.3	-12.1	-12.1
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		808	808	413	413
	<b>Trains Canceled</b>		353	353	73	73
	<b>Trains Terminated</b>		135	135	89	89
	<b>Percent of Scheduled Trips Completed</b>		97.6%	97.6%	99.2%	99.2%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		95.9%			
	PM Peak		96.6%			
	<b>Total Peak</b>		96.2%			

System Categories Of Delay	% Total	2017	2018 Data		2017 Data		YTD 2018 Vs 2017
		Dec	Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Engineering (Scheduled)	0.5%	23	16	16	47	47	(31)
Engineering (Unscheduled)	13.7%	429	457	457	160	160	297
Maintenance of Equipment	6.1%	120	204	204	215	215	(11)
Transportation	1.0%	24	32	32	47	47	(15)
Capital Projects	1.2%	30	41	41	5	5	36
Weather and Environmental	40.2%	614	1,339	1,339	351	351	988
Police	5.4%	152	181	181	261	261	(80)
Customers	12.6%	437	420	420	284	284	136
Other	5.7%	168	190	190	117	117	73
3rd Party Operations	13.6%	144	453	453	102	102	351
<b>Total</b>	<b>100.0%</b>	<b>2,141</b>	<b>3,333</b>	<b>3,333</b>	<b>1,589</b>	<b>1,589</b>	<b>1,744</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cdd	Term
1-Jan	Mon	PSEG outage at Port Interlocking							38	42	3	38	42	3
2-Jan	Tues	Broken rail at Plandome Station							1	1	10	1	1	10
2-Jan	Tues	Assisting disabled passenger on 2733	8						2			10		
3-Jan	Wed	Amtrak related third rail damage, Line 3	54	2	10				24	1	1	78	3	11
3-Jan	Wed	Broken rail west of East New York	2		6				1	3	1	3	3	7
3-Jan	Wed	Weather loading				5			5			10		
4-Jan	Thur	Winter Storm	76	3		44	77	3	188	67	14	308	147	17
5-Jan	Fri	Winter Storm	102	22	4	94	14	2	234	14	4	430	50	10
6-Jan	Sat	Winter Storm							58	6		58	6	
7-Jan	Sun	Winter Storm							31			31		
7-Jan	Sun	Broken rail at East New York							1		10	1		10
8-Jan	Mon	Extreme cold	28	4	1	19	7	1	20		4	67	11	6
8-Jan	Mon	Signal trouble at Nassau Interlocking	5						14			19		
8-Jan	Mon	Amtrak - Penn Station Track Repair Program	3			4			5			12		
8-Jan	Mon	Automobile on the tracks east of Wyandanch Station	23			10	2	2	7	3		40	5	2
8-Jan	Mon	Trespasser strike at Mineola Station				1			26	4		27	4	
8-Jan	Mon	Train 1726 requiring medical assistance in Penn Station				9		1	3			12		1
9-Jan	Tues	Amtrak - Penn Station Track Repair Program	6		1	4						10		1
9-Jan	Tues	Weather related power issues at East New York	7			12	2		5	1	11	24	3	11
10-Jan	Wed	Smoke condition - Atlantic Terminal	14		4				5		3	19		7
10-Jan	Wed	Low adhesion system wide				6	1		6	1		12	1	1
11-Jan	Thur	Broken rail at Westbury				32	4	1	19	2	1	51	6	2
12-Jan	Fri	Amtrak related signal trouble in C Interlocking					1		22	2	2	22	3	2
16-Jan	Tues	Track circuit failure at Wood Interlocking				9			2			11		
17-Jan	Wed	Amtrak related track condition in Line 3	20		6	3			26	5	1	49	5	7
17-Jan	Wed	Signal trouble at Little Necks Parkway Crossing				40	2		14			54	2	
18-Jan	Thur	Switch trouble - Nassau Interlocking	19						4			23		
19-Jan	Fri	Amtrak related signal trouble in C Interlocking	26	3	4				6			32	3	4
19-Jan	Fri	Signal trouble in Hall Interlocking				3			7			10		
23-Jan	Tues	Tipped third rail condition at Country Life Press Station	35	5					8		1	43	5	1
23-Jan	Tues	Signal trouble in Long Beach				9			3	1		12	1	
24-Jan	Wed	Amtrak related signal trouble in C Interlocking				20	3		2			22	3	
24-Jan	Wed	Unfounded track condition at Brook 2 Interlocking	21						5			26		
25-Jan	Thurs	Signal trouble in Queens Interlocking	40						1			41		
26-Jan	Fri	Train 117 with equipment trouble in Penn Station				10	2		3			13	2	
27-Jan	Sat	Loss of supervisory signal system at Babylon							13			13		
30-Jan	Tues	Weather loading	32						9			41		
30-Jan	Tues	Amtrak related switch trouble in JO Interlocking				8	2					8	2	
30-Jan	Tues	Switch trouble at Bay Interlocking				6		1	3	1	1	9	1	2
30-Jan	Tues	Train 2099 with equipment trouble in Brentwood	21		1							21		1
<b>TOTAL FOR MONTH</b>			<b>542</b>	<b>39</b>	<b>37</b>	<b>348</b>	<b>117</b>	<b>11</b>	<b>821</b>	<b>153</b>	<b>68</b>	<b>1711</b>	<b>309</b>	<b>116</b>
													<b>2136</b>	



# Long Island Rail Road

## **OPERATIONS**

## **MECHANICAL REPORT**

# Long Island Rail Road

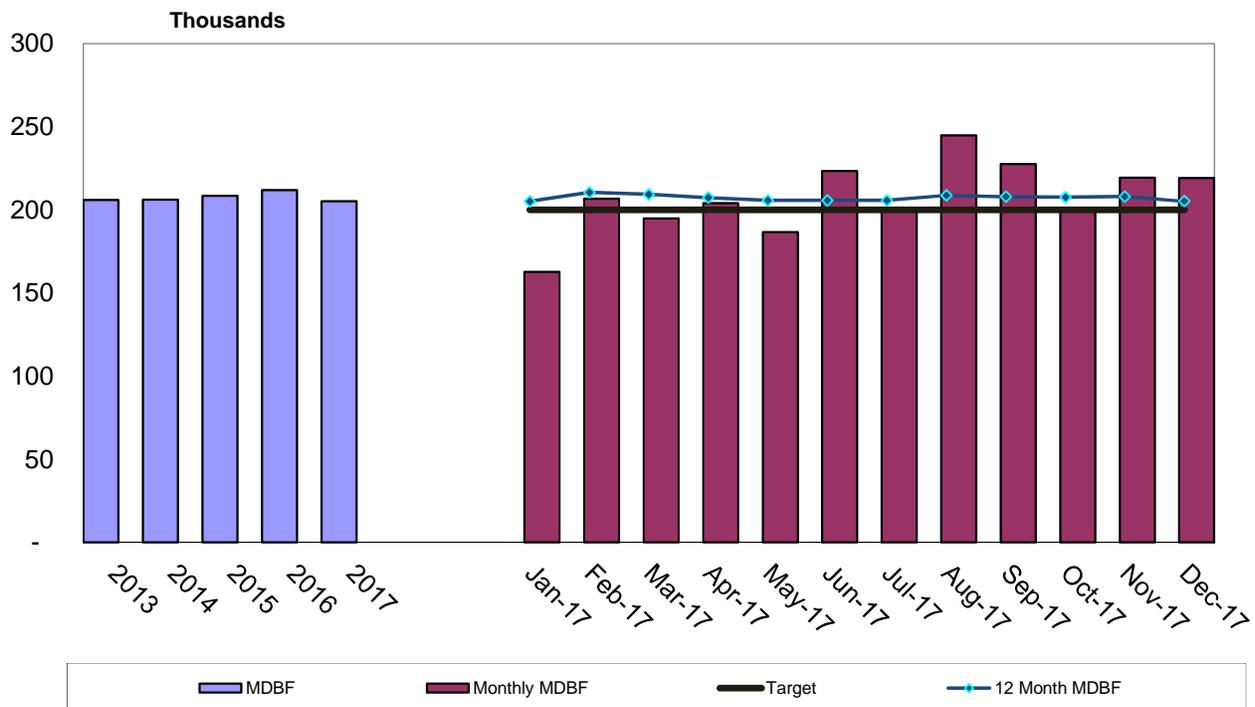
## MEAN DISTANCE BETWEEN FAILURES - DECEMBER 2017

			2017 Data					2016 Data		
			MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
<b>Mean Distance Between Failures</b>	M-3	166	67,000	58,707	8	72,759	72,759	59,759	10	64,417
	M-7	836	440,000	526,489	10	457,913	457,913	1,340,112	4	446,095
<b>Failures</b>	C-3	134	122,000	84,546	8	129,458	129,458	137,635	5	159,621
	DE	24	22,000	21,631	4	19,242	19,242	19,131	5	22,421
	DM	21	22,000	74,812**	0	27,018	27,018	36,212	2	27,676
	Diesel	179	65,000	69,809	12	67,218	67,218	71,355	12	77,035
<b>Fleet</b>	<b>1,181</b>	<b>200,000</b>	<b>219,075</b>	<b>30</b>	<b>205,270</b>	<b>205,270</b>	<b>262,088</b>	<b>26</b>	<b>211,975</b>	

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

\*\*Since DM fleet had no primary failures in December 2017, actual miles are shown on the chart above.

