



Metropolitan Transportation Authority

Meeting of Long Island and Metro- North Committees

October 2018

Members

M. Pally, Chair, LIRR Committee

S. Metzger, Chair MNR Committee

N. Brown

R. Glucksman

I. Greenberg

C. Moerdler

S. Rechler

A. Saul

V. Tessitore

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

Joint Metro-North and Long Island Committees Meeting

2 Broadway
20th Floor Board Room
New York, NY

Monday, 10/22/2018
8:30 - 10:00 AM ET

1. Public Comments Period

2. Approval of Minutes - September 24, 2018

LIRR Minutes

LIRR Minutes - Page 5

MNR Minutes

MNR Minutes - Page 14

3. 2018 Work Plans

2018 LIRR Work Plan

2018 LIRR Work Plan - Page 25

2018 MNR Work Plan

2018 MNR Work Plan - Page 32

4. PRESIDENT'S REPORT

LIRR Safety Report

LIRR Safety Report - Page 39

MNR Safety Report

MNR Safety Report - Page 43

MTA Capital Construction Report

MTA Capital Construction Report - Page 46

MTA Police Report

MTA Police Report - Page 50

5. AGENCY INFORMATION ITEMS

Joint Information Items

- **2019 Preliminary Budget (Public Comment)**
- **MTA Homeless Outreach**
MTA Homeless Outreach - Page 62
- **LIRR/MNR PTC Project Update**
LIRR/MNR PTC Project Update - Page 67

LIRR Information Items

- **November Timetable Change & Trackwork Programs**

November Timetable Change & Trackwork Programs - Page 84

- **Bi-Annual Report on M-9 Procurement**
Bi-Annual Report on M-9 Procurement - Page 87

MNR Information Items

- **Track Program Quarterly Update**
Track Program Quarterly Update - Page 103

6. PROCUREMENTS

LIRR Procurements

LIRR Procurements - Page 117

- **Non-Competitive (No Items)**
- **Competitive**
LIRR Competitive - Page 121
- **Ratifications**
LIRR Ratifications - Page 128

MNR Procurements

MNR Procurements - Page 129

- **Non-Competitive**
MNR Non-Competitive Procurements - Page 133
- **Competitive (No Items)**
- **Ratifications (No Items)**

MTA CC Procurements

MTA CC Procurements - Page 135

- **Non-Competitive (No Items)**
- **Competitive**
MTA CC Competitive - Page 138
- **Ratifications (No Items)**

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

LIRR - Performance Summaries

- **LIRR Operations - Transportation Report**
LIRR Operations - Transportation Report - Page 143
- **LIRR Operations - Mechanical Report**
LIRR Operations - Mechanical Report - Page 149
- **LIRR Finance Report**
LIRR Finance Report - Page 154
- **LIRR Ridership Report**

LIRR Ridership Report - Page 175

- **LIRR Capital Program Report**

LIRR Capital Program Report - Page 183

MNR Reports

- **MNR Operations Report**

MNR Operations Report - Page 186

- **MNR Finance Report**

MNR Finance Report - Page 198

- **MNR Ridership Report**

MNR Ridership Report - Page 219

- **MNR Capital Program Report**

MNR Capital Program Report - Page 230

Date of Next Meeting: Tuesday, November 13, 2018

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

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, September 24, 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. Ira R. Greenberg
Hon. Scott Rechler
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Veronica Vanterpool
Hon. James E. Vitiello

Representing Long Island Rail Road: Phillip Eng, Rod Brooks, Chris Calvagna, Loretta Ebbighausen, Mark Young, Dennis Mahon, and Stephen N. Papandon

Representing MTA Capital Construction Company: Janno Lieber, Evan Eisland, and Peter Kohner

Representing MTA Police: Chief Joseph McGrann

Long Island Committee Chair Mitchell H. Pally called the meeting of the Long Island Rail Road Committee (“LIC”) to order.

PUBLIC COMMENTS

Senior Deputy Counsel – General Law Stephen N. Papandon introduced the two (2) public speakers, requesting them to limit their comments to two minutes, and to address matters on the agenda for the meeting.

Jason A. Pineiro asked why are LIRR Monthly ticket holders who ride on Saturdays being charged step-up fares if they are traveling outside the zone, and stated that conductors are not aware

of the Autumn Weekends promotion. He further stated that LIRR is unfair to customers going to Citi Field because of unsafe conditions at Woodside where an influx of customers connect between the LIRR and the Number 7 subway. He added that he wants to see LIRR restored to its former glory and asked when the East New York Station, where he said conditions are horrendous, would be renovated.

Murray Bodin commented that he recognizes that LIRR has problems and President Eng is very busy. He discussed railroad safety and stated that grade crossings should have traffic lights with a red-light camera behind them, instead of red flashing lights. He also commented about Design-build contracts and reiterated that a system where you have conflicting information for a driver that decreases safety must be fixed.

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 July 23, 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 reported on Wednesday, September 26, 2018, he will be presenting to the Board a more detailed update on all the critical work underway on LIRR.

He stated that he will discuss the 100 projects that are transforming and modernizing the railroad to meet the demands of a growing Long Island. He is proud to report that an initial key component, Double Track, was recently completed and has been in service as of last week, in addition to the completion of other key infrastructure renewal efforts like Hicksville and Wyandanch stations.

President Eng stated that to enable LIRR to deliver this bold capital program, we are aggressively balancing that work with LIRR Forward, that is moving us beyond fix and repair to prevent and protect.

We also are working around the clock on Positive Train Control ("PTC"), which is moving forward and on track for December 2018 federal compliance.

President Eng stated that as we push ourselves to address issues proactively and with newfound urgency, he wanted to thank the men and women of LIRR and all LIRR labor for their support. We could not do this without them and their contributions are essential to the success and future of LIRR.

President Eng stated that we are looking for creative solutions as we review everything from top to bottom, in the short, medium and long term, to stabilize and modernize our system

for our customers. He looks forward to presenting both ongoing efforts and new initiatives that are critical to addressing issues paramount to LIRR's future.

President Eng noted that the EEO/Diversity report will be available for the October Board.

President Eng stated that he is excited to announce the appointment of Rod Brooks as LIRR's new Acting Senior Vice President - Operations. Rod has a diverse background at LIRR. He began his career in our signals group, served as Chief Transportation Officer and most recently as Director of East Side Access. Rod's experience and "every minute counts" philosophy make him a great fit to take us into the future. He is the right person for our team as we collaboratively focus on the needs of our customers and employees. He asked the Board Members to join him in giving a warm welcome to Rod.

Board Member Vincent Tessitore, Jr. congratulated Acting Senior Vice President Brooks and wished him the best. He stated that Rod has worked closely with LIRR's labor organizations, and we have great expectations and hope that our relationship will continue, and we will work together as a partnership.

President Eng reported that due to the success of Summer Saturdays, the railroad is extending the program into the fall with Autumn Weekends. Monthly ticket holders can bring up to four guests of any age with them on Saturdays and Sundays for only \$1 each.

He stated that in October, we are introducing a new Loyalty program for Monthly ticket holders, in partnership with businesses on Long Island and New York City, – a great initiative which adds more value to our Monthly ticket.

President Eng stated, regarding the derailments this summer that affected our customers, that he wants to assure everyone that safety is a core value at LIRR and that we are following the appropriate protocols and processes, leaving no stone unturned. We held Safety Stand Downs with our employees to reinforce the importance of safety, and a third-party consultant will be further evaluating our infrastructure and the interaction between the infrastructure and our rolling stock.

President Eng stated that we recently met with Civics United for Railroad Environmental Solutions (CURES) and local elected officials regarding freight operations conducted by the New York & Atlantic Railway (NYA), and we were able to work out an agreement with NYA that allows us up to replace on a one-for-one basis existing Tier 0 diesel locomotives with green locomotives. This includes the locomotives NYA previously purchased from LIRR as well as the ones they are currently leasing from LIRR. NYA agreed to waive its right to purchase the locomotives currently on lease, and to replace the ones they previously purchased on a one-for-one basis as LIRR procures and provides green locomotives as replacements. It is a key step as we look to address quality of life issues.

President Eng stated that he wants our customers to know that we are taking proactive measures to improve service, which is particularly important, as we have seen a nice growth in

ridership. Overall, total summer ridership (June-August) increased +1.5% over last summer's figures.

President Eng stated that we know we have a lot of work ahead of us, but we believe that the steps we are taking are the right things to do. He looks forward to making his presentation to the Board on Wednesday, to demonstrate the strides we are taking to move LIRR Forward.

LIRR SAFETY REPORT

Vice President-Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 21 of the Committee Book, reporting through the end of July 2018.

Vice President Ebbighausen reported that the LIRR customer injury rate decreased 51% from 4.6 injuries per million customers to 2.25 injuries per million customers and is experiencing a 12% decrease to the average reportable employee lost-time injury rate, 3.59 injuries per 200,000 hours worked to 3.15 injuries per 200,000 hours worked.

In partnership with the MTA Police Department ("MTAPD"), through our TRACKS program, Vice President Ebbighausen stated that we are doing extensive outreach. In August we focused our outreach efforts along the Double Track corridor as LIRR transitions to new service patterns. In addition, Operation Lifesaver campaigns were conducted in conjunction with MTAPD and Public Transportation Safety Board personnel. In August, a mailing was sent to all the school districts to enlist their support to ensure students and their families are aware of the service change patterns and aware of Operation Lifesaver's Rail Safety Week at the end of September. During this time LIRR, in partnership with the MTAPD, will be at crossings raising awareness as the communities and customers along the Double Track corridor transition to the new service patterns.

Vice President Ebbighausen stated that during the last week of August, LIRR conducted Safety Stand-Downs focusing on the importance of safety and also about dealing with stress, which she believes Board Member Neal Zuckerman has referenced in the past. We call this resource management, reinforcing the principles of teamwork and collaboration, and of being collectively aware of the situation. There are unique hazards in the railroad environment and by working together we can ensure safety for our employees and the communities we serve.

Chair Pally referred to the 50% decrease in grade crossing incidents in July 2018 as compared to July 2017, and expressed hope that this trend will continue.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber reported that the Double Track Project was completed fifteen (15) months ahead of schedule and is currently in operation providing immediate significant benefits to LIRR customers, including reverse peak hour service. This project is key to the overall expansion of service on the LIRR and together with the Third Track and East Side Projects will increase peak revenue service by as much as 50 percent.

Mr. Lieber also reported on the design build approach to the Double Track Project. Mr. Lieber noted that the benefits of the design build approach: (i) afforded the civil contractor, Skanska, the opportunity to design, in addition to build, resulting in a significant reduction to the amount of retaining wall needed, and saving a significant amount of time and money; (ii) afforded the use of new technology in the form of a track laying machine which provided efficiency and reduced installation time; and (iii) exemplified collaboration between the third party contractors and the railroad workforce to intelligently communicate and efficiently work together as a team, resulting in a delivery fifteen (15) months early. Mr. Lieber emphasized the incredible and extraordinary performance of the railroad workers.

Mr. Lieber also provided an overview of key updates and progress on the East Side Access (“ESA”) Project. Work in the Harold Interlocking is picking up steam. New tracks and switches and signal work has progressed. New catenary has been installed at the future Mid-Day Storage Yard. In Manhattan, the escalator wellways are nearing completion and the Contractor is making progress on Concourse finishes. Work on the escalators between the mezzanine and lower level platforms has begun and track is being installed. Mr. Lieber further noted that he will be reporting at length on the ESA Project at the CPOC committee meeting in the afternoon.

Mr. Lieber expressed gratitude and appreciation to Bill Goodrich for his leadership of the ESA Project. Bill Goodrich is retiring from the ESA Access Project and will be succeeded by Rod Troup.

Mr. Lieber noted the groundbreaking of the Third Track Project. Utility relocation work has begun, and work will begin soon on the raising of the bridges and construction of the under-grade crossings. Mr. Lieber further noted that he will provide a full presentation at the CPOC committee meeting.

With regard to the ESA Project, Board Member Scott Rechler asked if there were any concerns to address in terms of the critical path and time frame of delivering on schedule as anticipated. Mr. Lieber stated that a lot of the residual complexities that delayed the project, such as the change order process, have been resolved. Mr. Lieber added that he is now working with the contractors to switch to the incremental systems testing approach, which will facilitate delivering the Project on schedule.

Mr. Rechler then asked if there were similar critical path and scheduling concerns with Amtrak. Mr. Lieber responded that Amtrak has improved since they’ve been publicly communicating about some of their challenges involving inconsistent staffing. Mr. Lieber also explained that while the problem is not entirely solved, some of the risk will be managed by bidding out Amtrak work to third party contractors.

Mr. Rechler also asked what the lessons learned are from Double Track that can be transferred to other projects. Mr. Lieber explained that the decision to accelerate the project was made possible by the schedule advantages of the design build method, daily communication with the contractors and having a high level of cooperation, all of which were advantageous in eliminating performance challenges.

MTA POLICE DEPARTMENT

Chair Pally stated that MTAPD Chief Joseph McGrann had been called away and the MTAPD report can be found on Page 31 of the Committee Book.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

Four information items were presented to the Committee:

- 2019 Preliminary Budget (Public Comment)
- 2018 Mid-Year Forecast
- Full Trackwork Programs
- PTC Status Update

Board Member Ira R. Greenberg commented regarding PTC, that he would like to understand the impact of PTC implementation on passengers. He noted that PTC implementation will begin with the Port Washington branch and asked whether LIRR would have to add time to the schedule.

President Eng responded that the team is currently evaluating the schedule and will be reporting on that shortly.

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.

Competitive:

- **Modifications to Personal Service Contracts and Miscellaneous Service Contracts** – LIRR requests Board approval to issue a contract modification in the aggregate amount of \$4,350,000 to increase the not-to-exceed funding amount of three estimated quantity contracts with bus companies that provide the Railroad with scheduled and emergency bus services.

Board Member Randy Glucksman asked if LIRR uses MTA Bus.

Chief Procurement Officer Mahon responded that LIRR has on occasion used MTA Bus based on their availability, but for the most part LIRR uses these various service contracts.

President Eng responded that MTA Bus has been supporting LIRR on weekends.

Chair Pally commented that this is an interim measure until a new Request for Proposals goes out.

Chief Procurement Officer Mahon responded that LIRR should be coming back to the Board in November with a request to award a new contract.

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

MTA CAPITAL CONSTRUCTION

Procurements

MTA Capital Construction Vice President and Chief Procurement Officer, David Cannon, presented procurement package items totaling \$51.4M to the Committee for approval. The procurement items included thirty-six (36) competitive items totaling \$47.4M, zero (0) non-competitive items and twenty-one (21) ratification items totaling \$4M as follows:

- A resolution declaring that competitive bidding is impractical or inappropriate and that pursuant Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIB (6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposals for a contract (MC881) entitled Water Mitigation Services on an As-Needed Basis.
- Award of competitively solicited zero dollar based personal service contracts (PS865-1 through PS865-32) to thirty-two (32) firms to provide professional staffing and services on an as-needed basis to MTA Capital Construction (MTACC), Long Island Rail Road (LIRR) and Metro North Railroad (MNR) for an aggregate not-to-exceed amount of \$35,000,000 (\$15M MTACC, \$10M LIRR, and \$10M, MNR) for three years and two one-year options. The approval also allows other MTA agencies to ride the contracts.
- A modification to the Independent Compliance Monitoring Contract (PS862-A) for a benchmarking study of construction costs for transit expansion projects in the not-to-exceed amount of \$944,000.
- A modification to the Mid-Day Storage Yard contract (CQ033) for the East Side Access Project to furnish and install a portion of the Track D Approach Structure in the amount of \$8,200,000.
- A modification to the GCT Concourse and Facilities Fit Out contract (CM014B) for the East Side Access Project for the addition and modification of stairways at the 47th Street Node in the amount of \$3,329,168.

- Ratification of a modification to Systems Facility Package No. 1 contract (CS179) for the East Side Access Project to establish connectivity between the Project's networks and the LIRR's Fiber Optic Network in the amount of \$2,317,000.
- Ratification of a modification to the GCT Concourse and Facilities Fit Out contract (CM014B) for the East Side Access Project to provide standby support services for the operation and maintenance of the B30 Substation in the amount of \$1,657,056.

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

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

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

Board Member Glucksman commented that unfortunately LIRR did not get the Maryland Area Regional Commuter ("MARC") cars this year. He asked if there was an effort to provide the extra service that the East End needs and if we are on track to get additional cars next year.

President Eng responded that MARC had to retain its cars, which affected LIRR's diesel territory service. The East End service was provided, but as a result LIRR had to carefully manage its diesel fleet in order to maintain overall service in diesel territory. LIRR is not only aggressively pursuing renewing the lease with MARC, but is also pursuing other options to obtain diesel coaches to provide better service next summer. LIRR needs to solve this issue for its current and future needs.

Board Member Greenberg commented that in the reports it is stated that the reason for lower performance by diesel locomotives is the changing out of traction motors. He asked when this program will be completed.

Acting Senior Vice President - Operations Brooks responded that LIRR will report back with that information. This is a recent program that was implemented by the Maintenance of Equipment Department.

President Eng responded that LIRR is going to take a hard look at its fleet needs. LIRR has very aggressive time frames for equipment turnaround and is stressing to staff the need to get LIRR's fleet back into service as quickly as possible.

Chair Pally asked what the timetable for the new fleet is.

President Eng responded the M-9 cars are currently being tested. We expect to see M-9 cars in revenue service in May 2019. There are 92 M-9 cars and LIRR has an option that it exercised with Kawasaki for an additional 110 cars. We know that we have to aggressively push and work with the manufacturer to try to beat that schedule.

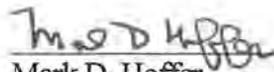
Chair Pally asked if some time next spring our customers will see the new cars.

President Eng responded in the affirmative.

Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary

Minutes of the Regular Meeting
Metro-North Committee
Monday, September 24, 2018

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

The following members were present:

Hon. Mitchell H. Pally, Acting Chair of the Metro-North Committee
Hon. Norman Brown
Hon. Randy Glucksman
Hon. Andrew Saul
Hon. Carl V. Wortendyke
Hon. Neal J. Zuckerman

Not Present:

Hon. Susan G. Metzger, Chair of the Metro-North Committee
Hon. Charles G. Moerdler
Hon. Veronica Vanterpool
Hon. James E. Vitiello

Also Present:

Hon. Vincent Tessitore, Jr.
Janno Lieber, MTA Chief Development Officer
Catherine Rinaldi – President, Metro-North Railroad
Susan J. Doering – Executive Vice President, Metro-North Railroad
Yvonne Hill-Donald - Vice President, Human Resources
John Kennard – Vice President – Capital Programs
John Kesich – Senior Vice President, Operations
Mark Mannix – Sr. Director, Corporate and Public Affairs
Thomas Mitchell – Acting Vice President, Customer Service and Stations
Owen Monaghan, Chief, MTA Police Department
Andrew Paul – Vice President, Labor Relations
Susan Sarch – Deputy General Counsel
Michael Shiffer – Vice President, Planning
Justin Vonashek – Vice President, System Safety
Steve Weiss – Executive Director Management and Budget

Chair Pally called the meeting to order.

PUBLIC COMMENT

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, asked President Rinaldi if she received a response to her August letter to New Jersey Transit (NJT). He would like to know if President Rinaldi received a response and, if not, how Metro-North will be following up with NJT. He stated that NJT has indicated that it plans to further decrease service on October 14, 2018 to retrofit equipment for Positive Train Control (“PTC”). Mr. Getz expressed his opinion

that the service cuts are due to a shortage of NJT locomotive engineers. He stated that NJT's new class of engineers will complete their training in the Spring of 2019 which should prevent the cancellation of scheduled trains. Mr. Getz noted that there will be no service cuts on the Pascack Valley and the Port Jervis Lines, however, there will be some service cuts on the line which handles Bergen County and Mainline. But some of those trains will originate and terminate in Suffern. He would like Metro-North to tell NJT that Suffern is in Rockland County and that Metro-North would prefer not to have those trains cut. Mr. Getz noted that Rockland County Executive Ed Day wrote a letter to Metro-North regarding Suffern Station. Mr. Getz believes Metro-North should take possession of that station and perform the retrofits needed at that station.

Jason Pineiro stated that upgrades are needed at Mt. Vernon West Station and asked President Rinaldi to consider making future enhancements at that station. He expressed his opinion that there should be more enforcement of rules regarding people who place their feet on train seats and asked President Rinaldi to look into the enforcement of these rules. Mr. Pineiro would like to see more reports on PTC. He would also like to see weekly service announcements like those given every weekend by New York City Transit.

Clarita Bailon, a user of Access-A-Ride, commented on issues disabled individuals face when using the subway system.

Murray Bodin stated that the Waze application illustrated on page 22 of the Committee book is inaccurate, stating that Waze does not notify drivers to use caution as they approach the Virginia Road and Danbury grade crossings. Mr. Bodin expressed his opinion that the Undergrade Bridge Inspection Units (UBIU) with Hi-Rail to be purchased via the proposed non-competitive procurement with Aspen Aerials, Inc. are standard items that can be purchased from other companies. He expressed his opinion that this procurement should not be a non-competitive procurement and that the railroad only needs one, not two units. Mr. Bodin expressed his opinion that the yellow line that is painted on both sides at Hartsdale Station and the red box painted on the roadway at the Roaring Brook Road grade crossing are illegal. He stated that the residents of Tarrytown are upset about an MTA cell tower that was erected, expressing his opinion that the cell tower was erected because the MTA is exempt from local zoning rules. Mr. Bodin expressed his displeasure with Metro-North, stating that the railroad needs a new president.

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

APPROVAL OF MINUTES

Upon motion duly made and seconded, the Committee approved the minutes of the July 23, 2018 Metro-North Committee meeting as amended to delete Executive Vice President Susan J. Doering from the list of attendees.

METRO-NORTH 2018 WORK PLAN

The Metro-North 2018 Work Plan has been changed. The Diversity/EEO Report – 2nd Quarter 2018 and Safety Reports scheduled to be presented at the September 2018 Committee meeting will now be presented at the October 2018 meeting.

The details of the Metro-North 2018 Work Plan are contained in a report filed with the records of this meeting.

PRESIDENT'S REPORT

President Rinaldi reported that the railroad successfully filed its Revenue Service Demonstration (RSD) application with the Federal Railroad Administration (FRA) on September 11, 2018 and anticipates receiving approval to begin RSD operations in mid-November, as planned. She reported that the railroad is currently working on a schedule that calls for the simultaneous commissioning of PTC once the FRA releases the railroad for RSD. President Rinaldi reported that the railroad has received authorization to begin interoperability testing with CSX and Amtrak. The railroad will provide the Committee with monthly progress reports. The September PTC report is contained in the Committee book.

Board member Pally noted that, as reported on page 52 of the Committee book, it is most important that Metro-North remains on target to meet all federal compliance requirements. President Rinaldi noted that the filing of the RSD application is an important milestone. She thanked the PTC team for their hard work. President Rinaldi noted that the agenda contains a contract modification with the firm of Dayton T. Brown, Inc. for additional funding to be used for engineering support services to assist with the aggressive deployment of PTC across Metro-North territory.

President Rinaldi reported that, after three-years of work, Metro-North has become the first railroad in North America to achieve ISO-50001 Certification, an internationally recognized benchmark that guides and supports organizations to manage energy more efficiently. She noted that the certification, presented by the International Organization for Standardization, underscores Metro-North's commitment to protect the environment. The railroad is in full compliance with international standards to review energy use, manage energy consumption and conserve natural resources. The railroad has established an integrated system to monitor and improve how energy is used throughout the railroad, encompassing traction power substations, diesel locomotives, heating fuel boilers, and lighting systems at facilities throughout Metro-North territory, including Grand Central Terminal. New energy management system software allows Metro-North to more accurately track energy use to better identify ways to reduce consumption and save money. President Rinaldi noted that all Metro-North employees are involved in this conservation effort and employees have been trained to seek out ways the railroad can reduce energy with their suggestions relayed to a special energy group to evaluate and enact changes. Some initiatives that are underway to minimize the impact on the environment include: energy efficient upgrades at major rail yards; green buildings that use sustainable technology and non-toxic materials; recycling shop materials, everything from lightbulbs to batteries to used petroleum products; and installing a fuel monitoring and leak detection system. Projects in development include a wayside energy storage system, part of Metro-North's "Way Ahead" plan, and lighting and utility improvements to Grand Central Terminal, which will add up to significant reductions in consumption and cost. The ISO-50001 Certification puts Metro-North on a path to save \$2 million annually by 2020 and to further reduce its carbon footprint. President Rinaldi is proud that Metro-North can offer customers safe and reliable service while also being a leader in terms of being a steward of the environment.

President Rinaldi thanked the ISO-50001 Certification project team consisting of Jack Raguseo, Senior Director, Operating Capital Projects & Financial Management, Robert Culhane, Director, Operating Capital Budget and Performance Improvement and the members of Metro-North's Energy Group consisting of Vince Gil, Associate Deputy Director, Marina Mayers, Assistant Director, and Manager, Dana Coyle. She also thanked MTA's Chief Financial Officer, Bob Foran, who backed both the forming of the Energy Group and supported Metro-North's decision to pursue ISO Certification and MTA's Director of Strategic Initiatives Analysis, Nora Ostrovskaya, whose team works with the various MTA agencies to lend strategic support to

energy programs, processes and initiatives. President Rinaldi noted that Metro-North has a continuing commitment to be energy efficient and find ways to identify opportunities for energy efficiency. She presented the project team, Mr. Foran, Ms. Coyle and Ms. Ostrovskaya with a certificate of appreciation.

President Rinaldi noted that the railroad has had a difficult summer in terms of service performance. She noted that the railroad's robust infrastructure project strained Metro-North's resources. The railroad also had issues with equipment availability due to the installation of PTC and has had problems with the locomotive fleet. President Rinaldi reported that the railroad has developed several strategies that should improve service reliability. She noted that several infrastructure projects are underway and will continue until the cold weather arrives. On the Hudson Line, projects are underway that do not require schedule changes, including infrastructure improvements over several fall weekends to remove speed restrictions at critical locations which should improve running times and overall service reliability. The railroad recently removed a speed restriction near Harlem-125th Street Station which improved performance in the Park Avenue Tunnel. The railroad suspended undercutting on the New Haven Line and is in the process of restoring the affected track into service which should be restored in a few weeks. President Rinaldi noted that a great deal of work is being done on the Branch lines in Connecticut to replace ties, weld joints, remove trees and perform PTC installations. To perform this work, the railroad will utilize busing on October 1 on the Danbury Branch and on October 8 on the Waterbury Branch. PTC installations on the M-3 fleet are proceeding well and should improve the availability of the fleet.

With respect to NJT's challenges, Metro-North is hopeful that the number of terminated trains resulting from both NJT's engineer and equipment availability will gradually improve from the summer. President Rinaldi has spoken with NJT's Executive Director, Kevin Corbett, regarding the letter she sent to NJT and expects to receive a response to that letter by the end of the week. Metro-North and NJT should be meeting in the next few weeks to discuss performance issues and Metro-North's proposals with respect to possible changes in the operating agreement between Metro-North and NJT.

Metro-North replaced the original Haverstraw-Ossining Ferry dock for West of Hudson customers who use the ferry service which began in 2000 and connects to the Hudson Line.

President Rinaldi noted that National Customer Service Week begins on Monday, October 1, 2018. Metro-North will mark this occasion throughout the month of October. Under the auspices of Metro-North's Customer Service and Stations Department, management has begun visiting all employee facilities to let employees know that the customer service they provide to Metro-North customers is appreciated. Metro-North began this employee outreach initiative in 2017 and it was well received. On October 30, the railroad will hold an internal Customer Service Award ceremony during which employees nominated by their peers receive awards for their outstanding contributions to improving the overall customer experience.

President Rinaldi reported that Metro-North will present the railroad's "Way Ahead" strategic plan at the October Committee meeting. The plan seeks to realize the railroad's vision of setting the standard for safety, reliability, innovation, and the delivery of excellent customer service by focusing on the railroad's key priorities of continuing to put safety first, improving customers' day-to-day experience, improving customer communications, investing in the railroad's infrastructure, supporting our people, and focusing on the future. As part of rolling out the "Way Ahead" plan, the railroad will be holding "Connect with Us" customer forums where senior management will be at one station on each east of Hudson line over a six-week period beginning October 2, 2018.

President Rinaldi introduced Acting Vice-President of Customer Service and Stations, Tom Mitchell. She noted that Customer Service and Stations will present a report at Committee meetings to inform the Committee of the railroad's customer service initiatives. President Rinaldi stated that it is important for the railroad to send a message that it is committed to customer service and has many initiatives in place for the delivery of excellent customer service. She turned the floor over to Mr. Mitchell who highlighted some of the railroad's customer outreach programs.

Mr. Mitchell reported that the "Connect with Us" program has been in place for approximately four to five years. Under the "Connect with Us" program, senior management and customer service representatives visit select stations on different lines and in Grand Central Terminal on a rotating basis to solicit customer feedback. This is a good way for the railroad to have face-to-face interaction with customers. The railroad has received feedback related to station related issues, station and on-board amenities, and connecting service. The last forum was held in Grand Central Terminal in August and the railroad received excellent feedback at that forum. The next forum is scheduled to take place on October 2 at Peekskill Station. Mr. Mitchell noted that the railroad is always looking for ways to expand direct interaction with customers. Mr. Mitchell reported that the railroad has increased its social media presence, using Facebook and Instagram to announce planned services and new program and promotional stories and Twitter for service alerts and customer engagement. He noted that the railroad has approximately 98,000 Twitter followers, 16,000 Facebook followers and 5,000 Instagram followers. Customers use social media to contact the railroad to report conditions at stations and on-board trains which permits the railroad to immediately address those issues. The railroad is also alerted to security and safety issues which are immediately reported to the Operations Control Center, the police or the Security Department with good results. Mr. Mitchell noted that Customer Service and Stations and the Security Department also monitor Twitter for issues that may not have been reported by customers. Customer Service and Stations monitors all social media to ensure that it stays advised of customer service issues.

President Rinaldi noted that the railroad had a very good "Connect with Us" forum in Grand Central Terminal in August. She noted that Grand Central Terminal is a good venue for these forums because most customers have already arrived at their destination and are willing to stop and speak with railroad representatives. President Rinaldi noted that the railroad's customers have had a bad summer. She stated that when customers do not receive the quality of service they are entitled to, she wants customers to know that the railroad is aware of those service issues and is working very hard to find solutions that will enable it to provide safe and reliable service.

Board member Zuckerman stated that he appreciates President Rinaldi's remorse regarding recent service reliability issues and knows that her team feels the same way. He congratulated the railroad on the filing of the RSD application which he believes is an important milestone.

Board member Zuckerman noted that he rides on the Hudson Line twice a day, every day. He stated that when he moved to Garrison, New York in 2004, his commute was one hour and five minutes long. Board member Zuckerman noted that his current commute has been an hour and 22-24 minutes long with less reliability than in the past. He is aware of the positive steps the railroad has taken since 2004 in terms of safety. However, he stated that the commute has become an issue in terms of time spent commuting and service reliability. Board member Zuckerman stated that people need to get to work on time and the August 2018 a.m. peak Hudson Line on-time performance of 79.7% does not represent timely service. He stated that

engineers on the Hudson Line try to catch up for time lost on the way to their final station stop at Poughkeepsie Station and the six plus or minus one minute beginning to end of line allowance shown in the on-time performance data does not represent on-time performance at the interim stations. Riders at these stations suffer due to poor performance. Zuckerman stated that President Rinaldi has made it very clear that the reasons for the decrease in on-time performance are due to the implementation of PTC, infrastructure projects, and an aging locomotive fleet. He acknowledged that the railroad is attacking all three of these problems. He asked when the railroad will return to reliable timetables and riders can expect a reduced duration of the commute.

President Rinaldi stated that reliability and reduced duration of the commute are two different things. She agrees that service on the Hudson Line was unacceptable over the summer. President Rinaldi stated that the railroad has a handle on reliability. She believes that part of the problem with reliability resulted because the railroad did not make the schedule revisions that should have been made to accommodate all the work that was being performed on that line. President Rinaldi noted that Operations Planning and Analysis is in the process of examining the infrastructure work planned in 2019 to determine how much infrastructure work the railroad can bear without affecting reliability. President Rinaldi believes that the April 2019 schedule will provide customers with a ride that is more reliable. She noted that running times are a different issue.

President Rinaldi does not anticipate that running times will be significantly reduced. She noted that predictability of the ride is important and customers have the right to know how long the ride will take and the railroad has a responsibility to provide that information. President Rinaldi is confident that the April 2019 schedule will provide that information because the railroad has a better handle on the work to be performed and will try to predict the impact it will have on running times. President Rinaldi noted that, based on the experience of other railroads, PTC will likely have an impact on running times and the railroad will not know what the impact will be until PTC is in operation. Mr. Kesich stated that the main challenge the railroad has is to develop a reliable schedule that customers can count on. He noted that the railroad holds interdepartmental meetings two to three times a week to address the schedule. He stated that as the work winds down this fall, on-time performance should improve. However, on-time performance may also be affected as the railroad enters the slippery rail season. He noted that a significant amount of work is being performed on the Harlem Line and performance on that line has been significantly better than that on the Hudson and New Haven Lines. The problem on the Hudson Line is that the railroad goes from four tracks down to two tracks so when important infrastructure work needs to be done, it is difficult to perform that work without adding significant time to the schedule to accommodate that work. The schedule was not revised in 2018 to account for the infrastructure work performed. The schedule will be revised in 2019, as needed, to account for this work.

Board member Zuckerman asked when the railroad will complete the deferred maintenance and be in the position to do preventative maintenance. Mr. Kesich noted that the railroad is catching up on years, if not decades of deferred maintenance. He noted that in the late 1980's to early 1990's the railroad was operating half as many trains as it does today and performed a significant amount of work to bring the infrastructure to a state of good repair. He noted that track assets need to be worked on every 20-30 years. Mr. Kesich stated that in the past 15-years the railroad was not doing the infrastructure work it should have been doing so the railroad has at least 15-years of a backlog to catch up on. Mr. Kesich noted that since 2013, the railroad began doing priority triage work in key segments to keep the railroad safe. He stated that the next challenge will be to get the railroad on a cyclical, scheduled cycle of performing infrastructure work to ensure safe operations. It will be two to four years until the railroad is on a scheduled maintenance cycle.

President Rinaldi stated that when Metro-North was first formed in 1983, it was running a fraction of the trains it currently runs and there was a concerted effort to bring the decrepit infrastructure it inherited to a state of good repair. She noted that since the railroad added robust service during the last four to five years, performing infrastructure work has become more challenging. The railroad is not cutting back on service making it difficult to balance the needs of service with maintenance needs. The railroad is working towards finding out what that balance is.

Mr. Kesich noted that the safety rules have changed. In 2016, the FRA changed roadway worker rules and those rules require the railroad to keep the track adjacent to work being performed out of service to provide emergency refuge for employees. This rule requires the railroad to have two, and in some cases three, tracks out of service while track work is performed. Adherence to this rule caused delays on the New Haven Line in June 2018 when the railroad was performing undercutting work. Metro-North Rule 22, through which the railroad complies with the FRA regulation to provide adjacent track protection for workers, requires trains to get permission to proceed from Maintenance of Way forces when work is performed. PTC will require a stop at each location where work is being performed. When a train stops, it takes approximately one minute for that train to get from zero to 30 miles per hour, causing a loss of one to two minutes of added running time.

Board member Brown discussed the roster of open railroad positions, noting that it takes a great deal of time to train new employees to do the job they were hired to do. He noted that the highest number of open positions are in the customer service area. He asked which positions are opened, what type of customer service isn't being provided, and if the jobs are being filled with overtime. Mr. Mitchell stated that most of the open positions are transient positions, such as, ticket sellers, station cleaners, and positions in the phone center. He stated that, while it seems like a high amount of open positions, it is not greatly impacting the level of customer service provided. Mr. Mitchell noted that the positions are open due to employees moving on to other railroad positions. The open positions are filled with overtime so that there is not much of an impact on customer service as the number of open positions seems to indicate.

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 contains Board members' comments and discussion regarding the President's report.

MTA METRO-NORTH RAILROAD SAFETY REPORT

Mr. Vonashek reported that customer and employee injuries in the current 12-month period from August 2017 to July 2018 were lower than the previous 12-month period from August 2016 to July 2017. The customer reportable injury rate per million customers decreased by 14% compared to the previous 12-month period and the employee lost time injury rate was 12% lower than the previous 12-month period. He reported that Metro-North's community outreach program, TRACKS, reached over 6,000 individuals in July 2018, bringing the total for 2018 to over 73,000. He reported that Metro-North's third Safety Focus Day this year will take place on Wednesday, September 26, 2018 with a focus on effective communication. Mr. Vonashek reported that September 23-29, 2018 is National Rail Safety Week. During this week Metro-North will hold various station and grade crossing safety events throughout Metro-North's territory. Metro-North will also be hosting Customer Safety Focus Day on Thursday, September 27, 2018 in Grand Central Terminal from 10 a.m. to 2 p.m.

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 reported the month of August 2018 was the safest month the MTAPD had since the merger of the Metro-North and Long Island Rail Road Police Departments. He reported on crime statistics, noting that system-wide there was a total of 14 major felonies in August 2018. Total major felonies on the Metro-North system decreased in August 2018 versus August 2017, seven versus 13. Chief Monaghan reported that two of the seven crimes were against conductors involving fare disputes with arrests made in both cases. Two of the seven crimes were robberies, one involving the robbery of a taxicab driver at Beacon Station and the other involved a robbery at a platform at another station. Three of the seven crimes were grand larcenies. One involved the use of a credit card from a lost wallet, one involved an unattended bag at Grand Central Terminal that was taken, and one involved robbery of a workman's tools. Year-to-date August 2018, total major felonies on the Metro-North system increased by one from the comparable period of 2017. Chair Pally congratulated the MTAPD on a job well done, stating that the railroad is one of the safest places an individual can visit.

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

INFORMATION ITEMS:

Four information items were presented to the Committee.

- 2019 Preliminary Budget.
- 2018 Mid-Year Forecast.
- 2018 Fall Schedule Change.
- PTC Status Report.

The details of the above information items are contained in the Committee book filed with the records of this meeting.

ACTION ITEM:

One action item was presented to the Committee.

- NYSDOT Grant for Connecting Services.

Upon motion duly made and seconded, the Committee approved the foregoing action item for recommendation to the Board. The details of the action item are contained in the Committee book filed with the records of this meeting.

PROCUREMENTS:

Three non-competitive procurements were presented to the Committee:

- Board approval on behalf of Metro-North and the Long Island Rail Road (LIRR) to award a three-year non-competitive purchasing agreement in the not-to-exceed amount of \$76,000,000 (Metro-North - \$36,000,000 and LIRR - \$40,000,000) to Wabtec Corporation for the purchase of various parts and components for Metro-North's M-3, M-7 and M-8 railcars and locomotives and LIRR's M-3 and M-7 railcars.
- Board approval to award a non-competitive miscellaneous procurement in the not-to-exceed amount of \$1,373,000 to Aspen Aerials, Inc. for the purchase of two Undergrade Bridge Inspection Units with Hi-Rail.
- Board approval for additional funding in the not-to-exceed amount of \$2,412,000 to the firm, Dayton T. Brown, Inc., to provide engineering services to satisfy FRA requirements for PTC certification on the new Advanced Civil Speed Enforcement System.

One competitive procurement was presented to the Committee:

- Board approval to award a 48-month competitively solicited design-build contract in the not-to-exceed amount of \$367,968,000 to Skanska-ECCO III Joint Venture for the design and construction of Harmon Phase V, Stage 2 of the complete replacement of Metro-North's Harmon Yard Main Shop including a new Running Repair and Support Shop Building in Croton-Harmon, New York.

Board member Saul discussed the potential contract with Wabtec Corporation (Wabtec). He stated that the 2% average price increase per year compounded over the life of the contract is a large increase. Board member Saul asked what the railroad is doing when purchasing new railcars to ensure that parts may be purchased from other sources and if there are alternate manufacturers for some of the parts to be purchased from Wabtec.

Mr. Muir stated that the railroad utilizes the producer price index for this type of contract and has partnered with the Long Island Rail Road to obtain additional economies of scale based on the quantities the railroads would be purchasing. He noted that contracts with original equipment manufacturers (OEM) are audited to ensure that the railroad is obtaining the best available price. Mr. Muir and Dennis Mahon of the Long Island Rail Road challenge their staff to constantly seek alternative vendors. Mr. Muir's staff also works with the engineering staff to try to find alternate sources. Mr. Muir noted that the parts to be purchased are only available from Wabtec at this time. He noted that the railroad is trying not to rely on the OEM for parts in the procurement to purchase for new railcars and that the procurement incorporates the commercial "off the shelf" provisions of the New York City Transit contract to purchase R-211 cars and the Long Island Rail Road contract to purchase M-9 railcars. Mr. Muir noted that the parts and components to be purchased from Wabtec are only available from Wabtec. Mr. Muir noted that the contract is necessary to meet the maintenance needs of the aging Metro-North and Long Island Rail Road fleets.

