



**Metropolitan Transportation Authority**

# Long Island Committee Meeting

## September 2016

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### Members

**M. Pally, Chair**

**I. Greenberg**

**S. Metzger**

**C. Moerdler**

**J. Molloy**

**V. Tessitore**

**V. Vanterpool**

**J. Vitiello**

**C. Wortendyke**

**N. Zuckerman**

# Long Island Rail Road Committee Meeting

2 Broadway  
20th Floor Conference Room  
New York, New York

Monday, 9/26/2016  
9:30 - 10:30 AM ET

## 1. PUBLIC COMMENTS PERIOD

## 2. APPROVAL OF MINUTES - July 25, 2016

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## 3. 2016 WORK PLAN

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

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### b. MTA Capital Construction Report

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### c. MTA Police Report

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## 5. ACTION ITEM

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### Parking Rehabilitation Projects

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## 6. INFORMATION ITEMS

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### d. Track Work Program / October Schedule

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## 7. PROCUREMENTS

### a. LIRR Procurements

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**i. Non-Competitive**

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**ii. Competitive (no items)**

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**b. MTA CC Procurements**

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**i. Non-Competitive (no items)**

**ii. Competitive**

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**iii. Ratifications (no items)**

**8. PERFORMANCE SUMMARIES**

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**• August Operations Report - Mechanical**

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**d. Financial**

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**e. Ridership**

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**f. Capital Program**

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**Next Meeting: Joint LIRR/MNR Wednesday, October 26, 2016 at 8:30 AM**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, July 25, 2016**

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

**The following members were present:**

Hon. Mitchell H. Pally, Chair of the Long Island Committee  
Hon. Fernando Ferrer, Vice Chair  
Hon. Ira R. Greenberg  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke

**The following members were not present:**

Hon. Norman Brown  
Hon. John J. Molloy  
Hon. Andrew Saul  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

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

**Representing MTA Capital Construction Company:** Michael Horodniceanu, Evan Eisland, David Cannon, and Peter Kohner

**Representing MTA Police:** Michael Coan

Chair Mitchell Pally called the meeting to order.

**PUBLIC COMMENT**

There were two public speakers.

Murray Bodin stated his opinion that in the minutes of the June 20, 2016 Long Island Committee meeting, both Susan Metzger and Mitchell Pally should have been referred to as “Chairperson” of their respective Committees.

Mr. Bodin spoke about a recent LIRR grade crossing accident involving a driver who did not stop at the flashing red lights. He stated his opinion that grade crossings should also be protected by traffic lights, referring in support of his opinion the practice of light rail in New Jersey, Atlanta and Boston, and the fact that the Willis Avenue Bridge, the Hutchinson River Parkway and Co-Op City have gates with traffic lights. Mr. Bodin said that drivers are often distracted and that while it was possible to install cameras, there are never enough officers to police activity at crossings.

Chairperson Pally stated that this issue and other issues will be discussed at the Wednesday, July 27, 2016 Safety Committee meeting.

Omar Vera, who corrected the spelling of his last name in the June 20, 2016 Long Island Committee meeting minutes, suggested changes in how directional signs should be labelled when travelling between stations within New York City. He suggested that directional signs say "To Manhattan" rather than "To New York." Mr. Vera also asked if there is an East Side Access Information Center similar to the Second Avenue Subway Information Center and expressed support again for giving passengers the option of buying joint LIRR-Air Train tickets at Atlantic Terminal.

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 2016 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the June 20, 2016 Long Island Committee Meeting, with the changes referenced above, noting the reference to gender equality in titles by Mr. Boudin and the correct spelling of public speaker Omar Vera's last name. There were no reported changes to the 2016 Work Plan.

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

President Nowakowski reported that LIRR recently met with local elected officials, planners and other stakeholders on the East End of Long Island regarding LIRR's East End service. As part of the July Financial Plan, LIRR will be extending weekend service from Ronkonkoma to Greenport to year-round. President Nowakowski noted that this service change was well-received; that reverse commuting along with South Fork is growing; and that LIRR was looking at ways to accommodate this trend. He noted that LIRR looks forward to continued discussions with its East End partners to enhance service for LIRR customers residing on the North and South Forks.

President Nowakowski reported that on June 30, 2016, LIRR launched its mobile ticketing application ("app") on the Port Washington Branch and that the program rollout

throughout the LIRR system will take place by the end of the summer. He indicated that reaction to the new app was very positive.

President Nowakowski reported that the Barclay's PGA Tour Event will be held from August 23<sup>rd</sup> through August 28<sup>th</sup> at Bethpage State Park. Since there is no parking at Bethpage State Park, LIRR's Farmingdale station will be the drop-off point and the PGA will provide ground transportation to the event.

President Nowakowski reported that LIRR continues to see strong ridership growth. Year-to-date, LIRR ridership increased 2.7% compared to 2015 and there has been an increase of 1 million riders compared to June 2015.

In response to a question by Board Member Charles Moerdler, President Nowakowski stated that the LIRR is working closely with the Transit Authority on Transit Wireless regarding internet reception at Atlantic Terminal, which is a location for both the subway and LIRR. He noted that reception in Penn Station is a bit better.