### ALL FLEETS Mean Distance Between Failure 2013 - 2017





Standee Report

East Of Jamaica

			2018 Data	
			January	
			AM Peak	PM Peak
<b>Daily</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	47	33
			<b>Total Standees</b>	<b>33</b>
Average	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	119	1
			<b>Total Standees</b>	<b>1</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	3	0
			<b>Total Standees</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	1
			<b>Total Standees</b>	<b>1</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	21	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	66	111
			<b>Total Standees</b>	<b>111</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	55	81
			<b>Total Standees</b>	<b>81</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
			<b>System Wide PEAK</b>	<b>227</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

		2018 Data		
		January		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	56	58
		<b>Total Standees</b>	<b>56</b>	<b>58</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	6	0
		<b>Total Standees</b>	<b>6</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	60	80
		<b>Total Standees</b>	<b>100</b>	<b>80</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	6	119
		<b>Total Standees</b>	<b>6</b>	<b>119</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	69	2
		<b>Total Standees</b>	<b>97</b>	<b>2</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	8	0
		<b>Total Standees</b>	<b>8</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	11	0
		<b>Total Standees</b>	<b>11</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	66	111
		<b>Total Standees</b>	<b>66</b>	<b>111</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	37	68
		<b>Total Standees</b>	<b>37</b>	<b>68</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	23	0
		<b>Total Standees</b>	<b>23</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>411</b>	<b>436</b>

**Definitions**

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

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

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

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

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

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR THE MONTH OF JANUARY 2018**

<b>Elevator Availability</b>		<b>2018</b>		<b>2017</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	98.6%	98.6%	99.2%	99.2%
	<b>Far Rockaway Branch</b>	99.4%	99.4%	99.1%	99.1%
	<b>Hempstead Branch</b>	99.7%	99.7%	99.3%	99.3%
	<b>Long Beach Branch</b>	99.7%	99.7%	98.3%	98.3%
	<b>Port Jefferson Branch</b>	95.4%	95.4%	98.8%	98.8%
	<b>Port Washington Branch</b>	99.7%	99.7%	99.5%	99.5%
	<b>Ronkonkoma Branch</b>	99.3%	99.3%	98.7%	98.7%
	<b>City Terminal Stations</b>	100.0%	100.0%	94.4%	94.4%
	<b>Overall Average</b>	99.0%	99.0%	97.8%	97.8%

(XX - Hicksville escalators out of service for replacement)

<b>Escalator Availability</b>		<b>2018</b>		<b>2017</b>	
		<b>January</b>	<b>Year to Date</b>	<b>January</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	89.9%	89.9%	98.4%	98.4%
	<b>Far Rockaway Branch</b>	98.7%	98.7%	97.7%	97.7%
	<b>Hempstead Branch</b>	99.0%	99.0%	99.2%	99.2%
	<b>Long Beach Branch</b>	98.3%	98.3%	90.6%	90.6%
	<b>Port Jefferson Branch</b>	XX	XX	97.2%	97.2%
	<b>City Terminal</b>	99.5%	99.5%	98.6%	98.6%
	<b>Overall Average</b>	95.2%	95.2%	98.1%	98.1%



# Long Island Rail Road

## **OPERATIONS SAFETY REPORT**

# December Safety Report

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

<b>Performance</b>			
<b>Performance Indicator</b>	<b>12-Month Average</b>		
	January 2015 - December 2015	January 2016 - December 2016	January 2017 - December 2017
FRA Reportable Customer Accident Rate per Million Customers	4.16	3.72	4.05
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.57	3.01	3.71
Grade Crossing Incidents <sup>1</sup>	12	7	17
Mainline FRA Reportable Train Derailments	0	2	1
Mainline FRA Reportable Train Collisions	2	1	2

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

<b>Leading Indicators</b>				
<b>Focus on Safety Training</b>	<b>2016</b>		<b>2017</b>	
	Year End		December	Year to Date
First Responders Trained	1,537		10	1,488
Employee Safety Training Courses	210		63	741
Employees Trained	6,013		982	10,798
Employee Safety Training Hours	223,736		11,009	252,416
<b>Customer and Community:</b>	December	Year to Date	December	Year to Date
Broken Gates	7	134	10	115
MTA Police Details	24	488	97	1,169
Summons	91	1,716	83	1,790
Warnings	30	823	38	852
Arrests	0	5	0	1
Community Education and Outreach	8,964	118,230	7,429	119,561
			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 JANUARY 2018**

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
<b>Hicksville</b>	<b>0</b>	<b>0</b>	<b>3</b>
<b>Mineola</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Seaford</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Woodside</b>	<b>0</b>	<b>0</b>	<b>1</b>

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>No escalator accidents reported in the month of January 2018</b>		

**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**

**December 2017**

**MTA LONG ISLAND RAIL ROAD  
DECEMBER 2017 FINANCIAL REPORT  
YEAR TO DATE PRELIMINARY ACTUAL VERSUS FINAL ESTIMATE  
(\$ In Millions)**

**SUMMARY**

December Preliminary YTD operating results were favorable by \$38.7 or 3.5% lower than the Final Estimate.

Non-Reimbursable revenues through December were \$5.6 unfavorable to the Final Estimate. Farebox Revenue was unfavorable as a result of lower ridership. Other Operating Revenues were unfavorable due to timing of advertising revenue (to be reflected in a future post close). Total Non-Reimbursable expenses through December were \$44.3 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, partially offset by higher claims, overtime and bad debt and timing of a revised accounting treatment of NYPA loans to be reflected in a future post close.

YTD capital and other reimbursable expenditures (and reimbursements) were \$34.0 higher than the Final Estimate due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date December **Total Revenues** (including Capital and Other Reimbursements) of \$1,183.8 were \$28.4 or 2.5% favorable to the Final Estimate.

- **Y-T-D Farebox Revenues** were \$(2.5) unfavorable to forecast due to lower ridership. Ridership through December was 89.2 million. This was the same as 2016 (adjusted for same number of calendar work days) and 0.3% lower than the Final Estimate.
- **Y-T-D Other Operating Revenues** were \$(3.0) unfavorable to forecast due to lower and timing of advertising revenue and lower miscellaneous revenue, partially offset by higher rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$34.0 favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date December **Total Expenses** (including depreciation and other) of \$2,240.3 were favorable to the Final Estimate by \$10.4 or 0.5%.

**Labor Expenses**, \$4.6 favorable Y-T-D.

- **Payroll**, \$12.3 favorable Y-T-D (primarily vacant positions, vacation pay accruals and lower retiree/sick payouts).
- **Overtime**, \$(13.2) unfavorable Y-T-D (higher capital project activity, maintenance and vacancy/absentee coverage, partially offset by lower scheduled/unscheduled service and weather-related overtime).
- **Health & Welfare**, \$0.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$0.2 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pension**, \$4.6 favorable Y-T-D (results were accrued to budget, not the Final Estimate, pending final actuarial report).
- **Other Fringe**, \$0.2 favorable Y-T-D (lower Railroad Retirement Taxes, partially offset higher FELA Indemnity and meal payments,).

**Non-Labor Expenses**, \$4.1 favorable Y-T-D.

- **Electric Power**, \$(0.7) unfavorable Y-T-D (higher rates, higher VD Yard and non-electric costs charged to this account in error, partially offset by lower consumption).
- **Fuel**, \$0.2 favorable Y-T-D (lower consumption).
- **Insurance**, \$0.5 favorable Y-T-D (lower Force Account and liability Insurance, partially offset by higher property insurance).
- **Claims**, \$(4.2) unfavorable Y-T-D (increase in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$2.7 favorable Y-T-D (Primarily timing of vegetation management, construction services, TVM maintenance, janitorial and custodial services, security systems/services, HVAC maintenance and hazardous waste cleanup and other maintenance and

operating contracts, partially offset by equipment rental, joint facilities, bussing for capital projects, refuse and recycling and elevator/escalator maintenance).

- **Professional Services**, \$4.4 favorable Y-T-D (Primarily timing of activities/payments for Enterprise Asset Management, MTA chargebacks, medical services and other professional services contracts).
- **Materials and Supplies**, \$5.6 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments, partially offset by higher Engineering Department material use).
- **Other Business Expense**, \$(4.5) unfavorable Y-T-D (timing of revised accounting treatment of NYPA loans to be reflected in a future post close and higher bad debt reserves due to Amtrak outstanding receivables, partially offset by higher restitution of property damage).

**Depreciation and Other**, \$1.6 favorable Y-T-D (primarily lower Depreciation and Environmental Remediation).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through December of \$739.9 was \$62.9 unfavorable to the Final Estimate due to lower receipts and higher expenditures.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 51.4%, 1.3 percentage points above the Final Estimate resulting from lower expenses.
- Through December, the Adjusted Farebox Operating Ratio was 60.0%, which is favorable to the Final Estimate due to lower expenses.
- Through December, the Adjusted Cost per Passenger was \$14.57, which is lower than the Final Estimate due to lower expenses.
- Through December, the Revenue per Passenger was \$8.19, which was below the Final Estimate.