Board member Saul asked if the railroad has been successful in finding alternate vendors for some of the parts. Mr. Muir noted that the railroad has been successful in locating alternate vendors, however, the amount saved by purchasing from these vendors is only somewhat significant in terms of dollars. He noted the railroad is always looking for alternative sources, stating that you wouldn't want to go to the OEM for small items, such as a decal. Metro-North and the Long Island Rail Road have found alternative sources.

Board member Saul asked Mr. Lieber if additional contractors were sought for the proposed design-build contract with Skanska-ECCO III Joint Venture (Skanska-ECCO III), stating that he noticed that only two bidders submitted final proposals even though 10 contractors expressed interest in the proposed contract. President Rinaldi noted that due to the size of the contract, Metro-North did extensive outreach to find contractors who were interested in submitting a proposal in response to the Request for Proposal (RFP). However, on a \$400 million contract of this size and complexity, many firms were only interested in opportunities to subcontract because they were not qualified to perform the job. Mr. Lieber stated that a limited number of firms would be able to do the design-build contract. He stated that the question is whether there was outreach to contractors who could do a job of this magnitude. Mr. Lieber pointed to the third track project as one where there was aggressive outreach and the outreach was successful in that three very comprehensive bids were received. He stated that from a procurement perspective, the question is always how well the outreach was and what the risks were to attract maximum participation. Board member Saul asked Mr. Lieber to get back to him on this. Mr. Saul asked if the railroad examined the project to verify that the design-build alternative was the most cost-effective way to do the project. President Rinaldi noted that this contract is for the final phase of a 15-year contract that the railroad has invested in. She asked Mr. Muir to discuss the procurement aspect of the proposed contract and Mr. Kennard to discuss the consideration given to the design-build versus the design, bid, build type of contract.

Mr. Muir noted that, due to the size and complexity of the project, the railroad conducted a very extensive outreach with dedicated individuals who reached out to many contractors to elicit proposals. He reported that Metro-North's best design-build team worked on this procurement. The scope and complexity of the project and the necessary operational coordination was not something that every design-build team could handle and most of the contractors contacted wanted to perform as subcontractors. The railroad was very happy with the two design-build proposals it received which were from very intelligent, design-build contractors who provided innovative ways to do the project as reflected in the cost of the project.

Mr. Kennard noted that this will be the fourth very large project done at the Harmon Yard Shop using the design-build approach. The railroad has been very successful at that location using this approach. All prior phases of the project have been within budget and there were a minimum amount of change orders. Metro-North is putting a 2½ per cent contingency in the proposed contract when a higher percentage could have been applied. The same contingency was used in the four other phases of the project. Mr. Kennard stated that the railroad has experience with the design-build contracts at the Harmon Yard Shop and he believes the design-build approach is the best way to proceed.

Mr. Saul asked for the names of the bidders who were awarded the contract for the other phases of the Harmon Yard Shop project. Mr. Kennard noted that Skanska-ECCO was awarded the contract for phase four of the project. Mr. Kennard believes that a new contractor would also need to coordinate with the contractor who is finishing the current phase of the project. It would also be challenging for a new contractor to take on the project while Metro-North maintains maintenance operations at its number one maintenance facility. The railroad has always been able to maintain maintenance operations using design-build contractors. Board member Saul also asked for the names of contractors who performed the work during phases one and two of the project. President Rinaldi will provide Board member Saul with the contracting history of the prior phases of the project and will provide Mr. Lieber with the information necessary to confirm that he design-build approach is the best approach. She noted that Mr. Lieber has not been involved in the award of this project because it is a Metro-North Capital Programs project.

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 contains discussion between Board member Saul and staff regarding the above procurements.

OPERATIONS, FINANCIAL, RIDERSHIP AND CAPITAL PROGRAM REPORTS:

Board member Glucksman discussed the Standee Report. He stated that the express train from Nanuet Station that morning seemed to be less crowded. When he disembarked at Hoboken Station, he noticed that the train had a five car consist when that train often has a three car consist. Board member Glucksman stated that he believes that trains with three car consists would have standees that would be reflected in the Standees Report. Mr. Kesich stated that the Standee Report is accurate and is based on the average number of riders and the number of available seats. Metro-North regularly communicates with NJT regarding crowded cars to ensure that NJT does not operate with a short consist on the Pascack Valley and Port Jervis lines. He noted that NJT is cutting service on the remaining portions of their system but not in NYS.

The details of the Operations, Financial, Ridership and Capital Program Reports are contained in reports filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records which recording contains discussion between Board member Glucksman and Mr. Kesich regarding the Standee Report.

ADJOURNMENT

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

Respectfully submitted,



Linda Montanino
Assistant Secretary

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2018 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>October 2018</u> (Joint Meeting with MNR)	
2019 Preliminary Budget (Public Comment)	
MTA Homeless Outreach	MTA
Diversity/EEO Report – 2 nd Quarter 2018	Administration/Diversity
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
LIRR/MNR PTC Project Update	President
November Timetable Change & Trackwork Programs	Service Planning
<u>November 2018</u>	
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
<u>December 2018</u> (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
<u>January 2019</u>	
Approval of 2019 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
<u>February 2019</u> (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
LIRR/MNR PTC Project Update

Service Planning
President

March 2019

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

Strategic Investments
Engineering
Service Planning
Public Affairs
Engineering

April 2019 (Joint Meeting with MNR)

Final Review of 2018 Operating Budget Results
2018 Annual Ridership Report
Annual Inventory Report
May Timetable Change & Spring Trackwork Programs
MTA Homeless Outreach
LIRR/MNR PTC Project Update

Management & Budget
Finance/Marketing
Procurement
Service Planning
MTA
President

May 2019

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

Administration/Diversity
Service Planning
Engineering

June 2019 (Joint Meeting with MNR)

Bi-Annual Report on M-9 Procurement
Track Work Programs
LIRR/MNR PTC Project Update

President/Sr. Staff
Service Planning
President

July 2019

Penn Station Retail Development
Environmental Audit
September Timetable & Trackwork Programs
PTC Status Report

MTA Real Estate
Corporate Safety
Service Planning
Engineering

September 2019

2020 Preliminary Budget (Public Comment)
2019 Mid-Year Forecast
Fall Trackwork Programs
PTC Status Report

Management & Budget
Service Planning
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

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 2018

Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.

East Side Access Support Projects Update

The Committee will be briefed on the status of the East Side Access Support Projects.

Holiday Schedule

The Committee will be informed of Agency's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

PTC Status Report

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

DECEMBER 2018 (Joint Meeting with MNR)

Diversity & EEO Report– 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.

JUNE 2019 (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 2019

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.

September Timetable & Trackwork Programs

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

SEPTEMBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2019 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

PTC Status Report

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

2018 Metro-North Railroad Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
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. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
.....	
<u>October 2018 (Joint meeting with LIRR)</u>	
2019 Preliminary Budget (Public Comment)	Finance
LIRR/MNR PTC Project Update	President
Track Program Quarterly Update	Engineering
MTA Homeless Outreach	MTA
Diversity/EEO Report – 2 nd Quarter 2018	Diversity and EEO
<u>November 2018</u>	
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

February 2019 (Joint meeting with LIRR)

Adopted Budget/Financial Plan 2019
2018 Annual Operating Results
2018 Annual Fleet Maintenance Report
LIRR/MNR PTC Project Update
Diversity/EEO Report – 4th Quarter 2018
2019 Spring/Summer Schedule Change

Finance
Operations
Operations
President
Diversity and EEO
Operations Planning & Analysis

March 2019

Annual Strategic Investments & Planning Studies
Annual Elevator & Escalator Report
Customer Satisfaction Survey Report
PTC Status Report

Capital Planning
Engineering
Operations Planning & Analysis
Engineering

April 2019 (Joint meeting with LIRR)

Final Review of 2018 Operating Budget Results
2018 Annual Ridership Report
Annual Inventory Report
Track Program Quarterly Update
MTA Homeless Outreach
LIRR/MNR PTC Project Update

Finance
Operations Planning & Analysis
Procurement
Engineering
MTA
President

May 2019

Diversity/EEO Report – 1st Quarter 2019
PTC Status Report

Diversity and EEO
Engineering

June 2019 (Joint meeting with LIRR)

LIRR/MNR PTC Project Update

President

July 2019

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

MTA Real Estate
Environmental Compliance
Engineering
Engineering

September 2019

2020 Preliminary Budget (Public Comment)
2019 Mid-Year Forecast
2019 Fall Schedule Change
PTC Status Report

Finance
Finance
Operations Planning & Analysis
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

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.

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.

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 2019 (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.

JUNE 2019 (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 2019

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 2018 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 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2019 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

2019 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 2019.

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

Safety Report Highlights

MTA Long Island Rail Road

SAFETY ALONG THE TRACKS

SLOGAN CONTEST

*Have your slogan displayed at LIRR Stations!
Contest begins October 1 and ends December 15*

2017 Safety Slogan Winners:

Mrs. Spinella's 1st Grade Class
Bayview School, West Islip

Janine Saraceno
8th Grade - St. Aidan's, Williston Park

James Gustave
10th Grade - Wyandinch High School




Rules:

Grades K-5: To enter, submit an original safety slogan with "Safety Along The Tracks" as the theme (one entry per class); artwork optional

Grades 6-8: To enter, submit an original safety slogan (one entry per student) about "Safety while traveling on the LIRR"

Grades 9-12: To enter, submit a short essay in 500 words or less (one entry per student) about the importance of grade crossing safety

HOUSEKEEPING SAFETY CONTEST 2018

Nominating locations or work groups that promote safety by keeping things clean and orderly!



HOUSEKEEPING SAFETY CONTEST 2018

1. Contest runs September 27 through October 31, 2018. Contest is open to all LIRR employees.
2. To enter, send completed LIRR Housekeeping Contest nomination form by October 31, 2018 to LIRRSafetyContest@lirr.org. Any submission received after October 31, 2018 will not be considered.
3. The nomination form must include the name of the location (yard, headquarters, shop, office, project, etc.) or work group (gang, train crew, work group, etc.). There will be one location and work group selected each from Operations and Administration for a total of four winners.
4. Entrants are required to fill out all fields in the contest form and submit pictures demonstrating why the location or work group should receive recognition.
5. The winner will be selected by the Long Island Rail Road. The decision of the Long Island Rail Road is final. Long Island Rail Road reserves the right to change or cancel this contest at any time for any reason.
6. Winners will be recognized a December 18, 2018.

THINK ACT
SAFETY SAFELY
Working towards an accident-free workplace.





Safety Report Highlights

For the reporting period ending August 2018, the average Reportable Customer Injury Rate decreased fifty-one percent from 4.62 injuries per million customers to 2.26 injuries per million customers. Slips, trips, and falls generate the majority of injury reports.

In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS) reached over 67,700 participants through the end of August 2018. In September we launched our 2018-2019 Safety Along the Tracks Contest open to elementary, middle and high schools students. In its third year, the contest is an outgrowth of our TRACKS program. The contest is designed to further engage communities in heightening awareness of how to safely navigate our system as well as emphasize the hazards along the right of way. Grade Crossing safety is a key component of our outreach and the focus of the essay contest for high school students. Entries must be received by December 15th. Winners will be announced in January 2019.

During this reporting period, there was a seventeen percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.63 injuries per 200,000 hours worked to 3.01 injuries per 200,000 hours worked. Slip, trips, and falls are the category of injury that generates the most reports. Soft tissue injuries are the greatest type of injury sustained.

On September 27th, we conducted our quarterly Safety FOCUS Meeting. FOCUS is an acronym for Fatigue, Outside Influences, Communication, Uncertain, and Situational Awareness. The emphasis during FOCUS Day was on the importance of Housekeeping. Attention to housekeeping is essential for preventing injuries. Many slips, trips, and falls can be prevented by keeping the work area organized and free of debris. Employees were provided a checklist and encouraged to use the time during their FOCUS Meeting to assess and address housekeeping in their work location. In addition, we launched a Housekeeping Contest to recognize work locations and work groups that foster a safe work environment. Employees can nominate a work location or work group for recognition. Winners will be recognized during our next quarterly FOCUS Meeting.

Also in September, with support from our labor organizations, we implemented a campaign for safety eye protection. During the course of their safety observations throughout the month, managers engaged in conversations with employees about the risks that mandate eye protection be worn. The managers also asked for feedback from the employees about their experiences with eye protection. The intent of the campaign, in addition to heightening awareness of the risks that require eye protection, is to understand how we can improve the quality and availability of this essential personal protective equipment.

Lori Ebbighausen
Vice President
Corporate Safety

August Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	July 2015 - August 2016	July 2016 - August 2017	July 2017 - August 2018		
FRA Reportable Customer Accident Rate per Million Customers	3.85	4.62	2.26		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.22	3.63	3.01		
	2017		2018		
	August	Year to Date	August	Year to Date	
Grade Crossing Incidents ¹	2	10	1	5	
Mainline FRA Reportable Train Derailments	0	1	1	1	
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	
	August	Year to Date	August	Year to Date
First Responders Trained	42	1,010	110	1,718
Employee Safety Training Courses	76	352	79	682
Employees Trained	723	6,060	962	8,687
Employee Safety Training Hours	15,998	149,258	23,177	186,975
Customer and Community:	August	Year to Date	August	Year to Date
Broken Gates	16	74	10	76
MTA Police Details	126	602	66	826
Summons	236	1399	109	866
Warnings	81	602	42	381
Arrests	0	1	0	2
Community Education and Outreach	5,820	67,709	13,038	67,714
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		138	16.50
	C3 Cab		23	100.00
	C3 Trailer		12	10.80
	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 SEPTEMBER 2018**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Baldwin	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Hicksville A	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.

Safety Report

Justin R. Vonashek

Vice President, Office of System Safety



MNR participated in Rail Safety Week, held during the week of September 23 – 29.
Pictures taken at Grand Central Terminal



Metro-North Railroad

August 2018 Highlights: Safety Report

Metro-North Railroad (MNR) participated in the Second Annual US Rail Safety Week, held September 23rd-29th, with a series of events. Through TRACKS, Together Railroads And Communities Keeping Safe, MNR launched its first annual Rail Safety poster contest to schools (Pre-K-12) within the Metro-North territory. Students are asked to illustrate posters and submit what they believe are most important aspects of Rail Safety. Additionally, we conducted grade crossing and station outreach events throughout our territory and launched our first annual Customer Safety Day in GCT where rail safety information and prizes were given out to customers and employees.

Fire Prevention Week was observed on October 10th in Grand Central Terminal with an interactive event that provided customers and employees the opportunity to learn about fire safety in homes, work places as well as on Metro-North trains and stations.

MNR's third quarter Safety Focus Day was held on September 26 at work locations system wide. Safety Focus Day provides opportunities for our employees to discuss relevant safety topics and provide feedback and safety concerns. Some of the topics covered were the importance of detailed safety briefings, reporting safety concerns and attentive communications.

MNR continues to see positive trends in reducing employee lost time injuries. Overall, for the current 12-month period (September 17 – August 18) versus the previous 12-month period (September 16 – August 17), lost time per 200,000 working hours were reduced by 20%. The decrease can be attributed to focused Job Safety Briefings, enhanced Situational Awareness training, increase in field audits and inspections, quarterly Safety Focus Day events, timely issuance of Rules, Policies & Procedures and Safety Bulletins.

Customer injuries continue to experience a decline. For the current 12-month period (September 17 – August 18), the customer reportable injury rate per million customers decreased by 10% compared to the previous 12-month period (September 16 – August 17). Although customer injuries continue to trend downwards, MNR continues to maintain a strong effort to promote safe behaviors around trains, tracks, grade crossings and station platforms.

Justin R. Vonashek
Vice President
Office of System Safety

August 2018 Safety Report

Performance				
Performance Indicator	12-Month Average			
	September 2015 - August 2016	September 2016 - August 2017	September 2017 - August 2018	
FRA Reportable Customer Accident Rate per Million Customers	1.27	0.92	0.83	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	2.68	3.13	2.49	
	2017		2018	
	August	Year to Date	August	Year to Date
Grade Crossing Incidents ¹	0	1	0	1
Mainline FRA Reportable Train Derailments	0	2	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	
	August	Year to Date	August	Year to Date
First Responders Trained	18	976	258	1,601
Employee Safety Training Courses	142	291	143	332
Employees Trained	1,886	5,864	1,318	5,591
Employee Safety Training Hours	19,545	171,044	20,411	202,829
Customer and Community: Focus on Grade Crossings	2017		2018	
	August	Year to Date	August	Year to Date
Broken Gates	0	18	6	21
MTA Police Details	128	996	128	936
Summons	61	453	82	456
Warnings	22	134	19	55
Community Education and Outreach	5,455	44,965	8,510	82,160
Cars Equipped with Cameras	Fleet Size	Total Cars Equipped	% Complete	
Inward / Outward Facing Cab Cameras	956	699	73.12%	
Passenger Compartment Cameras	1,085	674	62.12%	

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.

Cars Equipped with Cameras - Number of complete inward/outward and passenger compartment camera installations on rolling stock.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts
Report to the Railroad Committee - October 2018
Expenditures thru September 2018; \$s in million

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,715.5	\$ 6,714.7	\$ 5,491.2
Force Account	\$ 959.8	\$ 821.5	\$ 644.7	\$ 542.0
Soft Costs	\$ 2,192.9	\$ 1,860.5	\$ 1,813.3	\$ 1,712.8
OCIP	\$ 457.4	\$ 379.2	\$ 379.2	\$ 352.1
Rolling Stock†	\$ 202.0	\$ 7.5	\$ 3.2	\$ 0.2
Unallocated & Program Support Contingency	\$ 267.0	\$ 550.8	\$ -	\$ -
Total	\$ 11,133.3	\$ 10,335.1	\$ 9,555.0	\$ 8,098.4

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve.

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Manhattan Construction								
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>	\$484.7	\$461.6	\$23.1*	\$281.2	Dec-2014	Feb-2015	Aug-2018	Jul-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$662.6	\$49.7	\$340.9	Jul-2015	Apr-2016	Jan-2020	Mar-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$261.5	\$4.0	\$242.5	Aug-2011	Aug-2011	Aug-2014	Dec-2018
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$325.0	\$298.7	\$26.3	\$118.4	N/A	Apr-2017	Aug-2020	Nov-2020
Harold Construction								
CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i>	\$29.6	\$19.4	\$10.3	\$0.0	N/A	Apr-2018	Jan-2019	Jan-2019
CH058A: Harold Structures - Part 3A: B/C Approach**		<i>In Procurement</i>			Jul-2015	Oct-2018	N/A	Jan-2021
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$574.0	\$32.9***	\$407.8	Mar-2014	Mar-2014	Dec-2019	Jul-2021
Systems Package 2: Signal Installation (CS086) <i>Five Star/Comstock JV</i>	\$60.9	\$53.0	\$7.9	\$0.0	N/A	Sep-2018	Feb-2021	Feb-2021
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$10.2	Jun-2014	Jun-2014	Dec-2019	Feb-2021
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$73.4	\$6.3	\$18.1	Sep-2014	Oct-2014	Dec-2019	Apr-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).

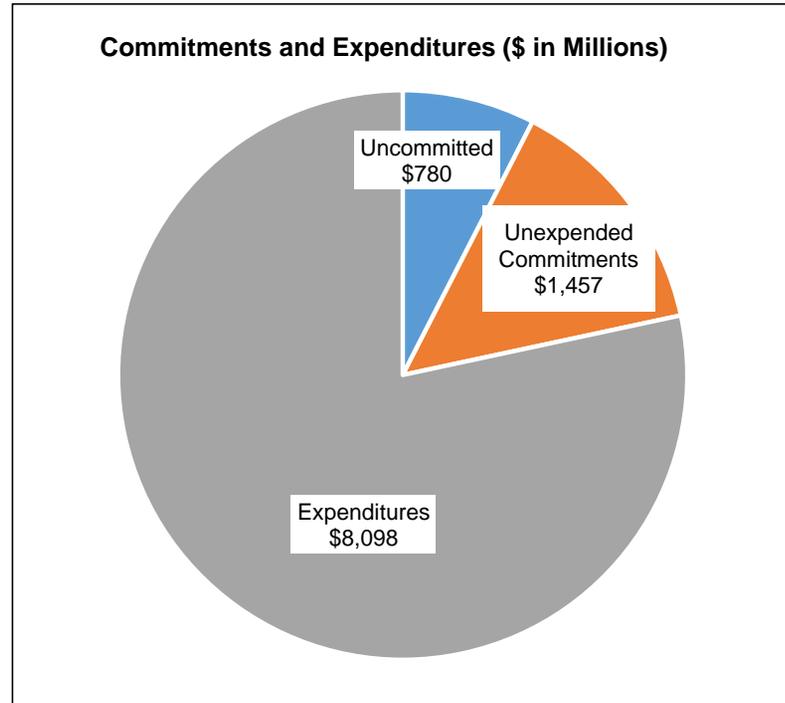
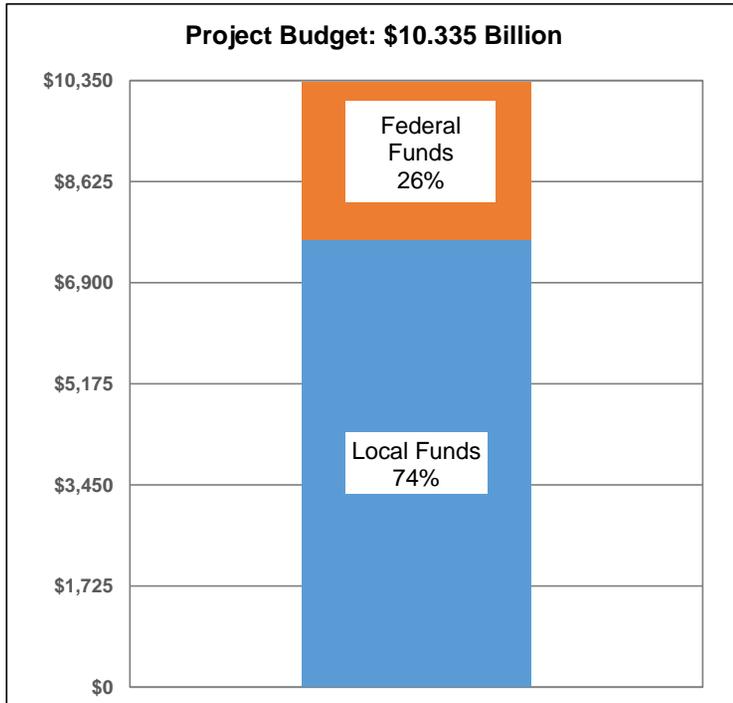
East Side Access Status

Report to the Railroad Committee - October 2018

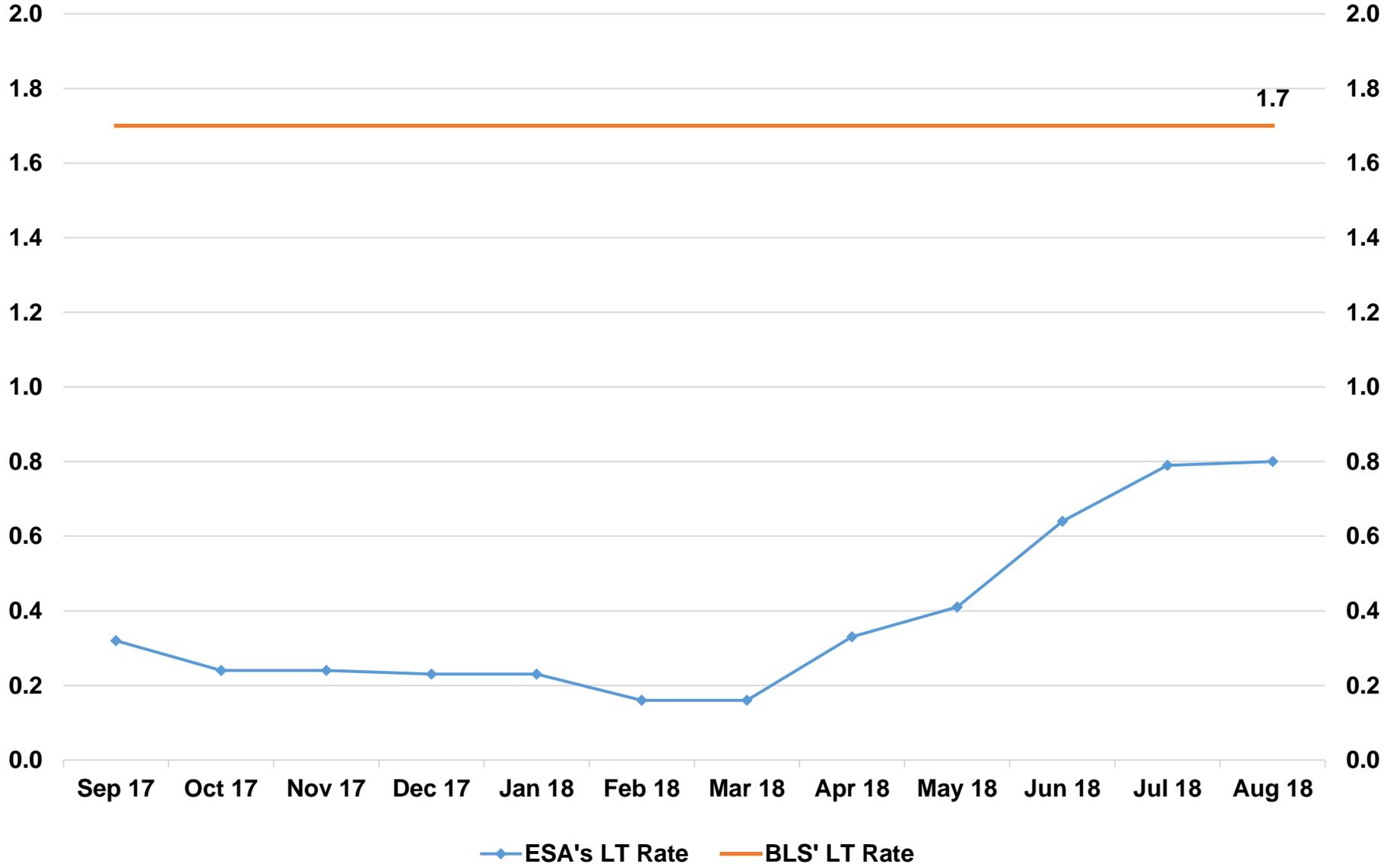
data thru September 2018

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,533	737	797	797	1,533	0	1,525
2005-2009	2,683	1,697	986	986	2,676	6	2,657
2010-2014	3,251	2,399	852	852	3,170	82	2,778
2015-2019	2,710	2,710	-	-	2,018	692	982
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,555	\$ 780	\$ 8,098

* April 2018 EAC forecast is \$11.133 billion.



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





Long Island Rail Road

September 2018 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase of major felonies (12 vs 5) for the month of September compared to the same period last year.
- Year to date Long Island Rail Road is even (76 vs 76).
- There were (2) Hate Crimes on Long Island Rail Road for the month of September

Owen Monaghan
Chief of Police



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

September 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	2	0	2	100%
Burglary	0	0	0	0%
Grand Larceny	8	4	4	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	5	7	140%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	19	-11	-58%
Felony Assault	15	11	4	36%
Burglary	2	1	1	100%
Grand Larceny	50	43	7	16%
Grand Larceny Auto	1	2	-1	-50%
Total Major Felonies	76	76	0	0%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

September 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	5	2	3	150%
Burglary	0	2	-2	-100%
Grand Larceny	12	9	3	33%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	21	17	4	24%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	23	35	-12	-34%
Felony Assault	33	28	5	18%
Burglary	17	8	9	113%
Grand Larceny	112	114	-2	-2%
Grand Larceny Auto	2	10	-8	-80%
Total Major Felonies	187	195	-8	-4%



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 9/30/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	31	31
Felony Assault	39	34
Burglary	18	5
Grand Larceny	44	48
Grand Larceny Auto	2	2
Aggravated Harassment	3	4
Aggravated Unlicensed Operator	14	15
Assault-Misdemeanor	58	42
Breach of Peace	16	7
Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	7	6
Criminal Impersonation	4	6
Criminal Mischief	43	46
Criminal Possession Stolen Property	14	17
Criminal Tampering	0	8
Criminal Trespass	38	31
Disorderly Conduct	2	2
Drug Offenses	97	77
DUI Offenses	14	7
Failure to Appear	0	1
Falsely Reporting an Incident	7	3
Forgery	46	47
Fraud	2	1
Graffiti	15	23
Harassment	1	3
Make Terrorist Threat	3	0
Menacing	17	6
NYC Admin Code	2	0
Obstruct Government	8	8
Petit Larceny	132	95
Public Lewdness	19	18
Reckless Endangerment	2	6
Resisting Arrest	39	28
Sex Offenses	22	14
Stalking	1	1
Theft of Services	165	154
Warrant Arrest	103	38
Weapons Offenses	11	7
Unauthorized Use Vehicle	1	0
Total Arrests	1,041	843

INDEX CRIME REPORT
Per Day Average
September 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	5	2	3	0
Burglary	0	0	0	0
Grand Larceny	12	8	3	1
GLA	1	0	1	0
Total	21	12	8	1
Crimes Per Day	0.70	0.40	0.27	0.03



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - September 2018)

Motivation	2018	2017	Diff	% Change
Asian	0	0	0	0 %
Black	6	5	1	20 %
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	13	14	-1	-7 %
Sexual Orientation	1	0	1	0 %
White	0	0	0	0 %
Motivation Total	23	20	3	15 %

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	1	1	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	20	19	1	5 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	23	20	3	15 %



Metro-North Railroad

September 2018 Highlights: MTA Police Report

- Metro-North Railroad experienced a decrease in major felonies (8 vs 10) for the month of September compared to the same period last year.
- Year to date Metro-North Railroad is down 1 crime (103 vs 104).
- There were no hate crimes to report on Metro-North Railroad for the month of September

Owen Monaghan
Chief of Police



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

September 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	3	2	1	50%
Burglary	0	2	-2	-100%
Grand Larceny	3	5	-2	-40%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	8	10	-2	-20%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	12	9	3	33%
Felony Assault	16	13	3	23%
Burglary	15	7	8	114%
Grand Larceny	59	67	-8	-12%
Grand Larceny Auto	1	8	-7	-88%
Total Major Felonies	103	104	-1	-1%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

September 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	5	2	3	150%
Burglary	0	2	-2	-100%
Grand Larceny	12	9	3	33%
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Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	7	6
Criminal Impersonation	4	6
Criminal Mischief	43	46
Criminal Possession Stolen Property	14	17
Criminal Tampering	0	8
Criminal Trespass	38	31
Disorderly Conduct	2	2
Drug Offenses	97	77
DUI Offenses	14	7
Failure to Appear	0	1
Falsely Reporting an Incident	7	3
Forgery	46	47
Fraud	2	1
Graffiti	15	23
Harassment	1	3
Make Terrorist Threat	3	0
Menacing	17	6
NYC Admin Code	2	0
Obstruct Government	8	8
Petit Larceny	132	95
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Reckless Endangerment	2	6
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Robbery	3	2	1	0
Fel. Assault	5	2	3	0
Burglary	0	0	0	0
Grand Larceny	12	8	3	1
GLA	1	0	1	0
Total	21	12	8	1
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Metropolitan Transportation Authority Police Department

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Gender	0	0	0	0 %
Hispanic	2	0	2	0 %
Muslim	0	1	-1	-100 %
Other	1	0	1	0 %
Anti-Semitic	13	14	-1	-7 %
Sexual Orientation	1	0	1	0 %
White	0	0	0	0 %
Motivation Total	23	20	3	15 %

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	1	1	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	20	19	1	5 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	23	20	3	15 %



Long Island Rail Road



Metro-North Railroad

JOINT INFORMATION ITEMS



MTA HOMELESS OUTREACH

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

October 2018

MTA HOMELESS OUTREACH



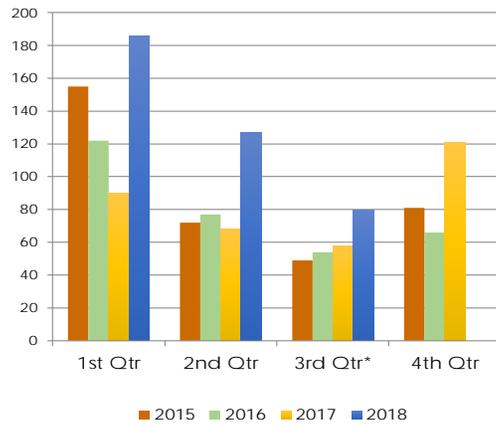
- Service Providers
 - Bowery Residents' Committee (BRC)
 - LIRR & MNR property within NYC
 - MNR Northern counties
 - Services for the Underserved (SUS)
 - LIRR Eastern counties

- Placements
 - Voluntary
 - Exception for those individuals who pose a danger to themselves or others
 - Partners
 - MTAPD
 - Amtrak

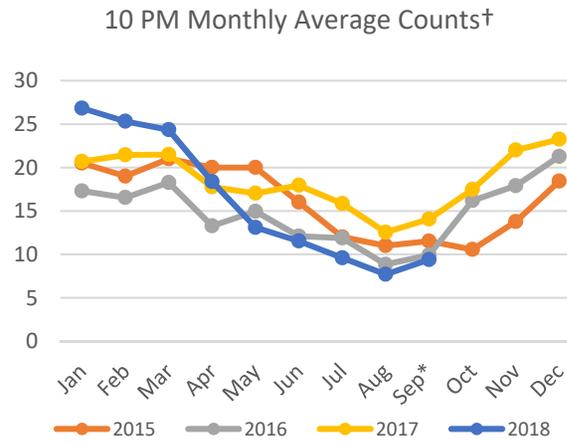
MTA HOMELESS OUTREACH



GCT Placements



GCT Homeless Counts



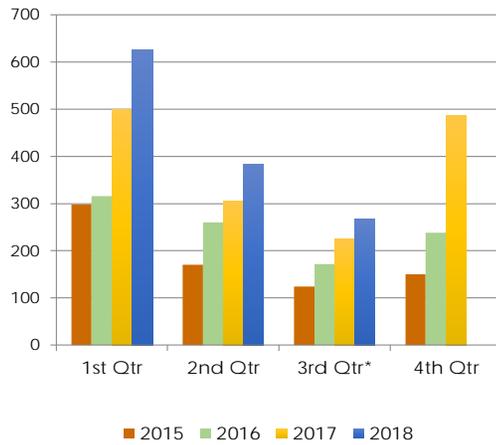
† Counts in GCT are conducted Mon-Fri

Placement and count data provided by BRC
 *Sep 2018 data is preliminary

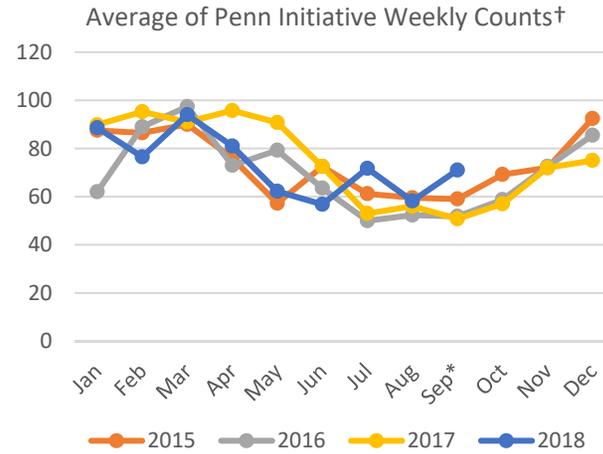
MTA HOMELESS OUTREACH



PENN Placements



PENN Homeless Counts



†Penn Initiative count is conducted once a week and includes Amtrak level, Subway areas & Street perimeter

Placement and count data provided by BRC
*Sep 2018 data is preliminary

October 2018 CPOC MNR/LIRR PTC Project Update

October 22, 2018



LIRR/MNR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="464 440 1619 483"><input type="checkbox"/> On target to meet all federal compliance requirements. <li data-bbox="464 553 1892 651"><input type="checkbox"/> RSD applications for both LIRR and MNR were submitted in September 2018. <li data-bbox="464 727 1871 889"><input type="checkbox"/> A new baseline of system software is required to address several core variances required for Revenue Service Demonstration (RSD), and is undergoing test. <li data-bbox="464 954 1850 1052"><input type="checkbox"/> MNR to start RSD on Hudson Line in November; LIRR to start RSD on Port Washington Line in December.
% Complete	<p data-bbox="464 1122 667 1166">LIRR - 84%</p> <p data-bbox="464 1187 682 1230">MNR - 82%</p>
Budget	<p data-bbox="464 1365 625 1409">\$1.037B</p>

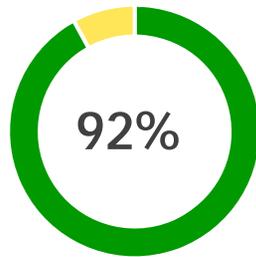
LIRR/MNR PTC Project Progress Dashboard

Long Island Rail Road

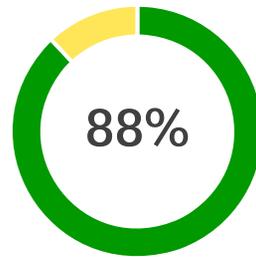
Radio Spectrum



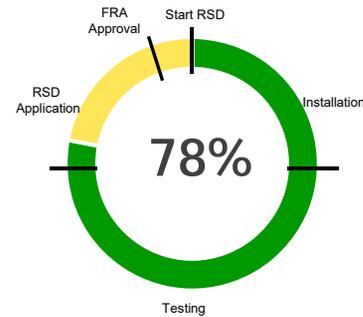
Installation of Hardware



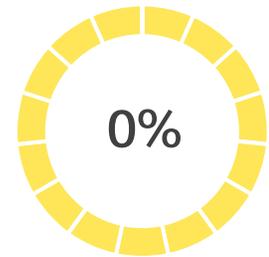
Employees Trained



PTC Operations (RSD) Pilot Lines



Extended RSD (ERSD) 15 Non-Pilot Segments

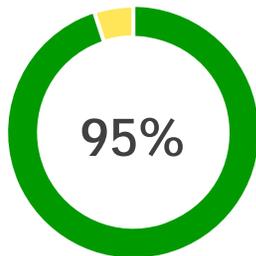


Metro-North Railroad

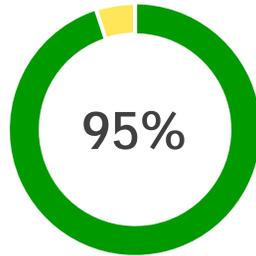
Radio Spectrum



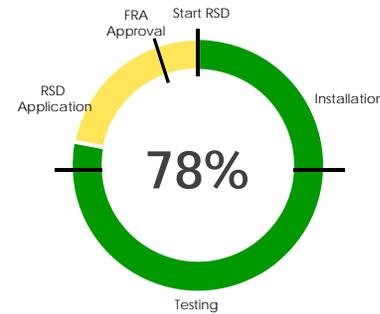
Installation of Hardware



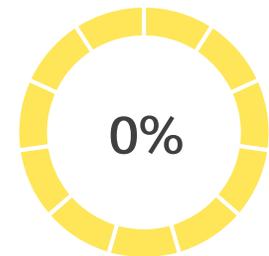
Employees Trained



PTC Operations (RSD) Pilot Lines



Extended RSD (ERSD) 11 Non-Pilot Segments



LIRR PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through September 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Sep		18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast
Transponders	3367	3367	2761	82%	606	400	229	606	0	0
WIUs	162	151	151	100%	0	6	6	0	0	11*
C-Cases	111	108	108	100%	0	1	1	0	3*	0
M7	418 **	240	414	100%	0	0	0	0	0	0
DE/DM	45 ****	30	43	100%	0	2	0	2	0	0
C3	23	17	23	100%	0	0	0	0	0	0
E15	16	5	10	100%	0	3	1	2	2	2
***NYAR	10	6	4	67%	2	3	2	2	2	2
M3	44	N/A	1	N/A	N/A	1	1	4	12	19

Data date September 30, 2018

* For future PTC in ESA tunnels

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

*** NYAR numbers have been included in our most recent PTCIP RFA per FRA clarification.

**** Two (2) DE/DM locomotives are long term out of service and installs will be completed prior to return to service.

NOTE: The transponder quantities are final count as reflected in our most recent PTCIP RFA.