Board Member Moerdler stated there was a claim that LIRR ridership in Queens is apparently increasing while ridership to Manhattan from Nassau and Suffolk is apparently decreasing. President Nowakowski stated that he would look into those statistics and report back on his findings. Board Member Moerdler indicated that this might suggest addressing fares in Queens and Brooklyn. He stated that if the ridership figures reflect a change in travel patterns with fewer people coming into the City from Nassau and Suffolk and more coming in from Queens, maybe we have to do something about that.

Board Member Ira Greenberg agreed, noting that we usually see increases from the Port Washington Branch, which is mostly a Queens Branch, but now there are dramatic increases at St. Albans, Malvern and other locations.

Chairperson Pally asked that the Committee wait for President Nowakowski to get back to us on what the numbers are. He stated that MTA Chairman and Chief Executive Officer Thomas Prendergast has indicated that a variety of these issues are on the agenda as part of the fare discussions for 2017, and that changes in demographics and travel patterns have to be taken into account when we make those decisions.

Chairperson Pally thanked President Nowakowski and his staff for meeting with officials from Eastern Suffolk County. He has received very positive feedback from the elected officials about LIRR's willingness to talk about opportunities. Not every opportunity can be fulfilled but talking about them and seeing which ones can be implemented was a very important component of the discussion.

### LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen reported on LIRR's safety performance through the end of May 2016 and the three years prior for the 12-month averages. The LIRR customer accident rate and the employee lost time injury rate continue to trend downward. LIRR received 21 Confidential Close Call Reporting System ("C3RS") reports for May 2016. LIRR's Community Education and Outreach Partnership with the MTA Police Department reached over 50,000 individuals through the end of May 2016.

Board Member Moerdler asked about the circumstances of two work train derailments in the month of June. President Nowakowski responded by stating that there is a lot of track work going on. Both derailments happened on the same weekend, one near Jamaica and one near Woodside. One was a work train transporting ballast. Board Member Moerdler asked whether the accident might have been due to load shifting. President Nowakowski explained that when ballast is dropped on the track, there are hopper cars with chutes operated by people on the ground with remote control and the train is dropping ballast at a slow speed while it moves down the track. Therefore, this is an operation that is done very, very carefully, but you do wind up with a train with full ballast cars and empty ballast cars as you progress down the track at a slow speed. Train handling is an important part of the operation. It is unclear what happened and this derailment is under investigation.

President Nowakowski stated that we do not have yet have the results of the investigation of the second derailment. This involved a production tamper, which smooths the ride on the track by tamping and leveling the alignment.

### MTA CAPITAL CONSTRUCTION

MTA Capital Construction President, Dr. Michael Horodniceanu reported progress on the East Side Access (ESA) Project.

In Manhattan, the GCT Concourse and Facilities Fit-Out (CM014B) contractor has placed approximately 55% of the structural concrete floor slab and MTA Capital Construction expects the contractor to complete the remaining portion by December. The contractor has placed the concrete escalator pits and walls at the dining concourse and the ramp formwork is underway for placement of a new ramp from platform J to the concourse. The forecasted completion date of the entire contract is trending late by approximately six months due to the contractor's late submission of structural steel shop drawings. The construction manager has put the contractor on notice of the delay and requested that that the contractor submit a recovery schedule.

The North Structures (CM006) contract has a Substantial Completion date of June 2017 and the contractor is progressing on schedule. The contractor completed the east upper level wall and is currently working on the west upper level wall.

In Queens, the Plaza Substation and Queens Structures (CQ032) contract has a Substantial Completion date of September 6, 2016. A modification for water proofing at the Plaza Interlocking Structure may affect the Substantial Completion date. The Harold Structures – Part 3 (CH057) contractor has completed drilling for approximately 60% of the piles for the Secant Box Structure. The Harold Structures – Part 3A (CH057A) contractor commenced tunnel shield mining of the Westbound Bypass Tunnel and had completed approximately 28 of the 620 feet of tunneling as of July 15.

The Systems Package 1 – Facilities Systems (CS179) contractor is installing electrical conduits and mechanical equipment in eight facilities as well as tunnel lighting and cables in the Queens tunnels. The Systems Package 4 – Traction Power (CS084) contractor has completed construction of the new Con Edison L3 service. The service, which will power the Harold signal huts, is waiting on Con Edison energization.

MTA Capital construction has committed approximately \$8.7 billion to contracts and has approximately \$1.5 billion remaining to commit. Of the \$8.7 billion committed, approximately 75% has been expended.

#### **MTA POLICE DEPARTMENT**

Chief Coan reported that during the month of June there were 15 incidents compared to 13 in 2015. There were 3 robberies in June 2016 compared to 2 in June 2015: 1 in Brentwood with an arrest; 1 in Rockville Centre with an arrest; 1 in East New York which is an active case being investigated.

Chief Coan stated that grade crossing safety is major priority for LIRR and the MTAPD. Year-to-date, 864 summonses have been issued at LIRR grade crossings. The New York Vehicle and Traffic Law makes clear that a motorist has an absolute duty to stop when at a crossing when the red lights are flashing to give warning of an approaching train. Moreover, under the Vehicle and Traffic Law and as reflected in the Department of Motor Vehicles Driver Manual, a motorist must remain stopped until the flashing red lights have stopped. The MTAPD has enforced and will continue to enforce these requirements to protect the public, railroad passengers and employees.

The MTAPD is working with LIRR and the New York State Police regarding the Barclay's PGA event in late August.

