



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

June 2018

Members

S. Metzger, Chair, MNR Committee

M. Pally, Chair, LIRR Committee

N. Brown

R. Glucksman

I. Greenberg

C. Moerdler

A. Saul

S. Rechler

V. Tessitore, Jr.

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

Joint Metro-North Railroad and Long Island Railroad Committees Meeting

Monday, 6/18/2018

8:30 - 10:00 AM ET

2 Broadway

20th Floor Board Room

New York, NY

1. Public Comments Period

2. APPROVAL OF MINUTES - May 21, 2018

a. MNR Minutes

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b. LIRR Minutes

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3. 2018 Work Plans

a. MNR 2018 Work Plan

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b. LIRR 2018 Work Plan

LIRR 2018 Work Plan - Page 35

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. MNR Report (no material)

• MNR Safety Report

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b. LIRR Report (no material)

• LIRR Safety Report

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c. MTA Capital Construction Report

MTA Capital Construction Report - Page 49

d. MTA Police Report

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5. AGENCY INFORMATION ITEMS

a. Joint Information Items

• LIRR/MNR PTC Project Update

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• License agreements for ATMS at various LIRR and MNR locations

License agreements for ATMS at various LIRR and MNR locations - Page 87

b. LIRR Information Items

- **June and July Trackwork**
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6. PROCUREMENTS

a. MNR Procurements

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b. LIRR Procurements

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- **Non-Competitive**
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- **Competitive**
LIRR Competitive - Page 114

c. MTA CC Procurements

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

a. MNR Reports

- **MNR Operations Report**
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- **MNR Finance Report**
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- **MNR Ridership Report**
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- **MNR Capital Program Report**
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b. LIRR - Performance Summaries

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- **LIRR Operations - Mechanical**
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- **LIRR Finance Report**
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- **LIRR Ridership Report**
LIRR Ridership Report - Page 216

- **LIRR Capital Program Report**

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Next Meeting: Monday, July 23, 2018

MNR at 8:30 am

LIRR at 9:30 am

Minutes of the Regular Meeting
Metro-North Committee
Monday, May 21, 2018

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

The following members were present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee
Hon. Randy Glucksman
Hon. John J. Molloy
Hon. Andrew Saul
Hon. Veronica Vanterpool
Hon. James E. Vitiello

Not Present:

Hon. Norman Brown
Hon. Charles G. Moerdler
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

Also Present:

Susan J. Doering – Executive Vice President, Metro-North Railroad
Richard L. Gans – Vice President and General Counsel
Glen Hayden – Vice President, Engineering
Yvonne Hill-Donald - Vice President, Human Resources
John Kesich – Senior Vice President, Operations
Owen Monaghan, Chief, MTA Police Department
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steven Weiss – Executive Director Management and Budget

Chair Metzger called the meeting to order. She noted that Executive Vice President Doering would be representing President Rinaldi at the meeting.

PUBLIC COMMENT

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, commended Metro-North for their efforts to restore service following the May 15, 2018 storm, especially east of Hudson where the storm effects were more severe. Mr. Getz stated that work needs to be done to address problems that exist with west of Hudson service. He stated that New Jersey Transit has been cancelling trains on the Pascack Valley Line whenever a problem arises. He noted that New Jersey Transit would be cancelling express trains 1618 and 1739 from June 3, 2018 into January 2019 to install Positive Train Control (“PTC”) equipment. He stated that New Jersey Transit is lagging in the installation of PTC and Amtrak will not permit New Jersey Transit to operate trains on Amtrak tracks into Penn Station if New Jersey Transit is not PTC compliant. Mr.

Getz stated that the cancellation of Pascack Valley Line express trains has angered many local officials, including Congresswoman Nita Lowey and Rockland County Executive Ed Day. He stated that, while Metro-North and New Jersey Transit have available control cars, there is a shortage of these cars since many need repair. He stated that Metro-North and New Jersey Transit should try to fix some of the cars so that the express trains do not need to be cancelled.

Murray Bodin commented on the blowing of train horns at Harlem 125th Street. He expressed his opinion that the red box painted on the roadway at the Roaring Brook Road crossing is illegal. He stated that Metro-North should not be using and purchasing railcars in married pairs. Mr. Bodin stated that Committee members are not paying attention to these issues.

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

APPROVAL OF MINUTES AND METRO-NORTH 2018 WORK PLAN

Upon motion duly made and seconded, the Committee approved the minutes of the April 23, 2018 Metro-North Committee meeting. There are no changes to the 2018 Metro-North Railroad Committee Work Plan, a copy of which is filed with the records of this meeting.

PRESIDENT'S REPORT

Executive Vice President Doering, on behalf of President Rinaldi, gave the President's Report. Executive Vice President Doering reported on service reliability during the month of April 2018 noting that east of Hudson on-time performance improved 3.4% from March 2018 and trains operated above goal at 94.7% across all three lines during all service periods. She further reported that performance in the month of May 2018 was below goal primarily due to the impact of the major storm that occurred on Tuesday, May 15, 2018.

Executive Vice President Doering provided a report on the May 15, 2018 storm and Metro-North's response. She reported that, with the threat of high winds and rain during the evening rush hour, the railroad preemptively placed crews equipped with chain saws and bucket trucks on standby to respond once the storm passed through the area. The storm first hit the upper Hudson Line taking down multiple trees. As a result, Metro-North was required to suspend service north of Croton-Harmon at approximately 4:30 p.m. Service on the Harlem and New Haven Lines was also impacted by numerous fallen trees and the loss of power between Chappaqua and Brewster. At approximately 5 p.m., service was suspended on all three lines and trains were instructed to safely proceed to the nearest station. Due to safety concerns, Metro-North briefly closed Grand Central Terminal to prevent overcrowding conditions. Customers were only allowed to exit the terminal and were urged to avoid coming to Grand Central Terminal until service resumed. The worst of the storm had passed at approximately 6 p.m. At that time, since there was minimal impact on the New Haven Line, the railroad resumed service on that line. Service was then resumed on the Hudson Line between Grand Central Terminal and Croton-Harmon. Later in the evening, the railroad provided limited service to Peekskill. Shortly after resuming Hudson Line service, Metro-North resumed service on the Harlem Line between Grand Central Terminal and North White Plains and provided limited service to Mount Kisco. However, beyond Mount Kisco, the line remained out of service due to multiple fallen trees and third rail damage. Later in the evening, the railroad began a shuttle bus operation from Mount Kisco to Southeast. As crews continued to clear trees from the right-of-way and make repairs to the third rail, a service plan for the following morning was developed. Late Tuesday night, customers were informed that Metro-North expected to operate regular train service on the New Haven Line, regular service between Croton-Harmon and Grand Central Terminal on the Hudson Line and regular service between

North White Plains and Grand Central Terminal on the Harlem Line. Limited Service was anticipated between Poughkeepsie and Croton Harmon on the Hudson Line and limited service was anticipated between Southeast and North White Plains on the Harlem Line. Service would remain suspended between Wassaic and Southeast. The initial plan called for canceling three upper Hudson Line trains and 10 upper Harlem Line trains. Customers were told to expect delays and crowded conditions.

Metro-North crews worked through the night clearing trees so that Metro-North could provide regular service on the Hudson Line to Poughkeepsie and operate the three upper Hudson Line trains. By mid-day Wednesday, May 16, 2018, crews had completed clearing the tracks between Wassaic and Southeast, making it possible to resume service to Wassaic before the evening rush hour. In sum, the severe spring storm created havoc on the railroad, taking down roughly 170 trees along the tracks and bringing service to a temporary standstill. Because of our colleagues' dedication, teamwork, and quick action, the railroad could get its customers through this difficult situation and get them to their destinations safely. The railroad carried out a plan to ensure that customers and employees arrived safely at their closest station, while delivering updated information digitally and in person at outlying stations and at a crowded Grand Central Terminal. Employees went out in the storm and worked through the night to clear the tracks of fallen trees and make repairs to damaged infrastructure, so Metro-North could bring service back to as close to normal as possible the next morning. This kind of dedication and skilled response to sudden and severe weather challenges makes us all proud to be part of such a great group of transportation professionals. On behalf of President Rinaldi, Executive Vice President Doering thanked everyone for a job well done.

Executive Vice President Doering reported that in April 2018, west of Hudson service operated at 93.3%. New Jersey Transit's engineer availability remained poor resulting in 1.6% (26) of trains being cancelled. While train service performance has been within acceptable levels, Metro-North's west of Hudson customers have been suffering through frequent cancellations because of New Jersey Transit's systemic shortages of crews and equipment. Under new leadership, New Jersey Transit is on the path toward resolving some of these issues, and an infusion of cash from the State of New Jersey should help things over the long run. However, this does not provide immediate relief for Metro-North's west of Hudson customers and Metro-North needs to continue to focus in improving service delivery. Executive Vice President Doering noted that New Jersey Transit's announcement to temporarily reduce train service system-wide from June through December to free up equipment for PTC modifications only makes the situation more difficult for Metro-North riders. The reductions affect four New Jersey Transit lines and are not targeted at the Pascack Valley Line. In total, 18 trains are affected, including one a.m. peak and one p.m. peak Pascack Valley Line train. Metro-North will be meeting with New Jersey Transit officials and President Rinaldi has requested that New Jersey Transit commit not to cancel the remaining express train for the duration of the service reductions; she has also asked New Jersey Transit to accelerate restoring the two canceled Pascack Valley Line trains well before the end of the year, even as they continue with the remainder of their PTC installations. Metro-North will cross-honor Pascack Valley Lines tickets, for the duration of the service reductions, on the Hudson and Harlem Lines, Haverstraw-Ossining Ferry, as well as, the Port Jervis Lines. Metro-North will also provide reimbursement to Rockland County for Pascack Valley Line ticketholders who travel on the Tappan Zee Express buses during this period. Finally, Metro-North is exploring options to invest the funding that will be saved by not paying for the two express trains into transit incentives that will benefit Pascack Valley Line customers and will share the proposal with the Committee at the appropriate time. Tied to New Jersey Transit's stepped-up effort on PTC compliance, Executive Vice President Doering noted there is a ratification to be voted on later in the meeting for the purchase of software and hardware to be installed on Metro-North's west of Hudson locomotive fleet, which New Jersey Transit operates.

Executive Vice President Doering reported that the Connecticut Legislature passed a budget on May 9 which provides the funding necessary to avoid New Haven Line fare increases or service reductions for travel to or from Connecticut stations.

Executive Vice President Doering reported that work to replace the power poles and wire on the upper Harlem Line damaged during the March Nor'easters is progressing, along with the removal of trees with the potential to impact our power lines. It is anticipated that this repair work will be completed in early June 2018. Executive Vice President Doering noted that there is a ratification to be voted on later in the meeting for additional funding needed to support the trimming and/or removal of trees along the right-of-way that have the potential to impact our power lines. She noted that there will be future procurements to support this effort. Executive Vice President Doering thanked Metro-North customers for their patience while this work was underway on weekends when a bus bridge was operated between Southeast and Goldens Bridge Stations. She also recognized the efforts of her colleagues who provided assistance and support during this emergency repair work. Metro-North pulled together as a team and President Rinaldi is proud to be part of such a dedicated team of transportation professionals.

Executive Vice President Doering noted that the railroad is aware of concerns about crowded conditions during off-peak hours on the Harlem Line. As the Committee was previously advised, the extensive station rehabilitation project at White Plains Station and nearby track and structure improvements prompted a schedule change that began in mid-March. The work is taking place in two-track territory, which, unfortunately, limits the railroad's operational flexibility. With the new schedule, on weekends and during off-peak hours, about half of the local trains on the inner Harlem Line that would normally go between Grand Central Terminal and North White Plains Station now terminate at Crestwood; additional stops at Crestwood, Scarsdale, and Hartsdale are being added to off-peak express trains to and from Southeast. Metro-North has been monitoring ridership and making whatever adjustments that can be made to address the situation. President Rinaldi has asked the Operations Planning and Transportation staff if they can identify additional strategies for mitigating the crowding, and she will be reporting back on any recommendations at the June Committee meeting.

Executive Vice President Doering noted that each quarter the railroad reports to the Committee on Metro-North's extensive track and infrastructure improvements to enhance the safety and reliability of train service. As part of that work, the railroad uses a machine that lifts the track slightly into the correct position and tamps the ballast (stone) beneath the railroad ties to secure it in place. Over time this process slightly raises the track's elevation which can cause problems for trains as they travel under overhead bridges and overhead catenary wires due to a decrease in clearance. This is especially true on the New Haven Main Line, where trains draw power from the overhead catenary, making maintaining the proper clearances from the top of trains to these electrified wires critical. To address these gradual track raises and restore the track to its proper level, Metro-North will begin an undercutting program on the two middle tracks of the New Haven Line between New Rochelle and Rye during off-peak hours this month and lasting until the fall. An undercutting machine will be deployed to remove all the ballast in and approximately eight inches below the tracks being lowered. This operation requires extensive preparation before and restoration following the undercutter to ensure the integrity of train operations on adjacent tracks and to place the track back in service when complete. During undercutting, a train to catch the ballast and other debris that is being removed must occupy an adjacent track, requiring Metro-North to take two tracks out of service continuously during this project. Metro-North appreciates its customers' patience during any off-peak delays they may experience during this important track maintenance project. Metro-North is informing customers about this initial work and will do the same for any subsequent phases.

Chair Metzger and Board members Glucksman, Vanterpool, Vitiello, Saul and Pally commended Metro-North for rapidly and efficiently restoring service following the May 15, 2018 storm. They further commended Metro-North and the Metropolitan Transportation Authority Police Department ("MTAPD") who worked together to resume service and to keep the railroad safe. On behalf of the entire Committee, Board member Pally thanked the Metro-North staff for their hard work.

Board member Glucksman stated that he heard cellular service was weak in Grand Central Terminal due to all the people who were trying to use their cell phones. He asked if the railroad received support from the power utilities following the storm of May 15, 2018. Mr. Hayden reported that there was a major outage at the north end of the Harlem Line when the power company lost a transmission line that affected five substations. He reported that four of the substations were back in service within a few hours and the fifth substation was operational early the next morning. Mr. Hayden noted that there were some local power outages that effected train stations and individual facilities and that power was restored at these locations by the following day.

Board member Glucksman expressed displeasure over the cancellation of two west of Hudson express trains. He stated that elected officials have written letters expressing their displeasure. He stated that the west of Hudson lines run the fewest trains in the northern portion of New Jersey and losing these trains is beyond the pale. He expressed his opinion that one car can be taken from other trains to make up the consists needed to operate these express trains since the express trains operate in consists of four cars.

Board member Vanterpool stated that she was one of the people in Grand Central Terminal the evening of the May 15, 2018 storm and witnessed the severe overcrowded conditions. She thanked the staff for the work they did in Grand Central Terminal. She especially thanked the MTAPD for maintaining safety and order. She noted that the customers who reside in communities that experience these types of storms were understanding.

Board member Vitiello discussed the catastrophic effects of the May 15, 2018 storm on Dutchess County, especially at Beacon, New York. He was surprised that service could be restored to Poughkeepsie by the next morning when some roads in Dutchess County were still closed. He thanked the crews who worked all night in difficult and dangerous conditions to restore service. Board member Vitiello stated that riders in the northern portions of the line may dismiss the importance and necessity of the railroad as a significant part of the lifeblood of their economy. He expressed his sincere thanks to all those who worked to restore service and thanked the MTAPD for the work they did in the aftermath of the storm. Board member Vitiello stated that it was remarkable that there were no serious injuries at Grand Central Terminal and up the line. Board member Vitiello would like the Committee to discuss the possibility for a mutual aid agreement with the County of Dutchess.

In response to Board member Vitiello's questions regarding undercutting, Mr. Hayden reported that the last time undercutting was performed was in the 1990's on the Hudson Line to improve freight clearances. He noted that if there are no obstructions, the only concerns Metro-North has is with clearances to side platforms or if the ballast starts to come down when undercutting over a bridge. Mr. Hayden described the undercutting process noting that eight to 10 inches of undercutting is sufficient.

Following Board member Pally's question regarding the agreement with New Jersey Transit, there was a prolonged discussion between Board members and staff regarding the agreements with New Jersey Transit and the Connecticut Department of Transportation

("CDOT"). Mr. Kesich noted that the service agreement with New Jersey Transit lays out a structure by which New Jersey Transit provides service in the New York State portion of its territory. He noted that there is no guaranteed number of trains to be operated for Metro-North service. He expressed his belief that the cancellation of the two express trains on the Pascack Valley Line does not represent a disproportionate impact on Metro-North's service since it is commensurate with service reductions in the overall New Jersey Transit territory. Mr. Gans noted that there are no penalties or liquidated damages for missing or short trains. He noted that New Jersey Transit has an obligation to provide service in a reasonable and responsible manner and that Metro-North meets with New Jersey Transit regularly to ensure they are providing service. Mr. Gans believes that New Jersey Transit's system-wide issues are responsible for the cancellation of the two trains. Chair Metzger requested a briefing concerning the agreements with New Jersey Transit and CDOT.

Board member Glucksman noted that Metro-North owns 65 Comet V railcars which are used primarily on the Pascack Valley and Port Jervis Lines and 15 locomotives, some of which date back to 1966. Mr. Kesich noted that the general structure and premise of the New Jersey Transit and CDOT agreements are similar. However, the main difference is that the roles are reversed. CDOT pays Metro-North to provide train service within their state, Metro-North provides the employees. There is a 65% split in operating costs and a 65/35% split in the ownership of mainline equipment. With respect to the branch lines located in Connecticut, Connecticut owns 100% of the locomotives and coaches for the branch line service and pays Metro-North to provide service to them. For west of Hudson service, Metro-North provides equipment consisting of 65 Comet V coaches, 15 of which are cab cars and 15 locomotives that have been overhauled twice. Metro-North is responsible for providing equipment for the Port Jervis Line and the Pascack Valley Line is operated under a pool agreement by which Metro-North supplies four coaches and one locomotive. The Pascack Valley Line is operated primarily as a New Jersey Transit service that carries some New York State customers. He noted that New Jersey Transit has gone through many organizational challenges. Metro-North is trying to work with New Jersey Transit so that it can provide the level of service to Metro-North's west of Hudson customers that they were able to provide one year ago. Mr. Gans noted that the contract with New Jersey Transit has expired and is renewed yearly unless one of the parties seeks to renegotiate the contract. Board member Pally stated that the Committee should seriously consider not renewing the contract in its current form because Metro-North is not getting the service it is supposed to get.

In response to Board member Pally's question, Mr. Hayden noted that the vast majority of the 170 trees that fell on the tracks during the storm originated on Metro-North property. With respect to trees that are not on Metro-North property but abut Metro-North property, Mr. Gans noted that the railroad can trim trees that are coming onto railroad property and in emergency situations will take whatever actions are necessary. With respect to trees that are not on Metro-North property, the railroad can always have a conversation with the landowner regarding those trees. Mr. Gans further noted that with these severe storms, the railroad is experiencing issues with healthy trees coming down and onto Metro-North's tracks. Chair Metzger noted that the Committee would be voting on a ratification to provide for additional funding for cutting and removal of trees that were dangerous, downed or damaged along Metro-North's system-wide right-of-way.

Board member Vitiello expressed his opinion that Metro-North needs to determine what can be done to improve west of Hudson service. Chair Metzger stated that the existing contract with New Jersey Transit is very complicated in that service on the Pascack Valley Line is treated differently under that contract from service on the Port Jervis Line. She asked the staff to prepare a briefing on the New Jersey Transit and CDOT agreements. Board member Glucksman thanked the Committee and staff for supporting his constituents.

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

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that the customer accident rate is nearly 21% lower than the previous 12 months and the employee lost time injury rate is 2% lower than the previous 12 months. Metro-North's community outreach program, TRACKS, reached nearly 8,500 individuals in March 2018, bringing the total for the year to over 18,000. Metro-North will be holding its second Annual Safety Excellence Awards on Thursday May 31, 2018. Awards will be given to individuals, districts and groups that have gone above and beyond to ensure the safety of our employees and customers. On Thursday, June 7, 2018, in partnership with Federal Railroad Administration, Operation Lifesaver and the Connecticut Department of Transportation, Metro-North will be participating in International Level Crossing Awareness Day. Safety materials will be distributed at grade crossings in New York, including west of Hudson, and Connecticut.

Chair Metzger asked Mr. Vonashek to provide the Committee with the status of crossing work done using New York State Department of Transportation ("NYSDOT") funds set aside for some crossings on the Port Jervis Line.

The details of Mr. Vonashek's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records.

MTA POLICE DEPARTMENT (MTAPD) REPORT

Chief Monaghan thanked the Committee for acknowledging the work the MTAPD did during and following the storm. He acknowledged the work done by the Emergency Service Unit to help cut the 170 trees that had fallen on tracks and restoring service. He reported that the MTAPD was deployed to Grand Central Terminal which had filled up close to capacity during the evening rush hour on May 15, 2018. Chief Monaghan noted that the MTAPD redeployed officers and moved resources quickly to create a visible, calming presence. He noted that Board member Vanterpool was more than an observer in Grand Central Terminal on the evening of May 15, 2018 as she was engaged with the Chairman, President Rinaldi and Chief Monaghan that evening. Chief Monaghan reported that on Friday, May 18, 2018, 122 police officers won medals and certificates for outstanding police and civilian work on behalf of the customers. He congratulated the winners and honorees.

Chief Monaghan reported on crime statistics, noting that system-wide the total number of major felonies increased by two in April 2018 versus April 2017, 19 versus 17 or an increase of 12%. Year-to-date April 2018, total major felonies increased by 10 versus April 2017, 92 versus 82 or an increase of 12%. In April 2018, total major felonies on the Metro-North system increased by five versus April 2017, 13 versus 8. There was one robbery and two assaults, three burglaries and seven grand larcenies. Of the 13 major felonies, 4 were closed by an arrest. Year-to-date April 2018, hate crimes decreased by five versus the comparable period of 2017, 7 versus 12 or a decrease of 42%. There was one hate crime reported on the Long Island Rail Road.

The details of Chief Monaghan's report are contained in the MTAPD report filed with the records of this meeting, which recording includes a discussion regarding the MTAPD report.

INFORMATION ITEMS:

Two information items were presented to the Committee. Executive Vice President Doering noted that reports on the information items are in the Committee Book.

- Diversity & EEO Report-1st Quarter 2018. Executive Vice President Doering noted that the report is in the Committee book. Chair Metzger noted that the report will be discussed at the Diversity Committee.
- PTC Status Report. Executive Vice President Doering noted that the PTC Status Report is in the Committee book. Chair Metzger stated that the railroad is making progress and she is feeling more and more confident that Metro-North will meet the PTC deadlines.

There was a discussion between Board member Vitiello and Mr. Kesich regarding reports that Amtrak will not stop at certain stations on the Hudson Line if PTC is not installed by the deadline. Mr. Kesich noted that Amtrak has issued some press reports and public statements regarding operations in areas where PTC has not been fully implemented. With respect to the Hudson Line from Poughkeepsie Station south, Metro-North is starting its revenue demonstration service in the fall of 2018 and is working towards full implementation of PTC on that line. Mr. Kesich noted that the NYSDOT, pursuant to a contract with Amtrak, is responsible for the stations north of Poughkeepsie and Amtrak is responsible for installing PTC north of Poughkeepsie Station. Amtrak has stated it will do a risk assessment across the country to determine whether to continue operations in areas where there is no cab signaling and Automatic Train Control ("ATC"). Mr. Kesich noted that the northeast territory is unique in that it has cab signaling and ATC. In addition, Metro-North is operating with Civil Speed Enforcement on the Hudson and New Haven lines. He noted that Metro-North currently has above average protection in advance of full PTC. Mr. Kesich does not believe Amtrak can discontinue service on the Northeast corridor or on the Hudson Line. Mr. Kesich stated that it is his understanding that Amtrak service within the State of New York (excluding the Northeast Corridor) is under the auspices of the NYSDOT.

The details of the information items are contained in 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 discussion between Board member Vitiello and Mr. Kesich regarding Amtrak operations should PTC not be fully implemented.

PROCUREMENTS:

Two non-competitive procurements were presented to the Committee:

- Approval to award a non-competitive, two-year purchase agreement in the not-to-exceed amount of \$3,600,000 with Siemens Industry, Inc. for the purchase of various original equipment manufacturer replacement parts for Metro-North's On-Board PTC equipment.
- Approval of a contract modification for additional funding in the total not-to-exceed amount of \$15,750,000 to an existing non-competitive miscellaneous purchase agreement with Bombardier Transportation North America for Original Equipment Manufacturer replacement parts for Metro-North's various railcar fleets.

One competitive procurement was presented to the Committee:

- Approval for a Metro-North Railroad and Long Island Rail joint procurement to award a competitively solicited general services contract to Med-Track, Inc. in the not-to-exceed amount of \$901,449 (Metro-North = \$450,725, LIRR = \$450,724) to perform compliance audits for the drug and alcohol testing programs of agency contractors who fall under Federal Railroad Administration Roadway Worker requirements.

Three ratifications were presented to the Committee.

- Approval of a non-competitive procurement with Progress Rail Services Corporation in the not-to-exceed amount of \$139,000 for the purchase of updated EM 2000 software and hardware for eight F-40 locomotives for Metro-North's west of Hudson fleet operated by New Jersey Transit.
- Approval of a non-competitive procurement deemed as an "Immediate Operating Need" with ORX Railway Corporation in the not-to-exceed amount of \$516,650 for the purchase of 225 axles for the Metro-North Railroad Coach Car and M-3 Fleets.
- Board ratification for a modification made on March 21, 2018 to Clearway Industries, LLC miscellaneous service Contract No. 100000000080241 to provide for additional funding for cutting and removal of trees that were dangerous, downed or damaged along Metro-North's system-wide right-of-way. Authorization of funding in the not-to-exceed amount of \$1,250,000 was deemed an "Immediate Operating Need" and granted by the agency president since it was imperative that Metro-North's system-wide right-of-way be restored in order to return to efficient operations.

Board member Glucksman asked if the seven GP-40's used for west of Hudson service also need to have updated EM 2000 software. Mr. Kesich noted that the GP-40s have a different control system on the locomotives and do not require the enhancements. Mr. Saul had questions regarding the contract modification with Bombardier. Mr. Muir stated that the additional funds are necessary because the quantity of units to be provided under the contract were under estimated and additional funds are needed to maintain the inventory of these units. He noted that the pricing per unit is the same as when Metro-North originally entered into the agreement. Mr. Kesich noted that the Metro-North M-7 railcars are 14 years old and the Long Island Rail Road railcars are a little older than Metro-North's.

Upon motion duly made and seconded, the Committee approved the foregoing procurements for recommendation to the Board. The details of the procurements 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 a discussion of the proposed procurements and ratifications.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

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

ADJOURNMENT

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

Respectfully submitted,

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

Linda Montanino
Assistant Secretary

May 2018 Committee Minutes –FINAL
Legal/Corporate/Committee Minutes Current

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, May 21, 2018**

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

The following members were present:

Hon. Mitchell H. Pally, Chair, Long Island Rail Road Committee
Hon. Randy Glucksman
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Scott Rechler
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. Neal Zuckerman

Representing Long Island Rail Road: Phillip Eng, Elisa Picca, Dave Kubicek, Loretta Ebbighausen, Mark Young, Dennis Mahon, and Stephen Papandon

Representing MTA Capital Construction Company: Janno Lieber, 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

Stephen N. Papandon, LIRR Senior Deputy General Counsel, introduced the four public speakers, requesting them to limit their comments to two minutes, and to address matters on the agenda for the meeting.

Kevin Pineros spoke about the status of LIRR. He expressed his opinion that current service is improving and after reviewing the Committee meeting report, he believes President Eng is working to fix LIRR service. He spoke about school bus safety and stated that he does not like using school buses for alternate transportation during periods of LIRR track work, and requested that LIRR provide coach buses because they are secure, more reliable, and will improve the customer experience. Mr. Pineros commented that the Babylon branch receives station enhancements with more trains and keeps its half-hourly service. He stated that all branches deserve the same level of attention and that parking near stations should not require permits. He commented about needed station improvements such as addressing cracks in platforms, unstable overpasses, no benches, and temporary platforms. Mr. Pineros commented that equipment issues are causing delays, maintenance needs to be a priority, and that trains that do not have Positive Train Control ("PTC") need to be removed from service. He urged LIRR to install cameras at all grade crossings. He commented that alternate transportation needs to be assessed when service is suspended on certain branches and suggested that MTA busses be provided. He commented about MS-13 gang members in Hempstead, Brentwood, Central Islip and Riverhead which brings fear to thousands of Long Islanders and which needs to be addressed. Mr. Pineros stated that he feels President Eng will have the power to restore better service.

John Michno thanked President Eng for the needed change in management at LIRR. He commented about reduced service on the LIRR Main Line. He stated that the Babylon branch is impacted minimally by the signal work at Harold Interlocking; however, he was pleased that according to today's agenda, the work there this month will not have as great an impact, and Mineola will be getting back its weekend service. He thanked President Eng for listening to the public's concerns. Mr. Michno discussed the poor quality of alternative transportation that is being provided to customers during un-planned and planned service disruptions and stated that MTA should provide bus transportation to its customers. He stated that school buses are not meant to carry adults and tragically could be quite dangerous on highways. He commented that due to an incident in Glen Cove on May 3, riders on the Oyster Bay branch were left stranded getting home; no buses were provided forcing passengers to take expensive taxis in Mineola. He stated that there was no logical reason not to have MTA buses on scene over two hours after the incident first occurred. He hopes that LIRR is seeing a change and thanked the Committee for listening to his concerns.

Murray Bodin expressed his opinion that LIRR should use the latest technology at its grade crossings and replace red flashing lights with traffic lights controlled by cameras and that PTC is outdated.

Orrin Getz stated that New Jersey Transit has a fleet of 49 old cars and suggested that LIRR and Metro-North Railroad consider purchasing, repairing and adding them to their service.

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

APPROVAL OF MINUTES AND 2018 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the March 19, 2018 Long Island Rail Road Committee Meeting. There were no reported changes to the 2018 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

LIRR President Phillip Eng stated that since he arrived at the railroad, the first order of business has been to take stock of where our system is today and where it needs to go. He further stated that he had taken advantage of every opportunity to speak with LIRR's valued customers and hardworking employees to hear first-hand where our challenges lie. The message that he heard, loud and clear, is that we need to get back to the basics, providing our customers with reliable service, real-time information, clean stations, clean trains and clean facilities. President Eng commented that the effort to achieve these objectives has been described as the LIRR Performance Improvement Plan or "PIP". Over the last several weeks he has been working with staff to reimagine the PIP and infuse it with some new ideas and new energy. From his perspective, performance improvement is something we must do every day and every accomplishment is a stepping stone to being better and not an end. President Eng stated that while we know we need to improve service today, we also need to keep an eye on the future, and that everything we do from here on out will be known as "Long Island Rail Road ('LIRR') Forward." President Eng added that he thinks of this not so much as a plan but more of a philosophy and a mindset. It is a blueprint for a new way of thinking when we tackle our problems and evaluate our effectiveness. More than anything this is about putting riders first in all aspects of LIRR's work. Thankfully, LIRR customers have let the railroad know what is important and what they want: They want to get to where they need to go without a second thought. They want a seamless, safe and comfortable trip. President Eng stated that he and his team have over the past month honed in on the steps we need to take in the short, medium and long term to achieve these goals and establish the foundation for continuous improvement. These are not simply a list of initiatives, they are efforts for a full culture change. It means that LIRR refuses to wait years for a new Capital Program to tackle critical maintenance issues. LIRR will complete permanent repairs on critical components instead of relying on quick fixes. This way, LIRR can be assured that the components will last. LIRR will fully capitalize on planned service outages, working more efficiently so that problems will not linger or repeat. President Eng commented that these steps are only the beginning to developing a dependable and customer- focused LIRR for generations to come. First, LIRR must improve system reliability. This means ensuring a robust and proactive maintenance program addressing potential issues before they cause major disruptions. LIRR will move beyond fix and repair to get to prevent and protect. Second, LIRR will deploy new means and methods to fortify its system from damage caused by storms, snow and leaves that fall on our tracks. Third, in today's digital age, LIRR will provide information in a clear and accessible way consistent throughout its stations, its app, its website, and all the way through announcements to its workers on the front lines. This step arms LIRR customers with information they need to plan their commutes and be assured that they can get to their destinations on time.

President Eng added that based on the foregoing, in reviewing the prior Plan, he and the LIRR have made meaningful modifications to move LIRR Forward. LIRR is going to be more

aggressive and tactical in responding to assets that perpetually fail. In 2017, LIRR had 205 switch failures system-wide. LIRR has now implemented a new initiative to repair and replace its top ten most problematic switches in the next six months. These switches alone cause over 40% of the failures on the LIRR system. As promised four weeks ago, repairs on critical Switch 25 in Jamaica are near completion. LIRR is similarly tackling 370 track circuits that caused 36 % of our track failures. These are also located within five of LIRR's most highly trafficked interlockings. President Eng stated that it comes as no surprise that LIRR needs to retool and think more tactically about its grade crossings to improve safety for motorists, for our customers, for our employees; while we look to improve safety, we will improve reliability. Over 400 delays were caused by vehicles on tracks last year and LIRR has decided that it must act now. In just one month, delineators have been installed at 43 of 65 grade crossings where a parallel road exists. The remaining will be done by Memorial Day, over six months ahead of the original schedule and LIRR will not stop there. LIRR has added the remaining 242 grade crossings to the work and similar improvements will be installed this year. All LIRR's 296 grade crossings will have improved delineators and road markers.

President Eng note that LIRR is partnering with Waze Navigation to ensure that this popular platform mirrors LIRR infrastructure accurately helping to prevent drivers from inadvertently driving on to the tracks. LIRR is underway with its agreement with Waze and is excited to have them include LIRR grade crossings in their app over the next few weeks.

President Eng reported that LIRR is also similarly attacking seasonal preparedness more aggressively. Last year, LIRR had over 2600 trains delayed due to snowfall, thunderstorms and heavy rains. So, it may be only May, but we know snow will fall and hurricane season will come, and LIRR will be prepared for this inevitability well before we face a challenge it creates for us. LIRR sees the damage that branches and leaves falling on tracks can cause. That is why staff has been directed to double LIRR's vegetation management program, clearing the remaining 180 miles this year, one year ahead of schedule. LIRR is also initially planning to install 60 snow switch protectors over a three-year period with the first 20 locations to be done this year. LIRR is pulling in that timeline and planning to do all of them before this winter, fortifying our most critical components. Third rail heaters can better prevent crippling power failures during snowfall. LIRR has deployed four rail heaters at 14 locations and is installing additional locations three months ahead of schedule and prior to this winter. This will help eliminate service outages and delays due to freezing temperatures, keeping trains moving on time. LIRR is insulating manholes containing electrical equipment within the Atlantic Tunnel and installing lightning protection equipment around 30 remaining interlocking locations. This will all be done before hurricane season, three months ahead of our original plan. In sum, accountability for failure begins and ends with LIRR. Our customers do not care who individually is responsible for a delay; they only care about what is being done to get them back on their way and what is being done to prevent similar incidents from occurring in the future.

President Eng stated that he has reached out to LIRR's partners and discussed with them his commitment to working together to ensure that they can accomplish necessary work while balancing the need to provide service for all LIRR's customers. He has let them know what we are doing at LIRR to improve service and communication and how he expects them to do the same. He plans to hold our partners accountable to us when they fail to meet our standards for

responding to incidents that occur on our rails, just as he holds himself accountable. President Eng also stated that he has let LIRR's colleagues at Amtrak and PSEG Long Island know that this is what he expects and that they should expect the same from the LIRR when they need cooperation from us to accomplish their goals and tasks. For example, he has requested that PSEG accelerate the replacement of 80 utility poles along LIRR's Right-of-Way that have been recommended for replacement. He has let them know that LIRR will provide access and flagging protection and is pleased to report they are working on accelerating that work. To date, 22 utility poles have been replaced. LIRR is also accelerating by one year the replacement of heated threshold plates on its entire M-7 fleet to reduce door incidents during the winter months. To date, 43% of over 3,300 thresholds have been completed.

President Eng stated that as we reshape our means and methods for addressing our infrastructure, we are already well on the way to creating a new and improved environment for our customers. These initiatives have been developed and accelerated with our loyal customers in mind and to meet their expectations. During periods of regular service and during planned and unplanned service disruption, LIRR is employing better technology to provide real-time information clearly and consistently. LIRR has launched arrival times at 116 stations with the remaining stations to be completed within the next few weeks.

New GPS devices will be installed on LIRR's M-7 and diesel fleets to push out real-time information on train locations, updated every 10 seconds. This is only the beginning of LIRR's efforts to arm riders with accurate information, so they can make more informed decisions. LIRR is evaluating how it can better display information on its screens, and on its app, as well as the information provided by its staff on the front lines.

President Eng report that for our station and car cleaning programs, a dedicated staff of car cleaners will now be positioned at six of our stations across the system to ensure cars are cleaned intermittently during routes, not just at the beginning or end of a day. LIRR is increasing station cleaning by 30% with better equipment for more detailed cleaning. In addition, due to popular demand, LIRR is expanding its Ambassador program by 50% throughout all of its major terminals to thank customers for their loyalty and patience as LIRR embarks on a busy construction season.

President Eng stated that this is a new beginning of a new way of doing business. LIRR's hardworking trades take a lot of pride in their work and are working around the clock to meet and exceed customer expectations and striving towards a world-class railroad. LIRR is taking a proactive approach to do all the work that affects service reliability. It is optimizing track outages to improve safe service today as it builds for a future Long Island and for the whole New York metropolitan area. It is a new LIRR from today forward. President Eng stressed that LIRR is looking at everything from top to bottom, looking backwards for lessons learned, but from now on it is LIRR Forward.

President Eng stated that he is happy to announce that MTA Chairman Joseph J. Lhota has approved the launch of LIRR Summer Saturdays, a customer appreciation pilot program offering benefits to LIRR monthly ticket holders and goodwill to non-monthly and potential LIRR customers as well. Monthly ticket holders can travel system-wide with up to four

additional companions for \$1.00 per companion each way, for 13 Saturdays between June 2nd and August 25th. In addition to offering extra value to our Monthly ticket customers, the program also benefits the environment, providing a financial incentive for travelers to forego their automobiles on summer Saturdays while simultaneously promoting Long Island's tourism industry through extended partnerships with LIRR's Getaway participating vendors. President Eng stated that we hope to attract LIRR customers to LIRR destinations, partnering with our existing Getaway vendors to extend package discounts to our Monthly ticket customers. LIRR is also working with Discover Long Island as well as individual merchants to create a list of participating vendors offering additional special discounts. The fare medium for LIRR Summer Saturdays is modeled on LIRR's existing Family Fare ticket that allows up to four children to ride for \$1.00 each when accompanied by a fare-paying adult. The new pilot program extends this offer to adults as well, when traveling with a Monthly customer ticket, and in effect becomes a system-wide pass on Summer Saturdays. President Eng stated that because of capacity concerns, we are excluding three morning Eastbound Montauk trains and one Eastbound morning Greenport train that are now near full capacity. Travel to special events such as the Belmont Stakes and USGA Golf Championship at Shinnecock are also excluded. President Eng stated that with these modifications, we anticipate that we can safely accommodate all our customers. LIRR really wanted to offer something special and something of value to its loyal monthly customers. LIRR believes this program accomplishes that and demonstrates to our customers how much LIRR appreciates them.

Chair Pally thanked President Eng for his comprehensive and enlightening report, and on behalf of the Committee, stated that we look forward to the implementation of LIRR Forward and are very pleased with the Summer Saturday discount program.

Board Member Vincent Tessitore thanked President Eng for his presentation. It is very welcoming that resources are being put back into operations and labor to make LIRR's infrastructure stronger. He expressed appreciation for President Eng's acknowledging the importance of the workforce and utilizing the workforce to move things forward. Regarding the car cleanliness campaign, Sheet Metal Air Rail Transportation Chairman Anthony Simon is working with LIRR's Chief Mechanical Officer Craig Daly in making the necessary manpower issues a priority. He stated that LIRR labor continues to pledge its support and when the workforce sees us doing things, they will be working harder than anyone else.

President Eng thanked Board Member Tessitore and stated that the men and women of LIRR have been very anxious to step up and do things differently; he appreciates the support of labor regarding opportunities to improve car cleanliness. Working together, LIRR management and labor can make sure that LIRR employees have the right tools and methods to do their tasks. LIRR employees take pride in their work and it is up to management to support them.

Board Member Randy Glucksman asked if LIRR plans to provide extra service regarding the Belmont Stakes.

President Eng responded that LIRR is excited to support the Belmont Stakes with the potential of a Triple Crown winner. LIRR is planning for extra trains and will step it up as it does

with all its planned events. The Belmont Stakes, as a planned event, gives LIRR opportunity to make sure it is prepared, and he looks forward to the challenge.

Board Member Scott Rechler thanked President Eng for his presentation and stated that he is sure the men and women working at LIRR are thrilled to have some positive changes they can be a part of to make the customer experience better. All of these initiatives seem like great common sense, in accelerating some of these programs to get ahead of the curve. He asked why this wasn't done earlier and whether, as a result, costs would be greater and additional outages required to do some of the accelerated work.

President Eng responded that a lot of the repairs that are needed were planned as part of the Capital Program. LIRR does not have the luxury of sitting back and waiting to respond to infrastructure failures, for example, Switch 25 at Jamaica Station which affects LIRR's entire system except the Port Washington branch. LIRR decided that it needs to invest now, and it will save money in the long run. The Operating and Engineering teams are working together to find the best time to do those long-term repairs and maximize the utility of the track outages that we need. He stated that LIRR needs to tackle these issues now, get ourselves back to a reliable system, and in the end, that will save us money.

Board Member Rechler commented that it will be helpful to get a sense of the scope of the acceleration of the repairs as this starts moving forward.

President Eng responded that once LIRR makes these repairs, it will track the performance of the affected components. LIRR is also tracking Off-Peak incidents that may not actually delay a train because of the time of day, to ensure that those problems are resolved as well.

Chair Pally commented that the railroad consists of three different constituencies, management, labor unions and customers. When all three work together, which is clearly the intent under this program, the railroad will be in great shape moving forward in that regard. He also commented that as a rider of the Main Line, we all know that Second Track will be finished this summer. That will eliminate many of the outages from Farmingdale to Ronkonkoma and provide significant new flexibility for the railroad in that area.

Board Member Rechler complimented President Eng for working and collaborating with LIRR's third party vendors and bringing them in as part of the solution.

LIRR SAFETY REPORT

Vice President-Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 29 of the Committee Book, reporting through the end of March 2018.

In addition to speaking about LIRR's customer injury rate, which has decreased by 39%, and LIRR Lost Time injury rate, which has increased by 4%, President Ebbighausen spoke about an incident that happened on a rainy Sunday in April. LIRR does a lot of training for the First

Responder community on Long Island, made up of dedicated men and women who volunteer their time. In Nassau County, there are 78 fire departments and in Suffolk County, there are 109 fire departments that respond to events on LIRR property. In 2017, Nassau County fire departments responded to 23 events and Suffolk County fire departments responded to 38 events. There are many unique challenges and hazards that exist in responding to an event on LIRR property. On April 29th, LIRR partnered with the Freeport Fire Department to conduct a drill that gave the First Responder community the experience of what it is like to respond to an event on LIRR property. Vice President Ebbighausen thanked John McGuire from Freeport in helping LIRR put together the activity. There is an after-action review planned for June 5th for all the participants. LIRR staged a low speed derailment, which was an excellent opportunity for LIRR to test its communications protocol and how LIRR departments interact with each other and with First Responders. The LIRR operating departments were heavily involved in participating and supporting the event. Transportation is often the first line in connecting with the First Responders. Participating in the drill on that rainy Sunday morning was an eye-opening event not only for LIRR but for the First Responder community. LIRR appreciates the dedication and support that LIRR receives from these folks on Long Island and LIRR welcomes every opportunity it can to partner with them in these types of events.