**MTA LONG ISLAND RAIL ROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2017</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2017 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$735.889	\$730.069	\$727.539	(\$8.350)	(1.1)	(\$2.530)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	57.681	54.874	51.834	(5.847)	(10.1)	(3.040)	(5.5)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$793.570</b>	<b>\$784.943</b>	<b>\$779.373</b>	<b>(\$14.197)</b>	<b>(1.8)</b>	<b>(\$5.570)</b>	<b>(0.7)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$529.911	\$519.932	\$511.688	\$18.223	3.4	\$8.244	1.6
Overtime	119.311	130.222	131.749	(12.438)	(10.4)	(1.527)	(1.2)
Health and Welfare	106.992	102.076	100.363	6.629	6.2	1.714	1.7
OPEB Current Payment	69.074	60.000	59.834	9.240	13.4	0.166	0.3
Pensions	140.835	144.798	138.954	1.881	1.3	5.844	4.0
Other Fringe Benefits	135.215	131.565	128.798	6.417	4.7	2.767	2.1
Reimbursable Overhead	(28.081)	(37.379)	(46.431)	18.350	65.3	9.052	24.2
<b>Total Labor Expenses</b>	<b>\$1,073.257</b>	<b>\$1,051.214</b>	<b>\$1,024.956</b>	<b>\$48.301</b>	<b>4.5</b>	<b>\$26.258</b>	<b>2.5</b>
<b>Non-Labor:</b>							
Electric Power	\$94.301	\$84.266	\$84.080	\$10.221	10.8	\$0.186	0.2
Fuel	17.396	16.569	16.369	1.027	5.9	0.200	1.2
Insurance	24.334	20.556	20.630	3.704	15.2	(0.074)	(0.4)
Claims	4.370	4.370	8.561	(4.191)	(95.9)	(4.190)	(95.9)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	80.833	90.024	86.338	(5.505)	(6.8)	3.686	4.1
Professional Service Contracts	45.956	32.698	27.255	18.701	40.7	5.443	16.6
Materials & Supplies	179.708	135.010	119.871	59.837	33.3	15.139	11.2
Other Business Expenses	17.420	18.065	22.023	(4.603)	(26.4)	(3.958)	(21.9)
<b>Total Non-Labor Expenses</b>	<b>\$464.318</b>	<b>\$401.558</b>	<b>\$385.126</b>	<b>\$79.192</b>	<b>17.1</b>	<b>\$16.432</b>	<b>4.1</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,537.575</b>	<b>\$1,452.772</b>	<b>\$1,410.082</b>	<b>\$127.493</b>	<b>8.3</b>	<b>\$42.690</b>	<b>2.9</b>
Depreciation	\$339.290	\$337.520	\$336.253	\$3.037	0.9	\$1.268	0.4
Other Post Employee Benefits	85.981	87.834	88.010	(2.029)	(2.4)	(0.175)	(0.2)
GASB 68 Pension Expense Adjustment	174.400	0.000	0.000	174.400	100.0	0.000	-
Environmental Remediation	2.000	2.000	1.469	0.531	26.5	0.531	26.5
<b>Total Expenses</b>	<b>\$2,139.246</b>	<b>\$1,880.127</b>	<b>\$1,835.813</b>	<b>\$303.433</b>	<b>14.2</b>	<b>\$44.313</b>	<b>2.4</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,345.676)</b>	<b>(\$1,095.183)</b>	<b>(\$1,056.440)</b>	<b>\$289.236</b>	<b>21.5</b>	<b>\$38.743</b>	<b>3.5</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	\$339.290	\$337.520	\$336.253	(\$3.037)	(0.9)	(\$1.268)	(0.4)
Operating/Capital	(28.966)	(11.288)	(10.857)	18.108	62.5	0.430	3.8
Other Cash Adjustments	282.718	91.915	(8.852)	(291.570)	*	(100.767)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$593.042</b>	<b>\$418.147</b>	<b>\$316.544</b>	<b>(\$276.498)</b>	<b>(46.6)</b>	<b>(\$101.604)</b>	<b>(24.3)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$752.634)</b>	<b>(\$677.036)</b>	<b>(\$739.897)</b>	<b>\$12.737</b>	<b>1.7</b>	<b>(\$62.861)</b>	<b>(9.3)</b>

Totals may not add due to rounding

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

**MTA LONG ISLAND RAIL ROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

<b>REIMBURSABLE</b>	<b>2017</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2017 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	368.593	370.512	404.472	35.879	9.7	33.960	9.2
<b>Total Revenue</b>	<b>\$368.593</b>	<b>\$370.512</b>	<b>\$404.472</b>	<b>\$35.879</b>	<b>9.7</b>	<b>\$33.960</b>	<b>9.2</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$128.992	\$123.391	\$119.358	\$9.634	7.5	\$4.033	3.3
Overtime	30.372	38.242	49.866	(19.494)	(64.2)	(11.625)	(30.4)
Health and Welfare	26.892	28.059	29.221	(2.329)	(8.7)	(1.161)	(4.1)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	43.692	44.289	45.573	(1.881)	(4.3)	(1.283)	(2.9)
Other Fringe Benefits	27.499	29.847	32.410	(4.911)	(17.9)	(2.563)	(8.6)
Reimbursable Overhead	28.081	37.379	46.431	(18.350)	(65.3)	(9.052)	(24.2)
<b>Total Labor Expenses</b>	<b>\$285.528</b>	<b>\$301.207</b>	<b>\$322.858</b>	<b>(\$37.330)</b>	<b>(13.1)</b>	<b>(\$21.652)</b>	<b>(7.2)</b>
<b>Non-Labor:</b>							
Electric Power	\$0.125	\$0.783	\$1.642	(\$1.517)	*	(\$0.859)	*
Fuel	0.000	0.046	0.047	(0.047)	-	(0.000)	(0.4)
Insurance	8.998	8.302	7.742	1.256	14.0	0.560	6.7
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	15.144	12.886	13.839	1.305	8.6	(0.953)	(7.4)
Professional Service Contracts	0.711	1.916	2.923	(2.212)	*	(1.008)	(52.6)
Materials & Supplies	57.714	44.518	54.060	3.654	6.3	(9.543)	(21.4)
Other Business Expenses	0.373	0.855	1.360	(0.987)	*	(0.505)	(59.1)
<b>Total Non-Labor Expenses</b>	<b>\$83.065</b>	<b>\$69.306</b>	<b>\$81.614</b>	<b>\$1.451</b>	<b>1.7</b>	<b>(\$12.308)</b>	<b>(17.8)</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$368.593</b>	<b>\$370.512</b>	<b>\$404.472</b>	<b>(\$35.879)</b>	<b>(9.7)</b>	<b>(\$33.960)</b>	<b>(9.2)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$368.593</b>	<b>\$370.512</b>	<b>\$404.472</b>	<b>(\$35.879)</b>	<b>(9.7)</b>	<b>(\$33.960)</b>	<b>(9.2)</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

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

**MTA LONG ISLAND RAIL ROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2017 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$735.889	\$730.069	\$727.539	(\$8.350)	(1.1)	(\$2.530)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	57.681	54.874	51.834	(5.847)	(10.1)	(3.040)	(5.5)
Capital and Other Reimbursements	368.593	370.512	404.472	35.879	9.7	33.960	9.2
<b>Total Revenue</b>	<b>\$1,162.163</b>	<b>\$1,155.455</b>	<b>\$1,183.845</b>	<b>\$21.682</b>	<b>1.9</b>	<b>\$28.390</b>	<b>2.5</b>
<b>Expenses</b>							
Labor:							
Payroll	\$658.903	\$643.322	\$631.046	\$27.857	4.2	\$12.276	1.9
Overtime	149.683	168.464	181.615	(31.932)	(21.3)	(13.152)	(7.8)
Health and Welfare	133.884	130.136	129.583	4.301	3.2	0.552	0.4
OPEB Current Payment	69.074	60.000	59.834	9.240	13.4	0.166	0.3
Pensions	184.527	189.087	184.527	(0.000)	0.0	4.560	2.4
Other Fringe Benefits	162.714	161.412	161.207	1.507	0.9	0.204	0.1
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$1,358.785</b>	<b>\$1,352.421</b>	<b>\$1,347.814</b>	<b>\$10.971</b>	<b>0.8</b>	<b>\$4.607</b>	<b>0.3</b>
Non-Labor:							
Electric Power	\$94.426	\$85.049	\$85.722	\$8.704	9.2	(\$0.673)	(0.8)
Fuel	17.396	16.616	16.416	0.980	5.6	0.200	1.2
Insurance	33.332	28.858	28.372	4.960	14.9	0.486	1.7
Claims	4.370	4.370	8.561	(4.191)	(95.9)	(4.190)	(95.9)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	95.977	102.910	100.177	(4.200)	(4.4)	2.732	2.7
Professional Service Contracts	46.667	34.613	30.178	16.489	35.3	4.435	12.8
Materials & Supplies	237.422	179.527	173.931	63.491	26.7	5.597	3.1
Other Business Expenses	17.793	18.920	23.383	(5.590)	(31.4)	(4.463)	(23.6)
<b>Total Non-Labor Expenses</b>	<b>\$547.383</b>	<b>\$470.863</b>	<b>\$466.740</b>	<b>\$80.643</b>	<b>14.7</b>	<b>\$4.124</b>	<b>0.9</b>
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,906.168</b>	<b>\$1,823.284</b>	<b>\$1,814.554</b>	<b>\$91.614</b>	<b>4.8</b>	<b>\$8.730</b>	<b>0.5</b>
Depreciation	\$339.290	\$337.520	\$336.253	\$3.037	0.9	\$1.268	0.4
Other Post Employee Benefits	85.981	87.834	88.010	(2.029)	(2.4)	(0.175)	(0.2)
GASB 68 Pension Expense Adjustment	174.400	0.000	0.000	174.400	100.0	0.000	-
Environmental Remediation	2.000	2.000	1.469	0.531	26.5	0.531	26.5
<b>Total Expenses</b>	<b>\$2,507.839</b>	<b>\$2,250.639</b>	<b>\$2,240.285</b>	<b>\$267.554</b>	<b>10.7</b>	<b>\$10.353</b>	<b>0.5</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,345.676)</b>	<b>(\$1,095.183)</b>	<b>(\$1,056.440)</b>	<b>\$289.236</b>	<b>21.5</b>	<b>\$38.743</b>	<b>3.5</b>
<i>Cash Depreciation Adjustments</i>							
Depreciation	\$339.290	\$337.520	\$336.253	(\$3.037)	(0.9)	(\$1.268)	(0.4)
Operating/Capital	(28.966)	(11.288)	(10.857)	18.108	62.5	0.430	3.8
Other Cash Adjustments	282.718	91.915	(8.852)	(291.570)	*	(100.767)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$593.042</b>	<b>\$418.147</b>	<b>\$316.544</b>	<b>(\$276.498)</b>	<b>(46.6)</b>	<b>(\$101.604)</b>	<b>(24.3)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$752.634)</b>	<b>(\$677.036)</b>	<b>(\$739.897)</b>	<b>\$12.737</b>	<b>1.7</b>	<b>(\$62.861)</b>	<b>(9.3)</b>