Chairperson Pally noted in the Safety Report that there has been a 50% increase in summonses at grade crossings. He stated that until people understand the danger and their need to drive safely at crossings, the MTAPD will continue to enforce the law to the best of its ability by giving out summonses and tickets and whatever else we need to do because it continues to be an issue. He stated that there will be a longer discussion about this major issue at the Safety Committee meeting.

The details of the MTAPD report are contained in the records of this meeting and in the video recording of the meeting produced by MTA and maintained in the MTA records.

#### **LIRR ACTION ITEMS**

There were no action items presented to the Committee for approval.

#### **MTACC ACTION ITEM**

There were no action items presented to the Committee for approval.

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

The following information items were on the agenda:

- Penn Station Retail Development
- Environmental Audit
- Fall Construction Schedule
- Commuter Railroads/Amtrak Agreement Modifications

President Nowakowski reported that the annual Penn Station Retail Development report is in the Committee Book and that MTA Real Estate Director Jeffrey Rosen was in attendance to answer any questions.

Chairperson Pally stated that the attention now being paid to Penn Station and its environs is welcome. He stated that there are a number of issues going on there and there are a number of proposed improvements to the extent it can be improved. Chairperson Pally stated that there is funding in LIRR's Capital Plan for railroad improvements at Penn Station and asked President Nowakowski for an update in the next couple of months on what is going to happen and where that is going to happen. He stated that while the railroad only owns or controls a small part of the station, we should make sure that our part is as nice as it can be.

President Nowakowski stated that much of what we are currently doing is ensuring that what is there is in a state of good repair, such as air handling units, chiller units, and elevator and

escalator improvements. We are working very closely with the Governor's Initiative on Penn Station to coordinate the planning of additional improvements.

Chairperson Pally stated that the new lights at Duane Reade help to brighten up the entire area in front of the ticket windows. He agreed with Board Member Greenberg's comment about the importance of clear signage. He stated that he knows the various agencies are working on joint signage to make sure it is as consistent as possible, so that Penn Station looks like one station rather than several separate stations, and that we will follow up on that.

President Nowakowski reported on the Environmental Audit, stating that the details of this annual report can be found in the Committee Book.

President Nowakowski reported on the Fall Construction Schedule. With no Committee meeting in August, LIRR is outlining two months of work this month. There are a number of projects that LIRR is working on. LIRR continues to work on the Port Washington branch and work will be done in Huntington and on the rebuild of the Hicksville Station. Hicksville Station is LIRR's third busiest station. It is going to be a complicated construction project handling that level of traffic while at the same time rebuilding an elevated station.

Chairperson Pally stated that there have been major developments with regard to the construction of the second track between Farmingdale and Ronkonkoma and that for those of us who travel the Ronkonkoma branch, riders can clearly see the progress being made on second track, at least the part between Central Islip and Ronkonkoma. President Nowakowski responded that what you are going to see there next is a lot of grade crossing replacements as part of that project that will involve a lot of weekend outages at grade crossings.

President Nowakowski also reported that LIRR is bringing in a track laying machine that will lay the Phase I track starting in mid-August. That will be an impressive piece of machinery that walks down the track and can lay up to a mile of brand new track a day.

President Nowakowski reported on proposed amendments to the agreements between LIRR and Amtrak governing the shared use a portion of the Northeast Corridor. He stated that William Wheeler, MTA Director of Special Project Development & Planning was in attendance and would be available to answer any questions. The proposed amendments are in response to the Passenger Rail Investment and Improvement Act of 2008 (PRIAA) and were discussed at the earlier meeting of the Metro-North Committee. The amendments are an information item for Metro-North and for LIRR. The amendments would be a voting item at the Finance Committee.

The details of the above information items are contained in the records of this meeting and in the video recording of the meeting produced by MTA and maintained in the MTA records.

**MTA LONG ISLAND RAIL ROAD**

**Procurements**

The following procurements were presented to the Committee for approval. Details of the items are set forth in the Staff Summary, a copy of which is on file with the records of this meeting.

Non-Competitive:

- **EMCOM Systems, Ins.** – approval to award a three-year sole source contract to EMCOM Systems Inc. in an amount not to exceed \$108,696 to provide Maintenance Services and Software Updates for existing EMCOM Emergency Communications systems used in the LIRR Atlantic Avenue tunnel.

Competitive:

- **Competitive RFP** – approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method, pursuant to Section 1265-a of the Public Authorities Law, to award a contract for the purchase of two (2) new or remanufactured Green Locomotives with an option to purchase up to 6 additional locomotives. These locomotives will be owned by LIRR and leased to New York and Atlantic Railway (NYAR) to support freight operations on Long Island.
- **Competitive RFP** – approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive RFP procurement method, pursuant to Section 1265-a of the Public Authorities Law, to award a preliminary Design/Build construction contract for the New Morris Park Locomotive Shop and Employee Facility.
- **Miscellaneous Service Contracts** – LIRR, Metro-North, Tri-borough Bridge and Tunnel Authority and the MTAPD request approval to award three (3) individual five- year competitively solicited, miscellaneous services contracts in the aggregate amount of \$1,491,886.25, to Total Fire Protection, Inc., Fire Command, Inc. and Campbell Fire Protection, for as-needed inspection and testing, maintenance and repair, fill and recharge of fire extinguishers.