Chair Pally commented that he was happy to see, as part of the LIRR Forward Plan, that LIRR is partnering with Waze Navigation to alert their users that just because the GPS system states make a right turn, you do not make a right turn on a railroad track. Chair Pally stated the GPS navigational voice in the car is a suggestion and not a requirement and to please understand that LIRR tracks are there and know where you are going when you are listening to the GPS, so you do not end up in a place where you are not supposed to be at. Not only does this delay our trains, but it can be a safety issue for the driver as well. Chair Pally asked President Eng to update the Committee on the progress of LIRR's partnership with Waze Navigation.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber reported thanked the committee for its attention and input with regard to his presentation to the CPOC committee last month on the status of the East Side Access ("ESA") project. Since that presentation, there has been significant progress in communicating the importance and impact of the project and the project has received favorable editorials and letters of support from elected officials.

The final major construction contract for ESA, CH058A, is now out for bid. This contract is for the Tunnel B/C Approach Structure. Mr. Lieber noted that it involves complicated and challenging work and described some of the challenges and constraints. Mr. Lieber expressed confidence that the proper management team is in place but cautioned that much of the work is dependent on Amtrak support and staffing.

Mr. Lieber reported that Amtrak has taken note of ESA's concerns regarding Amtrak's failure to provide the necessary traction power linemen and other personnel to support the ESA project and that Amtrak is now saying the right things. However, Amtrak continues to fall short of its commitments. Mr. Lieber is scheduled to meet with Amtrak again later this week.

Board Member Vitiello asked whether ESA's schedule and cost projections account for Amtrak's performance. Mr. Lieber responded that his projections consider Amtrak's historical performance. Board Member Vitiello asked whether there are mitigations that can be implemented if the trajectory remains at the same low rate. Mr. Lieber stated that the MTA took a step in that direction when it informed Amtrak that funds that had been previously set aside for Regional Investment Work, which would have been for Amtrak's benefit, are instead being used towards ESA in partial mitigation of issues with Amtrak support. Mr. Lieber asked for some time before planning for Amtrak failure, in the hopes that the Amtrak dialogue furthers better support and additional personnel.

MTA POLICE DEPARTMENT

Chief Monaghan reported on Friday, May 18, 2018, the MTA Police Department ("MTAPD") celebrated 122 award winners at its annual medal ceremony for outstanding police work and heroism. Chief Monaghan thanked the MTA agency Presidents and Janno Lieber for their attendance and support. Their presence was welcomed.

Chief Monaghan reported that during the month of April, LIRR experienced a 44% decrease in total major felonies: five compared to nine in 2017, consisting of three grand larcenies and two assaults. In 2018, LIRR experienced a 15% decrease in total major felonies, 33 compared to 39 in 2017. System-wide during the month of April, there were 19 total major felonies compared to 17 in 2017. Year-to-date, system-wide there were 92 total major felonies compared to 82 in 2017.

Chair Pally asked if any of the felony assaults in 2018 were on MTA or LIRR staff.

Chief Monaghan responded that the breakdown of the assaults for 2018 was as follows: four assaults on conductors, six assaults on MTAPD officers and seven assaults on passengers, for a total of 17 assaults for 2018.

Chair Pally commented that several years ago the state legislature passed legislation making an assault on a conductor a felony, which is why he assumes such assaults are included in that category.

Chief Monaghan responded in the affirmative, stating that an assault on a conductor is a very serious crime and a felony. With one exception, all assaults against conductors and MTAPD officers resulted in immediate arrests.

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

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

Three joint information items were presented to the Committee:

- Diversity/EEO Report – 1st Quarter 2018
- Summer Service & Track Work Programs
- Positive Train Control (“PTC”) Status Update

President Eng stated that the Diversity/EEO Report and PTC Control Status Update are in the Committee Book.

President Eng spoke about Summer Service and Track Work Programs. He highlighted LIRR events in June that illustrate that LIRR is not only a commuter railroad but is also an event railroad.

The weekend of June 9th marks the 150th running of the Belmont Stakes, with a potential Triple Crown winner opportunity. At a non-Triple Crown event, there are usually 20,000 LIRR riders; at this event, we expect possibly 35,000 riders. LIRR is excited about the challenge and will run approximately 20 extra trains in both directions to serve our customers and to take cars off the road to provide a great opportunity for horse racing fans.

That same weekend, the Long Island LGBTQ Pride Festival will take place in Long Beach, NY. LIRR will be providing extra service on the Long Beach Branch to accommodate attendees, allowing for a car-free experience in keeping with the spirit of Long Beach’s status as a seaside attraction.

During the same weekend, the New York Yankees and the New York Mets will be having a Subway Series at Citi Field. The first game will be held on Friday, June 8th and there will be games on the evenings of Saturday, June 9th and Sunday, June 10th. LIRR is the best way to go, with half-hourly service to and from Mets-Willets Point station on LIRR’s Port Washington Branch, with easy transfers at Woodside.

In rounding out that weekend, LIRR will be providing extra service to our customers who will be attending the New York City Puerto Rican Day Parade in Manhattan. Because this year, the focus is on fundraising and recovery from the devastating hurricane that struck Puerto Rico, this event is expected to be larger than usual. LIRR will make it easier for Long Islanders to attend and show their support with added trains on the Ronkonkoma branch. We know it is a challenging weekend, extra service will be provided, and extra staffing will be on hand at various locations. We will be prepared and want to remind our customers that the best way to go to these events is via the LIRR. We play a major role in serving as a partner to these events, adding extra trains and service. Planning service to such major events begins a year in advance. Almost every department in the railroad is engaged as we work with planners to ensure that these trips are seamless and that these spectacular events can be enjoyed by our riders. It is really a remarkable effort that the men and women of the railroad make to get ready for these events.

From June 11th through June 17, the U.S. Open will be held in Southampton. It is a high-profile tournament and the first time the U.S. Open is back on Long Island since 2004. It is expected to boost the local economy. To accommodate a larger number of fans, LIRR is implementing a special service plan designed to serve the needs of our customers while ensuring that costs are minimized during the event. A temporary station is being constructed at Shinnecock Hills in Southampton. The 2004 event saw LIRR carry over 74,000 golf enthusiasts to and from Shinnecock. In addition to our regular scheduled service, we will be adding 40 extra trains throughout the week and weekend to accommodate the expected crowds.

President Eng added that LIRR's full summer service resumes on Friday, May 25th with extra getaway trains on Fridays, including the Cannonball from Penn Station to Montauk, and added weekend service to and from Greenport.

Chair Pally commented that LIRR is making progress on PTC and there will be a full report at the June Joint Committee Meeting with Metro-North.

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

MTA LONG ISLAND RAIL ROAD

Procurements

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

Non-Competitive:

- **LB Foster Rail Technologies, Inc.** – LIRR, on behalf of itself and Metro-North Railroad (“MNR”), request Board approval to award separate Sole Source estimated quantity contracts to LB Foster Rail Technologies, Inc., each for a three-year period in the following amounts: LIRR not-to-exceed \$377,200 and MNR not to exceed \$73,000 to supply complete rail lubrication and traction applicators, as well as replacements parts required to allow each Agency to repair and maintain its existing respective rail lubrication and friction management systems manufactured by Portec Rail Products, Inc.
- **North American Equipment Sales** – LIRR requests Board approval to award a sole source contract for a 36-month period to North American Equipment in the total amount not-to-exceed \$415,000 for replacement parts required by LIRR to operate and maintain various pieces of Little Giant/Badger cranes, Teleweld rail heaters and Airtec impact tools.

Competitive:

- **Harsco Rail** – LIRR requests Board approval to issue a contract modification in the amount of \$3,271,600 to Harsco Rail for additional use of the Track Laying Machine and Tie Rack Car Rental Service in support of the annual State of Good Repair Track Program and Port Jefferson Branch concrete tie replacement program.

Upon motion duly made and seconded, the above procurement items were approved for recommendation to the Board. The details of the procurement 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 Member comments and discussion regarding the proposed procurements.

MTA CAPITAL CONSTRUCTION

Procurement

MTA Capital Construction Chief Procurement Officer David Cannon presented two procurement items to the Committee for approval. Details of the 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:

- Ratification of a modification to Contract No. CH061A to compensate the contractor for additional costs due to a differing site condition encountered during the excavation for the Track A Approach Structure in the amount of \$1,030,000.
- Ratification of a modification to Contract No. CQ033 to furnish and install two new catenary structures and modify fourteen existing catenary structures in the amount of \$870,000.

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

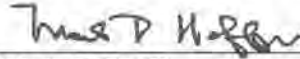
LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program

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

Adjournment

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

Respectfully submitted,

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

Mark D. Hoffer
Secretary

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

June 2018 (Joint meeting with LIRR)

LIRR/MNR PTC Project Update	President
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July 2018

Grand Central Terminal Retail Development	MTA Real Estate
Environmental Audit	Environmental Compliance

Track Program Quarterly Update	Engineering
PTC Status Report	Engineering

September 2018

2019 Preliminary Budget (Public Comment)	Finance
2018 Mid-Year Forecast	Finance
Diversity/EEO Report – 2 nd Quarter 2018	Diversity and EEO
2018 Fall Schedule Change	Operations Planning & Analysis
PTC Status Report	Engineering

October 2018 (Joint meeting with LIRR)

2019 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA

November 2018

Review of Committee Charter	Committee Chairs & Members
Holiday Schedule	Operations Planning & Analysis

PTC Status Report	Engineering
<u>December 2018 (Joint meeting with LIRR)</u>	
2019 Final Proposed Budget	Finance
2019 Proposed Committee Work Plan	Committee Chairs & Members
Diversity/EEO Report – 3 rd Quarter 2018	Diversity and EEO
LIRR/MNR PTC Project Update	President
<u>January 2019</u>	
Approval of 2019 Committee Work Plan	Committee Chairs & Members
Track Program Quarterly Update	Engineering
PTC Status Report	Engineering
<u>February 2019 (Joint meeting with LIRR)</u>	
Adopted Budget/Financial Plan 2019	Finance
2018 Annual Operating Results	Operations
2018 Annual Fleet Maintenance Report	Operations
LIRR/MNR PTC Project Update	President
Diversity/EEO Report – 4 th Quarter 2018	Diversity and EEO
2019 Spring/Summer Schedule Change	Operations Planning & Analysis
<u>March 2019</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 2019 (Joint meeting with LIRR)</u>	
Final Review of 2018 Operating Budget Results	Finance
2018 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 2019</u>	
Diversity/EEO Report – 1 st Quarter 2019	Diversity and EEO
PTC Status Report	Engineering

METRO-NORTH RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2018 Work Plan

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

President's Report

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

Safety

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

Police Activity Report

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Operations

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

Finance

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

Ridership

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

Capital Program

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

II. SPECIFIC AGENDA ITEMS

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.

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– 2nd Quarter 2018

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

2018 Fall Schedule Change

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

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.

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– 3rd Quarter 2018

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

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.

FEBRUARY 2018 (Joint Meeting with LIRR)

Adopted Budget/Financial Plan 2019

The Agency will present its revised 2019 Financial Plan. These plans will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget.

2018 Annual Operating Results

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

2018 Annual Fleet Maintenance Report

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

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– 4th 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.

2019 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 2019.

MARCH 2019

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 2018 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 2019 (Joint Meeting with LIRR)

Final Review of 2018 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.

2018 Annual Ridership Report

A report will be presented to the Committee on Metro-North's ridership trends during 2018 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 2019

Diversity & EEO Report– 1st Quarter 2019

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.

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

	<u>Responsibility</u>
<u>June 2018</u> (Joint Meeting with MNR)	
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President

July 2018

Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2018 Fall Construction Schedule Change	Service Planning
PTC Status Report	Engineering

September 2018

2019 Preliminary Budget (Public Comment)	
2018 Mid-Year Forecast	Management & Budget
Diversity/EEO Report – 2 nd Quarter 2018	Administration/Diversity
Fall Trackwork Programs	Service Planning
PTC Status Report	Engineering

October 2018 (Joint Meeting with MNR)

2019 Preliminary Budget (Public Comment)	
Status Update on PTC	President/Sr. Staff
November Schedule Change	Service Planning
MTA Homeless Outreach	MTA
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
LIRR/MNR PTC Project Update	President

November 2018

Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2018 Holiday Schedule & Trackwork	Service Planning
PTC Status Report	Engineering

December 2018 (Joint Meeting with MNR)

2019 Final Proposed Budget	Management & Budget
2019 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2018	Administration/Diversity
LIRR/MNR PTC Project Update	President

January 2019

Approval of 2019 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering

February 2019 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2019	Management & Budget
2018 Annual Operating Results	Operations
2018 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2018	Administration/Diversity
2019 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	President

March 2019

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

April 2019 (Joint Meeting with MNR)

Final Review of 2018 Operating Budget Results	Management & Budget
2018 Annual Ridership 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

May 2019

Diversity/EEO Report – 1 st Q 2019	Administration/Diversity
Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2018 Work Plan

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Police Activity Report

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

PERFORMANCE SUMMARIES

Report on Transportation

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

Report on Mechanical

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

Report on Safety

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

Financial Report

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

Ridership Report

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

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

JUNE 2018 (Joint Meeting with MNR)

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.

Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects

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– 2nd Quarter 2018

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

PTC Status Report

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

OCTOBER 2018 (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 2018Review 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– 3rd Quarter 2018

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

2019 Final Proposed Budget

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

Proposed 2019 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2018 that will address initiatives to be reported throughout the year.

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.

FEBRUARY 2019 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2019

The Agency will present its revised 2019 Financial Plan. These plans will reflect the 2019 Adopted Budget and an updated Financial Plan for 2018 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget.

2018 Annual Operating Results

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

2018 Annual Fleet Maintenance Report

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

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– 4th 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 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 2019.

MARCH 2019

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 2019 (Joint Meeting with MNR)

Final Review of 2018 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.

2018 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2018 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

2019 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 2019

Diversity & EEO Report– 1st Quarter 2019

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 Summer Service and Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2019.

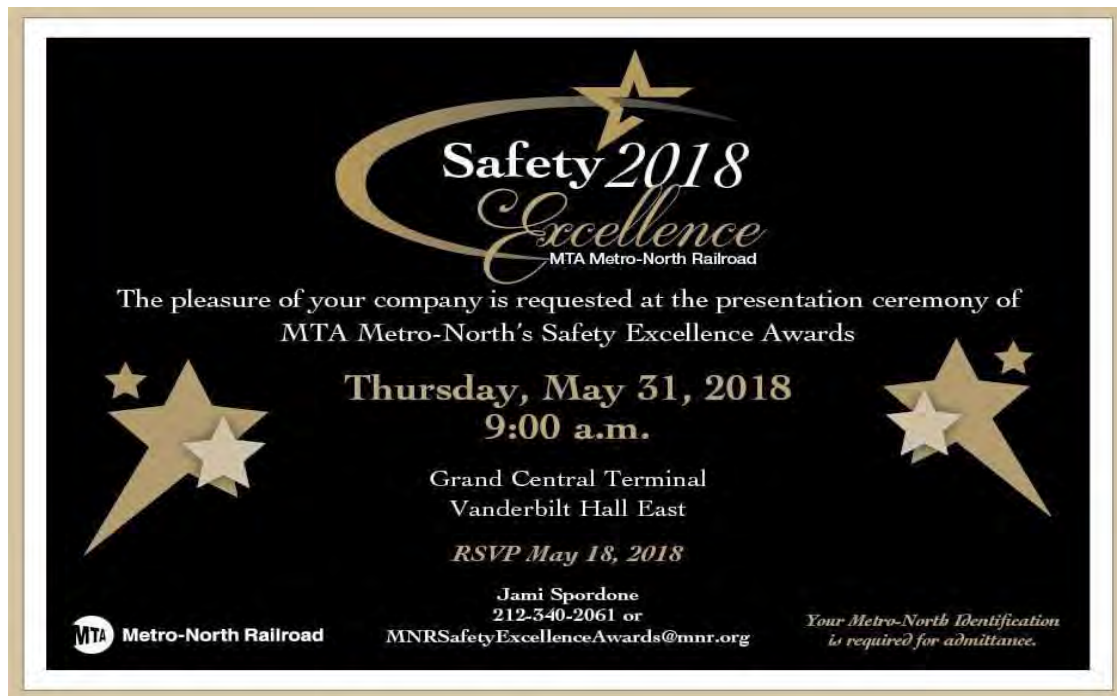
PTC Status Report

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

Safety Report

Justin R. Vonashek

Vice President, Office of System Safety



Metro-North Railroad Safety Excellence Awards 2018



Metro-North Railroad

April 2018 Highlights: Safety Report

Metro-North Railroad's second annual Safety Excellence Awards was held on May 31, 2018 in Vanderbilt Hall at Grand Central Terminal. The event recognized Metro-North employees and groups that have made safety their top priority and have proved, through their work that safety makes a difference, impacting both Our People and Our Customers, key drivers of MNR's Strategic Plan.

Metro-North Railroad (MNR) continues to see a positive trend in reducing employee lost time injuries. Overall, MNR experienced a decrease of 1.73% for the current 12-month period (May 17 – Apr 18) versus the previous 12 months (May 16 – Apr 17). While lost time injuries experienced a 1.73% decrease, overall injuries were down by 10.20% for the period of May 2017 through April 2018. The decrease can be attributed to targeted Job Safety Briefings, increase in field audits and inspections, quarterly Safety Focus Day events, timely issuance of Rules, Policies & Procedures, Safety Bulletins, and Safety Training for all managers.

Customer injuries continue to experience a steady decline. For the current 12-month period (May 17 – Apr 18), customer reportable injuries decreased by 28.7% compared to the previous 12 months (May 16 – Apr 17). Although customer injuries are on the decline, we continue to maintain a strong effort to promote safe behaviors at or around trains, tracks and grade crossings through our safety education community outreach program, Together Railroads and Communities Keeping Safe (TRACKS).

MNR continues to hold new employee safety orientation (NESO) which consists of a full day focused solely on safety. NESO introduces new employees to safe work practices on the railroad, and includes time in the field to ensure all employees are safe while working on the railroad.

And finally, MNR encourages employees to report all incidents and injuries, regardless of severity. This transparency has created a safe environment where employees feel free to report incidents without the fear of retaliation. We have created multiple avenues for employees to report non-emergent safety concerns anonymously via our Safety Hotline, email address, or electronic online form. These reports are actively tracked and remediated immediately to mitigate and eliminate hazards.

Justin R. Vonashek
Vice President
Office of System Safety

April 2018 Safety Report

Performance				
Performance Indicator	12-Month Average			
	May 2015 -April 2016	May 2016 -April 2017	May 2017 -April 2018	
FRA Reportable Customer Accident Rate per Million Customers	1.23	1.08	0.77	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.56	2.89	2.84	
	2017		2018	
	April	Year to Date	April	Year to Date
Grade Crossing Incidents ¹	1	1	0	1
Mainline FRA Reportable Train Derailments	0	1	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0

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

Leading Indicators				
Safety Training	2017		2018	
	April	Year to Date	April	Year to Date
First Responders Trained	176	671	325	664
Employee Safety Training Courses	92	389	124	252
Employees Trained	1,066	3,879	1,241	3,791
Employee Safety Training Hours	18,935	69,435	26,040	103,074
Customer and Community: Focus on Grade Crossings	2017		2018	
	April	Year to Date	April	Year to Date
Broken Gates	3	13	3	9
MTA Police Details	123	574	111	447
Summons	15	54	8	54
Warnings	31	46	9	14
Community Education and Outreach	2,190	23,340	10,500	29,100
Cars Equipped with Cameras				
	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	439	45.92%	
Passenger Compartment Cameras	1,086	428	39.41%	

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.

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

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

Summons - 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.



Long Island Rail Road

Safety Report Highlights



Bayview Elementary School in West Islip
Mrs. Spinella's First Grade Class



St. Aidan School in Williston Park
Janine Saraceno, Eighth Grade



Safety Report Highlights

For the reporting period ending April 2018, the average Reportable Customer Injury Rate decreased forty-two percent from 4.42 injuries per million customers to 2.56 injuries per million customers. Slips, trips, and falls remain the largest category of injury for our customers. Station inspections as well as customer outreach emphasizing safe actions and behaviors are essential program elements for enhancing our customer safety performance. We invite everyone to attend our next Customer Safety Awareness Event on Thursday, June 28th from 3pm-7pm at Penn Station. Twice a year we partner with Amtrak, New Jersey Transit, and New York City Transit to conduct safety outreach throughout Penn Station. Our message is, "Let's Travel Together Safely". Our community outreach and education partnership with the MTA Police, TRACKS, reached over 31,289 participants through the end of April 2018.

There was a one percent increase in the average Reportable Employee Lost Time Injury Rate from 3.38 injuries per 200,000 hours worked to 3.42 injuries per 200,000 hours worked during the reporting period. Soft tissue injuries are the largest category of injury.

On May 9th, in partnership with MTA Police, LIRR visited the two contest winners of the 2017-2018 Schools Safety Contest: Mrs. Spinella's First Grade Class from Bayview Elementary School in West Islip and Janine Saraceno, Eighth Grade Student, St. Aidan School in Williston Park, to present them with a replica copy of winning slogan station banner for display at their school. Bayview Elementary School's banner is hanging at Babylon Station. Miss Saraceno's banner is hanging at Mineola Station. In addition, we congratulate our High School Essay contest winner, James Gustave, a Tenth Grade Student at Wyandanch High School. Mr. Gustave worked with LIRR personnel to film a public service announcement emphasizing safety. We thank all the schools in Suffolk, Nassau, Queens, and Brooklyn for partnering with us to educate students about safety and for participating in our contest this past school year. A package of educational material including links to the public service announcement, information about the slogan contest winners, and railroad safety material was sent to all schools in advance of the Tenth International Level Crossing Awareness Day.

In addition, in recognition of the Tenth International Level Crossing Awareness Day, on the morning of Thursday, June 7th, LIRR in partnership with MTA Police, Federal Railroad Administration, and New York State Department of Transportation Public Transportation Safety Board conducted targeted safety awareness outreach at five crossings. The five crossings were chosen because of the number of incidents, MTA Police summon activities, and broken gates at each location. In addition to engaging the public in conversations about safety, personnel handed out educational material regarding safe driving, consequences of not complying with New York State Vehicle Traffic Law, and information about our free TRACKS railroad safety programs for schools and communities.

Lori Ebbighausen
Vice President
Corporate Safety

April Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	May 2015-April 2016	May 2016 - April 2017	May 2017 - April 2018	
FRA Reportable Customer Accident Rate per Million Customers	4.27	4.42	2.56	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.14	3.38	3.42	
		2017		2018
		April	Year to Date	April
Grade Crossing Incidents ¹		0	6	0
Mainline FRA Reportable Train Derailments		0	1	0
Mainline FRA Reportable Train Collisions		0	1	0
				3

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

Leading Indicators				
Focus on Safety Training	2017		2018	
	April	Year to Date	April	Year to Date
First Responders Trained	283	696	493	1,028
Employee Safety Training Courses	88	155	88	330
Employees Trained	1,085	3,042	1,160	4,096
Employee Safety Training Hours	19,078	87,192	29,851	98,973
Customer and Community:	April	Year to Date	April	Year to Date
Broken Gates	9	32	6	24
MTA Police Details	90	240	129	465
Summons	6	13	31	103
Warnings	100	324	54	182
Arrests	0	1	1	1
Community Education and Outreach	10,575	34,594	6,287	31,289
		Completed	Total	% Complete
Cameras on Rolling Stock		M7	34	4.06
		C3 Cab	7	30.43
		C3 Trailer	3	2.70
		DE/DM	1	2.22

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 MAY 2018**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
There were no elevator incidents reported in the month of May 2018			

Escalators	Mechanical Injury	Human Factor Injury
Merrick	0	1
Rockville Centre	0	1

Definitions:

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

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - June 2018

Expenditures thru May 2018; \$\$ in million

	April 2018	Budget	Committed	Expenditures
	EAC Forecast			
Construction	\$ 7,054.3	\$ 6,726.1	\$ 6,616.0	\$ 5,253.0
Force Account	\$ 959.8	\$ 829.3	\$ 616.7	\$ 520.5
Soft Costs	\$ 2,192.9	\$ 1,889.8	\$ 1,752.4	\$ 1,683.7
OCIP	\$ 457.4	\$ 307.6	\$ 307.6	\$ 307.4
Rolling Stock†	\$ 202.0	\$ 202.0	\$ 3.2	\$ 0.1
Unallocated Contingency	\$ 267.0	\$ 223.0	\$ -	\$ -
Total	\$ 11,133.3	\$ 10,177.8	\$ 9,295.9	\$ 7,764.8

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

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

	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Project Description								
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$61.1	\$60.5	\$0.6	\$58.7	Nov-2011	Nov-2011	Apr-2013	Jun-2018
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.2	\$11.4	\$328.6	Mar-2014	Mar-2014	Nov-2016	Dec-2018
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$447.7	\$15.9*	\$238.7	Dec-2014	Feb-2015	Aug-2018	May-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$662.4	\$49.9	\$262.8	Jul-2015	Apr-2016	Jan-2020	Jun-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$261.5	\$4.0	\$242.0	Aug-2011	Aug-2011	Aug-2014	Dec-2018
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$308.0	\$294.7	\$13.3	\$65.6	N/A	Apr-2017	Aug-2020	Dec-2020
Harold Construction								
CH061A: Harold Tunnel A Cut and Cover Structures <i>Michels Corp.</i>	\$42.0	\$34.4	\$7.5	\$23.5	N/A	Nov-2016	May-2018	Aug-2018
CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i>	\$29.6	\$25.8	\$3.9	\$0.0	N/A	Apr-2018	Jan-2019	Jan-2019
CH058A: Harold Structures - Part 3A: B/C Approach**	In Procurement				Jul-2015	Aug-2018	N/A	Nov-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$565.9	\$41.0***	\$350.0	Mar-2014	Mar-2014	Dec-2019	May-2021
Systems Package 2: Signal Installation (CS086)	In Procurement				N/A	Jul-2018	N/A	Jan-2021
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$8.6	Jun-2014	Jun-2014	Dec-2019	Jan-2021
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.9	\$6.8	\$14.2	Sep-2014	Oct-2014	Dec-2019	Jan-2021

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

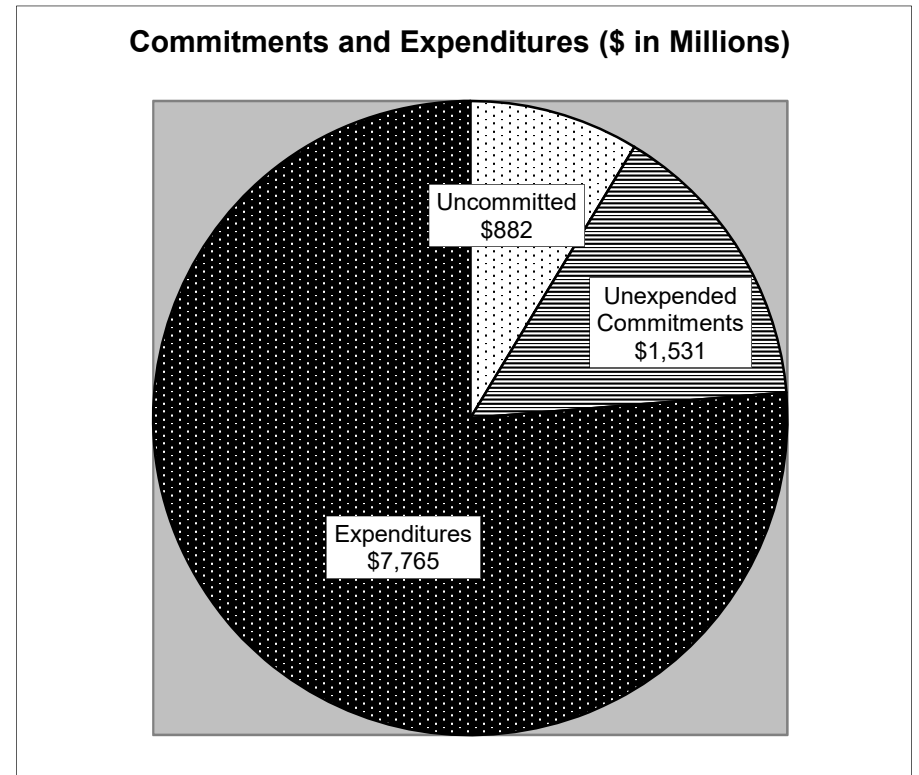
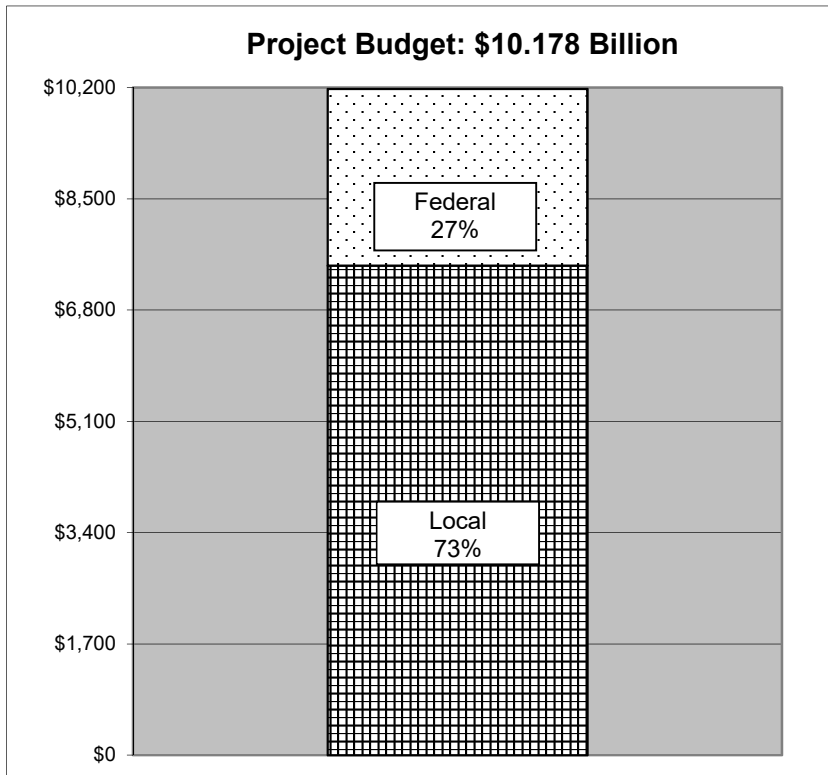
** CH058 contract package is being split into two packages. The first package will be CH058A Harold Structures Part 3A B/C Approach. There will be a future package CH058B which will include regional investment of the Eastbound Reroute.

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

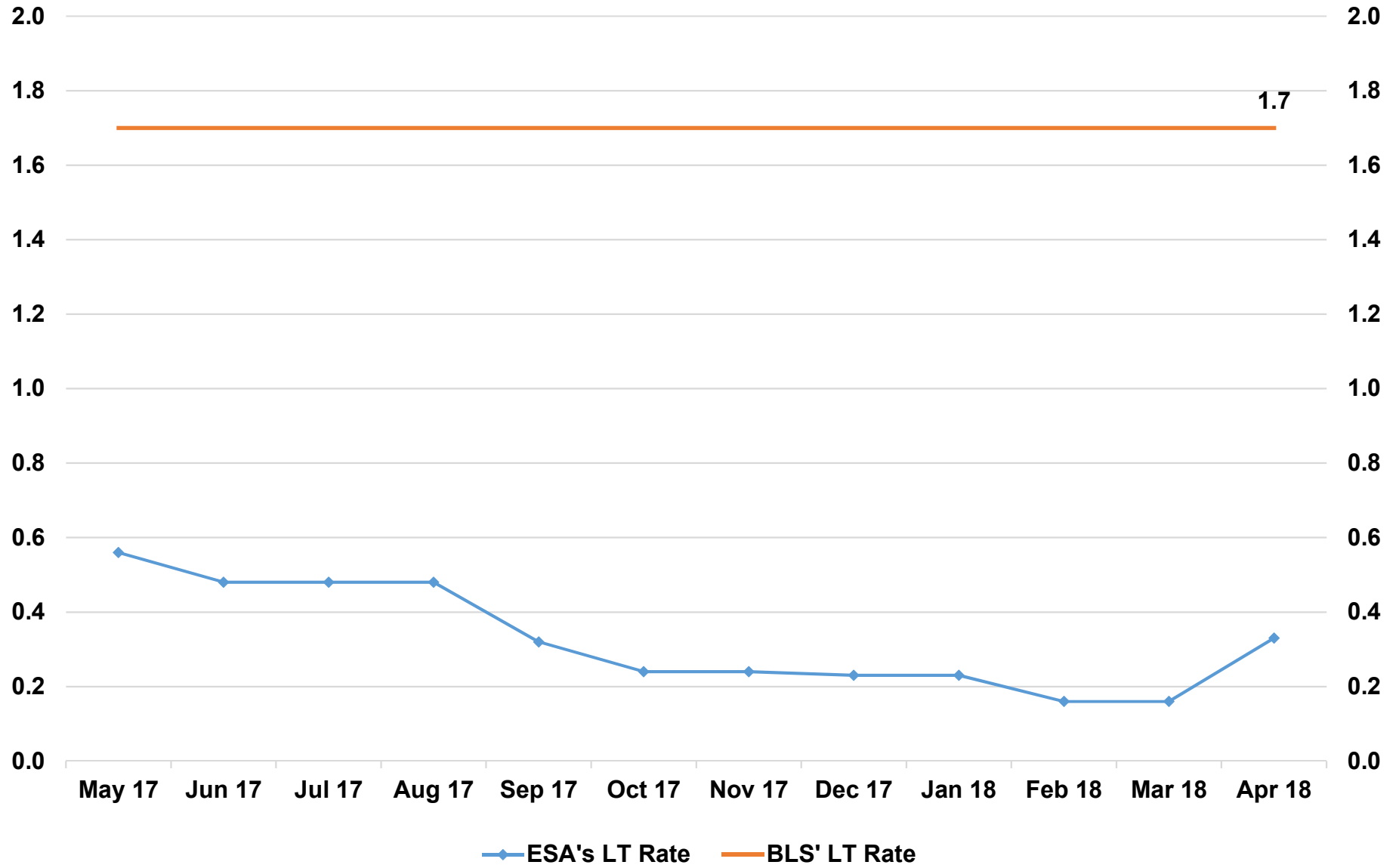
East Side Access Status **Report to the Railroad Committee - June 2018** *data thru May 2018*

MTA Capital Program \$ in Millions	Budgeted	Local Funding	Funding Sources			Status of Commitments		
			Federal Funding	Federal Received		Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64		\$ 158	\$ -	\$ 158
2000-2004	1,533	737	797	797		1,529	5	1,523
2005-2009	2,683	1,697	986	986		2,675	8	2,650
2010-2014	3,502	2,649	852	852		3,151	350	2,706
2015-2019	2,302	2,302	-	-		1,783	519	728
Total	\$ 10,178 *	\$ 7,479	\$ 2,699	\$ 2,699		\$ 9,296	\$ 882	\$ 7,765

* April 2018 EAC forecast is \$11.133 billion.



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





Police Report

May 2018 MNR Highlights

- Metro-North Railroad experienced a decrease in major felonies (6 vs 17) for the month of May compared to the same period last year.
- Year to date Metro-North Railroad is up 5 crimes (63 vs 58).
- There were (2) Hate Crimes on Metro-North Railroad for the month of May

May 2018 LIRR Highlights

- Long Island Rail Road experienced a decrease in major felonies (7 vs 10) for the month of May compared to the same period last year.
- Year to date Long Island Rail Road is down 9 crimes (40 vs 49).
- There were (2) Hate Crimes on Long Island Rail Road for the month of May

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

May 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	4	11	-7	-64%
Grand Larceny Auto	0	3	-3	-100%
Total Major Felonies	6	17	-11	-65%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	6	0	0%
Felony Assault	8	7	1	14%
Burglary	11	4	7	175%
Grand Larceny	38	36	2	6%
Grand Larceny Auto	0	5	-5	-100%
Total Major Felonies	63	58	5	9%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

May 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	5	8	-3	-38%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	10	-3	-30%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	12	-9	-75%
Felony Assault	9	7	2	29%
Burglary	1	1	0	0%
Grand Larceny	27	28	-1	-4%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	40	49	-9	-18%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

May 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	11	19	-8	-42%
Grand Larceny Auto	0	3	-3	-100%
Total Major Felonies	16	27	-11	-41%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	18	-8	-44%
Felony Assault	19	15	4	27%
Burglary	12	5	7	140%
Grand Larceny	67	65	2	3%
Grand Larceny Auto	0	6	-6	-100%
Total Major Felonies	108	109	-1	-1%



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 5/31/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	19	14
Felony Assault	17	20
Burglary	12	3
Grand Larceny	24	21
Grand Larceny Auto	1	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	10	8
Assault-Misdemeanor	40	25
Breach of Peace	7	4
Child Endangerment	0	1
Conspiracy	1	0
Criminal Contempt	5	3
Criminal Impersonation	0	5
Criminal Mischief	21	25
Criminal Possession Stolen Property	10	6
Criminal Tampering	0	7
Criminal Trespass	20	15
Disorderly Conduct	2	2
Drug Offenses	33	44
DUI Offenses	4	2
Falsely Reporting an Incident	2	1
Forgery	25	22
Fraud	1	0
Graffiti	4	14
Harassment	0	1
Make Terrorist Threat	3	0
Menacing	7	5
NYC Admin Code	2	0
Obstruct Government	5	5
Petit Larceny	75	56
Public Lewdness	7	10
Reckless Endangerment	1	3
Resisting Arrest	19	17
Sex Offenses	6	6
Stalking	1	1
Theft of Services	92	79
Warrant Arrest	56	18
Weapons Offenses	6	2
Total Arrests	541	450

INDEX CRIME REPORT

Per Day Average

May 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	2	0
Fel. Assault	2	1	0	1
Burglary	0	0	0	0
Grand Larceny	11	5	4	2
GLA	0	0	0	0
Total	16	7	6	3
Crimes Per Day	0.52	0.23	0.19	0.10

**Metropolitan Transportation Authority
Police Department**

Hate Crimes Report (January-May 2018)

Motivation	2018	2017	Diff	% Change
ASIAN	0	0	0	0%
BLACK	3	0	3	0%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	2	0	2	0%
MUSLIM	0	1	-1	-100%
OTHER	1	0	1	0%
ANTI-SEMITIC	4	11	-7	-64%
SEXUAL ORIENTATION	1	0	1	0%
WHITE	0	0	0	0%
TOTAL	11	12	-1	-8%

CRIME NAME	2018	2017	Diff	% Change
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	1	0	1	0%
Felony Assault	0	0	0	0%
Misd. Assault	1	1	0	0%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	9	11	-2	-18%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	11	12	-1	-8%



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS

June 2018

Joint MNR/LIRR Committee Meeting

Monthly PTC Project Update

June 18, 2018



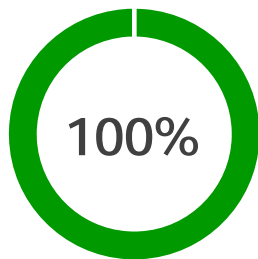
LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"><input type="checkbox"/> Compliance with all federal requirements still on target.<input type="checkbox"/> Integrated System FAT is in progress. Although software fixes for several critical safety variances have been developed and are under test, several core variances required for RSD are still in development and won't be available until August.<input type="checkbox"/> RSD applications expected to be submitted in September 2018.<input type="checkbox"/> The goal of placing all lines in PTC operations by 12/31/18 remains at significant risk.
% Complete	LIRR - 75% MNR - 73%
Budget	\$1.008B LIRR's \$40M budget increase was approved 6/4/18

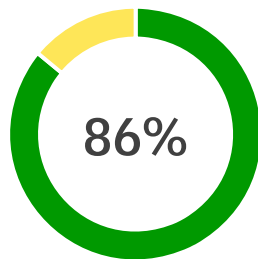
LIRR/MNR PTC Project Progress Dashboard

Long Island Rail Road

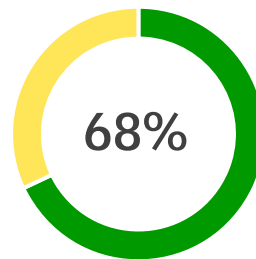
Radio
Spectrum



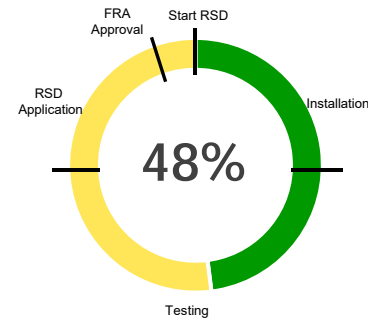
Installation of
Hardware



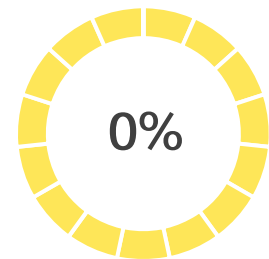
Employees
Trained



PTC Operations
(RSD) Pilot Lines

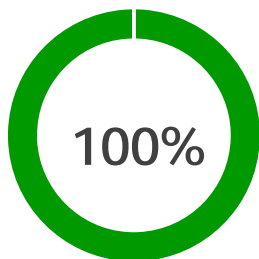


PTC Operations (RSD)
15 Non-Pilot Segments

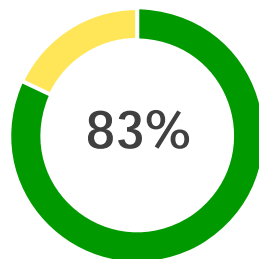


Metro North Railroad

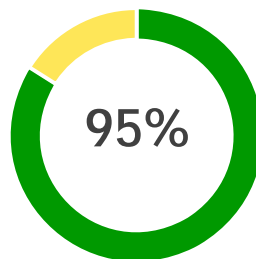
Radio
Spectrum



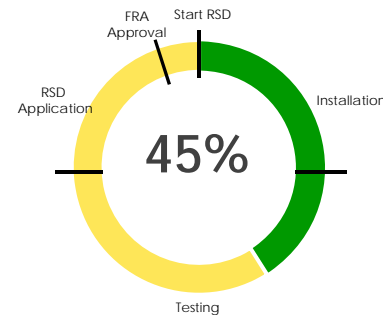
Installation of
Hardware



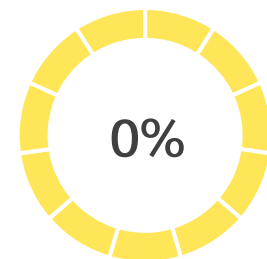
Employees
Trained



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 May 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-May		18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	3367	3367	2605	77%	762	28	46	68	230	230	234	0	0	0
WIUs	151	145	118	81%	27	0	0	2	6	10	10	0	0	5*
C-Cases	111	108	107	99%	1	0	0	0	0	1	0	0	3*	0
M7	418	240	414	100%	0	0	0	0	0	0	0	0	0	0
DE/DM	45	30	26	87%	4	10	10	10	9	0	0	0	0	0
C3	23	17	9	53%	8	6	7	7	7	0	0	0	0	0
E15	16	5	1	20%	4	5	0	1	7	7	0	0	0	0

Data date May 31, 2018

* For future PTC in ESA tunnels

** Four M7 pairs are out of service and installs will be completed prior to return to service.

Note: E15 installation goals were not achieved this month due to an ADU issue. The ADU design needs to be re-evaluated but there is no anticipated impact to completion by the end of the year.