Totals may not add due to rounding

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

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2017 Final Estimate and Preliminary Actual**  
**December 2017 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<b>Revenue</b>				
Farebox Revenue	Non Reimb.	(2.530)	-0.3%	Lower ridership \$(2.337) and lower yield per passenger \$(0.193).
Other Operating Revenue	Non Reimb.	(3.040)	-5.5%	Lower advertising, miscellaneous and special service revenue, partially offset by higher rental and freight revenue.
Capital and Other Reimbursements	Reimb.	33.960	9.2%	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>				
Payroll	Non Reimb.	8.244	1.6%	Vacant positions, lower retiree sick payouts and rates, vacation pay accrual reversals and higher sick pay law claims.
	Reimb.	4.033	3.3%	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	(1.527)	-1.2%	Higher maintenance and vacancy/absentee coverage, partially offset by lower weather-related overtime, unscheduled service and scheduled service.
	Reimb.	(11.625)	-30.4%	Over-run attributed to second track main line, East Side Access related projects, East Rail Yard, Jamaica capacity improvements and Atlantic Terminal mitigation.
Health & Welfare	Non Reimb.	1.714	1.7%	Vacant positions.
	Reimb.	(1.161)	-4.1%	Primarily due to timing of project activity and interagency reimbursements.
OPEB Current Payment	Non Reimb.	0.166	0.3%	Fewer retirees/beneficiaries than projected.
Pension	Non Reimb.	5.844	4.0%	Awaiting final actuarial report. Pension will be adjusted further during a later Post close.
	Reimb.	(1.283)	-2.9%	Primarily due to timing of project activity and interagency reimbursements.
Other Fringe Benefits	Non Reimb.	2.767	2.1%	Primarily due to lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves and meal allowances.
	Reimb.	(2.563)	-8.6%	Primarily due to timing of project activity and interagency reimbursements.
Reimbursable Overhead	Non Reimb.	9.052	24.2%	Timing of capital project activity.
	Reimb.	(9.052)	-24.2%	Timing of capital project activity.
Electric Power	Non Reimb.	0.186	0.2%	Lower consumption, partially offset by higher rates.
	Reimb.	(0.859)	*	Primarily VD Yard and non electric costs charged to the Electric account in error (to be corrected in a future post close).
Fuel	Non Reimb.	0.200	1.2%	Primary due to lower consumption.

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2017 Final Estimate and Preliminary Actual**  
**December 2017 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Insurance	Non Reimb.	(0.074)	-0.4%	Higher Property Insurance, partially offset by lower Liability Insurance.
	Reimb.	0.560	6.7%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(4.190)	-95.9%	Higher public liability reserves and non-employee claims.
Maintenance and Other Operating Contracts	Non Reimb.	3.686	4.1%	Lower expenditures in Engineering maintenance repairs, vegetation management, construction services, TVM maintenance, janitorial and custodial services, security systems/services, HVAC maintenance, hazardous waste cleanup and other operating & maintenance contracts, partially offset by higher vehicle lease payments, real estate rentals, uniforms and joint facility maintenance accruals.
	Reimb.	(0.953)	-7.4%	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	5.443	16.6%	Primarily due to the timing of activities/payments for Enterprise Asset Management, MTA chargebacks, medical and drug testing services, and other professional service contracts, partially offset by higher advertising/marketing expenditures and engineer consultant services.
	Reimb.	(1.008)	-52.6%	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	15.139	11.2%	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), 12 year diesel propulsion and other initiatives under the Reliability Centered Maintenance (RCM) program and lower miscellaneous inventory adjustments, partially offset by higher Engineering materials.
	Reimb.	(9.543)	-21.4%	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(3.958)	-21.9%	NYPA loan accounting treatment adjustment not yet made (will be captured in a future post close) and higher bad debt reserves due to Amtrak outstanding receivables, partially offset by higher restitution on property damages.
	Reimb.	(0.505)	-59.1%	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.268	0.4%	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.175)	-0.2%	
GASB 68 Pension Expense Adjustment	Non Reimb.	0.000	-	
Environmental Remediation	Non Reimb.	0.531	26.5%	Revised expenses for environmental remediation.

**MTA LONG ISLAND RAIL ROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
**December Year-to-Date**  
**(\$ in millions)**

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2017 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$755.889	\$749.427	\$745.862	(\$10.027)	(1.3)	(\$3.565)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	42.620	42.063	40.845	(1.775)	(4.2)	(1.218)	(2.9)
Capital and Other Reimbursements	339.103	350.632	309.755	(29.348)	(8.7)	(40.877)	(11.7)
<b>Total Receipts</b>	<b>\$1,137.612</b>	<b>\$1,142.122</b>	<b>\$1,096.461</b>	<b>(\$41.151)</b>	<b>(3.6)</b>	<b>(\$45.661)</b>	<b>(4.0)</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$652.502	\$633.813	\$627.564	\$24.938	3.8	\$6.249	1.0
Overtime	149.683	168.575	176.163	(26.480)	(17.7)	(7.588)	(4.5)
Health and Welfare	133.884	127.743	125.308	8.576	6.4	2.435	1.9
OPEB Current Payment	69.074	60.000	59.848	9.226	13.4	0.152	0.3
Pensions	184.527	186.541	183.488	1.039	0.6	3.053	1.6
Other Fringe Benefits	161.714	158.830	158.222	3.492	2.2	0.608	0.4
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1,351.384</b>	<b>\$1,335.502</b>	<b>\$1,330.593</b>	<b>\$20.791</b>	<b>1.5</b>	<b>\$4.909</b>	<b>0.4</b>
Non-Labor:							
Electric Power	\$94.426	\$85.349	\$86.060	\$8.366	8.9	(\$0.711)	(0.8)
Fuel	17.396	17.133	16.982	0.414	2.4	0.151	0.9
Insurance	32.029	28.345	32.375	(0.346)	(1.1)	(4.030)	(14.2)
Claims	1.747	1.747	2.963	(1.216)	(69.6)	(1.216)	(69.6)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	92.271	114.364	103.439	(11.168)	(12.1)	10.925	9.6
Professional Service Contracts	42.055	33.872	29.543	12.512	29.8	4.329	12.8
Materials & Supplies	221.820	164.426	196.812	25.008	11.3	(32.386)	(19.7)
Other Business Expenses	17.118	20.420	19.032	(1.914)	(11.2)	1.388	6.8
<b>Total Non-Labor Expenditures</b>	<b>\$518.862</b>	<b>\$465.656</b>	<b>\$487.206</b>	<b>\$31.656</b>	<b>6.1</b>	<b>(\$21.550)</b>	<b>(4.6)</b>
Other	\$20.000	\$18.000	\$17.745	\$2.255	11.3	\$0.255	1.4
<b>Total Other Expenditure Adjustments</b>	<b>\$20.000</b>	<b>\$18.000</b>	<b>\$17.745</b>	<b>\$2.255</b>	<b>11.3</b>	<b>\$0.255</b>	<b>1.4</b>
<b>Total Expenditures</b>	<b>\$1,890.246</b>	<b>\$1,819.158</b>	<b>\$1,835.543</b>	<b>\$54.703</b>	<b>2.9</b>	<b>(\$16.385)</b>	<b>(0.9)</b>
Cash Timing and Availability Adjustment	0.000	0.000	(0.814)	(0.814)	-	(0.814)	-
<b>Operating Cash Deficit</b>	<b>(\$752.634)</b>	<b>(\$677.036)</b>	<b>(\$739.897)</b>	<b>\$12.737</b>	<b>1.7</b>	<b>(\$62.861)</b>	<b>(9.3)</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2017 Final Estimate and Preliminary Actual Cash Basis**  
**December 2017 Year-to-Date**