 Month when FRA goal is met



MNR East of Hudson PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through Sep 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Sep		18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast
Transponders	2931	2931	2700	92%	231	143	0	143	88	0
WIUs	84	84	83	98%	1	1	3	1	0	0
Radio Cases	107	107	100	93%	7	4	1	4	3	0
M7	167	167	167	100%	0	0	0	0	0	0
M3	69	32	60	100%	0	12	13	9	0	0
P32	31	23	20 complete	87%/100%	3	3	2	4	4	3
			31 Partial (OBC)							
Cab Cars	51	35	35 complete	100%/100%	0	6	6	6	6	4
			41 Partial (OBC)							
M8	190	106	140 Complete	100%/100%	0	24	18	20	20	10
			190 Partial (OBC)							
BL20	12	9	1 complete 12 Partial	11%	8	2	1	4	4	3
GP35	8	4	1 complete 7 Partial	25%	3	1	0	2	2	3

Month when FRA goal is met



MNR Port Jervis Line Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through Sep 2018	% Complete FRA Goal	Remaining to meet FRA Goals	Sep 2018		18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast
Transponders	254	240	162	67%	78	90	100	78	0	0
WIUs	10	10	0	0%	10	0	0	5	5	0
Radio Cases	11	11	11	100%	0	4	9	0	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

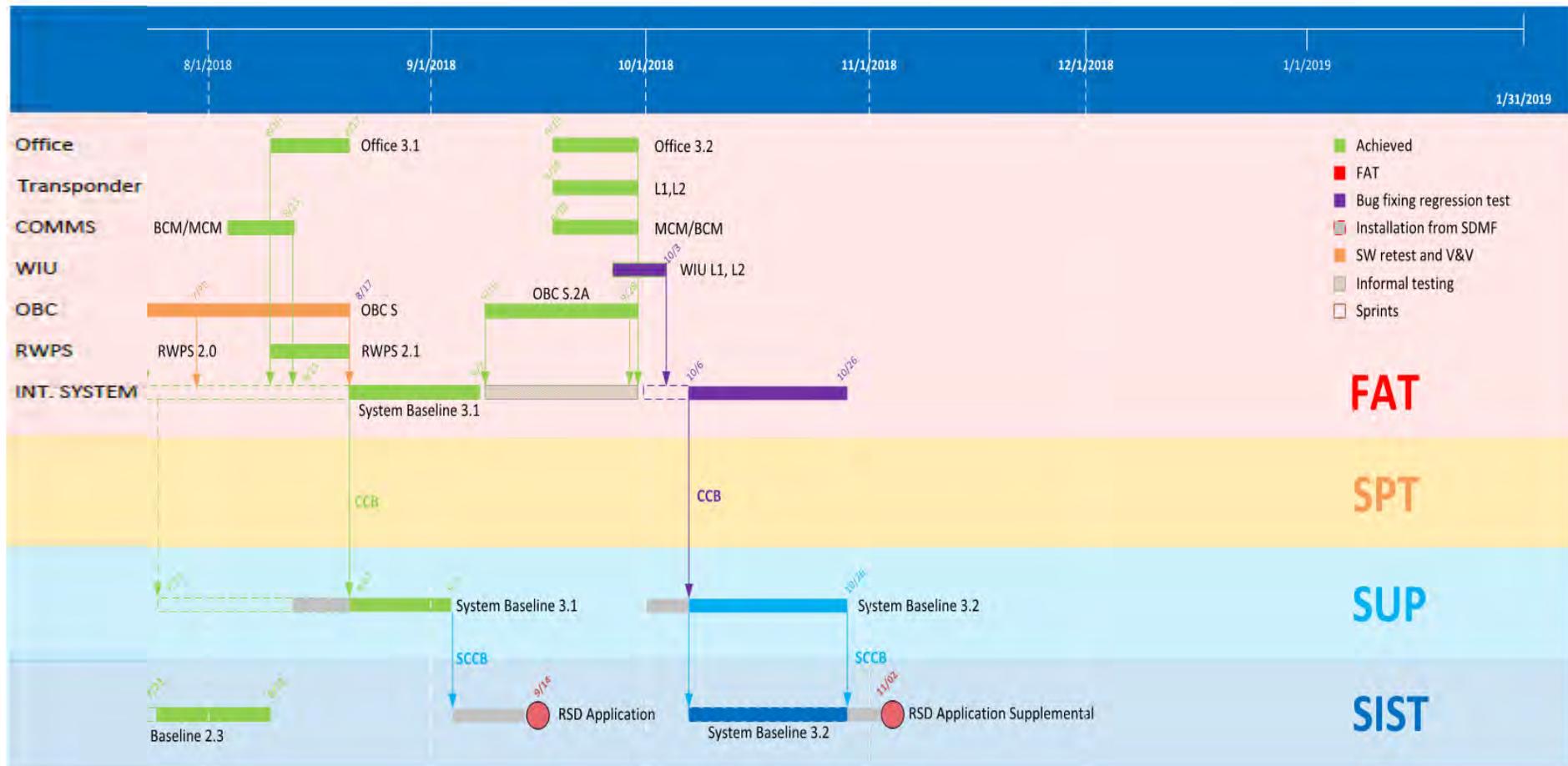
MNR/LIRR Project Update (July to September 2018)

- LIRR/MNR completed regression testing of all PTC subsystems including Office, On-Board, Wayside Interface Units, Communications and Transponders in preparation for Integrated System FAT (ISF).
- LIRR/MNR completed Integrated System FAT using System (Baselines 3.0 and 3.1) with open core variances.
- LIRR/MNR completed Integrated System Pre-FAT for System Baseline 3.2 for RSD.
- LIRR/MNR continued repeatability testing of PTC functions on pilot lines to provide data to support RSD Application.
- LIRR/MNR submitted RSD applications to the FRA for approval.
- LIRR/MNR continued installations of wayside and on-board equipment.
- LIRR/MNR continued training of required employees.
- MNR continues to operate Civil Speed Enforcement (CSE) on all rolling stock.
- LIRR completed installation of PTC radio antenna cables in Atlantic Tunnel.



LIRR/MNR Schedule Software/System Development & Test

- Start of LIRR RSD on Port Washington Line – December 2018 (previously October)
- Start of MNR RSD on Hudson Line – November 2018 (previously October)



SPT = Site Performance Tests
SIST = Site Integrated System Test

SUP = Site Update Period
RSD = Revenue Service Demonstration

CCB = Change Control Board
SCCB = Safety CCB

LIRR/MNR Project Risks and Concerns

- Completion of the project depends on timely resolution of interoperability issues with Amtrak.
- The SI continues to have resource limitations to support both LIRR and MNR.
- LIRR/MNR continue to closely monitor the deliveries of transponder designs and on-board equipment from the SI to complete all their hardware installations.
 - Weekly conference calls to coordinate and communicate real time information.
- LIRR/MNR are working with the SI to address identified software variances which may impact the non-pilot segments.



LIRR/MNR Look Ahead (October to December 2018)

- Complete all onboard and wayside installations.
- Complete all required PTC training to support RSD.
- Complete Integrated System FAT Baseline 3.2 for RSD.
- MNR to complete RSD interoperability testing with AMTRAK/CSX.
- Initiate RSD on pilot segments.
- Meet PTC Compliance at the end of the year.
 - Revise and update PTC Implementation Plans with Alternative Schedule .
 - Submit *Notification and Certification of Compliance* to the FRA to demonstrate that LIRR/MNR have met the statutory criteria for PTC Compliance and qualify for an Alternative Schedule.
- Start Site Performance testing on the non-pilot segments.
- Continue to prepare LIRR/MNR PTC Safety Plans.
- Develop schedule to complete Interoperability with tenant Railroads.
- Obtain approval of RFP for additional spectrum at October Board.



LIRR/MNR PTC Timeline and Look-ahead

July 2018

- ✓ LIRR/MNR started Integrated System FAT (Baseline 3.0).

August 2018

- ✓ Systems Integrator (SI) completed delivery of Train-the-Trainer courses to LIRR.
- ✓ LIRR/MNR completed Integrated System FAT (Baseline 3.0) for RSD with open variances.
- ✓ LIRR/MNR completed the testing of System (Baseline 3.1) for RSD.
- ✓ LIRR/MNR completed Site Update and Regression testing for the RSD segments.

September 2018

- ✓ LIRR/MNR submitted their RSD applications for pilot lines to the FRA for approval.
- ✓ MNR completed loading updated M8 CSE E5 software.



LIRR/MNR PTC Timeline and Look-ahead

October 2018

- ❑ LIRR/MNR to complete Integrated System FAT (Baseline 3.2) for RSD
- ❑ LIRR to complete all on-board and wayside installations of PTC hardware.
- ❑ LIRR/MNR to complete training of all required employees.
- ❑ LIRR/MNR to continue to perform interoperability testing with tenant railroads.
- ❑ MNR to complete uploading updated CSE QL Software to all their on-board equipment.
- ❑ MNR to complete retrofitting of M3s at Arch Street.
- ❑ LIRR to meet conditions for FRA's approval of Substitute Criteria request.



LIRR/MNR PTC Timeline and Look-ahead

November 2018

- ❑ LIRR/MNR to complete regression testing to obtain supplemental test data for RSD application.
- ❑ MNR to begin RSD on Tarrytown to Croton-Harmon pilot segment (Hudson Line).
- ❑ MNR to complete all on-board and wayside installations of PTC hardware.
- ❑ LIRR/MNR to update their PTC Implementation Plans (with Alternative Schedule).
- ❑ LIRR/MNR to submit *Notification and Certification of Compliance* to FRA stating that LIRR has met all statutory criteria for an Alternative Schedule.

December 2018

- ❑ LIRR to initiate RSD on Port Washington line.
- ❑ LIRR/MNR to start Site Performance Testing on non-pilot segments.

After January 2019

- ❑ LIRR/MNR to submit their PTC Safety Plans to FRA for approval.
- ❑ LIRR/MNR to place non-pilot segments in PTC Operations (ERSD).

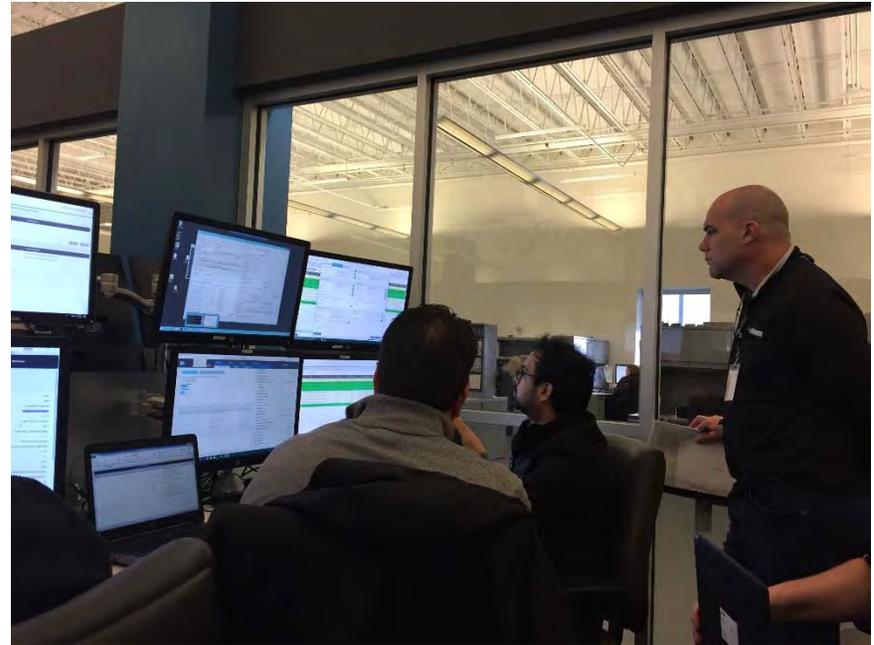


PTC Testing Photos LIRR FRA-witnessed Regression Testing

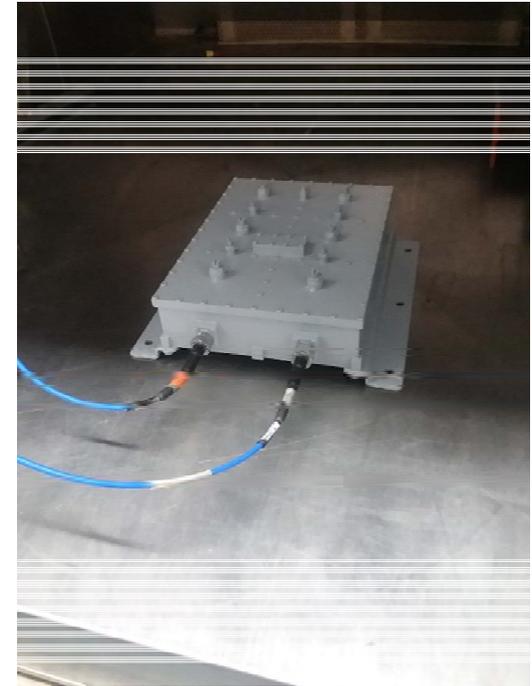


PTC Testing Photos

LIRR/MNR Factory Acceptance Testing



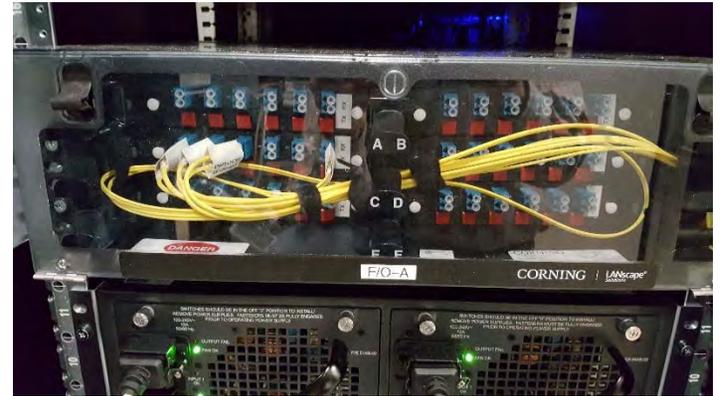
PTC Equipment



Performing Environmental Testing (Temp/Humidity) On-Board Filter



PTC Equipment

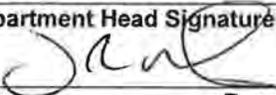


Office Safety Servers located at MNR ECC



Staff Summary



Subject NOVEMBER TIMETABLE CHANGE & TRACKWORK PROGRAMS						Date SEPTEMBER 28, 2018			
Departments ACTING SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. BROOKS						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	9/24/18				4	Sr VP – Eng. 	1	President 
						3	VP Mktg & PA 		
						2	Exec VP 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning November 12, 2018, through January 6, 2019. Projects supported during this timetable include Main Line Expansion, Track Surfacing on the Babylon Branch, and Tunnel Cable Installation on Atlantic Branch. Continuing projects include Positive Train Control Installation, East Side Access work in Harold Interlocking, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements. Additionally, Trackwork Programs during October and November will support Port Jefferson Branch Concrete Ties and Switch Surfacing, Main Line Second Track Switch Installation, and Far Rockaway Branch Pedestrian Overpass Work.

NOVEMBER 12 TIMETABLE CHANGE

Construction Activities

- **Atlantic Branch, East New York-Jamaica – Atlantic Tunnel Cable Installation** – One of two main tracks will be out of service overnights between East New York and Dunton Interlocking in Jamaica for the installation of cable in the Atlantic Tunnels.
 - **Temporary Service Adjustments:** With one of two main tracks out of overnights between East New York and Jamaica, several westbound late night trains to Brooklyn, and their connecting trains at Jamaica, are adjusted up to 5 minutes earlier. To support the work on weekends, westbound Hempstead Branch trains are adjusted up to 7 minutes earlier, eastbound Hempstead Branch trains are adjusted 2 minutes later, and eastbound Far Rockaway Branch trains are adjusted 9 minutes later.

- **Main Line, Nassau 3-Divide – Main Line Expansion** – One of two main tracks will be out of service overnights between Nassau 3 interlocking in Carle Place and Divide Interlocking in Hicksville for work related to the Main Line Expansion Project.

- **Temporary Service Adjustments:** With one of two main tracks out of service between Carle Place and Hicksville overnight for the Main Line Expansion Project, a number of schedule adjustments will take place on the Ronkonkoma and Port Jefferson Branches. Some westbound overnight trains from Huntington and Ronkonkoma, and their connections at Jamaica, are adjusted up to 18 minutes later. In addition, some eastbound Main Line overnight trains are adjusted up to 11 minutes later.
- **Montauk Branch, Hall-Valley, Track Surfacing** – One of two main tracks of the Montauk Branch will be out of service midday weekdays between Hall interlocking in Jamaica and Valley Interlocking in Valley Stream for track surfacing.
 - **Temporary Service Adjustments:** With one of two main tracks out of service middays between Jamaica and Valley Stream, westbound midday trains on the Babylon Branch have been adjusted up to 12 minutes earlier. Additionally, westbound Long Beach Branch midday trains are adjusted 1 minute earlier.

TRACK WORK PROGRAMS

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

- **Port Jefferson Branch Concrete Tie** – Single Main Track of the Port Jefferson Branch between Huntington and Port Jefferson will be out of service on the weekend of October 27-28 to allow Concrete Tie Replacement. This will complete work begun in a previous reporting period.
 - **Temporary Service Adjustments:** On the weekend of October 27-28, the single Main Track of the Port Jefferson Branch will be out of service between Huntington and Port Jefferson to allow the replacement of concrete ties. Buses will replace train service at stations Greenlawn through Port Jefferson. Customers can expect increased travel time of up to 23 minutes. Westbound customers should anticipate earlier departure times for buses in order to connect with trains at Huntington.
- **Port Jefferson Branch Switch Surfacing & Robbins Lane Crossing Renewal** – On the weekend of November 3-4, two tracks within Hicksville Station will be out of service for Switch Surfacing. Additionally, on Sunday, November 3, one of two Main Tracks of the Port Jefferson Branch between Hicksville and Syosset will be out of service for Crossing Renewal at Robbins Lane in Syosset.
 - **Temporary Service Adjustments:** On the weekend of November 3-4, two tracks within Hicksville Station will be out of service for Switch Surfacing. As a result, service will be adjusted on the Ronkonkoma and Port Jefferson Branches. On the Port Jefferson Branch, service will be reduced to hourly between Huntington and Penn Station, and to two-hourly between Huntington and Port Jefferson. Ronkonkoma Branch trains will operate on adjusted schedules. Minor adjustments will also occur on the Babylon Branch to preserve connections and stopping patterns west of Jamaica. On Sunday, November 3, these schedule adjustments will also support the Robbins Lane Crossing Renewal on the Port Jefferson Branch in Syosset.
- **Far Rockaway Branch Gibson Pedestrian Overpass Replacement** – Both Main Tracks of the Far Rockaway Branch between Valley Stream and Far Rockaway will be out of service on Saturday,

be out of service on Saturday, November 3, for continued work on the Pedestrian Overpass at Gibson Station. This will complete work begun in a previous reporting period.

- **Temporary Service Adjustments:** On Saturday, November 3, both Main Tracks of the Far Rockaway Branch between Valley Stream and Far Rockaway will be out of service. Buses will replace train service at stations Gibson through Far Rockaway. Customers will be bused to/from Valley Stream, and can expect increased travel time of up to 27 minutes. Westbound customers should anticipate earlier departure times for buses in order to connect with trains at Valley Stream.
- **Main Line Switch Replacement** – Minor schedule adjusting the Ronkonkoma Branch on the weekend of November 10-11, for switch installation at Pinelawn.
 - **Temporary Service Adjustments:** On the weekend of November 10-11, schedules will be adjusted on the Ronkonkoma and Huntington Branches, with some eastbound Huntington trains operating up to 6 minutes later, and westbound Ronkonkoma Branch trains operating up to 10 minutes earlier. Associated connecting trains will be adjusted as necessary.

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.

LIRR M-9 and LIRR/MNR M-9A Railcar Procurements LIRR/MNR Joint Committee Meeting October 2018

(Rev R)



LIRR M-9 Railcar Procurement

□ Car Quantity

- Base Cars: 92
- Option Cars: 110

Total M-9 Cars: 202 (M-3 Replacement & Ridership Growth)

□ Budget

	<u>Base Order (92)</u>	<u>Option Cars* (110)</u>	<u>Total (202)</u>
□ Project Budget:	\$402.9M	\$331.3M	\$734.2M
□ Initial EAC:	\$375.0M	\$313.0M	\$688.0M
□ Current EAC:	\$402.9M**	\$318.0M	\$720.9M
□ Contingency:	\$0	\$ 13.3M	\$ 13.3M

* Negotiated Global Settlement for Option Cars: July 13, 2018

** Contains cost of settlement and impact due to project delays



M-9 Railcar Procurement Major Milestone Summary

Milestone	Current Schedule	Approximate Shift from 2017 CPOC
System Qualification Tests and FAs Complete	2 nd Quarter 2018	6 Months
Pilot Car testing in Pueblo and LIRR	Nov 2017 – April 2019	9 Months
92 Base Car Conditional Acceptance	May 2019 - Jan 2020	9 Months (total delay 15 Months)
110 Option Car Conditional Acceptance	Jan 2020 - Dec 2020	N/A



M9s at LIRR Hillside Test Site



M-9 Enhanced Customer Amenities

- ❑ Closed loop seat armrests
- ❑ Electrical outlets on both sides of car in each row of seats
- ❑ Consist car number display ("Car 2 of 6")
- ❑ Front of car exterior destination signs (visible as train approaches station)
- ❑ Powered B-End door
- ❑ ***Improved toilet doors***
- ❑ ***Additional coat hooks in toilet room***
- ❑ ***Additional toilet room air quality treatment***
- ❑ ***Toilet room design improves cleanliness and touch-less experience***
- ❑ ***High Velocity "no touch" toilet room hand drier***
- ❑ ***Scratch proof mirror***
- ❑ Four 32" multimedia screens in each car
- ❑ 4-6 Additional seats per married pair (217 seats/pair)
- ❑ Energy efficient LED lighting
- ❑ Improved ride quality from M-7
- ❑ Text-to-Speech service updates
- ❑ Suspension system flip seats (Prevents slamming)
- ❑ Quieter side doors which operate with less impact force and are easier to open manually in an emergency egress situation
- ❑ Slightly increased width of seats
- ❑ Increased window tint (reduces sun glare)



M-9 Armrest/Electrical Outlets



M-9 Car No. in Consist Feature/Head End Destination Sign



M-9 Pilot Car Interior



M-9 Safety and Security Enhancements

- Positive Train Control (PTC) Equipped
- CCTV - 1 forward facing, 1 in-cab camera and 8 passenger area cameras.
- Enhanced B-End carbody crashworthiness
- Additional speakers in vestibule for clearer public announcements
- Threshold illuminating lights at the side and end doors
- Additional emergency lighting if car batteries are exhausted
- Increased length and height of vestibule grab handles

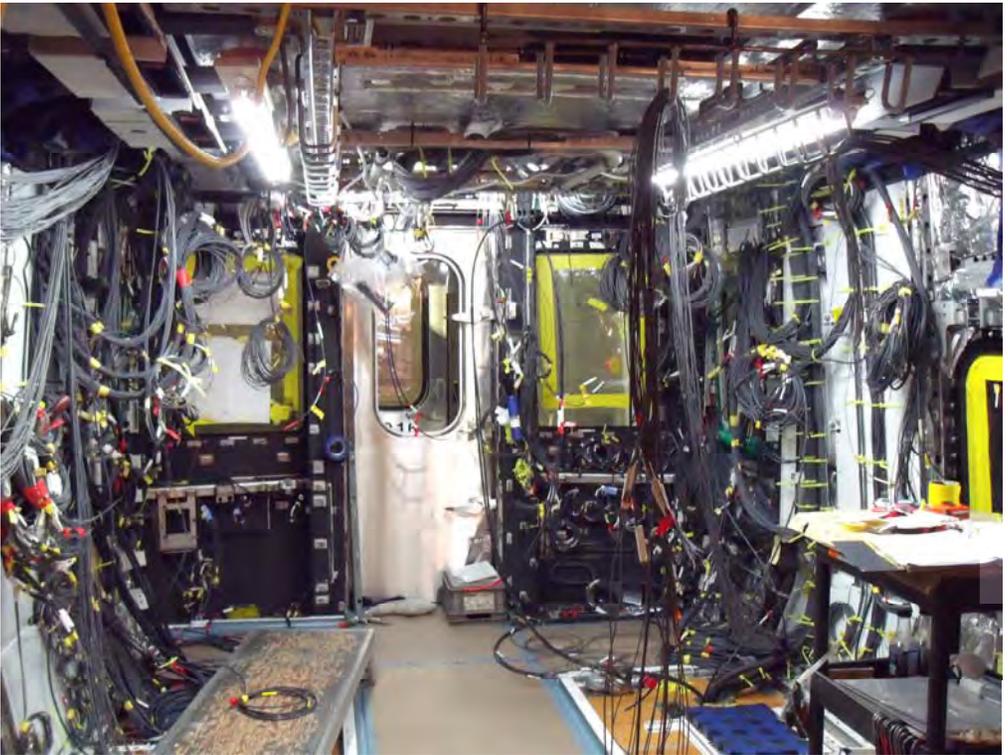


M-9 Production Car

Kawasaki Motors Manufacturing (KMM), Lincoln Nebraska



Final Car Assembly



Car Interior Wiring Assembly



M-9 Final Assembly

Kawasaki Rail Car (KRC), Yonkers New York

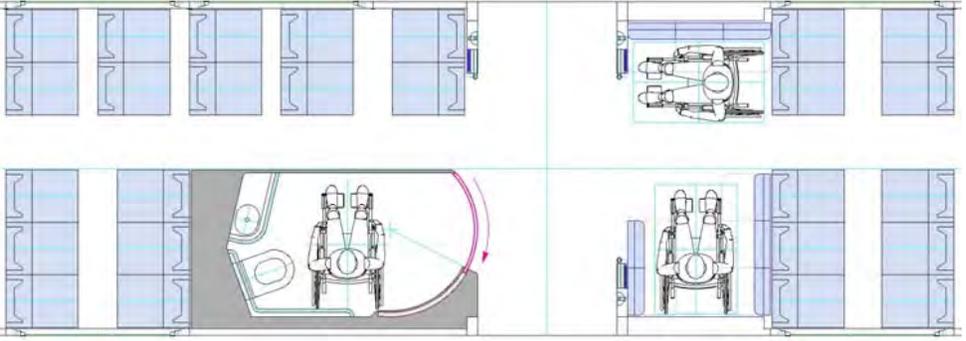
- ❑ Underfloor Equipment
- ❑ Underfloor Wiring
- ❑ Coupler
- ❑ Luggage Rack
- ❑ Seating
- ❑ Truck
- ❑ Function Test



LIRR M-9A Exterior Rendering



LIRR M-9A Interior Rendering



LIRR/MNR M-9A Car Requirements

□ M-9A

- LIRR Base Cars (up to): 100
- LIRR Option Cars: 114 (60 M-9A + 54 previously M-9 Cars)
- LIRR Option Coaches: 30
- Total Cars LIRR 244
- MNR Option Cars: 200
- Total M-9A Cars: 444



LIRR/MNR M-9A Joint Railcar Procurement

- Phase I RFP (Pre-Qualification): October 2018
- Phase II RFP (Cost & Technical): January 2019
- Contract Award: 2nd qtr 2019
- Expedited RFP/Design/Manufacturing model will be pursued
- Contractors will be challenged to accelerate car deliveries to support ESA service, proposals will be evaluated based upon ability to deliver cars earlier and at an increased monthly rate



LIRR M-9 and LIRR/MNR M-9A

Thank You!

Questions ?





Metro-North Railroad

INFORMATION ITEMS

2018 3rd Quarter Maintenance of Way Division

Track, Structures, Stations & Facilities

Metro-North Railroad

October 03 ,2018



■ Production Tie Replacement – 1,758,250 systemwide wood ties (28,200 ties planned)

■ Hudson Line	25,600 ties planned	14,715 complete	57%
■ *New Haven	2,600 ties planned	6,475 complete	249%
Total 2018	28,200 ties planned	21,190 complete	75% complete

* **Notes:** NHL Gang created July 2018

■ Rail Vac (Wood Ties) – 4,000 ties planned

■ GCT	14 ties complete		
■ Hudson	1,961 ties complete		
■ Harlem	684 ties complete		
■ New Haven	581 ties complete		
Total 2018	3,240 ties complete	81% complete	



▣ Rail Replacement – 1,508 rail miles systemwide (15.8 miles planned)

▣	Hudson Line	9	miles planned	5.1	completed	57%	complete
▣	New Haven	6.6	miles planned	1.1	completed	17%	complete
▣	Port Jervis	0.19	miles planned	0	completed	0%	complete
	Total 2018	15.79	miles planned	6.2	completed	39%	complete

▣ Surfacing - 754 track miles systemwide (130 miles planned)

▣	Hudson Line	73	miles planned	31	completed	42%	complete
▣	Harlem Line	18	miles planned	8.6	completed	48%	complete
▣	New Haven - NY	6	miles planned	13.1	completed	218%	complete
▣	New Haven - CT	26.6	miles planned	16.5	completed	62%	complete
▣	New Haven - WTBY	6.4	miles planned	3.6	completed	56%	complete
	Total 2018	130	miles planned	72.8	completed	56%	complete



Switch Renewal - 1,500 Switches systemwide (38 switches planned)

■	GCT-	9 switches	planned	9	switches completed	100% complete
■	Hudson-	9 switches	planned	2	switches completed	22% complete
■	Harlem-	7 switches	planned	6	switches completed	86% complete
■	New Haven-	10 switches	planned	7	switches completed	70% complete
■	Waterbury-	3 switches	planned	0	switches completed	0% complete
	Total 2018	38 switches	planned	24	switches completed	63% complete

Grade Crossing Renewal – 111 Grade Crossings systemwide (20 crossings planned)

■	Hudson Line	2	Crossings planned	1	complete	50%
■	Harlem Line	5	Crossings planned		complete	0%
■	New Haven					
	■	New Canaan	1	Crossings planned	1	complete 100%
	■	Danbury	7	Crossings planned	2	complete 29%
	■	Waterbury	4	Crossings planned	1	complete 25%
■	West of Hudson	1	Crossings planned	1	complete	100%
	Total 2018	20	Crossings planned	6	complete	30% complete



■ **Welds (2,000 joints planned)**

■	Hudson Line	603	joints completed		
■	Harlem Line	389	joints completed		
■	New Haven	495	joints completed		
■	West of Hudson	8	joints completed		
	Total 2018	1,495	joints completed	75%	complete

■ **Loram Rail Grinder (15.4 miles planned)**

■	Hudson Line	5.4	Miles planned	0	complete	0%	
■	New Haven	10	Miles planned	0	complete	0%	3 curves
	Total 2018	15.4	Miles planned	0	complete	0%	complete



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

- Track 32 – (Completed)
 - 2,200' rail, 90 bracket ties, 1,000 block ties
- Track 24 – Pre - Amtrak-GCT Service (Completed)
 - 455 ties
- Track 113 – Post Amtrak GCT Service (Completed)
 - 1,020' rail
- Track 102 – (Completed)
 - 100 ties
- Track 40 – In Progress



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

- 1st run - field survey 100% complete
- Defects corrected from 1st run: NY- 38, CT – 28

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

- Contracted for 6 tests over 3 years
- 1st run – Survey completed April 19, 2018
- 2nd run – In progress (October)



■ **Overhead Bridge Program**

- Typical repairs include replacing deteriorated members, rebuilding deteriorated bridge seats, repairing abutment walls, repairing load bearing supports timber deck replacements. (60% complete)
 - NH 12.85 South Street - Sidewalk and barrier support repairs - 100% complete
 - NH 20.89 North Barry - Abutment, floorbeam and steel pier repairs - 75% complete
 - NH 22.91 Broadway - Steel floorbeam repairs - 0%
 - NH 25.39 Williams Street - painting floorbeams - 25%

■ **New Haven**

- Centre Avenue (MP 16.37) (80% Complete)



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

- Fasteners systemwide**

- Park Avenue Viaduct – replaced 10,528 fasteners with new fastening system (Tk 4 – 62%, Tk 2 – 67% , Tk 1 – 81%, Tk 3 –62%, Overall – 68%)
- GCT Trainshed
 - Repoint circular arch brick vents (Track 3/4, 66th to 95th streets)
 - Completed repointing brick tunnel (Track 3/4, 87th to 95th streets)

- **Undercutter- New Haven Line**

- Tracks 1&2, CP 217 – CP 223 (10 miles planned),
- Trk 2, 5 miles planned, 2.7 miles complete (100% completed)
- Trk 1, 5 miles planned, (0% complete)



▣ Bridge Timbers (CT only - 593 ties planned)

▣ NH 33.75 Elm St Tk2	52	timbers	0%
▣ NH 33.75 Elm St Tk3	52	timbers	0%
▣ NH 34.17 East Main Tk1	92	timbers	0%
▣ NH 40.89 Franklin Street Tk1, Tk2 (43 timbers each)	86	timbers	0%
▣ NH 41.28 Washington & Main Tk2	96	timbers	0%
▣ NH 53.72 Hancock Ave Tk4	50	timbers	0%
▣ NH 53.84 Howard Ave Tk1	53	timbers	0%
▣ NH 56.20 East Main Street Tk2	56	timbers	100%
▣ NH 59.96 East Main St. Tk3	56	timbers	0%
Total 2018	593	Timbers planned	11% complete

▣ Bridge Timbers (NY only – 1,140 Timbers planned)

▣ New Haven – Mamaroneck Ave (MP 20.37, Trk 2)	240	timbers	25%
▣ New Haven – Locust Avenue (MP 23.71, Tk2 & Tk4)	86	timbers	0%
▣ New Haven – Westchester Ave (MP 25.54, All Tracks)	240	timbers	0%
▣ Port Jervis – Pond Brook (MP 33.94, Trk 1 & Trk 2)	106	timbers	100%
▣ Port Jervis - Cattle Pass (MP 38.98, Single)	16	timbers	100%
▣ Port Jervis – Pine Hill Road (MP 48.51, Single)	32	timbers	100%
▣ Port Jervis – Moodna Viaduct (MP 55.03, Single) (Spot only)	420	timbers	19%
Total 2018	1,140	Timbers	21% complete



- **S-Program (New Haven – CT only)**

- Canal St. (MP 33.41) – Steel repairs/masonry repairs(95% complete)
- Main St. (MP 59.01) – Steel repairs/masonry repairs (100% complete)
- East Main St. (MP 59.96) – Steel repairs/masonry repairs (80% complete)

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

- Completed 130 various (minor) steel /or concrete repairs



- ▣ **NY Bridge Repair Program**

- ▣ Hudson Line

- ▣ Wells Ave. (MP 15.31) – Masonry repairs (100% complete)

- ▣ New Haven

- ▣ Highland Ave. (MP 25.83) – Masonry repairs (100% complete)

- ▣ Port Jervis

- ▣ Ramapo River (MP 32.06JS) – Steel repairs (75% complete)

- ▣ Stream (MP 44.80JS) – Wingwall repairs (100% complete)

- ▣ Shea Rd. (MP 63.04JS) – Concrete repairs on arch (0% complete)

- ▣ NY O&W RR – Floorbeam repair (69% complete)

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

- ▣ Completed 35 various (minor) steel /or concrete repairs



- ▣ **Cos Cob (Greenwich, CT)**

- ▣ Mitre Rail Replacement and timbers (Track 1) – (100% complete)
 - ▣ Fabricated/installed steel ties
 - ▣ Installed 840 bridge timbers

- ▣ **Graffiti Removal Program**

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

- ▣ **Right of Way Fence**

- ▣ Installed 2,700ft of fence

- ▣ **Saga Bridge (Westport, CT)**

- ▣ Mitre Rail Replacement and timbers (Track 4) – (30% complete)
 - ▣ Fabricated/installed steel ballast retainers
 - ▣ Installed 260 bridge timbers



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

October 24, 2018



Staff Summary

Subject : Request for Authorization to Award Various Procurements						Date October 24, 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	10.22.18				2	President		
2	MTA Board	10.24.18				1	Executive VP		

PURPOSE:

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

DISCUSSION:

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

# of Actions	\$ Amount
None	

LIRR proposes to award Competitive Procurements in the following categories:

	# of Actions	\$ Amount
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule C: Competitive Requests for Proposals	1	\$7,250,000
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$25,000,000
SUBTOTAL:	2	\$32,250,000

LIRR proposes to award Ratifications in the following categories:

	# of Actions	\$ Amount
Schedule K: Ratification of Completed Procurement Actions Involving Schedule E-J	1	\$3,165,000
SUBTOTAL:	1	\$3,165,000
TOTAL:	3	\$35,415,000

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

OCTOBER 2018

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

(Staff Summaries only required for items requiring Board approval)

- | | | | |
|----|---|--------------------|-------------------------------|
| 1. | Ronald E. Dowdy
Competitive
Contract No. TBD | \$7,250,000 | <u>Staff Summary Attached</u> |
|----|---|--------------------|-------------------------------|

The Long Island Rail Road Company (LIRR), on behalf of itself and Metro-North Commuter Railroad Company (MNR) (collectively, the “Railroads”), request MTA Board approval to award a contract to Ronald E. Dowdy (Dowdy) in an amount of \$7,250,000 to purchase a license for additional Radio Spectrum which will minimize potential interference issues and address contingency and future growth needs in furtherance of the Railroads’ implementation of the federally mandated Positive Train Control (PTC) Project.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

- | | | | |
|----|--|---|-------------------------------|
| 2. | Fifteen Bus Companies
Competitive
Contract No. 6313 | \$25,000,000
Not-to-Exceed | <u>Staff Summary Attached</u> |
|----|--|---|-------------------------------|

LIRR requests MTA Board approval to award a five year competitively negotiated, miscellaneous service, estimated quantity contracts to fifteen bus companies, who will provide LIRR with Scheduled and Emergency Bus Services. Firms will be awarded separate contracts for scheduled and emergency services, with the aggregate not-to-exceed amount of all contracts totaling \$25,000,000.00. Under these contracts, LIRR will order services on an as-needed basis, with no minimum obligation or expenditures. Each company will be called out using established protocols based on available resources that differ by location, vehicle type and quantity.

Staff Summary



Item Number:					
Dept & Dept Head Name: Procurement and Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Chief Engineer (Acting) Glenn Greenberg					
Division Head Signature & Date 10/17/18					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	10.22.18			
2	MTA Board	10.24.18			
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	SVP Engineering (Acting)		
5	Executive VP	2	VP & CFO		
4	SVP Operations (Acting)	1	VP, General Counsel & Sec'y		

SUMMARY INFORMATION	
Vendor Name Ronald E. Dowdy	Contract Number TBD
Description Procurement of Radio Frequencies in support of Positive Train Control Project	
Total Amount \$7,250,000	
Contract Term (including Options, if any) N/A	
Options(s) included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

The Long Island Rail Road Company (LIRR), on behalf of itself and Metro-North Commuter Railroad Company (MNR) (collectively, the "Railroads"), request MTA Board approval to award a contract to Ronald E. Dowdy (Dowdy) in an amount of \$7,250,000 to purchase a license for additional Radio Spectrum which will minimize potential interference issues and address contingency and future growth needs in furtherance of the Railroads' implementation of the federally mandated Positive Train Control (PTC) Project.

II. DISCUSSION:

On October 16, 2008, Congress passed the Rail Safety Improvement Act of 2008 (the "PTC Act") which as amended requires, among other things, the implementation by December 2018 of a Positive Train Control ("PTC") system on all non-exempt commuter railroad main-line tracks. In this regard, the Federal Railroad Administration ("FRA") has promulgated regulations by amendments to Part 236 of the Code of Federal Regulations (the "FRA Regulations"). The PTC Act and the FRA Regulations impose certain requirements for interoperability between rail carriers.

The implementation of PTC by railroads requires an extensive communications infrastructure to support the transmission of train control based data communications. Critical to these communications needs is sufficient radio spectrum to support the wireless radio needs. Because of the aforementioned interoperability requirements, the Railroads must utilize a data radio common to the freight railroads and to Amtrak. These radios work within a range of frequencies from a low of 217 MHz to a maximum of 222 MHz.

Staff Summary

On or about February 11, 2011, the Railroads issued a Request for Proposals (RFP) seeking to acquire certain radio spectrum in support of their efforts to meet the Federal mandate to install and implement PTC. Pursuant to that RFP, the Railroads acquired a license which will meet their needs with respect to a specific geographic area of their operations (Call Sign KIVD0002 covering the B Block in Market IVM0001 in the 218-219 MHz Service).

Subsequently, the Federal Communications Commission (“FCC”) issued an Order, dated August 10, 2016 whereby 250 KHz of spectrum in five (5) New Jersey Counties were removed from the License, and the MTA was granted 250 KHz of spectrum in two (2) New York Counties and two (2) Connecticut Counties, to better align with Metro-North’s service territory.