 Month when FRA goal is met



MNR East of Hudson PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through May 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-May		18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	2931	2931	2502	85%	429	75	0	0	0	143	143	143	0	0
WIUs	84	84	83	98%	1	1	1	0	0	0	1	0	0	0
Radio Cases	104	104	76	73%	28	8	10	8	8	6	4	2	0	0
M7	167	167	167	100%	0	0	0	0	0	0	0	0	0	0
M3	69	32	18	56%	14	1	1	6	8	12	12	13	0	0
P32	31	23	10 (1 Partials)	43%/100%	13	3	2 Complete (3 Partials)	3	3	3	3	3	3	3
			31 Partial (OBC)											
Cab Cars	52	35	9 Complete	25%/94%	26	6	3	6	6	6	6	8	8	3
			33 Partial (OBC)											
M8	190	106	49 Complete	46%/100%	57	24	21	24	24	24	24	24	21	0
			190 Partial (OBC)											
BL20	12	9	12 Partial	22%	7	1	2 Upgrades (No MCP)	0	2	2	2	2	2	2
GP35	8	4	7 Partial	0%	4	0	0	0	1	2	1	1	2	1



Month when FRA goal is met



MNR Port Jervis Line Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through April 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-May		18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	250	250	0	0%	250	0	0	0	80	80	90	0	0	0
WIUs	10	10	0	0%	10	0	0	0	3	3	3	1	0	0
Radio Cases	11	11	0	0%	11	0	0	0	3	3	3	2	0	0

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 Project Update (May Accomplishments)

- Resumed Integrated System FAT and continued to resolve and re-test critical PTC variances in the Lab.
- Conducted field testing to ensure some of the safety critical variances were corrected.
- Achieved the Final Design Review (FDR) milestone.
- Continued installation and programming of transponders on Montauk Line from Hall to Amityville, Main Line Hollis to Floral Park, and Oyster Bay Branches.
- Continued installation of on-board software and commissioning of M7, DE/DM, and C3 production vehicles.
- Completed TC-82 installation.
- Commenced PTC cable installation in Atlantic Tunnel – (2nd phase - ENY to Brook 2)
- Continued preliminary Site Performance Testing on Pilot Lines 1 and 2.
- Continued Database Verification & Validation of non-pilot lines.
- Commenced Locomotive Engineer training on the West Hempstead line.
- Finalized working draft of RSD application which defines the RSD testing and implementation strategy and conducted a page-turn review with the FRA.



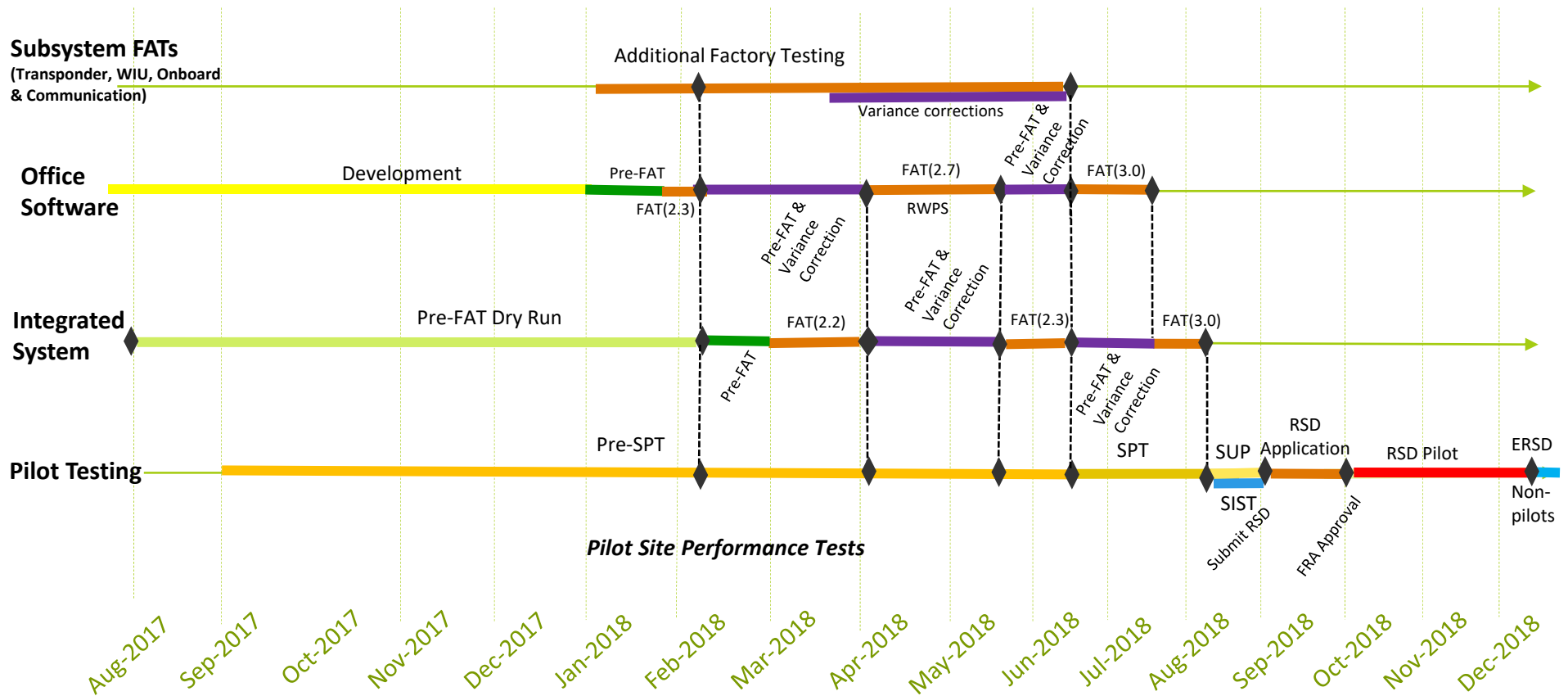
MNR Project Update (May Accomplishments)

- Continued CSE operation with M7s, M3s, M8s, P32 Locomotives and Cab Cars.
- Continued onboard equipment installations for M3s at Arch Street shop.
- Uploaded Office software version 2.6.1 at the ECC.
- Completed installation and configuration of the Revenue Service Demonstration (RSD) segment (Tarrytown CP25 – Harmon CP35)
- Performed Pre-SPT (Site Performance Testing) on RSD segment to demonstrate PTC functionality (Temporary Speed Restrictions, Positive Train Stop and Accurate Stop).
- Commenced Integrated System FAT using System 2.3 Baseline software.
- Continued to install Radio Cases and Poles on all Non-RSD segments.
- Continued Database Verification & Validation of non-pilot lines.
- MNR achieved the Final Design Review (FDR) milestone.
- Performed an internal RSD application page-turning review.



LIRR Schedule Software/System Development & Test

- RSD Application - September 2018
- Start of Pilot RSD – October 2018



SPT = Site Performance Tests
SIST = Site Integrated System Test

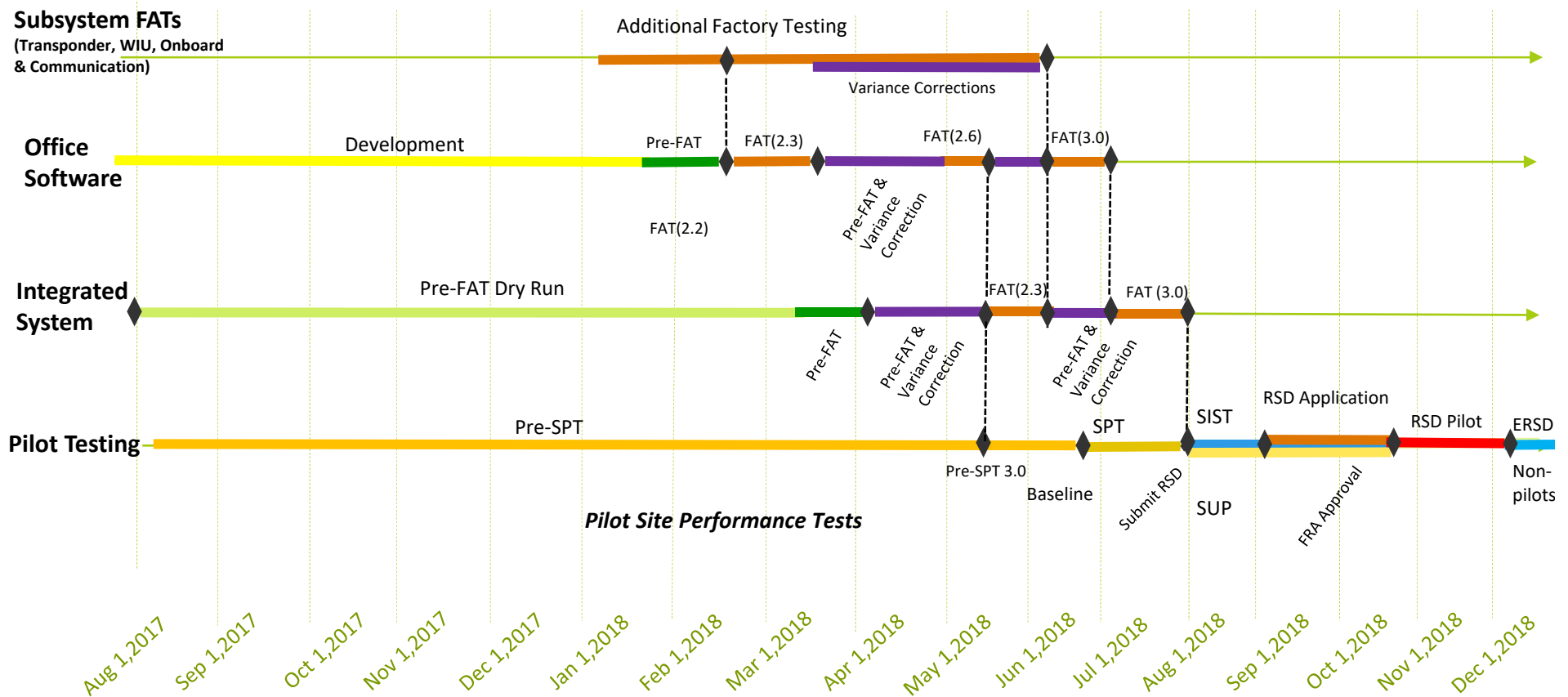
SUP = Site Update Period
RSD = Revenue Service Demonstration

ERSD = Extended Revenue Service Demonstration

MNR Schedule

Software/System Development & Test

- RSD Application – September 2018
- Start of Pilot RSD – October 2018



SPT = Site Performance Tests
SIST = Site Integrated System Test

SUP = Site Update Period
RSD = Revenue Service Demonstration

ERSD = Extended Revenue Service Demonstration

LIRR/MNR Project Risks and Railroad Mitigations

- Risk: Completion by December 2018 seriously threatened by the discovery of critical software variances during LIRR Integrated System FAT.
- Mitigations
 - LIRR and MNR will continue to test the system both in the factory and in the field to capture as many variances as possible.
 - The System Integrator has added additional resources and will have full staffing by early July. They will also test increase test time by working multiple shifts and during weekends.
 - The Systems Integrator will augment the Siemens Test Lab to expedite OBC subsystem regression testing of release RG to ready for Integrated System Baseline 3.0. The Railroads have agreed to allow the SI to utilize their test lab server(s).
 - The Systems Integrator is providing a cloud based solution to allow the joint Railroad/Contractor team access to the Requirements Traceability Matrix (RTM) tool to support real-time Verification & Validation activities – Both MNR and LIRR have access to the tool, however implementation of the cloud solution is still in progress.



LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- The Systems Integrator will perform shadow mode testing for LIRR to provide input to and accelerate the completion of the SIST testing period and provide an initial view of system performance – The Systems Integrator is scheduled to submit the SIST test plans in June (previously late May).
- Risk: Systems Integration issues due to the application of ACSES in our high density operations will be discovered too late in the process and jeopardize PTC compliance
 - Mitigation
 - LIRR and MNR will perform regression testing of all corrected variances in the integration lab and conduct parallel tests in the field.
 - LIRR and MNR will procure additional radio spectrum to minimize potential interference issues – RFP proposals are currently under review by the project team.
 - The Systems Integrator has assembled and is utilizing 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.
 - LIRR will utilize the TC-82 to support additional wayside communications testing (installation of the roof-top antenna was completed in May).



LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- Risk: System Integrator's (SI) difficulty in the acquisition and retention of PTC knowledgeable resources to support the project to meet the deadline.
 - Mitigation
 - LIRR and MNR are adding additional Subject Matter Experts from the consultants to bridge technical and operational gaps in the SI's PTC team.
 - The Systems Integrator is partnering with third party entities to expand their resources, and instituting an employee retention program to ensure continuity of resources on project.
- Risk: Finalization of agreement with Amtrak for interoperability design and implementation.
 - Mitigation
 - LIRR and MNR are holding weekly meetings to finalize agreements with Amtrak to implement network connectivity and equipment placement to support interoperability.
 - LIRR is finalizing operational agreements with Amtrak at Penn Station Control Center (PSCC) for Harold interlocking area for the placement and management of Temporary Speed Restrictions (TSRs).



LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- MNR held a meeting with Amtrak Engineers to finalize line boundary communication link; however, Amtrak does not anticipate resolving boundary issues in 2018
- FRA has taken the position that unresolved boundary issues are a key interoperability issue that will require submission of an “alternative schedule”; most if not all railroads in country will likely be required to submit an alternative schedule as a result.
- Risk: Completion of the project requires simultaneous commissioning of multiple line segments making it challenging with constraints of resources.
 - Mitigation
 - LIRR and MNR are in the process of increasing their field test teams and are requesting track access/outages as required in advance.
- Risk: Port Jervis Line PTC installation dependent upon receipt of wayside equipment from NJT
 - Mitigation
 - MNR will accept Wayside/Communication material at 50% design to commence installation.



LIRR/MNR Project Risks and Railroad Mitigations (cont'd.)

- Risk: Timely approvals of RSD applications by FRA due to a significant number of applications requiring FRA review at the same time.
- Mitigation
 - LIRR/MNR are working with APTA to compile the schedules from all Commuter Railroads of when they plan to submit their RSD applications so that the FRA can plan ahead.
 - LIRR/MNR are exploring the “alternative criteria” option from the FRA to be in PTC compliance sooner.



LIRR June Look Ahead

- Complete Integrated System FAT using System 2.3 Baseline software.
- Start FAT for Office 3.0
- Continue Database Verification & Validation of non-pilot lines.
- Commence formal SPT (Site Performance Testing) on pilot lines to demonstrate PTC functionality.
- Commence reliability testing of PTC functions on pilot lines to provide data to support RSD application.
- Continue onboard installations for M3, DE/DM, E15, and NYAR fleet.
- Exercise contract option for 44 M3 kits to be delivered by the end of the year.
- Continue to install and program transponders on non-pilot segments.
- Obtain Amtrak/LIRR concurrence on technical agreement and LOU.
- Continue to conduct PTC training focusing on locomotive engineers on West Hempstead line.
- Continue to install WIU hardware without completing full designs.
- Continue to finalize the RSD application with supporting documents

MNR June Look Ahead

- Start Civil Speed Enforcement (CSE) operation using M3 EMUs.
- Commence formal SPT (Site Performance Testing) on RSD segment to demonstrate PTC functionality.
- Complete Integrated System FAT using System 2.3 Baseline software.
- Continue onboard installations on M3s, P32s, Cab Cars and BL 20s.
- Continue to install Radio Cases and Poles on all Non-RSD segments.
- Continue configuration and testing of WIUs with updated software.
- Start configuration and testing of Radio Cases on Non-RSD segments
- Perform FAT for Office 3.0
- Continue Database Verification & Validation of non-pilot lines.



LIRR/MNR PTC Timeline and Look-ahead

May 2018

- ✓ LIRR/MNR achieved the Final Design Review milestone
- ✓ MNR commenced Integrated System FAT with System Baseline 2.3

June 2018

- ▣ LIRR to start formal Site Performance Testing on Pilot Lines (previously April 2018)
- ▣ MNR begins operating M3 trains with CSE (previously May)
- ▣ MNR to start formal Site Performance Testing on RSD Segment
- ▣ LIRR/MNR to start FAT for Office 3.0

July 2018

- ▣ System Integrator (SI) to complete delivery of Train-the-Trainer courses to LIRR.
- ▣ MNR to complete all required training to employees.
- ▣ LIRR to complete all on-board installations.

August 2018

- ▣ LIRR/MNR to complete Integrated System FAT (previously April 2018)
- ▣ LIRR to start Site Performance Testing on non-pilot segments (previously June 2018)



LIRR/MNR PTC Timeline and Look-ahead

September 2018

- ❑ LIRR/MNR to submit RSD application for pilot lines (previously August 2018).
- ❑ MNR to complete the installation of transponders on the Port Jervis line.
- ❑ MNR to continue to perform interoperability testing with MNR tenants.
- ❑ LIRR to complete all wayside installations (with the exception of ESA tunnels).

October 2018

- ❑ LIRR to begin RSD on pilot lines (previously August 2018).
- ❑ MNR to begin RSD on Tarrytown to Croton-Harmon pilot segment (Hudson Line).
- ❑ MNR to complete all wayside installations including Port Jervis Line.
- ❑ MNR to complete all onboard installations of PTC hardware.

November 2018

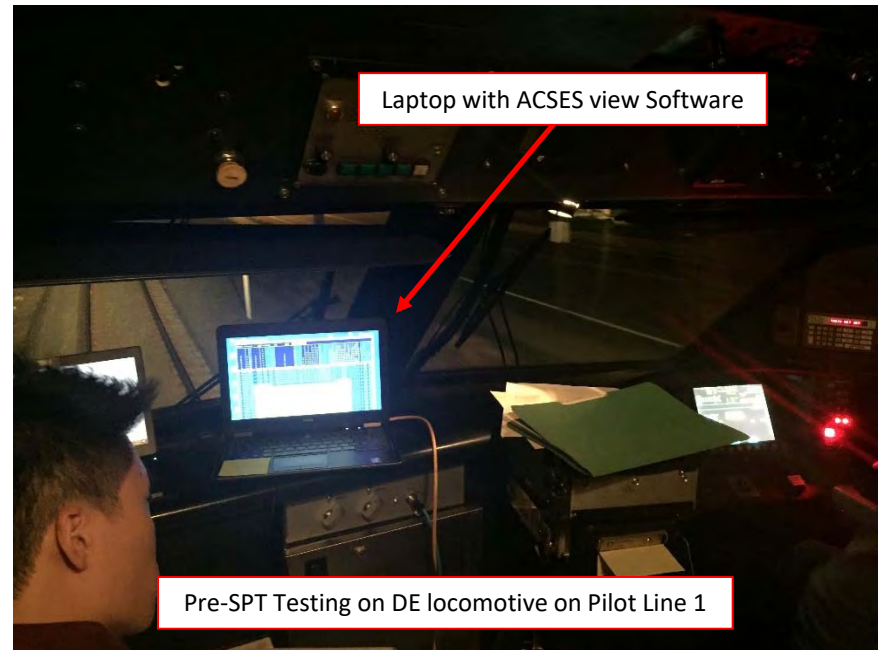
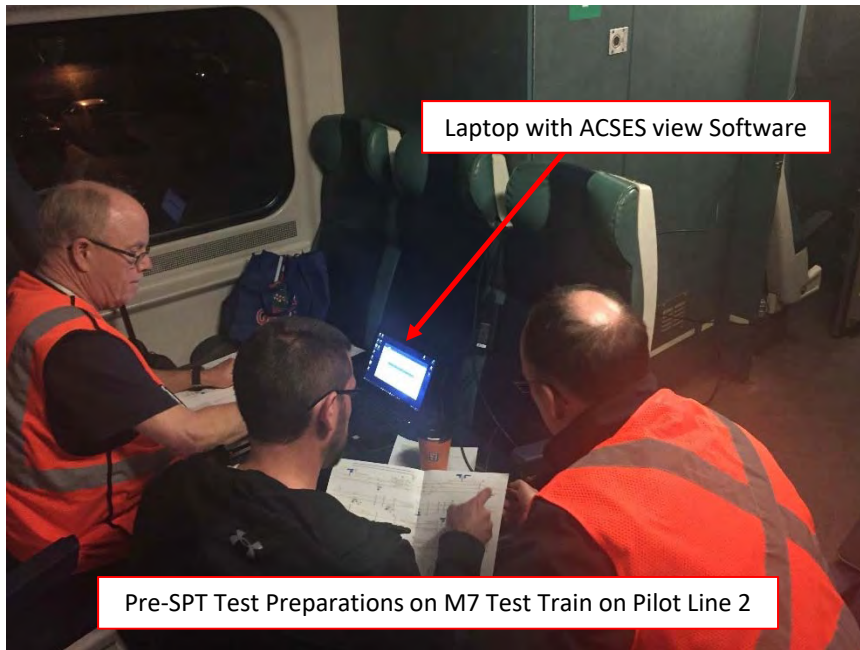
- ❑ LIRR to complete all required training to employees. (previously October 2018).
- ❑ MNR to expand service using additional fleet in RSD segment.

December 2018

- ❑ MNR to start Site Performance Testing on non-pilot segments.
- ❑ LIRR/MNR start to request approval and expansion of RSD to non-pilot track segments (previously November).



PTC Testing Photos Pre-Site Performance Testing



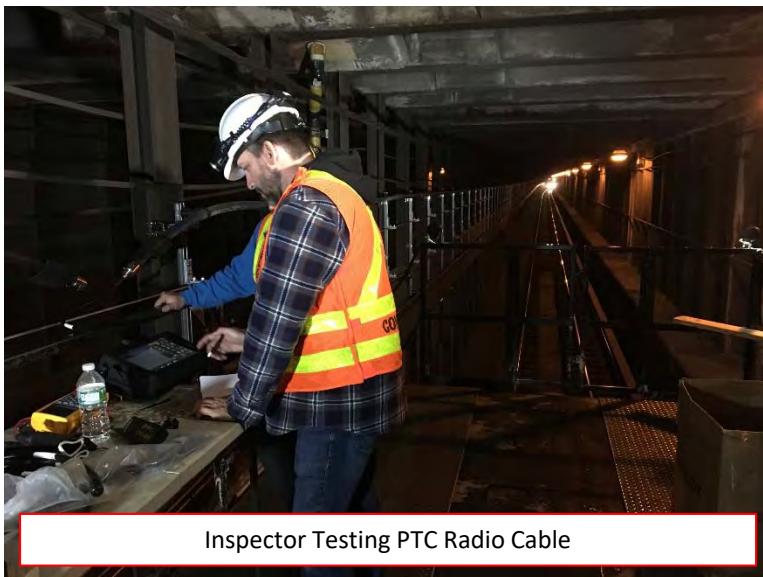
PTC Installation Photos LIRR Transponder Installations



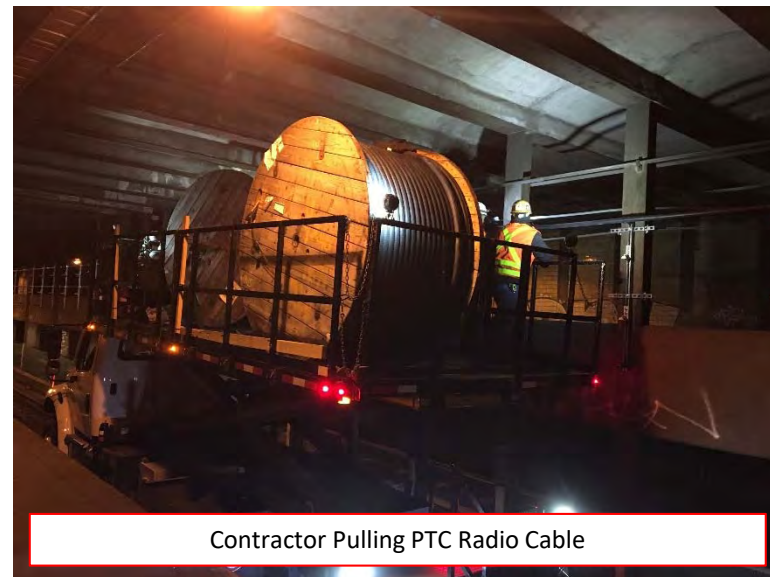
PTC Installation Photos LIRR TC-82 PTC Antenna Installation



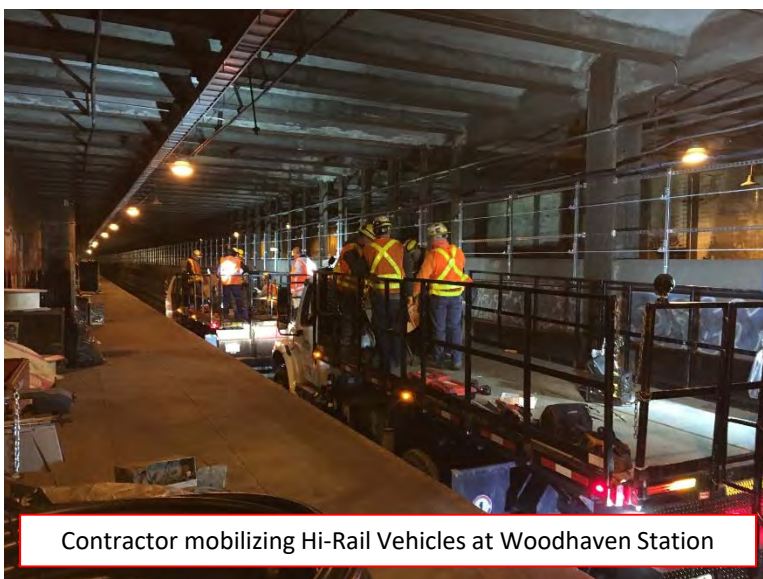
PTC Installation Photos LIRR Atlantic Tunnel Cable Installation



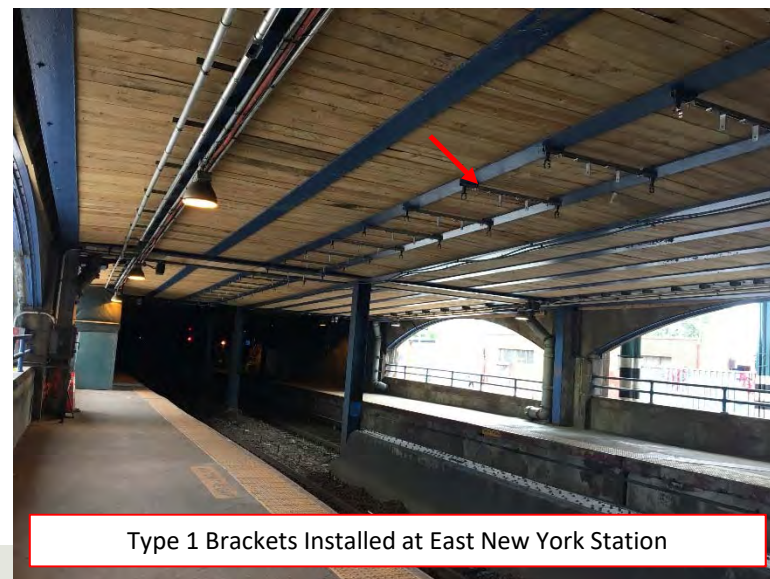
Inspector Testing PTC Radio Cable



Contractor Pulling PTC Radio Cable



Contractor mobilizing Hi-Rail Vehicles at Woodhaven Station

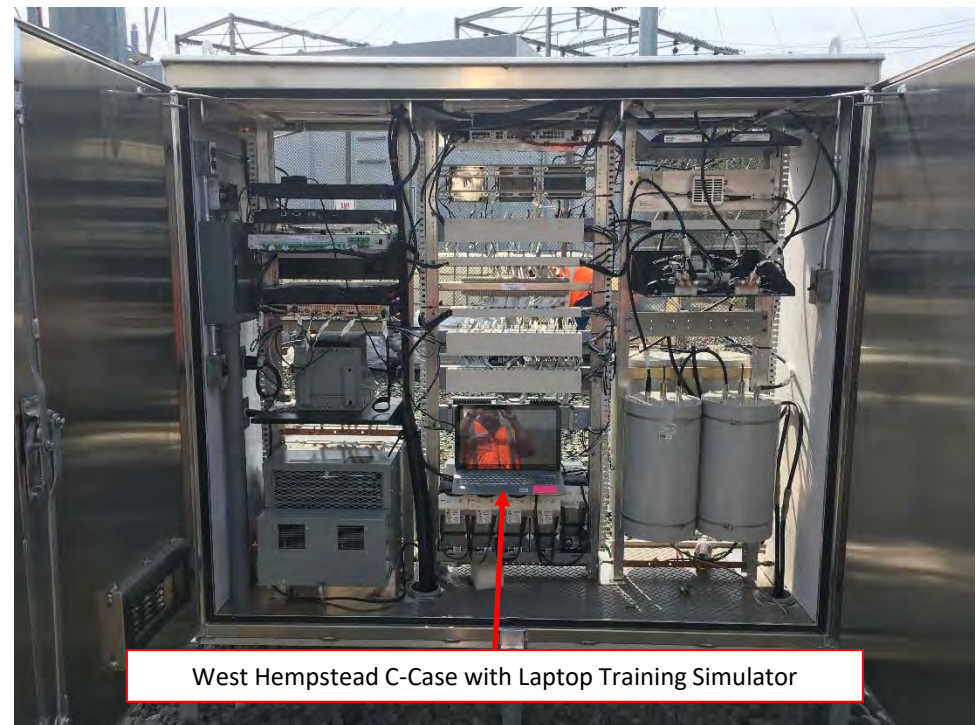
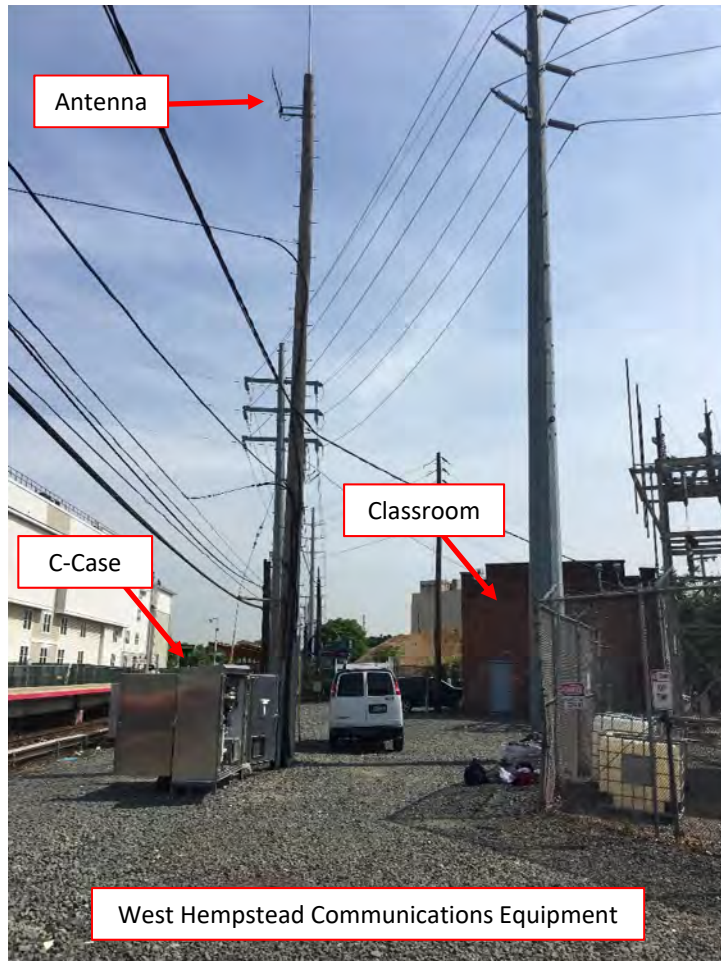


Type 1 Brackets Installed at East New York Station



PTC Training Photos

LIRR West Hempstead Training Track




MNR Employees and System Integrator performing field Modifications on the Radio Cases



MNR Employees and System Integrator performing field Modifications on the Radio Cases



Staff Summary

Subject LICENSE AGREEMENTS FOR ATMS AT VARIOUS LONG ISLAND RAIL ROAD AND METRO-NORTH LOCATIONS
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name DORRIE MASSARIA / ALICIA BIGGS

Date JUNE 18, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/18/18	X		
2	Board	6/20/18	X		
3	Metro-North Committee	6/18/18		X	

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

AGENCY: MTA Long Island Rail Road ("LIRR") and MTA Metro-North Railroad ("Metro-North")
LICENSEE: Access One Solutions, Inc. ("Access")
LOCATIONS: 7 LIRR stations and 6 Metro-North stations
ACTIVITY: Licensing of exclusive rights to provide automated teller machines
ACTION REQUESTED: Authorization for (i) LIRR to enter into a license agreement with Access for the 7 LIRR station Locations, and (ii) Metro-North to enter into a license agreement with Access for the 6 Metro-North station Locations.
TERM: 5 years, subject to termination at will by MTA on 60 days' written notice, at no cost.
COMPENSATION: 56% of each transaction surcharge

COMMENTS:

In response to recent RFPs for automated teller machines (ATMs) at 29 LIRR stations and 41 Metro-North stations, one proposal was received from Access One Solutions, Inc. Metro-North received an additional proposal from Wells Fargo for the White Plains station only, which is the subject of a separate staff summary. The RFP was marketed to numerous banks, but interest was not strong due to a decline in the ATM business and an industry trend to utilize third party vendors. Bank of America, the former operator of ATMs on LIRR, removed their machines in January of 2018, also referencing a significant decline in the ATM business.

Access proposed on seven LIRR station locations and eight Metro-North station locations, as was permitted in the RFP. The eight locations on which Access proposed included White Plains, which is being awarded to Wells Fargo and is the subject of a separate staff summary as stated above, and Bronxville, which was withdrawn from the RFP due to space considerations. The compensation offered is 56% of the \$3.00 surcharge which will yield \$1.68 per transaction to each railroad. Total compensation will therefore depend on the number of transactions. There is no minimum guarantee. In addition, Access offered a one-time \$2,000 fee for each machine that they install and operate.

Access will have the option to expand to other locations that were included in the RFP, subject to whether or not such locations remain available and subject to LIRR's or Metro-North's discretion at the time in question, and it will also have the option to remove machines that are deemed underperforming based on the number of transactions.

Staff Summary

FINANCE COMMITTEE MEETING



Metropolitan Transportation Authority

LICENSE AGREEMENTS FOR ATMS AT VARIOUS LONG ISLAND RAIL ROAD AND METRO-NORTH LOCATIONS (Cont'd.)

Page 2 of 2

Based on the foregoing, MTA Real Estate requests authorization for LIRR and Metro-North each to enter into a separate license agreement with Access. on the aforesaid terms and conditions.



Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



Subject JUNE/JULY TRACKWORK PROGRAMS						Date May 31, 2018			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	6/18/18				3	Sr VP – Eng.	1	President
						2	VP Mktg & PA		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects.

TRACK WORK PROGRAMS

Construction Activities (Short-term trackwork items requiring a special program)

- **East Side Access Signal Pre-Cutover Trackwork** – Trackwork related to the East Side Access Signal Pre-Cutover will take Main Line 4 out of service between Harold Interlocking and Woodside from Thursday night, June 21, through Monday morning, June 25.
 - **Temporary Service Adjustments:** To allow the “cut and throw” of a new Main Line 4 alignment within Harold Interlocking – a necessary predecessor project to the future signal cutover – Main Line 4 will be out of service between Harold Interlocking and Woodside from Thursday night, June 21, through Monday morning, June 25. As a result, there will be AM and PM Peak impacts on Friday, June 22. In the AM Peak, two Montauk Branch trains (5:30 AM from Speonk and 5:39 AM from Montauk) that normally terminate at Hunterspoint Avenue/Long Island City, will instead terminate in Jamaica. Customers for Hunterspoint Avenue and Long Island City will board later trains. In the PM Peak, the 6:16 PM train from Penn Station to Oyster Bay and the 6:02 PM train from Penn Station to Far Rockaway will instead originate in Jamaica, with customers taking other trains from Penn Station to connect. In addition, the 6:31 PM train to Huntington and the 6:36 PM train to Hicksville will be combined. In the off-peak, there will be a number of stopping pattern changes, with six trains bypassing the Woodside stop, and some adjustments to Kew Gardens and Forest Hills stops. While the work continues over the weekend into early Monday morning, service impacts will be minimal.

- **Main Line Second Track Project** – Single Main track will be out of service between Farmingdale and Ronkonkoma for approximately 48 hours each on the weekends of June 23-24 and July 14-15 to support continued work on the Main Line Second Track Project.
 - **Temporary Service Adjustments:** On the weekends of June 23-24 and July 14-15, eastbound customers will transfer at Hicksville for bus service from Bethpage through Ronkonkoma. 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. Trains between Ronkonkoma and Greenport may operate on adjusted schedules. Customers traveling eastbound from Penn Station to stations east of Ronkonkoma will board earlier trains for Hicksville, then transfer to buses to connect with Greenport trains.
- **Valley Interlocking Track Surfacing** – Various tracks through Valley Interlocking in Valley Stream will be out of service on the weekend of June 30-July 1 to allow track and switch surfacing work.
 - **Temporary Service Adjustments:** On the weekend of June 30-July 1, while track and switch surfacing work occurs in Valley Stream, Long Beach Branch trains will operate on adjusted schedules to allow single track operation between Valley Stream and Island Park. Long Beach Branch train schedules will be adjusted by up to 31 minutes. In addition, West Hempstead Branch trains will be replaced with buses between Valley Stream and West Hempstead on Saturday, June 30. On Sunday, July 1, Far Rockaway Branch trains will be replaced with buses between Jamaica and Far Rockaway.
- **Main Line Second Track Project** – As Main Line Second Track work continues, the existing segment of double track between Deer Park and Brentwood, which currently allows eastbound and westbound trains to pass each other, will be taken out of service for a one-week period July 16-20 to allow the cutover of new switches and signals at Deer Park. As a result, the Ronkonkoma Branch will operate as single track from Farmingdale through Central Islip, temporarily reducing capacity. (This replaces the work that was previously reported taking the existing Central Islip siding out of service to cut in the new double track segment. That work will return on July 23 and continue through August 31.)
 - **Temporary Service Adjustments:** On the week of July 16-20, with the existing second track segment between Deer Park and Brentwood out of service, a number of Peak, Reverse Peak and Off-Peak trains will have schedule adjustments. The 5:11 AM Reverse Peak train from Penn Station to Ronkonkoma will terminate at Farmingdale, with customers bused to stations Wyandanch through Ronkonkoma. In the AM Peak, the 6:56 AM train from Ronkonkoma to Penn Station will originate at Farmingdale instead of Ronkonkoma. Customers at stations Ronkonkoma through Wyandanch will use other trains. The 3:09 PM Off-Peak train from Penn Station to Ronkonkoma will terminate at Farmingdale. Customers will use other trains for service to stations Wyandanch through Ronkonkoma. In the PM Peak, the 4:24 PM train from Penn Station to Ronkonkoma will terminate at Farmingdale. Customers will use other trains for service to stations Wyandanch through Ronkonkoma. In the PM Reverse Peak, the 4:09 PM train from Ronkonkoma to Penn Station will originate at Farmingdale. Customers at stations Ronkonkoma through Wyandanch will use other trains. Lastly, the PM Reverse Peak trains that normally leave Ronkonkoma at 7:13 PM and 7:58 PM for Penn Station, will continue to be combined into one train departing Ronkonkoma on an adjusted schedule. This change was implemented in the service described last month when the existing Central Islip siding was taken out of service to

begin cutting over the new double track segment in this area. That work, and those schedule changes, will resume on July 23 and continue through August 31.

- **Harold Interlocking Northeast Quadrant East Side Access Readiness Project** – As Harold Interlocking work for East Side Access continues, and Amtrak’s Summer 2018 State Of Good Repair program winds down, focus shifts toward the Northeast Quadrant of the interlocking, encompassing the northernmost tracks of the LIRR and Amtrak. Port Washington Track 1 will be out of service and causing Peak period service impacts from July 23 through August 31, as will Amtrak’s westbound track from New England.
 - **Temporary Service Adjustments:** Beginning Monday, July 23, and continuing through Friday, August 31, while Harold Northeast Quadrant work occurs, five AM Peak Trains will be impacted: The 6:56 AM train from Wantagh to Penn Station, and the 8:03 AM train from Long Beach to Penn Station, will be diverted to Atlantic Terminal. The 7:41 AM train from Merrick to Penn Station will be diverted to Hunterspoint Avenue. The 5:39 AM train from Montauk to Hunterspoint Avenue/Long Island City will instead terminate at Jamaica. Customers for Hunterspoint Avenue and Long Island City will board later trains. The 8:45 AM train from Port Washington to Penn Station will be cancelled. In the PM Peak, four trains are impacted: The 4:22 PM, 5:26 PM and 7:01 PM trains from Penn Station to Port Washington will be cancelled. Customers will be accommodated by other trains. The 5:38 PM train from Penn Station to Hempstead will be rerouted to operate from Atlantic Terminal. In addition, a number of Off-Peak and Reverse Peak trains will be adjusted or cancelled to allow the Northeast Quadrant work to progress.

As part of our communication campaign for these service changes, public timetables will be issued, and additional information will be shared via our website, e-mail alerts, and social media messaging. Stay connected. Find real-time LIRR service status information on www.mta.info, by signing up for E-Alerts at www.MyMTAAlerts.com, or call the LIRR’s Customer Service Center at 511 or 718-217-LIRR (718-217-5477).

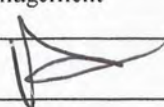
IMPACT ON FUNDING

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



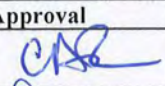
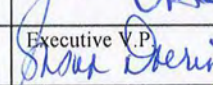
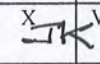

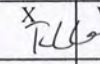

Metro-North Railroad

Procurements

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

Date	June 11, 2018
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	6-18-18	X		
2	MTA Board Mtg.	6-20-18	X		

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

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

PURPOSE:

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

DISCUSSION:

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

of Actions \$ Amount

Schedules Requiring Two-Thirds Vote (or more, where noted)

NONE

Schedules Requiring Majority Vote

NONE

SUB TOTAL:

MNR proposes to award competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)		2	TBD
• Request to use RFP Process	TBD		
• Request to use RFP Process	TBD		
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)		1	\$3,619,908
• Conductix, Inc.	\$3,619,908		
<u>Schedules Requiring Majority Vote</u>			
Schedule G: Miscellaneous Service Contracts		2	\$5,000,000
• TRC Environmental Corporation	\$2,500,000		
• Environmental Planning & Management, Inc.	\$2,500,000		
SUB TOTAL:		5	\$8,619,908

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where note</u>	<u>NONE</u>
<u>Schedules Requiring Majority Vote</u>	<u>NONE</u>
SUB TOTAL:	
TOTAL:	5 \$8,619,908

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.

JUNE 2018

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

1. Request to Use the RFP Process TBD Staff Summary Attached
Design/Build, Delivery and Installation of DC Traction Switchgear
at Nine MNR Stations on the Hudson and Harlem Lines

MTA Metro-North Railroad (Metro-North) requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit for the Design/Build delivery and installation of DC Traction Switchgear at nine Metro-North Stations on the Hudson and Harlem Lines.

Metro-North requires a contractor with the technical expertise to design and manufacture a highly complex system integral to the existing DC Traction Power Switchgear. The contractor will engineer the switch gear capable of withstanding 200,000 Amps at 800VDC. Custom engineering is required for each unique substation location to be integrated with the existing infrastructure. The project calls for the incorporation of technologies (circuit breakers, relays, cubicles, copper bus, interconnect wiring, etc.), integration of multiple vendors and potential configurations and training.

The RFP process is used to solicit Design/Build contracts because the contract documents are not sufficiently complete to utilize a formal competitive bidding solicitation. Also, the RFP process will give Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications and past performance. The RFP process also provides the ability to negotiate key terms and to solicit improved technical and schedule requirements.