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
<b>Receipts</b>			
Farebox Revenue	(3.565)	(0.5)	Lower ridership \$(2.337), lower advance sales impact \$(0.533), lower MetroCard/AirTrain sales \$(0.502) and lower yields \$(0.193).
Other Operating Revenue	(1.218)	(2.9)	Primarily the timing of rental revenue and lower miscellaneous and special services revenue.
Capital and Other Reimbursements	(40.877)	(11.7)	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>			
Labor:			
Payroll	6.249	1.0	Primarily due to vacant positions, the timing of the final Retro Wage Adjustment payment to be made in January 2018, lower retiree sick payments and higher sick pay law claims, partially offset by intercompany reimbursements and the recording of overtime Retro Wage Adjustment actuals in payroll.
Overtime	(7.588)	(4.5)	Primarily due to higher project overtime, maintenance and vacancy/absentee coverage, partially offset by lower weather-related emergencies, scheduled/unscheduled service, the recording of overtime Retro Wage Adjustment actuals in payroll and the timing of the final Retro Active Wage Adjustment to be paid in January 2018.
Health and Welfare	2.435	1.9	Primarily lower headcount and intercompany reimbursements.
OPEB Current Payment	0.152	0.3	Lower retirees/beneficiaries.
Pensions	3.053	1.6	Pension payment based on available information and includes intercompany reimbursements, upon receipt of final actuarial report future period payment adjustments may occur.
Other Fringe Benefits	0.608	0.4	Primarily due to lower Railroad Retirement payments including intercompany reimbursements and payments associated with the delayed final Retro Wage Adjustment payment, partially offset by higher FELA payments and meal
Non-Labor:			
Electric Power	(0.711)	(0.8)	Higher rates and higher reimbursable activity, partially offset by lower
Fuel	0.151	0.9	Primarily due to lower consumption.
Insurance	(4.030)	(14.2)	Primarily the earlier than forecast payment of All Agency Protective Liability Insurance policy renewals and Comprehensive Automobile installments.
Claims	(1.216)	(69.6)	Higher claim payments.
Maintenance and Other Operating Contracts	10.925	9.6	Primarily the timing of and lower payments for maintenance services.
Professional Service Contracts	4.329	12.8	Primarily the timing of MTA Chargeback payments and the timing of professional service contracts services and payments.
Material and Supplies	(32.386)	(19.7)	Higher capital material and early delivery of rolling stock material.
Other Business Expenses	1.388	6.8	Primarily delays in NYPA loan repayments and higher restitution of property damages, partially offset by higher credit/debit fees and travel payments.
Other Expenditure Adjustments	0.255	1.4	Lower MetroCard/AirTrain pass through payments.

**MTA LONG ISLAND RAIL ROAD**  
**2017 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	2017			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2017 Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$20.000	\$19.358	\$18.323	(\$1.677)	(8.4)	(\$1.035)	(5.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	(15.061)	(12.811)	(10.990)	4.071	27.0	1.821	14.2
Capital and Other Reimbursements	(29.490)	(19.880)	(94.717)	(65.227)	*	(74.837)	*
<b>Total Receipts</b>	<b>(\$24.551)</b>	<b>(\$13.333)</b>	<b>(\$87.384)</b>	<b>(\$62.833)</b>	*	<b>(\$74.050)</b>	*
<b>Expenditures</b>							
Labor:							
Payroll	\$6.401	\$9.509	\$3.482	(\$2.919)	(45.6)	(\$6.027)	(63.4)
Overtime	0.000	(0.111)	5.453	5.453	-	5.564	*
Health and Welfare	0.000	2.393	4.275	4.275	-	1.883	78.7
OPEB Current Payment	0.000	0.000	(0.013)	(0.013)	-	(0.013)	-
Pensions	0.000	2.546	1.039	1.039	-	(1.507)	(59.2)
Other Fringe Benefits	1.000	2.582	2.985	1.985	*	0.404	15.6
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$7.401</b>	<b>\$16.919</b>	<b>\$17.221</b>	<b>\$9.820</b>	*	<b>\$0.303</b>	<b>1.8</b>
Non-Labor:							
Electric Power	\$0.000	(\$0.300)	(\$0.338)	(\$0.338)	-	(\$0.038)	(12.8)
Fuel	0.000	(0.517)	(0.566)	(0.566)	-	(0.049)	(9.4)
Insurance	1.303	0.513	(4.003)	(5.306)	*	(4.516)	*
Claims	2.623	2.623	5.598	2.975	*	2.974	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	3.706	(11.454)	(3.262)	(6.968)	*	8.192	71.5
Professional Service Contracts	4.612	0.741	0.635	(3.977)	(86.2)	(0.106)	(14.3)
Materials & Supplies	15.602	15.101	(22.881)	(38.483)	*	(37.982)	*
Other Business Expenses	0.675	(1.500)	4.351	3.676	*	5.851	*
<b>Total Non-Labor Expenditures</b>	<b>\$28.521</b>	<b>\$5.207</b>	<b>(\$20.466)</b>	<b>(\$48.987)</b>	*	<b>(\$25.673)</b>	*
Other Expense Adjustments:							
Other	(20.000)	(18.000)	(17.745)	2.255	11.3	0.255	1.4
<b>Total Other Expenditure Adjustments</b>	<b>(\$20.000)</b>	<b>(\$18.000)</b>	<b>(\$17.745)</b>	<b>\$2.255</b>	11.3	<b>\$0.255</b>	<b>1.4</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$15.922</b>	<b>\$4.126</b>	<b>(\$20.990)</b>	<b>(\$36.912)</b>	*	<b>(\$25.116)</b>	*
Depreciation	\$339.290	\$337.520	\$336.253	(\$3.037)	(0.9)	(\$1.268)	(0.4)
Other Post Employee Benefits	85.981	87.834	88.010	2.029	2.4	0.175	0.2
GASB 68 Pension Expense Adjustment	174.400	0.000	0.000	(174.400)	(100.0)	0.000	-
Environmental Remediation	2.000	2.000	1.469	(0.531)	(26.5)	(0.531)	(26.5)
<b>Total Expenditures</b>	<b>\$617.593</b>	<b>\$431.481</b>	<b>\$404.742</b>	<b>(\$212.851)</b>	<b>(34.5)</b>	<b>(\$26.739)</b>	<b>(6.2)</b>
Cash Timing and Availability Adjustment	0.000	0.000	(0.814)	(0.814)	-	(0.814)	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$593.042</b>	<b>\$418.147</b>	<b>\$316.544</b>	<b>(\$276.498)</b>	<b>(46.6)</b>	<b>(\$101.604)</b>	<b>(24.3)</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2017 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2017 Adopted Budget		2017 Final Estimate		Preliminary Actual		2017 Adopted Budget vs. Actuals		2017 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav/(Unfav)	Var. - Fav/(Unfav)	Hours	\$
							Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	390,959	\$24.042	419,326	\$25.912	412,344	\$25.396	(21,384) -5.5%	(\$1.354) -5.6%	6,982 1.7%	\$0.516 2.0%
<u>Unscheduled Service</u>	118,444	7.639	116,201	7.331	103,268	6.447	15,177 12.8%	1.192 15.6%	12,933 11.1%	0.884 12.1%
<u>Programmatic/Routine Maintenance</u>	727,710	41.893	746,314	42.628	797,920	45.678	(70,211) -9.6%	(3.785) -9.0%	(51,606) -6.9%	(3.050) -7.2%
<u>Unscheduled Maintenance</u>	5,800	0.340	18,991	1.113	23,716	1.395	(17,916) *	(1.056) *	(4,725) *	(0.282) *
<u>Vacancy/Absentee Coverage</u>	599,317	35.207	708,053	41.257	729,410	42.430	(130,093) -21.7%	(7.223) -20.5%	(21,357) -3.0%	(1.173) -2.8%
<u>Weather Emergencies</u>	154,999	8.717	151,348	8.816	121,495	7.158	33,504 21.6%	1.559 17.9%	29,853 19.7%	1.658 18.8%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> <sup>3</sup>	27,614	1.474	25,152	3.166	22,949	3.245	4,665 16.9%	(1.771) *	2,203 8.8%	(0.079) -2.5%
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	<b>2,024,844</b>	<b>\$119.311</b>	<b>2,185,385</b>	<b>\$130.223</b>	<b>2,211,102</b>	<b>\$131.749</b>	<b>(186,258)</b> -9.2%	<b>(\$12.438)</b> -10.4%	<b>(25,717)</b> -1.2%	<b>(\$1.526)</b> -1.2%
<b>REIMBURSABLE OVERTIME</b>	<b>544,800</b>	<b>\$30.372</b>	<b>644,704</b>	<b>\$38.242</b>	<b>810,479</b>	<b>\$49.866</b>	<b>(265,679)</b> -48.8%	<b>(\$19.494)</b> -64.2%	<b>(165,775)</b> -25.7%	<b>(\$11.624)</b> -30.4%
<b>TOTAL OVERTIME</b>	<b>2,569,644</b>	<b>\$149.683</b>	<b>2,830,089</b>	<b>\$168.465</b>	<b>3,021,581</b>	<b>\$181.615</b>	<b>(451,937)</b> -17.6%	<b>(\$31.933)</b> -21.3%	<b>(191,492)</b> -6.8%	<b>(\$13.150)</b> -7.8%