The Railroads are now purchasing additional bandwidth for their service territories, for the purpose of providing additional buffer from interference and to address contingency needs and future growth needs. The number of channels needed and other specifics of the Railroads’ requirements for the purchase of additional spectrum are set forth in the Technical Scope of Work (TSOW) included in the RFP.

The Railroads advertised this RFP on April 26, 2018 in the New York State Contract Reporter and on May 11, 2018 in the New York Post. The RFP was sent to three (3) firms known to possess spectrum in the interoperable range of the PTC radios, and three (3) proposals were received -- (i) Ronald E. Dowdy (Dowdy), (ii) Select Spectrum LLC (Select) and (iii) Choctaw Telecommunications, LLC (Choctaw). The submittal deadline for proposals was May 31, 2018.

The following criteria in descending order of importance were used by the Railroads as a basis for their selection:

- A. Conformity of the offered spectrum licenses with the requirements of the Railroads as stated in the RFP. This shall include geographical and technical factors, as well as the total number and configuration of channels offered.
- B. Price and other commercial terms offered by a proposer.
- C. Likelihood that the licenses offered may be transferred to the Railroads expeditiously and without impediment.
- D. Compliance with all the other requirements of this RFP.

The Select spectrum proposal is technically inferior to the Dowdy proposal, from a frequency planning and interference perspective. Under Select’s proposal, there is not enough separation between the spectrum used by Amtrak and the freight railroads to avoid interference. Although less expensive on a Megahertz/population (MHz/pop) basis, it would likely require the purchase of additional channels from the site based licensee, Choctaw, to avoid interference and in the long run, the total purchase price for all of the necessary licenses would likely be more expensive, without meeting all the Railroads’ requirements. There are also significant interference issues that would need to be worked out with other nearby users. Finally, there are potential legal impediments to a successful and timely transfer given the fact that this spectrum is held by a Receiver, and any sale would need to be approved by both the Alameda Superior Court of the State of California and the FCC.

Staff Summary

Although the Choctaw proposal is less expensive on a MHz/pop basis than the Dowdy proposal, it is technically inferior. Since the Choctaw spectrum is a site based license, the Railroads would likely also need to acquire spectrum from the geographic license holder to mitigate interference, and in the long run, it would likely cost more to acquire the needed spectrum from both the site based and geographic license holders. There is also greater potential for interference from other railroads and non-railroad users of the adjacent spectrum with this spectrum band. Finally, there are also potential legal risks to a successful and timely transfer given that there has been significant litigation surrounding this license, as the spectrum in question was previously licensed to an entity which was in bankruptcy, before it was assigned to Choctaw.

The radio spectrum License owned by Dowdy meets the Railroads' technical needs for PTC, in terms of compatibility with the spectrum already purchased and acquired via the "swap" from the FCC. It is in the same band and contiguous to the B Block of IVDS Spectrum the Railroads now have. For purposes of interference mitigation and frequency planning it is also superior to the spectrum offered by the two other proposers. Although the price is more expensive than the other proposals, given the technical advantages offered by use of IVDS and considering that the spectrum offered by the two other proposers would require the Railroads to buy additional spectrum from other license holders to mitigate interference, the Dowdy proposal was determined to be both technically superior and the best value. The purchase price of \$7,250,000 (reduced from \$8,500,000 through best and final offer (BAFO) negotiations) is less than the Railroads' estimate for the additional spectrum needed and the same price the Railroads paid for the comparable IVDS B block of spectrum acquired in 2012. The purchase price on a MHz/pop basis is also comparable to the lease price the MTA charged New Jersey Transit for IVDS B Block spectrum leased to NJT in seven New Jersey Counties, which lease was approved by the Board on October 26, 2016. The above spectrum purchase and lease transactions both support the conclusion that Dowdy's offered price is fair and reasonable.

The purchase and sale of the Dowdy License is conditioned on FCC approval of the transfer of the license and the necessary waiver related to the use of the spectrum to support PTC. It is anticipated that the FCC will approve this transfer and the required waiver in the normal course. Following the transfer of the Dowdy spectrum to MTA, the Railroads will petition the FCC for an additional spectrum exchange, whereby 250 kHz of spectrum in five New Jersey counties will be removed from the License in exchange for an additional grant of 250 kHz of spectrum in MNR's four northern trackage counties: Orange and Dutchess in New York and Fairfield and New Haven counties in Connecticut, thus further supporting PTC operations throughout the LIRR and MNR service territories.

III. D/M/WBE INFORMATION:

No Goals were assigned to this contract.

IV. IMPACT ON FUNDING:

This contract will be funded by each agency's Capital Budget, apportioned evenly.

V. ALTERNATIVES:

Acquiring additional spectrum further ensures interference-free implementation of PTC throughout the MNR and LIRR trackage territory and provides for contingency and future growth needs. Other passenger and freight railroads in the region do not have spectrum sufficient for the Railroads' spectrum needs. If the Railroads do not purchase the complementary IVDS block at this time, the spectrum may be acquired by another party for non-

Staff Summary



PTC purposes, which may be detrimental to the Railroads' future operations.

Staff Summary



Item Number: 2

Vendor Name (& Location) Various Bus Companies (Eastern & Western Suffolk, Nassau, Queens, and Kings Counties)
Description Scheduled & Emergency Bus Services
Contract Term (including Options, if any) November 1, 2018 – October 31, 2023
Option(s) included in Total Amount? <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:

Contact Number 6313	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$25,000,000.00 Not To Exceed	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Charles McKiernan – General Manager, Service Planning Dept. James Compton – Chief Stations Officer, Stations Dept.	
Contract Manager: Richard Mack	

Discussion:

LIRR requests MTA Board approval to award a five year competitively negotiated, miscellaneous service, estimated quantity contracts to fifteen bus companies, who will provide LIRR with Scheduled and Emergency Bus Services. Firms will be awarded separate contracts for scheduled and emergency services, with the aggregate not-to-exceed amount of all contracts totaling \$25,000,000.00. Under these contracts, LIRR will order services on an as-needed basis, with no minimum obligation or expenditures. Each company will be called out using established protocols based on available resources that differ by location, vehicle type and quantity.

The proposed contracts are renewals of existing contracts, which were advertised in the New York Contract Reporter, the MTA Website, and in the New York Post on May 24, 2018. Copies of the RFP were mailed to thirty-seven bus companies. LIRR received fifteen proposals. The RFP established minimum vendor requirements and, to increase the pool of bus providers, proposers were given the opportunity to propose on one or more of the regions identified in the RFP.

All fifteen firms demonstrated: 1) understanding of LIRR’s operating needs, and regions, 2) commitment to responding to scheduled, and emergency requests, including availability of bus fleet, and qualified operators and dispatchers to perform services, 3) hourly rates by region. As a result of the evaluation, all fifteen bus companies met the criteria of the RFP by demonstrating their technical expertise, and capabilities to perform the required services and are therefore being recommended for award.

Academy Express, LLC	Paradise Transportation
Red Carpet Coach	Huntington Coach Corp.
McCarney Tours	Suffolk Transportation
Hampton Jitney Inc.	Veterans Transportation
Suburban Trails, Inc.	Bus Around Town dba Coachman
Coastal Charter Service Corp	US Coachways Inc.
A Yankee Line, Inc.	White Plains Bus Company
M&V Corporate Transportation Inc.	

Staff Summary



As with the previous contracts, LIRR will make call-outs for scheduled service in sequence starting with the company with the lowest price for the required type of service by region. If the lowest-priced company is not available to provide the services, LIRR will call other companies in ascending order of price, until a company confirms that it can provide service. This strategy will mitigate the impact on customers if service outages and disruptions occur. For emergency services, lowest price and proximity to the emergency will determine who will be awarded the service. In some instances, such as a winter storm, several companies may be required to provide services for the same emergency. Some bus companies may be selected more than others due to more favorable availability and/or pricing. As a result, LIRR will reallocate money between the blanket purchase orders over the contract term, as required and determined by actual usage. However, the total funding over the contract term will not exceed the total approved amount without further Board approval.

The total estimated not-to-exceed amount is based on LIRR's estimated expenditures for the five-year term for scheduled, and emergency services. Extensive planned service outages will be required for projects such as the Annual Track Program, and the Main Line Expansion Project. LIRR will need to consistently provide alternate or supplemental bus service, week after week during the term of the bus contract. The increased use of busses is necessary to minimize the impact of service disruptions.

The scheduled and emergency bus service prices offered in the proposals were, on average, 15.8% higher than prices in the current contracts awarded in 2013 mainly due to the increase in fuel costs. Through negotiations, this increase was reduced by 2.5%. Services to be provided will be paid based on the agreed hourly labor rates for buses and operators, and for dispatchers if required. The firms' rates are within industry standards and are therefore fair and reasonable. All fifteen bus companies who submitted proposals were found to be responsive and responsible and are being awarded as-needed, requirements type contracts.

All standard databases (VENDEX, Vendeval, SAM, repository, etc.) were checked, including Lexis/Nexis as per All Agency SAI Best Practices Guidelines. Upon completion of responsibility reviews of all firms, thirteen firms yielded no significant adverse information. Suburban Trails submitted a "clean" questionnaire, despite there being a previous SAI with their parent company (Coach USA). The previous SAI was addressed in the July Board EO 168 award and Suburban was found to be responsible notwithstanding such significant adverse information and such responsibility finding was subsequently approved by the LIRR President in consultation with LIRR's Vice President and General Counsel. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

White Plains Bus Company submitted a "clean" Contractor Responsibility Form (questionnaire) except for Part III. C 7. where they answered "yes" to having their safety practices/procedures ruled less than satisfactory which pertained to several administrative federal violations like record keeping. Additionally, White Plains' parent affiliate (National Express LLC.) has several OSHA violations. A letter submitted by the vendor affirms that all penalties were paid, and the cases have been closed or have been settled, in addition to the fact that the OSHA findings were not related to work performed by White Plains Bus Co. In light of this information, LIRR has accepted the vendor response and proceeded to find them responsible.

This contract will be funded by LIRR's Operating and Capital Budgets and in some instances Federal funding may also be utilized.

Staff Summary



Item Number: 3

Vendor Name (& Location) Various Contractors
Description Scheduled Rubbish Removal & On-Call Container Services
Contract Term (including Options, if any) October 1, 2013 through September 30, 2019
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input 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: Ride
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: Eileen Rodriguez – General Manager – MofE Mary Gandolfo - MW - Engineering

Contact Number 000004217-1025524	AWO/Modificaiton #
Original Amount: \$11,057,785-NTE	
Prior Modifications: \$0	
Prior Budgetary Increases: \$0	
Current Amount: \$11,057,785-NTE	
This Request: \$3,165,000-NTE	
% of This Request to Current Amount: 28.62%	
% of Modifications (including This Request) to Original Amount: 28.62%	

Discussion:

LIRR requests MTA Board ratification of a modification to a Miscellaneous Service contract to add funds to extend the period of performance of various firms for scheduled rubbish removal, and on-call container services in the not to exceed amount of \$3,165,000.00. The period of performance shall be extended for a period of six months with a six months’ option, from October 1, 2018 through September 30, 2019. The contract modification will ensure that trash, and construction debris pick-up services are performed on a continuous and expedited basis.

In 2013, pursuant to a sealed competitive bidding process, the MTA Board approved the award of six miscellaneous service contracts; Royal Waste, Atlas Roll-Off, Jet Sanitation, National Waste, Jamaica Ash, and Winter Brothers for scheduled rubbish removal, and on-call container services. A scheduled service consists of a defined number of pick-ups of specific size containers located at listed stations, facilities, and yards. On-call container services include the delivery and removal of 10, 20, and 30 cubic yard containers, as requested, in support of Engineering Department grade crossing work along the right-of-way. The solicitation allowed contractors to bid on any or all of the regional groupings. All awardees are licensed to operate in their respective regions.

This contract modification is required to continue trash and debris removal services for an additional six months with a six months option in order to allow sufficient time to (i) complete the follow-on renewal contract award subsequent to MTA Board approval; and (ii) to allow a transition period to new suppliers, if required. Each vendor funding increase is detailed below:

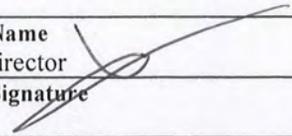
Contractor	2013-2018	Revised NTE 12 Months	Revised New Total
Royal Waste	\$5,807,619	\$1,450,000	\$7,257,619
Atlas Roll-Off	\$1,547,050	\$500,000	\$2,047,050
Jet Sanitation	\$733,699	\$208,000	\$941,699
Jamaica Ash	\$532,769	\$137,000	\$669,769
Winter Bros.	\$653,338	\$170,000	\$823,338
National Waste	\$1,783,310	\$700,000	\$2,483,310
Total	\$11,057,785	\$3,165,000	\$14,222,785

All appropriate due diligence has been performed revealing no significant adverse information. These Contracts will be funded by the LIRR’s Operating Budget. It is recommended that the MTA Board ratify the contract extension and the addition of funds to all contractors listed above in the aggregate NTE amount of \$3,165,000.00.



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	October 12, 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.	10-22-18	X		
2	MTA Board Mtg.	10-24-18	X		

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

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
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PURPOSE:

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

DISCUSSION:

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

	# of Actions	\$ Amount
<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$722,700
• National Railroad Passenger Corp. (Amtrak) \$722,700		
SUB TOTAL:	1	\$722,700

MNR proposes to award competitive procurements in the following categories:

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

SUB TOTAL: _____

MNR presents the following procurement actions for Ratification:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	NONE	
<u>Schedules Requiring Majority Vote</u>	NONE	

SUB TOTAL: _____

TOTAL: 1 \$722,700

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

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

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

OCTOBER 2018

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

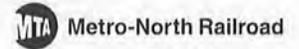
**1. National Railroad Passenger Corp.(Amtrak) \$722,700(not-to-exceed) Staff Summary Attached
Lease of two P42 Locomotives**

Metro North seeks Board approval to award a non-competitive miscellaneous service contract to National Railroad Passenger Corporation (Amtrak) for the lease of two P42 Locomotives in the not-to-exceed amount of \$722,700 for a period of six months with an option for extending the lease period up to and including September 30, 2019. These Locomotives will be placed into service and used for MNR's Fall Rail Washing program and to provide Wassaic-Southeast train service. The addition of these two locomotives will allow MNR to use two BL-20's to support Danbury and Waterbury Branch service and provide switcher locomotive service.

The Amtrak lease price of \$1800 per calendar day per locomotive is fair and reasonable based on their certification of offering that the daily rate for the P42 locomotive is consistent with the commercial equipment rental rate that Amtrak charges for private car movement. These locomotives are highly sought after by Railroads given the versatility of the P42 Locomotive. Optional lease months will be mutually agreed upon and negotiated prior to the end of the six-month base lease. A 10% contingency has been included in this recommendation for any possible Amtrak material or services that may be needed but are unknown at this time.

This procurement is to be funded by the MNR Operating Budget.

Schedule G: Miscellaneous Service Contracts



Item Number: **G**

Vendor Name (& Location) National Railroad Passenger Corporation (Amtrak) Washington, D.C.
Description Lease of two P42 Locomotives
Contract Term (including Options, if any) Six months
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

Contract Number TBD	AWO/Modification # N/A
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$722,700(not-to-exceed)
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: Procurement & Material Management – Al Muir, Sr. Director	

Discussion:

Metro North seeks Board approval to award a non-competitive miscellaneous service contract to National Railroad Passenger Corporation (Amtrak) for the lease of two P42 Locomotives in the not-to-exceed amount of \$722,700 for a period of six months with an option for extending the lease period up to and including September 30, 2019. These Locomotives will be placed into service and used for MNR's Fall Rail Washing program and to provide Wassaic-Southeast train service. The addition of these two locomotives will allow MNR to use two BL-20's to support Danbury and Waterbury Branch service and provide switcher locomotive service.

Due to MNR's unique track and infrastructure characteristics, there is limited availability for these types of Locomotives that can operate on MNR's territory without significant modification. MNR located this equipment, and will perform inspection and testing to confirm they are compliant with FRA 49 CFR and in a ready state of operation. In addition, this equipment has been operated in the Northeast corridor by Amtrak and has proven compatibility with MNR's infrastructure. These locomotives are ACSES PTC equipped.

Under this lease agreement, MNR is responsible for all routine repairs and maintenance, in accordance with the original equipment manufacturer's standards, including normal running repairs. MNR currently has an inventory of materials that can support the temporary addition of these locomotives.

Leasing this equipment is cost effective as it enables MNR to meet the current demand for its branch line service and addresses the additional locomotive need during the track leaf season, while avoiding long term fleet investments under current budgetary constraints. MNR's long term locomotive needs are currently being addressed in a new locomotive procurement anticipated to be awarded in the first quarter of 2019.

The Amtrak lease price of \$1800 per calendar day per locomotive is fair and reasonable based on their certification of offering that the daily rate for the P42 locomotive is consistent with the commercial equipment rental rate that Amtrak charges for private car movement. These locomotives are highly sought after by Railroads given the versatility of the P42 Locomotive. Optional lease months will be mutually agreed upon and negotiated prior to the end of the six-month base lease. A 10% contingency has been included in this recommendation for any possible Amtrak material or services that may be needed but are unknown at this time.

This lease agreement is exempt from MBE/WBE goals as there are no opportunities to subcontract work.

This procurement is to be funded by the MNR Operating Budget.

PROCUREMENT PACKAGE
October 2018

Staff Summary

Subject		Request for Authorization to Award Various Procurements			
Department		Procurement			
Department Head Name		David K. Cannon			
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	10/22/18	X		
2	Board	10/24/18	X		

Date: October 15, 2018			
Vendor Name Tutor Perini Corporation			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
2	Executive Vice President & General Counsel	3	President 
1	Vice President & Chief Financial Officer		

PURPOSE

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

DISCUSSION

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule I Modifications to Purchase or Public Work Contracts	2	\$ 3,792,185
TOTAL	2	\$ 3,792,185

Budget Impact:

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

Recommendation:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

October 2018

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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)

1. **Tutor Perini Corporation** **\$ 2,560,000** **Staff Summary Attached**
Contract No. CS179
Modification No. 132

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification that will compensate the Contractor for costs it has incurred and will incur in reconfiguring the Internet Protocol (IP) addresses for various ESA networks that were previously configured with different IP addresses.

2. **Tutor Perini Corporation** **\$ 1,232,185** **Staff Summary Attached**
Contract No. CQ033
Modification No. 24

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to furnish and install two stormwater hydrodynamic separators, connecting pipe and a service manhole in the Mid-Day Storage Yard.

Item Number 1

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) 75 Months	
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, Rob Troup	

Contract Number	AWO/Modification
CS179	132
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 25,975,157
Exercised Options:	\$ 216,800,001
Current Amount:	\$ 576,363,158
This Request	\$ 2,560,000
% of This Request to Current Amount:	.4%
% of Modifications (including This Request) to Original Amount:	9%

Discussion:

This Contract provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification that will compensate the Contractor for costs it has incurred and will incur in reconfiguring the Internet Protocol (IP) addresses for various ESA networks that were previously configured with different IP addresses.

In order to manage and provide for security and communication between and among the equipment on ESA networks, unique IP addresses must be assigned to the equipment. For the ESA networks to operate in conjunction with the LIRR networks with which they must communicate, the IP addresses used on the ESA networks must not conflict with existing LIRR network IP addresses. Consequently, MTACC was provided IP address schemes to be utilized by the ESA project, which were then provided to and implemented by the Contractor.

In early 2017, after the Contractor had performed a substantial amount of work using these IP addresses, it was discovered that a number of the addresses that MTACC had been provided with conflicted with the IP addresses in the LIRR’s existing legacy network operations. Also, in some cases, in order to progress work necessary to meet Contract milestones before IP addresses were available, MTACC authorized the Contractor to configure certain equipment with “mock” IP addresses that would have to be replaced with permanent, approved IP addresses later. Consequently, the LIRR, MTACC and the General Engineering Consultant for the project developed a master ESA network IP address plan which revised the IP addresses to be utilized by ESA and included IP addresses for equipment configured with “mock” IP addresses. Under the master plan, approximately 4,000 IP address changes, in total, are required.

The MTACC’s estimate to reconfigure the network with the new IP addresses was in the amount of \$1,063,143. The Contractor’s proposal was in the amount of \$6,020,978. Negotiations were held and the parties agreed to \$2,560,000 for the direct costs, which is deemed to be fair and reasonable. Any time impacts associated with this changed work will be addressed in a subsequent modification.

Item No. 1

Page 2 of 2

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

Item Number 2

Page 1 of 2

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, Rob Troup	

Contract Number CQ033	AWO/Modification # 24
Original Amount:	\$ 291,503,430
Prior Modifications:	\$ 13,930,482
Exercised Options:	\$ 1,873,570
Current Amount:	\$ 307,307,482
This Request	\$ 1,232,185
% of This Request to Current Amount:	.40%
% of Modifications (including This Request) to Original Amount:	5.2 %

Discussion:

This Contract is for the demolition and removal of existing catenary structures, railroad buildings and 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 approve a modification to the Contract to furnish and install two stormwater hydrodynamic separators, connecting pipe and a service manhole in the Mid-Day Storage Yard.

The New York State Stormwater Management Design Manual (“SMDM”) requires that construction projects meet certain requirements for the handling of stormwater. New development sites are required to meet standard stormwater management practices. However, Redevelopment Sites, which involve disturbance and reconstruction of previously impervious surfaces, are subject to different and more stringent requirements. The Yard was initially designed to meet the requirements for a new development site. During review by the General Engineering Consultant (GEC) in connection with an application for a discharge permit for the site, it was determined that the Yard was previously used for industrial purposes and contains highly compacted soil that blocks the infiltration of stormwater, making the site subject to the SMDM standards for a Redevelopment Site.

To meet the requirements for a Redevelopment Site, the GEC revised the CQ033 Contract Documents to add two hydrodynamic separators to treat water leaving the project. The installation of the separators also requires the installation of ductile iron pipe to connect the separators to the system and the installation of a service manhole for maintenance of the separators.

The Contractor submitted a cost proposal of \$1,490,371. The MTACC project estimate was \$1,435,063. After negotiations, both parties agreed to a cost of \$1,232,185, which is considered to be fair and reasonable. The work is not expected to cause any delay to Substantial Completion of CQ033.

This modification is currently under review by the Project’s Cost Recovery Panel to determine if this modification is the result of design error or omission. To the extent that the Panel determines that an error or omission was involved, a claim will be asserted against the designer of record.

Item No. 2

Page 2 of 2

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 Interim Executive Director in consultation with the MTA General Counsel in February 2017. No new significant adverse information has been found relating to Tutor Perini Corporation. Therefore, Tutor Perini Corporation has been determined to be responsible.



Long Island Rail Road

Performance Summary

Rod Brooks, Acting Senior Vice President – Operations



Wyandanch Station: On September 20, 2018, the LIRR celebrated the opening of the new station and the completion of the Ronkonkoma Double Track Project. This project will bring better reliability and service to Ronkonkoma Branch customers.



Long Island Rail Road

Performance Summary

September 2018 Highlights:

September On-time performance (OTP) was below goal at **92.4%**.

Year to Date (YTD) performance was **90.2%**, which is a 1.1% decrease compared to same period last year.

Special Events accounted for **8.2%** of all late trains for the month of September.

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

Major Cause Summary:

- Capital causes resulted in 4 incidents with 145 late trains during the month of September
- Infrastructure related issues resulted in 2 event, causing 31 late trains
- Equipment issues resulted in two events resulting in 66 late trains

Performance Summary			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	Sept	Sept	Sept	Sept
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%	92.4%	90.2%	93.6%	91.3%
		AM Peak		89.7%	88.3%	95.2%	91.3%
		PM Peak		92.4%	86.4%	92.0%	85.1%
		Total Peak		90.9%	87.4%	93.7%	88.3%
		Off Peak Weekday		91.9%	90.4%	92.7%	91.3%
		Weekend		94.3%	93.1%	95.2%	94.8%
	Babylon Branch	Overall	93.9%	91.8%	89.9%	93.1%	90.1%
		AM Peak		92.1%	88.5%	96.2%	92.7%
		PM Peak		95.5%	86.0%	89.9%	82.8%
		Total Peak		93.7%	87.3%	93.3%	88.1%
	Off Peak Weekday		90.5%	90.4%	92.0%	90.4%	
	Weekend		91.6%	93.0%	95.0%	92.9%	
Far Rockaway Branch	Overall	96.6%	96.6%	94.8%	97.0%	95.4%	
	AM Peak		89.0%	88.6%	96.4%	91.0%	
	PM Peak		99.4%	94.4%	98.9%	93.5%	
	Total Peak		93.7%	91.2%	97.5%	92.1%	
	Off Peak Weekday		97.1%	95.5%	96.5%	95.8%	
	Weekend		98.0%	97.1%	97.3%	97.8%	
Huntington Branch	Overall	92.5%	91.7%	88.8%	93.3%	90.3%	
	AM Peak		88.4%	87.6%	95.7%	90.8%	
	PM Peak		91.0%	84.6%	89.6%	80.2%	
	Total Peak		89.7%	86.2%	92.7%	85.7%	
	Off Peak Weekday		90.0%	87.7%	91.9%	89.5%	
	Weekend		94.7%	92.5%	95.3%	95.2%	
Hempstead Branch	Overall	96.5%	96.3%	92.2%	95.6%	93.7%	
	AM Peak		94.7%	89.5%	94.5%	93.8%	
	PM Peak		94.7%	88.8%	93.4%	86.2%	
	Total Peak		94.7%	89.1%	94.0%	90.2%	
	Off Peak Weekday		96.1%	92.6%	95.3%	93.7%	
	Weekend		97.8%	94.4%	97.6%	96.9%	
Long Beach Branch	Overall	95.9%	93.8%	92.5%	95.1%	93.1%	
	AM Peak		89.9%	89.8%	95.9%	92.8%	
	PM Peak		96.2%	90.1%	95.5%	88.6%	
	Total Peak		92.9%	90.0%	95.7%	90.8%	
	Off Peak Weekday		95.0%	93.3%	95.0%	93.1%	
	Weekend		92.7%	93.7%	94.5%	95.7%	
Montauk Branch	Overall	90.8%	90.4%	88.3%	90.3%	89.1%	
	AM Peak		88.8%	87.3%	92.5%	90.5%	
	PM Peak		87.2%	83.1%	85.3%	86.1%	
	Total Peak		88.1%	85.3%	89.0%	88.4%	
	Off Peak Weekday		91.4%	89.6%	92.3%	90.2%	
	Weekend		90.7%	88.3%	88.2%	87.7%	
Oyster Bay Branch	Overall	94.1%	93.6%	90.2%	95.7%	92.2%	
	AM Peak		91.0%	90.7%	96.4%	92.6%	
	PM Peak		90.4%	79.5%	90.0%	82.8%	
	Total Peak		90.7%	85.5%	93.5%	88.1%	
	Off Peak Weekday		93.5%	91.3%	95.5%	92.8%	
	Weekend		96.7%	94.0%	98.6%	96.4%	

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	Sept	Sept	Sept	Sept
Port Jefferson Branch	Overall	90.9%	91.1%	88.5%	94.7%	91.0%
	AM Peak		90.1%	87.8%	93.1%	89.2%
	PM Peak		90.2%	83.6%	95.7%	87.0%
	Total Peak		90.2%	85.8%	94.3%	88.2%
	Off Peak Weekday		87.5%	86.7%	92.1%	89.4%
	Weekend		97.8%	95.5%	99.3%	97.8%
Port Washington Branch	Overall	95.3%	90.9%	90.3%	92.6%	90.3%
	AM Peak		89.2%	91.2%	95.0%	90.4%
	PM Peak		90.0%	85.2%	90.5%	80.8%
	Total Peak		89.6%	88.3%	92.7%	85.5%
	Off Peak Weekday		89.6%	90.2%	89.7%	89.5%
	Weekend		93.8%	92.7%	97.8%	97.1%
Ronkonkoma Branch	Overall	91.6%	88.3%	85.6%	90.8%	89.1%
	AM Peak		83.3%	83.5%	93.6%	88.4%
	PM Peak		86.0%	86.4%	95.0%	88.9%
	Total Peak		84.5%	84.8%	94.3%	88.6%
	Off Peak Weekday		87.6%	84.2%	89.2%	88.5%
	Weekend		93.5%	90.8%	89.8%	91.2%
West Hempstead Branch	Overall	95.8%	97.3%	94.0%	96.7%	94.9%
	AM Peak		91.6%	87.8%	96.0%	91.4%
	PM Peak		94.7%	88.7%	92.5%	88.2%
	Total Peak		93.3%	88.3%	94.1%	89.7%
	Off Peak Weekday		99.4%	96.6%	98.2%	97.0%
	Weekend		97.5%	95.6%	96.7%	97.4%
Operating Statistics	Trains Scheduled		20,082	184,088	20,266	186,364
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-10.8	-13.0	-10.8	-12.2
	Trains Over 15 min. Late excluding trains canceled or terminated		192	3,167	168	2,584
	Trains Canceled		21	1,151	49	1,064
	Trains Terminated		16	680	31	616
	Percent of Scheduled Trips Completed		99.8%	99.0%	99.6%	99.1%
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>	AM Peak		99.4%			
	PM Peak		98.3%			
	Total Peak		98.9%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		Aug	Sept	YTD Thru Sept	Sept	YTD Thru Sept	
Engineering (Scheduled)	2.7%	19	41	275	35	520	(245)
Engineering (Unscheduled)	10.4%	350	160	2,145	169	1,882	263
Maintenance of Equipment	12.6%	237	194	1,801	154	1,476	325
Transportation	1.3%	40	20	362	55	710	(348)
Capital Projects	15.5%	361	238	1,576	31	390	1,186
Weather and Environmental	6.3%	314	97	2,997	14	1,711	1,286
Police	8.5%	238	131	1,714	164	1,386	328
Customers	22.9%	510	352	3,282	389	3,250	32
Special Events	8.2%	171	126	949	122	824	125
Other	7.9%	400	121	1,626	55	1,043	583
3rd Party Operations	3.5%	59	54	1,361	103	3,072	(1,711)
Total	100.0%	2,699	1,534	18,088	1,291	16,264	1,824

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	
3-Sep	Mon	Heavy holiday loading							10			10			
4-Sep	Tues	Train 2019 with a fare dispute	9						1			10			
5-Sep	Wed	Amtrak related track condition in Line 2	10						14			24			
6-Sep	Thur	Storm related weather conditions							36	4	1	36	4	1	
7-Sep	Fri	Equipment train 4108 with equipment trouble in Hall Interlocking	30						14	1		44	1		
10-Sep	Mon	Track condition west of JS Interlocking	12			11			16			39			
11-Sep	Tues	Track condition west of JS Interlocking (From 9/10)	43	1					7			50	1		
13-Sep	Thur	Defective IJ at the west end of Danch Interlocking				13			9			22			
16-Sep	Sun	Harold Capital Improvements - Temporary Platforms							16			16			
17-Sep	Mon	Train 907 equipment trouble in Jay Interlocking	21									21			
17-Sep	Mon	Trespasser on tracks at Woodside							19	4		19	4		
20-Sep	Thur	Track condition between Harold and Woodside	18						19			37			
22-Sep	Sat	Harold Capital Improvements - Temporary Platforms							17			17			
28-Sep	Fri	Switch trouble in Harold Interlocking	20						1			21			
30-Sep	Sun	Extension on scheduled track work							10			10			
TOTAL FOR MONTH			163	1	0	24	0	0	189	9	1	376	10	1	
												387			



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

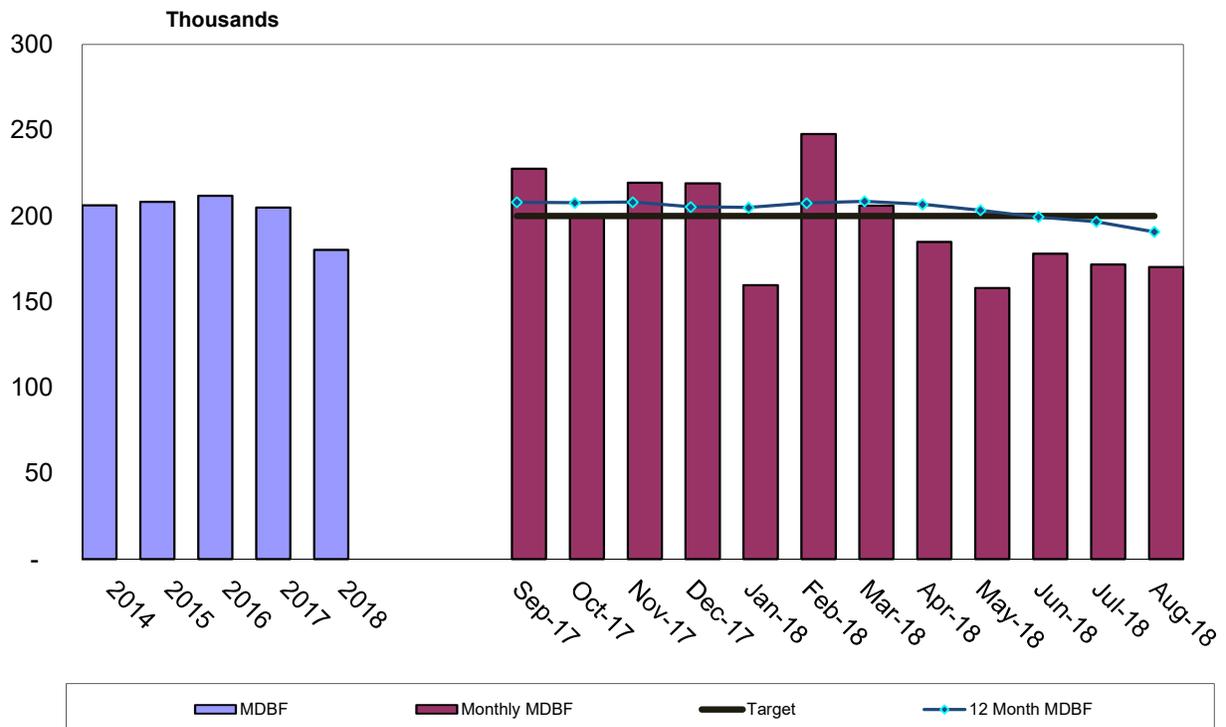
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - AUGUST 2018

			2018 Data					2017 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month MDBF Rolling Avg (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
Mean Distance Between Failures	M-3	142	67,000	55,441	11	71,542	72,443	88,123	7	71,999
	M-7	836	440,000	518,719	10	516,329	527,046	526,924	10	422,926
	C-3	134	122,000	137,174	6	106,062	107,509	196,712	4	141,186
	DE	24	22,000	14,387	7	17,040	18,091	23,714	4	18,485
	DM	21	22,000	14,577	6	12,636	15,271	29,658	3	27,991
	Diesel	179	65,000	53,222	19	49,218	53,055	88,244	11	69,244
	Fleet	1,157	200,000	170,206	40	180,311	190,784	244,885	28	200,370

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

			2018 Data September	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	7
			0	7
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	1
			0	1
	Huntington Branch	Program Standees	70	0
		Add'l Standees	51	63
			121	63
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
			1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	11	1
			11	1
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	1	50
			1	50
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	7
			0	7
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
System Wide PEAK			134	129

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

			2018 Data September	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	5
			Total Standees	5
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	1
			Total Standees	1
	Huntington Branch	Program Standees	40	0
		Add'l Standees	15	82
			Total Standees	82
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	16
			Total Standees	16
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	6	0
			Total Standees	34
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	1	50
			Total Standees	50
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	6
			Total Standees	6
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
			Total Standees	8
			System Wide PEAK	159

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 SEPTEMBER 2018**

Elevator Availability		2018		2017	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	98.2%	98.3%	98.9%	98.9%
	Far Rockaway Branch	99.8%	99.4%	99.7%	99.1%
	Hempstead Branch	99.3%	99.5%	99.7%	99.3%
	Long Beach Branch	99.8%	99.5%	99.7%	99.1%
	Port Jefferson Branch	98.3%	98.7%	99.3%	98.8%
	Port Washington Branch	99.7%	99.3%	99.5%	98.2%
	Ronkonkoma Branch	99.6%	99.2%	89.7%	98.2%
	City Terminal Stations	99.7%	99.5%	98.4%	98.7%
	Overall Average	99.2%	99.1%	97.3%	98.8%

Escalator Availability		2018		2017	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	96.7%	96.7%	95.8%	96.9%
	Far Rockaway Branch	98.9%	96.8%	97.2%	96.3%
	Hempstead Branch	99.3%	97.6%	99.3%	98.8%
	Long Beach Branch	98.0%	97.7%	80.2%	91.0%
	Port Jefferson Branch	97.7%	99.0%	99.5%	98.0%
	City Terminal	92.8%	96.6%	95.3%	98.6%
	Overall Average	95.2%	96.8%	95.6%	97.6%



Long Island Rail Road

Financial Report Highlights



Woodmere Station



Riverhead Station

The MTA Real Estate Department, on behalf of the Long Island Rail Road, has issued an RFP to license four LIRR Station buildings for retail or food use.



Douglaston Station



Lawrence Station



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 the Mid-Year Forecast and key financial performance indicators.

August 2018 Highlights

- Total revenue of \$870.7 million was \$65.3 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through August, total 2018 ridership was 59.3 million, which was 0.1% less than 2017 (adjusted for the same number of work days) and 1.1% below Mid-Year Forecast. Commutation ridership of 34.0 million was 0.3% less than 2017 and 0.5% below Mid-Year Forecast. Non-Commutation ridership of 25.3 million was 0.2% above 2017 and 1.9% below Forecast. Consequently, Farebox Revenue of \$488.7 million was \$2.7 million lower than Forecast.
- Total expenses before non-cash liability adjustments of \$1,327.1 million were \$8.7 million (0.7%) unfavorable to Forecast. The primary drivers of this unfavorable variance are higher overtime and timing of FELA Indemnity reserves, partially offset by vacant positions including associated fringe costs, timing of material usage and an insurance reimbursement due to property damage.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$805.4	\$870.7	\$65.3
Total Expenses Before Non-Cash Liabilities	1,318.4	1,327.1	(8.7)
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$513.0)	(\$456.4)	\$56.6
Other Non-Cash Liabilities	328.8	353.3	(24.6)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$841.7)	(\$809.7)	\$32.0
Cash Adjustments	305.4	307.7	2.3
Net Cash Surplus/(Deficit)	(\$536.4)	(\$502.0)	\$34.4

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

August YTD operating results were favorable by \$32.0 or 3.8% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through August were \$2.6 unfavorable to the Forecast. Farebox Revenue was unfavorable as a result of lower ridership. Other Operating Revenues were equal to forecast due to higher rental revenue, miscellaneous revenue and FEMA reimbursements, partially offset by lower advertising revenue. Total Non-Reimbursable expenses through August were \$34.7 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of materials and maintenance contracts, and higher restitution of property damages due to an insurance settlement, partially offset by higher depreciation and FELA Indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$67.9 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date August **Total Revenues** (including Capital and Other Reimbursements) of \$870.7 were \$65.3 or 8.1% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$2.7 unfavorable to forecast due to lower ridership. Ridership through August was 59.3 million. This was 0.1% lower than 2017 (adjusted for same number of calendar work days) and 1.1% lower than the Forecast.
- **Y-T-D Other Operating Revenues** were equal to forecast due to higher rental revenue, miscellaneous revenue and FEMA reimbursements, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$67.9 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date August **Total Expenses** (including depreciation and other) of \$1,680.4 were unfavorable to the Forecast by \$(33.3) or (2.0)%.

Labor Expenses, \$(23.9) unfavorable Y-T-D.

- **Payroll**, \$4.2 favorable Y-T-D (primarily vacant positions, lower vacation pay accruals and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts and payments for management vacation buybacks).
- **Overtime**, \$(19.6) unfavorable Y-T-D (primarily higher capital project activity, maintenance, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage.)
- **Health & Welfare**, \$1.1 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.1 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(11.7) unfavorable Y-T-D (primarily higher FELA Indemnity reserves).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$15.2 favorable Y-T-D.