In response to questions by Board Member Moerdler, President Nowakowski stated that we have two Green Locomotives on hand which are being used by NYAR. NYAR has a total of 10 locomotives that were supplied to them by LIRR when they commenced operation 20 years

ago. The locomotives are an older technology so we are buying a total of ten Green Locomotives to replace the original units, incorporating the latest state of the art technology in terms of emissions and noise. The program has been funded by New York State at a rate of basically one locomotive per year, which is why you see this procurement structured this way. The first two Green Locomotives were bought under the same contract, with the purchase being managed by NYAR. There has been a change and LIRR will now manage the procurement of additional Green Locomotives going forward. All of the Green Locomotives will be used by NYAR for their freight operation. At present, we have money in hand from the State for two additional units so that is the base order. The anticipation is that in future years, budget permitting, we will continue to use the options to replace the remaining six.

Board Member Moerdler asked whether NYAR was a private entity. President Nowakowski responded that NYAR is a private, short line railroad that operates pursuant to a concession granted by LIRR. LIRR receives a fee for the trackage rights used by NYAR over our railroad. NYAR is charged with meeting LIRR's obligation to provide freight service throughout Long Island.

In response to Board Member Moerdler's questions about the need for new diesel equipment, President Nowakowski stated that the diesel equipment used by LIRR for passenger operations is still at the mid-point of its useful life, in round numbers. As this is something that will be dealt with eventually, but not something that we are looking to do right now, it is not reflected in the Capital Program.

President Nowakowski added that if the exceptional growth in ridership continues, we will have to look at the possibility of acquiring additional coaches. For example, in the summertime, during peak period on Friday afternoons, we are scrambling for coaches.

Board Member Moerdler asked if design build procurements come back to the Board once the amount of the contract is fixed. Chief Procurement & Logistics (P&L) Officer Dennis Mahon responded in the affirmative, stating that the Design/Build procurement item presented to the Board was just a request to use the RFP method; once LIRR goes through the solicitation and is ready to award a contract, we come back to the Board for its approval.

Board Member Greenberg asked, regarding the EMCOM Systems procurement, why we didn't have a maintenance contract for this equipment initially and in general is this considered when we buy equipment and need long-term maintenance.

Chief P&L Officer Mahon responded that he would have to go back to the history of the original contract to see what we had asked for. He stated that in general, when we enter into contracts with an Original Equipment Manufacturer (OEM) with rights to the underlying software, once we install their equipment, the only maintenance option other than an agreement with the OEM is to do a solicitation to re-source the equipment which then has its own

requirements. Across the MTA Agencies, we always look at dealing with OEMs as being the most cost- efficient method for us to procure the maintenance services that we need although it is a sole source.

Board Member Greenberg asked why LIRR did not seek a longer term maintenance agreement, perhaps for 20 years. Chief P&L Officer Mahon responded that most vendors are not willing to hold their pricing for more than 5 years. Most of them would like three years and we push them to 5 years, which is generally all we can get. You are going to be in a sole source situation regardless.

Chairperson Pally stated that we are all grateful for the work that is going to be done at Morris Park. It is an antiquated facility and the planned improvements will help with maintenance and inspection opportunities, which in turn will make the railroad run more efficiently.

President Nowakowski added that Chief Mechanical Officer Craig Daly is here and he will tell you that his people are very happy about this work. Chairperson Pally added that he had no doubts about that, and that it will be good to finally have this work done.

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

### MTA CAPITAL CONSTRUCTION

#### Procurement

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

The four procurement items are as follows:

#### Competitive Items:

- A modification to the GCT Concourse and Facilities Fit-Out (CM014B) contract to provide for the demolition of existing crash walls in the amount of \$792,438.
- A modification to the GCT Concourse and Facilities Fit-Out (CM014B) contract for the remediation of the shaft for Elevator EL-09 in the amount of \$890,000.

With regard to the modification for the remediation of the shaft for Elevator EL-09, Board Member Charles Moerdler asked whether MTA Capital Construction intended to deduct the cost of the work from the retainage held from the CM013 contractor that constructed the shaft. MTA Capital Construction Senior Vice President and General Counsel Evan Eisland confirmed that it did.

Ratifications:

1. Ratification of a modification to the Harold Structures Part 3 (CH057) contract to furnish and install additional catenary structures and miscellaneous catenary pole hardware in the amount of \$1,895,000.
2. Ratification of a Modification to the Plaza Substation and Queens Structures (CQ32) contract to implement remediation measures to prevent water infiltration at the Plaza Interlocking Structure in the amount of \$1,906,960.

Upon motion duly made and seconded, all 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 Moerdler asked if the Operations Report on page 71 is in a new format. Senior Vice President-Operations (SVPO) Dave Kubicek stated that the format was revised in 2015 so it has been in use for several months. We continue to look to streamline our data in comparing Metro-North and LIRR and this is one of the first steps.

Board Member Moerdler asked for confirmation that the 2015 data shows that 10,642 delays occurred of which 1,472 were in June 2015; and that in 2016 it looks like there are fewer delays, 7,734, and in June there were 1,348. He asked whether the parenthetical references up and down the line on year- to- date in the right hand column simply show a subtraction.

SVPO Kubicek responded in the affirmative. He added that that our first phase was to structure the information so that it would be similar in format for both railroads. We are now looking at the interpretation of some of these categories. One of the things that adds complexity is that each railroad has a different system for collecting the data, how it's been used and how it's been audited.