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2017 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	Var. - Fav./(Unfav)		December 2017 Year-to-Date
	Hours	\$	Explanations
<b>NON-REIMBURSABLE OVERTIME</b>			
<u>Scheduled Service</u> <sup>1</sup>	6,982	\$0.516	Lower than anticipated holiday overtime within Equipment and Transportation along with lower Crew Book and holiday overtime within Transportation.
	1.7%	2.0%	
<u>Unscheduled Service</u>	12,933	\$0.884	Lower than forecasted overtime needed to maintain On-Time Performance.
	11.1%	12.1%	
<u>Programmatic/Routine Maintenance</u>	(51,606)	(\$3.050)	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, 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 and Atlantic Tunnel impedance box half tie maintenance.
	-6.9%	-7.2%	
<u>Unscheduled Maintenance</u>	(4,725)	(\$0.282)	Higher system wide emergencies including Stony Brook road bridge emergency repair and broken rail mitigation.
	*	*	
<u>Vacancy/Absentee Coverage</u>	(21,357)	(\$1.173)	Primarily driven by lower availability within the Equipment Department.
	-3.0%	-2.8%	
<u>Weather Emergencies</u>	29,853	\$1.658	Lower than forecasted weather related expenses.
	19.7%	18.8%	
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	
<u>All Other</u> <sup>3</sup>	2,203	(\$0.079)	
	8.8%	-2.5%	
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	<b>(25,717)</b>	<b>(\$1.526)</b>	
	-1.2%	-1.2%	
<b>REIMBURSABLE OVERTIME</b>			
	(165,775)	(\$11.624)	Over-run attributed to Main Line Double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard, Speonk to Montauk signal construction, 2017 Annual track program, Babylon branch concrete ties replacements and Jamaica capacity improvements.
	-25.7%	-30.4%	
<b>TOTAL OVERTIME</b>	<b>(191,492)</b>	<b>(\$13.150)</b>	
	-6.8%	-7.8%	

1 Includes Tour Length and Holiday overtime.

2 Not Applicable

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2017 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA LONG ISLAND RAIL ROAD**  
**2017 Final Estimate vs. Preliminary Actual**  
**Total Full-Time Positions & FTEs by Function and Department**  
**December 2017**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Executive VP	2	2	0	
Enterprise Asset Management	7	5	2	
Sr Vice President - Engineering	2	2	0	
Labor Relations	19	17	2	
Procurement & Logistics (excl. Stores)	75	64	11	
Human Resources	35	34	1	
Sr VP Administration	2	2	0	
Strategic Investments	18	16	2	
President	4	3	1	
VP & CFO	4	3	1	
Controller	44	42	2	
Management and Budget	21	17	4	
BPM, Controls, & Compliance	7	6	1	
Market Dev. & Public Affairs	71	69	2	
Gen. Counsel & Secretary	33	33	0	
Diversity Management	3	3	0	
Security	13	9	4	
System Safety	37	34	3	
Training	67	65	2	
Service Planning	25	24	1	
Rolling Stock Programs	17	10	7	
Sr Vice President - Operations	2	2	0	
<b>Total Administration</b>	<b>508</b>	<b>462</b>	<b>46</b>	
<b>Operations</b>				
Train Operations	2,201	2,214	(13)	
Customer Service	303	300	3	
<b>Total Operations</b>	<b>2,504</b>	<b>2,514</b>	<b>(10)</b>	
<b>Maintenance</b>				
Engineering	1,997	1,997	0	
Equipment	2,094	2,079	15	
Procurement (Stores)	97	98	(1)	
<b>Total Maintenance</b>	<b>4,188</b>	<b>4,174</b>	<b>14</b>	
<b>Engineering/Capital</b>				
Department of Project Management	156	130	26	
Special Projects/East Side Access	46	40	6	
Positive Train Control	12	11	1	
<b>Total Engineering/Capital</b>	<b>214</b>	<b>181</b>	<b>33</b>	
<b>Baseline Total Positions</b>	<b>7,414</b>	<b>7,331</b>	<b>83</b>	
<i>Non-Reimbursable</i>	6,107	6,220	(113)	<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 113 positions primarily due to Engineering field forces working on maintenance activity instead of capital activity.
<i>Reimbursable</i>	1,308	1,111	197	<b>REIMBURSABLE POSITIONS</b> - Favorable 197 positions primarily due to the timing of project activity and vacant positions.
<b>Total Full-Time</b>	<b>7,414</b>	<b>7,331</b>	<b>83</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2017 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Occupational Group**  
**December 2017**

	Final Estimate	Actual	Favorable (unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	257	242	15
Professional, Technical, Clerical	146	109	37
Operational Hourlies	106	111	(5)
<b>Total Administration</b>	<b>508</b>	<b>462</b>	<b>46</b>
<b>Operations</b>			
Managers/Supervisors	297	295	2
Professional, Technical, Clerical	95	93	2
Operational Hourlies	2,112	2,126	(14)
<b>Total Operations</b>	<b>2,504</b>	<b>2,514</b>	<b>(10)</b>
<b>Maintenance</b>			
Managers/Supervisors	798	715	83
Professional, Technical, Clerical	270	248	22
Operational Hourlies	3,120	3,211	(91)
<b>Total Maintenance</b>	<b>4,188</b>	<b>4,174</b>	<b>14</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	145	125	20
Professional, Technical, Clerical	69	56	13
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>214</b>	<b>181</b>	<b>33</b>
<b>Public Safety</b>			
Managers/Supervisors	0	0	0
Professional, Technical, Clerical	0	0	0
Operational Hourlies	0	0	0
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Baseline Total Positions</b>			
Managers/Supervisors	1,497	1,377	120
Professional, Technical, Clerical	580	506	74
Operational Hourlies	5,338	5,448	(110)
<b>Total Baseline</b>	<b>7,414</b>	<b>7,331</b>	<b>83</b>

**MTA LONG ISLAND RAIL ROAD**  
**2017 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)**  
**UTILIZATION**  
(in millions)

	Year-to-Date as of December 2017				Variance Favorable/(Unfavorable)					
	Adopted Budget	Final Estimate	Actual (Prelim)	Adjusted* 2016	vs. Budget		vs. Final Estimate		vs. Adjusted 2016	
	\$	%	\$	#	%	%	\$	%	#	%
<b>Farebox Revenue</b>										
Monthly	\$360.822	\$355.171	\$351.353		(\$9.469)	(2.6)	(\$3.818)	(1.1)		
Weekly	18.725	17.922	18.192		(0.534)	(2.8)	0.269	1.5		
<b>Total Commutation</b>	<b>\$379.547</b>	<b>\$373.094</b>	<b>\$369.545</b>		<b>(\$10.002)</b>	<b>(2.6)</b>	<b>(\$3.548)</b>	<b>(1.0)</b>		
One Way Full	\$96.598	\$98.934	\$99.497		\$2.899	3.0	\$0.563	0.6		
One Way Off Peak	178.826	179.012	179.916		1.090	0.6	0.904	0.5		
All Other	80.918	79.030	78.581		(2.337)	(2.9)	(0.449)	(0.6)		
<b>Total Non Commutation</b>	<b>\$356.342</b>	<b>\$356.975</b>	<b>\$357.993</b>		<b>\$1.652</b>	<b>0.5</b>	<b>\$1.018</b>	<b>0.3</b>		
<b>Total Farebox Revenue</b>	<b>\$735.889</b>	<b>\$730.069</b>	<b>\$727.539</b>		<b>(8.351)</b>	<b>(1.1)</b>	<b>(\$2.530)</b>	<b>(0.3)</b>		
<b>Ridership</b>										
Monthly	49.664	49.361	48.825	49.682	(0.839)	(1.7)	(0.536)	(1.1)	(0.858)	(1.7)
Weekly	1.915	1.863	1.889	1.875	(0.026)	(1.4)	0.026	1.4	0.015	0.8
<b>Total Commutation</b>	<b>51.580</b>	<b>51.224</b>	<b>50.714</b>	<b>51.557</b>	<b>(0.865)</b>	<b>(1.7)</b>	<b>(0.510)</b>	<b>(1.0)</b>	<b>(0.843)</b>	<b>(1.6)</b>
One Way Full	8.550	8.781	8.820	8.554	0.269	3.1	0.039	0.4	0.265	3.1
One Way Off Peak	18.399	18.690	18.830	18.265	0.431	2.3	0.140	0.8	0.566	3.1
All Other	10.862	10.743	10.788	10.784	(0.074)	(0.7)	0.044	0.4	0.003	0.0
<b>Total Non Commutation</b>	<b>37.811</b>	<b>38.214</b>	<b>38.437</b>	<b>37.603</b>	<b>0.627</b>	<b>1.7</b>	<b>0.223</b>	<b>0.6</b>	<b>0.834</b>	<b>2.2</b>
<b>Total Ridership</b>	<b>89.390</b>	<b>89.438</b>	<b>89.151</b>	<b>89.160</b>	<b>(0.239)</b>	<b>(0.3)</b>	<b>(0.286)</b>	<b>(0.3)</b>	<b>(0.008)</b>	<b>(0.0)</b>