- **Electric Power**, \$0.9 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$0.2 favorable Y-T-D (lower consumption, partially offset by higher rates).
- **Insurance**, \$(0.2) unfavorable Y-T-D (higher Force Account and Property Insurance, partially offset by lower liability insurance).
- **Claims**, \$2.0 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$1.4 favorable Y-T-D (lower/timing platform investments, elevator/escalator maintenance, Penn Station cleaning, non-revenue vehicle repairs, other equipment rental, security systems, and joint facilities, partially offset by higher capital project activity, equipment/vehicle rental, bussing services and timing of vegetation management).
- **Professional Services**, \$(3.2) unfavorable Y-T-D (Primarily higher capital project activity, write-off of various projects that are no longer capital eligible and timing of MTA chargebacks, partially offset by timing of activities/payments for enterprise asset management and other professional services).
- **Materials and Supplies**, \$9.3 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher capital project activity).
- **Other Business Expense**, \$4.9 favorable Y-T-D (primarily higher restitution of property damages due to an insurance settlement, lower office supplies and miscellaneous expenses, partially offset by higher bad debt reserves and higher capital project activity),

Depreciation and Other, \$(24.6) unfavorable Y-T-D (primarily higher Depreciation and Other Post-Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through August of \$502.0 was \$34.4 favorable to the Mid-Year Forecast due to higher receipts and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.8%, 2.9 percentage points above the Forecast resulting from lower expenses.
- Through August, the Adjusted Farebox Operating Ratio was 56.5%, which is above the Forecast due to lower expenses.
- Through August, the Adjusted Cost per Passenger was \$15.40, which is lower than the Forecast due to lower expenses.
- Through August, the Revenue per Passenger was \$8.24, which was above the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$66.231	\$63.840	(\$2.390)	(3.6)	\$0.000	\$0.000	\$0.000	-	\$66.231	\$63.840	(\$2.390)	(3.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.563	3.522	(0.041)	(1.2)	0.000	0.000	0.000	-	3.563	3.522	(0.041)	(1.2)
Capital & Other Reimbursements	0.000	0.000	0.000	-	33.329	52.947	19.618	58.9	33.329	52.947	19.618	58.9
Total Revenue	\$69.794	\$67.362	(\$2.432)	(3.5)	\$33.329	\$52.947	\$19.618	58.9	\$103.123	\$120.309	\$17.186	16.7
Expenses												
<i>Labor:</i>												
Payroll	\$52.302	\$49.210	\$3.092	5.9	\$11.151	\$13.056	(\$1.906)	(17.1)	\$63.453	\$62.267	\$1.186	1.9
Overtime	10.955	9.197	1.758	16.0	3.159	8.938	(5.779)	*	14.114	18.135	(4.021)	(28.5)
Health and Welfare	9.860	8.500	1.361	13.8	2.390	3.550	(1.160)	(48.5)	12.250	12.049	0.201	1.6
OPEB Current Payment	5.577	5.094	0.483	8.7	0.000	0.000	0.000	-	5.577	5.094	0.483	8.7
Pensions	10.903	9.979	0.925	8.5	3.884	4.808	(0.925)	(23.8)	14.787	14.787	0.000	0.0
Other Fringe Benefits	14.884	18.444	(3.559)	(23.9)	2.444	3.817	(1.372)	(56.1)	17.329	22.260	(4.932)	(28.5)
Reimbursable Overhead	(2.436)	(5.311)	2.876	*	2.436	5.311	(2.876)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$102.046	\$95.111	\$6.935	6.8	\$25.463	\$39.481	(\$14.017)	(55.0)	\$127.509	\$134.592	(\$7.083)	(5.6)
<i>Non-Labor:</i>												
Electric Power	\$7.966	\$7.889	\$0.077	1.0	\$0.086	\$0.092	(\$0.006)	(7.3)	\$8.052	\$7.981	\$0.071	0.9
Fuel	1.889	2.124	(0.235)	(12.4)	0.000	0.000	0.000	-	1.889	2.124	(0.235)	(12.4)
Insurance	1.718	1.770	(0.052)	(3.0)	0.743	0.812	(0.069)	(9.3)	2.461	2.583	(0.121)	(4.9)
Claims	0.319	0.430	(0.112)	(35.0)	0.000	0.000	0.000	-	0.319	0.430	(0.112)	(35.0)
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	7.403	5.025	2.378	32.1	1.526	1.981	(0.455)	(29.8)	8.929	7.005	1.923	21.5
Professional Service Contracts	4.098	3.637	0.461	11.3	0.058	0.941	(0.884)	*	4.156	4.578	(0.422)	(10.2)
Materials & Supplies	16.631	10.172	6.459	38.8	5.420	9.515	(4.095)	(75.5)	22.051	19.687	2.364	10.7
Other Business Expenses	1.683	(4.190)	5.874	*	0.033	0.124	(0.091)	*	1.716	(4.066)	5.782	*
Total Non-Labor Expenses	\$41.708	\$26.857	\$14.851	35.6	\$7.866	\$13.466	(\$5.601)	(71.2)	\$49.573	\$40.323	\$9.251	18.7
<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	\$143.754	\$121.968	\$21.786	15.2	\$33.329	\$52.947	(\$19.618)	(58.9)	\$177.083	\$174.915	\$2.168	1.2
Depreciation	\$29.099	\$31.526	(\$2.427)	(8.3)	\$0.000	\$0.000	\$0.000	-	\$29.099	\$31.526	(\$2.427)	(8.3)
Other Post Employment Benefits	11.574	11.758	(0.183)	(1.6)	0.000	0.000	0.000	-	11.574	11.758	(0.183)	(1.6)
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	0.157	0.167	(0.010)	(6.4)	0.000	0.000	0.000	-	0.157	0.167	(0.010)	(6.4)
Total Expenses	\$184.584	\$165.418	\$19.166	10.4	\$33.329	\$52.947	(\$19.618)	(58.9)	\$217.913	\$218.365	(\$0.452)	(0.2)
Net Surplus/(Deficit)	(\$114.790)	(\$98.056)	\$16.734	14.6	\$0.000	\$0.000	\$0.000	-	(\$114.790)	(\$98.056)	\$16.734	14.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$29.099	\$31.526	\$2.427	8.3	\$0.000	\$0.000	\$0.000	-	\$29.099	\$31.526	\$2.427	8.3
Operating/Capital	(3.166)	(5.938)	(2.772)	(87.6)	0.000	0.000	0.000	-	(3.166)	(5.938)	(2.772)	(87.6)
Other Cash Adjustments	15.812	11.201	(4.611)	(29.2)	0.000	0.000	0.000	-	15.812	11.201	(4.611)	(29.2)
Total Cash Conversion Adjustments	\$41.745	\$36.788	(\$4.957)	(11.9)	0.000	\$0.000	\$0.000	-	\$41.745	\$36.788	(\$4.957)	(11.9)
Net Cash Surplus/(Deficit)	(\$73.045)	(\$61.267)	\$11.778	16.1	\$0.000	\$0.000	\$0.000	-	(\$73.045)	(\$61.267)	\$11.778	16.1

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.

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
AUGUST Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent (Unfavorable)	Forecast	Actual	Favorable (Unfavorable) Variance	Percent (Unfavorable)	Forecast	Actual	Favorable (Unfavorable) Variance	Percent (Unfavorable)
Revenue												
Farebox Revenue	\$491.339	\$488.674	(\$2.666)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$491.339	\$488.674	(\$2.666)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	27.533	27.559	0.026	0.1	0.000	0.000	0.000	-	27.533	27.559	0.026	0.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	286.522	354.459	67.938	23.7	286.522	354.459	67.938	23.7
Total Revenue	\$518.872	\$516.232	(\$2.640)	(0.5)	\$286.522	\$354.459	\$67.938	23.7	\$805.394	\$870.692	\$65.298	8.1
Expenses												
<i>Labor:</i>												
Payroll	\$357.509	\$349.005	\$8.504	2.4	\$92.733	\$97.031	(\$4.298)	(4.6)	\$450.242	\$446.035	\$4.206	0.9
Overtime	97.936	98.486	(0.550)	(0.6)	30.429	49.502	(19.073)	(62.7)	128.365	147.988	(19.624)	(15.3)
Health and Welfare	74.449	69.665	4.784	6.4	20.985	24.655	(3.670)	(17.5)	95.433	94.320	1.113	1.2
OPEB Current Payment	43.684	41.537	2.147	4.9	0.000	0.000	0.000	-	43.684	41.537	2.147	4.9
Pensions	85.516	82.436	3.080	3.6	32.780	35.860	(3.080)	(9.4)	118.296	118.296	0.000	0.0
Other Fringe Benefits	115.484	122.513	(7.028)	(6.1)	21.816	26.513	(4.697)	(21.5)	137.300	149.026	(11.725)	(8.5)
Reimbursable Overhead	(26.172)	(38.460)	12.288	47.0	26.172	38.460	(12.288)	(47.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$748.406	\$725.182	\$23.224	3.1	\$224.913	\$272.020	(\$47.107)	(20.9)	\$973.320	\$997.202	(\$23.883)	(2.5)
<i>Non-Labor:</i>												
Electric Power	\$60.111	\$59.173	\$0.938	1.6	\$0.776	\$0.807	(\$0.031)	(4.0)	\$60.887	\$59.980	\$0.907	1.5
Fuel	14.733	14.526	0.207	1.4	0.000	0.042	(0.042)	-	14.733	14.567	0.166	1.1
Insurance	13.654	13.738	(0.083)	(0.6)	5.856	5.993	(0.137)	(2.3)	19.511	19.731	(0.220)	(1.1)
Claims	3.746	1.733	2.012	53.7	0.000	0.000	0.000	-	3.746	1.733	2.012	53.7
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	47.374	40.783	6.591	13.9	13.911	19.064	(5.153)	(37.0)	61.285	59.847	1.438	2.3
Professional Service Contracts	23.146	23.524	(0.378)	(1.6)	0.710	3.562	(2.852)	*	23.856	27.086	(3.229)	(13.5)
Materials & Supplies	108.709	87.490	21.219	19.5	40.136	52.102	(11.967)	(29.8)	148.845	139.592	9.252	6.2
Other Business Expenses	11.965	6.444	5.521	46.1	0.219	0.870	(0.650)	*	12.185	7.314	4.871	40.0
Total Non-Labor Expenses	\$283.438	\$247.411	\$36.027	12.7	\$61.608	\$82.439	(\$20.831)	(33.8)	\$345.046	\$329.850	\$15.196	4.4
<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	\$1,031.844	\$972.593	\$59.251	5.7	\$286.522	\$354.459	(\$67.938)	(23.7)	\$1,318.366	\$1,327.052	(\$8.686)	(0.7)
<i>Depreciation</i>												
Depreciation	\$234.752	\$258.591	(23.839)	(10.2)	\$0.000	\$0.000	\$0.000	-	\$234.752	\$258.591	(\$23.839)	(10.2)
Other Post Employment Benefits	92.627	93.275	(0.648)	(0.7)	0.000	0.000	0.000	-	92.627	93.275	(0.648)	(0.7)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.373	1.480	(0.106)	(7.8)	0.000	0.000	0.000	-	1.373	1.480	(0.106)	(7.8)
Total Expenses	\$1,360.597	\$1,325.939	\$34.658	2.5	\$286.522	\$354.459	(\$67.938)	(23.7)	\$1,647.118	\$1,680.398	(\$33.279)	(2.0)
Net Surplus/(Deficit)	(\$841.725)	(\$809.706)	\$32.018	3.8	\$0.000	\$0.000	\$0.000	-	(\$841.725)	(\$809.706)	\$32.018	3.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$234.752	\$258.591	\$23.839	10.2	\$0.000	\$0.000	\$0.000	-	234.752	\$258.591	\$23.839	10.2
Operating/Capital	(16.978)	(9.803)	7.175	42.3	0.000	0.000	0.000	-	(16.978)	(9.803)	7.175	42.3
Other Cash Adjustments	87.587	58.908	(28.680)	(32.7)	0.000	0.000	0.000	-	87.587	58.908	(28.680)	(32.7)
Total Cash Conversion Adjustments	\$305.362	\$307.696	\$2.334	0.8	\$0.000	\$0.000	\$0.000	-	\$305.362	\$307.696	\$2.334	0.8
Net Cash Surplus/(Deficit)	(\$536.362)	(\$502.010)	\$34.352	6.4	\$0.000	\$0.000	\$0.000	0.0	(\$536.362)	(\$502.010)	\$34.352	6.4

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.

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	August 2018		Reason for Variance	Year-to-Date August 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(2.390)	(3.6)	Lower ridership \$(3.408), partially offset by higher yield per passenger \$1.018.	(2.666)	(0.5)	Lower ridership \$(5.299), partially offset by higher yield per passenger \$2.633.
Other Operating Revenue	Non Reimb.	(0.041)	(1.2)	Primarily due to timing of advertising and miscellaneous revenue, partially offset by higher rental revenue.	0.026	0.1	Primarily due to higher rentals, FEMA recovery revenue and timing of miscellaneous revenue, partially offset by timing of advertising and freight revenue.
Capital & Other Reimbursements	Reimb.	19.618	58.9	Timing of capital project activity and interagency reimbursements.	67.938	23.7	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	3.092	5.9	Primarily due to vacant positions, partially offset by management vacation buyback payments.	8.504	2.4	Primarily vacant positions, lower vacation pay accruals and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts and payments for management vacation buybacks.
	Reimb.	(1.906)	(17.1)	Primarily due to timing of project activity.	(4.298)	(4.6)	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.758	16.0	Primarily due to lower maintenance and vacancy/absentee coverage, partially offset by higher scheduled/unscheduled service.	(0.550)	(0.6)	Primarily due to higher maintenance, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage.
	Reimb.	(5.779)	*	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, and Hicksville Station improvements.	(19.073)	(62.7)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG transmission pole replacements and Annual Track program.
Health and Welfare	Non Reimb.	1.361	13.8	Vacant positions.	4.784	6.4	Vacant positions.
	Reimb.	(1.160)	(48.5)	Primarily due to timing of project activity.	(3.670)	(17.5)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.483	8.7	Fewer retirees/beneficiaries.	2.147	4.9	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	August 2018		Reason for Variance	Year-to-Date August 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.925	8.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	3.080	3.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.925)	(23.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(3.080)	(9.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(3.559)	(23.9)	Higher FELA Indemnity reserves, partially offset by lower Railroad Retirement Taxes.	(7.028)	(6.1)	Higher FELA indemnity reserves and meal allowance, partially offset by lower Railroad Retirement Taxes.
	Reimb.	(1.372)	(56.1)	Primarily due to timing of project activity.	(4.697)	(21.5)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.876	*	Primarily due to timing of project activity.	12.288	47.0	Primarily due to timing of project activity.
	Reimb.	(2.876)	*	Primarily due to timing of project activity.	(12.288)	(47.0)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.077	1.0	Lower consumption, partially offset by higher rates and the timing of accrual adjustments.	0.938	1.6	Lower consumption and lower rates, partially offset by the timing of accrual adjustments.
	Reimb.	(0.006)	(7.3)	Primarily due to the timing of project activity.	(0.031)	(4.0)	Primarily due to the timing of project activity.
Fuel	Non Reimb.	(0.235)	(12.4)	Primarily due to higher rates, partially offset by lower consumption.	0.207	1.4	Lower consumption and the timing of accrual adjustments, partially offset by higher rates.
	Reimb.	0.000	-		(0.042)	-	Primarily due to the timing of project activity.
Insurance	Non Reimb.	(0.052)	(3.0)	Higher liability and property insurance.	(0.083)	(0.6)	Higher property insurance, partially offset by lower liability insurance.
	Reimb.	(0.069)	(9.3)	Force Account Insurance associated with project activity.	(0.137)	(2.3)	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.112)	(35.0)	Higher public liability and corporate reserves, partially offset by lower non-employee claims.	2.012	53.7	Decrease in non-employee reserves, partially offset by higher public liability and corporate reserves.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	August 2018		Reason for Variance	Year-to-Date August 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	2.378	32.1	Primarily due to the timing of various Platform Investments, TVM maintenance initiatives, hazardous waste cleanup services, lower non-revenue vehicle repairs, and timing of payment/activity for construction services and other maintenance and operating contracts; partially offset by higher waste maintenance, emergency bussing services, equipment rental and non-vehicle maintenance services.	6.591	13.9	Timing of various Platform Investments, lower elevator/escalator maintenance, Penn Station cleaning, non-revenue vehicle repairs, other equipment rental, security systems, ticket-stock purchases and joint facilities, partially offset by higher equipment/vehicle rentals, emergency bussing services, non-vehicle maintenance services, timing of vegetation management and HVAC maintenance.
	Reimb.	(0.455)	(29.8)	Primarily due to timing of project activity.	(5.153)	(37.0)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.461	11.3	Primarily due to the timing of MTA chargebacks, advertising and timing of invoices for medical services and training initiatives, partially offset by various right of way initiatives.	(0.378)	(1.6)	Primarily write-off of various projects that are no longer capital eligible and timing of MTA chargebacks, partially offset by timing of enterprise asset management initiatives.
	Reimb.	(0.884)	*	Primarily due to timing of project activity.	(2.852)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	6.459	38.8	Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet.	21.219	19.5	Primarily timing of fleet modification initiatives, M7 12 Year Propulsion, M7 Phase 2 Battery Change-out, DE/DM Ice to Fire RCM program delays and other initiatives under the Reliability Centered Maintenance (RCM) program.
	Reimb.	(4.095)	(75.5)	Primarily due to timing of project activity.	(11.967)	(29.8)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	5.874	*	Primarily due to higher restitution on property damage due to an insurance settlement, partially offset by higher print and stationary supply costs.	5.521	46.1	Primarily due to higher restitution on property damage due to an insurance settlement, lower office supplies and other miscellaneous expenses, partially offset by higher bad debt.
	Reimb.	(0.091)	*	Primarily due to timing of project activity.	(0.650)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.427)	(8.3)	Based on certain capital assets being fully depreciated.	(23.839)	(10.2)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.183)	(1.6)	Latest actuarial estimates.	(0.648)	(0.7)	Latest actuarial estimates.
Environmental Remediation	Non Reimb.	(0.010)	(6.4)		(0.106)	(7.8)	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
August 2018								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	\$67.632	\$67.355	(\$0.277)	(0.4)	\$502.823	\$504.137	\$1.314	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.096	2.286	0.190	9.1	24.750	22.372	(2.378)	(9.6)
Capital & Other Reimbursements	39.295	62.882	23.587	60.0	282.750	316.983	34.233	12.1
Total Receipts	\$109.023	\$132.523	\$23.500	21.6	\$810.323	\$843.492	\$33.169	4.1
Expenditures								
<i>Labor:</i>								
Payroll	\$65.944	\$63.719	\$2.225	3.4	\$445.447	\$441.219	\$4.228	0.9
Overtime	17.714	22.401	(4.687)	(26.5)	131.341	146.063	(14.722)	(11.2)
Health and Welfare	12.250	23.514	(11.264)	(92.0)	94.370	103.236	(8.866)	(9.4)
OPEB Current Payment	5.577	9.279	(3.702)	(66.4)	43.684	45.705	(2.021)	(4.6)
Pensions	14.787	14.447	0.340	2.3	116.426	115.120	1.306	1.1
Other Fringe Benefits	19.645	16.854	2.791	14.2	134.751	134.615	0.136	0.1
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	\$135.917	\$150.214	(\$14.297)	(10.5)	\$966.019	\$985.957	(\$19.938)	(2.1)
<i>Non-Labor:</i>								
Electric Power	\$8.052	\$11.578	(\$3.526)	(43.8)	\$61.031	\$60.516	\$0.515	0.8
Fuel	1.889	2.207	(0.318)	(16.8)	14.732	14.936	(0.204)	(1.4)
Insurance	0.995	0.000	0.995	100.0	17.089	17.022	0.067	0.4
Claims	0.265	0.151	0.114	43.1	2.990	2.051	0.939	31.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.929	8.348	0.581	6.5	66.764	66.533	0.231	0.3
Professional Service Contracts	2.835	3.644	(0.809)	(28.6)	25.803	21.265	4.538	17.6
Materials & Supplies	19.812	20.992	(1.180)	(6.0)	166.931	156.801	10.130	6.1
Other Business Expenses	1.993	(3.544)	5.537	*	14.350	8.672	5.678	39.6
Total Non-Labor Expenditures	\$44.770	\$43.376	\$1.394	3.1	\$369.690	\$347.795	\$21.895	5.9
<i>Other Expenditure Adjustments:</i>								
Other	\$1.381	\$1.419	(\$0.038)	(2.8)	\$10.976	\$10.974	\$0.002	0.0
Total Other Expenditure Adjustments	\$1.381	\$1.419	(\$0.038)	(2.8)	\$10.976	\$10.974	\$0.002	0.0
Total Expenditures	\$182.068	\$195.010	(\$12.942)	(7.1)	\$1,346.685	\$1,344.726	\$1.960	0.1
Cash Timing and Availability Adjustment	0.000	1.220	1.220	-	0.000	(0.777)	(0.777)	-
Net Cash Deficit (excludes opening balance)	(\$73.045)	(\$61.267)	\$11.778	16.1	(\$536.362)	(\$502.010)	\$34.352	6.4
Subsidies								
MTA	73.045	28.465	(44.580)	(61.0)	536.362	503.453	(32.910)	(6.1)

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	August 2018			Year-to-Date as of August 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.277)	(0.4)	Lower ridership \$(3.408) and lower MetroCard/AirTrain sales \$(0.014), partially offset by higher advance sales impact \$2.127 and higher yields \$1.018.	1.314	0.3	Higher advance sales impact \$4.033 and higher yields \$2.633, partially offset by lower ridership \$(5.299) and lower MetroCard/AirTrain sales \$(0.053).
Other Operating Revenue	0.190	9.1	Primarily due to the timing of miscellaneous revenue.	(2.378)	(9.6)	Primarily due to the timing of rental and freight receipts, partially offset by higher miscellaneous revenue and a FEMA receipt.
Capital and Other Reimbursements	23.587	60.0	Timing of activity and reimbursement for capital and other reimbursements.	34.233	12.1	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.225	3.4	Primarily due to vacant positions and the timing of tax payments, partially offset by management vacation buyback payments.	4.228	0.9	Primarily due to vacant positions and sick pay law claims, partially offset by the timing of intercompany reimbursements and retiree sick/vacation buyouts and management vacation buybacks payments.
Overtime	(4.687)	(26.5)	Primarily due to higher project overtime and scheduled/unscheduled service, partially offset by lower maintenance overtime and vacancy/absentee coverage.	(14.722)	(11.2)	Primarily due to higher project overtime, maintenance, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage.
Health and Welfare	(11.264)	(92.0)	Primarily due to the timing of payments, partially offset by vacant positions and intercompany reimbursements.	(8.866)	(9.4)	Primarily due to the timing of payments, partially offset by vacant positions and intercompany reimbursements.
OPEB Current Payment	(3.702)	(66.4)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.	(2.021)	(4.6)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.
Pensions	0.340	2.3	Due to intercompany reimbursements.	1.306	1.1	Due to intercompany reimbursements.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	August 2018			Year-to-Date as of August 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	2.791	14.2	Primarily due to lower Railroad Retirement Tax payments and the timing of FELA payments, partially offset by higher meal payments.	0.136	0.1	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by higher FELA and meal payments.
Non-Labor:						
Electric Power	(3.526)	(43.8)	Primarily due to timing of payments and higher rates, partially offset by lower consumption.	0.515	0.8	Primarily due to lower consumption and lower rates.
Fuel	(0.318)	(16.8)	Primarily due to higher rates and the timing of payments, partially offset by lower consumption.	(0.204)	(1.4)	Primarily due to the timing of payments and higher rates, partially offset by lower consumption.
Insurance	0.995	100.0	Primarily due to the timing of payments.	0.067	0.4	Primarily due to the timing of payments.
Claims	0.114	43.1	Timing of claim payments.	0.939	31.4	Timing of claim payments.
Maintenance and Other Operating Contracts	0.581	6.5	Timing of payments.	0.231	0.3	Timing of payments.
Professional Service Contracts	(0.809)	(28.6)	Primarily the timing of professional service payments, partially offset by the timing of MTA Chargeback services payments.	4.538	17.6	Primarily the timing of payments for MTA Chargeback and other professional services.
Materials and Supplies	(1.180)	(6.0)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	10.130	6.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	5.537	*	Primarily due to higher restitution of property damages as a result of an insurance settlement.	5.678	39.6	Primarily due to higher restitution of property damages as a result of an insurance settlement and the timing of payments, partially offset by higher credit/debit card fees.
Other Expenditure Adjustments	(0.038)	(2.8)	Higher MetroCard/AirTrain pass through payments.	0.002	0.0	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
August 2018

(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.401	\$3.514	\$2.113	*	\$11.484	\$15.464	\$3.980	34.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.467)	(1.236)	0.231	15.8	(2.783)	(5.187)	(2.404)	(86.4)
Capital & Other Reimbursements	5.966	9.935	3.969	66.5	(3.772)	(37.476)	(33.705)	*
Total Receipts	\$5.900	\$12.213	\$6.313	*	\$4.929	(\$27.199)	(\$32.128)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$2.491)	(\$1.452)	\$1.039	41.7	\$4.794	\$4.816	\$0.022	0.5
Overtime	(3.600)	(4.267)	(0.667)	(18.5)	(2.976)	1.925	4.901	*
Health and Welfare	0.000	(11.465)	(11.465)	*	1.063	(8.916)	(9.979)	*
OPEB Current Payment	0.000	(4.185)	(4.185)	*	(0.000)	(4.167)	(4.167)	*
Pensions	0.000	0.340	0.340	*	1.870	3.176	1.306	69.9
Other Fringe Benefits	(2.316)	5.406	7.723	*	2.549	14.411	11.862	*
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	(\$8.408)	(\$15.622)	(\$7.215)	(85.8)	\$7.300	\$11.245	\$3.945	54.0
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$3.597)	(\$3.597)	*	(\$0.144)	(\$0.536)	(\$0.392)	*
Fuel	0.000	(0.083)	(0.083)	*	0.001	(0.369)	(0.369)	*
Insurance	1.466	2.583	1.116	76.1	2.422	2.709	0.287	11.9
Claims	0.054	0.280	0.226	*	0.756	(0.318)	(1.073)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	(1.343)	(1.342)	*	(5.479)	(6.685)	(1.206)	(22.0)
Professional Service Contracts	1.321	0.933	(0.387)	(29.3)	(1.947)	5.820	7.767	*
Materials & Supplies	2.239	(1.305)	(3.544)	*	(18.086)	(17.208)	0.878	4.9
Other Business Expenses	(0.277)	(0.522)	(0.245)	(88.5)	(2.165)	(1.358)	0.807	37.3
Total Non-Labor Expenditures	\$4.803	(\$3.054)	(\$7.857)	*	(\$24.644)	(\$17.945)	\$6.699	27.2
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.381)	(\$1.419)	(\$0.038)	(2.8)	(\$10.976)	(\$10.974)	\$0.002	0.0
Total Other Expenditure Adjustments	(\$1.381)	(\$1.419)	(\$0.038)	(2.8)	(\$10.976)	(\$10.974)	\$0.002	0.0
Total Expenditures before Depreciation	(\$4.985)	(\$20.095)	(\$15.110)	*	(\$28.319)	(\$17.673)	\$10.646	37.6
Depreciation Adjustment	\$29.099	\$31.526	\$2.427	8.3	\$234.752	\$258.591	\$23.839	10.2
Other Post Employment Benefits	11.574	11.758	0.183	1.6	92.627	93.275	0.648	0.7
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.157	0.167	0.010	6.4	1.373	1.480	0.106	7.8
Total Expenditures	\$35.845	\$23.355	(\$12.490)	(34.8)	\$300.433	\$335.672	\$35.239	11.7
Cash Timing and Availability Adjustment	0.000	1.220	1.220	-	0.000	(0.777)	(0.777)	-
Total Cash Conversion Adjustments	\$41.745	\$36.788	(\$4.957)	(11.9)	\$305.362	\$307.696	\$2.334	0.8

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August 2018						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	17,956	\$1.169	19,852	\$1.299	(1,896) -10.6%	(\$0.130) -11.1%	262,486	\$16.647	261,736	\$16.652	750 0.3%	(\$0.006) 0.0%
<u>Unscheduled Service</u>	7,675	\$0.497	10,766	\$0.705	(3,091) -40.3%	(\$0.209) -42.0%	59,536	\$3.849	72,686	\$4.728	(13,150) -22.1%	(\$0.879) -22.8%
<u>Programmatic/Routine Maintenance</u>	76,719	\$4.479	62,453	\$3.626	14,266 18.6%	\$0.854 19.1%	539,151	\$31.715	562,630	\$33.328	(23,479) -4.4%	(\$1.612) -5.1%
<u>Unscheduled Maintenance</u>	304	\$0.019	2,210	\$0.136	(1,906) *	(\$0.118) *	9,855	\$0.596	19,563	\$1.191	(9,708) -98.5%	(\$0.595) -99.9%
<u>Vacancy/Absentee Coverage</u>	75,580	\$4.534	73,436	\$4.387	2,145 2.8%	\$0.147 3.2%	553,745	\$33.766	531,325	\$31.672	22,420 4.0%	\$2.094 6.2%
<u>Weather Emergencies</u>	1,429	\$0.085	1,820	\$0.041	(391) -27.4%	\$0.044 52.2%	160,040	\$9.976	165,864	\$10.328	(5,824) -3.6%	(\$0.352) -3.5%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	2,254	\$0.172	1,762	(\$0.997)	492 21.8%	\$1.169 679.9%	17,908	\$1.388	16,442	\$0.587	1,467 8.2%	\$0.801 57.7%
NON-REIMBURSABLE OVERTIME	181,918	\$10.955	172,299	\$9.197	9,619 5.3%	\$1.758 16.0%	1,602,721	\$97.936	1,630,246	\$98.486	(27,525) -1.7%	(\$0.550) -0.6%
REIMBURSABLE OVERTIME	56,122	\$3.159	118,943	\$8.938	(62,821) -111.9%	(\$5.779) -182.9%	506,408	\$30.429	750,485	\$49.502	(244,078) -48.2%	(\$19.073) -62.7%
TOTAL OVERTIME	238,040	\$14.114	291,242	\$18.135	(53,202) -22.3%	(\$4.021) -28.5%	2,109,129	\$128.365	2,380,731	\$147.988	(271,602) -12.9%	(\$19.624) -15.3%

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
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	August 2018			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(1,896)	(\$0.130)	Primarily driven by increase in current crew book.	750	(\$0.006)	
	-10.6%	-11.1%		0.3%	0.0%	
<u>Unscheduled Service</u>	(3,091)	(\$0.209)	Additional operational support required to fulfill on time performance.	(13,150)	(\$0.879)	Additional operational support required to fulfill on time performance.
	-40.3%	-42.0%		-22.1%	-22.8%	
<u>Programmatic/Routine Maintenance</u>	14,266	\$0.854	Lower maintenance efforts within the Equipment department due to MU outlying points and delayed camera installation. Partially offset by the Kew Gardens/Forest Hills temporary platform install, rail grinding, mud spot remediation and signal system retrofit within Engineering department.	(23,479)	(\$1.612)	Long Beach Wreck Lead bridge timber renewal (wood ties), additional track night time emergency crew, replacement of defective concrete ties system wide, undercutting track maintenance (removal of contaminated gravel and mud remediation), Kew Gardens/Forest Hills temporary platform install and Sperry rail car initiative within Engineering. Partially offset by lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation.
	18.6%	19.1%		-4.4%	-5.1%	
<u>Unscheduled Maintenance</u>	(1,906)	(\$0.118)	Mainly driven by Woodside derailment.	(9,708)	(\$0.595)	Unfavorable due to West Side Yard & Woodside derailment, highway crossing emergency track rehabilitation (Montauk) and broken rail mitigation along the Main Line and Port Washington branches within the Engineering department.
	*	*		-98.5%	-99.9%	
<u>Vacancy/Absentee Coverage</u>	2,145	\$0.147	Primarily driven by higher availability within Transportation, partially offset by lower availability within Stations department.	22,420	\$2.094	Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Stations and Equipment departments.
	2.8%	3.2%		4.0%	6.2%	
<u>Weather Emergencies</u>	(391)	\$0.044		(5,824)	(\$0.352)	Adverse weather conditions.
	-27.4%	52.2%		-3.6%	-3.5%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	492	\$1.169	Favorable due to variance between actual and forecasted wage rates.	1,467	\$0.801	Favorable due to variance between actual and forecasted wage rates.
	21.8%	679.9%		8.2%	57.7%	
NON-REIMBURSABLE OVERTIME	9,619	\$1.758		(27,525)	(\$0.550)	
	5.3%	16.0%		-1.7%	-0.6%	
REIMBURSABLE OVERTIME	(62,821)	(\$5.779)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, and Hicksville Station improvements.	(244,078)	(\$19.073)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG transmission pole replacements and Annual Track program.
	-111.9%	-182.9%		-48.2%	-62.7%	
TOTAL OVERTIME	(53,202)	(\$4.021)		(271,602)	(\$19.624)	
	-22.3%	-28.5%		-12.9%	-15.3%	

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
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH AUGUST 2018**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	19	15	4
Procurement & Logistics (excl. Stores)	77	63	14
Human Resources	35	35	0
Sr VP Administration	2	2	0
Strategic Investments	18	17	1
President	6	4	2
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	44	45	(1)
Management & Budget	18	16	2
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	73	69	4
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	11	2
System Safety	37	33	4
Training	69	64	5
Service Planning	26	25	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	1	1
Total Administration	515	462	53
Operations			
Transportation Services - Train Operations	2,265	2,340	(75)
Customer Services	315	308	7
Total Operations	2,580	2,648	(68)
Maintenance			
Engineering	2,051	2,083	(32)
Equipment	2,180	2,148	32
Procurement (Stores)	97	92	5
Total Maintenance	4,328	4,323	5
Engineering/Capital			
Department of Program Management	156	133	23
Special Projects/East Side Access	46	40	6
Positive Train Control	12	11	1
Total Engineering/Capital	214	184	30
Baseline Total Positions	7,637	7,617	20
<i>Non-Reimbursable</i>	6,244	6,290	(46)
<i>Reimbursable</i>	1,393	1,327	66
Total Full-Time	7,637	7,617	20
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH AUGUST 2018**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 46 positions primarily due to unfavorable positions in Train Operations and Engineering workforce working on maintenance activity instead of capital project activity.
REIMBURSABLE POSITIONS - Favorable 66 positions primarily due to the timing of project activity in Maintenance of Equipment, Department of Program Management and Procurement and Logistics.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH AUGUST 2018

	Mid-Year		Favorable/ (Unfavorable)
	Forecast	Actual	Variance
Administration			
Managers/Supervisors	263	237	26
Professional, Technical, Clerical	147	123	24
Operational Hourlies	106	102	4
Total Administration	515	462	53
Operations			
Managers/Supervisors	310	301	9
Professional, Technical, Clerical	101	102	(1)
Operational Hourlies	2,169	2,245	(76)
Total Operations	2,580	2,648	(68)
Maintenance			
Managers/Supervisors	818	761	57
Professional, Technical, Clerical	297	229	68
Operational Hourlies	3,213	3,333	(120)
Total Maintenance	4,328	4,323	5
Engineering/Capital			
Managers/Supervisors	145	129	16
Professional, Technical, Clerical	69	55	14
Operational Hourlies	0	0	0
Total Engineering/Capital	214	184	30
Total Positions			
Managers/Supervisors	1,536	1,428	108
Professional, Technical, Clerical	614	509	105
Operational Hourlies	5,488	5,680	(192)
Total Positions	7,637	7,617	20

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID YEAR FORECAST
RIDERSHIP
(In Millions)

	AUGUST 2018							AUGUST YEAR TO DATE 2018						
	Month			Variance				YTD			Variance			
		Actual	Adjusted*			Adjusted*			Actual	Adjusted*			Adjusted*	
	Mid Year	2018	2017	Mid Year		2017		Mid Year	2018	2017	Mid Year		2017	
			#	%	#	%				#	%	#	%	
RIDERSHIP														
Monthly	4.124	4.066	4.013	(0.057)	-1.4%	0.053	1.3%	32.853	32.693	32.858	(0.160)	-0.5%	(0.165)	-0.5%
Weekly	0.280	0.229	0.220	(0.051)	-18.2%	0.009	4.1%	1.337	1.336	1.278	(0.001)	-0.1%	0.058	4.5%
Total Commutation	4.403	4.295	4.234	(0.108)	-2.5%	0.062	1.5%	34.190	34.028	34.136	(0.161)	-0.5%	(0.107)	-0.3%
One-Way Full Fare	0.801	0.901	0.879	0.100	12.5%	0.022	2.5%	5.861	6.031	5.853	0.170	2.9%	0.178	3.0%
One-Way Off-Peak	1.947	1.705	1.795	(0.241)	-12.4%	(0.089)	-5.0%	12.499	12.085	12.317	(0.414)	-3.3%	(0.232)	-1.9%
All Other	1.133	0.957	0.909	(0.177)	-15.6%	0.048	5.2%	7.403	7.161	7.061	(0.242)	-3.3%	0.100	1.4%
Total Non-Commutation	3.881	3.563	3.583	(0.318)	-8.2%	(0.020)	-0.5%	25.763	25.277	25.232	(0.485)	-1.9%	0.045	0.2%
Total	8.284	7.858	7.816	(0.426)	-5.1%	0.042	0.5%	59.952	59.306	59.367	(0.647)	-1.1%	(0.062)	-0.1%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
August 2018**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2018</u>	<u>Mid-Year Forecast</u>	<u>Actual 2017</u>	<u>vs. Forecast</u>	<u>vs. 2017</u>
Farebox Operating Ratio	Standard ⁽¹⁾	49.9%	45.1%	47.0%	4.8%	2.9%
	Adjusted ⁽²⁾	56.4%	50.7%	53.9%	5.7%	2.5%
Cost Per Passenger	Standard ⁽¹⁾	\$16.28	\$17.73	\$16.82	\$1.46	\$0.54
	Adjusted ⁽²⁾	\$15.21	\$16.62	\$15.55	\$1.42	\$0.34
Passenger Revenue/Passenger ⁽³⁾		\$8.12	\$7.99	\$7.90	\$0.13	\$0.22
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2018</u>	<u>Mid-Year Forecast</u>	<u>Actual 2017</u>	<u>vs. Forecast</u>	<u>vs. 2017</u>
Farebox Operating Ratio	Standard ⁽¹⁾	49.8%	46.9%	50.1%	2.9%	-0.3%
	Adjusted ⁽²⁾	56.5%	53.1%	58.8%	3.4%	-2.3%
Cost Per Passenger	Standard ⁽¹⁾	\$16.56	\$17.49	\$16.17	\$0.93	(\$0.40)
	Adjusted ⁽²⁾	\$15.40	\$16.29	\$14.78	\$0.89	(\$0.62)
Passenger Revenue/Passenger ⁽³⁾		\$8.24	\$8.20	\$8.11	\$0.04	\$0.13

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services



Long Island Rail Road

Ridership Report Highlights

August 2018 vs. 2017

- August 2018 total ridership increased +0.5% compared to August 2017
- Commutation ridership increased +1.5% compared to August 2017
- August 2018 Non-Commutation ridership decreased -0.5% compared to August 2017
- The following factors impacted ridership this August:
 - This year's August experienced a greater than usual rainfall (+5.25 inches) compared to last year. The majority of the rainfall affected weekend travel, which may have contributed to losses in Off-Peak ridership.