In response to Board Member Moerdler's question, SVPO Kubicek confirmed that in the Engineering (Unscheduled) column, there were more delays in June 2016 than there were last year. Board Member Moerdler indicated that he would like to have a discussion offline to understand why there was an increase.

Chairperson Pally stated that one of the issues we have talked about for many years on the Engineering side is whether the delays were scheduled or unscheduled. He noted that we differentiate between the two so as to get a better understanding of why certain things happen.

He added that this subject was discussed at length at the Metro-North meeting with regard to maintenance operations and that this helps provide an understanding of what is happening on the lines.

Chairperson Pally stated that it is also clear we had a better winter in 2016 than in 2015, and that by itself eliminates 1,360 delays that are no longer there, just comparing 2015 to 2016. SVPO Kubicek stated that comparing the winter in 2015 vs. 2016, we look at delays on a per event basis but it is also the overall length of the winter.

Board Member Greenberg asked whether the format of the report on delays had been changed to combine previously separate entries for Amtrak and NYAR into "3<sup>rd</sup> Party Operations." SVPO Kubicek responded in the affirmative and noted that this category includes Amtrak, New Jersey Transit, although Amtrak is in charge of them, and NYAR. He added that we look at each train set that is cycled in and out of Penn Station and assign it accordingly. While we group these operators together, we can also break down the data.

Board Member Greenberg stated that it would be interesting to see, at the end of the year, the totals for Amtrak, New Jersey Transit and NYAR. That would help us to know who we should be working with or who the Board should focus on in terms of the cause of delays.

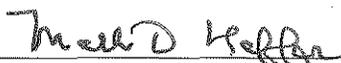
President Nowakowski stated that among the "3<sup>rd</sup> Party Operator" group, Amtrak is going to be the biggest source of delay because not only do we have their operations to contend with, they maintain the plant that we use, so plant failures would be attributable to them. Neither New Jersey Transit nor NYAR have any plant that affects LIRR.

SVPO Kubicek stated that it is definitely in our interest to have this granular information as we have our ongoing discussions about everybody involved, which helps focus the conversation on what is taking place out there.

### Adjournment

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

Respectfully submitted,

  
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Mark D. Hoffer  
Secretary

## 2016 Long Island Rail Road Committee Work Plan

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<b><u>I. RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2016 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
<b><u>II. SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>September 2016</u>	
2017 Preliminary Budget (Public Comment)	Management & Budget Administration/Diversity
2016 Mid Year Forecast	
Diversity/EEO Report – 2 <sup>nd</sup> Q 2016	
<u>October 2016 (Joint Meeting with MNR)</u>	
2017 Preliminary Budget (Public Comment)	President/Sr. Staff
Status Update on PTC	
<u>November 2016</u>	
Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2016 Holiday Schedule	Service Planning
<u>December 2016 (Joint Meeting with MNR)</u>	
Diversity/EEO Report – 3 <sup>rd</sup> Q 2016	Administration/Diversity
2017 Final Proposed Budget	Management & Budget
2017 Proposed Committee Work Plan	Committee Chair & Members
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
.....	
<u>January 2017</u>	
Approval of 2017 Committee Work Plan	Committee Chair & Members
<u>February 2017 (Joint Meeting with MNR)</u>	
Adopted Budget/Financial Plan 2017	Management & Budget
2016 Annual Operating Results	Operations

2016 Annual RCM Fleet Maintenance Report  
Status Update on PTC  
Diversity/EEO Report – 4<sup>th</sup> Q 2016  
2017 Spring Schedule Change

Operations  
President/Sr. Staff  
Administration/Diversity  
Service Planning

March 2017

Annual Strategic Investments & Planning Study  
Annual Elevator/Escalator Report

Strategic Investments  
Engineering

April 2017 (Joint Meeting with MNR)

Final Review of 2016 Operating Results  
Annual Inventory Report  
2016 Annual Ridership/Marketing Plan Report  
2017 Summer Schedule Change

Management & Budget  
Procurement  
Finance/Marketing  
Service Planning

May 2017

Diversity/EEO Report – 1<sup>st</sup> Q 2017

Administration/Diversity

June 2017 (Joint Meeting with MNR)

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

President/Sr. Staff  
President/Sr. Staff

July 2017

Penn Station Retail Development  
Environmental Audit  
2016 Fall Construction Schedule Change

MTA Real Estate  
Corporate Safety  
Service Planning

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 2016 Work Plan

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

#### Information Items (if any)

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

#### Action Items (if any)

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

#### Procurements

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

#### Police Activity Report

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

#### Police Activity Report

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

### PERFORMANCE SUMMARIES

#### Report on Transportation

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

#### Report on Mechanical

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

#### Report on Safety

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

### Financial Report

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

### Ridership Report

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

### Capital Program Progress Report

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

## **II. SPECIFIC AGENDA ITEMS**

### **SEPTEMBER 2016**

#### 2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

#### 2016 Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2016

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

### **OCTOBER 2016 (Joint Meeting with MNR)**

#### 2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

#### Status Update on PTC

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

### **NOVEMBER 2016**

#### Review Committee Charter

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

#### East Side Access Support Projects Update

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

#### Holiday Schedule

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

**DECEMBER 2016** (Joint Meeting with MNR)

Diversity & EEO Report– 3<sup>rd</sup> Quarter 2016

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.

2017 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2017.