These procurements will be funded by the 2015-2019 MNR Capital Program.

2. Request to Use the RFP Process TBD Staff Summary Attached
Rehabilitation of and Improvements to Hartsdale and Scarsdale Stations

MTA Metro-North Railroad (Metro-North) requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit proposals for the Rehabilitation of, and Improvements to Hartsdale and Scarsdale Stations.

Metro-North has identified Hartsdale and Scarsdale Stations as two stations that require immediate rehabilitation and improvement work to bring them into a state of good repair. These repairs and improvements shall include but are not limited to:

- Replacing all platforms and all associated items with new. The new platforms shall have embedded snow melting system with new boiler rooms to support that function
- Replacing all platform piers and pier foundations
- Installing new platform canopies
- Adding new elevators to stations (2 in Hartsdale and 1 in Scarsdale)
- Replacing and adding ADA ramps
- Relocate storm water drainage system

The RFP process will give Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications and past performance. In addition, the Design/Build process will allow Metro-North to accelerate this critical state of good repair project.

This procurement will be funded by the 2015-2019 MNR Capital Program.

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

3. Conductix, Inc. \$3,619,908 (not-to-exceed) Staff Summary Attached
Design, Fabricate, Test and Deliver Fiberglass 3rd Rail Brackets

Approval is requested to award a five year competitively solicited and negotiated contract (RFP process; two proposals received); in the not-to-exceed amount of \$3,619,908 to Conductix, Inc. ("Conductix") to design, fabricate, test, and deliver 3rd rail fiberglass brackets.

A new fiberglass bracket design is required to correct a recurring electrical arcing problem affecting MNR's 3rd rail traction power system. The existing 3rd rail brackets and associated components were damaged by Superstorm Sandy, resulting in an increased frequency of electrical arcing commonly called "burners". Electrical arcing occurs when the 3rd rail (positive) shorts to the running rail (negative) resulting in a fire condition. When this condition arises, MNR tracks are taken out of service to enable repairs which ultimately impacts revenue train service. In an effort to prevent this condition from occurring, MNR intends to increase the amount of dielectric material between the running rail and the 3rd rail through the application of molded fiberglass brackets. The project consists of the design, manufacturing and delivery of fiberglass 3rd rail brackets for use on MNR's operating territory.

On March 9, 2018, the Selection Committee comprised of members representing MNR's P&MM, Safety, and MoW Departments met to discuss the two technical and cost proposals received from LB Foster and Conductix.

The Selection Committee invited Conductix to give an oral presentation. At the oral presentation, Conductix demonstrated its understanding of the Scope of Work by proposing to manufacture the new brackets using the latest technology (injection-compression molding), with a specialized transit grade fiberglass material that is smoke resistant and of the highest dielectric content. Conductix has exceptional experience with the design and engineering of

transit products, and consequently is very familiar with the demands of the railroad environment. Conductix proposed to complete this work in the required timeline and supplied a detailed project plan. Based on this, the Selection Committee unanimously recommended Conductix for contract award.

Conductix's proposal was submitted in the amount of \$3,690,673. Upon discussions and negotiations by the P&MM Department, Conductix reduced its original pricing from \$3,690,673 to \$3,619,908 (a savings of approximately 2%). All pricing shall remain fixed for the duration of the contract term. The Selection Committee evaluated Conductix's Best and Final Offer and deemed Conductix's pricing to be fair and reasonable based on previous MNR pricing history for similar fiberglass brackets.

The total cost for this procurement is not-to-exceed \$3,619,908 and will be funded under the Sandy Emergency Relief Program administered by the FTA.

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.)

- 4. TRC Environmental Corporation \$2,500,000 (not-to-exceed) Staff Summary Attached**
- 5. Environmental Planning & Management, Inc. \$2,500,000 (not-to-exceed)
Asbestos and Lead Air Monitoring and Testing Services**

Approval is requested to award a competitively solicited, five-year miscellaneous service contract (RFP process, fourteen proposals received), in the not-to-exceed amount of \$5,000,000 to TRC Environmental Corporation (TRC) (\$2,500,000) and Environmental Planning & Management, Inc. (EPM) (\$2,500,000) to perform on-call system-wide asbestos and lead air monitoring and testing services on an as-needed, task order basis.

MNR's System Safety Department seeks two firms to provide: (a) abatement project monitoring/supervision and air monitoring and analysis; (b) assistance to MNR with coordination efforts with all regulatory agencies; (c) design documents (specifications, drawings, estimates) to be utilized to solicit bids; and (d) assessments of work detailing the extent of contamination and the best method for remediation. Work is required throughout MNR's territory in both New York State and Connecticut.

On November 14, 2017, technical and cost proposals were received from AECOM, Airtex Environmental, ATC Group Services, Athenica Environmental Services, Inc., CORE Environmental, CTSI Environmental Safety & Health Professionals, Entech Engineering, PC., EPM, KAM Consultants, LIRO Engineers, Louis Berger, OMEGA Environmental Services, TRC and Warren Panzer Environmental Engineers.

The Selection Committee was comprised of members representing MNR's Procurement and Material Management and System Safety Departments. The Committee evaluated the 14

proposals received in accordance with the selection criteria of the RFP. As a result of the evaluation, the Committee selected ATC, EPM, Louis Berger and TRC to be short-listed. Following the oral presentation, it was the unanimous decision of the Committee to recommend TRC and EPM for awards based on the ranking of their overall scores. TRC and EPM have ample personnel resources with a diverse range of experience, which encompass the full span of services specified by the RFP.

Proposers provided unit prices for various tasks and units of measure historically performed under these types of agreements. The actual distribution of work to the two vendors will be on a rotational basis based upon vendor capacity with the goal of meeting service requirements. As this Board Authorization shall not guarantee any one vendor a fixed amount of work, the overall budget may be reallocated as necessary to ensure the most efficient and timely asbestos and lead air monitoring and testing services. All unit prices remained fixed for the duration of the five-year agreement. The average unit cost of TRC and EPM proposals as compared to the average of the 12 other proposers are 16.06 % lower. Based on the evaluation of all costs submitted by TRC and EPM, their prices are deemed fair and reasonable for the level of service to be provided.

The total cost for the two awards is in the not-to-exceed amount of \$5,000,000 (TRC = \$2,500,000, EPM = \$2,500,000) for a duration of five years and is to be funded by the MNR Operating and Capital Budget and by CDOT on a task-by-task basis.

Staff Summary

Item Number B						SUMMARY INFORMATION	
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director						Vendor Name TBD	
Division & Division Head Name: Executive Vice President, Susan Doering						Contract Number TBD	
Description Request to use the RFP Process- Design Build and Delivery and Installation of DC Traction Switchgear at nine Metro-North Stations on the Hudson and Harlem Lines						Total Amount TBD	
Contract Term (including Options, if any) Various						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 checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:						Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	6-18-18	x		
2	MTA Board Mtg.	6-20-18	x		
Internal Approvals					
Order	Approval	Order	Approval	Order	Approval
X	President	X	V.P. & General Counsel		
X	Sr. V.P. Operations				
X	V.P. Finance & IT				
X	V.P. Capital				

Narrative

I. PURPOSE/RECOMMENDATION

MTA Metro-North Railroad (Metro-North) requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit for the Design/Build delivery and installation of DC Traction Switchgear at nine Metro-North Stations on the Hudson and Harlem Lines.

II. BACKGROUND & DISCUSSION

Metro-North requires a contractor with the technical expertise to design and manufacture a highly complex system integral to the existing DC Traction Power Switchgear. The contractor will engineer the switch gear capable of withstanding 200,000 Amps at 800VDC. Custom engineering is required for each unique substation location to be integrated with the existing infrastructure. The project calls for the incorporation of technologies (circuit breakers, relays, cubicles, copper bus, interconnect wiring, etc.), integration of multiple vendors and potential configurations and training.

The RFP process is used to solicit Design/Build contracts because the contract documents are not sufficiently complete to utilize a formal competitive bidding solicitation. Also, the RFP process will give Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications and past performance. The RFP process also provides the ability to negotiate key terms and to solicit improved technical and schedule requirements.

Staff Summary

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) will be consulted in order to establish MBE/WBE goals.

IV. IMPACT ON FUNDING

These procurements will be funded by the 2015-2019 MNR Capital Program.

V. ALTERNATIVES

The alternative is to use the sealed competitive bidding process however this alternative is not recommended, as it would require Metro-North to first obtain 100% designs of the work to be implemented, thereby losing the advantages of Design/Build construction. The use of the Design Build process shall also allow the contractor to utilize its specialized expertise to adapt the base design to the individual stations optimizing design efficiencies.

Staff Summary

Item Number B						SUMMARY INFORMATION	
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director						Vendor Name TBD	
Division & Division Head Name: Executive Vice President, Susan Doering						Contract Number TBD	
Description Request to use the RFP Process - Rehabilitation of, and Improvements to Hartsdale and Scarsdale Stations						Total Amount TBD	
Contract Term (including Options, if any) Various						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 checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:							

Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	6-18-18	x		
2	MTA Board Mtg.	6-20-18	x		
Internal Approvals					
Order	Approval	Order	Approval	Info	Other
X	President <i>CMC</i>	X	V.P. & General Counsel		
X	Sr. V.P. Operations				
X	V.P. Finance & IT				
X	V.P. Capital				

Narrative

I. PURPOSE/RECOMMENDATION

MTA Metro-North Railroad (Metro-North) requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, to solicit proposals for the Rehabilitation of, and Improvements to Hartsdale and Scarsdale Stations.

II. BACKGROUND & DISCUSSION

Metro-North has identified Hartsdale and Scarsdale Stations as two stations that require immediate rehabilitation and improvement work to bring them into a state of good repair. These repairs and improvements shall include but are not limited to:

- Replacing all platforms and all associated items with new. The new platforms shall have embedded snow melting system with new boiler rooms to support that function
- Replacing all platform piers and pier foundations
- Installing new platform canopies
- Adding new elevators to stations (2 in Hartsdale and 1 in Scarsdale)
- Replacing and adding ADA ramps
- Relocate storm water drainage system

The RFP process will give Metro-North the ability to evaluate terms other than price alone, such as technical approach, contractor and design professional qualifications and past performance. In addition, the Design/Build process will allow Metro-North to accelerate this critical state of good repair project.

Staff Summary

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) will be consulted in order to establish MBE/WBE goals.

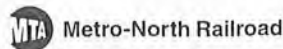
IV. IMPACT ON FUNDING

This procurement will be funded by the 2015-2019 MNR Capital Program.

V. ALTERNATIVES

The alternative is to use the sealed competitive bidding process. This alternative is not recommended, as it would require Metro-North to first obtain 100% designs of the work to be implemented, thereby losing the advantages of Design/Build construction and possibly causing a delay in this critical rehabilitation project.

Staff Summary



Item Number C						SUMMARY INFORMATION																					
Dept & Dept Head Name: Procurement & Material Management, Al Muir, Sr. Director						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%; padding: 5px;"> Vendor Name Conductix, Inc. </td> <td style="width: 20%; padding: 5px;"> Contract 1000105627 </td> </tr> </table>		Vendor Name Conductix, Inc.	Contract 1000105627																		
Vendor Name Conductix, Inc.	Contract 1000105627																										
Division & Division Head Name: Executive Vice President, Susan Doering						Description Design, fabricate, test and deliver Fiberglass 3 rd Rail Brackets																					
Board Reviews						Total Amount \$3,619,908 (not-to-exceed)																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Order</th> <th style="width: 20%;">To</th> <th style="width: 15%;">Date</th> <th style="width: 10%;">Approv</th> <th style="width: 10%;">Info</th> <th style="width: 10%;">Other</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>M-N Comm.Mtg.</td> <td style="text-align: center;">6-18-18</td> <td style="text-align: center;">x</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2</td> <td>MTA Board Mtg.</td> <td style="text-align: center;">6-20-18</td> <td style="text-align: center;">x</td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approv	Info	Other	1	M-N Comm.Mtg.	6-18-18	x			2	MTA Board Mtg.	6-20-18	x			Contract Term (including Options, if any) Five Years			
Order	To	Date	Approv	Info	Other																						
1	M-N Comm.Mtg.	6-18-18	x																								
2	MTA Board Mtg.	6-20-18	x																								
Internal Approvals						Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																					
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Order	Approval	Order	Approval																								
X	President	X	V.P. & General Counsel																								
X	Sr. V.P. Operations																										
X	V.P. Finance & IT																										
X	V.P. Capital Programs																										
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive						Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																					
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:																											

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a five year competitively solicited and negotiated contract (RFP process; two proposals received); in the not-to-exceed amount of \$3,619,908 to Conductix, Inc. ("Conductix") to design, fabricate, test, and deliver 3rd rail fiberglass brackets.

II. DISCUSSION:

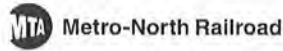
A new fiberglass bracket design is required to correct a recurring electrical arcing problem affecting MNR's 3rd rail traction power system. The existing 3rd rail brackets and associated components were damaged by Superstorm Sandy, resulting in an increased frequency of electrical arcing commonly called "burners". Electrical arcing occurs when the 3rd rail (positive) shorts to the running rail (negative) resulting in a fire condition. When this condition arises, MNR tracks are taken out of service to enable repairs which ultimately impacts revenue train service. In an effort to prevent this condition from occurring, MNR intends to increase the amount of dielectric material between the running rail and the 3rd rail through the application of molded fiberglass brackets. The project consists of the design, manufacturing and delivery of fiberglass 3rd rail brackets for use on MNR's operating territory.

In accordance with MTA Procurement Guidelines, a Request for Proposal (RFP) dated January 9, 2018 was prepared and advertised in the New York State Contract Reporter and posted on MNR's website.

The selection criteria established in the RFP were as follows:

1. Technical Capability: Ability to provide technical services, equipment and systems as required in the RFP, including, but not limited to quality and completeness of the required engineering, testing, training and documentation.
2. Project Plan: Proposer's demonstrated ability to manage and coordinate the work in the RFP.

Staff Summary



3. Experience: Identified previous work over the last ten years similar to the requirements of this RFP. Demonstrated qualifications and availability of key personnel, including a commitment that the key resources remain constant throughout the project including subconsultant/subconsultant services.
4. Cost: Completeness and competitiveness of cost and price submittal.

Seven firms were provided the RFP and two proposals were received. A single No Proposal Response Form was received with the reason for not responding to the RFP "could not meet MNR's specifications". A survey of the non-responding contractors was conducted and provided similar responses respectively.

On March 9, 2018, the Selection Committee comprised of members representing MNR's P&MM, Safety, and MoW Departments met to discuss the two technical and cost proposals received from LB Foster and Conductix. LB Foster's proposal submittal did not address or meet several of MNR's specification requirements. Although LB Foster was provided an opportunity to address several deficiencies in its proposal, it elected not to do so. In addition, LB Foster took exception to MNR's contractual terms and conditions and subsequently withdrew its proposal. The proposal submitted by Conductix was technically compliant, competent, and met MNR's contract terms and conditions and preliminary design.

The Selection Committee invited Conductix to give an oral presentation. At the oral presentation, Conductix demonstrated its understanding of the Scope of Work by proposing to manufacture the new brackets using the latest technology (injection-compression molding), with a specialized transit grade fiberglass material that is smoke resistant and of the highest dielectric content. Conductix has exceptional experience with the design and engineering of transit products, and consequently is very familiar with the demands of the railroad environment. Conductix proposed to complete this work in the required timeline and supplied a detailed project plan. Based on this, the Selection Committee unanimously recommended Conductix for contract award.

Conductix's proposal was submitted in the amount of \$3,690,673. Upon discussions and negotiations by the P&MM Department, Conductix reduced its original pricing from \$3,690,673 to \$3,619,908 (a savings of approximately 2%). All pricing shall remain fixed for the duration of the contract term. The Selection Committee evaluated Conductix's Best and Final Offer and deemed Conductix's pricing to be fair and reasonable based on previous MNR pricing history for similar fiberglass brackets.

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

III. D/M/WBE INFORMATION:

A request for goal determination was submitted to MTA Department of Diversity and Civil Rights (DDCR) for M/WBE availability review and subcontracting goal assessment. MTA DDCR determined that no MBE/WBE goals could be established.

IV. IMPACT ON FUNDING:

The total cost for this procurement is not-to-exceed \$3,619,908 and will be funded under the Sandy Emergency Relief Program administered by the FTA.

V. ALTERNATIVES:

An alternative is not feasible as MNR does not have the available in-house design or capacity to meet scope or the specified work.

Staff Summary

Item Number G					
Dept & Dept Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
Board Reviews					
Order	To	Date	Approv	Info	Other
1	M-N Comm.Mtg.	6-18-18	x		
2	MTA Board Mtg.	6-20-18	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. V.P. Operations				
X	V.P. Finance & IT				
X	V.P. Capital Programs				

SUMMARY INFORMATION	
Vendor Name TRC Environmental Corporation Environmental Planning & Management, Inc. (EPM)	Contract Number 1000104944 1000095008
Description Asbestos and Lead Air Monitoring and Testing Services	
Total Amount \$5,000,000 (not-to-exceed) (TRC = \$2,500,000, EPM = \$2,500,000)	
Contract Term (including Options, if any) Five Years	
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 checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: CDOT	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a competitively solicited, five-year miscellaneous service contract (RFP process, fourteen proposals received), in the not-to-exceed amount of \$5,000,000 to TRC Environmental Corporation (TRC) (\$2,500,000) and Environmental Planning & Management, Inc. (EPM) (\$2,500,000) to perform on-call system-wide asbestos and lead air monitoring and testing services on an as-needed, task order basis.

II. DISCUSSION:

MNR's System Safety Department seeks two firms to provide: (a) abatement project monitoring/supervision and air monitoring and analysis; (b) assistance to MNR with coordination efforts with all regulatory agencies; (c) design documents (specifications, drawings, estimates) to be utilized to solicit bids; and (d) assessments of work detailing the extent of contamination and the best method for remediation. Work is required throughout MNR's territory in both New York State and Connecticut.

A Request for Proposal (RFP), dated October 17, 2017, was prepared and advertised in the New York State Contract Reporter, the New York Post, El Diario, Daily Challenge and posted on MNR's website.

On November 14, 2017, technical and cost proposals were received from AECOM, Airtek Environmental, ATC Group Services, Athenica Environmental Services, Inc., CORE Environmental, CTSI Environmental Safety & Health Professionals, Entech Engineering, PC., EPM, KAM Consultants, LIRO Engineers, Louis Berger, OMEGA Environmental Services, TRC and Warren Panzer Environmental Engineers.

Staff Summary

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

1. Cost.
2. Project Plan, understanding of the workscope requirements and schedule.
3. Past experience with similar projects.
4. Confidence level, commitment of relevant resources to the project.

The Selection Committee was comprised of members representing MNR's Procurement and Material Management and System Safety Departments. The Committee evaluated the 14 proposals received in accordance with the selection criteria of the RFP. As a result of the evaluation, the Committee selected ATC, EPM, Louis Berger and TRC to be short-listed. Following the oral presentation, it was the unanimous decision of the Committee to recommend TRC and EPM for awards based on the ranking of their overall scores. TRC and EPM have ample personnel resources with a diverse range of experience, which encompass the full span of services specified by the RFP.

Proposers provided unit prices for various tasks and units of measure historically performed under these types of agreements. The actual distribution of work to the two vendors will be on a rotational basis based upon vendor capacity with the goal of meeting service requirements. As this Board Authorization shall not guarantee any one vendor a fixed amount of work, the overall budget may be reallocated as necessary to ensure the most efficient and timely asbestos and lead air monitoring and testing services. All unit prices remained fixed for the duration of the five-year agreement. The average unit cost of TRC and EPM proposals as compared to the average of the 12 other proposers are 16.06 % lower. Based on the evaluation of all costs submitted by TRC and EPM, their prices are deemed fair and reasonable for the level of service to be provided.

MNR completed a responsibility review of both TRC Environmental Corporation and Environmental Planning & Management, Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) established a 20% DBE goal for this project. No awards will be issued without DDCR concurrence.

IV. IMPACT ON FUNDING:

Board approval is requested for two awards in the not-to-exceed amount of \$5,000,000 (TRC = \$2,500,000, EPM = \$2,500,000) for a duration of five years and is to be funded by the MNR Operating and Capital Budget and by CDOT on a task-by-task basis.

V. ALTERNATIVES:

MNR does not have the experience to complete the full spectrum of system-wide asbestos and lead air monitoring and testing services.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

June 20, 2018

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date June 20, 2018			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	6.18.18				2	President	6/12/18	6/12/18
2	MTA Board	6.20.18				1	Executive VP	6/12/18	

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 Two-Thirds Vote

Schedule A:	Non-Competitive Purchases and Public Works	1	\$ 960,725
SUBTOTAL:		1	\$ 960,725

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

Schedules Requiring Two-Thirds Vote

Schedule C:	Competitive Requests for Proposals (Award)	1	\$14,325,000
SUBTOTAL:		1	\$14,325,000

LIRR proposes to award Ratifications in the following categories:

NONE

	# of Actions	\$ Amount
TOTAL:	2	\$ 15,285,725

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.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number:

Vendor Name (& Location) Knox Kershaw
Description Replacement Parts for Various Maintenance Of Way Equipment
Contract Term (including Options, if any) 3 Years
Option(s) included in Total Amount? <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 checked="" type="checkbox"/> Other: Sole Source

Contact Number IFB#199717-E99	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$960,725 LIRR: \$ 710,725 MNR: \$ 250,000	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Way Repair Shop – Joseph Savoretti, Assistant Manager	
Contract Manager : Arlen Turnier	

Discussion:

Long Island Rail Road, on behalf of itself and Metro-North Rail, (“the Railroads”), requests MTA Board approval to award two three-year sole source contracts to Knox Kershaw in a total amount not-to-exceed \$960,725, (LIRR: \$710,725 & MNR: \$250,000) for replacement parts required to operate and maintain various pieces of Knox Kershaw equipment.

Knox Kershaw is the Original Equipment Manufacturer (OEM) of Knox Kershaw equipment and sole distributor for their replacement parts. As they do not have independent 3rd party distributors or manufacturer’s representatives, Knox Kershaw holds all proprietary rights to their drawings, specifications and other technical information for their equipment. Knox Kershaw equipment is used by the Railroads’ Track Maintenance departments who are responsible for the maintenance and repair of rail infrastructure assets. Each Railroads’ Maintenance of Way repair shop maintains all equipment purchased from Knox Kershaw, and requires these spare and replacement parts. Knox Kershaw equipment is used extensively by the Railroads for the maintenance and repair of the track. This contract specifically supports 18 tie cranes (13 LIRR; 5 MNR), 12 ballast regulators (2 LIRR; 10 MNR), 2 snow fighter/ballast regulators, one tie inserter/extractor, and one cribber adz.

LIRR continues to seek competition for all its procurements. To that end, LIRR advertised its intent to award a sole source contract to Knox Kershaw in the New York State Contract Reporter on January 16, 2018, and in the New York Post on February 1, 2018 to seek additional potential vendors capable of providing equivalent replacement parts. No other vendor expressed interest in competing for this procurement.

Tie cranes are used in mechanized tie installations to lay out new ties and retrieve damaged/worn ties collected on carts they tow. Tie cranes also support maintenance work with tie removal and insertion. Ballast regulators distribute stone into cribs between the ties and onto the tie ends. This shaping and profiling of the ballast is essential to lock the ties into place when surfacing. Two convertible ballast regulator/snow fighters perform their duties based on the season. In winter snow conditions, these machines plow snow from the tracks and can throw the snow clear of an interlocking switch. The tie inserter/remover allows for tie replacement in tight station areas where platforms interfere with the operation of other machines.

Knox Kershaw’s contract pricing is based on a 3% discount off current list. A comparison of the current price list for Knox Kershaw replacement parts vs. the list price in effect during the prior contract was performed and the variance over the last three years was found to be comparable to the Producer Price Index (PPI) for construction machinery and equipment during that period. As a result of this comparison, prices have been determined to be fair and reasonable. The price list that Knox Kershaw is offering will remain fixed for three (3) years, until the end of contract on February 28, 2021.

A responsibility review of Knox Kershaw was conducted, and no SAI was found. Therefore, they have been determined to be a responsible and responsive supplier.

Staff Summary



Item Number:					
Dept & Dept Head Name: Procurement & Logistics; Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Department of Program Management, Paul Dietlin					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	6.18.18			
2	MTA Board	6.20.18			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>P. Dietlin</i>	3	SVP Engineering (Act'g) <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP and CFO <i>[Signature]</i>		
4	SVP Operations <i>[Signature]</i>	1	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name T. Moriarty & Son, Inc.	Contract Number 6266
Description Design/Build Replacement of Meadowbrook Substation	
Total Amount \$14,325,000	
Contract Term (including Options, if any) 860 consecutive calendar days	
Options(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 checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a competitively negotiated contract in the amount of \$14,325,000 to T. Moriarty & Son, Inc. (T. Moriarty) to construct, furnish, and install a prefabricated traction power substation to replace the Meadowbrook Substation, which has exceeded its useful life. This contract also includes an allowance for the removal and disposal of contaminated soil classified as hazardous waste to an approved off-site disposal facility.

II. DISCUSSION:

The Meadowbrook Substation is located on LIRR's Babylon Branch in Freeport, an area with dense train traffic which places a greater demand on the traction power system. The Meadowbrook substation was identified as deficient in the 2005 Traction Power Load Study and the Power Asset Condition Assessment. With the existing M-7 fleet and the introduction this year of the new M-9 fleet, energy requirements will exceed the capacity of the existing traction power infrastructure. Under this contract, T. Moriarty will design, fabricate, deliver, install, integrate and test the modular substation including the building enclosure, equipment, cabling and supervisory control systems. Additionally, all site work will be performed by T. Moriarty with the modular substation building being assembled and installed on foundations constructed by them. LIRR Forces will install and terminate all cable connections required for interconnecting the substation into the power infrastructure. Replacement of this aging substation will improve both system reliability and customer satisfaction.

In May 2017, the MTA Board approved use of the "Request for Proposal" (RFP) method to solicit Design-Build contractors for the replacement of the Meadowbrook Substation. On November 20, 2017, the RFP was advertised in the New York State Contract Reporter, New York Post and on the MTA's website. In addition, a copy of the advertisement was sent directly to firms known to have experience with this type of work. On February 16, 2018, LIRR received three proposals from the following firms: 1) Mass Electric Construction Company (MEC) for \$16,937,000; 2) T. Moriarty for \$14,612,500; and 3) Railroad / Eldor - JV, LLC. for \$18,477,600.

A Technical Evaluation Committee (TEC) assessed each firm's technical proposal against the technical evaluation criteria of the RFP (Technical Approach; Key Personnel/Corporate Qualifications; and Management Approach). All three firms

Staff Summary



were then invited to give an oral presentation of their technical proposal. During presentations, all firms demonstrated their comprehensive understanding of the project and adequately responded to LIRR's questions. The TEC's final technical evaluation found that each proposer was technically compliant with the RFP requirements and successfully demonstrated their ability to complete the scope of work.

Subsequent to final technical evaluations, cost proposals of all three firms revealed prices that exceeded LIRR's internal estimate. Therefore, requests for Best and Final Offers (BAFO's) were sent to all three firms. Two firms responded with a reduced price (MEC and T. Moriarty), while one firm's BAFO (Railroad / Eldor - JV, LLC) was greater than their original cost proposal.

Accordingly, BAFOs were incorporated into each firm's overall evaluation, resulting in T. Moriarty being the top-ranked firm and representing the best value to LIRR. Besides demonstrating a strong competency and understanding of the project, meeting the LIRR specifications/industry requirements and possessing extensive experience with this type of work, their BAFO price of \$14,560,000 (Base \$14,171,200 + Allowance \$388,800) was \$2.4 million less than the next ranked proposer. Therefore, LIRR agreed to pursue T. Moriarty and Son, Inc. for the award of this contract.

Since T. Moriarty's price was greater than LIRR's internal estimate, they were asked to reassess their price for any additional efficiencies or areas that could be further reduced. Accordingly, T. Moriarty submitted a revised BAFO of \$14,325,000 (Base \$13,936,200 + Allowance \$388,800) which was \$235,000 less than their previous offering. Although, this price was still slightly over LIRR's internal estimate of \$13,163,636, it was 15% and 24% less than the BAFOs submitted by Mass Electric Construction Company and Railroad / Eldor - JV, LLC, respectively. Therefore, T. Moriarty's final price is determined to be "fair and reasonable."

A vendor responsibility review was performed in May 2018 and returned no adverse information against T. Moriarty and Son, Inc. In addition, a financial review of the awardee firm by LIRR Controller Department yielded favorable results. Based upon the foregoing, T. Moriarty and Son, Inc. is considered a responsive and responsible vendor.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) has established a 5% DBE goal for this procurement. An award will not be made until DDCR approves of T. Moriarty's Utilization Plan which is currently under review.

IV. IMPACT ON FUNDING:

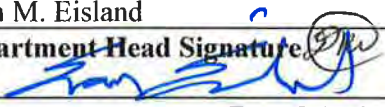
This contract will be federally funded. Funding for this project is included in LIRR's 2015-2019 Capital Program

V. ALTERNATIVES:

LIRR does not have the ability to perform the work in-house. Only a 3rd Party contractor can provide this state-of-the-art traction power substation. Not Replacing the Meadowbrook Substation would result in the Power Department continuing the existing practice of intensive maintenance or repairing/replacing components as failures occur. This practice, however, is extremely costly, and does not meet the requirements of the new M-9 fleet or future planned improvements to service. In order to keep this aging substation in operation, the LIRR would be required to commit to extensive maintenance and rely on expensive custom-made parts for equipment. A greater strain on adjacent substations will occur if an aged substation becomes inoperable.

MTA CAPITAL CONSTRUCTION
PROCUREMENT PACKAGE
JUNE 2018

Staff Summary

Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	6/18/18	X		
2	Board	6/20/18	X		

Date: June 8, 2018			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
3 	Vice President, Program Controls	5 	President
2 	Vice President & Chief Financial Officer	4	Executive Vice President 
1 	Vice President & Chief Procurement Officer		

PURPOSE

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

DISCUSSION

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

Schedules Requiring Two-Thirds Vote

Schedule C Competitive Requests for Proposals

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 52,990,000
SUBTOTAL	1	\$ 52,990,000

Schedules Requiring Majority Vote

Schedule I Modifications to Purchase or Public Work Contracts

	2	\$ 5,950,000
SUBTOTAL	2	\$ 5,950,000

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

Schedule K Ratification of Completed Procurement Actions

	2	\$ 2,990,000
SUBTOTAL	2	\$ 2,990,000
TOTAL	5	\$ 61,930,000

Budget Impact:

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

Recommendation:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

June 2018

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two Third Vote

Schedule C. Competitive Request for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than \$1M)

- | | | |
|---|--------------|-------------------------------|
| 1. Five Star/LK Comstock, Joint Venture
Contract CS086
One Proposal – 33 Month Duration | \$52,990,000 | <u>Staff Summary Attached</u> |
|---|--------------|-------------------------------|

To obtain Board approval to award a competitively solicited contract for signal installation and testing for the East Side Access Project.

Procurements Requiring Majority Vote

Schedule F Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K other Non Competitive; \$1M Competitive)

Schedule I. Modification To Purchase and Public Work Contracts

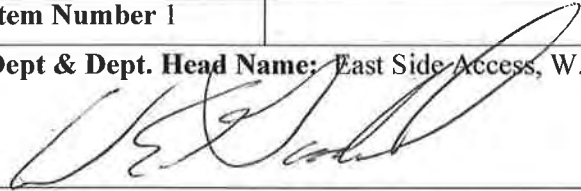
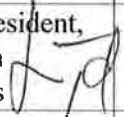





(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- | | | |
|------------------------------------|--------------|-------------------------------|
| GCT Constructors Joint Venture | | <u>Staff Summary Attached</u> |
| 2. Contract No. CM014B Mod No. 162 | \$ 1,550,000 | ↓ |
| 3. Contract No. CM014B Mod No. 163 | \$ 4,400,000 | ↓ |

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve modifications to the Contract to increase the allowances for Bid Items 9 and 20.

Staff Summary

Page 1 of 3

Item Number 1					
Dept & Dept. Head Name: East Side Access, W. Goodrich 					
Division & Division Head Name: Harold/Systems, M. Kaleda					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	6/18/18	X		
2	Board	6/20/18	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Vice President, Program Controls 	6	President 		
2	VP & Chief Financial Officer 	5	Executive Vice President 		
1	VP & Chief Procurement Officer 	4	Sr. Vice President & General Counsel 		

SUMMARY INFORMATION	
Vendor Name Five Star/LK Comstock, Joint Venture	Contract Number CS086
Description Tunnel Systems Package 2 – Signal Installation for the ESA Project	
Total Amount \$52,990,000	
Contract Term 33 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

To obtain Board approval to award competitively solicited contract CS086 - Tunnel Systems Package 2 – Signal Installation and testing for the East Side Access Project to a joint venture consisting of Five Star Electric Corporation and L.K. Comstock & Co. (the "Five Star/Comstock JV") in the amount of \$52,990,000.

II. DISCUSSION:

The Work under Contract CS086 includes the installation and testing of the East Side Access tunnel signal system along the Project alignment, from the tunnel portals in Harold Interlocking to the south end of the tail tracks in the new Long Island Rail Road Terminal. This Contract also includes the installation and support of testing of the Positive Train Control (PTC) system within the tunnels. The design of the tunnel signal system, and certain material and equipment for the tunnel signal system, is being provided under a separate contract.

Because the work covered by this Contract CS086 Tunnel Systems Package 2 is similar to work currently being performed under Contract CS179 - Systems Contractor and, in an effort to expedite Project schedule, MTACC initially requested a proposal for this work from the CS179 Systems Contractor Tutor Perini Corporation to perform this work as a modification to that Contract. However, the Contractor's proposal was considerably higher than MTACC's estimate for the work and so in June 2017, MTACC sought permission from the Board to issue a competitive Request for Proposal ("RFP") for this work.

Item No. 1

Page 2 of 3

In June 2017, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III(B)(6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive RFP for this Contract.

The RFP was advertised on August 17, 2017 and the advertisement appeared in the New York State Contract Reporter, the New York Post, Engineering News-Record, Minority Commerce Weekly and on the MTA Website. On October 31, 2017, one proposal was received from the Five Star/Comstock JV. It must be noted that Five Star Electric Corporation is a wholly owned subsidiary of Tutor Perini Corporation.

Upon receipt of the proposal, MTACC conducted a survey to determine why other firms did not submit proposals. The primary reasons given by firms for not submitting proposals were the technical and contractual interfaces with the work of other ongoing East Side Access contracts which adds layers of complexity and makes this project more challenging and risky, especially given the schedule and access restraints. The other firms also note that there is currently an abundance of electrical work available.

The Selection Committee for this Contract consists of representatives from MTACC and the Long Island Rail Road. The Selection Committee invited the proposer to supplement its technical proposal with an oral presentation. After the oral presentation, the Selection Committee evaluated the technical proposal in accordance with the established criteria which included their plan of approach, overall project management, qualifications of key team personnel, past performance history, coordination plan and project schedule.

Following the evaluation of the technical proposal, the Selection Committee opened the cost proposal, which was then also evaluated.

MTACC's final estimate for the work is \$49,650,000. The Five Star/Comstock JV's proposed price was \$59,397,200.

Several rounds of negotiations were held with the Five Star/Comstock JV. The primary differences between the estimate and proposal were in the areas of overhead and profit, assumed testing hours, and labor rates. The Five Star/Comstock JV offered a small reduction in its proposal which was not acceptable to the Negotiation Committee and so, in accordance with the Source Selection Plan, the negotiations were referred to the Executive Negotiation Committee which is comprised of members of MTACC's senior management. After several rounds of further negotiation, the Five Star/Comstock JV was asked to provide their Best and Final Offer (BAFO) based on adjustments to certain milestones and access restraints. The Five Star/Comstock JV submitted a BAFO in the amount of \$52,990,000. A cost analysis was performed and the negotiated BAFO was accepted by MTACC. This amount is considered to be fair and reasonable.

In connection with previous contracts awarded to Five Star Electric Corp and L.K. Comstock & Co., both were found responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such findings were approved by the MTA Chairman and CEO in consultation with the MTA General Counsel in February 2016. No new significant adverse information has been found relating to either firm since then and they have been found responsible.

III. MBE/WBE/SDVOB INFORMATION:

The MTA's Department of Diversity and Civil Rights ("DDCR") reviewed the requirements of the Contract and, after undertaking a thorough analysis based on the nature of the work and the availability of Disadvantage Business Enterprises (DBEs) capable of performing the work required under this Contract, established a 20% DBE participatory goal for this contract.

The Five Star/Comstock JV has committed to meeting this goal and has submitted a Utilization Plan which is currently under review by DDCR. Award of this Contract will not take place until the Utilization Plan is approved.

Five Star Electric Corp. and L.K. Comstock & Co. both have achieved their DBE goals on prior MTA contracts.



Item No. 1

Page 3 of 3

V. IMPACT ON FUNDING

Funding for the contract is available in the MTA Capital Program.

VI. ALTERNATIVES

The alternative would be to cancel this solicitation and re-advertise with little prospect of receiving additional competition. Re-soliciting this contract would delay the project and given the nature of the work, would unlikely produce a more competitive result.

Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)	Contract Number CM014B	AWO/Modification #s 162 and 163																						
Description GCT Concourse and Facilities Fit-Out for the ESA Project	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Original Contract Amount:</td> <td style="width: 40%; text-align: right;">\$ 404,622,096</td> </tr> <tr> <td>Original Option Amounts:</td> <td style="text-align: right;">\$ 24,277,904</td> </tr> <tr> <td>Original Board Approved Amount:</td> <td style="text-align: right;">\$ 428,900,000</td> </tr> <tr> <td>Prior Modifications:</td> <td style="text-align: right;">\$ 18,011,708</td> </tr> <tr> <td>Exercised Options:</td> <td style="text-align: right;">\$ 24,277,904</td> </tr> <tr> <td>Prior Budgetary Increases:</td> <td style="text-align: right;">\$ 0</td> </tr> <tr> <td>Current Amount:</td> <td style="text-align: right;">\$ 446,911,708</td> </tr> <tr> <td>This Request</td> <td style="text-align: right;">\$ 1,550,000</td> </tr> <tr> <td></td> <td style="text-align: right;">\$ 4,400,000</td> </tr> <tr> <td>% of This Request to Current Amount:</td> <td style="text-align: right;">1.3%</td> </tr> <tr> <td>% of Modifications (including This Request) to Original Amount:</td> <td style="text-align: right;">5.9%</td> </tr> </table>		Original Contract Amount:	\$ 404,622,096	Original Option Amounts:	\$ 24,277,904	Original Board Approved Amount:	\$ 428,900,000	Prior Modifications:	\$ 18,011,708	Exercised Options:	\$ 24,277,904	Prior Budgetary Increases:	\$ 0	Current Amount:	\$ 446,911,708	This Request	\$ 1,550,000		\$ 4,400,000	% of This Request to Current Amount:	1.3%	% of Modifications (including This Request) to Original Amount:	5.9%
Original Contract Amount:	\$ 404,622,096																							
Original Option Amounts:	\$ 24,277,904																							
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This Request	\$ 1,550,000																							
	\$ 4,400,000																							
% of This Request to Current Amount:	1.3%																							
% of Modifications (including This Request) to Original Amount:	5.9%																							
Contract Term (including Options, if any): 1,726 Days																								
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A																								
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																								
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid Other: Modification																								
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:																								
Requesting Dept/Div & Dept/Div Head Name: East Side Access/William Goodrich, P.E.																								

Discussion:

Contract CM014B is for the architectural, structural, electrical, plumbing, and mechanical fit-out of the new Long Island Railroad (LIRR) Concourse located in the Madison Yard of Grand Central Terminal. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve modifications to the Contract to increase the allowances for Bid Items 9 and 20.

Modification Number 162 – Increase of Bid Item No. 9 - Allowance for Asbestos and Lead Paint Abatement

The Contract contains an Allowance Item (Bid Item No. 9) in the amount of \$250,000 for the abatement of asbestos and lead paint encountered in the work area of the CM014B contract. However, the asbestos and lead paint encountered in Madison Yard has been far greater than anticipated and the \$250,000 allowance has proven to be insufficient. The funds allocated for asbestos and lead remediation are used to pay the Contractor for each situation that requires remediation as it is discovered and addressed. In each situation requiring remediation, a price for the remediation work on a time and materials basis. The \$250,000 initially allocated for the Allowance Item has been fully utilized dealing with the remediation required to date. Based upon this experience, and in light of the current stage of the Work under the Contract and the Work remaining to be done, it is estimated that as much as \$1,550,000 will be required to complete the asbestos and lead remediation work under Bid Item No. 9. To the extent that the remaining remediation performed at the end of the Contract has cost less than the amount sought for Bid Item No. 9, any excess funds will be returned to MTACC.

Modification Number 163— Increase of Bid Item No. 20 - Structural Steel Repairs

The Contract contains an Allowance Item (Bid Item No. 20) in the amount of \$2,000,000 for remediation of water infiltration and its impacts, such as concrete spalling or cracks and rusting of steel. The remediation of water infiltration has been more costly than originally anticipated, largely because, based upon experience with leak issues on the No. 7 line, it was determined that leak remediation should be pursued more aggressively and extensively than originally planned. In addition, based upon further field inspections, and applying this new remediation standard, it was determined that number of leaks and the Work required to address them was greater than originally anticipated, and involves structural repairs not included in the original estimates. It is estimated that, based upon the experience of dealing with leaks to date, and the scope of the remaining issues to be dealt with, as established by the additional survey work and incorporating the revised remediation standards, that \$4,400,000 will be required to complete the remediation work associated with this Contract.

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

June 2018

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|---|--------------------|--------------------------------------|
| 4. GCT Constructors Joint Venture
Contract No. CM014B
Modification No. 164 | \$1,990,000 | <u>Staff Summary Attached</u> |
|---|--------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to revise the LIRR Concourse layout to facilitate future construction of an entrance at 45th Street.

- | | | |
|---|--------------------|--------------------------------------|
| 5. Tutor Perini Corporation
Contract No. CQ033
Modification No. 15 | \$1,000,000 | <u>Staff Summary Attached</u> |
|---|--------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to design, furnish and install a raised platform to support a 10'x10' Hut, and furnish and install a gate and access staircase.

Item Number 4

Page 1 of 2

Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)	Contract Number CM014B	AWO/Modification # 164
Description GCT Concourse and Facilities Fit-Out for the ESA Project	Original Contract Amount: \$ 404,622,096 Original Option Amounts: \$ 24,277,904 Original Board Approved Amount: \$ 428,900,000	
Contract Term (including Options, if any): 1,726 Days	Prior Modifications: \$ 18,011,708 Exercised Options: \$ 24,277,904 Prior Budgetary Increases: \$ 0	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Current Amount: \$ 446,911,708	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid Other: Modification		
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: East Side Access/William Goodrich, P.E.	This Request \$ 1,990,000 % of This Request to Current Amount: .5% % of Modifications (including This Request) to Original Amount: 4.9%	

Discussion:

Contract CM014B is for the architectural, structural, electrical, plumbing, and mechanical fit-out of the new Long Island Railroad (LIRR) Concourse located in the Madison Yard of Grand Central Terminal. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to revise the LIRR Concourse layout to facilitate future construction of an entrance at 45th Street.

The proposed future development of the MTA properties at 341-347 Madison Avenue, between 44th and 45th Streets, will include an entrance connecting the LIRR Concourse to Madison Avenue. This future entrance will deliver supplementary access to the LIRR Concourse, improving passenger flow and providing additional emergency egress. To facilitate construction of the new entrance by the developer, this Modification revises Concourse layouts and retail spaces by reconfiguring, among other things, ceilings, doors, floors, HVAC, and lighting, and includes other elements such as structural reframing, crash wall demolition, installation of two columns and removal of an existing column.