2018 vs. 2017 YTD

- Total YTD ridership is -0.1% below 2017 and -1.1% below Mid-Year Forecast
- YTD Commutation ridership is -0.3% below 2017
- YTD Non-Commutation ridership is +0.2% above 2017

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

August 2018

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

EXECUTIVE SUMMARY

August Ridership and Revenue (millions)

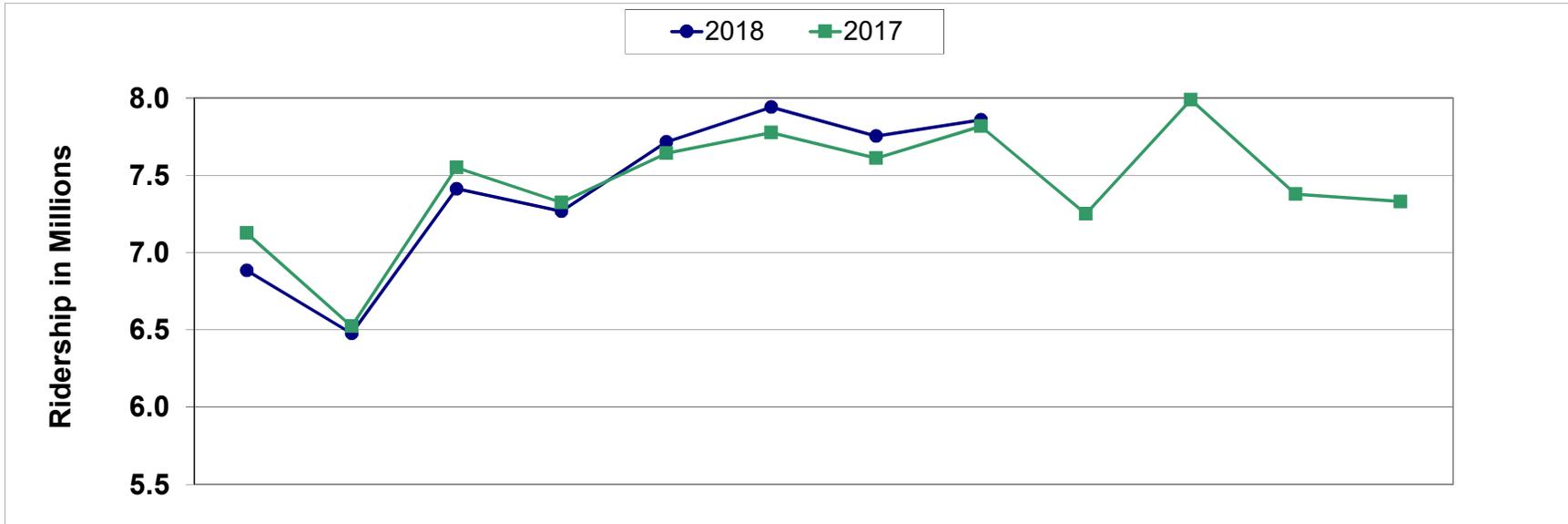
	August 2018	% Change vs. 2017
Total Rail Ridership	7.858	0.5% ▲
Commutation Ridership	4.295	1.5% ▲
Non-Commutation Ridership	3.563	-0.5% ▼
Rail Revenue	\$63.8	3.9% ▲

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

	August 2018	% Change vs. 2017	Comparison to Mid Year
Total Rail Ridership	59.306	-0.1% ▼	-1.1% ▼
Commutation Ridership	34.028	-0.3% ▼	-0.5% ▼
Non-Commutation Ridership	25.277	0.2% ▲	-1.9% ▼
Rail Revenue	\$488.7	2.2% ▲	-0.5% ▼

August RIDERSHIP

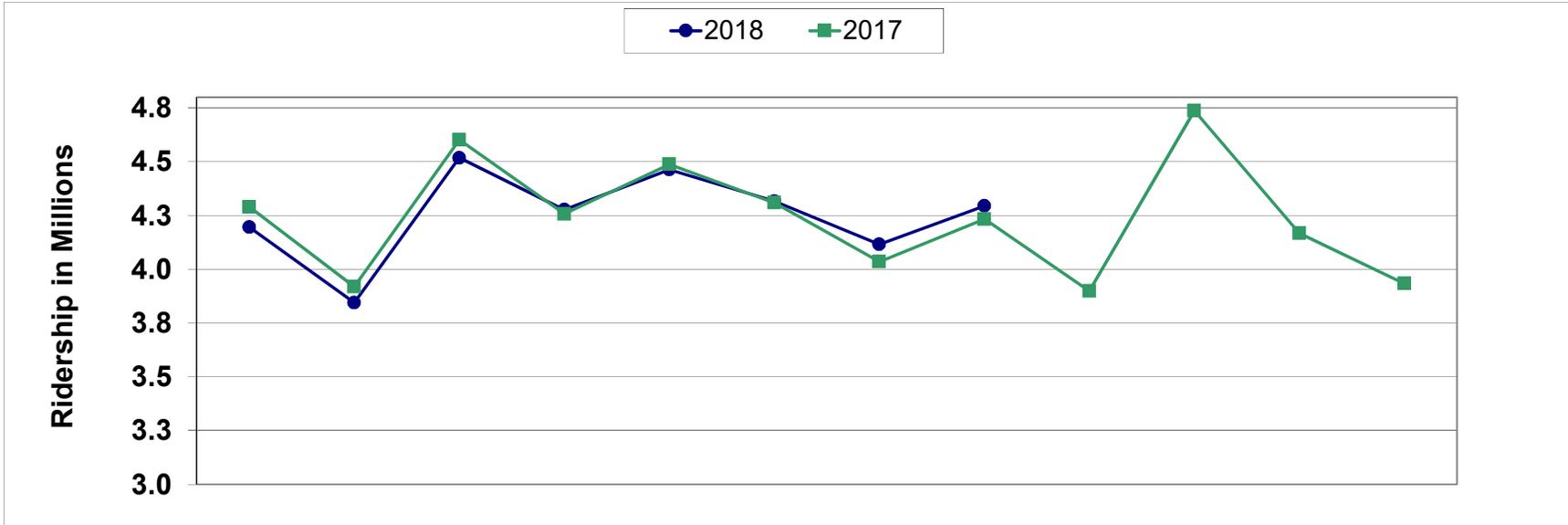
- August Total Ridership was 0.5% above '17 and -5.1% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	6.9	6.5	7.4	7.3	7.7	7.9	7.8	7.9					59.3
2017	7.1	6.5	7.6	7.3	7.6	7.8	7.6	7.8	7.2	8.0	7.4	7.3	59.4
PCT CHG.	-3.4%	-0.7%	-1.8%	-0.8%	1.0%	2.1%	1.9%	0.5%					-0.1%

August COMMUTATION RIDERSHIP

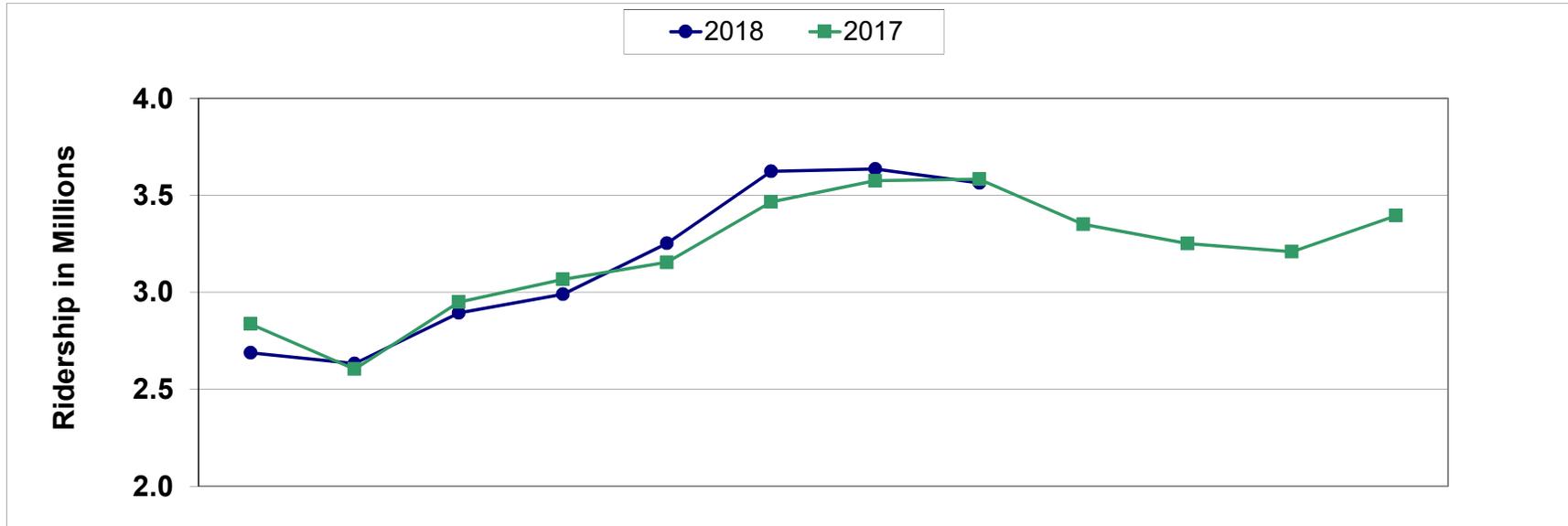
• August Commutation Ridership was 1.5% above '17 and -2.5% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.2	3.8	4.5	4.3	4.5	4.3	4.1	4.3					34.0
2017	4.3	3.9	4.6	4.3	4.5	4.3	4.0	4.2	3.9	4.7	4.2	3.9	34.1
PCT CHG.	-2.2%	-1.9%	-1.8%	0.5%	-0.5%	0.2%	2.0%	1.5%					-0.3%

August NON-COMMUTATION RIDERSHIP

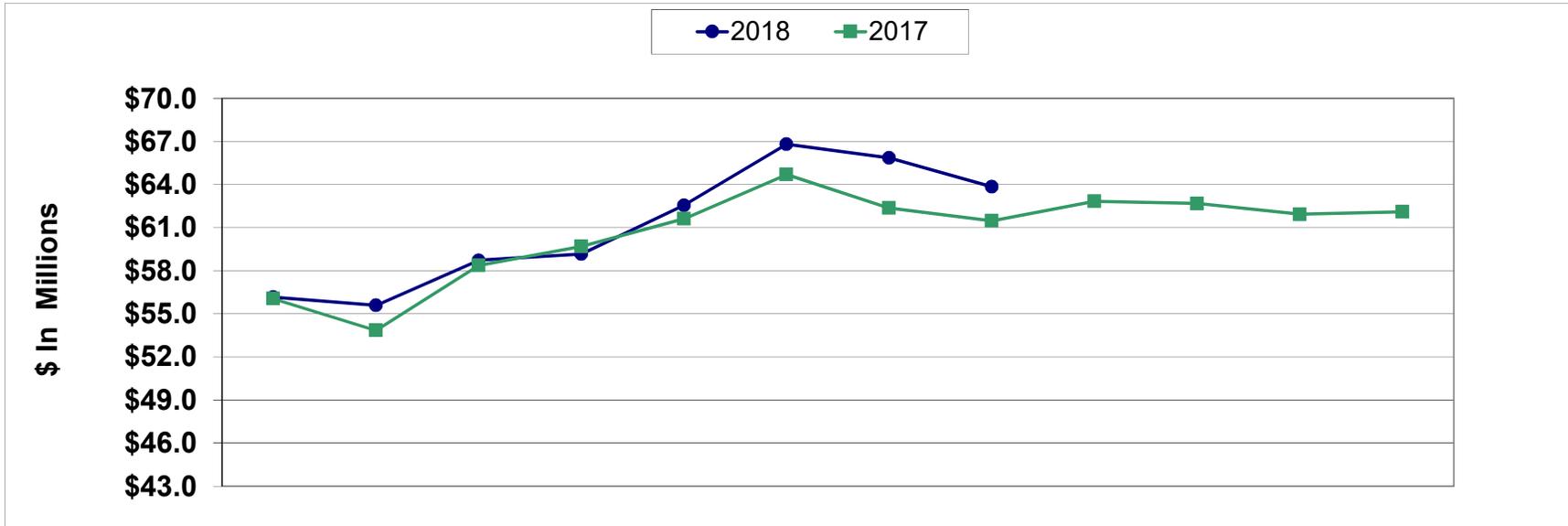
- August Non-Commutation Ridership was -0.5% below '17 and -8.2% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6					25.3
2017	2.8	2.6	2.9	3.1	3.2	3.5	3.6	3.6	3.4	3.3	3.2	3.4	25.2
PCT CHG.	-5.2%	1.1%	-1.9%	-2.5%	3.1%	4.5%	1.7%	-0.5%					0.2%

August REVENUE

•August Total Revenue was 3.9% above '17 and -3.6% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6	\$66.8	\$65.8	\$63.8					\$488.7
2017	\$56.0	\$53.8	\$58.4	\$59.7	\$61.6	\$64.7	\$62.4	\$61.5	\$62.8	\$62.7	\$61.9	\$62.1	\$478.1
PCT CHG.	0.2%	3.2%	0.6%	-0.9%	1.5%	3.3%	5.6%	3.9%					2.2%

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

TICKET TYPE/SERVICE	August 2018	August 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,295,087	4,233,514	61,573	1.5%
NON-COMMUTATION RIDERSHIP	3,563,021	3,582,687	(19,666)	-0.5%
TOTAL RIDERSHIP	7,858,108	7,816,201	41,907	0.5%

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

TICKET TYPE/SERVICE	August 2018	August 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	34,028,478	34,135,706	(107,228)	-0.3%
NON-COMMUTATION RIDERSHIP	25,277,120	25,231,766	45,354	0.2%
TOTAL RIDERSHIP	59,305,598	59,367,472	(61,874)	-0.1%

* 2017 ridership numbers were adjusted using 2018 factors.

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

REVENUE	August 2018	August 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$29,575,775	\$28,045,289	\$1,530,486	5.5%
NON-COMMUTATION REVENUE	\$34,264,670	\$33,427,499	\$837,171	2.5%
TOTAL REVENUE	\$63,840,445	\$61,472,788	\$2,367,657	3.9%

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

REVENUE	August 2018	August 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$249,194,866	\$243,692,767	\$5,502,099	2.3%
NON-COMMUTATION REVENUE	\$239,478,738	\$234,364,471	\$5,114,267	2.2%
TOTAL REVENUE	\$488,673,604	\$478,057,238	\$10,616,366	2.2%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
SEPTEMBER 2018**

MAIN LINE DOUBLE TRACK and WYANDANCH STATION

Milestone: Beneficial Use

Project Budget: \$431M [Phase 1-\$137.20M and Phase 2-\$293.80]

The Second Track on the Main Line from Ronkonkoma to Farmingdale is officially open. The full Second Track will eliminate the limitations of single track operation on the busy Ronkonkoma Corridor, thereby facilitating service reliability and on-time performance along the Main Line from Ronkonkoma to Farmingdale, and will allow the LIRR to provide frequent east and westbound off peak service. The Double Track project is a significant element in the modernization of Long Island commuter rail and infrastructure development.

WYANDANCH REHABILITATION

Milestone: Beneficial Use

Project Budget: \$46.80M

The rehabilitation of Wyandanch Station includes construction of two new 12-car platforms with a snow melt system, a pedestrian overpass with elevators, new stairs, new canopies, and new platform shelters. The interior of the new ADA accessible station building features new Terrazzo tile floors, a wood paneled ceiling, and chandeliers. The station area provides customer amenities including benches, bike racks, digital signs, MTA Help Points, USB charging stations, and free Wi-Fi. The rehabilitation of Wyandanch is part of the LIRR's plan for station renewals throughout the system to improve the customer's transportation experience.

WANTAGH STATION PLATFORM REPLACEMENT

Milestone: Beneficial Use

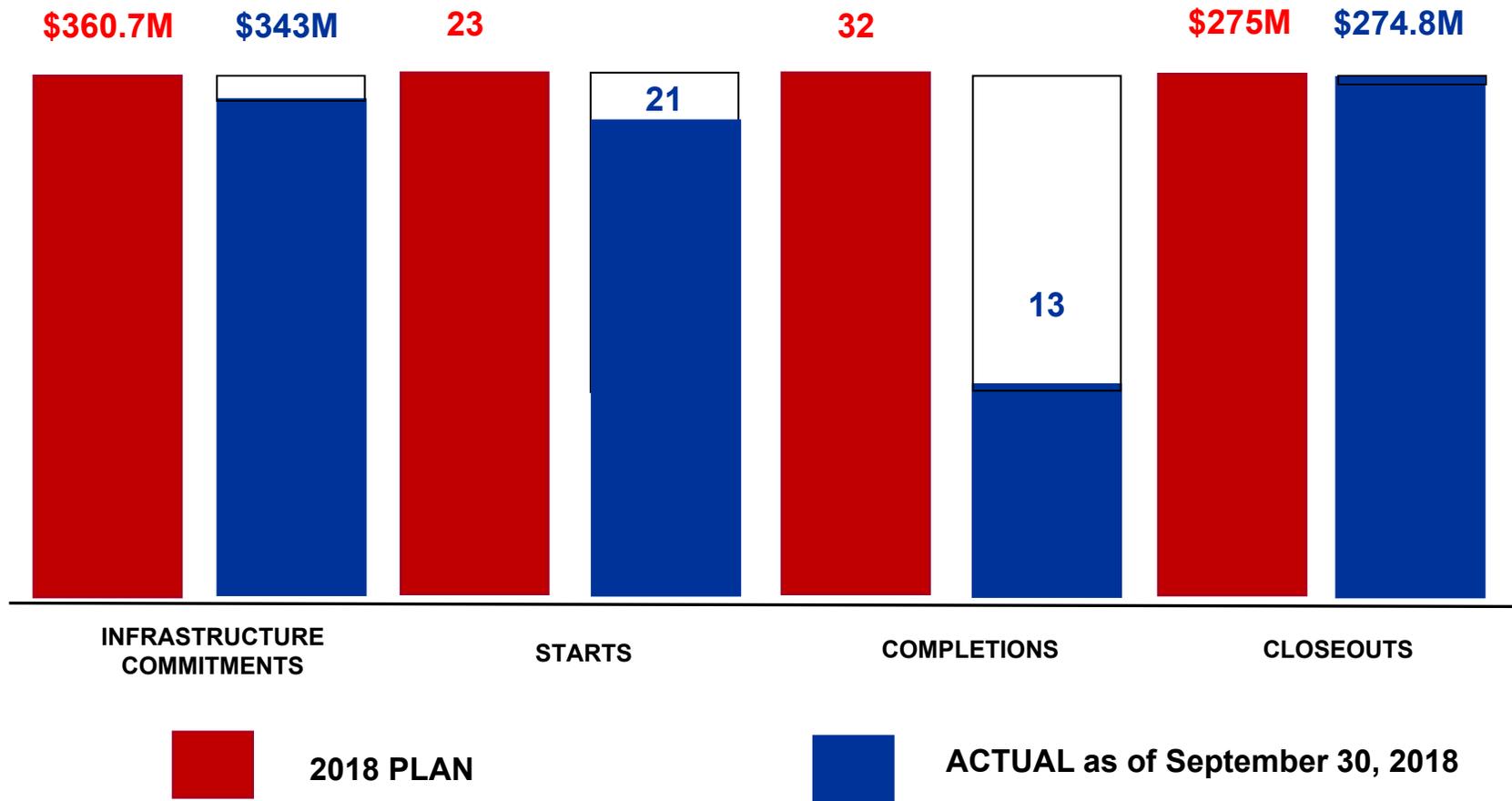
Project Budget: \$23.43M

Replacement of the elevated twelve-car center island platform, canopy, stairs, and escalator at Wantagh Station on the Babylon Branch is complete. The renovation work included installation of an automated snow and ice melt system, repairs to the understructure, a new elevator between the station and platform level, a new center staircase, refurbishment of four staircases, new heated platform waiting room, energy-efficient platform lighting, new signage and public address system. Wantagh Station renovation is part of the LIRR initiative to enrich the customer experience and support the growth and development of Long Island.

SMALL BUSINESS MENTOR PROGRAM

- The new contract/s awarded this month:
 - Laurelton rehabilitation of canopy, platform, and staircases awarded for \$1,194,300.
 - Signage installation at nine stations awarded for \$989,786.
- Contract/s completed this month:
 - Bridge Painting – Woodhaven Boulevard Bridge.

2018 LIRR Capital Program Goals



Operations Report

John Kesich

Senior Vice President, Operations



M7 EMU



M8 EMU



Comet 5 Cab Car

September 2018 Highlights: Operations Report

September service delivery improved 2.6% from August and operated below goal at 89.0. YTD OTP is below goal at 90.7% against a goal of 93%.

Service delivery continued to be challenged by extensive and increased infrastructure work across all three lines resulting in reduced track capacity, especially in off peak periods. This results in increased running times for trains which was not added into our Hudson or New Haven Line schedules. The Harlem Line schedule was modified to accommodate one out of two tracks being removed from service during off peak periods at White Plains Station.

On-going Track work across all three lines includes Sperry UT Rail Inspections, Track Geometry Inspections, Welding of Rail Joints, remediation of track defects, track surfacing and bridge repairs.

Hudson Line – 89.8% 90.3% YTD

97.0% of trains arrived within 10" of schedule in Sep with 7 (0.1%) cancelled or terminated

Harlem Line – 93.0% 92.8% YTD

97.3% of trains arrived within 10" of schedule in Sep with 5 (0.1%) cancelled or terminated

New Haven Line – 85.6% 89.3% YTD

93.9% of trains arrived within 10" of schedule in Sep with 38 (0.5%) cancelled or terminated

In September 6.8% of trains arrived 6-10" late with 50 (0.3%) cancelled or terminated.

Overall, 95.8% of trains arrived within 10" of schedule.

Cancelled and terminated trains decreased 30% from August.

Consist Compliance: 98.5% overall with 96.9% during Peak. 98.7% YTD

We have a reduced number of cars available due to on-going PTC Installations that will continue thru the remainder of this year. Harmon Shop releases provide the Hudson Line the ability to generate replacement cars to meet the requirement. Due to the lack of spare cars the Harlem Line has difficulty recovering from cars becoming unavailable for service later in the day for the following morning. We are working with LIRR to procure new M9A cars in the next Capital Program to provide additional capacity and replace M3s.

Due to significant ridership increases on the New Haven we have the minimum number cars to support the daily requirement. The remaining 36 old M2 cars are being used to compensate for the M8s being modified with PTC and Cameras but will need to be removed from service this year as they will no longer be serviceable. The additional 66 new M8 cars will start to be available for service late next year with delivery completion in the summer of 2020.

West of Hudson Service operated below goal at 92.7% due to the PJJ operating significantly below goal; PVL is operating closer to goal. Overall YTD is **91.2%**

Pascack Valley – 95.4% 94.5% YTD

09/20: Tr# 1614 cancelled due to NJT Loco failure

09/18: Engineer Shortage cancelled trains

Port Jervis – 88.9% 86.6% YTD

Various: Delays due to Equipment Failures

09/29-30: Late MNR Bus connections at Harriman due to track work

Cancelled Trains

23 (1.5%) PVL: 15, PJJ: 8

22 trains (96%) were cancelled due to lack of NJT Engineers; 14 PVL and 8 PJJ.

1 train (4%) was cancelled due to NJT locomotive failure on PVL in Spring Valley

Equipment Performance

Fleet Availability was under target due to ongoing PTC Installations with a consist compliance of 98.5%

Service disruptions caused peak consist compliance to be further below goal.

Fleet MDBF in August operated below goal at 112,518 with YTD at 149,683.

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

Excluding PTC System failures adjusted MDBF for August is 155,991 adjusted YTD is 210,754.

Genesis locomotives operated 39% below goal thru August. The 31 locomotives are at the end of their useful life and we are proceeding with a RFP for their replacement.

John Kesich

Senior Vice President

Operations

Performance Summary			2018 Data			2017 Data		
			Annual Goal	September	YTD thru September	September	YTD thru September	
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%	89.0%	90.7%	93.5%	94.1%	
		AM Peak	93.0%	85.6%	89.9%	91.2%	94.7%	
		AM Reverse Peak	93.0%	92.3%	93.9%	94.8%	95.8%	
		PM Peak	93.0%	88.3%	90.1%	96.8%	94.7%	
		Total Peak	93.0%	87.7%	90.6%	94.0%	94.9%	
		Off Peak Weekday	93.0%	86.5%	88.4%	91.6%	92.4%	
		Weekend	93.0%	94.2%	95.0%	95.6%	96.1%	
		Hudson Line	Overall	93.0%	89.8%	90.3%	89.7%	94.5%
			AM Peak	93.0%	84.8%	87.8%	92.2%	94.9%
			AM Reverse Peak	93.0%	95.7%	95.6%	93.2%	97.4%
			PM Peak	93.0%	94.2%	92.2%	96.0%	96.6%
			Total Peak	93.0%	90.1%	90.6%	93.9%	95.9%
			Off Peak Weekday	93.0%	87.2%	87.4%	82.8%	92.5%
			Weekend	93.0%	92.9%	94.6%	94.1%	95.7%
		Harlem Line	Overall	93.0%	93.0%	92.8%	96.3%	95.9%
			AM Peak	93.0%	87.0%	92.0%	92.2%	96.3%
			AM Reverse Peak	93.0%	93.4%	94.1%	95.8%	97.3%
			PM Peak	93.0%	90.2%	90.2%	98.5%	95.3%
			Total Peak	93.0%	89.3%	91.6%	95.3%	96.0%
			Off Peak Weekday	93.0%	92.9%	92.5%	95.9%	95.0%
			Weekend	93.0%	98.5%	95.5%	98.4%	97.3%
		New Haven Line	Overall	93.0%	85.6%	89.3%	93.6%	92.5%
			AM Peak	93.0%	85.1%	89.5%	89.8%	93.3%
			AM Reverse Peak	93.0%	89.5%	92.9%	94.8%	93.6%
			PM Peak	93.0%	83.0%	88.8%	96.0%	93.1%
			Total Peak	93.0%	84.9%	89.7%	93.0%	93.3%
			Off Peak Weekday	93.0%	81.6%	86.0%	93.5%	90.4%
		Weekend	93.0%	92.2%	94.7%	94.7%	95.4%	
Operating Statistics	Trains Scheduled		18,583	172,851	18,993	173,020		
	Avg. Delay per Late Train (min) <small>excluding trains cancelled or terminated</small>		12.0	12.8	10.9	12.4		
	Trains Over 15 min. Late <small>excluding trains cancelled or terminated</small>		2,300	372	3,159	184		
	Trains Canceled		230	20	541	3		
	Trains Terminated		230	30	311	10		
	Percent of Scheduled Trips Completed		99.8%	99.7%	99.5%	99.9%		
Consist Compliance	System	Overall	99.0%	98.5%	98.7%	99.3%	99.1%	
<i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>		AM Peak	98.0%	96.0%	97.0%	98.4%	98.4%	
		AM Reverse Peak	99.5%	99.9%	99.9%	99.9%	99.8%	
		PM Peak	98.0%	96.7%	96.8%	98.7%	98.2%	
		Total Peak	98.0%	96.9%	97.5%	98.8%	98.1%	
		Off Peak Weekday	99.5%	99.4%	99.4%	99.5%	99.5%	
		Weekend	99.5%	99.4%	99.5%	99.9%	99.8%	
		Hudson Line	AM Peak	99.5%	99.7%	99.4%	100.0%	99.8%
			PM Peak	99.5%	99.5%	98.8%	100.0%	99.9%
		Harlem Line	AM Peak	98.5%	96.8%	96.2%	98.6%	98.7%
			PM Peak	98.5%	97.2%	97.3%	99.0%	98.5%
	New Haven Line	AM Peak	97.5%	92.6%	95.9%	97.2%	97.2%	
		PM Peak	97.5%	94.4%	95.1%	97.6%	96.8%	

SYSTEM Category of Delay

Delay Minutes / Delay Threshold	% Total	August	2018 Data		2017 Data		YTD 2018 Vs 2017
			September	YTD thru September	September	YTD thru September	
Engineering (Scheduled)	9.7%	881	386	5,227	984	4,026	1,202
Engineering (Unscheduled)	18.4%	1,321	730	9,456	585	5,355	4,101
Maintenance of Equipment	21.4%	934	849	5,311	273	2,912	2,399
Transportation	3.1%	69	125	892	42	667	225
Capital Projects	9.3%	825	372	1,485	0	6	1,479
Weather and Environmental	20.4%	288	813	4,930	17	1,775	3,156
Police	9.5%	258	379	1,977	185	2,263	-286
Customers	3.9%	176	157	1,251	78	736	516
Other	3.7%	691	149	1,974	67	2,484	-510
3rd Party Operations	0.4%	42	16	158	2	22	136
TOTAL	100.0%	5,482	3,975	32,662	2,231	20,245	12,417

HUDSON LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2018 Vs 2017
Engineering (Scheduled)	14.8%	482	118	1,416	567	1,330	86
Engineering (Unscheduled)	21.5%	543	171	2,476	153	999	1,477
Maintenance of Equipment	19.8%	187	158	1,422	78	679	743
Transportation	2.8%	25	22	227	12	99	128
Capital Projects	11.3%	381	90	711	0	0	711
Weather and Environmental	13.6%	213	108	860	0	442	418
Police	3.4%	31	27	270	66	510	-240
Customers	9.3%	79	74	488	39	272	216
Other	2.9%	85	23	282	5	267	15
3rd Party Operations	0.8%	9	6	46	0	4	42
TOTAL	100.0%	2,035	797	8,198	920	4,602	3,596

HARLEM LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2018 Vs 2017
Engineering (Scheduled)	3.4%	104	28	828	147	688	140
Engineering (Unscheduled)	20.3%	312	166	2,738	85	1,278	1,460
Maintenance of Equipment	31.3%	143	256	1,214	76	732	482
Transportation	3.4%	18	28	235	7	151	84
Capital Projects	4.8%	80	39	146	0	0	146
Weather and Environmental	20.6%	52	168	1,690	12	695	995
Police	11.4%	64	93	508	21	648	-140
Customers	3.3%	34	27	295	15	138	157
Other	1.5%	274	12	480	12	342	138
3rd Party Operations	0.0%	2	0	19	0	0	19
TOTAL	100.0%	1,083	817	8,153	375	4,672	3,481

NEW HAVEN LINE	% Total	August	September	YTD thru September	September	YTD thru September	YTD 2018 Vs 2017
Engineering (Scheduled)	10.2%	296	240	2,983	270	2,008	975
Engineering (Unscheduled)	16.7%	465	394	4,243	346	3,079	1,164
Maintenance of Equipment	18.4%	604	434	2,675	118	1,501	1,174
Transportation	3.2%	26	76	430	23	416	14
Capital Projects	10.2%	363	242	628	0	6	622
Weather and Environmental	22.7%	23	536	2,380	4	638	1,742
Police	11.0%	162	259	1,199	98	1,106	93
Customers	2.4%	63	56	469	24	325	144
Other	4.8%	331	114	1,213	49	1,876	-663
3rd Party Operations	0.4%	30	10	91	2	18	73
TOTAL	100.0%	2,363	2,361	16,311	934	10,973	5,338



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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
09/04	Tue	Train 1308 was unable to take power at Greenwich Station.	9	1	0	3	0	0	1	0	0	2	0	0	15	1	0
09/06	Thu	Delays due to severe rain conditions.	0	0	0	0	0	0	50	0	1	26	0	0	76	0	1
09/06	Thu	Delays due to a ground in the overhead wire on Track 1 at CP241.	11	0	0	1	0	0	0	0	0	1	0	0	13	0	0
09/06	Thu	Train 657 was unable to obtain brake release at Hartsdale Station.	0	0	0	0	0	0	24	0	0	11	2	0	35	2	0
09/10	Mon	The 13 Switch at CP 234 flashed out of correspondence.	13	0	0	2	0	0	0	0	0	0	0	0	15	0	0
09/10	Mon	Deadhead Train 2325 had smoke condition from truck on Car 8116 on Track 3 north of CP 112.	10	1	0	5	0	0	0	0	0	1	0	0	16	1	0
09/11	Tue	Train 1819 was disabled at CP 216 on Track 1 due to Loco 220 Hot Engine.	8	1	0	4	0	0	0	0	0	4	0	0	16	1	0
09/12	Wed	Awaiting police for an unattended bag found in Car 9153 of Train 1419 on Track 3 at Green Farms Station.	8	0	0	1	0	0	0	0	0	5	0	0	14	0	0
09/12	Wed	A vehicle struck the railroad bridge at Purchase Street in Rye.	0	0	0	0	0	0	1	0	0	22	0	0	23	0	0
09/12	Wed	Train 1579 was stopped on Track 3 west of Pelham Station account pantograph damage on Car 9328.	0	0	0	0	0	0	17	0	0	16	0	0	33	0	0
09/12	Wed	Third Rail failure on Track 2 north of White Plains Station.	0	0	0	0	0	0	20	0	0	15	0	0	35	0	0
09/14	Fri	Train 1404 struck a tree on Track 3 just north of Botanical Gardens.	66	0	0	13	0	1	0	0	0	11	0	0	90	0	1
09/18	Tue	Train 1523 requested police assistance due to an altercation between customers.	13	0	0	0	0	0	0	0	0	2	0	0	15	0	0
09/18	Tue	The 241 Track Circuit was down south of CP3 on Track 1 in Park Avenue Tunnel.	0	0	0	0	0	0	8	0	0	11	0	0	19	0	0
09/18	Tue	Delays due to CDOT Atlantic St work on Track 2 at Stamford.	2	0	0	0	0	0	3	0	0	9	0	0	14	0	0

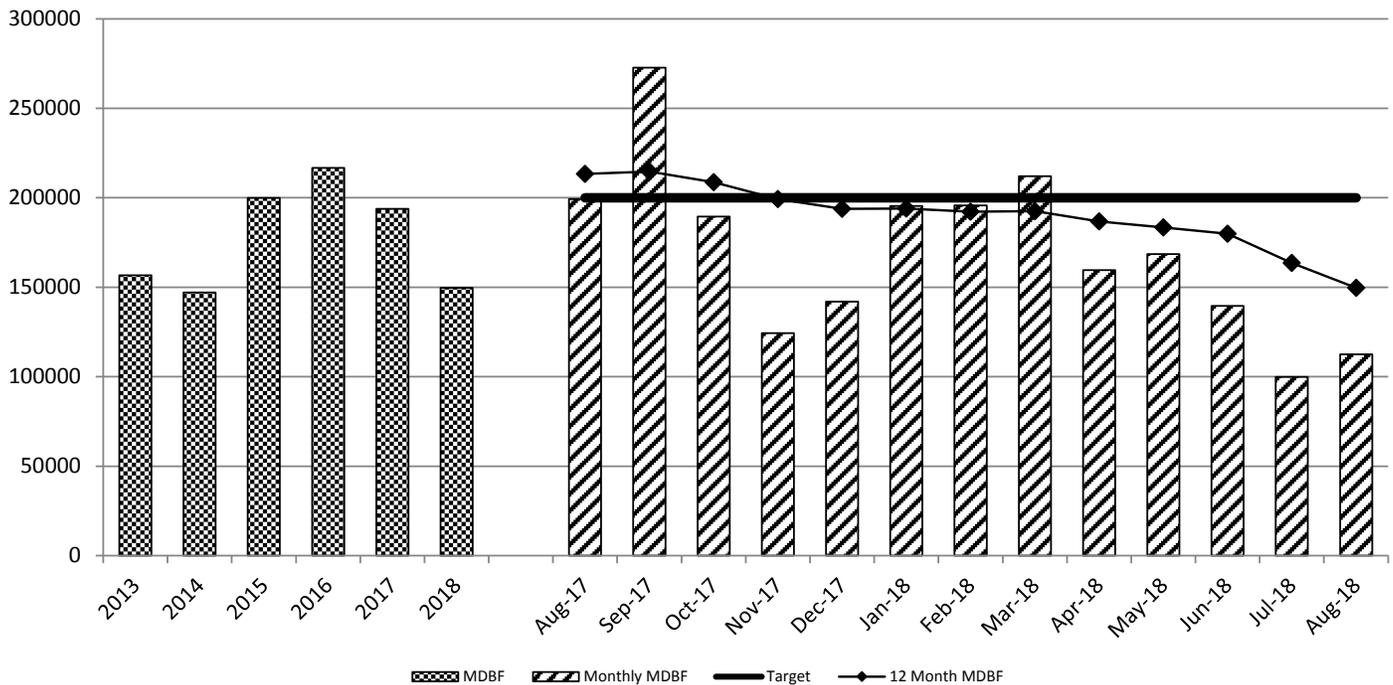
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) or TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			AM Reverse			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
09/19	Wed	Train 963 lost power on Track 2 just north of CP106.	0	0	0	0	0	0	4	0	1	11	0	0	15	0	1
09/21	Fri	A 30mph Speed Restriction on Track 3 from CAT 73 to CAT 83 due to Track Condition inside CP217.	0	0	0	0	0	0	1	0	0	15	0	0	16	0	0
09/24	Mon	Awaiting police for an unattended bag in Car 9568 on Train 1770 on Track 1 at 125th Street Station.	0	0	0	0	0	0	6	0	0	5	0	0	11	0	0
09/25	Tue	Delays due to severe rain conditions.	0	0	0	0	0	0	16	1	4	48	3	1	64	4	5
09/26	Wed	Trees down on both Hudson and Harlem lines due to weather.	13	0	0	6	0	0	0	0	0	7	0	0	26	0	0
09/26	Wed	The 241 and 171 Track Circuits went down on Track 1 south of CP3.	44	0	0	11	0	0	0	0	0	6	0	0	61	0	0
TOTAL FOR MONTH			197	3	0	46	0	1	151	1	6	228	5	1	622	9	8
															639		

			2018 Data						2017 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Aug MDBF (miles)	Primary Failure Goal	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)	12 month MDBF Rolling Avg (miles)	Aug MDBF (miles)	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)
Mean Distance Between Failures	M2	36	20,000	42,823	2	2	68,295	46,328	44,620	2	29,114
	M8	405	350,000	219,437	7	12	242,017	249,694	268,311	10	328,853
	M3	138	120,000	68,866	3	4	82,126	83,346	371,274	1	108,302
	M7	334	440,000	260,611	4	8	313,243	281,955	413,914	5	351,786
	Coach	209	260,000	102,769	6	15	170,978	195,990	1,516,953	1	373,162
	P-32	31	27,000	11,467	7	18	16,442	18,404	13,119	15	26,416
	BL-20	12	13,000	18,198	3	2	17,241	18,272	47,415	1	31,641
	Fleet	1165	200,000	112,518	32	61	149,683	155,011	199,267	35	210,880
	M2/8		260,000	194,207	9	14	223,536	219,829	231,029	12	255,746
	M3/7		300,000	196,696	7	12	233,241	217,328	406,807	6	264,827
Diesel/Coach		110,000	50,981	16	35	74,907	83,970	103,598	17	135,573	

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	September	YTD thru September	September	YTD thru September
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%	92.7%	91.2%	96.4%	94.6%
		AM Peak	95.5%	96.0%	91.7%	93.9%	93.8%
		PM Peak	95.5%	94.7%	91.1%	96.0%	94.6%
		Total Peak	95.5%	95.3%	91.4%	94.9%	94.2%
		Off Peak Weekday	95.5%	91.9%	90.7%	96.4%	95.0%
		Weekend	95.5%	90.8%	92.1%	98.8%	94.5%
	Pascack Valley Line	Overall	96.5%	95.4%	94.5%	98.0%	96.0%
		AM Peak	96.5%	95.5%	94.8%	92.9%	95.8%
		PM Peak	96.5%	96.2%	95.5%	100.0%	96.2%
		Total Peak	96.5%	95.9%	95.2%	96.2%	96.0%
		Off Peak Weekday	96.5%	95.8%	94.3%	98.4%	96.2%
		Weekend	96.5%	94.4%	94.3%	99.5%	95.8%
	Port Jervis Line	Overall	95.0%	88.9%	86.6%	94.2%	92.6%
		AM Peak	95.0%	96.5%	87.6%	95.2%	91.0%
		PM Peak	95.0%	93.0%	85.9%	91.3%	92.7%
	Total Peak	95.0%	94.7%	86.8%	93.3%	91.8%	
	Off Peak Weekday	95.0%	86.7%	85.8%	93.7%	93.3%	
	Weekend	95.0%	84.5%	88.2%	97.6%	92.4%	
Operating Statistics	Trains Scheduled			1,586	14,909	1,670	15,150
	Avg. Delay per Late Train (min)			20.6	21.1	17.2	21.2
	excluding trains canceled or terminated						
	Trains Over 15 min. Late		300	39	515	27	329
	excluding trains canceled or terminated						
	Trains Canceled		60	23	211	5	92
	Trains Terminated		60	4	50	2	43
	Percent of Scheduled Trips Completed		99.4%	98.3%	98.2%	99.6%	99.1%
Consist Compliance*	System - AM	Overall	99.0%	97.0%	97.7%	99.4%	99.0%
<i>(Percent of trains where the number of coaches provided met the scheduled requirement)</i>	Pascack Valley - AM		99.0%	96.2%	97.4%	98.9%	99.1%
	Port Jervis - AM		99.0%	97.8%	97.9%	100.0%	98.9%

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

SEPTEMBER 2018 STANDEE REPORT

East of Hudson			SEPT 2017	YTD 2017	SEPT 2018	YTD 2018
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	2	7	13
Total Standees			0	2	7	13
AM Peak	Harlem Line	Program Standees	0	0	31	3
		Add'l Standees	27	27	60	104
Total Standees			27	27	91	107
	New Haven Line	Program Standees	0	0	24	3
		Add'l Standees	21	31	150	82
Total Standees			21	31	174	85
EAST OF HUDSON TOTAL - AM PEAK			48	60	272	206
Daily Average	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	5	7
Total Standees			0	1	5	7
PM Peak	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	3	17	21	29
Total Standees			3	17	21	29
	New Haven Line	Program Standees	0	0	140	16
		Add'l Standees	46	87	103	115
Total Standees			46	87	243	130
EAST OF HUDSON TOTAL - PM PEAK			49	106	269	166

West of Hudson			SEPT 2017	YTD 2017	SEPT 2018	YTD 2018
Daily Average	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
Total Standees			0	0	0	0
AM Peak	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

* 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.