Proposed 2017 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2017 that will address initiatives to be reported throughout the year.

Bi-Annual Report on M-9 Procurement

The Committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

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**JANUARY 2017**

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

**FEBRUARY 2017** (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

2016 Annual Operating Results

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

2016 Annual Fleet Maintenance Report

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

Status Update on PTC

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

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2016

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.

#### 2017 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 2017.

### **MARCH 2017**

#### Annual Strategic Investments & Planning Study

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

#### Annual Elevator/Escalator Report

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

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

#### Final Review of 2016 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.

#### 2016 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2016 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

#### 2017 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2017.

### **MAY 2017**

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2017

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

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

#### Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and

as amended by the "Positive Train Control Enforcement and Implementation Act of 2015." Highlights to include cost of PTC along with operation and implementation risks.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

**JULY 2017**

Penn Station Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Penn Station.

Environmental Audit Report

The Committee will be briefed on the results of the 2016 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.

2016 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2016.

**MTA CAPITAL CONSTRUCTION**

**PROJECT UPDATE**

**EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - September 2016

Expenditures thru August 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 7,074.6	\$ 4,974.1
Design	\$ 723.5	\$ 702.5	\$ 675.1
Project Management	\$ 1,036.2	\$ 870.1	\$ 719.8
Real Estate	\$ 178.0	\$ 119.3	\$ 115.9
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 8,766.5</b>	<b>\$ 6,484.9</b>

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

	Schedule
Project Design Start	March-1999
Project Design Completion	June-2017
Project Construction Start	September-2001
Revenue Service Date	December-2022

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.1	\$58.8	\$0.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Sep-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.0	\$11.6	\$267.0	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$431.5	\$32.1*	\$78.9	Dec-2014	Feb-2015	Aug-2018	Jan-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.1	\$49.2	\$9.3	Jul-2015	Apr-2016	Jan-2020	Jan-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$263.9	\$260.1	\$3.9	\$235.6	Aug-2011	Aug-2011	Aug-2014	Oct-2016
<b>Harold Construction</b>								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$116.8	\$10.0	\$39.3	Nov-2013	Nov-2013	Feb-2016	Oct-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$89.9	\$56.1	\$33.8	\$18.5	Nov-2014	Dec-2015	Aug-2017	Aug-2017
CH058A: Harold Structures - Part 3A: B/C Approach**		<i>In Design</i>			Jul-2015	Jun-2018	N/A	Oct-2020
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$461.8	\$145.2***	\$109.9	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)		<i>In Design (Repackaging)</i>			TBD	Mar-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$2.4	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.5	\$7.2	\$7.3	Sep-2014	Oct-2014	Dec-2019	Jul-2020

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

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

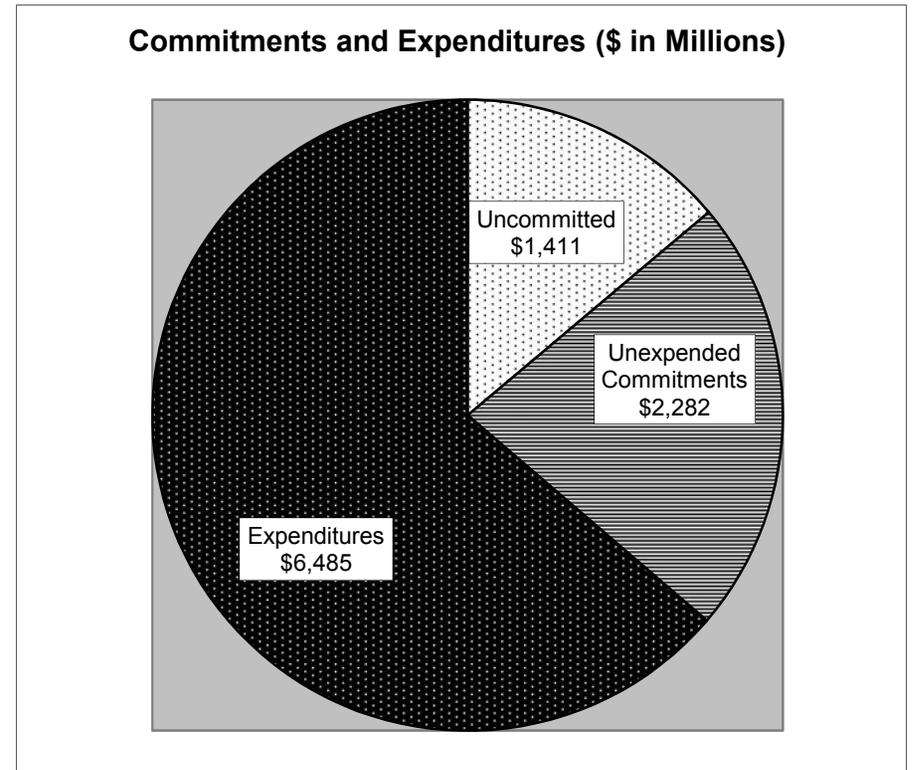
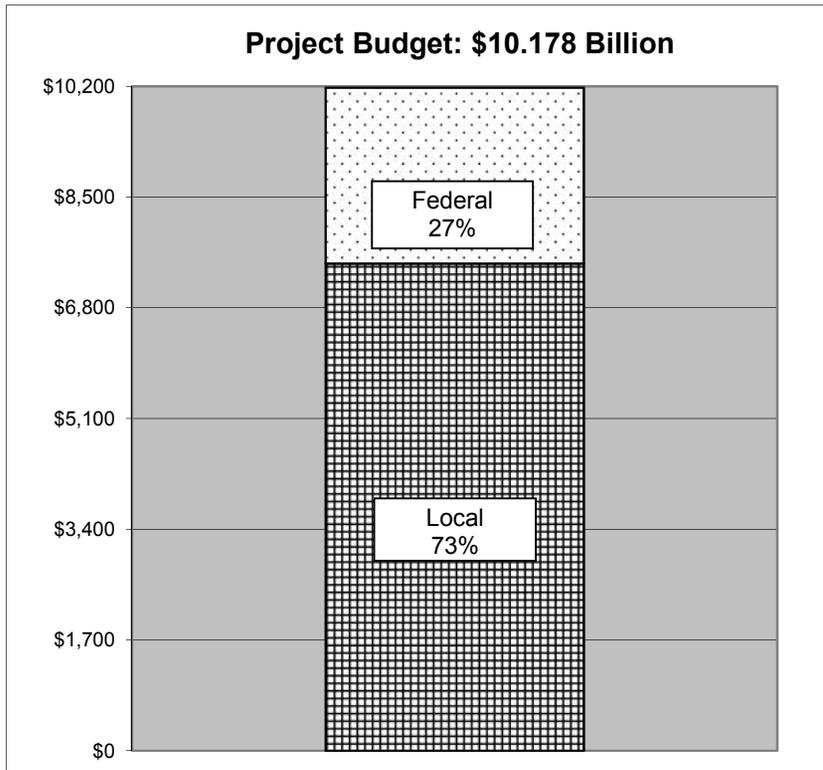
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