The Contractor submitted a cost proposal of \$4,632,270 while the MTACC project estimate was for \$2,483,658. Negotiations were held and both parties agreed to a cost of \$1,990,000, which is considered to be fair and reasonable. The Contractor has claimed compensable time impacts associated with this work. That claim is being analyzed and will be addressed, as necessary, in a subsequent modification. This Modification will be funded from Contract Contingency and MTACC will seek reimbursement from the MTA Real Estate Department.

To ensure the timely completion of the work required for Systems Integration, which is on the critical path of the ESA Program, the President approved a Retroactive Memorandum and the Contractor was directed to proceed with a limited portion of the work in June 2018, in a not to exceed amount of \$500,000. Authorization to proceed with the remainder of this Work will be issued upon Board ratification of this Modification.

Item Number 4

Page 2 of 2

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

Item Number 5

Vendor Name (& Location) Tutor Perini Corporation	
Description Mid-Day Storage Yard for the East Side Access Project	
Contract Term (including Options, if any) 1,217 Days	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.	

Contract Number	AWO/Modification #
CQ033	15
Original Amount:	\$ 291,503,430
Prior Modifications:	\$ 2,859,566
Options:	\$ 1,873,000
Current Amount:	\$ 296,235,996
This Request	\$ 1,000,000
% of This Request to Current Amount:	.3%
% of Modifications (including This Request) to Original Amount:	1 %

Discussion:

This Contract is for the demolition and removal of the existing catenary structures, railroad buildings, the Montauk Cutoff Bridge and ramp and the construction of the Mid-Day Storage Yard ("Yard") in the Harold Interlocking. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to design, furnish and install a raised platform to support a 10'x10' Hut, and furnish and install a gate and access staircase.

New cables were to be added to existing Amtrak cases by Amtrak forces to energize the new Harold H1 and H6 Central Instrument Locations ("CIL's"). However, the existing cases and cables had deteriorated and contained asbestos and, therefore, could not be utilized. In order to (i) mitigate safety concerns raised by the need to access the new cases on steep terrain, (ii) provide better protection against the elements and (iii) allow for easier maintenance of the equipment, Amtrak required that the signal cases be replaced with a 10'x10' hut ("Hut"). And because the Hut will be located on a slope adjacent to an active track it needs to be installed on a platform.

The Hut needed to be installed prior to the installation of cable and the pre-testing of signals to allow the energizing of the H1 and H6 CIL's, planned for late Spring of 2018. Failure to energize the CIL's as scheduled would delay the completion of East Side Access. Therefore, the President approved a Retroactive Memorandum and the Contractor was directed to proceed on August 23, 2017 for a not-to-exceed amount of \$600,000. The Contractor has substantially completed the work and Amtrak can now carry out its cable installation on schedule.

The Contractor submitted a cost proposal of \$1,553,033 while the MTACC project estimate was \$1,155,105. After negotiations, both parties agreed to a cost of \$1,000,000, which is considered fair and reasonable.

In connection with previous contracts awarded, the Tutor Perini Corporation was found to be responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. No new significant adverse information has been found relating to Tutor Perini Corporation. Therefore, Tutor Perini Corporation has been determined to be responsible.

Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

May 2018 Highlights: Operations Report

May service delivery was very challenging especially during PM periods and operated below goal at 91.0%; YTD OTP is above goal at 93.1%.

We kept our customers safe and informed as their journeys were being delayed.

5/01: NHL PM delays due to loss of Con Edison Feeders in Mt Vernon, NY to DC Substation C14 which precipitated a failure in DC Substation C16 in Pelham, NY resulting in limited 3rd rail power being available.

5/03: Harlem PM delays resulting from a thunderstorm that knocked down two trees between Valhalla and Pleasantville.

5/09: PM delays due to a truck striking a support for the Park Avenue Viaduct at 129th St. Additionally, Tr# 853 was disabled on Tk4 at 125th St resulting in additional congestion.

5/15: PM delays due to severe weather with multiple tornadoes across the region. Starting just after 4PM the storm toppled roughly 170 trees along our tracks bringing our service to a temporary standstill. Employees went out in the storm and worked through the night to clear the tracks of fallen trees and make repairs to damaged infrastructure. We provided close to normal service the next morning and restored all service by 2PM Wednesday the 16th.

5/17: AM delays due to unattended bag on Tr# 1316 at 125th St.

5/24: AM delays due to unattended bag on Tr# 1312 at 125th St.

5/25: NHL PM delays due to failure in WALK Bridge closing sequence after a required opening.

To complete repairs to damaged power poles and cabling between Croton Falls and Brewster that occurred in March we provided alternate weekend bus service on the weekends of May 5/6, 19/20 and June 2/3.

West of Hudson Service also operated below goal at 90.5% due to the PJJL operating at 82.9%; PVL operated 95.8%.

5/02: PVL Train 1613 struck 2 persons at Main St in Hackensack

5/23: A contractor installing a new commercial gas pipeline struck a railroad water pipe near Shin-Hollow Rd south of Port Jervis midday Wednesday; their continued boring operation undermined the track structure. Boring was halted and forces began affecting repairs. Train service between Otisville and Port Jervis was suspended 5PM Wednesday thru 5PM Thursday. Further boring was rescheduled to the weekend and alternate bus service was provided.

Cancelled Trains: 26 (1.5%) PVL:12, PJJL: 14

14 trains (54%) were cancelled due to lack of NJT Engineers; 7 PVL and 7 PJJL.

Equipment Performance

Fleet Availability was slightly under target due to ongoing PTC Installations with a consist compliance of 98.8%

Service disruptions caused peak consist compliance to be below goal.

Fleet MDBF in March operated below goal at 159,567 with YTD at 188,551.

We are experiencing some increased failures due to implementation of PTC equipment.

Genesis locomotives operated 32% below goal thru April.

John Kesich

Senior Vice President

Operations

Performance Summary			2018 Data			2017 Data	
			Annual Goal	May	YTD thru May	May	YTD thru May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	93.0%	91.0%	93.1%	93.1%	95.2%
		AM Peak	93.0%	93.1%	92.2%	95.8%	95.6%
		AM Reverse Peak	93.0%	95.6%	95.4%	91.1%	96.0%
		PM Peak	93.0%	87.0%	92.0%	92.8%	95.8%
		Total Peak	93.0%	91.0%	92.6%	93.9%	95.7%
		Off Peak Weekday	93.0%	88.2%	91.5%	90.4%	93.8%
		Weekend	93.0%	96.6%	96.7%	97.1%	96.8%
	Hudson Line	Overall	93.0%	90.2%	93.1%	96.1%	96.2%
		AM Peak	93.0%	89.5%	90.9%	96.7%	95.6%
		AM Reverse Peak	93.0%	96.3%	97.6%	99.2%	98.0%
		PM Peak	93.0%	88.1%	92.9%	97.9%	97.7%
		Total Peak	93.0%	89.8%	92.6%	97.5%	96.8%
		Off Peak Weekday	93.0%	86.6%	90.9%	93.5%	95.0%
		Weekend	93.0%	97.5%	97.6%	98.3%	97.2%
	Harlem Line	Overall	93.0%	91.4%	93.3%	95.0%	95.7%
		AM Peak	93.0%	94.3%	93.1%	98.0%	96.9%
		AM Reverse Peak	93.0%	97.1%	94.0%	97.1%	97.1%
		PM Peak	93.0%	83.8%	91.0%	92.4%	95.0%
		Total Peak	93.0%	90.5%	92.4%	95.6%	96.2%
		Off Peak Weekday	93.0%	90.4%	93.0%	93.3%	94.5%
		Weekend	93.0%	95.5%	95.2%	97.3%	96.9%
	New Haven Line	Overall	93.0%	91.1%	92.9%	89.9%	94.2%
		AM Peak	93.0%	94.4%	92.4%	93.5%	94.4%
		AM Reverse Peak	93.0%	93.9%	95.5%	81.4%	93.8%
		PM Peak	93.0%	88.9%	92.1%	89.9%	95.1%
		Total Peak	93.0%	92.1%	92.8%	90.2%	94.6%
		Off Peak Weekday	93.0%	87.6%	90.8%	86.6%	92.7%
		Weekend	93.0%	96.8%	97.1%	96.3%	96.4%
Operating Statistics							
	Trains Scheduled			19,925	95,301	19,909	94,949
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>			14.4	14.0	13.5	12.6
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	355	1,437	341	932
	Trains Canceled		230	167	448	18	132
	Trains Terminated		230	58	180	19	113
	Percent of Scheduled Trips Completed		99.8%	98.9%	99.3%	99.8%	99.7%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	System	Overall	99.0%	98.8%	98.9%	99.3%	99.1%
		AM Peak	98.0%	97.2%	97.6%	98.4%	98.1%
		AM Reverse Peak	99.5%	99.9%	99.9%	99.7%	99.9%
		PM Peak	98.0%	97.5%	97.3%	98.6%	97.7%
		Total Peak	98.0%	97.7%	97.8%	98.7%	98.2%
		Off Peak Weekday	99.5%	99.4%	99.5%	99.6%	99.5%
		Weekend	99.5%	99.4%	99.7%	99.9%	99.8%
	Hudson Line	AM Peak	99.5%	99.8%	99.7%	100.0%	99.9%
		PM Peak	99.5%	98.5%	98.4%	100.0%	99.9%
	Harlem Line	AM Peak	98.5%	95.5%	96.3%	99.3%	98.3%
		PM Peak	98.5%	97.7%	98.0%	99.6%	97.9%
	New Haven Line	AM Peak	97.5%	96.9%	97.3%	96.6%	96.8%
		PM Peak	97.5%	96.6%	96.1%	96.9%	96.2%

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	April	2018 Data YTD thru May		2017 Data YTD thru May		YTD 2018 Vs 2017
Engineering (Scheduled)	15.0%	313	562	1,496	377	1,119	377
Engineering (Unscheduled)	21.3%	559	799	4,420	909	2,319	2,101
Maintenance of Equipment	15.0%	527	564	2,202	304	1,371	831
Transportation	1.5%	49	57	364	61	280	85
Capital Projects	1.0%	26	38	148	1	6	142
Weather and Environmental	32.0%	98	1,204	3,272	27	1,480	1,792
Police	7.2%	131	269	953	209	640	313
Customers	3.6%	101	135	489	72	335	155
Other	3.3%	55	122	666	1,061	1,541	-875
3rd Party Operations	0.2%	3	7	17	6	6	11
TOTAL	100.0%	1,861	3,757	14,027	3,026	9,095	4,932

HUDSON LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2018 Vs 2017
Engineering	33.7%	181	282	1,592	282	680	912
Maintenance of Equipment	30.8%	142	258	693	59	358	335
Transportation	2.6%	12	22	105	10	49	56
Capital Projects	4.5%	25	38	130	0	0	130
Weather and Environmental	10.9%	37	91	474	17	410	64
Police	6.1%	16	51	130	27	115	15
Customers	8.1%	34	68	157	19	99	58
Other	2.6%	19	22	117	44	112	5
3rd Party Operations	0.7%	0	6	9	0	0	9
TOTAL	100.0%	466	838	3,407	458	1,823	1,584

HARLEM LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2018 Vs 2017
Engineering	26.2%	321	338	1,956	409	1,002	954
Maintenance of Equipment	11.5%	66	148	537	113	430	107
Transportation	0.9%	24	11	113	19	81	32
Capital Projects	0.1%	0	1	11	0	0	11
Weather and Environmental	48.6%	21	627	1,370	6	501	869
Police	8.3%	17	107	278	83	234	44
Customers	2.6%	36	34	143	19	74	69
Other	1.9%	6	25	125	106	267	-142
3rd Party Operations	0.0%	0	0	0	0	0	0
TOTAL	100.0%	491	1,291	4,533	755	2,589	1,944

NEW HAVEN LINE	% Total	April	May	YTD thru May	May	YTD thru May	YTD 2018 Vs 2017
Engineering	45.5%	370	742	2,368	595	1,756	612
Maintenance of Equipment	9.6%	318	157	971	132	584	387
Transportation	1.5%	13	24	146	32	150	-4
Capital Projects	0.0%	1	0	7	0	6	1
Weather and Environmental	29.8%	40	485	1,428	4	569	859
Police	6.8%	98	111	546	99	291	255
Customers	2.1%	31	34	189	34	161	28
Other	4.6%	30	75	425	911	1,162	-737
3rd Party Operations	0.1%	2	1	8	6	6	2
TOTAL	100.0%	903	1,629	6,088	1,813	4,685	1,403



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains												TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Late Cxld Term		
			L	C	T	L	C	T	L	C	T	L	C	T			
05/01	Tue	Lost Con Ed feeders to C14 DC Substation resulting in C16 DC Substation shutdown and IJ Failure.	0	0	0	0	0	0	19	2	0	31	0	0	50	2	0
05/02	Wed	A broken 3rd Rail bracket on track 1 just north of Mount Kisco.	0	0	0	0	0	0	13	0	0	8	0	0	21	0	0
05/03	Thu	Coach 6342 brake hang up on track 2 at Beacon Station.	17	0	0	2	0	0	0	0	0	2	0	0	21	0	0
05/03	Thu	Two trees down across track 2 between CP 124 and CP 130.	0	0	0	0	0	0	10	0	0	16	0	0	26	0	0
05/04	Fri	Heavy Yankee Game travel.	0	0	0	0	0	0	0	0	0	12	0	0	12	0	0
05/04	Fri	Loco 217 brakes issue on train 953 at 125th Street Station.	0	0	0	0	0	0	3	0	0	10	0	0	13	0	0
05/08	Tue	Amtrak train 237 lost main reservoir south of CP 46.	0	0	0	0	0	0	8	0	0	8	0	0	16	0	0
05/09	Wed	A bridge strike at 129th Street under the Park Avenue Viaduct.	0	0	0	0	0	0	16	0	0	19	0	0	35	0	0
05/09	Wed	Loco 218 on train 853 unable to take power on track 4 at 125th Street Station.	0	0	0	0	0	0	19	0	0	17	0	0	36	0	0
05/11	Fri	Heavy Yankee Game travel.	0	0	0	0	0	0	1	0	0	10	0	0	11	0	0
05/15	Tue	Severe weather/tornadoes with multiple trees down caused significant service disruptions.	0	0	0	0	0	0	38	90	9	47	50	22	85	140	31
05/16	Wed	Residual delays recovering from infrastructure damage sustained from storm on Tuesday, May 15th.	7	0	0	0	0	0	37	5	1	32	4	4	76	9	5
05/17	Thu	Train 1819 was unable to take 3rd Rail power on the Upper Level resulting in congestion.	21	0	0	2	0	0	0	0	0	0	0	0	23	0	0
05/17	Thu	Track circuit down at CP124.	0	0	0	0	0	0	7	0	0	7	0	0	14	0	0
05/17	Thu	Unattended bag on train 1316 at 125th Street Station track 3.	17	0	0	3	0	0	1	0	0	3	0	0	24	0	0

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

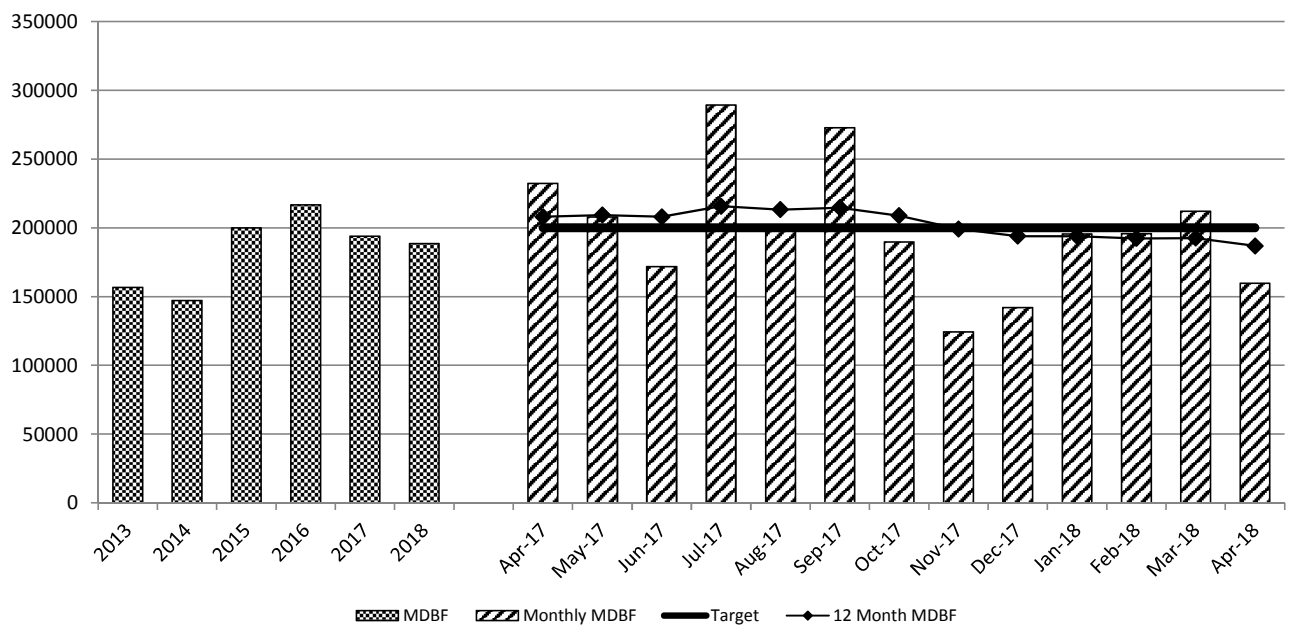
Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			AM Reverse			PM Peak			Off Peak		
			L	C	T	L	C	T	L	C	T	L	C	T
05/24	Thu	Unattended bag on train 1312 at 125th Street Station on track 3.	19	0	0	7	0	0	0	0	0	8	1	0
05/25	Fri	Heavy Yankee Game travel.	0	0	0	0	0	0	2	0	0	14	0	0
05/25	Fri	Delays in completing Walk Bridge closing sequence after a required opening.	0	0	0	0	0	0	2	1	0	35	0	0
05/30	Wed	A bridge strike at Fisher Lane in North White Plains.	0	0	0	0	0	0	4	0	0	8	0	0
TOTAL FOR MONTH			81	0	0	14	0	0	180	98	10	287	55	26
												562 153 36		
												751		

	Equip- ment Type	Total Fleet Size	2018 Data						2017 Data		
			MDBF Goal (miles)	Apr MDBF (miles)	Primary Failure Goal	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)	12 month MDBF Rolling Avg (miles)	Apr MDBF (miles)	Apr No. of Primary Failures	YTD MDBF thru Apr (miles)
Mean Distance Between Failures	M2	36	20,000	36,865	2	2	53,589	35,703	33,049	2	24,133
	M8	405	350,000	318,605	7	8	343,100	302,487	625,224	4	354,315
	M3	138	120,000	146,974	3	2	84,437	92,672	167,293	2	107,488
	M7	334	440,000	282,301	4	7	390,339	327,605	389,951	5	296,642
	Coach	209	260,000	177,636	6	8	282,965	289,936	1,424,021	1	470,644
	P-32	31	27,000	15,396	7	12	18,472	21,739	20,597	9	30,697
	BL-20	12	13,000	21,885	3	2	21,625	26,933	8,637	5	20,803
	Fleet	1165	200,000	159,567	32	41	188,551	186,800	232,283	28	212,725
	M2/8		260,000	262,257	9	10	293,470	247,870	427,832	6	261,187
	M3/7		300,000	252,228	7	9	264,379	243,112	326,335	7	236,909
	Diesel/Coach		110,000	74,983	16	22	96,635	109,759	110,172	15	148,883

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 2013 - 2018



**West of Hudson
Performance Summary**

			2018 Data			2017 Data	
			Annual Goal	May	YTD thru May	May	YTD thru May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	95.5%	90.4%	91.8%	96.2%	94.4%
		AM Peak	95.5%	94.2%	90.3%	96.8%	93.3%
		PM Peak	95.5%	88.1%	91.9%	96.1%	94.5%
		Total Peak	95.5%	91.2%	91.1%	96.5%	93.9%
		Off Peak Weekday	95.5%	89.9%	91.7%	95.6%	95.0%
		Weekend	95.5%	90.2%	93.1%	97.4%	93.8%
	Pascack Valley Line	Overall	96.5%	95.7%	94.8%	96.8%	95.9%
		AM Peak	96.5%	99.4%	94.2%	97.2%	96.0%
		PM Peak	96.5%	94.8%	96.3%	96.8%	96.2%
		Total Peak	96.5%	97.3%	95.1%	97.0%	96.1%
		Off Peak Weekday	96.5%	95.0%	94.5%	96.1%	95.8%
		Weekend	96.5%	95.0%	94.7%	98.2%	95.7%
	Port Jervis Line	Overall	95.0%	82.9%	87.6%	95.4%	92.2%
		AM Peak	95.0%	87.1%	85.1%	96.2%	89.7%
		PM Peak	95.0%	80.2%	86.7%	95.4%	92.5%
		Total Peak	95.0%	83.7%	85.9%	95.8%	91.1%
		Off Peak Weekday	95.0%	82.8%	87.8%	94.8%	93.9%
		Weekend	95.0%	81.9%	90.2%	96.1%	90.4%
Operating Statistics							
Trains Scheduled				1,732	8,300	1,732	8,321
Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>				23.1	20.8	17.8	21.2
Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>			300	64	250	25	194
Trains Canceled			60	26	107	2	30
Trains Terminated			60	16	35	4	30
Percent of Scheduled Trips Completed			99.4%	97.6%	98.3%	99.7%	99.3%
Consist Compliance* <i>(Percent of trains were the number of coaches provided met the scheduled requirement)</i>	System - AM	Overall	99.0%	98.8%	98.1%	98.6%	99.1%
	Pascack Valley - AM		99.0%	99.2%	97.8%	99.3%	99.3%
	Port Jervis - AM		99.0%	98.3%	98.4%	97.9%	98.8%

* Consist Compliance Reporting for West of Hudson PM Peak trains is currently unavailable.


MAY 2018 STANDEE REPORT
East of Hudson

			MAY 2017	YTD 2017	MAY 2018	YTD 2018
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	4	15
		Total Standees	0	2	4	15
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	20	39	149	113
		Total Standees	20	39	149	113
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	57	33	52	65
		Total Standees	57	33	52	65
	EAST OF HUDSON TOTAL - AM PEAK		76	74	205	194
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	4	6
		Total Standees	0	2	4	6
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	7	23	16	26
		Total Standees	7	23	16	26
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	116	106	92	108
		Total Standees	116	106	92	108
	EAST OF HUDSON TOTAL - PM PEAK		123	132	112	139

West of Hudson

			MAY 2017	YTD 2017	MAY 2018	YTD 2018
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - AM PEAK		0	0	0	0
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0

* Consist compliance and Standee Reporting for the West of Hudson PM Peak trains is currently unavailable

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



WEST OF HUDSON

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			PM Peak			Off Peak			Weekend		
			L	C	T	L	C	T	L	C	T	L	C	T
05/02	Wed	PVL Train 1613 struck 2 trespassers at Main Street crossing in Hackensack.	0	0	0	1	0	0	2	2	2	0	0	0
05/23	Wed	PJL Service disruption account gas line contractor struck a water pipe at MP 81.8 causing undermining of the track.	0	0	0	0	0	6	0	1	3	0	0	0
05/24	Thu	PJL Residual delays repairing track damage from Wednesday, May 23rd.	6	0	0	0	0	0	8	1	1	0	0	0
05/26	Sat	PJL Delays account bridge struck at East Main Street in Port Jervis.	0	0	0	0	0	0	0	0	0	4	2	1
TOTAL FOR MONTH			6	0	0	1	0	6	10	4	6	4	2	1
												21 6 13		
												40		

ELEVATOR AND ESCALATOR OPERATING REPORT

FOR MONTH OF May 2018

Elevator Availability	2018		2017	
	May	Year to Date	May	Year to Date
Grand Central Terminal	92.13%	93.43%	93.75%	95.14%
Harlem	99.75%	99.76%	100.00%	99.99%
Hudson	100.00%	99.81%	100.00%	100.00%
New Haven	99.23%	99.62%	100.00%	99.95%
Overall Average	97.78%	98.15%	98.44%	98.77%

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

Escalator Availability	2018		2017	
	May	Year to Date	May	Year to Date
Grand Central Terminal	100.00%	97.23%	98.42%	98.78%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	100.00%	98.62%	99.21%	99.39%

Finance Report

Steven Weiss

Executive Director, Management & Budget



Metro-North forces replace turnouts at CP 152 in Brewster, NY. This work was scheduled to take advantage of the weekend service outages needed to repair damaged signal poles across tracks, while passengers were bused between Southeast and Goldens Bridge.



April 2018 Highlights: Financial Report

The purpose of this report is to provide the April 2018 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Non-Reimbursable Year-to-Date (YTD) April 2018 Financial Results

Ridership and accrual results, versus budget, are summarized as follows:

- Ridership of 27.3 million was 0.4 million (1.4%) below budget, of which East of Hudson ridership of 26.7 million was 0.4 million (1.4%) below budget, and West of Hudson ridership of 0.5 million was 0.0 million (1.6%) below budget.
- Farebox revenue of \$230.4 million was \$2.8 million (1.2%) below budget, primarily due to the impact of several nor'easter storms in March, April's inclement weather and Winter Storm Grayson in January.
- Operating expenses of \$437.9 million were \$4.3 million (1.0%) below budget primarily due to lower than budgeted discretionary contractual spending in both the Maintenance and Other Operating Contracts and Professional Services categories.

Financial results for Year-to-Date (YTD) April 2018 are presented in the table below and compared to the budget.

April 2018 Year-to-Date Results					
(in millions)					
				Fav/(Unfav) Variance	
	Adopted Budget	Actual		\$ Var	% Var
Farebox Revenue	\$233.3	\$230.4		(\$2.8)	-1.2%
Total Expenses before Non-Cash Liability Adjs.	\$442.1	\$437.9		\$4.3	1.0%
Net Cash Surplus/(Deficit) <i>*excludes subsidies</i>	(\$197.0)	(\$159.2)		(\$37.7)	19.2%

Steven Weiss

Executive Director, Management & Budget
Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

April 2018 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$287.0 million was \$2.3 million or 0.8% favorable vs. the Adopted Budget. The month of April Net Deficit (Non-Reimbursable and Reimbursable) of \$75.1 million was \$11.9 million or 18.8% unfavorable vs. the Adopted Budget.

Major drivers of the April 2018 YTD favorable result of \$2.3 million include lower Non-Reimbursable Expenses of \$10.9 million mainly due to both favorable maintenance contracts and professional services. Partly offsetting these favorable expense results were unfavorable Non-Reimbursable Revenues of \$8.6 million mainly due to lower other operating revenue (\$5.8 million) resulting from a reimbursement delay related to the rescheduling of the New York State Grade Crossing Project and lower farebox revenue (\$2.8 million).

April 2018 YTD Reimbursable Expenses of \$62.8 million was \$23.6 million favorable vs. the Adopted Budget primarily due to timing for several capital projects including Positive Train Control, Waterbury Brand Cab Signal, Signal Replacement from Greenwich to South Norwalk, GCT Switch Renewals, Power Infrastructure Restoration, Turnouts Mainline High Speed and C-30 Track Program.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD was \$2.8 million unfavorable vs. the Adopted Budget (1.2%) primarily due to the impact of several nor'easter storms in March, April's inclement weather and Winter Storm Grayson in January. For the month, revenue was \$1.9 million (3.1%) unfavorable vs. the Adopted Budget.
 - YTD Ridership of 27.3 million was 1.4% unfavorable vs. the Adopted Budget and 0.8% unfavorable compared to YTD 2017.
 - April Ridership of 7.1 million was 1.4% unfavorable vs. the Adopted Budget and 0.8% unfavorable compared to 2017.
- **Other Operating Revenue** – YTD was \$5.8 million (25.2%) unfavorable vs. the Adopted Budget due to a reimbursement delay related to the rescheduling of the New York State Grade Crossing Project as well as lower advertising revenue resulting from a year-to-date adjustment to reflect commencement of the new contract. For the month, revenue was \$0.2 million (3.2%) unfavorable vs. the Adopted Budget.
- **Capital and Other Reimbursements** – YTD was \$23.6 million unfavorable vs. the Adopted Budget due to scheduling and timing changes noted above. For the month, reimbursements were \$6.5 million unfavorable vs. the Adopted Budget.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$597.5 million were \$34.5 million or 5.5% favorable vs. the Adopted Budget. For the month, expenses of \$156.7 million were \$3.3 million or (2.1%) unfavorable vs. the Adopted Budget.

Labor Expenses (including fringes and overhead recoveries) of \$359.9 million YTD were \$3.4 million favorable vs. the Adopted Budget. For the month, expenses of \$90.0 million were \$1.9 million unfavorable vs. the Adopted Budget.

- **Payroll** – YTD was \$2.8 million favorable vs. the Adopted Budget primarily due to the impact of the hiring restrictions. For the month, expenses were \$0.6 million favorable vs. the Adopted Budget.

- **Overtime** – YTD was \$1.2 million unfavorable vs. the Adopted Budget primarily due to impacts from several nor'easter storms in March and Winter Storm Grayson in January as well as timing differences related to payroll and calendar cutoff dates. For the month, expenses were \$0.3 million favorable vs. the Adopted Budget.

Non-Labor Expenses of \$140.8 million YTD were \$24.5 million favorable vs. the Adopted Budget. For the month, expenses of \$41.8 million were unfavorable by \$1.8 million compared to the Adopted Budget.

- **Electric Power** – Lower rates yielded favorable YTD results of \$1.1 million vs. the Adopted Budget. For the month, expenses were \$0.9 million unfavorable vs. the Adopted Budget.
- **Fuel** – YTD expenses were \$0.7 million unfavorable vs. the Adopted Budget due to a higher diesel fuel price per gallon. For the month, expenses were \$0.1 million unfavorable when compared to the Adopted Budget.
- **Maintenance & Other Operating Contracts** – YTD was \$5.0 million favorable vs. the Adopted Budget primarily due to lower than anticipated Non-Reimbursable expenses for maintenance services, lower GCT utilities costs resulting from more efficient chiller equipment implemented in conjunction with NYPA partially offset by higher various Reimbursable project activity. For the month, expenses were \$2.2 million unfavorable compared to the Adopted Budget.
- **Professional Services** – YTD was \$17.2 million favorable vs. the Adopted Budget primarily due to lower Reimbursable project activity, as well as lower than anticipated Non-Reimbursable expenses for engineering and consulting services and legal fees. For the month, expenses were favorable by \$3.7 million compared to the Adopted Budget.
- **Materials & Supplies** – YTD was \$5.3 million favorable vs. the Adopted Budget primarily due to lower various Reimbursable project activity partially offset by higher Non-Reimbursable expenses for rolling stock parts and supplies for reliability centered maintenance programs projects and running repairs. For the month, expenses were \$1.8 million favorable vs. the Adopted Budget.
- **Other Business Expenses** – YTD expenses were slightly favorable vs. the Adopted Budget. For the month, expenses were \$0.4 million unfavorable compared to the Adopted Budget.

Depreciation and Other Non-Cash Liability Adjustments were \$6.6 million favorable vs. the YTD Adopted Budget primarily due to the timing of the capitalization of assets. For the month, expenses were \$0.4 million favorable vs. the Adopted Budget.

CASH DEFICIT SUMMARY

April YTD Net Cash Deficit of \$159.2 million was \$37.7 million or 19.2% favorable to the Adopted Budget. This is mainly due to revised milestone scheduling of Operating Capital Projects (525 North Broadway Space Consolidation, NYS Grade Crossing Improvements, Track Geometry Car, GCT 7B Renovation and Cameras and Audio for Non-M8 Fleet).

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 58.9% was 2.7% favorable vs. the Adopted Budget.
- Adjusted Cost per Passenger of \$15.62 was \$1.07 favorable to the Adopted Budget.
- Revenue per Passenger of \$8.45 was \$0.02 favorable vs. the Adopted Budget.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 2018
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$61.833	\$59.921	(\$1.912)	(3.1)	\$0.000	\$0.000	\$0.000	-	\$61.833	\$59.921	(\$1.912)	(3.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.951	4.791	(0.160)	(3.2)	0.000	0.000	0.000	-	4.951	4.791	(0.160)	(3.2)
<i>Capital and Other Reimbursements</i>												
MNR - MTA	0.000	0.000	0.000	-	13.171	7.417	(5.754)	(43.7)	13.171	7.417	(5.754)	(43.7)
MNR - CDOT	0.000	0.000	0.000	-	9.545	7.943	(1.602)	(16.8)	9.545	7.943	(1.602)	(16.8)
MNR - Other	0.000	0.000	0.000	-	0.681	1.512	0.831	*	0.681	1.512	0.831	*
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	23.397	16.872	(6.526)	(27.9)	23.397	16.872	(6.526)	(27.9)
Total Revenue/Receipts	\$66.784	\$64.712	(\$2.072)	(3.1)	\$23.397	\$16.872	(\$6.526)	(27.9)	\$90.181	\$81.584	(\$8.597)	(9.5)
Expenses												
<i>Labor:</i>												
Payroll	\$40.922	\$41.660	(\$0.738)	(1.8)	\$4.735	\$3.410	\$1.324	28.0	\$45.657	\$45.070	\$0.587	1.3
Overtime	6.780	7.061	(0.281)	(4.2)	2.418	1.809	0.610	25.2	9.198	8.870	0.328	3.6
Health and Welfare	8.857	10.368	(1.511)	(17.1)	1.685	1.165	0.520	30.9	10.542	11.533	(0.990)	(9.4)
OPEB Current Payment	2.750	3.049	(0.299)	(10.9)	0.000	0.000	0.000	-	2.750	3.049	(0.299)	(10.9)
Pensions	8.137	9.434	(1.297)	(15.9)	1.173	0.810	0.363	30.9	9.310	10.244	(0.934)	(10.0)
Other Fringe Benefits	9.730	10.513	(0.783)	(8.0)	1.217	0.887	0.330	27.1	10.947	11.400	(0.453)	(4.1)
Reimbursable Overhead	(5.512)	(4.219)	(1.292)	(23.4)	5.266	4.079	1.187	22.5	(0.246)	(0.141)	(0.105)	(42.8)
Total Labor	\$71.664	\$77.865	(\$6.201)	(8.7)	\$16.494	\$12.160	\$4.334	26.3	\$88.158	\$90.025	(\$1.867)	(2.1)
<i>Non-Labor:</i>												
Electric Power	\$6.125	\$7.016	(\$0.892)	(14.6)	\$0.000	\$0.000	\$0.000	-	\$6.125	\$7.016	(\$0.892)	(14.6)
Fuel	1.653	1.763	(0.111)	(6.7)	0.000	0.000	0.000	-	1.653	1.763	(0.111)	(6.7)
Insurance	1.505	1.525	(0.020)	(1.3)	0.373	0.273	0.100	26.8	1.878	1.798	0.080	4.3
Claims	0.093	3.821	(3.729)	*	0.000	0.000	0.000	-	0.093	3.821	(3.729)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.386	8.547	0.839	8.9	0.598	3.676	(3.079)	*	9.984	12.224	(2.240)	(22.4)
Professional Service Contracts	3.717	2.864	0.854	23.0	3.814	0.993	2.820	74.0	7.531	3.857	3.674	48.8
Materials & Supplies	8.382	8.956	(0.574)	(6.8)	2.099	(0.253)	2.352	*	10.481	8.704	1.777	17.0
Other Business Expenses	2.161	2.564	(0.404)	(18.7)	0.020	0.022	(0.002)	(9.5)	2.180	2.586	(0.405)	(18.6)
Total Non-Labor	\$33.021	\$37.057	(\$4.036)	(12.2)	\$6.904	\$4.712	\$2.192	31.7	\$39.925	\$41.769	(\$1.844)	(4.6)
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adj.	\$104.686	\$114.923	(\$10.237)	(9.8)	\$23.397	\$16.872	\$6.526	27.9	\$128.083	\$131.794	(\$3.711)	(2.9)
Depreciation	20.542	19.755	0.787	3.8	0.000	0.000	0.000	-	20.542	19.755	0.787	3.8
OPEB Obligation	4.833	4.451	0.382	7.9	0.000	0.000	0.000	-	4.833	4.451	0.382	7.9
GASB 68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.732	(0.732)	-	0.000	0.000	0.000	-	0.000	0.732	(0.732)	-
Total Expenses	\$130.061	\$139.860	(\$9.799)	(7.5)	\$23.397	\$16.872	\$6.526	27.9	\$153.458	\$156.732	(\$3.274)	(2.1)
Net Surplus/(Deficit)	(\$63.277)	(\$75.148)	(\$11.871)	(18.8)	\$0.000	\$0.000	\$0.000	-	(\$63.277)	(\$75.148)	(\$11.871)	(18.8)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	19.755	(0.787)	(3.8)	0.000	0.000	0.000	-	20.542	19.755	(0.787)	(3.8)
Operating Capital	(7.309)	(2.387)	4.922	67.3	0.000	0.000	0.000	-	(7.309)	(2.387)	4.922	67.3
Other Cash Adjustments	10.626	32.300	21.674	*	0.000	0.000	0.000	-	10.626	32.300	21.674	*
Total Cash Conversion Adjustments	\$23.860	\$49.668	\$25.809	*	\$0.000	\$0.000	\$0.000	-	\$23.860	\$49.668	\$25.809	*
Net Cash Surplus/(Deficit)	(\$39.418)	(\$25.480)	\$13.938	35.4	\$0.000	\$0.000	\$0.000	-	(\$39.418)	(\$25.480)	\$13.938	35.4

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)			Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$233.250	\$230.415	(\$2.835)	(1.2)	\$0.000	\$0.000	\$0.000	-	\$233.250	\$230.415	(\$2.835)	(1.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	23.032	17.239	(5.793)	(25.2)	0.000	0.000	0.000	-	23.032	17.239	(5.793)	(25.2)
Capital & Other Reimbursements:	0.000				0.000							
MTA	0.000	0.000	0.000	-	48.432	34.128	(14.303)	(29.5)	48.432	34.128	(14.303)	(29.5)
CDOT	0.000	0.000	0.000	-	35.415	23.865	(11.550)	(32.6)	35.415	23.865	(11.550)	(32.6)
Other	0.000	0.000	0.000	-	2.577	4.813	2.237	86.8	2.577	4.813	2.237	86.8
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	86.424	62.807	(23.617)	(27.3)	86.424	62.807	(23.617)	(27.3)
Total Revenue/Receipts	\$256.282	\$247.654	(\$8.628)	(3.4)	\$86.424	\$62.807	(\$23.617)	(27.3)	\$342.706	\$310.461	(\$32.245)	(9.4)
Expenses												
Labor:												
Payroll	\$170.016	\$169.954	\$0.062	0.0	\$16.644	\$13.874	\$2.771	16.6	\$186.660	\$183.828	\$2.832	1.5
Overtime	31.657	33.567	(1.910)	(6.0)	7.757	7.052	0.705	9.1	39.414	40.619	(1.205)	(3.1)
Health and Welfare	37.754	37.265	0.489	1.3	5.762	4.975	0.787	13.7	43.516	42.240	1.277	2.9
OPEB Current Payment	11.000	12.281	(1.281)	(11.6)	0.000	0.000	0.000	-	11.000	12.281	(1.281)	(11.6)
Pensions	34.295	34.739	(0.444)	(1.3)	4.049	3.429	0.620	15.3	38.345	38.168	0.176	0.5
Other Fringe Benefits	41.182	40.227	0.955	2.3	4.152	3.779	0.373	9.0	45.334	44.005	1.328	2.9
Reimbursable Overhead	(18.292)	(17.191)	(1.100)	(6.0)	17.281	15.931	1.350	7.8	(1.010)	(1.260)	0.250	24.8
Total Labor	\$307.612	\$310.841	(\$3.229)	(1.0)	\$55.646	\$49.039	\$6.607	11.9	\$363.258	\$359.880	\$3.378	0.9
Non-Labor:												
Electric Power	\$27.368	\$26.172	\$1.197	4.4	\$0.000	\$0.069	(\$0.069)	-	\$27.368	\$26.241	\$1.127	4.1
Fuel	6.749	7.484	(0.734)	(10.9)	0.000	0.000	0.000	-	6.749	7.484	(0.734)	(10.9)
Insurance	5.981	5.817	0.163	2.7	1.147	1.263	(0.115)	(10.1)	7.128	7.080	0.048	0.7
Claims	0.380	3.881	(3.501)	*	0.000	0.000	0.000	-	0.380	3.881	(3.501)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	39.279	32.517	6.762	17.2	2.897	4.661	(1.764)	(60.9)	42.176	37.178	4.998	11.9
Professional Service Contracts	15.301	9.702	5.598	36.6	15.614	4.040	11.574	74.1	30.914	13.742	17.172	55.5
Materials & Supplies	29.854	31.966	(2.112)	(7.1)	11.040	3.669	7.371	66.8	40.895	35.636	5.259	12.9
Other Business Expenses	9.598	9.476	0.122	1.3	0.079	0.065	0.014	17.5	9.677	9.542	0.136	1.4
Total Non-Labor	\$134.511	\$127.016	\$7.495	5.6	\$30.777	\$13.768	\$17.010	55.3	\$165.288	\$140.783	\$24.505	14.8
Other Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$442.122	\$437.857	\$4.266	1.0	\$86.424	\$62.807	\$23.617	27.3	\$528.546	\$500.664	\$27.883	5.3
Depreciation	82.169	77.061	5.108	6.2	0.000	0.000	0.000	-	82.169	77.061	5.108	6.2
OPEB Obligation	19.333	17.719	1.614	8.3	0.000	0.000	0.000	-	19.333	17.719	1.614	8.3
GASB68 Pension Adjustment	0.925	1.304	(0.379)	(40.9)	0.000	0.000	0.000	-	0.925	1.304	(0.379)	(40.9)
Environmental Remediation	1.000	0.732	0.268	26.8	0.000	0.000	0.000	-	1.000	0.732	0.268	26.8
Total Expenses	\$545.550	\$534.672	\$10.877	2.0	\$86.424	\$62.807	\$23.617	27.3	\$631.974	\$597.479	\$34.495	5.5
Net Surplus/(Deficit)	(\$289.268)	(\$287.018)	\$2.250	0.8	\$0.000	(\$0.000)	(\$0.000)	-	(\$289.268)	(\$287.018)	\$2.250	0.8
Cash Conversion Adjustments:												
Depreciation	82.169	77.061	(5.108)	(6.2)	0.000	0.000	0.000	-	82.169	77.061	(5.108)	(6.2)
Operating/Capital	(42.416)	(12.284)	30.132	71.0	0.000	0.000	0.000	-	(42.416)	(12.284)	30.132	71.0
Other Cash Adjustments	52.562	63.030	10.468	19.9	0.000	0.000	0.000	-	52.562	63.030	10.468	19.9
Total Cash Conversion Adjustments	\$92.316	\$127.808	\$35.492	38.4	\$0.000	\$0.000	\$0.000	-	\$92.316	\$127.808	\$35.492	38.4
Net Cash Surplus/(Deficit)	(\$196.952)	(\$159.210)	\$37.742	19.2	\$0.000	(\$0.000)	(\$0.000)	-	(\$196.952)	(\$159.210)	\$37.742	19.2