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

**MTA LONG ISLAND RAIL ROAD**  
**2017 FINAL ESTIMATE vs PRELIMINARY ACTUALS**  
**MONTHLY PERFORMANCE INDICATORS**  
**December 2017**

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>Preliminary Actual</u>	<u>Final Estimate</u>	<u>2016</u>	<u>vs. Final Estimate</u>	<u>vs. 2016</u>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	51.4%	50.1%	51.4%	1.3%	0.0%
Adjusted <sup>(2)</sup>	60.0%	58.6%	60.4%	1.4%	-0.4%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$15.94	\$16.37	\$15.57	\$0.43	(\$0.37)
Adjusted <sup>(2)</sup>	\$14.57	\$14.98	\$14.23	\$0.40	(\$0.34)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.19	\$8.20	\$8.01	(\$0.01)	\$0.18

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**PRELIMINARY DECEMBER 2017**

**PRELIMINARY DECEMBER 2017 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**December Ridership and Revenue (millions)**

	December 2017	% Change vs. 2016
Total Rail Ridership	7.322	-2.6% ▼
Commutation Ridership	3.927	-4.4% ▼
Non-Commutation Ridership	3.395	-0.4% ▼
Rail Revenue	\$62.0	1.3% ▲

**Key Factors Impacting December Ridership**

- The LIRR finished the year carrying 89.2 million customers during 2017, which was virtually unchanged from 2016 and marked the second highest annual ridership since the post-war record of 91.8 million customers in 1949.
- December 2017 Commutation ridership decreased -4.4%, which was the greatest monthly decline all year and the 10th consecutive month with a decrease in 2017.
- December 2017 Non-Commutation ridership decreased slightly by 0.4%; colder temperatures and additional snowfall occurring this year, as compared to last year, may have discouraged leisure travel.

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

	December 2017	% Change vs. 2016	Comparison to Mid Year
Total Rail Ridership	89.151	0.0% ▼	2.5% ▲
Commutation Ridership	50.714	-1.6% ▼	1.2% ▲
Non-Commutation Ridership	38.437	2.2% ▲	4.4% ▲
Rail Revenue	\$727.5	2.1% ▲	-0.2% ▼

# DECEMBER RIDERSHIP

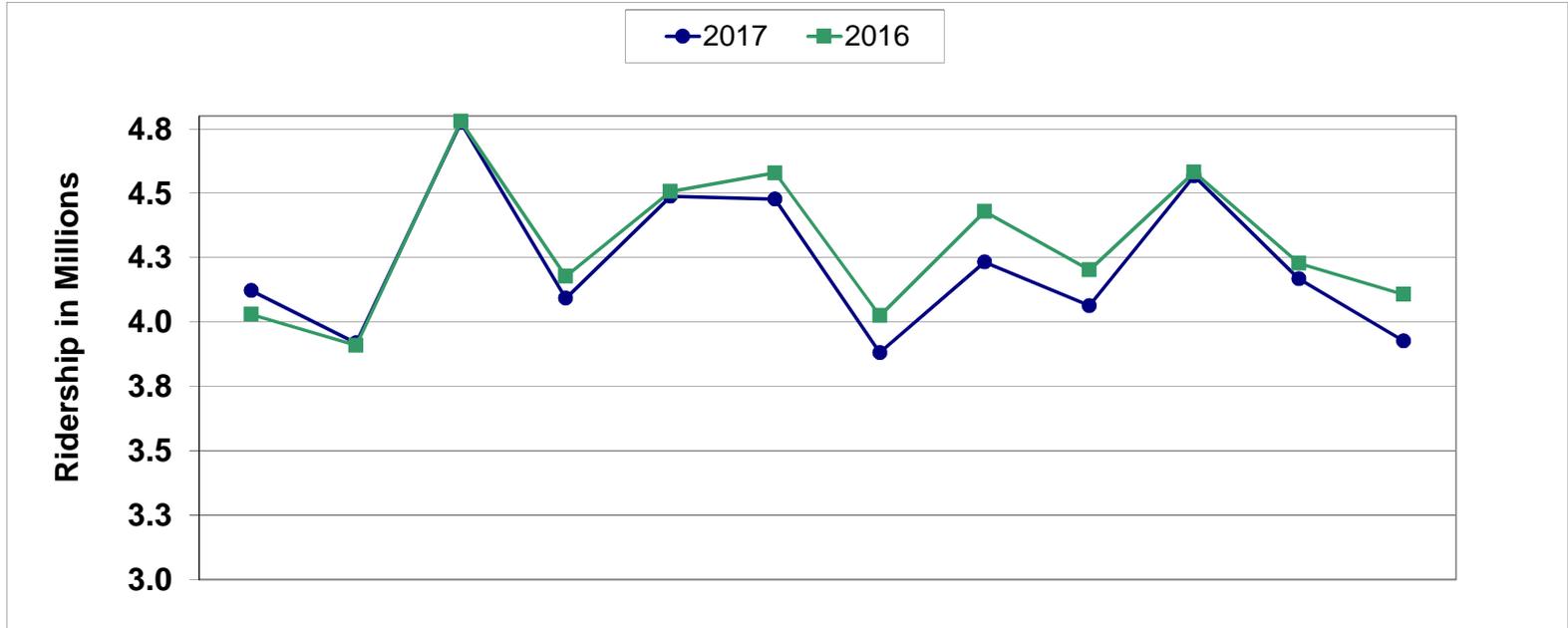
•December's Total Ridership was -2.6% below '16 and -3.3% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	7.0	6.5	7.7	7.2	7.6	7.9	7.5	7.8	7.4	7.8	7.4	7.3	89.2
<b>2016</b>	6.6	6.4	7.8	7.1	7.7	8.0	7.6	7.9	7.4	7.7	7.4	7.5	89.2
<b>PCT CHG.</b>	4.7%	1.5%	-0.4%	0.8%	-0.1%	-0.3%	-2.2%	-1.6%	-0.1%	1.2%	-0.1%	-2.6%	0.0%

# DECEMBER COMMUTATION RIDERSHIP

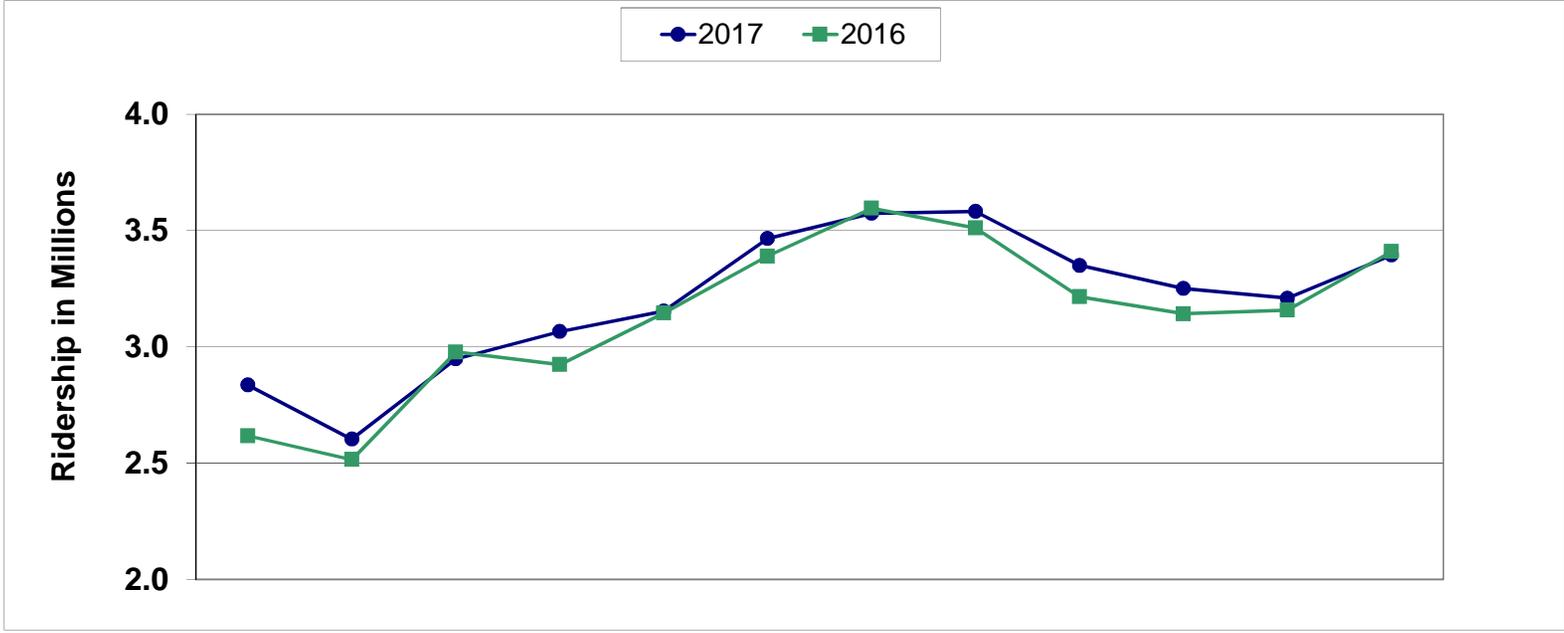
•December's Commutation Ridership was -4.4% below '16 and -5.2% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	4.1	3.9	4.8	4.1	4.5	4.5	3.9	4.2	4.1	4.6	4.2	3.9	50.7
<b>2016</b>	4.0	3.9	4.8	4.2	4.5	4.6	4.0	4.4	4.2	4.6	4.2	4.1	51.6
<b>PCT CHG.</b>	2.3%	0.2%	-0.1%	-2.0%	-0.4%	-2.2%	-3.6%	-4.4%	-3.3%	-0.3%	-1.4%	-4.4%	-1.6%