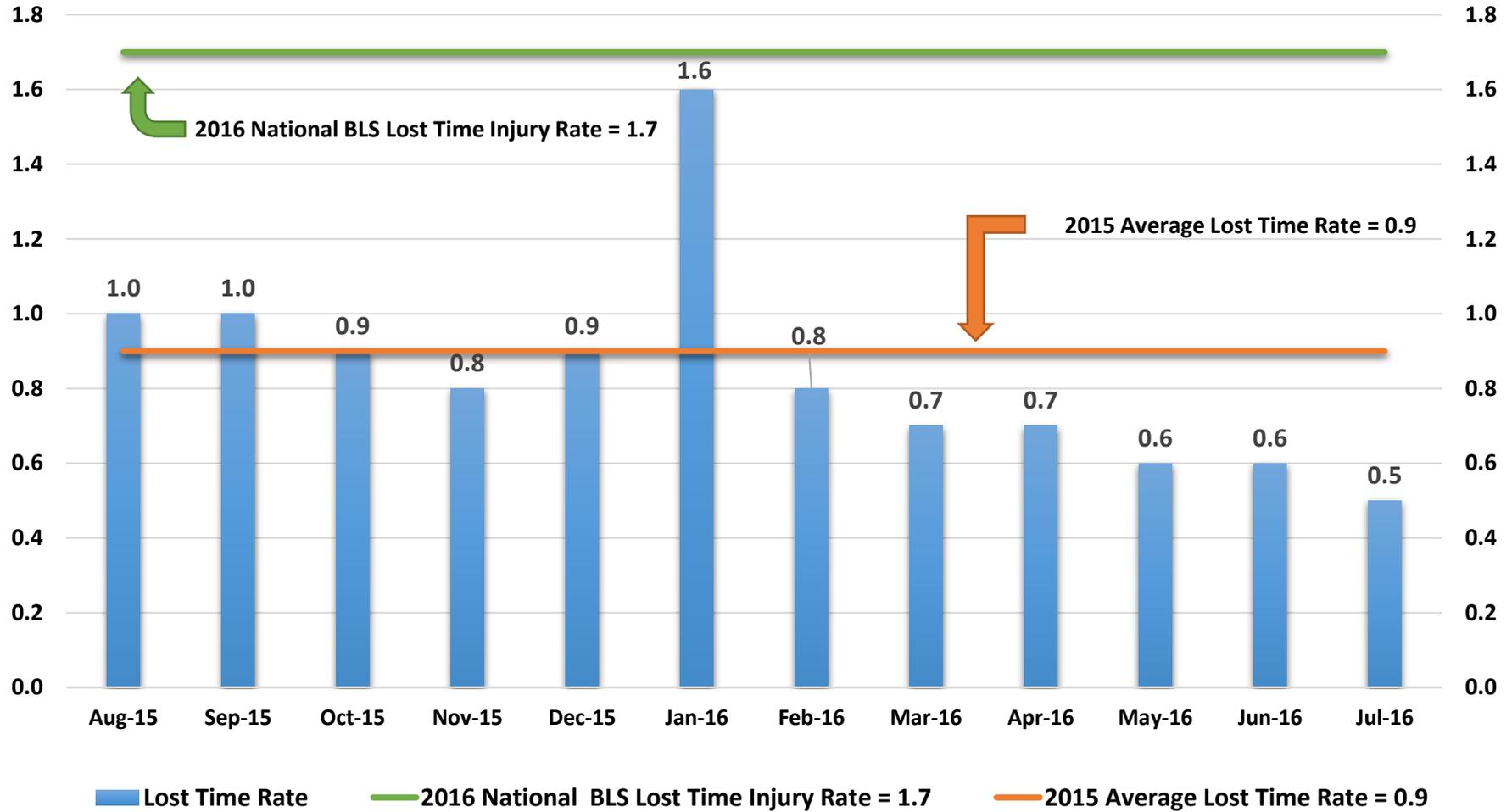
## Report to the Railroad Committee - September 2016