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
APRIL 2018
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$1.912)	(3.1%)	Lower ridership due to inclement weather and colder than average temperatures as well as three weekends of track outages and resulting substitute busing on the Upper Harlem Line to repair damaged infrastructure.	(\$2.835)	(1.2%)	Reflects impact of April's inclement weather and substitute busing due to three weekends of track outages as well as three March Nor'easters and Winter Storm Grayson in January.
OTHER OPERATING REVENUE	Non-Reimb	(\$0.160)	(3.2%)	Primarily due to lower than anticipated station rents and parking revenue.	(\$5.793)	(25.2%)	Reimbursement delay related to the rescheduling of the New York State Grade Crossing Improvements Project as well as lower advertising revenue resulting from a year-to-date adjustment to reflect commencement of the new contract and lower than anticipated station rents and parking revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$6.526)	(27.9%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$23.617)	(27.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$0.738)	(1.8%)	Higher retiree payouts, increased vacation accrual reserves and Good Friday holiday pay recognized in April partially offset by reduced hiring levels.	\$0.062	0.0%	Primarily due to Positive Train Control Program, Capital Training for CT, Universal Interlock, Harmon to Poughkeepsie Signals, Harlem & Hudson Lines Power Improvement, East End Connector and the S-22 Bridge Program.
	Reimb	\$1.324	28.0%	Reflects lower monthly activity for the following projects: Positive Train Control Program, Harmon to Poughkeepsie Signal System, Power Infrastructure Restoration, Waterbury Branch Cab Signal, Cyclical Track Program, Universal Interlock, Station Building Renewal project, C-30 Track Program, Turnouts Mainline High Speed, Comm & Signal Infrastructure Restoration, S-22 Bridge Program and Systemwide Drainage.	\$2.771	16.6%	
OVERTIME	Non-Reimb	(\$0.281)	(4.2%)	See overtime tables.	(\$1.910)	(6.0%)	See overtime tables.
	Reimb	\$0.610	25.2%	See overtime tables.	\$0.705	9.1%	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	(\$1.511)	(17.1%)	Primarily reflects higher than budgeted rates combined with higher payroll costs.	\$0.489	1.3%	Primarily reflects lower than budgeted YTD rates.
	Reimb	\$0.520	30.9%	Reflects lower monthly activity for the following projects: Cyclical Track Program, the Positive Train Control Program, Harmon to Poughkeepsie Signals, C-30 Track Program, Install Bridge Timbers, Turnouts Mainline High Speed, Power Infrastructure Restoration, Catenary Replacement, Grade Crossing Renewal, Waterbury Branch Cab Signal and the Station Building Renewal.	\$0.787	13.7%	Reflects lower YTD activity for GCT Turnouts Switch Renewal project, Positive Train Control Program, Harmon to Poughkeepsie Signals project, Catenary Replacement project, Capital Training for CT, Harlem and Hudson Lines Power Improvement and Universal Interlock project.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.299)	(10.9%)	Reflects additional retirees.	(\$1.281)	(11.6%)	Reflects additional retirees.
PENSIONS	Non-Reimb	(\$1.297)	(15.9%)	Primarily reflects higher than budgeted rates combined with higher payroll costs.	(\$0.444)	(1.3%)	Primarily reflects higher payroll costs combined with higher than budgeted rates.
	Reimb	\$0.363	30.9%	Reflects lower monthly activity for the following projects: Cyclical Track Program, Harmon to Poughkeepsie Signals, Positive Train Control Program, Power Infrastructure Restoration, Install Bridge Timbers, Turnouts Mainline High Speed, C-30 Track Program, Waterbury Branch Cab Signal, Comm & Signal Infrastructure Restoration and Catenary Replacement.	\$0.620	15.3%	Reflects lower YTD project activity driven by GCT Turnouts Switch Renewal, Positive Train Control Program, Universal Interlock project, Harmon to Poughkeepsie Signals, Capital Training for CT, Catenary Replacement and the Harlem & Hudson Lines Power Improvement.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
 APRIL 2018
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
OTHER FRINGE BENEFITS	Non-Reimb	(\$0.783)	(8.0%)	Primarily reflects higher employee claims combined with higher payroll costs.	\$0.955	2.3%	Primarily reflects lower employee claims combined with lower than budgeted rates.
	Reimb	\$0.330	27.1%	Reflects lower monthly project activity driven by the Harmon to Poughkeepsie Signals, Positive Train Control Program, Cyclical Track Program, Power Infrastructure Restoration, C-30 Track Program and the Installation of Bridge Timbers.	\$0.373	9.0%	Reflects lower YTD activity for GCT Turnouts Switch Renewal project, Positive Train Control Program and Harmon to Poughkeepsie Signals project.
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.292)	(23.4%)	The non-reimbursable and reimbursable variances reflect lower monthly activity in the Cyclical Track Program, Positive Train Control Program, Harmon to Poughkeepsie Signals project, Track Programs, Installation of Bridge Timbers, Turnouts Mainline High Speed, Waterbury Branch Cab Signal Replacement, Grade Crossing Renewal Program, Catenary Replacement and Systemwide Drainage Program.	(\$1.100)	(6.0%)	The non-reimbursable and reimbursable variances reflect lower activity in the Positive Train Control Program, GCT Turnouts Switch Renewal and the Universal Interlock project.
	Reimb	\$1.187	22.5%		\$1.350	7.8%	
ELECTRIC POWER	Non-Reimb	(\$0.892)	(14.6%)	Reflects energy cost adjustment from NYPA due to lower supplies of natural gas and cold weather conditions.	\$1.197	4.4%	Primarily due to lower rates.
FUEL	Non-Reimb	(\$0.111)	(6.7%)	Reflects higher diesel fuel price per gallon.	(\$0.734)	(10.9%)	Reflects higher diesel fuel price per gallon.
INSURANCE	Non-Reimb	(\$0.020)	(1.3%)	Primarily reflects a Station Premium Audit adjustment partially offset by lower premiums on All Agency Property.	\$0.163	2.7%	Reflects lower insurance premiums.
	Reimb	\$0.100	26.8%		(\$0.115)	(10.1%)	
CLAIMS	Non-Reimb	(\$3.729)	*	Primarily reflects an increase in the claims reserve for a 2009 Hudson Line incident.	(\$3.501)	*	Primarily reflects an increase in the claims reserve for a 2009 Hudson Line incident.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.839	8.9%	Primarily reflects lower than anticipated maintenance contracts as well as GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.	\$6.762	17.2%	Primarily reflects lower than anticipated maintenance contracts as well as GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.
	Reimb	(\$3.079)	*	Reflects lower activity for the Signal Replacement from Greenwich to South Norwalk.	(\$1.764)	(60.9%)	Reflects lower activity for the Signal Replacement from Greenwich to South Norwalk.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$0.854	23.0%	Primarily reflects lower than anticipated expenses for engineering and consulting services.	\$5.598	36.6%	Primarily due to timing of expenses for engineering, consulting, medical, audit and legal services as well as lower outside training.
	Reimb	\$2.820	74.0%	Reflects lower monthly activity for the Positive Train Control Program.	\$11.574	74.1%	Reflects lower yearly activity for the Positive Train Control Program.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
 APRIL 2018
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Adopted Budget			Year to Date vs. Adopted Budget		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$0.574)	(6.8%)	Increased materials for infrastructure repair partially offset by lower obsolete and excess materials reserve and other inventory adjustments.	(\$2.112)	(7.1%)	Higher expense for rolling stock parts and supplies for Reliability Centered Maintenance (RCM) and running repairs partially offset by lower obsolete and excess materials reserve and other inventory adjustments.
	Reimb	\$2.352	*	Reflects lower monthly activity for West of Hudson Track Improvements, Turnouts Mainline High Speed project, 3 rd Rail Component Replacement and the Grade Crossing Renewal Program.	\$7.371	66.8%	Reflects lower YTD project activity for: Turnouts Mainline High Speed, West of Hudson Track Improvement, Waterbury Branch Cab Signal, Power Infrastructure Restoration, Track Programs, 3 rd Rail Component Replacement and the Network Infrastructure Replacement.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.404)	(18.7%)	Primarily due to timing of expense recoveries from other railroads.	\$0.122	1.3%	
	Reimb	(\$0.002)	(9.5%)	Reflects higher monthly activity for the Substation Bridge Construction.	\$0.014	17.5%	Reflects lower YTD activity for the Harlem & Hudson Line Power Improvement.
DEPRECIATION	Non-Reimb	\$0.787	3.8%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.	\$5.108	6.2%	Reflects lower capitalization of assets than budgeted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		(\$0.379)	(40.9%)	Reflects quarterly adjustment to account for its net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.732)	-	Primarily reflects YTD adjustment for Environmental Remediation for M-3 Abatement.	\$0.268	26.8%	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$4.922	67.3%	Mainly due to lower activity for the following projects: Camera & Audio for the Non-M8 Fleet, GCT 7B Renovation, NYS Maybrook Trailway, GP35 Locomotive Overhaul, Catenary Maintenance Vehicles, CTC Signal System Upgrades and the Expand Real Time Train Status project.	\$30.132	71.0%	Mainly due to lower activity for the following projects: 525 North Broadway Space Consolidation, NYS Grade Crossing Improvements, Camera & Audio for Non M8 Fleet, GCT 7B Renovation, Track Geometry Car, Catenary Maintenance Vehicles, NYS Maybrook Trailway, GP35 Locomotive Overhaul, Hot Box Detector, Power Control Scada Upgrade, GCT escalators Replacement and Bridge Monitor Installation.

* Variance exceeds 100%.

MTA Metro-North Railroad
February Financial Plan - 2018 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April						Year To Date(April)					
	Adopted Budget		Actual		Var. - Fav/(Unfav)		Adopted Budget		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	33,869	\$ 2.481	46,484	\$ 2.827	(12,614)	(\$0.345)	175,443	\$ 12.377	199,799	\$ 11.941	(24,356)	\$0.436
					-37.2%	-13.9%					-13.9%	3.5%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	44,609	\$ 2.630	45,489	\$ 2.580	(880)	\$0.050	177,893	\$ 10.410	173,577	\$ 9.830	4,316	\$0.580
					-2.0%	1.9%					2.4%	5.6%
<u>Unscheduled Maintenance</u>	598	\$ 0.031	0	\$ -	598	\$0.031	2,638	\$ 0.141	1	\$ 0.000	2,638	\$0.141
					100.0%	100.0%					100.0%	100.0%
<u>Vacancy/Absentee Coverage</u> ²	27,222	\$ 1.476	25,271	\$ 1.331	1,951	\$0.145	103,074	\$ 5.640	95,482	\$ 5.032	7,592	\$0.608
					7.2%	9.8%					7.4%	10.8%
<u>Weather Emergencies</u>	2,713	\$ 0.161	3,303	\$ 0.186	(591)	(\$0.024)	50,845	\$ 3.090	100,789	\$ 5.554	(49,943)	(\$2.465)
					-21.8%	-15.0%					-98.2%	-79.8%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	1	\$ 0.000	5	\$ 0.138	(4)	(\$0.138)	(24)	\$ (0.001)	115	\$ 1.210	(140)	(\$1.211)
Subtotal	109,012	\$ 6.780	120,552	\$ 7.061	(11,540)	(\$0.281)	509,870	\$ 31.657	569,762	\$ 33.567	(59,892)	(\$1.910)
					-10.6%	-4.2%					-11.7%	-6.0%
REIMBURSABLE OVERTIME	40,056	\$ 2.418	33,953	\$ 1.809	6,103	\$0.610	127,440	\$ 7.757	123,526	\$ 7.052	3,914	\$0.705
					15.2%	25.2%					3.1%	9.1%
TOTAL OVERTIME	149,068	\$ 9.198	154,505	\$ 8.870	(5,437)	\$0.328	637,310	\$ 39.414	693,288	\$ 40.619	(55,978)	(\$1.205)
					-3.6%	3.6%					-8.8%	-3.1%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable.

MTA Metro-North Railroad
February Financial Plan - 2018 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	April			Year To Date(April)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(12,614)	(\$0.345)	Primarily timing of the Good Friday holiday overtime costs recognized in April.	(24,356)	\$0.436	Reflects service coverage versus available staff and train dispatchment needs.
	-37.2%	-13.9%		-13.9%	3.5%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	(880)	\$0.050		4,316	\$0.580	Primarily lower Reliability Centered Maintenance (RCM) in Maintenance of Equipment.
	-2.0%	1.9%		2.4%	5.6%	
<u>Unscheduled Maintenance</u>	598	\$0.031	Fewer than planned unscheduled maintenance events.	2,638	\$0.141	Fewer than planned unscheduled maintenance events.
	100.0%	100.0%		100.0%	100.0%	
<u>Vacancy/Absentee Coverage</u> ²	1,951	\$0.145	Slightly lower vacation, sick and vacancy coverage requirements.	7,592	\$0.608	Lower vacation, sick and vacancy coverage requirements.
	7.2%	9.8%		7.4%	10.8%	
<u>Weather Emergencies</u>	(591)	(\$0.024)	Reflects impact of inclement weather in April.	(49,943)	(\$2.465)	Reflects impact of Winter Storms Quinn, Toby and Skylar in March as well as Winter Storm Grayson in January.
	-21.8%	-15.0%		-98.2%	-79.8%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	(4)	(\$0.138)	Reflects timing differences related to payroll and calendar cutoff dates.	(140)	(\$1.211)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	(11,540)	(\$0.281)		(59,892)	(\$1.910)	
	-10.6%	-4.2%		-11.7%	-6.0%	
REIMBURSABLE OVERTIME	6,103	\$0.610	Reflects lower activity for the following projects: Cyclical Track Program, Catenary Replacement, Installation of Bridge Timbers, Positive Train Control Program and Harmon to Poughkeepsie Signals.	3,914	\$0.705	Primarily reflects lower project activity for the GCT Switch Renewals.
	15.2%	25.2%		3.1%	9.1%	
TOTAL OVERTIME	(5,437)	\$0.328		(55,978)	(\$1.205)	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable

MTA METRO-NORTH RAILROAD
2018 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	April 2018				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$60.714	\$58.299	(\$2.415)	(4.0)	\$229.229	\$227.118	(\$2.111)	(0.9)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.898	7.378	0.480	7.0	30.264	26.232	(4.032)	(13.3)
<i>Capital & Other Reimbursements:</i>					0.000	0.000		
MTA	11.678	12.157	0.479	4.1	65.765	40.141	(25.624)	(39.0)
CDOT	9.545	4.036	(5.509)	(57.7)	35.415	36.520	1.105	3.1
Other	0.681	0.927	0.246	36.1	2.577	5.154	2.577	*
Total Capital and Other Reimbursements	21.905	17.120	(4.785)	(21.8)	103.757	81.815	(21.942)	(21.1)
Total Receipts	\$89.517	\$82.797	(\$6.720)	(7.5)	\$363.251	\$335.165	(\$28.086)	(7.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$43.570	\$42.539	\$1.031	2.4	\$188.092	\$186.980	\$1.112	0.6
Overtime	8.673	9.312	(0.639)	(7.4)	39.625	39.801	(0.176)	(0.4)
Health and Welfare	10.870	2.146	8.724	80.3	44.896	34.950	9.946	22.2
OPEB Current Payment	2.750	0.583	2.167	78.8	11.000	9.954	1.046	9.5
Pensions	9.355	9.826	(0.471)	(5.0)	38.531	39.426	(0.895)	(2.3)
Other Fringe Benefits	9.962	12.803	(2.841)	(28.5)	43.275	49.709	(6.434)	(14.9)
GASB Account	0.013	0.000	0.013	100.0	0.053	0.000	0.053	100.0
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor	\$85.193	\$77.209	\$7.984	9.4	\$365.471	\$360.820	\$4.651	1.3
<i>Non-Labor:</i>								
Electric Power	\$6.283	\$9.727	(\$3.444)	(54.8)	\$28.002	\$24.822	\$3.180	11.4
Fuel	1.614	1.607	0.007	0.4	6.594	8.604	(2.010)	(30.5)
Insurance	2.185	0.000	2.185	100.0	9.170	0.000	9.170	100.0
Claims	0.305	0.165	0.140	45.9	0.592	0.261	0.331	55.9
Paratransit Service Contracts	0.000		0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.823	6.986	2.837	28.9	46.733	36.182	10.551	22.6
Professional Service Contracts	8.684	2.619	6.065	69.8	37.769	10.163	27.606	73.1
Materials & Supplies	11.530	8.670	2.860	24.8	49.623	41.727	7.896	15.9
Other Business Expenditures	3.317	1.294	2.023	61.0	16.248	11.796	4.452	27.4
Total Non-Labor	\$43.742	\$31.068	\$12.674	29.0	\$194.731	\$133.555	\$61.176	31.4
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$128.935	\$108.277	\$20.658	16.0	\$560.203	\$494.375	\$65.828	11.8
Net Cash Deficit (excludes Opening Cash Balance)	(\$39.418)	(\$25.480)	\$13.938	35.4	(\$196.952)	(\$159.210)	\$37.742	19.2
Subsidies								
MTA	31.106	34.397	3.291	10.6	151.652	136.689	(14.963)	(9.9)
CDOT	8.312	0.000	(8.312)	(100.0)	45.300	38.734	(6.566)	(14.5)
Total Subsidies	\$39.418	\$34.397	(\$5.021)	(12.7)	\$196.952	\$175.423	(\$21.529)	(10.9)
Cash Timing and Availability Adjustment	\$0.000	(\$17.650)	(\$17.650)	-	\$0.000	(\$16.213)	(\$16.213)	-

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
FARE REVENUE	(2.415)	(4.0%)	Lower ridership due to inclement weather and colder than average temperatures as well as three weekends of track outages and resulting substitute busing on the Upper Harlem Line to repair damaged infrastructure.	(2.111)	(0.9%)	
OTHER OPERATING REVENUE	0.480	7.0%	Timing of both GCT Revenues and Advertising as well as a Con Edison Refund for prior overpayment of Steam partially offset by timing of Station Revenue.	(4.032)	(13.3%)	Primarily reflects a reimbursement delay related to the rescheduling of the New York State Grade Crossing Project and timing of Amtrak PRIIA reimbursements partially offset by timing of GCT Revenues.
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	0.479	4.1%	Higher cash receipts relating to capital related work performed partially offset by lower capital related project activity.	(25.624)	(39.0%)	Lower capital related project activity.
CDOT	(5.509)	(57.7%)	Delay in receipts for work performed combined with lower capital related project activity.	1.105	3.1%	
OTHER	0.246	36.1%	Higher cash receipts than budgeted.	2.577	*	Higher reimbursable related project activity combined with higher cash receipts than budgeted.
OVERTIME	(0.639)	(7.4%)	Reflects timing differences related to payroll and calendar cutoff dates partially offset by lower reimbursable activity.	(0.176)	(0.4%)	
HEALTH & WELFARE	8.724	80.3%	Timing of payments for April health insurance premiums.	9.946	22.2%	Timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	2.167	78.8%	Timing of payments for April health insurance premiums for retirees.	1.046	9.5%	Timing of payments for April health insurance premiums for retirees partially offset by higher than budgeted number of retirees receiving healthcare premiums.
PENSIONS	(0.471)	(5.0%)	Timing of payments.	(0.895)	(2.3%)	
OTHER FRINGE BENEFITS	(2.841)	(28.5%)	Higher payroll taxes than budgeted combined with higher FELA claims.	(6.434)	(14.9%)	Higher payroll taxes than budgeted partially offset by lower FELA claims.
GASB ACCOUNT	0.013	100.0%	GASB Cash Contributions were suspended. 2018 July Financial Plan will be updated.	0.053	100.0%	GASB Cash Contributions were suspended. 2018 July Financial Plan will be updated.
ELECTRIC POWER	(3.444)	(54.8%)	Primarily reflects timing of payments combined with energy cost adjustment from NYPA due to lower supplies of natural gas and cold weather conditions.	3.180	11.4%	Prepayment of January electric power made in December 2017 combined with lower rates partially offset by timing of payments.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN BUDGET AND ACTUAL RESULTS
(\$ in millions)

\$ Detail

Generic Receipt or Expense Category	April Month vs Budget			Year-To-Date as of April 30, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	2.185	100.0%	No payments made in April for insurance premiums.	9.170	100.0%	No YTD payments made for insurance premiums.
CLAIMS	0.140	45.9%	Timing of passenger injury settlements.	0.331	55.9%	Timing of passenger injury settlements.
MAINTENANCE & OTHER OPERATING CONTRACTS	2.837	28.9%	Lower than budgeted expenses for Maintenance & Repairs, Auto & Other Vehicle Purchases and Real Estate Management Services.	10.551	22.6%	Delay in start of Operating Capital Projects (525 North Broadway Space Consolidation, GCT 7B Restoration and GP 35 Locomotive Overhaul) combined with lower than budgeted expenses for various maintenance contracts.
PROFESSIONAL SERVICE CONTRACTS	6.065	69.8%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control, Camera's/Audio for Fleet, NYS Maybrook Trailway, Signal Replacement - Greenwich to South Norwalk and Power Control Scada Upgrade) combined with lower expenses for engineering and consulting services.	27.606	73.1%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control, Track Geometry Car, Camera's/Audio for Fleet, 525 North Broadway Space Consolidation, Signal Replacement - Greenwich to South Norwalk, NYS Maybrook Trailway and Power Control Scada Upgrade) combined with lower expenses for engineering and consulting services.
MATERIALS & SUPPLIES	2.860	24.8%	Revised milestone scheduling of Capital Related Projects (West of Hudson Track Improvement, GCT Turnouts Switch Renewal and Turnouts - Mainline High Speed, Catenary Maintenance Vehicles, Expand Real Time Track Status and 3rd Rail Components Replacement).	7.896	15.9%	Revised milestone scheduling of Capital Related Projects (New York State Grade Crossing Improvements, Catenary Maintenance Vehicles, GCT Turnouts Switch Renewal and Turnouts - Mainline High Speed, West of Hudson Track Improvement, Waterbury Branch Cab Signaling and Power Infrastructure Restoration) partially offset by materials placed into inventory.
OTHER BUSINESS EXPENSES	2.023	61.0%	Timing of New Jersey Transit subsidy payments.	4.452	27.4%	Timing of New Jersey Transit Subsidy payment combined with lower Non-Operating Purchases and Travels, Meetings & Conventions.
MTA SUBSIDY RECEIPTS	3.291	10.6%	Available cash balance combined with timing of CDOT April payment partially offset by lower cash deficit.	(14.963)	(9.9%)	Lower cash deficit partially offset by available cash balance and timing of CDOT payments.
CDOT SUBSIDY RECEIPTS	(8.312)	(100.0%)	Timing of CDOT April payment partially offset by lower share of prior months deficit than budgeted.	(6.566)	(14.5%)	Timing of April CDOT payment partially offset by payment of Administrative Assets combined with higher share of prior months deficit than budgeted.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	April 2018				Year-to-Date			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$1.119)	(\$1.622)	(\$0.503)	(45.0)	(\$4.021)	(\$3.297)	\$0.724	18.0
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.947	2.587	0.640	32.9	7.232	8.993	1.761	24.3
<i>Capital & Other Reimbursements:</i>								
MTA	(1.492)	4.740	6.233	*	17.333	6.013	(11.321)	(65.3)
CDOT	0.000	(3.907)	(3.907)	-	0.000	12.655	12.655	-
Other	0.000	(0.585)	(0.585)	-	0.000	0.341	0.341	-
Total Capital and Other Reimbursements	(1.492)	0.248	1.741	*	17.333	19.008	1.675	9.7
Total Revenue/Receipts	(\$0.664)	\$1.213	\$1.877	*	\$20.545	\$24.704	\$4.159	20.2
Expenditures								
<i>Labor:</i>								
Payroll	\$2.087	\$2.531	\$0.444	21.3	(\$1.432)	(\$3.152)	(\$1.720)	*
Overtime	0.525	(0.442)	(0.967)	*	(0.211)	0.818	1.029	*
Health and Welfare	(0.328)	9.387	9.714	*	(1.379)	7.290	8.669	*
OPEB Current Payment	0.000	2.466	0.000		0.000	2.327	2.327	-
Pensions	(0.045)	0.418	0.463	*	(0.186)	(1.258)	(1.071)	*
Other Fringe Benefits	0.985	(1.403)	(2.388)	*	2.059	(5.704)	(7.762)	*
GASB Account	(0.013)	0.000	0.013	100.0	(0.053)	0.000	0.053	100.0
Reimbursable Overhead	(0.246)	(0.141)	0.105	42.8	(1.010)	(1.260)	(0.250)	(24.8)
Total Labor	\$2.965	\$12.816	\$9.851	*	(\$2.213)	(\$0.940)	\$1.274	57.5
<i>Non-Labor:</i>								
Electric Power	(\$0.158)	(\$2.711)	(\$2.552)	*	(\$0.634)	\$1.419	\$2.053	*
Fuel	0.039	0.156	0.117	*	0.156	(1.120)	(1.276)	*
Insurance	(0.307)	1.798	2.105	*	(2.042)	7.080	9.122	*
Claims	(0.212)	3.656	3.869	*	(0.212)	3.620	3.832	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.161	5.238	5.077	*	(4.557)	0.996	5.553	*
Professional Service Contracts	(1.153)	1.238	2.391	*	(6.855)	3.579	10.434	*
Materials & Supplies	(1.049)	0.034	1.083	*	(8.728)	(6.091)	2.637	30.2
Other Business Expenses	(1.137)	1.292	2.428	*	(6.571)	(2.254)	4.316	65.7
Total Non-Labor	(\$3.817)	\$10.701	\$14.518	*	(\$29.443)	\$7.228	\$36.671	*
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	(\$0.852)	\$23.517	\$24.369	*	(\$31.656)	\$6.289	\$37.945	*
Depreciation	20.542	19.755	(0.787)	(3.8)	82.169	77.061	(5.108)	(6.2)
OPEB Obligation	4.833	4.451	(0.382)	7.9	19.333	17.719	(1.614)	8.3
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.925	1.304	0.379	(40.9)
Environmental Remediation	0.000	0.732	0.732	-	1.000	0.732	(0.268)	26.8
Total Expenditures Adjustments	\$24.524	\$48.455	\$23.931	97.6	\$71.771	\$103.104	\$31.333	43.7
Total Cash Conversion Adjustments	\$23.860	\$49.668	\$25.809	*	\$92.316	\$127.808	\$35.492	38.4

Notes:

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

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
RIDERSHIP/UTILIZATION
APRIL 2018
(in millions)

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	ADOPTED ^(A)			ADOPTED				ADOPTED ^(A)			ADOPTED			
	BUDGET	2018	2017 ^(B)	BUDGET	%	2017	%	BUDGET	2018	2017 ^(B)	BUDGET	%	2017	%
FAREBOX REVENUE				\$		\$					\$		\$	
Harlem Line - Commutation	9.436	9.237	9.300	(0.199)	-2.1%	(0.064)	-0.7%	36.996	37.258	36.463	0.262	0.7%	0.794	2.2%
Harlem Line - Non-Commutation	8.409	7.832	8.197	(0.577)	-6.9%	(0.365)	-4.4%	30.712	29.689	29.938	(1.023)	-3.3%	(0.249)	-0.8%
TOTAL HARLEM LINE	\$17.845	\$17.069	\$17.497	(\$0.776)	-4.3%	(\$0.428)	-2.4%	\$67.708	\$66.947	\$66.402	(\$0.761)	-1.1%	\$0.545	0.8%
Hudson Line - Commutation	6.201	6.195	6.119	(0.005)	-0.1%	0.076	1.2%	24.261	24.619	23.942	0.358	1.5%	0.677	2.8%
Hudson Line - Non-Commutation	7.101	6.898	6.915	(0.203)	-2.9%	(0.017)	-0.2%	24.693	24.613	24.045	(0.080)	-0.3%	0.568	2.4%
TOTAL HUDSON LINE	\$13.302	\$13.093	\$13.034	(\$0.209)	-1.6%	\$0.059	0.5%	\$48.954	\$49.232	\$47.987	\$0.278	0.6%	\$1.244	2.6%
New Haven Line - Commutation	13.589	13.185	13.037	(0.404)	-3.0%	0.148	1.1%	54.294	52.547	52.091	(1.747)	-3.2%	0.456	0.9%
New Haven Line - Non-Commutation	15.917	15.445	15.717	(0.472)	-3.0%	(0.272)	-1.7%	57.517	57.056	56.795	(0.461)	-0.8%	0.261	0.5%
TOTAL NEW HAVEN LINE	\$29.506	\$28.630	\$28.755	(\$0.876)	-3.0%	(\$0.124)	-0.4%	\$111.812	\$109.603	\$108.886	(\$2.209)	-2.0%	\$0.717	0.7%
All Lines - Commutation	29.225	28.617	28.457	(0.609)	-2.1%	0.160	0.6%	115.551	114.423	112.496	(1.127)	-1.0%	1.927	1.7%
All Lines - Non-Commutation	31.428	30.176	30.829	(1.252)	-4.0%	(0.653)	-2.1%	112.923	111.358	110.779	(1.565)	-1.4%	0.579	0.5%
TOTAL EAST OF HUDSON LINES	\$60.653	\$58.793	\$59.286	(\$1.860)	-3.1%	(\$0.493)	-0.8%	\$228.473	\$225.781	\$223.275	(\$2.692)	-1.2%	\$2.506	1.1%
West of Hudson ^(C)	\$1.173	\$1.128	\$1.163	(0.044)	-3.8%	(0.035)	-3.0%	\$4.672	\$4.634	\$4.584	(0.037)	-0.8%	0.050	1.1%
TOTAL FAREBOX REVENUE	\$61.826	\$59.921	\$60.449	(\$1.905)	-3.1%	(\$0.528)	-0.9%	\$233.145	\$230.415	\$227.859	(\$2.730)	-1.2%	\$2.557	1.1%
RIDERSHIP														
Harlem Line - Commutation	1.399	1.398	1.396	(0.000)	0.0%	0.002	0.1%	5.560	5.539	5.551	(0.021)	-0.4%	(0.012)	-0.2%
Harlem Line - Non-Commutation	0.924	0.874	0.908	(0.050)	-5.4%	(0.034)	-3.7%	3.443	3.276	3.382	(0.167)	-4.9%	(0.106)	-3.1%
TOTAL HARLEM LINE	2.323	2.272	2.304	(0.051)	-2.2%	(0.032)	-1.4%	9.003	8.815	8.934	(0.188)	-2.1%	(0.118)	-1.3%
Hudson Line - Commutation	0.782	0.792	0.782	0.010	1.3%	0.011	1.4%	3.108	3.111	3.105	0.003	0.1%	0.006	0.2%
Hudson Line - Non-Commutation	0.631	0.620	0.619	(0.011)	-1.8%	0.001	0.1%	2.231	2.187	2.188	(0.043)	-1.9%	(0.001)	0.0%
TOTAL HUDSON LINE	1.414	1.412	1.401	(0.001)	-0.1%	0.011	0.8%	5.339	5.299	5.293	(0.040)	-0.7%	0.005	0.1%
New Haven Line - Commutation	1.858	1.848	1.859	(0.010)	-0.6%	(0.012)	-0.6%	7.387	7.285	7.392	(0.102)	-1.4%	(0.108)	-1.5%
New Haven Line - Non-Commutation	1.485	1.446	1.469	(0.039)	-2.6%	(0.023)	-1.6%	5.395	5.336	5.338	(0.059)	-1.1%	(0.002)	0.0%
TOTAL NEW HAVEN LINE	3.343	3.294	3.328	(0.049)	-1.5%	(0.035)	-1.0%	12.782	12.621	12.731	(0.161)	-1.3%	(0.110)	-0.9%
Total Ridership East of Hudson														
All Lines - Commutation	4.039	4.038	4.037	(0.001)	0.0%	0.001	0.0%	16.055	15.936	16.049	(0.120)	-0.7%	(0.113)	-0.7%
All Lines - Non-Commutation	3.041	2.940	2.996	(0.100)	-3.3%	(0.056)	-1.9%	11.069	10.799	10.909	(0.270)	-2.4%	(0.110)	-1.0%
TOTAL EAST OF HUDSON LINES	7.079	6.979	7.034	(0.101)	-1.4%	(0.055)	-0.8%	27.124	26.735	26.958	(0.389)	-1.4%	(0.223)	-0.8%
West of Hudson ^(C)	0.133	0.136	0.136	0.003	2.0%	0.000	0.2%	0.535	0.527	0.531	(0.008)	-1.6%	(0.005)	-0.9%
TOTAL EAST & WEST OF HUDSON LINES	7.213	7.115	7.170	(0.098)	-1.4%	(0.055)	-0.8%	27.659	27.262	27.489	(0.398)	-1.4%	(0.228)	-0.8%

^(A) The Budgeted Month-to-Date and Year-to-Date Ridership and Farebox Revenue values have been revised to reflect information received after the submission of the 12-month allocation data published in the 2018 February Financial Plan.

^(B) 2017 Ridership figures have been restated to simulate the 2018 calendar.

^(C) West of Hudson current year actuals are preliminary and prior year actuals are stated as received from New Jersey Transit.

MTA METRO-NORTH RAILROAD
2018 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2018

<u>Department</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Notes</u>
Administration				
President	4	3	1	
Labor Relations	18	14	4	
Safety	58	55	3	
Security	26	22	4	
Office of the Executive VP	10	8	2	
Corporate & Public Affairs	19	19	-	
Customer Service	66	66	-	
Legal	18	12	6	A
Claims	14	12	2	
Environmental Compliance & Svce	8	7	1	
Human Resources	53	48	5	A
Training	90	84	6	A
Employee Relations & Diversity	6	4	2	
VP Planning	2	2	-	
Operations Planning & Analysis	22	20	2	
Capital Planning & Programming	18	13	5	A
Long Range Planning	8	8	-	
VP Finance & Info Systems	9	4	5	A
Controller	84	73	11	A
Budget	23	17	6	A
Procurement & Material Management	38	24	14	A
Total Administration	594	515	79	
Operations				
Operations Administration	74	68	6	
Transportation	1,653	1,630	22	A
Customer Service	285	285	(0)	
Metro-North West	38	31	7	A
Total Operations	2,049	2,014	35	
Maintenance				
Maintenance of Equipment	1,679	1,679	0	
Maintenance of Way	2,274	2,114	160	A
Procurement & Material Mgmt	134	118	16	
Total Maintenance	4,086	3,910	176	
Engineering/Capital				
Construction Management	43	37	6	
Engineering & Design	91	71	20	A
Total Engineering/Capital	134	108	26	
Total Positions	6,863	6,547	316	
Non-Reimbursable	6,052	5,923	128	
Reimbursable	811	624	188	
Total Full-Time	6,862	6,546	316	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

- (A) Variance reflects delayed hiring of vacant positions.
(B) Variance reflects lower attrition than planned.

MTA METRO-NORTH RAILROAD
2018 ADOPTED BUDGET VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
April 30, 2018

FUNCTION/OCCUPATION	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	200	178	22
Professional, Technical, Clerical	394	337	57
Operational Hourlies	-	-	-
Total Administration	594	515	79
Operations			
Managers/Supervisors	264	238	26
Professional, Technical, Clerical	187	175	11
Operational Hourlies	1,599	1,601	(2)
Total Operations	2,049	2,014	35
Maintenance			
Managers/Supervisors	609	629	(20)
Professional, Technical, Clerical	558	500	58
Operational Hourlies	2,919	2,782	138
Total Maintenance	4,086	3,910	176
Engineering/Capital			
Managers/Supervisors	48	45	3
Professional, Technical, Clerical	86	63	23
Operational Hourlies	-	-	-
	134	108	26
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,120	1,090	31
Professional, Technical, Clerical	1,225	1,075	150
Operational Hourlies	4,518	4,382	136
Total Positions	6,863	6,547	316

**MTA METRO-NORTH RAILROAD
2018 ADOPTED BUDGET VS. ACTUALS
April 30, 2018**

Agency-wide (Non-Reimbursable and Reimbursable)	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<i>Functional Classification:</i>				
Operations	2,049	2,014	35	Primarily reflects delayed hiring of vacant positions.
Maintenance	4,086	3,910	176	Reflects delayed hiring of vacant positions.
Administration	594	515	79	Vacancies primarily reflects current hiring restrictions.
Engineering / Capital	134	108	26	
Total Agency-wide Headcount	6,863	6,547	316	
Non-Reimbursable	6,052	5,923	128	
Reimbursable	811	624	188	

MTA METRO-NORTH RAILROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS ^(A)
APRIL 2018

	MONTH			VARIANCE	
	BUD	2018	2017	Fav/(Unfav)	
				BUD	2017
Farebox Operating Ratio					
Standard ^(B)	56.8%	52.6%	60.7%	-4.2%	-8.2%
Adjusted ^(C)	63.5%	58.9%	68.2%	-4.7%	-9.3%
Cost per Passenger					
Standard ^(B)	\$15.09	\$16.03	\$14.18	(\$0.93)	(\$1.85)
Adjusted ^(C)	\$14.73	\$15.62	\$13.88	(\$0.89)	(\$1.74)
Passenger Revenue/Passenger	\$8.57	\$8.42	\$8.61	(\$0.15)	(\$0.19)
	YEAR-TO-DATE			VARIANCE	
	BUD	2018	2017	Fav/(Unfav)	
				BUD	2017
Farebox Operating Ratio					
Standard ^(B)	49.4%	52.7%	55.2%	3.3%	-2.6%
Adjusted ^(C)	56.2%	58.9%	62.3%	2.7%	-3.4%
Cost per Passenger					
Standard ^(B)	\$17.06	\$16.04	\$15.09	\$1.02	(\$0.95)
Adjusted ^(C)	\$16.69	\$15.62	\$14.72	\$1.07	(\$0.90)
Passenger Revenue/Passenger	\$8.43	\$8.45	\$8.34	\$0.02	\$0.11

(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.

Ridership Report

Michael Shiffer

Vice President, Planning



MTA Metro-North's Hudson Rail Link Bus picking up customers at Spuyten Duyvil.



Metro-North Railroad

June 2018 Highlights: Ridership Report

April 2018 vs. 2017

- East of Hudson ridership decreased 0.8% vs. April 2017 and was 1.4% below Budget
 - Commutation ridership was unchanged
 - Non-Commutation ridership decreased 1.9%
- Large decreases in non-commutation ridership can be attributed to the unseasonably cold weather which occurred during April
 - It was much colder in April 2018 than in April 2017 (average monthly temperature was 49.5 degrees vs. 57.2 degrees last April).
 - We had more snow in April 2018 than in April 2017 (5.5 inches of snow fell in Central Park in April 2018, compared to none in April 2017).
- Harlem Line non-commutation decrease by 3.7%, may be partly attributable to the upper Harlem busing between Goldens Bridge and Southeast on weekends, to accommodate recovery efforts after the March storms
- East of Hudson ridership by line:
 - Hudson Line ridership increased 0.8%
 - Harlem Line ridership decreased 1.4%
 - New Haven Line ridership decreased 1.0%

2018 vs. 2017 YTD

- Total YTD rail ridership is 0.8% below 2017 and 1.4% below Budget
 - YTD Commutation ridership is 0.7% below 2017
 - YTD Non-Commutation ridership is 1.0% below 2017

Michael Shiffer
Vice President
Planning

**APRIL 2018 RIDERSHIP & REVENUE REPORT
MTA METRO-NORTH RAILROAD**

RIDERSHIP SUMMARY

April Ridership and Revenue (millions)

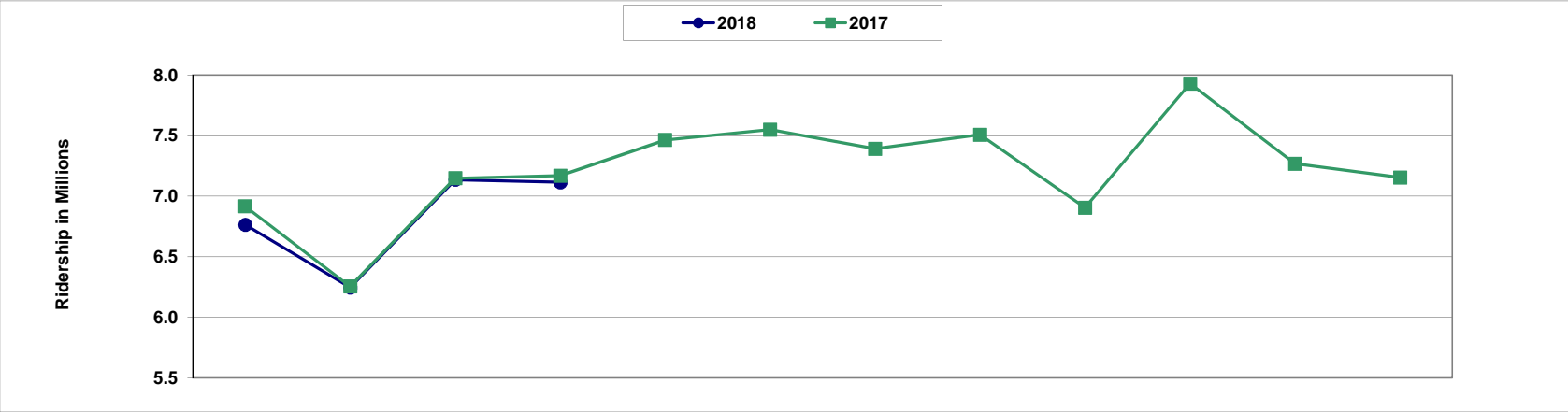
	April 2018	% Change vs. 2017
Total Rail Ridership	7.115	-0.8% ▼
Commutation Ridership	4.118	+0.1% ▲
Non-Commutation Ridership	2.997	-1.9% ▼
Connecting Service Ridership	0.049	+2.1% ▲
Total MNR System Ridership	7.164	-0.7% ▼
Rail Revenue	\$59.9	-0.9% ▼

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

	YTD 2018	% Change vs. 2017	Comparison to Budget
Total Rail Ridership	27.262	-0.8% ▼	-1.4% ▼
Commutation Ridership	16.240	-0.7% ▼	-0.8% ▼
Non-Commutation Ridership	11.022	-1.0% ▼	-2.4% ▼
Connecting Service Ridership	0.184	-4.1% ▼	-4.8% ▼
Total MNR System Ridership	27.446	-0.9% ▼	-1.5% ▼
Rail Revenue	\$230.4	+1.1% ▲	-1.2% ▼

APRIL RAIL RIDERSHIP (1)

• April's Total Rail Ridership was 0.8% below 2017 and 1.4% below budget.

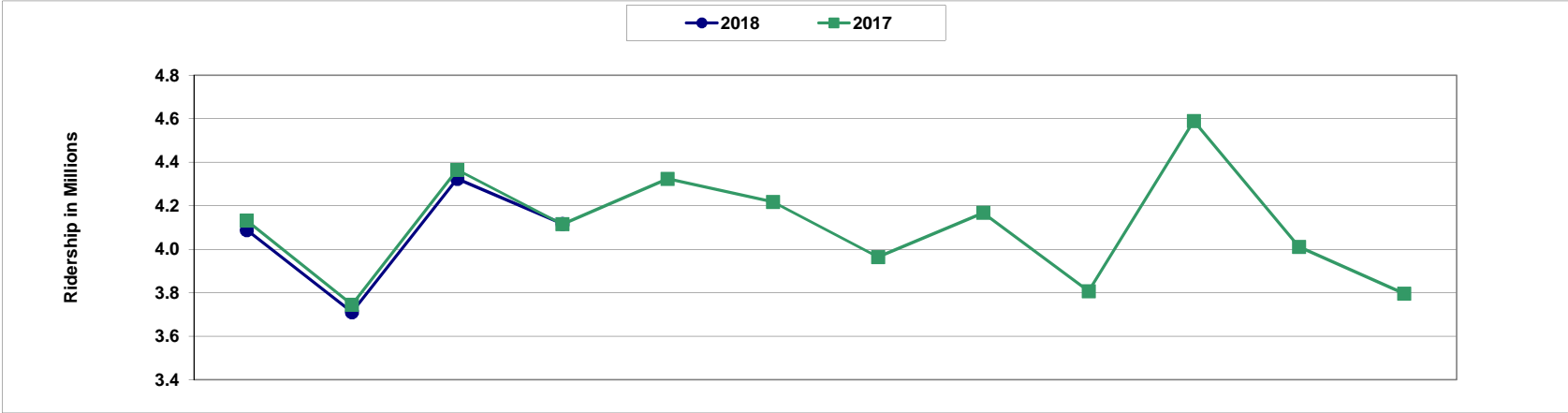


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	6.8	6.2	7.1	7.1									27.3
2017	6.9	6.3	7.1	7.2	7.5	7.5	7.4	7.5	6.9	7.9	7.3	7.2	27.5
PCT CHG.	-2.2%	-0.1%	-0.2%	-0.8%									-0.8%

1) Includes East and West of Hudson.