# DECEMBER NON-COMMUTATION RIDERSHIP

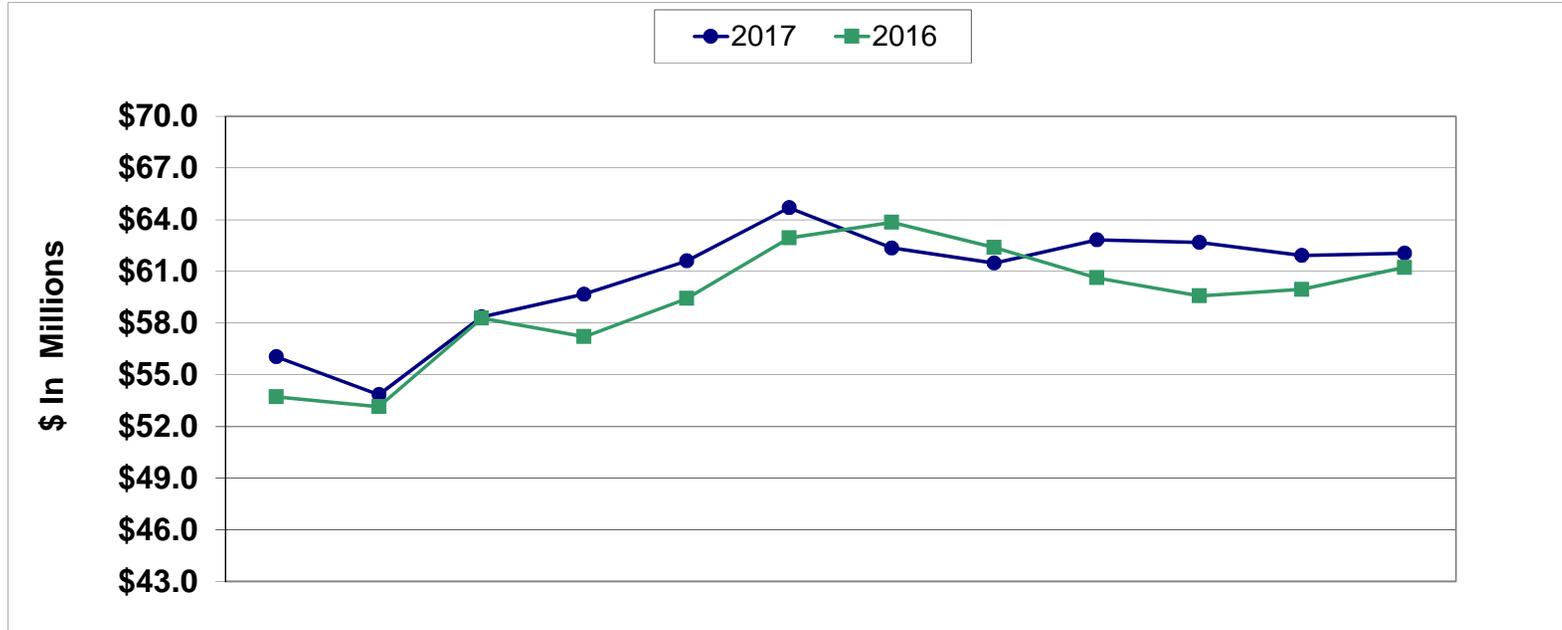
•December's Non-Commutation Ridership was -0.4% below '16 and -0.9% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	2.8	2.6	2.9	3.1	3.2	3.5	3.6	3.6	3.4	3.3	3.2	3.4	38.4
<b>2016</b>	2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1	3.2	3.4	37.6
<b>PCT CHG.</b>	8.3%	3.5%	-1.0%	4.9%	0.3%	2.2%	-0.6%	2.0%	4.2%	3.5%	1.6%	-0.4%	2.2%

# DECEMBER REVENUE

•December's Total Revenue was 1.3% above '16 and -3.0% below 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	\$61.9	\$62.0	\$727.5
2016	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6	\$59.6	\$60.0	\$61.2	\$712.3
PCT CHG.	4.3%	1.3%	0.1%	4.3%	3.7%	2.8%	-2.3%	-1.5%	3.6%	5.2%	3.3%	1.3%	2.1%

\*Fare increase was implemented in March 2017.

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
DECEMBER 2017 PRELIMINARY**

TICKET TYPE/SERVICE	DECEMBER 2017	DECEMBER 2016*	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,926,579	4,107,692	(181,113)	-4.4%
NON-COMMUTATION RIDERSHIP	3,395,237	3,409,475	(14,238)	-0.4%
<b>TOTAL RIDERSHIP</b>	<b>7,321,816</b>	<b>7,517,167</b>	<b>(195,351)</b>	<b>-2.6%</b>

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

TICKET TYPE/SERVICE	DECEMBER 2017	DECEMBER 2016*	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	50,714,026	51,556,773	(842,746)	-1.6%
NON-COMMUTATION RIDERSHIP	38,437,289	37,602,856	834,433	2.2%
<b>TOTAL RIDERSHIP</b>	<b>89,151,315</b>	<b>89,159,629</b>	<b>(8,313)</b>	<b>0.0%</b>

\* 2016 ridership numbers were adjusted using 2017 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
DECEMBER 2017 PRELIMINARY**

REVENUE	DECEMBER 2017	DECEMBER 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,335,151	\$30,332,195	\$2,956	0.0%
NON-COMMUTATION REVENUE	\$31,711,771	\$30,899,043	\$812,729	2.6%
<b>TOTAL REVENUE</b>	<b>\$62,046,922</b>	<b>\$61,231,238</b>	<b>\$815,684</b>	<b>1.3%</b>

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

REVENUE	DECEMBER 2017	DECEMBER 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$369,545,226	\$369,227,329	\$317,898	0.1%
NON-COMMUTATION REVENUE	\$357,993,461	\$343,119,277	\$14,874,184	4.3%
<b>TOTAL REVENUE</b>	<b>\$727,538,687</b>	<b>\$712,346,605</b>	<b>\$15,192,082</b>	<b>2.1%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
JANUARY 2018**

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**HIGHLIGHTS**

**EL0702ZE: LONG BEACH BRANCH SUBSTATIONS [SANDY PROGRAM]**

Project Budget: \$50.19M

Milestone: Project Beneficial Use

Replacement of the three substations on the Long Beach that were damaged during Superstorm Sandy is complete. At Oceanside and Oil City, prefabricated modular structures housing new pre-installed AC switchgear, transformers, and associated equipment were installed. At Long Beach Substation, a new substation building with new AC switchgear was installed and new transformers were placed external to the new building. Replacement of these three substations is part of the LIRR's efforts to ensure long term service reliability of the infrastructure on the busy Long Beach Branch.

**L60401TW: EXTENSION OF THE GREAT NECK POCKET TRACK**

Project Budget: \$25.40M

Milestone: Design Completion for the Signal System [\$1.1M]

Design of the Signal System for the Great Neck Pocket Track Extension is complete and the signal construction work is planned to commence in Q1 2019. The existing Pocket Track, east of Great Neck Station on the Port Washington Branch, will be extended to accommodate 12-car trains and will enable LIRR to turn trains mid-branch. The new longer Pocket Track and the associated signal, switch, and third rail work will provide operational flexibility and improve service levels along the Port Washington Branch to meet the anticipated opening of East Side Access. The Pocket Track extension is one element in the Colonial Roads Improvement project that also included replacement of the Colonial Roadway Bridge in 2016.

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

- Morris Park Site Preparation: Work continued.
- Little Neck, Gibson, and Cedarhurst Parking: Gibson completed. Work continued on Little Neck.
- Ronkonkoma Bus Loop: Work continued.
- Penn Station Lost and Found: Work commenced.
- Woodhaven Blvd Bridge Painting: Work continued.
- PTC HVAC: Work continued.
- Morris Park Comm Building Interior Fitout: Work commenced.
- Platform Rehabilitation Laurelton Station: Procurement continued.
- Lynbrook Station Improvements: Procurement continued.
- 150<sup>th</sup> Street Bridge Painting: Procurement continued.
- Paving, Painting, & Sewer Connection HSF, Far Rockaway, Farmingdale: Procurement continued.
- East Williston, Auburndale, Albertson, and Roslyn Signage: Procurement in process.
- Hempstead Station Fencing/Concrete/Lighting: Procurement in process.
- Port Jefferson Station Paving/Miscellaneous Repairs: Procurement in process.

# 2018 LIRR Capital Program Goals