Operations Planning and Analysis/jc

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains														
			AM Peak			PM Peak			Off Peak			Weekend			TOTAL		
			L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld Term	
09/29	Sat	PJL: Late MNR bus connection at Harriman	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0
09/30	Sun	PJL: Late MNR bus connection at Harriman	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0
TOTAL FOR MONTH			0	0	0	0	0	0	0	0	0	13	0	0	13	0	0

13

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF September 2018

Elevator Availability	2018		2017	
	September	Year to Date	September	Year to Date
Grand Central Terminal	84.00%	90.94%	93.56%	93.50%
Harlem	100.00%	99.85%	100.00%	99.84%
Hudson	100.00%	99.85%	99.94%	99.95%
New Haven	100.00%	99.79%	100.00%	99.67%
Overall Average	96.00%	97.61%	98.38%	98.24%

GCT Availability for September 2018 is impacted by the NE-1 Elevator being Out of Service due to East Side Access construction since February 2017. The T-20 Elevator (leftmost B-Hall elevator) is Out of Service for conversion for Tracking Center Program

Escalator Availability	2018		2017	
	September	Year to Date	September	Year to Date
Grand Central Terminal	93.83%	97.52%	97.83%	99.06%
White Plains	100.00%	100.00%	100.00%	100.00%
Overall Average	96.92%	98.76%	98.92%	99.53%

Escalator #5 (front of GCT Market) was Out of Service for the repair to the right side handrail.

Finance Report

Steven Weiss

Executive Director, Management & Budget



Metro-North forces installed new switches at interlockings at Brewster as well as in Grand Central Terminal.



Metro-North Railroad

August 2018 Highlights: Financial Report

The Metro-North Railroad's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to Budget and key financial performance indicators. These results are compared to the Mid-Year Forecast (forecast).

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

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

- Ridership of 57.3 million, which includes East of Hudson ridership of 56.2 million and West of Hudson ridership of 1.1 million, was 0.2% unfavorable vs. the Mid-Year Forecast. Consequently, Farebox revenue of \$486.0 million was \$3.5 million (0.7%) lower than forecast.
- Total revenue of \$519.7 million was \$4.8 million (0.9%) lower than forecast due to lower farebox revenue and lower advertising revenue.
- Total expenses of \$874.2 million were \$10.3 million (1.2%) favorable vs. the Mid-Year Forecast primarily due to lower discretionary contractual spending in both the Maintenance and Other Operating Contracts and Professional Services categories.

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

August 2018 Year-to-Date Results				
(in millions)				
	Mid-Year Forecast	Actual	Fav/(Unfav) Variance	
			\$ Var	% Var
Total Revenue	\$524.5	\$519.7	(\$4.8)	-0.9%
Total Expenses before Non-Cash Liability Adjs.	884.5	874.2	10.3	1.2%
Other Non-Cash Liabilities	208.6	193.0	15.6	7.5%
Net Surplus/(Deficit) after Non-Cash Liability Adjs.	(568.6)	(547.5)	21.1	3.7%
Cash Adjustments	215.5	202.6	(12.9)	-6.0%
Net Cash Surplus/(Deficit)	(\$353.1)	(\$344.9)	\$8.3	2.3%

Steven Weiss

Executive Director, Management & Budget

NON-REIMBURSABLE and REIMBURSABLE SUMMARY

August 2018 YTD Net Deficit (Non-Reimbursable and Reimbursable) of \$547.5 million was \$21.1 million or 3.7% favorable vs. the Mid-Year Forecast. The month of August Net Deficit (Non-Reimbursable and Reimbursable) of \$69.4 million was \$1.3 million or 1.9% favorable vs. the Mid-Year Forecast.

Major drivers of the August 2018 YTD favorable result of \$21.1 million include lower Non-Reimbursable Expenses of \$26.0 million mainly due to both favorable maintenance contracts and professional services and timing of non-cash liability adjustments. Partly offsetting these favorable expense results were unfavorable Non-Reimbursable Revenues of \$4.8 million due to both lower farebox revenue (\$3.5 million) and advertising revenue (\$1.3 million).

August 2018 YTD Reimbursable Expenses of \$158.8 million was \$24.3 million favorable vs. the Mid-Year Forecast primarily due to timing for several capital projects including Positive Train Control, Turnout Replacement Program and Waterbury Branch Cab Signal.

REVENUE/RIDERSHIP

- **Farebox Revenue** – YTD was \$3.5 million unfavorable vs. the Mid-Year Forecast (0.7%) primarily due to lower than anticipated commutation ridership as well as lower non-commutation ridership driven by adverse weather conditions and station improvement work on the Harlem line.
 - YTD Ridership of 57.3 million was both 0.2% unfavorable vs. the Mid-Year Forecast and YTD 2017, respectively.
- **Other Operating Revenue** – YTD was \$1.3 million (3.7%) unfavorable vs. the Mid-Year Forecast due to lower advertising revenue.
- **Capital and Other Reimbursements** – YTD was \$24.3 million unfavorable vs. the Mid-Year Forecast due to scheduling and timing changes noted above.

TOTAL EXPENSES (Non-Reimbursable and Reimbursable)

Total Expenses – YTD expenses of \$1,226.0 million were \$50.2 million or 3.9% favorable vs. the Mid-Year Forecast.

Labor Expenses (including fringes and overhead recoveries) of 737.4 million YTD were \$4.8 million unfavorable vs. the Mid-Year Forecast.

- **Payroll** – YTD was on target vs. the Mid-Year Forecast.
- **Overtime** – YTD was \$3.2 million unfavorable vs. the Mid-Year Forecast primarily due to impacts from several nor'easter storms in March and significant storms in April and May as well as higher Reimbursable activity.

Non-Labor Expenses of \$295.6 million YTD were \$39.4 million favorable vs. the Mid-Year Forecast.

- **Electric Power** – Lower rates yielded favorable YTD results of \$0.1 million vs. the Mid-Year Forecast.
- **Fuel** – YTD expenses were \$0.09 million unfavorable vs. the Mid-Year Forecast due to a higher diesel fuel price per gallon.
- **Maintenance & Other Operating Contracts** – YTD was \$0.9 million favorable vs. the Mid-Year Forecast primarily due to lower than anticipated Non-Reimbursable expenses for BL-20 Locomotive Overhauls and other lower maintenance and operating contracts as well as GCT utilities costs partially offset by higher Reimbursable project activity.

- **Professional Services** – YTD was \$27.7 million favorable vs. the Mid-Year Forecast primarily due to lower Reimbursable project activity as well as lower than anticipated Non-Reimbursable expenses for engineering and consulting services, medical services and outside training.
- **Materials & Supplies** – YTD was \$10.3 million favorable vs. the Mid-Year Forecast primarily due to lower Reimbursable project activity and lower Non-Reimbursable expenses primarily related to inventory valuation adjustments.
- **Other Business Expenses** – YTD was on target vs. the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments were \$15.6 million favorable vs. the YTD Mid-Year Forecast primarily due to timing.

CASH DEFICIT SUMMARY

August YTD Net Cash Deficit of \$344.9 million was \$8.3 million or 2.3% favorable to the Mid-Year Forecast. This is mainly due to revised milestone scheduling of capital projects partially offset by timing of expenditures for several categories.

FINANCIAL PERFORMANCE MEASURES

- Adjusted Farebox Operating Ratio of 61.5% was 0.8% favorable vs. the Mid-Year Forecast.
- Adjusted Cost per Passenger of \$14.93 was \$0.30 favorable to the Mid-Year Forecast.
- Revenue per Passenger of \$8.49 was (\$0.05) unfavorable vs. the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2018
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$64.079	\$62.528	(\$1.552)	(2.4)	\$0.000	\$0.000	\$0.000	-	\$64.079	\$62.528	(\$1.552)	(2.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.284	4.107	(0.176)	(4.1)	0.000	0.000	0.000	-	4.284	4.107	(0.176)	(4.1)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	14.309	12.551	(1.758)	(12.3)	14.309	12.551	(1.758)	(12.3)
CDOT	0.000	0.000	0.000	-	14.612	8.765	(5.847)	(40.0)	14.612	8.765	(5.847)	(40.0)
Other	0.000	0.000	0.000	-	0.750	1.180	0.430	57.4	0.750	1.180	0.430	57.4
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	29.671	22.496	(7.175)	(24.2)	29.671	22.496	(7.175)	(24.2)
Total Revenue/Receipts	\$68.363	\$66.635	(\$1.728)	(2.5)	\$29.671	\$22.496	(\$7.175)	(24.2)	\$98.034	\$89.131	(\$8.903)	(9.1)
Expenses												
<i>Labor:</i>												
Payroll	\$44.851	\$46.276	(\$1.425)	(3.2)	\$5.190	\$4.202	\$0.988	19.0	\$50.041	\$50.478	(\$0.437)	(0.9)
Overtime	8.292	8.769	(0.477)	(5.8)	2.799	2.424	0.375	13.4	11.091	11.193	(0.102)	(0.9)
Health and Welfare	9.186	9.850	(0.665)	(7.2)	1.809	1.453	0.356	19.7	10.994	11.303	(0.309)	(2.8)
OPeB Current Payment	2.812	3.037	(0.224)	(8.0)	0.000	0.000	0.000	-	2.812	3.037	(0.224)	(8.0)
Pensions	9.259	9.077	0.182	2.0	1.236	1.022	0.213	17.3	10.494	10.099	0.395	3.8
Other Fringe Benefits	10.773	10.434	0.339	3.1	1.360	1.115	0.245	18.0	12.132	11.549	0.583	4.8
Reimbursable Overhead	(6.113)	(5.471)	(0.643)	(10.5)	5.913	5.220	0.693	11.7	(0.200)	(0.250)	0.050	25.0
Total Labor	\$79.060	\$81.973	(\$2.913)	(3.7)	\$18.305	\$15.435	\$2.870	15.7	\$97.365	\$97.408	(\$0.043)	(0.0)
<i>Non-Labor:</i>												
Electric Power	\$6.136	\$6.248	(\$0.112)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$6.136	\$6.248	(\$0.112)	(1.8)
Traction Power	4.914	5.013	(0.100)	(2.0)	0.000	0.000	0.000	-	4.914	5.013	(0.100)	(2.0)
Non-Traction Power	1.222	1.235	(0.012)	(1.0)	0.000	0.000	0.000	-	1.222	1.235	(0.012)	(1.0)
Fuel	1.855	1.791	0.064	3.5	0.000	0.000	0.000	-	1.855	1.791	0.064	3.5
Revenue Vehicle Fuel	1.410	1.520	(0.111)	(7.9)	0.000	0.000	0.000	-	1.410	1.520	(0.111)	(7.9)
Non-Revenue Fuel	0.445	0.270	0.175	39.3	0.000	0.000	0.000	-	0.445	0.270	0.175	39.3
Insurance	1.454	1.454	0.001	0.0	0.658	0.374	0.285	43.2	2.113	1.827	0.285	13.5
Claims	0.092	0.065	0.027	29.0	0.000	0.000	0.000	-	0.092	0.065	0.027	29.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.220	8.581	1.638	16.0	1.068	3.114	(2.046)	*	11.288	11.695	(0.407)	(3.6)
Professional Service Contracts	4.079	2.170	1.909	46.8	5.253	0.560	4.693	89.3	9.332	2.730	6.602	70.7
Materials & Supplies	8.038	8.026	0.012	0.1	4.359	3.000	1.358	31.2	12.397	11.026	1.370	11.1
Other Business Expenses	2.831	2.681	0.149	5.3	0.027	0.013	0.015	52.9	2.858	2.694	0.164	5.7
Total Non-Labor	\$34.704	\$31.016	\$3.688	10.6	\$11.365	\$7.061	\$4.305	37.9	\$46.070	\$38.077	\$7.993	17.3
<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 Adjts.	\$113.764	\$112.989	\$0.775	0.7	\$29.671	\$22.496	\$7.175	24.2	\$143.435	\$135.485	\$7.950	5.5
Depreciation	20.542	18.551	1.991	9.7	0.000	0.000	0.000	-	20.542	18.551	1.991	9.7
OPeB Obligation	4.833	4.463	0.370	7.7	0.000	0.000	0.000	-	4.833	4.463	0.370	7.7
GASB68 Pension Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.076	(0.076)	-	0.000	0.000	0.000	-	0.000	0.076	(0.076)	-
Total Expenses	\$139.140	\$136.080	\$3.060	2.2	\$29.671	\$22.496	\$7.175	24.2	\$168.811	\$158.576	\$10.235	6.1
Net Surplus/(Deficit)	(\$70.777)	(\$69.445)	\$1.332	1.9	\$0.000	(\$0.000)	(\$0.000)	-	(\$70.777)	(\$69.445)	\$1.332	1.9
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.542	18.551	(1.991)	(9.7)	0.000	0.000	0.000	-	20.542	18.551	(1.991)	(9.7)
Operating/Capital	(9.616)	(2.768)	6.848	71.2	0.000	0.000	0.000	-	(9.616)	(2.768)	6.848	71.2
Other Cash Adjustments	0.801	(10.001)	(10.802)	*	0.000	0.000	0.000	-	0.801	(10.001)	(10.802)	*
Total Cash Conversion Adjustments	\$11.727	\$5.782	(\$5.945)	(50.7)	\$0.000	\$0.000	\$0.000	-	\$11.727	\$5.782	(\$5.945)	(50.7)
Net Cash Surplus/(Deficit)	(\$59.049)	(\$63.663)	(\$4.614)	(7.8)	\$0.000	(\$0.000)	(\$0.000)	-	(\$59.049)	(\$63.663)	(\$4.614)	(7.8)

Notes:

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

--The impact of MNR's Way Ahead which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecast

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
August Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$489.548	\$486.014	(\$3.533)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$489.548	\$486.014	(\$3.533)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	34.973	33.692	(1.282)	(3.7)	0.000	0.000	0.000	-	34.973	33.692	(1.282)	(3.7)
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	90.994	83.525	(7.468)	(8.2)	90.994	83.525	(7.468)	(8.2)
CDOT	0.000	0.000	0.000	-	86.351	67.009	(19.342)	(22.4)	86.351	67.009	(19.342)	(22.4)
Other	0.000	0.000	0.000	-	5.717	8.262	2.545	44.5	5.717	8.262	2.545	44.5
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	183.062	158.796	(24.266)	(13.3)	183.062	158.796	(24.266)	(13.3)
Total Revenue/Receipts	\$524.521	\$519.706	(\$4.815)	(0.9)	\$183.062	\$158.796	(\$24.266)	(13.3)	\$707.583	\$678.502	(\$29.080)	(4.1)
Expenses												
<i>Labor:</i>												
Payroll	\$346.242	\$348.907	(\$2.665)	(0.8)	\$33.781	\$31.207	\$2.573	7.6	\$380.023	\$380.115	(\$0.092)	(0.0)
Overtime	64.051	66.116	(2.066)	(3.2)	16.473	17.608	(1.135)	(6.9)	80.524	83.724	(3.200)	(4.0)
Health and Welfare	70.318	74.617	(4.299)	(6.1)	11.700	11.092	0.608	5.2	82.018	85.709	(3.691)	(4.5)
OPEB Current Payment	22.751	24.505	(1.754)	(7.7)	0.000	0.000	0.000	-	22.751	24.505	(1.754)	(7.7)
Pensions	70.463	69.699	0.764	1.1	8.021	7.703	0.318	4.0	78.485	77.402	1.083	1.4
Other Fringe Benefits	82.114	79.806	2.309	2.8	8.806	8.463	0.342	3.9	90.920	88.269	2.651	2.9
Reimbursable Overhead	(38.833)	(40.362)	1.529	3.9	36.667	38.040	(1.373)	(3.7)	(2.166)	(2.321)	0.155	7.2
Total Labor	\$617.107	\$623.289	(\$6.182)	(1.0)	\$115.448	\$114.114	\$1.334	1.2	\$732.554	\$737.402	(\$4.848)	(0.7)
<i>Non-Labor:</i>												
Electric Power	\$49.613	\$49.464	\$0.149	0.3	\$0.000	\$0.069	(\$0.069)	-	\$49.613	\$49.533	\$0.080	0.2
Traction Power	40.849	41.597	(0.748)	(1.8)	0.000	0.000	0.000	-	40.849	41.597	(0.748)	(1.8)
Non-Traction Power	8.765	7.867	0.897	10.2	0.000	0.069	(0.069)	-	8.765	7.937	0.828	9.4
Fuel	14.238	14.327	(0.090)	(0.6)	0.000	0.000	0.000	-	14.238	14.327	(0.090)	(0.6)
Revenue Vehicle Fuel	10.913	11.250	(0.337)	(3.1)	0.000	0.000	0.000	-	10.913	11.250	(0.337)	(3.1)
Non-Revenue Fuel	3.325	3.078	0.248	7.4	0.000	0.000	0.000	-	3.325	3.078	0.248	7.4
Insurance	11.588	11.732	(0.144)	(1.2)	3.854	2.899	0.956	24.8	15.442	14.631	0.812	5.3
Claims	4.336	4.683	(0.347)	(8.0)	0.000	0.000	0.000	-	4.336	4.683	(0.347)	(8.0)
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	78.461	67.860	10.601	13.5	6.307	16.013	(9.706)	*	84.768	83.873	0.895	1.1
Professional Service Contracts	25.583	20.814	4.769	18.6	31.457	8.569	22.887	72.8	57.039	29.383	27.656	48.5
Materials & Supplies	63.594	62.035	1.559	2.5	25.802	16.984	8.819	34.2	89.396	79.019	10.377	11.6
Other Business Expenses	19.965	19.979	(0.013)	(0.1)	0.194	0.148	0.046	23.6	20.159	20.127	0.032	0.2
Total Non-Labor	\$267.378	\$250.894	\$16.484	6.2	\$67.614	\$44.682	\$22.932	33.9	\$334.992	\$295.576	\$39.416	11.8
<i>Other Adjustments</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Non-Cash Liability Adjs.	\$884.485	\$874.182	\$10.302	1.2	\$183.062	\$158.796	\$24.266	13.3	\$1,067.546	\$1,032.979	\$34.568	3.2
Depreciation	161.467	152.269	9.198	5.7	0.000	0.000	0.000	-	161.467	152.269	9.198	5.7
OPEB Obligation	38.667	35.495	3.172	8.2	0.000	0.000	0.000	-	38.667	35.495	3.172	8.2
GASB68 Pension Adjustment**	6.500	2.722	3.778	58.1	0.000	0.000	0.000	-	6.500	2.722	3.778	58.1
Environmental Remediation	2.000	2.504	(0.504)	(25.2)	0.000	0.000	0.000	-	2.000	2.504	(0.504)	(25.2)
Total Expenses	\$1,093.118	\$1,067.172	\$25.946	2.4	\$183.062	\$158.796	\$24.266	13.3	\$1,276.180	\$1,225.968	\$50.212	3.9
Net Surplus/(Deficit)	(\$568.597)	(\$547.466)	\$21.131	3.7	\$0.000	(\$0.000)	(\$0.000)	-	(\$568.597)	(\$547.466)	\$21.131	3.7
<i>Cash Conversion Adjustments:</i>												
Depreciation	161.467	152.269	(9.198)	(5.7)	0.000	0.000	0.000	-	161.467	152.269	(9.198)	(5.7)
Operating/Capital	(36.109)	(30.042)	6.067	16.8	0.000	0.000	0.000	-	(36.109)	(30.042)	6.067	16.8
Other Cash Adjustments	90.119	80.385	(9.734)	(10.8)	0.000	0.000	0.000	-	90.119	80.385	(9.734)	(10.8)
Total Cash Conversion Adjustments	\$215.477	\$202.612	(\$12.865)	(6.0)	\$0.000	\$0.000	\$0.000	-	\$215.477	\$202.612	(\$12.865)	(6.0)
Net Cash Surplus/(Deficit)	(\$353.121)	(\$344.854)	\$8.267	2.3	\$0.000	(\$0.000)	(\$0.000)	-	(\$353.121)	(\$344.854)	\$8.267	2.3

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.

--The impact of MNR's Way Ahead which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecast

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
AUGUST 2018
(\$ in millions)

ccvcv

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
FAREBOX REVENUE	Non-Reimb	(\$1.552)	(2.4%)	Lower than anticipated commutation ridership as well as lower non-commutation ridership driven by adverse weather conditions and station improvement work on the Harlem line.	(\$3.533)	(0.7%)	Lower than anticipated commutation ridership as well as lower non-commutation ridership driven by adverse weather conditions and station improvement work on the Harlem line.
OTHER OPERATING REVENUE	Non-Reimb	(\$0.176)	(4.1%)	Lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.	(\$1.282)	(3.7%)	Lower advertising revenue due to a reduced MNR allocation of the overall MTA contracted advertising revenue.
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$7.175)	(24.2%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.	(\$24.266)	(13.3%)	Lower reimbursements reflect scheduling and timing changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.425)	(3.2%)	Increase in reserve for sick-bank payouts due to change in agreement contract terms as well as vacation buy-back payments.	(\$2.665)	(0.8%)	Increase in reserve for sick-bank payouts due to change in agreement contract terms as well as vacation buy-back payments and increased retiree payouts.
	Reimb	\$0.988	19.0%	Reflects lower activity for Cyclical Track Programs.	\$2.573	7.6%	Reflects lower activity for Cyclical Track Programs.
OVERTIME	Non-Reimb	(\$0.477)	(5.8%)	See overtime tables.	(\$2.066)	(3.2%)	See overtime tables.
	Reimb	\$0.375	13.4%	See overtime tables.	(\$1.135)	(6.9%)	See overtime tables.
HEALTH AND WELFARE	Non-Reimb	(\$0.665)	(7.2%)	Reflects higher than forecasted rates combined with higher labor costs.	(\$4.299)	(6.1%)	Reflects higher than forecasted rates combined with higher labor costs.
	Reimb	\$0.356	19.7%	Reflects lower activity for Cyclical Track Programs.	\$0.608	5.2%	Reflects lower activity for Cyclical Track Programs.
OPEB CURRENT PAYMENT	Non-Reimb	(\$0.224)	(8.0%)	Reflects additional retirees.	(\$1.754)	(7.7%)	Reflects additional retirees.
PENSIONS	Non-Reimb	\$0.182	2.0%	Primarily reflects lower than forecasted rates.	\$0.764	1.1%	Primarily reflects lower than forecasted rates.
	Reimb	\$0.213	17.3%	Reflects lower activity for Cyclical Track Programs.	\$0.318	4.0%	Reflects lower activity for Cyclical Track Programs.
OTHER FRINGE BENEFITS	Non-Reimb	\$0.339	3.1%	Primarily reflects lower employee claims.	\$2.309	2.8%	Primarily reflects lower employee claims.
	Reimb	\$0.245	18.0%	Reflects lower activity for Cyclical Track Programs.	\$0.342	3.9%	Reflects lower activity for Cyclical Track Programs.

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

ccvcv

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$0.643)	(10.5%)	The non-reimbursable and reimbursable variances primarily reflect lower activity in the CT Track Program.	\$1.529	3.9%	The non-reimbursable and reimbursable variances primarily reflect higher year-to-date activity in Turnouts - Yards and Sidings and Metro-North East Side Access work.
	Reimb	\$0.693	11.7%		(\$1.373)	(3.7%)	
ELECTRIC POWER	Non-Reimb	(\$0.112)	(1.8%)	Primarily due to higher rates.	\$0.149	0.3%	Primarily due to lower rates.
FUEL	Non-Reimb	\$0.064	3.5%	Reflects lower diesel fuel price per gallon.	(\$0.090)	(0.6%)	Reflects higher diesel fuel prices per gallon.
INSURANCE	Non-Reimb	\$0.001	0.0%	Reflects lower activity for Cyclical Track Programs.	(\$0.144)	(1.2%)	Includes audit adjustments for Station Liability and Catastrophic Bond. Reflects lower activity for the following projects: Cyclical Track Program, Positive Train Control Program, CT Track Program, Turnouts Mainline High Speed, Install Bridge Timbers, Comm & Signal Infrastructure Restoration and Power Infrastructure Restoration.
	Reimb	\$0.285	43.2%		\$0.956	24.8%	
CLAIMS	Non-Reimb	\$0.027	29.0%	Primarily due to lower passenger claims reserve.	(\$0.347)	(8.0%)	Reflects YTD increase in the passenger claims reserve.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$1.638	16.0%	Reflects timing delays for the BL-20 locomotive overhauls and lower than anticipated expenses for other miscellaneous maintenance and operating contracts as well as lower GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.	\$10.601	13.5%	Reflects timing delays for the BL-20 locomotive overhauls and lower than anticipated expenses for other miscellaneous maintenance and operating contracts as well as lower GCT utilities expense resulting from efficient chiller equipment implemented in conjunction with NYPA.
	Reimb	(\$2.046)	*	Reflects higher monthly activity for the following the Signal Replacement Greenwich to South Norwalk and Cameras-Audio for M8 Fleet.	(\$9.706)	*	Reflects higher activity for Signal Replacement Greenwich to South Norwalk (<i>budgeted in Professional Service Contracts</i>).
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.909	46.8%	Primarily due to timing of expenses for engineering, EAM consulting, and medical services.	\$4.769	18.6%	Primarily due to timing of expenses for engineering, EAM consulting, medical services, and outside training.
	Reimb	\$4.693	89.3%	Reflects lower activity in CT Positive Train Control Program.	\$22.887	72.8%	Reflects lower activity for the following CT Positive Train Control Program and Signal Replacement Greenwich to South Norwalk (<i>actuals recorded in Maintenance and Other Operating Contracts</i>).

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

ccvcv

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	\$0.012	0.1%	Lower obsolete and excess materials reserve.	\$1.559	2.5%	Lower obsolete and excess materials reserve and other inventory adjustments partially offset by increased materials for Reliability Centered Maintenance (RCM) programs in Maintenance of Equipment.
	Reimb	\$1.358	31.2%	Reflects lower activity in CT Positive Train Control Program.	\$8.819	34.2%	Reflects lower activity for the following projects: CT Positive Train Control Program, Turnouts Mainline High Speed, Cyclical Track Program, Waterbury Brand Cab Signal, GCT Turnouts Switch Renewal, Saga Bridge Repairs and Harmon Shop Improvements
OTHER BUSINESS EXPENSES	Non-Reimb	\$0.149	5.3%	Timing of CSX track rights reimbursement and lower miscellaneous expenses for office supplies and travel partially offset by lower Amtrak recoveries.	(\$0.013)	(0.1%)	Reflects higher subsidy payment to NJT for West of Hudson operations partially offset by increased Amtrak recoveries as well as lower miscellaneous expenses for office supplies, memberships and travel.
	Reimb	\$0.015	52.9%	Reflects lower activity in Crossing Upgrades Phase II.	\$0.046	23.6%	Reflects lower activity in Crossing Upgrades Phase II.
DEPRECIATION	Non-Reimb	\$1.991	9.7%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.	\$9.198	5.7%	Reflects lower capitalization of assets than forecasted due to timing differences in project completions and assets reaching beneficial use.
GASB68 PENSION ADJUSTMENT	Non-Reimb	\$0.000	-		\$3.778	58.1%	Reflects adjustments to account for MNR's net pension liability.
ENVIRONMENTAL REMEDIATION	Non-Reimb	(\$0.076)	-	Reflects timing of projects requiring remediation.	(\$0.504)	(25.2%)	Reflects timing of projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$6.848	71.2%	Mainly due to the following projects: NYS Maybrook Trailway, Junior's Ductwork Fire Restoration and the Procurement 2 Catenary Maintenance Vehicles.	\$6.067	16.8%	Mainly due to the following projects: Cameras-Audio for Non-M8 Fleet, 525 North Broadway Facade project, Hot Box Detector and GP35 Locomotive Overhaul.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August						Year To Date(August)					
	Mid-Year Forecast		Actual		Var. - Fav/(Unfav)		Mid-Year Forecast		Actual		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	38,968	\$ 2.830	40,535	\$ 2.440	(1,567)	\$0.390	361,604	\$ 24.498	393,817	\$ 23.583	(32,213)	\$0.915
					-4.0%	13.8%					-8.9%	3.7%
<u>Unscheduled Service</u>	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Programmatic/Routine Maintenance</u>	60,321	\$ 3.629	53,303	\$ 3.016	7,017	\$0.613	384,039	\$ 22.707	394,042	\$ 22.280	(10,003)	\$0.428
					11.6%	16.9%					-2.6%	1.9%
<u>Unscheduled Maintenance</u>	488	\$ 0.026	0	\$ -	488	\$0.026	6,602	\$ 0.381	1	\$ 0.000	6,602	\$0.381
					100.0%	100.0%					100.0%	100.0%
<u>Vacancy/Absentee Coverage</u> ²	30,390	\$ 1.718	32,971	\$ 1.755	(2,581)	(\$0.036)	211,695	\$ 11.661	221,858	\$ 11.754	(10,164)	(\$0.093)
					-8.5%	-2.1%					-4.8%	-0.8%
<u>Weather Emergencies</u>	1,488	\$ 0.090	5,095	\$ 0.298	(3,607)	(\$0.209)	66,860	\$ 3.729	119,046	\$ 6.628	(52,186)	(\$2.899)
					*	*					-78.1%	-77.7%
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -	0	\$ -
<u>Other</u>	0	\$ -	0	\$ 1.261	-	(\$1.261)	41	\$ 1.073	153	\$ 1.871	(112)	(\$0.798)
Subtotal	131,655	\$ 8.292	131,904	\$ 8.769	(249)	(\$0.477)	1,030,840	\$ 64.051	1,128,917	\$ 66.116	(98,077)	(\$2.066)
					-0.2%	-5.8%					-9.5%	-3.2%
REIMBURSABLE OVERTIME	45,108	\$ 2.799	41,544	\$ 2.424	3,565	\$0.375	268,779	\$ 16.473	309,163	\$ 17.608	(40,384)	(\$1.135)
					7.9%	13.4%					-15.0%	-6.9%
TOTAL OVERTIME	176,763	\$ 11.091	173,448	\$ 11.193	3,315	(\$0.102)	1,299,619	\$ 80.524	1,438,080	\$ 83.724	(138,461)	(\$3.200)
					1.9%	-0.9%					-10.7%	-4.0%

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

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

³ Not Applicable.

**MTA Metro-North Railroad
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)**

	August			Year To Date(August)		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(1,567)	\$0.390	Reflects service coverage versus available staff and train dispatchment needs.	(32,213)	\$0.915	Reflects service coverage versus available staff and train dispatchment needs.
	-4.0%	13.8%		-8.9%	3.7%	
<u>Unscheduled Service</u>	0	\$ -		0	\$ -	
<u>Programmatic/Routine Maintenance</u>	7,017	\$0.613	Lower infrastructure repair work in Maintenance of Way.	(10,003)	\$0.428	Lower infrastructure repair work in Maintenance of Way.
	11.6%	16.9%		-2.6%	1.9%	
<u>Unscheduled Maintenance</u>	488	\$0.026	Fewer than planned unscheduled maintenance events.	6,602	\$0.381	Fewer than planned unscheduled maintenance events.
	100.0%	100.0%		100.0%	100.0%	
<u>Vacancy/Absentee Coverage</u> ²	(2,581)	(\$0.036)	Slightly higher vacation, sick and vacancy coverage requirements.	(10,164)	(\$0.093)	Slightly higher vacation, sick and vacancy coverage requirements.
	-8.5%	-2.1%		-4.8%	-0.8%	
<u>Weather Emergencies</u>	(3,607)	(\$0.209)	Higher right-of-way repairs due to unusually heavy rain storms.	(52,186)	(\$2.899)	Reflects impact of Winter Storms Riley, Quinn, Toby and Skylar in March as well as significant storms in April and May.
	*	*		-78.1%	-77.7%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$ -		0	\$ -	
<u>Other</u>	0	(\$1.261)	Reflects timing differences related to payroll and calendar cutoff dates.	(112)	(\$0.798)	Reflects timing differences related to payroll and calendar cutoff dates.
Subtotal	(249)	(\$0.477)		(98,077)	(\$2.066)	
	-0.2%	-5.8%		-9.5%	-3.2%	
REIMBURSABLE OVERTIME	3,565	\$0.375	Reflects lower monthly activity in the Connecticut Track program.	(40,384)	(\$1.135)	Reflects higher activity in the Cyclical Track Program and the Turnouts Yards/Sidings projects.
	7.9%	13.4%		-15.0%	-6.9%	
TOTAL OVERTIME	3,315	(\$0.102)		(138,461)	(\$3.200)	

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
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	August 2018				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Receipts	\$63.070	\$63.617	\$0.547	0.9	\$481.781	\$479.458	(\$2.323)	(0.5)
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	6.084	5.290	(0.794)	(13.1)	79.575	79.670	0.095	0.1
<i>Capital & Other Reimbursements:</i>								
MTA	12.833	19.472	6.639	51.7	83.797	88.219	4.422	5.3
CDOT	14.612	6.577	(8.035)	(55.0)	91.550	82.320	(9.230)	(10.1)
Other	0.750	1.561	0.811	*	8.230	10.541	2.311	28.1
Total Capital and Other Reimbursements	28.195	27.610	(0.585)	(2.1)	183.578	181.080	(2.498)	(1.4)
Total Receipts	\$97.350	\$96.517	(\$0.833)	(0.9)	\$744.933	\$740.208	(\$4.725)	(0.6)
Expenditures								
<i>Labor:</i>								
Payroll	\$55.183	\$54.330	\$0.853	1.5	\$385.783	\$380.443	\$5.340	1.4
Overtime	12.371	12.303	0.068	0.6	81.585	82.744	(1.159)	(1.4)
Health and Welfare	11.334	13.720	(2.386)	(21.1)	88.182	94.577	(6.395)	(7.3)
OPEB Current Payment	2.812	3.035	(0.223)	(7.9)	20.856	24.586	(3.730)	(17.9)
Pensions	10.532	9.766	0.766	7.3	80.190	78.506	1.684	2.1
Other Fringe Benefits	12.826	12.679	0.147	1.1	95.540	98.533	(2.993)	(3.1)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	100.0	0.000	0.000	0.000	100.0
Total Labor	\$105.059	\$105.833	(\$0.774)	(0.7)	\$752.135	\$759.389	(\$7.254)	(1.0)
<i>Non-Labor:</i>								
Electric Power	\$6.310	\$5.966	\$0.344	5.4	\$48.880	\$52.665	(\$3.785)	(7.7)
Traction Power	4.914	4.230	0.684	13.9	38.161	40.744	(2.583)	(6.8)
Non-Traction Power	1.396	1.736	(0.340)	(24.4)	10.719	11.921	(1.202)	(11.2)
Fuel	1.816	1.773	0.043	2.4	15.499	15.156	0.343	2.2
Revenue Vehicle Fuel	1.371	1.738	(0.367)	(26.8)	12.112	12.049	0.063	0.5
Non-Revenue Fuel	0.445	0.035	0.410	92.1	3.387	3.107	0.280	8.3
Insurance	1.314	5.259	(3.945)	*	7.430	11.503	(4.073)	(54.8)
Claims	0.092	0.223	(0.131)	*	5.866	5.994	(0.128)	(2.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	15.063	15.046	0.017	0.1	92.300	86.199	6.101	6.6
Professional Service Contracts	9.456	4.510	4.946	52.3	54.190	25.830	28.360	52.3
Materials & Supplies	12.898	15.669	(2.771)	(21.5)	93.461	100.329	(6.868)	(7.3)
Other Business Expenditures	4.392	5.901	(1.509)	(34.3)	28.292	27.997	0.295	1.0
Total Non-Labor	\$51.340	\$54.347	(\$3.007)	(5.9)	\$345.919	\$325.673	\$20.246	5.9
<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	\$156.399	\$160.180	(\$3.781)	(2.4)	\$1,098.054	\$1,085.062	\$12.992	1.2
Net Cash Deficit (excludes Opening Cash Balance)	(\$59.049)	(\$63.663)	(\$4.614)	(7.8)	(\$353.121)	(\$344.854)	\$8.267	2.3
Subsidies								
MTA	48.924	0.124	(48.800)	(99.7)	282.178	263.167	(19.011)	(6.7)
CDOT	10.125	20.237	10.112	99.9	91.524	95.577	4.053	4.4
Total Subsidies	\$59.049	\$20.361	(\$38.688)	(65.5)	\$373.702	\$358.744	(\$14.958)	(4.0)
Cash Timing and Availability Adjustment	\$0.000	(\$8.953)	(\$8.953)	-	\$0.000	(\$13.890)	(\$13.890)	-

-- Results are preliminary and subject to audit review.

--The impact of MNR's Way Ahead which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecast

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31st, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER OPERATING REVENUE	(0.794)	(13.1%)	Timing of Amtrak reimbursement combined with lower advertising revenue partially offset by higher miscellaneous and GCT revenues.	0.095	0.1%	
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	6.639	51.7%	Higher cash receipts than forecasted partially offset by lower capital related project activity.	4.422	5.3%	R8atMefa.
CDOT	(8.035)	(55.0%)	Lower capital related project activity combined with lower cash receipts than forecasted.	(9.230)	(10.1%)	Lower capital related project activity partially offset by higher cash receipts than forecasted.
OTHER	0.811	*	Higher cash receipts than forecasted combined with higher reimbursable related project activity.	2.311	28.1%	Higher cash receipts than forecasted combined with higher reimbursable related project activity.
HEALTH & WELFARE	(2.386)	(21.1%)	Higher than forecasted rates combined with timing of payments for health insurance premiums.	(6.395)	(7.3%)	Higher than forecasted rates combined with timing of payments for health insurance premiums.
OPEB CURRENT PAYMENT	(0.223)	(7.9%)	Reflects higher than forecasted number of retirees receiving healthcare premiums as well as timing of payments.	(3.730)	(17.9%)	Reflects higher than forecasted number of retirees receiving healthcare premiums as well as timing of payments.
PENSIONS	0.766	7.3%	Timing of payments.	1.684	2.1%	
OTHER FRINGE BENEFITS	0.147	1.1%		(2.993)	(3.1%)	Timing of payroll taxes paid partially offset by lower FELA claims.
ELECTRIC POWER	0.344	5.4%	Timing of payments partially offset by higher rates than forecasted.	(3.785)	(7.7%)	Primarily reflects timing of payments.
INSURANCE	(3.945)	*	Timing of payments for insurance premiums relating to Station Liability, All Agency Property, All Agency - Catastrophic Bond, All Agency Property - Terrorism and Force Account.	(4.073)	(54.8%)	Timing of payments for insurance premiums relating to Station Liability, All Agency Property, All Agency - Catastrophic Bond and Force Account.
CLAIMS	(0.131)	*	Timing of passenger injury settlements.	(0.128)	(2.2%)	
MAINTENANCE & OTHER OPERATING CONTRACTS	0.017	0.1%		6.101	6.6%	Reflects timing of payments for maintenance & repairs and MTA Police Services partially offset by payments for Capital Related Projects.
PROFESSIONAL SERVICE CONTRACTS	4.946	52.3%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control and Signal Replacement - Greenwich to South Norwalk) combined with timing of payments for engineering and consulting services.	28.360	52.3%	Primarily due to revised milestone scheduling of Capital Related Projects (Positive Train Control and Signal Replacement - Greenwich to South Norwalk) combined with timing of payments for NHL share of BSC/IT Costs.

MTA METRO-NORTH RAILROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 CASH RECEIPTS AND EXPENDITURES
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 (\$ in millions)

\$ Detail

Generic Receipt or Expense Category	August Month vs Mid-Year Forecast			Year-To-Date as of August 31st, 2018		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
MATERIALS & SUPPLIES	(2.771)	(21.5%)	Timing of payments for materials placed into inventory.	(6.868)	(7.3%)	Timing of payments for materials placed into inventory.
OTHER BUSINESS EXPENSES	(1.509)	(34.3%)	Timing of payment for New Jersey Transit subsidy.	0.295	1.0%	
MTA SUBSIDY RECEIPTS	(48.800)	(99.7%)	Available cash balance combined with higher CDOT Subsidy partially offset by higher net cash deficit.	(19.011)	(6.7%)	Available cash balance partially offset by lower cash deficit and higher CDOT Subsidy.
CDOT SUBSIDY RECEIPTS	10.112	99.9%	Timing of monthly subsidy and Admin Asset payment.	4.053	4.4%	Higher Admin Asset receipts.