APRIL RAIL COMMUTATION RIDERSHIP (1)

- April's Rail Commutation Ridership was 0.1% above 2017 and unchanged vs. budget.

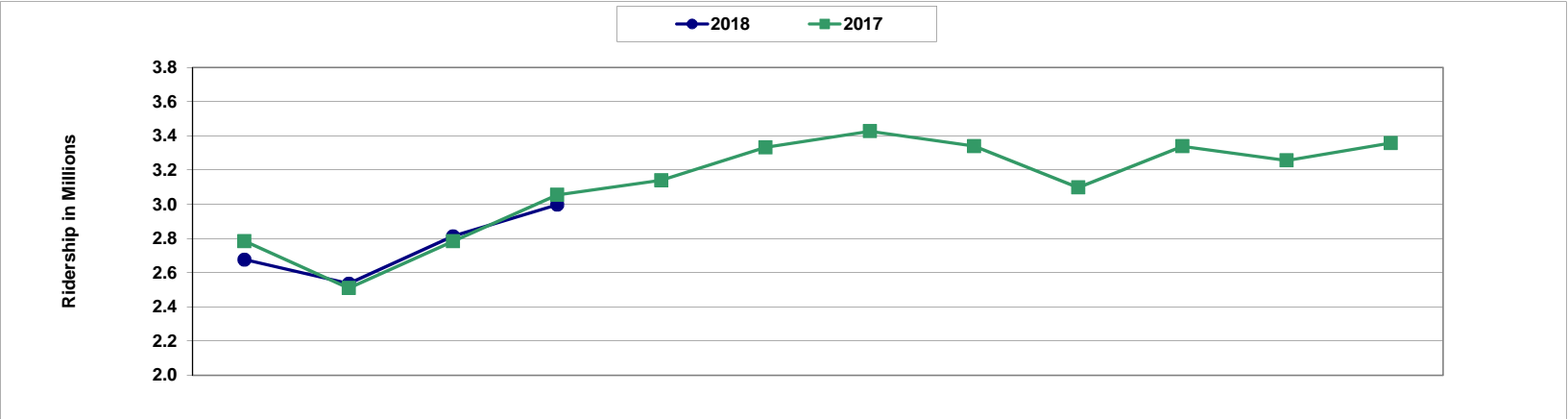


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.1	3.7	4.3	4.1									16.2
2017	4.1	3.7	4.4	4.1	4.3	4.2	4.0	4.2	3.8	4.6	4.0	3.8	16.4
PCT CHG.	-1.1%	-0.9%	-0.9%	0.1%									-0.7%

1) Includes East and West of Hudson.

APRIL RAIL NON-COMMUTATION RIDERSHIP (1)

• April's Rail Non-Commutation Ridership was 1.9% below 2017 and 3.2% below budget.

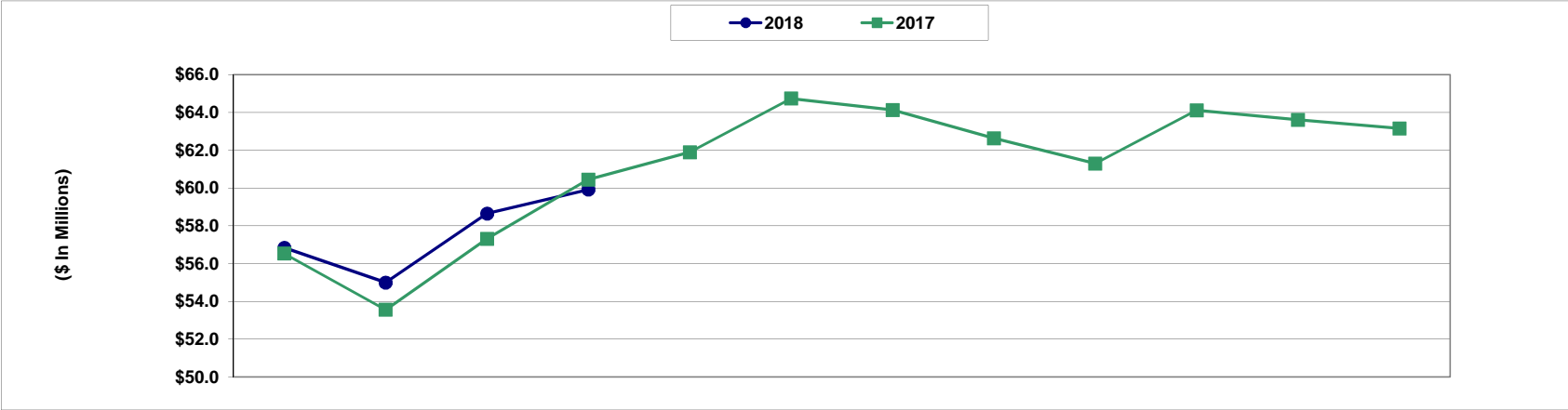


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.5	2.8	3.0									11.0
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3	3.4	11.1
PCT CHG.	-3.9%	1.0%	1.0%	-1.9%									-1.0%

1) Includes East and West of Hudson.

APRIL RAIL REVENUE (1)

• April's Total Rail Revenue was 0.9% below 2017 and 3.1% below budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	\$56.8	\$55.0	\$58.6	\$59.9									\$230.4
2017	\$56.5	\$53.6	\$57.3	\$60.4	\$61.9	\$64.7	\$64.1	\$62.6	\$61.3	\$64.1	\$63.6	\$63.2	\$227.9
PCT CHG.	0.5%	2.7%	2.3%	-0.9%									1.1%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
APRIL 2018**

TICKET TYPE/SERVICE	APRIL 2018 ACTUAL	APRIL 2018 BUDGET	VARIANCE VS. BUDGET		APRIL 2017 RESTATED (1)	CHANGE FROM 2017	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,038,205	4,038,917	(712)	0.0%	4,037,272	933	0.0%
West of Hudson	79,375	77,834	1,541	2.0%	77,673	1,702	2.2%
Total Rail Commutation Ridership	4,117,580	4,116,751	829	0.0%	4,114,945	2,635	0.1%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	2,940,377	3,040,519	(100,142)	-3.3%	2,996,481	(56,104)	-1.9%
West of Hudson	56,680	55,516	1,164	2.1%	58,159	(1,479)	-2.5%
Total Rail Non-Commutation Ridership	2,997,057	3,096,035	(98,978)	-3.2%	3,054,640	(57,583)	-1.9%
TOTAL RAIL RIDERSHIP							
East of Hudson	6,978,582	7,079,436	(100,854)	-1.4%	7,033,753	(55,171)	-0.8%
West of Hudson (2)	136,055	133,350	2,705	2.0%	135,832	223	0.2%
TOTAL RAIL RIDERSHIP	7,114,637	7,212,786	(98,149)	-1.4%	7,169,585	(54,948)	-0.8%
CONNECTING SERVICES RIDERSHIP (3)	49,531	49,435	96	0.2%	48,531	1,000	2.1%
TOTAL MNR SYSTEM RIDERSHIP	7,164,168	7,262,221	(98,053)	-1.4%	7,218,116	(53,948)	-0.7%

Notes:

- 1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2018 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2018 YTD ACTUAL	2018 YTD BUDGET	VARIANCE VS. BUDGET		2017 YTD RESTATE (1)	CHANGE FROM 2017	
			AMOUNT	PERCENT		AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	15,935,550	16,055,119	(119,569)	-0.7%	16,048,933	(113,383)	-0.7%
West of Hudson	304,787	308,802	(4,015)	-1.3%	308,184	(3,397)	-1.1%
Total Rail Commutation Ridership	16,240,337	16,363,921	(123,584)	-0.8%	16,357,117	(116,780)	-0.7%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	10,799,401	11,069,232	(269,831)	-2.4%	10,909,016	(109,615)	-1.0%
West of Hudson	221,952	226,302	(4,350)	-1.9%	223,215	(1,263)	-0.6%
Total Rail Non-Commutation Ridership	11,021,353	11,295,534	(274,181)	-2.4%	11,132,231	(110,878)	-1.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	26,734,951	27,124,351	(389,400)	-1.4%	26,957,949	(222,998)	-0.8%
West of Hudson	526,739	535,104	(8,365)	-1.6%	531,399	(4,660)	-0.9%
TOTAL RAIL RIDERSHIP	27,261,690	27,659,455	(397,765)	-1.4%	27,489,348	(227,658)	-0.8%
CONNECTING SERVICES RIDERSHIP (2)	184,012	193,342	(9,330)	-4.8%	191,914	(7,902)	-4.1%
TOTAL MNR SYSTEM RIDERSHIP	27,445,702	27,852,797	(407,095)	-1.5%	27,681,262	(235,560)	-0.9%

Notes:

1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.

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

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
APRIL 2018**

LINE	APRIL 2018 ACTUAL	APRIL 2017 RESTATED (1)	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,272,242	2,304,091	(31,849)	-1.4%
Hudson Line	1,412,473	1,401,202	11,271	0.8%
New Haven Line	3,293,867	3,328,460	(34,593)	-1.0%
Total East of Hudson	6,978,582	7,033,753	(55,171)	-0.8%
WEST OF HUDSON				
Port Jervis Line	75,227	80,894	(5,667)	-7.0%
Pascack Valley Line	60,828	54,938	5,890	10.7%
Total West of Hudson (2)	136,055	135,832	223	0.2%
TOTAL RAIL RIDERSHIP	7,114,637	7,169,585	(54,948)	-0.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	33,934	31,941	1,993	6.2%
Haverstraw-Ossining Ferry (3)	10,964	11,043	(79)	-0.7%
Newburgh-Beacon Ferry	4,633	5,547	(914)	-16.5%
Total Connecting Services	49,531	48,531	1,000	2.1%
TOTAL MNR SYSTEM	7,164,168	7,218,116	(53,948)	-0.7%

Notes:

- 1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.
- 2) West of Hudson ridership figures are preliminary.
- 3) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

MTA METRO-NORTH RAILROAD

RIDERSHIP BY LINE
2018 YEAR-TO-DATE

TICKET TYPE/SERVICE	2018 YTD ACTUAL	2017 YTD RESTATED (1)	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	8,815,340	8,933,791	(118,451)	-1.3%
Hudson Line	5,298,788	5,293,486	5,302	0.1%
New Haven Line	12,620,823	12,730,672	(109,849)	-0.9%
Total East of Hudson	26,734,951	26,957,949	(222,998)	-0.8%
WEST OF HUDSON				
Port Jervis Line	306,293	314,732	(8,439)	-2.7%
Pascack Valley Line	220,446	216,667	3,779	1.7%
Total West of Hudson	526,739	531,399	(4,660)	-0.9%
TOTAL RAIL RIDERSHIP	27,261,690	27,489,348	(227,658)	-0.8%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	135,226	133,181	2,045	1.5%
Haverstraw-Ossining Ferry	35,576	39,744	(4,168)	-10.5%
Newburgh-Beacon Ferry	13,210	18,989	(5,779)	-30.4%
Total Connecting Services	184,012	191,914	(7,902)	-4.1%
TOTAL MNR SYSTEM	27,445,702	27,681,262	(235,560)	-0.9%

Notes:

1) 2017 ridership figures have been restated to eliminate calendar impacts on ridership.



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

East Span Steel Girder Erection over the Harlem Line & Brewster Yard



Metro-North Railroad

May 2018 Highlights: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of Metro-North's Capital Program including a brief discussion of the current month's project highlights. The report focuses primarily on providing a summary of achievements regarding design and construction awards, project completions and contract closeouts. The point of contact for the report is John Kennard, Vice President, Capital Program Management.

In the month of May, Metro-North awarded project tasks totaling \$54.7 million, including the 2018 Cyclical Track Program Force Account and Program Administration. Metro-North had no Project Completions for May. Also, Metro-North closed out contracts totaling \$5.8 million, including the Replacement of 3rd Rail Brackets in the Park Avenue Tunnel.

Metro-North's performance against its 2018 Capital Project Goal was:

	(\$ in Millions)			
	<u>Annual Planned</u>	<u>Planned thru 5/31</u>	<u>Achieved thru 5/31</u>	<u>% thru 5/31</u>
Design Awards*	\$4.5	\$2.1	\$4.3	205%
Construction Awards*	\$535.1	\$112.0	109.2	98%
Substantial Completions	\$463.5	\$17.3	\$3.4	20%
Closeouts*	\$14.5	\$5.8	\$5.8	100%

*Does not include support costs

John Kennard
Vice President
Capital Programs

CAPITAL PROGRAM

HIGHLIGHTS

May 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 to be exercised no later than June 30, 2018. The new cars will begin to arrive in the fourth quarter 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. Continued review and approval of obsolete components replacement to ensure specification and performance compliance and backward compatibility with existing M8 fleet.

GRAND CENTRAL TERMINAL (GCT)

GCT Utilities (fire suppression system upgrade at lower level of train shed and utility tunnels, and replacement of 49th St. existing fire pump)

Lower Level – Continued installation of fire hose valve cabinets at 43rd, 44th, 45th and 46th Streets' crossings.

Pipe Tunnel – Continued installation of fire standpipes, pipe hangers, and heat tracing conduits at Carey's Hole.

Upper Level – Continued installation of fire standpipes and heat tracing conduits along upper level tracks.

Overall project completion is anticipated in January 2019.

GCT Leaks Remediation Phase II

Installation of architectural panels and restoration continues at the 45th Street Bridge. Overall project completion is anticipated in August 2018.

Grand Central Terminal Public Address and Visual Information and Real Time Train Database System (RTTDS) 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 GCT contracts (PA/VIS & RTTDS, Cable Plant, and Big Boards & Gate Boards) which are critical to the implementation of the global Customer Service Initiative Project. Continued concept development for RTTDS and preliminary design for PA/VIS. Completed preliminary surveys and continued design

development of Customer Service Equipment Room 7C and various other locations for cable plant at GCT. Design development continues for Information/Big Boards and Gate Boards, with site surveys for the Gate Boards 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 the east stair will commence upon the west stair's completion which is expected in June 2018.
- *Exterior lighting improvements & art work on the viaduct (Small Business Mentoring Program Tier I)* – Completed installation of new exterior station lights and removal of the existing lighting on the Park Avenue Viaduct. Installation of the art work lighting mock-up is complete. Remaining light fixtures were released for fabrication and delivery.

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) Metro-North 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.

Site surveys at various locations for node houses (48 VDC power plants) are complete and installation of node houses commenced at Chappaqua, Highbridge and Mt. Kisco stations. Design development for facility enhancements continue and surveys at Riverdale, Pelham, Larchmont and Mt. Vernon East stations are complete. Preliminary design development continues for: video, access control, elevator & escalator management and security systems.

Station Improvement Initiatives at Harlem-125th Street, Riverdale, Crestwood, White Plains and Port Chester

The purpose of this 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, a new heated side platform, new island platform canopy, and entrance enhancements at Main St., Hamilton Ave., Mott St. Tunnel and the main entrance. The Crestwood, Port Chester and Riverdale Stations will receive a new canopy, waiting plaza, and improvements in station overpasses (Riverdale and Crestwood). Harlem-125th Street will receive station building and platform improvements, as well as, an enhanced lighting installation under the viaduct.

The design portion of the contract is progressing with various packages under review by key stakeholders. Site work is also underway as follows:

- White Plains Station – Commenced electrical work. Continued with the removal of brick around the island platform columns and the ceiling on the south end of the platform; as well as temporarily closed the Hamilton Avenue and Main Street stairs.
- Port Chester Station – Commenced lead abatement and painting of the Westchester Avenue Bridge in Port Chester.
- Riverdale Station – Test pit for canopy foundations, utilities, and overpass ceiling removals commenced.
- Harlem-125th Street Station – Survey scanning has commenced.
- Crestwood Station – Topography survey commenced.

There are various interim milestone completion dates at each station, with overall project completion in December 2020.

POWER

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

- *Phase I* – The purpose of this project is to replace and restore to a state of good repair the power and communication and signal (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 CP 19 (Greystone) to CP 35 (Croton-Harmon). Continued work to install medium voltage signal power precast ductbank and trough, galvanized steel and PVC conduits for communication and signal, 40" trough at interlocking locations and concrete work for platform foundation and columns under the Track 4 continuous outage from CP 25 (Tarrytown) to CP 19 (Greystone). In the out-of-outage work area (outside the track limits for a power outage), continued to test pitting excavation work and communication fiber testing/splicing.
- *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 CP 5 (Bronx) to CP 19 (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 pit excavations and borings. 90% design review by key stakeholders continues.

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

Power Infrastructure Restoration – Substations – Sandy

- *Tarrytown* – Continued high potential electrical testing of rectifier transformers cables. Punchlist work is underway.

- *Croton-Harmon* – Continued installation of fiberglass conduits for the remote terminal unit. Punchlist work is underway.
- *Riverdale* – Continued installation of plumbing at the Crew Quarters building and miscellaneous steel work of the substation catwalk. Punchlist work is underway.

Substantial completion for the three substations is forecasted for September 2018.

Harlem & Hudson Lines Power Improvements

- *Construction of 86th Street Substation and 110th Street Negative Return Reactors*
 - *110th St. (replacement of negative return reactors in the substation under the viaduct)* – Operating as of July 2016.
 - *86th St.* – Demolition and removal of equipment on the east and west platforms continue. Installation of the 5KV switchgear building's foundation at the west platform is underway as well as excavation for new column footings on the east platform.

AC and DC Switchgear equipment are currently in storage. Set-up of AC switchgear equipment is planned for the second quarter 2018 with the DC switchgear equipment to follow in the third quarter 2018. Overall project completion in the first quarter of 2019.

- *The Brewster Substation* – Completed installation of 15 KV transformers on foundation pad. Perform cable pull to rectifier transformer, high potential electrical testing of rectifier transformers cables and 15KV transformer feeds and termination of the 15KV transformer feeds. Substantial completion is anticipated in the fourth quarter 2018.

Substation Replacement Bridge - 23

- *Mount Vernon East* – Signal substation was delivered to site and assembly is underway. Final testing and commissioning continues.
- *Catenary work between Mount Vernon and New Rochelle* - Further testing and commissioning continues.
- *New Rochelle* – Control work of transfer trip for non-outage Integrated Communications Optical Network (ICON) testing is complete. Follow-up ICON control testing requiring power outage is tentatively scheduled to begin by the end of June 2018.

Overall project completion is anticipated in the fourth quarter 2018.

TRACK AND STRUCTURES

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

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

Project completion is anticipated in March 2019.

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 has been delivered and erection to complete in June 2018. Prospect Hill Road Bridge is anticipated to open for vehicular traffic by year end 2018.

Overhead Bridge Program – Select Bridges East of Hudson

14th Avenue Bridge, Mt. Vernon, NY (Design-Build contract) – Various design packages are under review by key stakeholders. Completed installation of conduits and pulled signal wire through conduits on tracks 3 and 4, also completed removal of asphalt on bridge and sidewalks. The bridge has been closed to vehicular traffic. The installation of guy wires, switching over of signal power cables, removal of wood deck and existing painting on bridge is underway. The bridge will be opened for vehicular traffic by February 2019.

Harlem River Lift Bridge (HRLB) Security Upgrades

Construction submittal phase is underway. Continued with lead abatement and the installation of standpipe conduit risers on both the Bronx and Manhattan sides.

Harlem River Lift-Bridge Power Cable Tie

The purpose of this project is to furnish and install a new Bronx-Manhattan power cable tie system to provide back-up power between the two sides of the Harlem River Lift Bridge. The new power cable will be installed in the existing duct bank / manhole system of the existing micro tunnel that spans across the Harlem River. Construction submittal phase continues. Continued preparation for conduit installation between the Bronx and Manhattan AC houses.

Harlem Line Wayside Communications and Signal System Infrastructure Improvements

The purpose of the project is for the engineering, procurement, installation and the testing of fiber optic and copper cables and related installation materials, enclosures, equipment, conduits and hardware along CP 112 (Woodlawn) to CP 154 (Southeast).

Construction submittals phase is underway. Field survey has commenced; construction is scheduled to commence in June 2018.

Cyclical Track Program

Cyclical Track Program consists of the replacement of 14,600 wood ties, 10 miles of continuous welded rail, and surfacing of 140 miles of track. To date, Metro-North forces have

installed approximately 19,899 ties, 4.36 miles of rail, and surfaced 32.73 miles of track on the Hudson, Harlem, and New Haven Lines.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Subsystem designs being finalized. On-Board and office software is in development. Pre-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. Civil Speed Enforcement is available on all lines for use by Amtrak, freight and Metro-North Advanced Civil Speed Enforcement System equipped rolling stock for revenue service. Installation and testing of PTC transponders are complete for Pilot 2 (Hudson Line CP 25 Tarrytown to CP 35 Croton-Harmon) and is ongoing for Pilot 1 (New Haven Line CP 255 Bridgeport to CP 274 New Haven). Wayside subsystem deliveries and installations continue on all lines. All M7A on-board PTC equipment installation has been completed. M3A, P32 and Cab Car on-board PTC hardware installations are ongoing. 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. Metro-North 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 was complete in March 2018. The next cut over from CP-Harriman to CP-Valley is scheduled for June 2018.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- *Consist Shop Facility/Building 6 (CSF)* – Completed pipe and sprinkler head installation for FM-200 system at communication rooms. Continued interior mechanical, electrical & plumbing related installation including: duct work, plumbing, fire suppression, insulation, conduit installation and wire pulling for various systems, equipment/panel boards, interior partitions, doors & windows hardware, kitchen cabinet installation, flooring materials, bathroom accessories, pre-testing for passenger & freight elevators, FM-200 related sprinkler head replacement and application of fire stopping to all refrigerant and condensate drainage piping. Continued pipe identification and application of final paint coating of exposed electric conduit, compressed air piping, foundation wall and steel columns.

- *EMU (Electric Multiple Unit) Annex Building* – Continued installation of BMS throughout the building, continued interior installation such as: masonry walls, interior duct work, plumbing, fire suppression, conduits and wiring for PA system, voice & data lines, lighting controls, bathroom accessories, equipment/panel boards, bridge and gantry cranes & workstations, metal stairs, control panel wiring and pre-testing for passenger and freight elevators, wiring of switchgear and panels inside the electrical room. Continued installation of axle cleaning equipment, inspection station, elevator sump pump, wheel press equipment and other industrial equipment. Continued painting of exposed electric conduits and compressed air lines.
- *Yard Utilities and Miscellaneous* – Continued installation of underground utilities at CSF and EMU Annex.

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

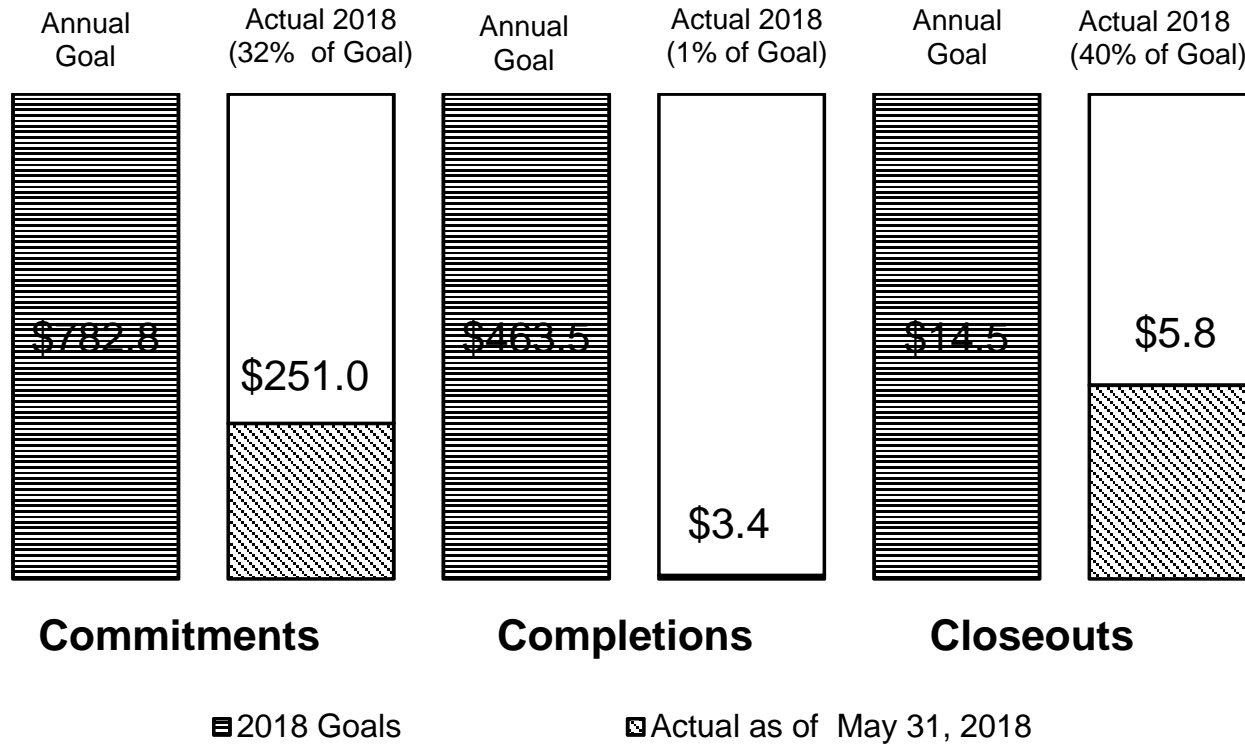
Phase V, Stage II Preliminary Design

Procurement process is underway with design-build proposals received and under review, plan to award in third quarter 2018.

2018 MNR Capital Program Goals

As of May 31, 2018

In Millions





Long Island Rail Road

Transportation Report Highlights

May 2018 Highlights: Operations Report

May On-time performance (OTP) was below goal at 92.3%, with 2 out of 11 branches operating at or above goal. During four AM Peak periods, we operated at 100% on time.

Our Year to Date (YTD) performance has improved to 90.2%, which is a 0.5% increase since last month.

Sixteen events resulted in 10 or more late trains, unfavorably impacting our OTP by approximately 1.9%.

- Infrastructure issues caused four incidents resulting in 63 late trains. Delays were attributable to signal, crossing gate malfunctions, and a track circuit failure.
- Equipment related issues caused two incidents, resulting in 93 late trains.
- An Amtrak extension of track work resulted 86 late trains
- A LIPA power outage on the Oyster Bay branch accounted for 25 late trains over two days
- A bridge strike east of Valley stream station resulting in 13 late trains
- 15 late trains were attributed to cross honoring fares due to a NYCT incident
- A human factor error resulted in 21 late trains



LONG ISLAND RAIL ROAD



Monthly Operating Report May 2018

Phillip Eng
President

06/18/18 *****

Performance Summary

Performance Summary			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	92.3%	90.2%	89.0%	90.4%
		AM Peak		90.8%	88.2%	88.9%	89.6%
		PM Peak		92.7%	85.4%	79.0%	81.7%
		Total Peak		91.7%	86.8%	84.2%	85.9%
		Off Peak Weekday		91.3%	90.6%	88.8%	90.6%
		Weekend		95.1%	93.5%	95.3%	95.2%
	Babylon Branch	Overall	93.9%	92.6%	89.8%	87.5%	88.8%
		AM Peak		90.8%	87.9%	91.3%	90.5%
		PM Peak		92.4%	83.8%	78.3%	79.7%
		Total Peak		91.5%	86.0%	85.2%	85.5%
		Off Peak Weekday		91.8%	90.9%	87.1%	90.0%
		Weekend		96.7%	93.7%	92.5%	91.3%
	Far Rockaway Branch	Overall	96.6%	94.3%	93.9%	94.9%	94.6%
		AM Peak		89.3%	88.5%	87.6%	90.0%
		PM Peak		99.5%	92.9%	93.4%	89.9%
		Total Peak		93.9%	90.5%	90.2%	90.0%
		Off Peak Weekday		94.0%	94.4%	95.5%	95.0%
		Weekend		95.3%	96.4%	98.8%	98.3%
	Huntington Branch	Overall	92.5%	90.6%	88.9%	88.0%	88.8%
		AM Peak		87.9%	87.6%	88.8%	88.3%
		PM Peak		92.0%	83.0%	73.4%	75.3%
		Total Peak		89.8%	85.4%	81.3%	82.0%
		Off Peak Weekday		88.2%	88.8%	85.5%	87.8%
		Weekend		96.0%	92.2%	97.4%	95.9%
	Hempstead Branch	Overall	96.5%	94.2%	90.8%	93.7%	92.7%
		AM Peak		95.9%	87.9%	94.1%	92.0%
		PM Peak		94.9%	84.9%	80.8%	81.8%
		Total Peak		95.5%	86.5%	87.8%	87.2%
		Off Peak Weekday		93.5%	91.7%	94.6%	92.9%
		Weekend		94.6%	93.2%	97.6%	97.7%
	Long Beach Branch	Overall	95.9%	94.1%	92.1%	91.7%	92.1%
		AM Peak		92.4%	88.3%	93.6%	91.8%
		PM Peak		97.1%	89.1%	84.7%	84.7%
		Total Peak		94.7%	88.7%	89.3%	88.4%
		Off Peak Weekday		93.2%	92.2%	90.8%	91.8%
		Weekend		95.5%	96.1%	96.7%	97.1%
	Montauk Branch	Overall	90.8%	91.4%	90.4%	89.0%	90.5%
		AM Peak		91.5%	89.0%	91.5%	90.1%
		PM Peak		88.4%	83.5%	83.6%	86.4%
		Total Peak		90.1%	86.5%	87.8%	88.4%
		Off Peak Weekday		91.7%	91.0%	91.6%	92.0%
		Weekend		91.9%	92.7%	85.4%	89.9%
	Oyster Bay Branch	Overall	94.1%	89.6%	89.1%	89.4%	90.4%
		AM Peak		92.2%	91.3%	92.2%	90.6%
		PM Peak		78.8%	76.3%	72.0%	77.9%
		Total Peak		86.0%	84.4%	82.9%	84.8%
		Off Peak Weekday		89.5%	90.1%	90.1%	91.1%
		Weekend		94.9%	93.1%	97.5%	96.3%

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	90.9%	89.8%	87.1%	88.7%	89.3%
	AM Peak		93.2%	87.3%	88.1%	88.5%
	PM Peak		88.9%	81.7%	80.4%	82.8%
	Total Peak		91.2%	84.7%	84.5%	85.8%
	Off Peak Weekday		88.1%	85.3%	87.1%	87.1%
	Weekend		91.9%	93.9%	97.6%	97.7%
Port Washington Branch	Overall	95.3%	93.5%	91.4%	84.6%	89.8%
	AM Peak		90.2%	92.2%	80.6%	89.4%
	PM Peak		92.7%	87.5%	66.7%	77.9%
	Total Peak		91.4%	89.9%	73.5%	83.5%
	Off Peak Weekday		93.5%	91.8%	85.0%	89.6%
	Weekend		96.3%	92.6%	97.1%	97.3%
Ronkonkoma Branch	Overall	91.6%	88.7%	86.9%	85.8%	88.2%
	AM Peak		88.3%	84.5%	84.1%	85.6%
	PM Peak		94.5%	86.2%	84.5%	86.5%
	Total Peak		91.0%	85.2%	84.3%	86.0%
	Off Peak Weekday		85.1%	86.2%	83.6%	87.5%
	Weekend		93.8%	92.0%	93.2%	92.8%
West Hempstead Branch	Overall	95.8%	95.9%	92.4%	94.6%	94.2%
	AM Peak		93.6%	85.7%	94.5%	92.6%
	PM Peak		93.2%	87.1%	85.6%	85.6%
	Total Peak		93.4%	86.5%	89.7%	88.7%
	Off Peak Weekday		97.1%	95.0%	96.2%	95.9%
	Weekend		96.5%	94.4%	98.1%	97.9%
Operating Statistics		Trains Scheduled	21,020	101,280	21,251	102,531
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.6	-13.5	-12.3	-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			260	1,820	310	1,696
Trains Canceled			46	903	183	829
Trains Terminated			46	544	89	465
Percent of Scheduled Trips Completed			99.6%	98.6%	98.7%	98.7%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.2%			
		PM Peak	97.8%			
		Total Peak	98.5%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		Apr	May	YTD Thru May	May	YTD Thru May	
Engineering (Scheduled)	3.0%	31	49	128	79	263	(135)
Engineering (Unscheduled)	13.8%	152	224	1,092	114	1,178	(86)
Maintenance of Equipment	13.2%	206	214	966	166	902	64
Transportation	5.8%	31	94	239	55	420	(181)
Capital Projects	10.0%	98	162	443	93	309	134
Weather and Environmental	1.5%	90	25	2,511	161	1,615	896
Police	8.2%	94	133	960	219	833	127
Customers	17.0%	299	277	1,567	401	1,492	75
Special Events	6.0%	54	98	270	126	256	14
Other	11.4%	58	185	786	147	499	287
3rd Party Operations	10.2%	87	166	956	787	2,111	(1,155)
Total	100.0%	1,200	1,627	9,918	2,348	9,878	40

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-May	Tues	Train 1203 with equipment trouble east of Woodside	24		1				7			31		1
1-May	Tues	Train 1614 with equipment trouble in Penn Station	13						6			19		
3-May	Thurs	Extended Amtrak track work	60		8				17	1		77	1	8
3-May	Thurs	Loss of Signal Supervisory System at Queens Interlocking							16	2		16	2	
3-May	Thurs	Crossing protection malfunction at New Hyde Park				18			4			22		
3-May	Thurs	LIPA outage on the Oyster Bay Branch					1	3		7	1		8	4
4-May	Fri	LIPA outage on the Oyster Bay Branch	3	1	1				2	3	3	5	4	4
4-May	Fri	Bridge strike east of Valley Stream				6		1	6			12		1
8-May	Tues	Train 1608 with equipment trouble west of Carle Place	25	2					13	1	1	38	3	1
23-May	Wed	Pedestrian strike at Kew Gardens							35		2	35		2
25-May	Fri	Bridge strike east of Valley Interlocking				10	1		7			17	1	
25-May	Fri	Heavy holiday loading and unloading				5	1		20			25	1	
29-May	Tues	Signal trouble at Brook Interlocking	9		2				1			10		2
29-May	Tues	Track circuit failure at Nassau Interlocking				6			5			11		
29-May	Tues	Assisting NYCT due to trespasser strike	11						4			15		
31-May	Thurs	Rules violation in Babylon				10	4		5	2		15	6	
TOTAL FOR MONTH			145	3	12	55	7	4	148	16	7	348	26	23
													397	



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

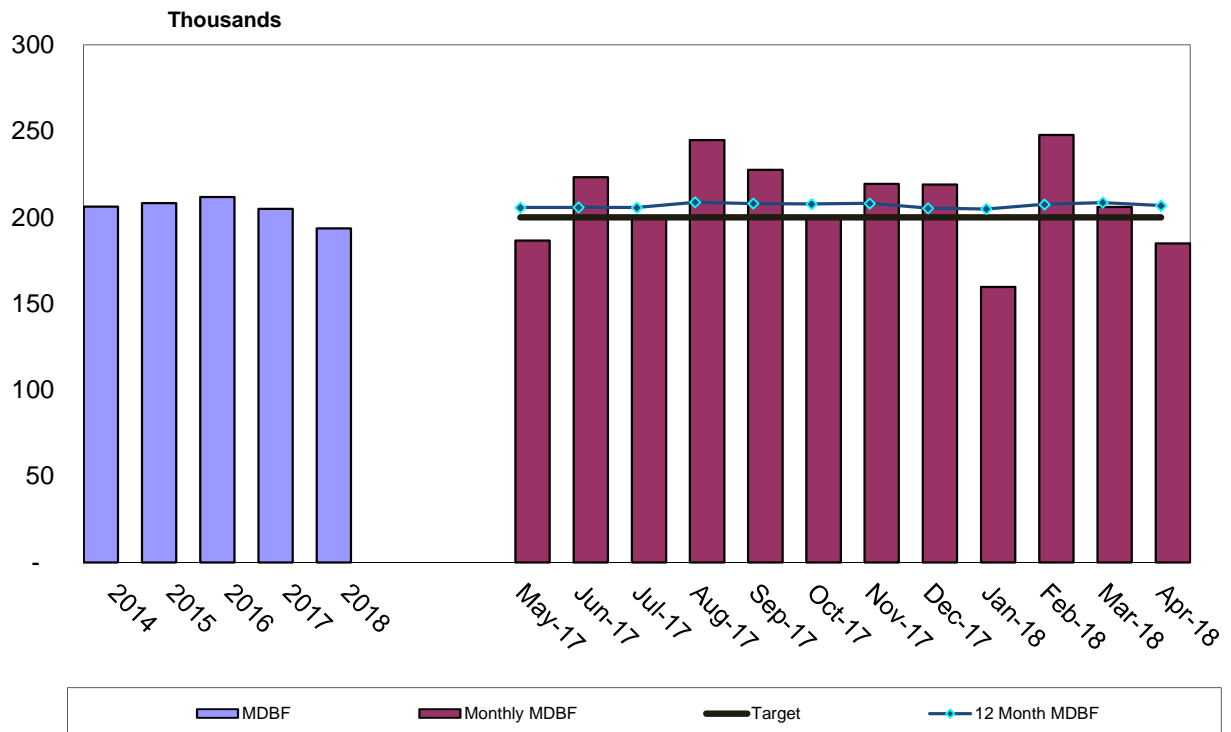
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - APRIL 2018

	2018 Data							2017 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month MDBF Rolling Avg (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean	M-3	152	67,000	79,139	7	72,500	75,707	131,424	4	64,950
Distance	M-7	836	440,000	410,455	12	496,275	507,735	277,896	18	375,615
Between Failures	C-3	134	122,000	163,257	4	94,634	115,571	161,286	4	131,392
	DE	24	22,000	15,524	6	19,096	18,165	29,025	3	23,357
	DM	21	22,000	12,357	5	20,487	25,885	33,904	2	23,793
	Diesel	179	65,000	53,864	15	54,625	62,098	88,892	9	69,441
	Fleet	1,167	200,000	184,923	34	193,710	206,811	204,125	31	189,854

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

ALL FLEETS Mean Distance Between Failure 2014 - 2018





Standee Report

East Of Jamaica

East Of Jamaica			2018 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	11
		Total Standees	1	11
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Huntington Branch	Program Standees	70	0
		Add'l Standees	5	27
		Total Standees	75	27
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	10	0
		Total Standees	10	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	11	64
		Total Standees	11	64
	Ronkonkoma Branch	Program Standees	0	0
Add'l Standees		8	22	
Total Standees		8	22	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			105	128

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF MAY 2018

Standee Report

West Of Jamaica

			2018 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	18
		Total Standees	1	18
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Huntington Branch	Program Standees	40	0
		Add'l Standees	3	54
		Total Standees	43	54
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	25
		Total Standees	0	25
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	14	0
		Total Standees	42	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	11	64
		Total Standees	11	64
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	18
		Total Standees	1	18
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	7	2
		Total Standees	7	2
System Wide PEAK			104	183

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 MAY 2018

Elevator Availability		2018		2017	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	94.4%	97.6%	99.0%	99.0%
	Far Rockaway Branch	99.2%	99.3%	99.1%	99.0%
	Hempstead Branch	99.7%	99.5%	99.5%	99.4%
	Long Beach Branch	99.3%	99.4%	98.8%	98.7%
	Port Jefferson Branch	99.2%	98.6%	98.5%	98.9%
	Port Washington Branch	98.9%	99.4%	99.3%	99.3%
	Ronkonkoma Branch	99.4%	99.3%	99.7%	99.1%
	City Terminal Stations	99.4%	99.5%	99.2%	98.4%
	Overall Average	98.2%	98.9%	99.1%	98.9%

Escalator Availability		2018		2017	
		May	Year to Date	May	Year to Date
Branch	Babylon Branch	98.1%	96.0%	96.8%	97.0%
	Far Rockaway Branch	98.7%	95.2%	95.2%	98.0%
	Hempstead Branch	99.1%	96.7%	97.6%	98.6%
	Long Beach Branch	97.4%	97.9%	95.5%	92.0%
	Port Jefferson Branch	99.8%	99.2%	95.9%	97.3%
	City Terminal	96.1%	97.5%	99.2%	99.1%
	Overall Average	97.2%	96.9%	98.3%	97.8%



Long Island Rail Road

Financial Report Highlights





LIRRSUBWAYBUS

INTRODUCING ATLANTIC TICKET

AN ATTRACTIVE NEW WAY TO TRAVEL

The MTA is testing a new type of ticket for customers traveling between select stations in Southeast Queens and Brooklyn, including Atlantic Terminal. The Atlantic Ticket offers quick, convenient LIRR rides plus a 7 Day Unlimited Ride MetroCard that lets you connect to subways and local buses in all 5 boroughs.

Choose what Atlantic Ticket option works best for you:

- A one-way ticket (good for 1 hour on LIRR) between any of the two stations below for just \$5.
- A weekly ticket (good for the LIRR rides above) plus a 7 Day Unlimited Ride MetroCard good for subway and local bus rides for just \$40.

Try the Atlantic Ticket today. Then tell us what you think about it at mta.info/atlanticticket.

ATLANTIC TICKETS ARE GOOD FOR TRAVEL BETWEEN THESE LIRR STATIONS:



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graph LR
    AtlanticTerminal[Atlantic Terminal] --> Jamaica
    Jamaica --> ForestHills[Forest Hills]
    ForestHills --> EastNewYork[East New York]
    EastNewYork --> AtlanticTerminal
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Long Island Rail Road

Financial Report Highlights

The Long Island Rail Road's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to Budget and key financial performance indicators.

April 2018 Highlights

- Total revenue of \$393.9 million was \$28.9 million higher than Budget. This was due primarily to the timing of reimbursements for capital activity.
- Through April, total 2018 ridership was 28.0 million, which was 1.7% less than 2017 and 0.9% below Budget. Commutation ridership of 16.8 million was 1.4% less than 2017 and 1.1% below Budget. Non-Commutation ridership of 11.2 million was 2.2% less than 2017 and 0.7% below Budget. Consequently, Farebox Revenue of \$229.6 million was \$3.4 million less than Budget.
- Total expenses before non-cash liability adjustments of \$637.5 million were \$10.6 million (1.6%) below Budget. The primary drivers of this favorable variance are vacant positions including associated fringe costs and timing of material usage.

Financial Results for Year-to-Date (YTD) April 2018 are presented in the table below and compared to Budget.

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$364.9	\$393.9	\$28.9
Total Expenses Before Non-Cash Liabilities	648.0	637.5	10.6
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$283.1)	(\$243.6)	\$39.5
Other Non-Cash Liabilities	144.5	177.4	(32.9)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$427.5)	(\$421.0)	\$6.5
Cash Adjustments	96.7	184.1	87.3
Net Cash Surplus/(Deficit)	(\$330.8)	(\$237.0)	\$93.8

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

April YTD operating results were favorable by \$6.5 or 1.5% lower than the Adopted Budget.

Non-Reimbursable revenues through April were \$(4.2) unfavorable to the Adopted Budget. Other Operating Revenues were unfavorable due to timing of advertising revenue. Farebox Revenue was unfavorable as a result of lower ridership. Total Non-Reimbursable expenses through April were \$10.7 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials and maintenance and professional contracts, partially offset by higher FELA Indemnity reserves and overtime.