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	August 2018				Year-to-Date			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$1.009)	\$1.089	\$2.099	*	(\$7.767)	(\$6.556)	\$1.210	15.6
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.801	1.183	(0.618)	(34.3)	44.602	45.978	1.377	3.1
<i>Capital & Other Reimbursements:</i>								
MTA	(1.475)	6.921	8.397	*	(7.196)	4.694	11.890	*
CDOT	0.000	(2.188)	(2.188)	-	5.199	15.311	10.112	*
Other	0.000	0.381	0.381	-	2.513	2.279	(0.234)	(9.3)
Total Capital and Other Reimbursements	(1.475)	5.114	6.590	*	0.516	22.284	21.768	*
Total Revenue/Receipts	(\$0.684)	\$7.386	\$8.070	*	\$37.351	\$61.706	\$24.355	65.2
Expenditures								
<i>Labor:</i>								
Payroll	(\$5.142)	(\$3.852)	\$1.290	25.1	(\$5.760)	(\$0.328)	\$5.432	94.3
Overtime	(1.280)	(1.110)	0.170	13.3	(1.061)	0.980	2.041	*
Health and Welfare	(0.340)	(2.417)	(2.077)	*	(6.164)	(8.868)	(2.704)	(43.9)
OPEB Current Payment	0.000	0.002	0.000	-	1.895	(0.081)	(1.976)	*
Pensions	(0.038)	0.333	0.371	*	(1.706)	(1.104)	0.602	35.3
Other Fringe Benefits	(0.694)	(1.130)	(0.436)	(62.9)	(4.620)	(10.264)	(5.645)	*
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.200)	(0.250)	(0.050)	(25.0)	(2.166)	(2.321)	(0.155)	(7.2)
Total Labor	(\$7.693)	(\$8.425)	(\$0.731)	(9.5)	(\$19.581)	(\$21.987)	(\$2.406)	(12.3)
<i>Non-Labor:</i>								
Electric Power	(\$0.174)	\$0.282	\$0.456	*	\$0.733	(\$3.132)	(\$3.865)	*
Fuel	0.039	0.018	(0.021)	(54.9)	(1.261)	(0.829)	0.433	34.3
Insurance	0.799	(3.432)	(4.230)	*	8.012	3.128	(4.884)	(61.0)
Claims	0.000	(0.158)	(0.158)	-	(1.531)	(1.311)	0.220	14.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(3.775)	(3.351)	0.424	11.2	(7.532)	(2.326)	5.206	69.1
Professional Service Contracts	(0.125)	(1.780)	(1.655)	*	2.849	3.553	0.703	24.7
Materials & Supplies	(0.501)	(4.643)	(4.141)	*	(4.064)	(21.310)	(17.246)	*
Other Business Expenses	(1.534)	(3.207)	(1.673)	*	(8.133)	(7.870)	0.263	3.2
Total Non-Labor	(\$5.271)	(\$16.270)	(\$10.999)	*	(\$10.927)	(\$30.097)	(\$19.170)	*
<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.	(\$12.964)	(\$24.695)	(\$11.731)	(90.5)	(\$30.508)	(\$52.083)	(\$21.576)	(70.7)
Depreciation	20.542	18.551	(1.991)	(9.7)	161.467	152.269	(9.198)	(5.7)
OPEB Obligation	4.833	4.463	(0.370)	7.7	38.667	35.495	(3.172)	8.2
GASB68 Pension Adjustment	0.000	0.000	0.000	-	6.500	2.722	(3.778)	58.1
Environmental Remediation	0.000	0.076	0.076	-	2.000	2.504	0.504	(25.2)
Total Expenditures Adjustments	\$12.412	(\$1.604)	(\$14.016)	*	\$178.126	\$140.906	(\$37.220)	(20.9)
Total Cash Conversion Adjustments	\$11.727	\$5.782	(\$5.945)	(50.7)	\$215.477	\$202.612	(\$12.865)	(6.0)

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.

--The impact of MNR's Way Ahead which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecast

-- Differences are due to rounding.

* Variance exceeds 100%.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
RIDERSHIP/UTILIZATION
AUGUST 2018
(in millions)**

	MONTH			VARIANCE Fav/(Unfav)				YTD			VARIANCE Fav/(Unfav)			
	MID-YEAR FORECAST		2017 ^(A)	MID-YEAR FORECAST		2017		MID-YEAR FORECAST		2017 ^(A)	MID-YEAR FORECAST		2017	
		2018		\$	%	\$		%	\$	%	\$	%		
FAREBOX REVENUE														
Harlem Line - Commutation	9.036	8.824	8.906	(0.212)	-2.3%	(0.082)	-0.9%	74.968	74.410	73.631	(0.558)	-0.7%	0.779	1.1%
Harlem Line - Non-Commutation	9.270	8.699	9.036	(0.570)	-6.2%	(0.337)	-3.7%	66.586	64.774	65.906	(1.812)	-2.7%	(1.132)	-1.7%
TOTAL HARLEM LINE	\$18.305	\$17.523	\$17.942	(\$0.782)	-4.3%	(\$0.419)	-2.3%	\$141.554	\$139.184	\$139.537	(\$2.370)	-1.7%	(\$0.353)	-0.3%
Hudson Line - Commutation	5.916	5.883	5.839	(0.033)	-0.6%	0.044	0.8%	49.058	48.954	48.060	(0.104)	-0.2%	0.894	1.9%
Hudson Line - Non-Commutation	7.935	7.789	7.727	(0.145)	-1.8%	0.063	0.8%	55.885	55.923	54.496	0.038	0.1%	1.427	2.6%
TOTAL HUDSON LINE	\$13.851	\$13.672	\$13.565	(\$0.179)	-1.3%	\$0.107	0.8%	\$104.943	\$104.877	\$102.557	(\$0.065)	-0.1%	\$2.321	2.3%
New Haven Line - Commutation	13.138	12.645	12.605	(0.493)	-3.8%	0.040	0.3%	107.030	105.376	104.363	(1.654)	-1.5%	1.013	1.0%
New Haven Line - Non-Commutation	17.483	17.334	17.264	(0.149)	-0.9%	0.070	0.4%	126.346	126.840	125.215	0.494	0.4%	1.625	1.3%
TOTAL NEW HAVEN LINE	\$30.621	\$29.979	\$29.868	(\$0.642)	-2.1%	\$0.111	0.4%	\$233.376	\$232.216	\$229.577	(\$1.160)	-0.5%	\$2.639	1.1%
All Lines - Commutation	28.090	27.352	27.349	(0.738)	-2.6%	0.003	0.0%	231.055	228.740	226.054	(2.315)	-1.0%	2.686	1.2%
All Lines - Non-Commutation	34.688	33.823	34.027	(0.865)	-2.5%	(0.204)	-0.6%	248.816	247.537	245.616	(1.280)	-0.5%	1.920	0.8%
TOTAL EAST OF HUDSON LINES	\$62.778	\$61.175	\$61.376	(\$1.603)	-2.6%	(\$0.201)	-0.3%	\$479.872	\$476.277	\$471.671	(\$3.595)	-0.7%	\$4.606	1.0%
West of Hudson ^(B)	<u>\$1.302</u>	<u>\$1.353</u>	<u>\$1.258</u>	<u>0.051</u>	<u>3.9%</u>	<u>0.095</u>	<u>7.6%</u>	<u>\$9.676</u>	<u>\$9.737</u>	<u>\$9.588</u>	<u>0.062</u>	<u>0.6%</u>	<u>0.150</u>	<u>1.6%</u>
TOTAL FAREBOX REVENUE	\$64.079	\$62.528	\$62.633	(\$1.552)	-2.4%	(\$0.106)	-0.2%	\$489.548	\$486.014	\$481.258	(\$3.533)	-0.7%	\$4.756	1.0%
RIDERSHIP														
Harlem Line - Commutation	1.410	1.391	1.408	(0.020)	-1.4%	(0.017)	-1.2%	11.214	11.175	11.217	(0.039)	-0.3%	(0.041)	-0.4%
Harlem Line - Non-Commutation	0.982	0.923	0.965	(0.060)	-6.1%	(0.042)	-4.4%	7.214	7.034	7.252	(0.181)	-2.5%	(0.218)	-3.0%
TOTAL HARLEM LINE	2.393	2.313	2.373	(0.079)	-3.3%	(0.060)	-2.5%	18.428	18.209	18.468	(0.219)	-1.2%	(0.259)	-1.4%
Hudson Line - Commutation	0.797	0.804	0.796	0.007	0.9%	0.008	1.0%	6.270	6.303	6.261	0.033	0.5%	0.042	0.7%
Hudson Line - Non-Commutation	0.709	0.693	0.695	(0.015)	-2.2%	(0.002)	-0.3%	4.976	4.990	4.924	0.014	0.3%	0.066	1.3%
TOTAL HUDSON LINE	1.506	1.497	1.491	(0.008)	-0.5%	0.006	0.4%	11.246	11.292	11.185	0.047	0.4%	0.108	1.0%
New Haven Line - Commutation	1.885	1.872	1.886	(0.013)	-0.7%	(0.015)	-0.8%	14.830	14.827	14.944	(0.003)	0.0%	(0.117)	-0.8%
New Haven Line - Non-Commutation	1.630	1.616	1.613	(0.014)	-0.8%	0.004	0.2%	11.778	11.833	11.711	0.056	0.5%	0.122	1.0%
TOTAL NEW HAVEN LINE	3.515	3.488	3.499	(0.027)	-0.8%	(0.011)	-0.3%	26.608	26.660	26.655	0.052	0.2%	0.005	0.0%
Total Ridership East of Hudson														
All Lines - Commutation	4.092	4.067	4.091	(0.026)	-0.6%	(0.024)	-0.6%	32.314	32.305	32.421	(0.009)	0.0%	(0.117)	-0.4%
All Lines - Non-Commutation	3.321	3.232	3.273	(0.088)	-2.7%	(0.041)	-1.2%	23.968	23.857	23.887	(0.111)	-0.5%	(0.030)	-0.1%
TOTAL EAST OF HUDSON LINES	7.413	7.299	7.364	(0.114)	-1.5%	(0.065)	-0.9%	56.282	56.162	56.308	(0.120)	-0.2%	(0.147)	-0.3%
West of Hudson ^(B)	<u>0.147</u>	<u>0.158</u>	<u>0.144</u>	<u>0.010</u>	<u>6.9%</u>	<u>0.014</u>	<u>9.4%</u>	<u>1.088</u>	<u>1.100</u>	<u>1.094</u>	<u>0.012</u>	<u>1.1%</u>	<u>0.006</u>	<u>0.5%</u>
TOTAL EAST & WEST OF HUDSON LINES	7.560	7.456	7.508	(0.104)	-1.4%	(0.051)	-0.7%	57.370	57.262	57.403	(0.108)	-0.2%	(0.141)	-0.2%

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

^(B) 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 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2018

<u>Department</u>	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Notes
Administration				
President	3	3	-	
Labor Relations	17	14	3	
Safety	56	56	0	
Security	23	23	0	
Office of the Executive VP	9	9	-	
Corporate & Public Affairs	20	18	2	
Customer Service	67	61	6	A
Legal	12	11	1	
Claims	12	12	0	
Environmental Compliance & Svce	6	6	0	
Human Resources	49	46	3	
Training	85	83	2	
Employee Relations & Diversity	5	4	1	
VP Planning	2	2	-	
Operations Planning & Analysis	20	20	0	
Capital Planning & Programming	13	13	-	
Long Range Planning	8	8	-	
VP Finance & Info Systems	4	-	4	B
Controller	75	71	4	C
Budget	17	17	0	
Procurement & Material Management	25	26	(1)	
Total Administration	528	503	25	
Operations				
Operations Administration	69	77	(8)	B
Transportation	1,628	1,614	14	A,D
Customer Service	291	274	17	A
Metro-North West	25	35	(10)	D
Total Operations	2,013	2,000	13	
Maintenance				
Maintenance of Equipment	1,679	1,663	16	A
Maintenance of Way	2,185	2,128	57	A,B,D
Procurement & Material Mgmt	121	116	5	
Total Maintenance	3,985	3,907	78	
Engineering/Capital				
Construction Management	41	37	4	
Engineering & Design	76	75	1	
Total Engineering/Capital	117	112	5	
Total Positions	6,643	6,521	122	
Non-Reimbursable	5,850	5,922	(72)	E
Reimbursable	793	599	194	
Total Full-Time	6,642	6,520	122	
Total Full-Time-Equivalents (of part-time positions)	1	1	-	

Notes

(A) Variance reflects delayed hiring of vacant positions.

(B) Variance reflects the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way and VP Finance & Info Systems to Operations Administration.

(C) Variance reflects higher attrition than planned.

(D) Metro-North West unfavorable variance is due to the transfer of Maintenance of Way and Transportation staff supporting West of Hudson activity.

(E) Variance primarily reflects Maintenance of Way and Transportation positions performing operating work due to the rescheduling of reimbursable projects.

MTA METRO-NORTH RAILROAD
2018 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2018

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Managers/Supervisors	183	168	15
Professional, Technical, Clerical	345	335	10
Operational Hourlies	-	-	-
Total Administration	528	503	25
Operations			
Managers/Supervisors	251	241	10
Professional, Technical, Clerical	181	176	5
Operational Hourlies	1,581	1,583	(2)
Total Operations	2,013	2,000	13
Maintenance			
Managers/Supervisors	636	632	4
Professional, Technical, Clerical	517	495	22
Operational Hourlies	2,832	2,781	51
Total Maintenance	3,985	3,907	78
Engineering/Capital			
Managers/Supervisors	45	46	(1)
Professional, Technical, Clerical	72	66	6
Operational Hourlies	-	-	-
Total Engineering/Capital	117	112	5
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,115	1,086	29
Professional, Technical, Clerical	1,115	1,072	43
Operational Hourlies	4,413	4,364	49
Total Positions	6,643	6,521	122

**MTA METRO-NORTH RAILROAD
2018 MID-YEAR FORECAST VS. ACTUALS
August 31, 2018**

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations	2,013	2,000	13	Primarily reflects delayed hiring of vacant positions partially offset by the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way and VP Finance & Info Systems to Operations Administration.
Maintenance	3,985	3,907	78	Primarily reflects delayed hiring of vacant positions and the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way and VP Finance & Info Systems to Operations Administration.
Administration	528	503	25	Primarily reflects delayed hiring of vacant positions and higher attrition than planned and the transfer of certain Enterprise Asset Management functions and positions from Maintenance of Way and VP Finance & Info Systems to Operations Administration.
Engineering / Capital	117	112	5	
Total Agency-wide Headcount	6,643	6,521	122	
Non-Reimbursable	5,850	5,922	(72)	Primarily reflects Maintenance of Way and Transportation positions performing operating work due to the rescheduling of reimbursable projects.
Reimbursable	793	599	194	

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS ^(A)
AUGUST 2018**

	MONTH			VARIANCE	
	Fav/(Unfav)				
	MYF	2018	2017	MYF	2017
Farebox Operating Ratio					
Standard ^(B)	53.3%	55.6%	59.9%	2.3%	-4.3%
Adjusted ^(C)	58.8%	61.5%	66.7%	2.7%	-5.2%
Cost per Passenger					
Standard ^(B)	\$15.91	\$15.09	\$13.97	\$0.82	(\$1.12)
Adjusted ^(C)	\$15.56	\$14.70	\$13.76	\$0.85	(\$0.95)
Passenger Revenue/Passenger	\$8.48	\$8.39	\$8.37	(\$0.09)	\$0.02
	YEAR-TO-DATE			VARIANCE	
	Fav/(Unfav)				
	MYF	2018	2017	MYF	2017
Farebox Operating Ratio					
Standard ^(B)	54.7%	55.3%	57.6%	0.7%	-2.3%
Adjusted ^(C)	60.7%	61.5%	64.5%	0.8%	-3.0%
Cost per Passenger					
Standard ^(B)	\$15.61	\$15.34	\$14.60	\$0.27	(\$0.73)
Adjusted ^(C)	\$15.23	\$14.93	\$14.24	\$0.30	(\$0.69)
Passenger Revenue/Passenger	\$8.53	\$8.49	\$8.41	(\$0.05)	\$0.08

(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



Haverstraw-Ossining Ferry leaving the Ossining dock en route to Haverstraw for its next pick-up.

Photo courtesy of Scott Ornstein



Metro-North Railroad

October 2018 Highlights: Ridership Report

August 2018 vs. 2017

- East of Hudson ridership decreased 0.9% vs. August 2017 and was 1.5% below forecast
 - Commutation ridership decreased 0.6%
 - Non-Commutation ridership decreased 1.2%
- Decreases in non-commutation ridership can be attributed in part to the wet weather which occurred during the month of August
 - Total water precipitation for August 2018 was 8.59 inches compared to last August 2017 when only 3.34 inches of rain fell in Central Park.
 - Measured precipitation was observed on 15 days vs. 10 days last August.
- Harlem Line non-commutation ridership was down 4.4% due in part to the reduced weekday off-peak and weekend service levels to accommodate White Plains station improvements.
- East of Hudson ridership by line:
 - Hudson Line ridership increased 0.4%
 - Harlem Line ridership decreased 2.5%
 - New Haven Line ridership decreased 0.3%

2018 vs. 2017 YTD

- Total YTD rail ridership is 0.2% below 2017 and the forecast
 - YTD Commutation ridership is 0.4% below 2017
 - YTD Non-Commutation ridership is 0.1% below 2017

Michael Shiffer
Vice President
Planning

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

RIDERSHIP SUMMARY

August Ridership and Revenue (millions)

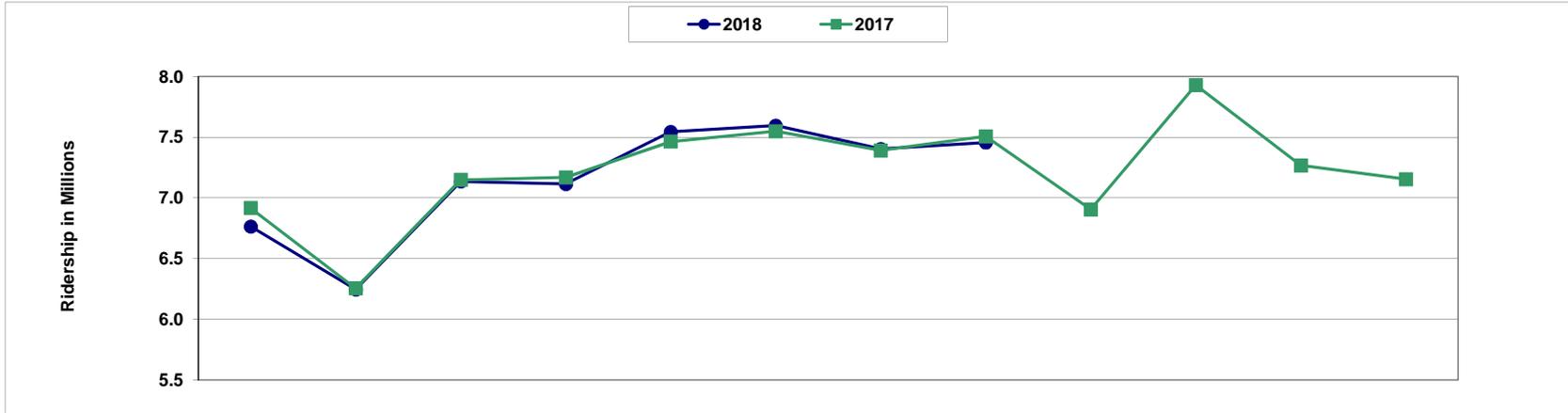
	August 2018	% Change vs. 2017
Total Rail Ridership	7.456	-0.7% ▼
Commutation Ridership	4.151	-0.4% ▼
Non-Commutation Ridership	3.305	-1.0% ▼
Connecting Service Ridership	0.051	-3.1% ▼
Total MNR System Ridership	7.507	-0.7% ▼
Rail Revenue	\$62.5	-0.2% ▼

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

	YTD 2018	% Change vs. 2017	Comparison to Forecast
Total Rail Ridership	57.261	-0.2% ▼	- 0.2% ▼
Commutation Ridership	32.915	-0.4% ▼	+0.0% ▼
Non-Commutation Ridership	24.346	-0.1% ▼	-0.4% ▼
Connecting Service Ridership	0.386	-2.3% ▼	-0.1% ▲
Total MNR System Ridership	57.647	-0.3% ▼	-0.2% ▼
Rail Revenue	\$486.0	+1.0% ▲	-0.7% ▼

AUGUST RAIL RIDERSHIP (1)

• August's Total Rail Ridership was 0.7% below 2017 and 1.4% below forecast.



	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	7.5	7.6	7.4	7.5					57.3
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	57.4
PCT CHG.	-2.2%	-0.1%	-0.2%	-0.8%	1.1%	0.6%	0.2%	-0.7%					-0.2%

1) Includes East and West of Hudson.

AUGUST RAIL COMMUTATION RIDERSHIP (1)

• August's Rail Commutation Ridership was 0.4% below 2017 and 0.5% below forecast.

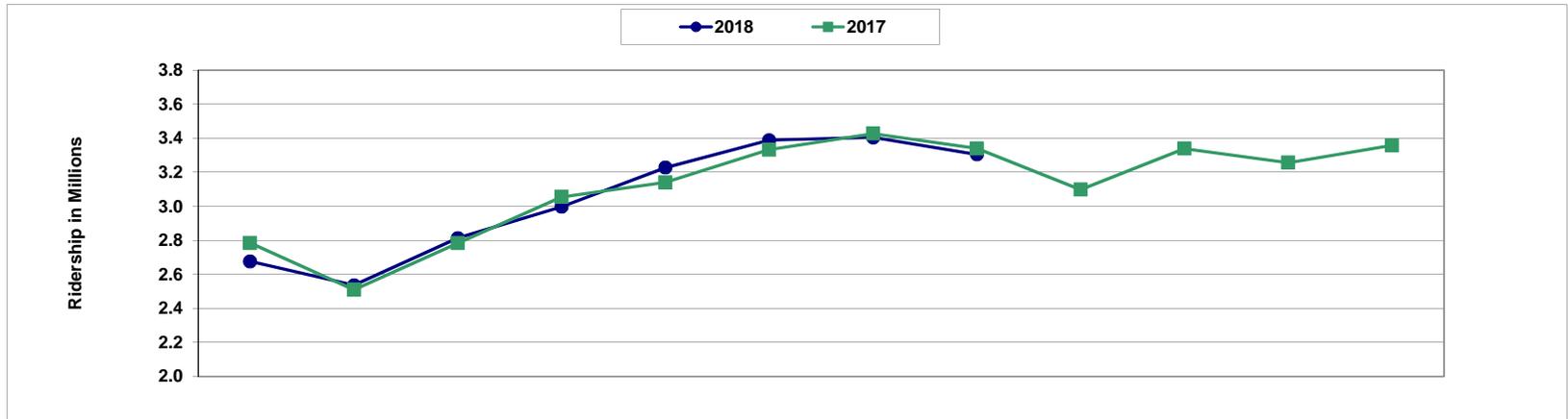


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.1	3.7	4.3	4.1	4.3	4.2	4.0	4.2					32.9
2017	4.1	3.7	4.4	4.1	4.3	4.2	4.0	4.2	3.8	4.6	4.0	3.8	33.0
PCT CHG.	-1.1%	-0.9%	-0.9%	0.1%	-0.2%	-0.2%	0.9%	-0.4%					-0.4%

1) Includes East and West of Hudson.

AUGUST RAIL NON-COMMUTATION RIDERSHIP (1)

• August's Rail Non-Commutation Ridership was 1.0% below 2017 and 2.5% below forecast.

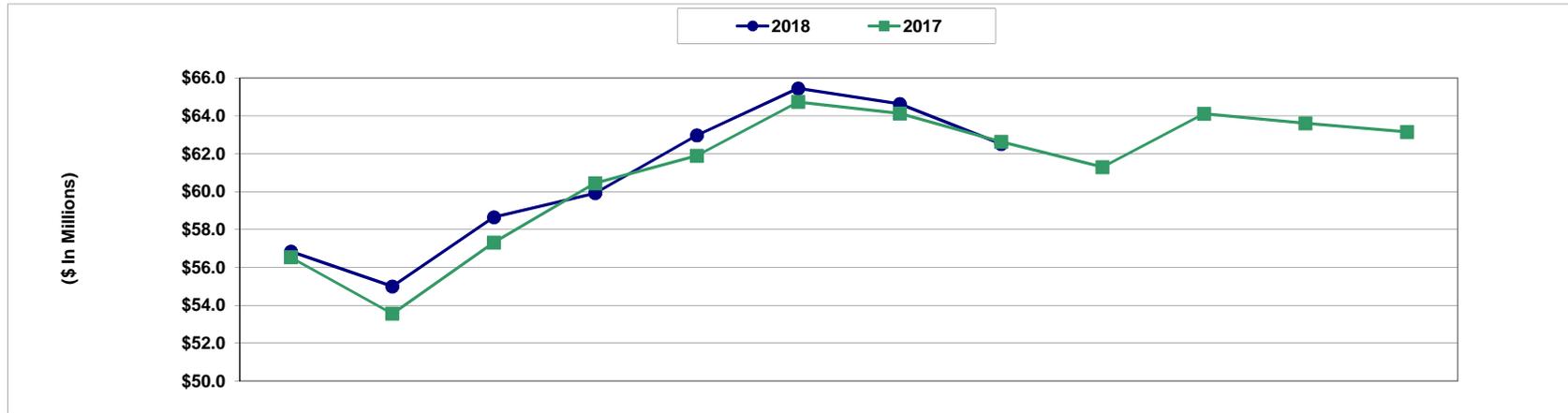


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.5	2.8	3.0	3.2	3.4	3.4	3.3					24.3
2017	2.8	2.5	2.8	3.1	3.1	3.3	3.4	3.3	3.1	3.3	3.3	3.4	24.4
PCT CHG.	-3.9%	1.0%	1.0%	-1.9%	2.8%	1.7%	-0.7%	-1.0%					-0.1%

1) Includes East and West of Hudson.

AUGUST RAIL REVENUE (1)

• August's Total Rail Revenue was 0.2% below 2017 and 2.4% below forecast.



	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	\$63.0	\$65.5	\$64.6	\$62.5					\$486.0
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	\$481.3
PCT CHG.	0.5%	2.7%	2.3%	-0.9%	1.7%	1.1%	0.8%	-0.2%					1.0%

1) Includes East and West of Hudson.

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
AUGUST 2018

TICKET TYPE/SERVICE	AUGUST 2018	AUGUST 2018	VARIANCE VS. FORECAST		AUGUST 2017	CHANGE FROM 2017	
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	4,066,571	4,092,453	(25,882)	-0.6%	4,090,891	(24,320)	-0.6%
West of Hudson	84,636	78,939	5,697	7.2%	76,764	7,872	10.3%
Total Rail Commutation Ridership	4,151,207	4,171,392	(20,185)	-0.5%	4,167,655	(16,448)	-0.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	3,232,152	3,320,557	(88,405)	-2.7%	3,272,664	(40,512)	-1.2%
West of Hudson	72,899	68,463	4,436	6.5%	67,256	5,643	8.4%
Total Rail Non-Commutation Ridership	3,305,051	3,389,020	(83,969)	-2.5%	3,339,920	(34,869)	-1.0%
TOTAL RAIL RIDERSHIP							
East of Hudson	7,298,723	7,413,010	(114,287)	-1.5%	7,363,555	(64,832)	-0.9%
West of Hudson (2)	157,535	147,402	10,133	6.9%	144,020	13,515	9.4%
TOTAL RAIL RIDERSHIP	7,456,258	7,560,412	(104,154)	-1.4%	7,507,575	(51,317)	-0.7%
CONNECTING SERVICES RIDERSHIP (3)	51,106	52,994	(1,888)	-3.6%	52,762	(1,656)	-3.1%
TOTAL MNR SYSTEM RIDERSHIP	7,507,364	7,613,406	(106,042)	-1.4%	7,560,337	(52,973)	-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	2018	VARIANCE VS.		2017	CHANGE FROM 2017	
	YTD	YTD	FORECAST		YTD		
	ACTUAL	FORECAST	AMOUNT	PERCENT	RESTATE (1)	AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP							
East of Hudson	32,304,721	32,314,047	(9,326)	0.0%	32,421,334	(116,613)	-0.4%
West of Hudson	610,701	605,542	5,159	0.9%	609,889	812	0.1%
Total Rail Commutation Ridership	32,915,422	32,919,589	(4,167)	0.0%	33,031,223	(115,801)	-0.4%
RAIL NON-COMMUTATION RIDERSHIP							
East of Hudson	23,856,834	23,967,696	(110,862)	-0.5%	23,886,987	(30,153)	-0.1%
West of Hudson	489,406	482,287	7,119	1.5%	484,554	4,852	1.0%
Total Rail Non-Commutation Ridership	24,346,240	24,449,983	(103,743)	-0.4%	24,371,541	(25,301)	-0.1%
TOTAL RAIL RIDERSHIP							
East of Hudson	56,161,555	56,281,743	(120,188)	-0.2%	56,308,321	(146,766)	-0.3%
West of Hudson	1,100,107	1,087,829	12,278	1.1%	1,094,443	5,664	0.5%
TOTAL RAIL RIDERSHIP	57,261,662	57,369,572	(107,910)	-0.2%	57,402,764	(141,102)	-0.2%
CONNECTING SERVICES RIDERSHIP (2)	385,641	386,105	(464)	-0.1%	394,811	(9,170)	-2.3%
TOTAL MNR SYSTEM RIDERSHIP	57,647,303	57,755,677	(108,374)	-0.2%	57,797,575	(150,272)	-0.3%

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
AUGUST 2018

LINE	AUGUST 2018 ACTUAL	AUGUST 2017 RESTATE ⁽¹⁾	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	2,313,467	2,373,087	(59,620)	-2.5%
Hudson Line	1,497,490	1,491,491	5,999	0.4%
New Haven Line	3,487,766	3,498,977	(11,211)	-0.3%
Total East of Hudson	7,298,723	7,363,555	(64,832)	-0.9%
WEST OF HUDSON				
Port Jervis Line	89,772	86,210	3,562	4.1%
Pascack Valley Line	67,763	57,810	9,953	17.2%
Total West of Hudson (2)	157,535	144,020	13,515	9.4%
TOTAL RAIL RIDERSHIP	7,456,258	7,507,575	(51,317)	-0.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	32,720	32,900	(180)	-0.5%
Haverstraw-Ossining Ferry (3)	12,085	13,535	(1,450)	-10.7%
Newburgh-Beacon Ferry	6,301	6,327	(26)	-0.4%
Total Connecting Services	51,106	52,762	(1,656)	-3.1%
TOTAL MNR SYSTEM	7,507,364	7,560,337	(52,973)	-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 RESTATE ⁽¹⁾	CHANGE FROM 2017	
			AMOUNT	PERCENT
EAST OF HUDSON				
Harlem Line	18,209,053	18,468,287	(259,234)	-1.4%
Hudson Line	11,292,368	11,184,650	107,718	1.0%
New Haven Line	26,660,134	26,655,384	4,750	0.0%
Total East of Hudson	56,161,555	56,308,321	(146,766)	-0.3%
WEST OF HUDSON				
Port Jervis Line	644,592	651,480	(6,888)	-1.1%
Pascack Valley Line	455,515	442,963	12,552	2.8%
Total West of Hudson	1,100,107	1,094,443	5,664	0.5%
TOTAL RAIL RIDERSHIP	57,261,662	57,402,764	(141,102)	-0.2%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS				
Hudson Rail Link	268,018	266,695	1,323	0.5%
Haverstraw-Ossining Ferry	80,516	85,539	(5,023)	-5.9%
Newburgh-Beacon Ferry	37,107	42,577	(5,470)	-12.8%
Total Connecting Services	385,641	394,811	(9,170)	-2.3%
TOTAL MNR SYSTEM	57,647,303	57,797,575	(150,272)	-0.3%

Notes:

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



Harmon Shop Replacement Program – Phase V – Stage I

Consist Shop Facility: Pre-functioning Testing of Mechanical, Electrical, Plumbing and Elevator Systems



Metro-North Railroad

September 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 September, Metro-North awarded project tasks totaling \$10.2 million, including Construction Services for platform expansion joint repairs at various stations on the Harlem and Hudson Lines, and the purchase of the Poughkeepsie Yard. Also, Metro-North substantially completed its 2010 to 2014 West of Hudson Replace/Renew Select Undergrade Bridges. Metro-North had no scheduled closeouts for the month of September.

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

(\$ in Millions)

	<u>Annual Planned</u>	<u>Planned thru 9/30</u>	<u>Achieved thru 9/30</u>	<u>% thru 9/30</u>
Design Awards*	\$4.5	\$4.5	\$4.3	96%
Construction Awards*	\$535.1	\$517.2	\$114.5	22%
Substantial Completions	\$463.5	\$368.6	\$33.2	9%
Closeouts*	\$14.5	\$6.3	\$11.7	186%

*Does not include support costs

John Kennard
Vice President
Capital Programs

**CAPITAL PROGRAM
HIGHLIGHTS
September 30, 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. An additional 6 cars of an up to 34 car option were ordered in June 2018 under the last option which brings the total of additional cars to 66 – 33 “A” Cars and 33 “B” Cars. 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. Review and approval of obsolete components replacement continues to ensure specification and performance compliance and backward compatibility with the existing M-8 fleet. Production of the carbody structural sub-assemblies in Japan’s facility commenced; shipment to the Lincoln Nebraska plant, for use in the car shell assembly, is anticipated in October 2018.

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 with installation of fire hose valve cabinets, heat tracing, and fire alarm cables at 43rd, 44th, 45th and 46th Street crossings as well as installation of seismic bracing for standpipe across the lower level tracks.

Pipe Tunnel – Continued installation of fire stand pipes (FSP) and zone control assemblies in the east tunnel.

Upper Level – Continued with installation of: heat tracing and fire alarm cables at Track No’s 21, 31 and the loop track; high tension conduits at Track No’s 21 and 31; as well as insulation of cable/conduit and FSP along the upper level tracks.

Overall project completion is anticipated in January 2019.

GCT Leaks Remediation Phase II

Project is substantially complete as of September 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.

- Final design is underway for development for RTTDS (Real-Time Train Detection System) and PA/VIS.
- Construction of the Customer Service Equipment Room 7C is underway. Design development is progressing at other locations at the GCT cable plant.
- Prototype development is underway and Test Unit Gate Boards is scheduled for an integrated factory acceptance testing in October 2018.

STATIONS/PARKING/FACILITIES

Harlem-125th Street Improvements

- *Exterior Lighting Improvements & Art Work on the Viaduct (Small Business Mentoring Program Tier I)* – Completed installation of the L1 and L3 lighting fixture on the east and west side of the Park Avenue Viaduct. Procurement of L2 light fixtures and coves are ongoing.

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.

To date the Design Builder has submitted 100% drawings for the first group of five stations (Mt. Vernon East, Larchmont, Pelham, Riverdale and North White Plains IT room) and 100% drawings for the second group of four stations (Harlem-125th St., Rye, Harrison and New Rochelle) and site surveys continue for further design development. Site work including raceway installation is on-going at Mt. Vernon East Station.

Installation of node houses (48 VDC power plants) at 19 stations is complete and installation commenced at several other stations. Design development for facility enhancements continue and surveys continue at Harlem-125th St., Rye, Harrison and New Rochelle Stations. 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 – Continued construction of sidewalks under Main Street and Hamilton Avenue, installed electrical conduits, wood ceiling, under platform supports, repaired cracks and spalls, painted columns and facades on the platform and commenced erection of steel for the canopies at White Plains Station. The Hamilton Avenue and Main Street stairs are temporarily closed until October 2018.
- Riverdale Station – At the Kiss & Ride completed: foundations, structural steel, sidewalk and island curb installation and 50% of the roof. At the overpass completed installation of conduits, ceiling, lights, speakers and CCTV cameras.

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 installation of medium voltage signal power conduits; side by side trough and ductbank; fiber and communication conduits and panels; track crossings and laterals as well as concrete stair pad for different platforms. Also continued cable pulling, splicing work and performing C&S and signal power conduits ties.
- *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 field walk throughs and surveys for Phase II design finalization and installation of non-outage work. 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 installation of conduits in the battery room; pulling 15KV line. Pre-energization testing of the substation power room and Supervisory Control and Data Acquisition (SCADA) is underway.
- *Croton-Harmon* – Continued installation of substation vault exhaust fan and the flood barrier at the negative reactor. Finalized SCADA testing.
- *Riverdale* – Continued miscellaneous work at the Crew Quarters building such as: heating, ventilation and air conditioning units, vault exhaust fan, pumps and bathroom tiles. Installation of demarcation platform is underway.

Substantial completion for the three substations is forecasted for December 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 new column footings on the east platform.

AC and DC Switchgear equipment are currently in storage. Set-up of AC switchgear equipment with the DC switchgear equipment will follow in early 2019. Overall project completion in the first quarter of 2019.

- *The Brewster Substation* – Continued installation of ductbank and access hatch door at the substation power control room; and substation vault exhaust fan. Preparations for SCADA testing are underway. Substantial completion is anticipated in December 2018.

Substation Replacement Bridge - 23

- *Mount Vernon East* – Signal Substation assembly and testing are complete and are under review by Engineer of Record. Commissioning of the substation continues.
- *Catenary work between Mount Vernon and New Rochelle* - Testing and commissioning is complete.

- *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 anticipated to begin in October, pending availability of power outage.

Overall project completion is anticipated in October 2018.

TRACK AND STRUCTURES

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

Various Load Rating reports continue to be submitted and reviewed by key stakeholders and is at 97% completion.

Project completion is anticipated in March 2019.

Overhead Bridge Program (2010 – 2014 Program) – East of Hudson

- Design of Five Bridge Replacements, Mt. Vernon - The preliminary design documents for the replacement of 3rd Avenue and 14th Avenue Bridges are complete. The design of the Fulton Avenue bridge replacement is at 90%. Design documents for the replacement of the 6th and 10th Avenue Bridges is complete, with bids due in October and an award by January 2019.
- 14th Avenue Bridge, Mt. Vernon, NY (Design-Build contract) – Completed the signal power cable swing over at the catenary structures along Track No. 3. The superstructure demolition was completed and work on the abutments has commenced. The bridge will be opened for vehicular traffic by May 2019.

Overhead Bridge Program (2015 to 2019 Program) – East of Hudson

Design-Build of Prospect Hill Road Bridge (Southeast Station) - The design portion of the project is nearing completion. Construction of retaining walls and build-up of the roadway at both east and west approaches is on-going and scheduled for completion in October 2018. Prospect Hill Road Bridge is anticipated to open for vehicular traffic by year end 2018.

Harlem River Lift Bridge (HRLB) Security Upgrades

Construction submittal phase is underway. Installation work of the following continues: fire suppression attachments in the machine room; conduits in the communication shelters; conduit between the Bronx and Manhattan AC houses; CCTV devices; and fire standpipe.

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 tunnel that spans across the Harlem River. Construction submittal phase continues.

2018 Cyclical Track Program

The 2018 Cyclical Track Program consists of the replacement of 38,400 wood ties, 10 miles of continuous welded rail, and surfacing of 140 miles of track. To date, Metro-North forces have installed approximately 6,470 ties, 5.03 miles of rail, and surfaced 7.43 miles of track on the Hudson, Harlem, and New Haven Lines.

COMMUNICATIONS AND SIGNAL

Positive Train Control (PTC)

Subsystem designs being finalized. On-Board, office and integrated software is in development. Factory Acceptance Testing (FAT) for sub-system level software for On-Board and Office continues. FAT for integrated system software continues. Surveys and Federal Communications Commission (FCC) / Tribal applications completed for communication site locations, with site approvals by the FCC nearing completion. 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. Wayside subsystem deliveries and installations continue on all lines. All M7A on-board PTC equipment installation has been completed. M8, M3A, P32, BL 20 and Cab Car on-board PTC hardware installations are ongoing. Third party contract work for communications infrastructure installation is ongoing. Formal pilot testing of all subsystems on Pilot Line 2 continues. Application for Revenue Service Demonstration (RSD) submitted to FRA for approval in September 2018. Training of employees continues. Interoperability discussions with Amtrak and Freight carriers continue. The project is on target to meet the FRA compliance requirements for 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. Cut over from CP-Harriman to CP-Valley was complete in June 2018. The next cutover, for CP-Hudson Junction, is scheduled for November 2018.

Hudson Line Communication and Express Cable Installation

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 from CP-35 (Harmon) to CP-75 (Poughkeepsie).

- Continue test pits at locations on the Hudson Line between CP-35 (Harmon) to CP-53 (Cold Spring).
- Continue cable plow pre-ripping at locations on the Hudson Line between CP-35 (Harmon) to CP-53 (Cold Spring).

- Continue surveys and preparation of construction layouts for locations on the Hudson Line between CP-53 (Cold Spring) to CP-75 (Poughkeepsie).

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, soil testing, and test pits are all on-going at various locations. Installation of the trough has commenced.

SHOPS AND YARDS

Harmon Shop Improvements

Phase V, Stage I Design-Build

- *Consist Shop Facility (CSF)* – Continued installation of the DC bug and stinger system, pipe identification and application of touch-up paint. Pre-functional testing is underway for: AC/DC substation, emergency generator, various mechanical systems, electrical panel boards, freight/passenger elevator and heating systems. Office furniture installation has commenced.
- *EMU (Electric Multiple Unit) Annex Building* – Continued with application of touch-up paint. Pre-functional testing is underway for the following: emergency generator, Building Management System (BMS), passenger and freight elevators, HVAC, mechanical and industrial equipment. Office furniture installation has commenced.
- *Yard Utilities and Miscellaneous* – Continued installation of underground utilities at CSF.

Overall, Phase V, Stage I substantial completion is anticipated in October 2018.

Phase V, Stage II Preliminary Design

MTA Board approval was received in September for the design-build contract; award is anticipated before year end of 2018.

2018 MNR Capital Program Goals

As of September 30, 2018

In Millions