YTD capital and other reimbursable expenditures (and reimbursements) were \$33.1 higher than the Adopted Budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$393.9 were \$28.9 or 7.9% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$(3.4) unfavorable to budget due to lower ridership and yield per passenger. Ridership through April was 28.0 million. This was 1.7% lower than 2017 (adjusted for same number of calendar work days) and 0.9% lower than the Adopted Budget.
- **Y-T-D Other Operating Revenues** were \$(0.8) unfavorable to budget due to timing of advertising, partially offset by the timing of freight and rental revenue and higher special services revenue.
- **Y-T-D Capital and Other Reimbursements** were \$33.1 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date April **Total Expenses** (including depreciation and other) of \$814.9 were unfavorable to the Adopted Budget by \$(22.4) or (2.8)%.

Labor Expenses, \$(9.7) unfavorable Y-T-D.

- **Payroll**, \$10.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(16.7) unfavorable Y-T-D (primarily higher capital project activity, vacancy/absentee coverage and weather-related overtime).
- **Health & Welfare**, \$2.7 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(10.4) unfavorable Y-T-D (higher FELA Indemnity reserves and Railroad Retirement Taxes).

Non-Labor Expenses, \$20.2 favorable Y-T-D.

- **Electric Power**, \$0.9 favorable Y-T-D (lower consumption, partially offset by higher rates).
- **Fuel**, \$(1.0) unfavorable Y-T-D (higher rates, partially offset by lower consumption).
- **Insurance**, \$0.7 favorable Y-T-D (lower Force Account and liability Insurance, partially offset by higher property insurance).



Long Island Rail Road

Financial Report Highlights

- **Claims**, \$1.0 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$2.5 favorable Y-T-D (Primarily Timing of vegetation management, security systems, Penn Station cleaning, TVM Maintenance, non-revenue vehicle repairs, parking garage maintenance, hazardous waste cleanup and joint facilities, partially offset by higher capital project activity).
- **Professional Services**, \$2.3 favorable Y-T-D (Primarily timing of activities/payments for M7 propulsion consultant, MTA chargebacks, Enterprise Asset Management and other professional services, partially offset by higher capital project activity).
- **Materials and Supplies**, \$12.8 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments, partially offset by higher capital project activity).
- **Other Business Expense**, \$0.9 favorable Y-T-D (higher restitution of property damage and lower bad debt reserves and office supplies).

Depreciation and Other, \$(33.0) unfavorable Y-T-D (higher Depreciation and Other Post-Employment Benefits based on latest actuarial estimates).

CASH DEFICIT SUMMARY

The Cash Deficit through April of \$237.0 was \$93.8 favorable to the Adopted Budget due to higher receipts and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 47.2%, 3.5 percentage points above the Adopted Budget resulting from lower expenses.
- Through April, the Adjusted Farebox Operating Ratio was 53.5%, which is above the Adopted Budget due to lower expenses.
- Through April, the Adjusted Cost per Passenger was \$16.13, which is lower than the Adopted Budget due to lower expenses.
- Through April, the Revenue per Passenger was \$8.21, which was above the Adopted Budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCURAL STATEMENT of OPERATIONS by CATEGORY
APRIL 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$60.371	\$59.158	(\$1.212)	(2.0)	\$0.000	\$0.000	\$0.000	-	\$60.371	\$59.158	(\$1.212)	(2.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.085	3.400	0.315	10.2	0.000	0.000	0.000	-	3.085	3.400	0.315	10.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	33.103	44.243	11.140	33.7	33.103	44.243	11.140	33.7
Total Revenue	\$63.456	\$62.558	(\$0.897)	(1.4)	\$33.103	\$44.243	\$11.140	33.7	\$96.559	\$106.802	\$10.243	10.6
Expenses												
<i>Labor:</i>												
Payroll	\$47.716	\$45.918	\$1.798	3.8	\$10.996	\$11.279	(\$0.283)	(2.6)	\$58.712	\$57.197	\$1.515	2.6
Overtime	8.436	11.482	(3.046)	(36.1)	3.293	6.012	(2.719)	(82.6)	11.729	17.494	(5.765)	(49.2)
Health and Welfare	10.095	8.943	1.152	11.4	2.383	2.873	(0.490)	(20.6)	12.478	11.815	0.662	5.3
OPEB Current Payment	6.342	5.207	1.136	17.9	0.000	0.000	0.000	-	6.342	5.207	1.136	17.9
Pensions	10.916	10.546	0.370	3.4	3.871	4.241	(0.370)	(9.6)	14.787	14.787	0.000	0.0
Other Fringe Benefits	12.558	15.034	(2.476)	(19.7)	2.436	3.107	(0.670)	(27.5)	14.995	18.140	(3.146)	(21.0)
Reimbursable Overhead	(2.385)	(4.572)	2.188	91.7	2.385	4.572	(2.188)	(91.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$93.679	\$92.557	\$1.122	1.2	\$25.363	\$32.084	(\$6.720)	(26.5)	\$119.042	\$124.640	(\$5.598)	(4.7)
<i>Non-Labor:</i>												
Electric Power	\$7.071	\$7.351	(\$0.279)	(4.0)	\$0.000	\$0.168	(\$0.168)	-	\$7.071	\$7.518	(\$0.447)	(6.3)
Fuel	1.425	1.627	(0.202)	(14.2)	0.000	0.024	(0.024)	-	1.425	1.651	(0.226)	(15.9)
Insurance	1.776	1.701	0.074	4.2	0.830	0.740	0.090	10.9	2.605	2.441	0.165	6.3
Claims	0.364	(1.231)	1.595	*	0.000	0.000	0.000	-	0.364	(1.231)	1.595	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.587	0.221	6.366	96.6	1.430	2.983	(1.553)	*	8.016	3.204	4.813	60.0
Professional Service Contracts	2.807	2.248	0.559	19.9	0.060	0.153	(0.093)	*	2.867	2.401	0.466	16.3
Materials & Supplies	14.697	9.688	5.009	34.1	5.388	7.911	(2.523)	(46.8)	20.085	17.599	2.486	12.4
Other Business Expenses	1.495	1.234	0.261	17.5	0.033	0.182	(0.149)	*	1.528	1.416	0.113	7.4
Total Non-Labor Expenses	\$36.222	\$22.839	\$13.383	36.9	\$7.740	\$12.160	(\$4.420)	(57.1)	\$43.962	\$34.999	\$8.963	20.4
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$129.901	\$115.396	\$14.505	11.2	\$33.103	\$44.243	(\$11.140)	(33.7)	\$163.005	\$159.640	\$3.365	2.1
<i>Depreciation</i>												
Depreciation	\$28.407	\$41.032	(\$12.625)	(44.4)	\$0.000	\$0.000	\$0.000	-	\$28.407	\$41.032	(\$12.625)	(44.4)
Other Post Employment Benefits	7.539	11.645	(4.106)	(54.5)	0.000	0.000	0.000	-	7.539	11.645	(4.106)	(54.5)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$166.014	\$168.239	(\$2.226)	(1.3)	\$33.103	\$44.243	(\$11.140)	(33.7)	\$199.117	\$212.483	(\$13.366)	(6.7)
Net Surplus/(Deficit)	(\$102.558)	(\$105.681)	(\$3.123)	(3.0)	\$0.000	\$0.000	\$0.000	-	(\$102.558)	(\$105.681)	(\$3.123)	(3.0)
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.407	\$41.032	\$12.625	44.4	\$0.000	\$0.000	\$0.000	-	28.407	\$41.032	\$12.625	44.4
Operating/Capital	(2.936)	(0.980)	1.956	66.6	0.000	0.000	0.000	-	(2.936)	(0.980)	1.956	66.6
Other Cash Adjustments	0.384	2.105	1.720	*	0.000	0.000	0.000	-	0.384	2.105	1.720	*
Total Cash Conversion Adjustments	\$25.855	\$42.157	\$16.302	63.0	0.000	\$0.000	\$0.000	-	\$25.855	\$42.157	\$16.302	63.0
Net Cash Surplus/(Deficit)	(\$76.703)	(\$63.524)	\$13.179	17.2	\$0.000	\$0.000	\$0.000	-	(\$76.703)	(\$63.524)	\$13.179	17.2

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
APRIL Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$233.022	\$229.619	(\$3.403)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$233.022	\$229.619	(\$3.403)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	13.035	12.252	(0.783)	(6.0)	0.000	0.000	0.000	-	13.035	12.252	(0.783)	(6.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	118.875	151.979	33.105	27.8	118.875	151.979	33.105	27.8
Total Revenue	\$246.057	\$241.871	(\$4.186)	(1.7)	\$118.875	\$151.979	\$33.105	27.8	\$364.931	\$393.850	\$28.919	7.9
Expenses												
<i>Labor:</i>												
Payroll	\$186.288	\$176.011	\$10.277	5.5	\$43.314	\$43.151	\$0.163	0.4	\$229.602	\$219.162	\$10.440	4.5
Overtime	42.369	50.646	(8.277)	(19.5)	11.489	19.955	(8.466)	(73.7)	53.858	70.601	(16.743)	(31.1)
Health and Welfare	40.518	36.155	4.363	10.8	9.221	10.860	(1.639)	(17.8)	49.739	47.015	2.724	5.5
OPEB Current Payment	25.369	21.005	4.364	17.2	0.000	0.000	0.000	-	25.369	21.005	4.364	17.2
Pensions	44.167	43.245	0.922	2.1	14.981	15.904	(0.922)	(6.2)	59.148	59.148	0.000	0.0
Other Fringe Benefits	52.102	60.338	(8.235)	(15.8)	9.429	11.631	(2.203)	(23.4)	61.531	71.969	(10.438)	(17.0)
Reimbursable Overhead	(8.981)	(16.823)	7.842	87.3	8.981	16.823	(7.842)	(87.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$381.833	\$370.576	\$11.257	2.9	\$97.415	\$118.324	(\$20.909)	(21.5)	\$479.248	\$488.900	(\$9.652)	(2.0)
<i>Non-Labor:</i>												
Electric Power	\$30.144	\$28.872	\$1.271	4.2	\$0.000	\$0.408	(\$0.408)	-	\$30.144	\$29.281	\$0.863	2.9
Fuel	5.831	6.810	(0.979)	(16.8)	0.000	0.024	(0.024)	-	5.831	6.834	(1.002)	(17.2)
Insurance	7.074	6.811	0.263	3.7	3.063	2.596	0.467	15.3	10.137	9.406	0.730	7.2
Claims	1.457	0.422	1.034	71.0	0.000	0.000	0.000	-	1.457	0.422	1.034	71.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	25.910	19.640	6.271	24.2	5.058	8.782	(3.724)	(73.6)	30.969	28.422	2.547	8.2
Professional Service Contracts	11.119	8.641	2.478	22.3	0.212	0.369	(0.157)	(74.0)	11.331	9.010	2.321	20.5
Materials & Supplies	59.751	38.706	21.045	35.2	12.999	21.256	(8.257)	(63.5)	72.750	59.961	12.788	17.6
Other Business Expenses	6.013	4.996	1.017	16.9	0.128	0.221	(0.093)	(72.7)	6.141	5.216	0.924	15.0
Total Non-Labor Expenses	\$147.299	\$114.898	\$32.401	22.0	\$21.460	\$33.655	(\$12.195)	(56.8)	\$168.759	\$148.553	\$20.206	12.0
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$529.132	\$485.474	\$43.658	8.3	\$118.875	\$151.979	(\$33.105)	(27.8)	\$648.007	\$637.453	\$10.553	1.6
Depreciation	\$113.627	\$130.288	(\$16.662)	(14.7)	\$0.000	\$0.000	\$0.000	-	\$113.627	\$130.288	(\$16.662)	(14.7)
Other Post Employment Benefits	30.156	46.401	(16.244)	(53.9)	0.000	0.000	0.000	-	30.156	46.401	(16.244)	(53.9)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.667	0.757	(0.090)	(13.5)	0.000	0.000	0.000	-	0.667	0.757	(0.090)	(13.5)
Total Expenses	\$673.582	\$662.920	\$10.662	1.6	\$118.875	\$151.979	(\$33.105)	(27.8)	\$792.457	\$814.899	(\$22.443)	(2.8)
Net Surplus/(Deficit)	(\$427.525)	(\$421.049)	\$6.476	1.5	\$0.000	\$0.000	\$0.000	-	(\$427.525)	(\$421.049)	\$6.476	1.5
<i>Cash Conversion Adjustments</i>												
Depreciation	\$113.627	\$130.288	\$16.662	14.7	\$0.000	\$0.000	\$0.000	-	113.627	\$130.288	\$16.662	14.7
Operating/Capital	(4.236)	(2.194)	2.042	48.2	0.000	0.000	0.000	-	(4.236)	(2.194)	2.042	48.2
Other Cash Adjustments	(12.667)	55.962	68.629	*	0.000	0.000	0.000	-	(12.667)	55.962	68.629	*
Total Cash Conversion Adjustments	\$96.724	\$184.057	\$87.332	90.3	\$0.000	\$0.000	\$0.000	-	\$96.724	\$184.057	\$87.332	90.3
Net Cash Surplus/(Deficit)	(\$330.801)	(\$236.993)	\$93.808	28.4	\$0.000	\$0.000	\$0.000	-	(\$330.801)	(\$236.993)	\$93.808	28.4

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

April 2018					Year-to-Date April 2018		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(1.212)	(2.0)	Lower ridership \$(0.945) and lower yield per passenger \$(0.267).	(3.403)	(1.5)	Lower ridership \$(2.184) and lower yield per passenger \$(1.219).
Other Operating Revenue	Non Reimb.	0.315	10.2	Primarily due to higher rental and timing of freight revenue, partially offset by timing of advertising and miscellaneous revenue.	(0.783)	(6.0)	Primarily lower due to timing of advertising revenue and miscellaneous revenue, partially offset by higher rental, special services and timing of freight revenue.
Capital & Other Reimbursements	Reimb.	11.140	33.7	Timing of capital project activity and interagency reimbursements.	33.105	27.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.798	3.8	Primarily vacant positions.	10.277	5.5	Primarily vacant positions.
	Reimb.	(0.283)	(2.6)	Primarily due to timing of project activity.	0.163	0.4	Primarily due to timing of project activity.
Overtime	Non Reimb.	(3.046)	(36.1)	Primarily due to higher vacancy/absentee coverage, maintenance, weather-related overtime and scheduled/unscheduled service.	(8.277)	(19.5)	Primarily due to higher vacancy/absentee coverage, weather-related overtime and scheduled service.
	Reimb.	(2.719)	(82.6)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements and Annual Track program.	(8.466)	(73.7)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements and Annual Track program.
Health and Welfare	Non Reimb.	1.152	11.4	Vacant positions.	4.363	10.8	Vacant positions.
	Reimb.	(0.490)	(20.6)	Primarily due to timing of project activity.	(1.639)	(17.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.136	17.9	Fewer retirees/beneficiaries.	4.364	17.2	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.370	3.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.922	2.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

April 2018				Year-to-Date April 2018			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
	Reimb.	(0.370)	(9.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.922)	(6.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(2.476)	(19.7)	Higher FELA Indemnity reserves and Railroad Retirement Taxes.	(8.235)	(15.8)	Higher FELA indemnity reserves and Railroad Retirement Taxes.
	Reimb.	(0.670)	(27.5)	Primarily due to timing of project activity.	(2.203)	(23.4)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.188	91.7	Primarily due to timing of project activity.	7.842	87.3	Primarily due to timing of project activity.
	Reimb.	(2.188)	(91.7)	Primarily due to timing of project activity.	(7.842)	(87.3)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.279)	(4.0)	Higher rates, partially offset by lower consumption.	1.271	4.2	Lower consumption, partially offset by higher rates.
	Reimb.	(0.168)	-	Primarily due to timing of project activity.	(0.408)	-	Primarily due to timing of project activity.
Fuel	Non Reimb.	(0.202)	(14.2)	Higher rates, partially offset by lower consumption.	(0.979)	(16.8)	Higher rates, partially offset by lower consumption.
Insurance	Non Reimb.	0.074	4.2	Lower liability insurance, partially offset by higher property insurance.	0.263	3.7	Lower liability insurance, partially offset by higher property insurance.
	Reimb.	0.090	10.9	Force Account Insurance associated with project activity.	0.467	15.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	1.595	*	Decrease in non-employee reserves.	1.034	71.0	Decrease in non-employee reserves, partially offset by higher medical payments.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

April 2018					Year-to-Date April 2018		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	6.366	96.6	Timing of Janitorial & custodial services, escalator/elevator, vegetation management, security services, parking garage maintenance, HVAC maintenance, equipment/vehicle rentals, joint facilities and various other maintenance and other operating contracts.	6.271	24.2	Timing of vegetation management, security services, parking garage maintenance, HVAC maintenance, equipment/vehicle rentals, joint facilities and various other maintenance and other operating contracts, partially offset by the timing of uniform purchases.
	Reimb.	(1.553)	*	Primarily due to timing of project activity.	(3.724)	(73.6)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.559	19.9	Primarily timing of M7 Propulsion consultant, legal fees and other professional service contracts, partially offset by higher MTA Chargebacks.	2.478	22.3	Primarily timing of M7 Propulsion consultant and other professional service contracts, partially offset by higher MTA Chargebacks.
	Reimb.	(0.093)	*	Primarily due to timing of project activity.	(0.157)	(74.0)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	5.009	34.1	Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet and lower miscellaneous inventory adjustments.	21.045	35.2	Primarily timing of fleet modification initiatives, cameras, M7 observer seat, 15 year diesel propulsion and other initiatives under the Reliability Centered Maintenance (RCM) program and lower miscellaneous inventory adjustments.
	Reimb.	(2.523)	(46.8)	Primarily due to timing of project activity.	(8.257)	(63.5)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.261	17.5	Primarily due to lower debit/credit card fees, bad debts and timing of other misc. expenses.	1.017	16.9	Primarily higher restitution of property damages and lower bad debt reserves, partially offset by costs associated with printing timetables.
	Reimb.	(0.149)	*	Primarily due to timing of project activity.	(0.093)	(72.7)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(12.625)	(44.4)	Based on certain capital assets being fully depreciated.	(16.662)	(14.7)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(4.106)	(54.5)	Latest actuarial estimates.	(16.244)	(53.9)	Latest actuarial estimates.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)

April 2018					Year-to-Date April 2018		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	0.000	0.0		(0.090)	(13.5)	

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES April 2018 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$61.871	\$61.077	(\$0.794)	(1.3)	\$239.022	\$237.412	(\$1.610)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.024	1.577	(0.447)	(22.1)	8.793	13.924	5.131	58.3
Capital & Other Reimbursements	21.468	30.896	9.428	43.9	85.744	149.582	63.838	74.5
Total Receipts	\$85.363	\$93.551	\$8.188	9.6	\$333.559	\$400.918	\$67.359	20.2
Expenditures								
<i>Labor:</i>								
Payroll	\$51.811	\$50.019	\$1.792	3.5	\$220.144	\$210.558	\$9.586	4.4
Overtime	11.729	18.699	(6.970)	(59.4)	55.726	69.696	(13.970)	(25.1)
Health and Welfare	12.478	11.445	1.033	8.3	49.739	45.212	4.527	9.1
OPEB Current Payment	6.342	5.264	1.078	17.0	25.368	20.993	4.375	17.2
Pensions	14.787	14.386	0.401	2.7	59.148	57.380	1.768	3.0
Other Fringe Benefits	14.930	15.192	(0.262)	(1.8)	62.527	63.468	(0.941)	(1.5)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$112.077	\$115.006	(\$2.929)	(2.6)	\$472.652	\$467.305	\$5.347	1.1
<i>Non-Labor:</i>								
Electric Power	\$7.072	\$11.153	(\$4.081)	(57.7)	\$30.144	\$30.514	(\$0.370)	(1.2)
Fuel	1.425	1.331	0.094	6.6	5.832	7.292	(1.460)	(25.0)
Insurance	4.955	3.727	1.228	24.8	14.771	9.073	5.698	38.6
Claims	0.146	0.415	(0.269)	*	0.584	1.223	(0.639)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.015	5.784	2.231	27.8	30.969	26.187	4.782	15.4
Professional Service Contracts	3.811	(0.384)	4.195	*	11.064	9.576	1.488	13.4
Materials & Supplies	21.333	16.189	5.144	24.1	85.339	73.030	12.309	14.4
Other Business Expenses	1.732	1.961	(0.229)	(13.2)	7.005	6.929	0.076	1.1
Total Non-Labor Expenditures	\$48.489	\$40.175	\$8.314	17.1	\$185.708	\$163.825	\$21.883	11.8
<i>Other Expenditure Adjustments:</i>								
Other	\$1.500	\$1.321	\$0.179	11.9	\$6.000	\$5.393	\$0.607	10.1
Total Other Expenditure Adjustments	\$1.500	\$1.321	\$0.179	11.9	\$6.000	\$5.393	\$0.607	10.1
Total Expenditures	\$162.066	\$156.502	\$5.564	3.4	\$664.360	\$636.523	\$27.837	4.2
Cash Timing and Availability Adjustment	0.000	(0.573)	(0.573)	-	0.000	(1.387)	(1.387)	-
Net Cash Deficit (excludes opening balance)	(\$76.703)	(\$63.524)	\$13.179	17.2	(\$330.801)	(\$236.993)	\$93.808	28.4
Subsidies								
MTA	76.703	62.958	(13.745)	(17.9)	330.801	238.376	(92.425)	(27.9)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	April 2018			Year-to-Date as of April 30, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.794)	(1.3)	Lower ridership \$(0.945), lower yields \$(0.267) and lower MetroCard/AirTrain sales \$(0.155), partially offset by higher advance sales impact \$0.573.	(1.610)	(0.7)	Lower ridership \$(2.184), lower yields \$(1.219) and lower MetroCard/AirTrain sales \$(0.771), partially offset by higher advance sales impact \$2.564.
Other Operating Revenue	(0.447)	(22.1)	Primarily due to the timing of rental receipts.	5.131	58.3	Primarily due to the timing of rental receipts and unbudgeted special services receipts, partially offset by the timing of freight receipts.
Capital and Other Reimbursements	9.428	43.9	Timing of activity and reimbursement for capital and other reimbursements.	63.838	74.5	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.792	3.5	Primarily due to vacant positions and the timing of intercompany reimbursements.	9.586	4.4	Primarily due to vacant positions and the timing of intercompany reimbursements, partially offset by the timing of prior year Retroactive Wage Adjustment payments.
Overtime	(6.970)	(59.4)	Primarily due to higher project overtime, vacancy/absentee coverage, weather-related overtime, programmatic/routine maintenance and scheduled service.	(13.970)	(25.1)	Primarily due to higher project overtime, vacancy/absentee coverage, weather-related overtime, scheduled service and unscheduled maintenance, partially offset by lower programmatic/routine maintenance.
Health and Welfare	1.033	8.3	Primarily due to vacant positions and intercompany reimbursements.	4.527	9.1	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.078	17.0	Primarily due to fewer retirees/beneficiaries.	4.375	17.2	Primarily due to fewer retirees/beneficiaries.
Pensions	0.401	2.7	Due to intercompany reimbursements.	1.768	3.0	Due to intercompany reimbursements.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	April 2018			Year-to-Date as of April 30, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(0.262)	(1.8)	Primarily due to higher Railroad Retirement Tax and meal payments, partially offset by the timing of FELA payments.	(0.941)	(1.5)	Primarily due to higher meal and Railroad Retirement Tax payments, partially offset by the timing of intercompany reimbursements.
Non-Labor:						
Electric Power	(4.081)	(57.7)	Primarily due to a catch up PSEG traction power payment and higher rates, partially offset by lower consumption.	(0.370)	(1.2)	Primarily due to timing of payments and higher rates, partially offset by lower consumption.
Fuel	0.094	6.6	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.	(1.460)	(25.0)	Primarily due to higher rates and the timing of payments, partially offset by lower consumption.
Insurance	1.228	24.8	Primarily due to lower payments for station liability and force account Insurance.	5.698	38.6	Timing of insurance premium payments and lower station liability and force account insurance installment payments.
Claims	(0.269)	*	Higher claim payments.	(0.639)	*	Higher claim payments.
Maintenance and Other Operating Contracts	2.231	27.8	Timing of payments.	4.782	15.4	Timing of payments.
Professional Service Contracts	4.195	*	Primarily the timing of intercompany reimbursements and MTA Chargeback services payments.	1.488	13.4	Primarily the timing of payments for MTA Chargeback services, partially offset by prior period professional service payments.
Materials and Supplies	5.144	24.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	12.309	14.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.229)	(13.2)	Primarily higher credit/debit card fees payments.	0.076	1.1	Primarily the timing of payments, partially offset by higher credit/debit card fees payments.
Other Expenditure Adjustments	0.179	11.9	Lower MetroCard/AirTrain pass through payments.	0.607	10.1	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) April 2018 (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$1.500	\$1.919	\$0.419	27.9	\$6.000	\$7.793	\$1.793	29.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.061)	(1.823)	(0.761)	(71.8)	(4.242)	1.672	5.914	*
Capital & Other Reimbursements	(11.635)	(13.347)	(1.712)	(14.7)	(33.131)	(2.397)	30.734	92.8
Total Receipts	(\$11.196)	(\$13.251)	(\$2.055)	(18.4)	(\$31.372)	\$7.068	\$38.440	*
Expenditures								
<i>Labor:</i>								
Payroll	\$6.901	\$7.177	\$0.277	4.0	\$9.458	\$8.604	(\$0.854)	(9.0)
Overtime	(0.000)	(1.205)	(1.205)	*	(1.868)	0.905	2.773	*
Health and Welfare	(0.000)	0.370	0.371	*	(0.000)	1.803	1.803	*
OPEB Current Payment	0.000	(0.057)	(0.057)	*	0.001	0.013	0.012	*
Pensions	0.000	0.401	0.401	*	0.000	1.768	1.768	*
Other Fringe Benefits	0.065	2.948	2.883	*	(0.996)	8.502	9.497	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$6.965	\$9.635	\$2.669	38.3	\$6.596	\$21.595	\$15.000	*
<i>Non-Labor:</i>								
Electric Power	(\$0.001)	(\$3.634)	(\$3.634)	*	(\$0.000)	(\$1.233)	(\$1.233)	*
Fuel	0.000	0.320	0.320	*	(0.001)	(0.458)	(0.458)	*
Insurance	(2.350)	(1.286)	1.064	45.3	(4.634)	0.333	4.967	*
Claims	0.218	(1.646)	(1.864)	*	0.873	(0.801)	(1.674)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.001	(2.580)	(2.581)	*	(0.000)	2.235	2.235	*
Professional Service Contracts	(0.944)	2.785	3.729	*	0.267	(0.566)	(0.833)	*
Materials & Supplies	(1.248)	1.410	2.658	*	(12.589)	(13.069)	(0.479)	(3.8)
Other Business Expenses	(0.204)	(0.545)	(0.341)	*	(0.864)	(1.712)	(0.848)	(98.1)
Total Non-Labor Expenditures	(\$4.527)	(\$5.176)	(\$0.649)	(14.3)	(\$16.949)	(\$15.272)	\$1.677	9.9
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.500)	(\$1.321)	\$0.179	11.9	(\$6.000)	(\$5.393)	\$0.607	10.1
Total Other Expenditure Adjustments	(\$1.500)	(\$1.321)	\$0.179	11.9	(\$6.000)	(\$5.393)	\$0.607	10.1
Total Expenditures before Depreciation	\$0.939	\$3.138	\$2.199	*	(\$16.353)	\$0.930	\$17.284	*
Depreciation Adjustment	\$28.407	\$41.032	\$12.625	44.4	\$113.627	\$130.288	\$16.662	14.7
Other Post Employment Benefits	7.539	11.645	4.106	54.5	30.156	46.401	16.244	53.9
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.667	0.757	0.090	13.5
Total Expenditures	\$37.051	\$55.981	\$18.930	51.1	\$128.097	\$178.376	\$50.279	39.3
Cash Timing and Availability Adjustment	0.000	(0.573)	(0.573)	-	0.000	(1.387)	(1.387)	-
Total Cash Conversion Adjustments	\$25.855	\$42.157	\$16.302	63.0	\$96.724	\$184.057	\$87.332	90.3

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

	April 2018						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	32,748	\$2.076	37,523	\$2.372	(4,775)	(\$0.296)	137,898	\$8.722	147,134	\$9.300	(9,236)	(\$0.578)
					-14.6%	-14.3%					-6.7%	-6.6%
<u>Unscheduled Service</u>	7,989	\$0.533	9,121	\$0.586	(1,132)	(\$0.053)	32,427	\$2.152	30,892	\$2.009	1,535	\$0.144
					-14.2%	-9.8%					4.7%	6.7%
<u>Programmatic/Routine Maintenance</u>	57,549	\$3.434	70,666	\$4.227	(13,117)	(\$0.792)	247,349	\$14.608	239,542	\$14.147	7,807	\$0.460
					-22.8%	-23.1%					3.2%	3.2%
<u>Unscheduled Maintenance</u>	231	\$0.014	2,130	\$0.129	(1,899)	(\$0.115)	1,908	\$0.115	10,123	\$0.609	(8,215)	(\$0.494)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	36,958	\$2.169	59,450	\$3.551	(22,491)	(\$1.382)	147,569	\$8.748	231,323	\$13.785	(83,754)	(\$5.037)
					-60.9%	-63.7%					-56.8%	-57.6%
<u>Weather Emergencies</u>	1,429	\$0.084	6,420	\$0.426	(4,991)	(\$0.342)	133,858	\$7.521	160,227	\$10.038	(26,369)	(\$2.517)
					*	*					-19.7%	-33.5%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	2,301	\$0.126	1,723	\$0.192	578	(\$0.066)	9,204	\$0.504	8,257	\$0.758	947	(\$0.254)
					25.1%	-52.7%					10.3%	-50.3%
NON-REIMBURSABLE OVERTIME	139,205	\$8.436	187,032	\$11.482	(47,827)	(\$3.046)	710,213	\$42.369	827,499	\$50.646	(117,285)	(\$8.277)
					-34.4%	-36.1%					-16.5%	-19.5%
REIMBURSABLE OVERTIME	58,100	\$3.293	93,415	\$6.012	(35,314)	(\$2.719)	200,175	\$11.489	308,773	\$19.955	(108,597)	(\$8.466)
					-60.8%	-82.6%					-54.3%	-73.7%
TOTAL OVERTIME	197,305	\$11.729	280,446	\$17.494	(83,141)	(\$5.765)	910,389	\$53.858	1,136,271	\$70.601	(225,883)	(\$16.743)
					-42.1%	-49.2%					-24.8%	-31.1%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

* Exceeds 100%

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

	April 2018			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(4,775)	(\$0.296)	Higher Crew Book tours, Winter Amtrak SOGR and additional collectors to cover the Holiday (Easter) assignments within Transportation.	(9,236)	(\$0.578)	Higher Crew Books tours, Winter Amtrak SOGR and additional collectors to cover Holiday assignments within Transportation. Holiday overtime within Equipment, partially offset by lower Holiday overtime within Stations and Engineering departments.
	-14.6%	-14.3%		-6.7%	-6.6%	
<u>Unscheduled Service</u>	(1,132)	(\$0.053)		1,535	\$0.144	Less operational support required to fulfill on time performance.
	-14.2%	-9.8%		4.7%	6.7%	
<u>Programmatic/Routine Maintenance</u>	(13,117)	(\$0.792)	Lead bridge timber renewal, undercutting track maintenance Patchogue to Montauk (removal of contaminated ballast and mud), Winter Amtrak SOGR and Sperry rail car initiative and replacement of defective rail discovered by Sperry rail car inspections.	7,807	\$0.460	Lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation, partially offset by additional track night time emergency crew, installation of hydraulic bumper block at terminal end-points, Winter Amtrak SOGR overtime, undercutting track maintenance Patchogue to Montauk (removal of contaminated gravel and mud) and Sperry rail car initiative within Engineering.
	-22.8%	-23.1%		3.2%	3.2%	
<u>Unscheduled Maintenance</u>	(1,899)	(\$0.115)	Highway crossing emergency track work.	(8,215)	(\$0.494)	Unfavorable due to electrical and signal damage as a result of Recycling Plant fire adjacent to tracks, highway crossing emergency track rehabilitation (Montauk, Westbury, School Street) and broken rail mitigation along the Main Line and Port Washington branches within the Engineering department.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(22,491)	(\$1.382)	Primarily driven by open jobs & lower availability within the Equipment Department, lower availability, additional tours coverage within Stations.	(83,754)	(\$5.037)	Primarily driven by open jobs & lower availability within the Equipment department, lower availability, additional tours coverage within Stations departments and headcount shortfalls within Transportation.
	-60.9%	-63.7%		-56.8%	-57.6%	
<u>Weather Emergencies</u>	(4,991)	(\$0.342)	Timing of Transportation time slips submission related to the 3 March 2018 Nor'easters.	(26,369)	(\$2.517)	Adverse weather conditions.
	*	*		-19.7%	-33.5%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	578	(\$0.066)		947	(\$0.254)	Unfavorable due to variance between actual and forecasted wage rates.
	25.1%	-52.7%		10.3%	-50.3%	
NON-REIMBURSABLE OVERTIME	(47,827)	(\$3.046)		(117,285)	(\$8.277)	
	-34.4%	-36.1%		-16.5%	-19.5%	
REIMBURSABLE OVERTIME						
	(35,314)	(\$2.719)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements and Annual Track program.	(108,597)	(\$8.466)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements and Annual Track program.
	-60.8%	-82.6%		-54.3%	-73.7%	
TOTAL OVERTIME	(83,141)	(\$5.765)		(225,883)	(\$16.743)	
	-42.1%	-49.2%		-24.8%	-31.1%	

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2018 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH APRIL 2018

			Favorable/ (Unfavorable)
	Budget	Actual	Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	76	66	10
Human Resources	35	34	1
Sr VP Administration	2	2	0
Strategic Investments	18	16	2
President	4	4	0
VP & CFO	4	2	2
Information Technology	0	0	0
Controller	44	43	1
Management & Budget	21	16	5
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	71	70	1
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	10	3
System Safety	37	33	4
Training	68	65	3
Service Planning	26	25	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	511	464	47
Operations			
Transportation Services - Train Operations	2,234	2,280	(46)
Customer Services	303	303	-
Total Operations	2,537	2,583	(46)
Maintenance			
Engineering	2,051	2,053	(2)
Equipment	2,197	2,108	89
Procurement (Stores)	97	97	-
Total Maintenance	4,345	4,258	87
Engineering/Capital			
Department of Program Management	156	132	24
Special Projects/East Side Access	46	41	5
Positive Train Control	12	12	-
Total Engineering/Capital	214	185	29
Baseline Total Positions	7,607	7,490	117
<i>Non-Reimbursable</i>	6,227	6,245	(18)
<i>Reimbursable</i>	1,380	1,245	135
Total Full-Time	7,607	7,490	117
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH APRIL 2018**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 18 positions primarily due to Engineering workforce working on maintenance activity instead of capital project activity and unfavorable positions in Train Operations due to higher than anticipated Train Conductor graduations, partially offset by vacant positions in Maintenance of Equipment.
REIMBURSABLE POSITIONS - Favorable 135 positions primarily due to the timing of project activity in Engineering, Maintenance of Equipment departments and Department of Program Management, partially offset by unfavorable positions in Train Operations.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH APRIL 2018

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	259	238	21
Professional, Technical, Clerical	147	119	28
Operational Hourlies	106	107	(1)
Total Administration	511	464	47
Operations			
Managers/Supervisors	299	300	(1)
Professional, Technical, Clerical	97	87	10
Operational Hourlies	2,141	2,196	(55)
Total Operations	2,537	2,583	(46)
Maintenance			
Managers/Supervisors	813	731	82
Professional, Technical, Clerical	303	255	48
Operational Hourlies	3,229	3,272	(43)
Total Maintenance	4,345	4,258	87
Engineering/Capital			
Managers/Supervisors	145	129	16
Professional, Technical, Clerical	69	56	13
Operational Hourlies	0	0	0
Total Engineering/Capital	214	185	29
Total Positions			
Managers/Supervisors	1,516	1,398	118
Professional, Technical, Clerical	616	517	99
Operational Hourlies	5,476	5,575	(99)
Total Positions	7,607	7,490	117

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
RIDERSHIP
(In Millions)

RIDERSHIP

Monthly
Weekly
Total Commutation

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

APRIL 2018						
Month			Variance			
Adopted Budget	Actual 2018	Adjusted* 2017	Adopted Budget		Adjusted* 2017	
			#	%	#	%
4.177	4.113	4.088	(0.064)	-1.5%	0.025	0.6%
0.148	0.164	0.170	0.016	10.9%	(0.005)	-3.2%
4.325	4.278	4.258	(0.048)	-1.1%	0.020	0.5%
0.723	0.678	0.681	(0.045)	-6.2%	(0.003)	-0.5%
1.444	1.405	1.490	(0.039)	-2.7%	(0.085)	-5.7%
0.890	0.907	0.895	0.016	1.9%	0.012	1.3%
3.058	2.990	3.066	(0.068)	-2.2%	(0.076)	-2.5%
7.383	7.267	7.324	(0.116)	-1.6%	(0.057)	-0.8%

APRIL YEAR TO DATE 2018						
YTD			Variance			
Adopted Budget	Actual 2018	Adjusted* 2017	Adopted Budget		Adjusted* 2017	
			#	%	#	%
16.444	16.273	16.527	(0.171)	-1.0%	(0.253)	-1.5%
0.576	0.563	0.542	(0.013)	-2.3%	0.020	3.7%
17.020	16.836	17.069	(0.184)	-1.1%	(0.233)	-1.4%
2.645	2.591	2.607	(0.054)	-2.0%	(0.016)	-0.6%
5.399	5.330	5.494	(0.069)	-1.3%	(0.164)	-3.0%
3.239	3.282	3.353	0.043	1.3%	(0.071)	-2.1%
11.283	11.203	11.454	(0.081)	-0.7%	(0.251)	-2.2%
28.304	28.038	28.523	(0.265)	-0.9%	(0.484)	-1.7%

*Prior year adjusted to reflect current year calendar.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
April 2018

		MONTH			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2018</u>	<u>Budget</u>	<u>2017</u>	<u>Budget</u>	<u>2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	50.8%	45.4%	55.5%	5.4%	-4.7%
	Adjusted ⁽²⁾	58.1%	52.2%	64.6%	5.9%	-6.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.01	\$17.99	\$15.09	\$1.98	(\$0.93)
	Adjusted ⁽²⁾	\$14.81	\$16.48	\$13.66	\$1.66	(\$1.15)
Passenger Revenue/Passenger ⁽³⁾		\$8.14	\$8.18	\$8.37	(\$0.04)	(\$0.23)
		YEAR-TO-DATE			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2018</u>	<u>Budget</u>	<u>2017</u>	<u>Budget</u>	<u>2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	47.2%	43.7%	49.4%	3.5%	-2.2%
	Adjusted ⁽²⁾	53.5%	50.4%	57.8%	3.1%	-4.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.39	\$18.84	\$16.34	\$1.45	(\$1.05)
	Adjusted ⁽²⁾	\$16.13	\$17.25	\$14.86	\$1.12	(\$1.27)
Passenger Revenue/Passenger ⁽³⁾		\$8.21	\$8.23	\$8.07	(\$0.02)	\$0.14

(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



Long Island Rail Road

Ridership Report Highlights

April 2018 vs. 2017

- April 2018 total ridership decreased -0.8% compared to April 2017
- Commutation ridership increased +0.5% compared to April 2017
- April 2018 Non-Commutation ridership decreased -2.5% compared to April 2017
- The following factors impacted ridership this April:
 - A spring snowstorm on April 2nd brought the most April snow to NYC in over 30 years, possibly influencing travel plans for the Easter/Passover holidays.
 - Ridership may have been affected unfavorably by much cooler temperatures this April (49.5 degrees vs. 57.2 degrees last April).
 - Non-Commutation ridership was affected by having one less Saturday this April compared to April 2017.

2018 vs. 2017 YTD

- Total YTD ridership is -1.7% below 2017 and 0.9% below Budget
- YTD Commutation ridership is -1.4% below 2017
- YTD Non-Commutation ridership is -2.2% below 2017

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

April 2018

**April 2018 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

April Ridership and Revenue (millions)

	April 2018	% Change vs. 2017
Total Rail Ridership	7.267	-0.8% ▼
Commutation Ridership	4.278	0.5% ▲
Non-Commutation Ridership	2.990	-2.5% ▼
Rail Revenue	\$59.2	-0.9% ▼

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

	April 2018	% Change vs. 2017	Comparison to Budget
Total Rail Ridership	28.038	-1.7% ▼	-0.9% ▼
Commutation Ridership	16.836	-1.4% ▼	-1.1% ▼
Non-Commutation Ridership	11.203	-2.2% ▼	-0.7% ▼
Rail Revenue	\$229.6	0.7% ▲	-1.5% ▼

April RIDERSHIP

April COMMUTATION RIDERSHIP

April NON-COMMUTATION RIDERSHIP

-
- | Year | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | |
|------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 2017 | \$56.0 | \$54.0 | \$58.0 | \$60.0 | \$61.5 | \$64.5 | \$62.5 | \$61.0 | \$63.0 | \$62.5 | \$61.5 |
| 2018 | \$56.0 | \$55.5 | \$59.0 | \$59.0 | \$61.0 | \$64.5 | \$62.5 | \$61.0 | \$63.0 | \$62.5 | \$61.5 |

[illegible]

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
April 2018**

TICKET TYPE/SERVICE	April 2018	April 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,277,521	4,257,826	19,696	0.5%
NON-COMMUTATION RIDERSHIP	2,989,696	3,066,014	(76,318)	-2.5%
TOTAL RIDERSHIP	7,267,217	7,323,840	(56,622)	-0.8%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2018 YEAR-TO-DATE**

TICKET TYPE/SERVICE	April 2018	April 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	16,835,916	17,069,044	(233,127)	-1.4%
NON-COMMUTATION RIDERSHIP	11,202,500	11,453,776	(251,276)	-2.2%
TOTAL RIDERSHIP	28,038,416	28,522,820	(484,403)	-1.7%

* 2017 ridership numbers were adjusted using 2018 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
April 2018**

REVENUE	April 2018	April 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,580,414	\$31,407,837	\$172,577	0.5%
NON-COMMUTATION REVENUE	\$27,577,963	\$28,270,314	(\$692,350)	-2.4%
TOTAL REVENUE	\$59,158,377	\$59,678,150	(\$519,773)	-0.9%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2018 YEAR-TO-DATE**

REVENUE	April 2018	April 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$125,599,137	\$123,742,582	\$1,856,554	1.5%
NON-COMMUTATION REVENUE	\$104,019,845	\$104,184,108	(\$164,263)	-0.2%
TOTAL REVENUE	\$229,618,982	\$227,926,691	\$1,692,291	0.7%



Long Island Rail Road

Capital Program Report Highlights

MAY 2018

L70206VS: MOYNIHAN TRAIN HALL – LIRR SPACE FIT-OUT

Milestone: Contract Award \$744,107

Project Budget: \$113.50 [\$97.5M to Empire State Development Corp]

A Design Contract for design and technical specifications for fit-out of the designated LIRR ticketing and back of house [BOH] areas in the Moynihan Train Hall [MTH], located in the James A. Farley Post Office on 8th Avenue across from Penn Station, was awarded to AECOM USA, Inc for \$744,107. The fit-out spaces are on both the Concourse level and Level 2 of MTH and will service LIRR customers and multiple LIRR departments. The Moynihan Train Hall Project will convert the Farley Post Office into a modern transportation hub with customer access to the platforms in the existing Penn Station. Full funding for fit-out construction and LIRR support costs will be addressed in the upcoming Capital Program Amendment.

SMALL BUSINESS MENTOR PROGRAM

- There are ten ongoing projects in the construction phase.
- The new contract awarded this month:
 - Huntington Station – A/C Installation awarded for \$706,600.

2018 LIRR Capital Program Goals