data thru August 2016

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	1,534	742	792	792	1,533	1	1,522
2005-2009	2,683	840	1,843	1,378	2,677	6	2,603
2010-2014	3,232	3,232	-	-	3,141	91	2,107
2015-2019	2,572	2,572	-	-	1,258	1,314	96
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 7,479</b>	<b>\$ 2,699</b>	<b>\$ 2,233</b>	<b>\$ 8,767</b>	<b>\$ 1,411</b>	<b>\$ 6,485</b>



# ESA Annual Cumulative Profile of Lost Time Injury Rates





# **POLICE REPORT**

## **August 2016**



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### August 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	2	2	0	0%
Burglary	1	1	0	0%
Grand Larceny	4	8	-4	-50%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	9	13	-4	-31%

### Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	16	13	3	23%
Felony Assault	10	13	-3	-23%
Burglary	8	5	3	60%
Grand Larceny	44	59	-15	-25%
Grand Larceny Auto	2	3	-1	-33%
Total Major Felonies	80	93	-13	-14%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**August 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Felony Assault</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>33%</b>
<b>Burglary</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>15</b>	<b>20</b>	<b>-5</b>	<b>-25%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Total Major Felonies</b>	<b>25</b>	<b>29</b>	<b>-4</b>	<b>-14%</b>

**Year to Date 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>31</b>	<b>29</b>	<b>2</b>	<b>7%</b>
<b>Felony Assault</b>	<b>23</b>	<b>22</b>	<b>1</b>	<b>5%</b>
<b>Burglary</b>	<b>19</b>	<b>14</b>	<b>5</b>	<b>36%</b>
<b>Grand Larceny</b>	<b>119</b>	<b>137</b>	<b>-18</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>5</b>	<b>7</b>	<b>-2</b>	<b>-29%</b>
<b>Total Major Felonies</b>	<b>197</b>	<b>210</b>	<b>-13</b>	<b>-6%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**August 2016**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	1	1	1
<b>Fel. Assault</b>	4	2	2	0
<b>Burglary</b>	2	1	1	0
<b>Grand Larceny</b>	15	4	11	0
<b>GLA</b>	1	1	0	0
<b>Total</b>	<b>25</b>	<b>9</b>	<b>15</b>	<b>1</b>
<b>Crimes Per Day</b>	<b>0.81</b>	<b>0.29</b>	<b>0.48</b>	<b>0.03</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 8/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	19	21
Felony Assault	25	17
Burglary	13	7
Grand Larceny	38	34
Grand Larceny Auto	3	0
Aggravated Harassment	2	1
Aggravated Unlicensed Operator	13	8
Arson	0	1
Assault-Misdemeanor	32	29
Breach of Peace	8	13
Child Endangerment	3	3
Criminal Contempt	2	7
Criminal Impersonation	4	2
Criminal Mischief	34	28
Criminal Possession Stolen Property	10	8
Criminal Tampering	2	10
Criminal Trespass	25	21
Disorderly Conduct	2	2
Drug Offenses	30	38
DUI Offenses	6	5
Falsely Reporting an Incident	1	4
Forgery	44	37
Fraud	8	7
Graffiti	9	9
Harassment	0	4
Identity Theft	1	2
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	4	12
Obstruct Government	14	5
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	142	76
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	100	21
Reckless Endangerment	1	6
Resisting Arrest	24	21
Sex Offenses	7	4
Stalking	0	1
Theft of Services	111	110
Unlawful Fleeing a Police Officer	1	0
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	1
Warrant Arrest	29	41
Weapons Offenses	4	4
Unauthorized Use Vehicle	0	2
<b>Total Arrests</b>	<b>780</b>	<b>643</b>



# **POLICE REPORT**

## **July 2016**



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

**July 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	2	1	1	100%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	3	10	-7	-70%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	5	11	-6	-55%

**Year to Date 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	15	12	3	25%
<b>Felony Assault</b>	8	11	-3	-27%
<b>Burglary</b>	7	4	3	75%
<b>Grand Larceny</b>	40	51	-11	-22%
<b>Grand Larceny Auto</b>	1	2	-1	-50%
<b>Total Major Felonies</b>	71	80	-9	-11%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**July 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>100%</b>
<b>Felony Assault</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>15</b>	<b>22</b>	<b>-7</b>	<b>-32%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>23</b>	<b>27</b>	<b>-4</b>	<b>-15%</b>

**Year to Date 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>28</b>	<b>27</b>	<b>1</b>	<b>4%</b>
<b>Felony Assault</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>31%</b>
<b>Grand Larceny</b>	<b>105</b>	<b>117</b>	<b>-12</b>	<b>-10%</b>
<b>Grand Larceny Auto</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>173</b>	<b>181</b>	<b>-8</b>	<b>-4%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**July 2016**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	4	2	1	1
<b>Fel. Assault</b>	1	0	1	0
<b>Burglary</b>	3	0	3	0
<b>Grand Larceny</b>	15	3	10	2
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>23</b>	<b>5</b>	<b>15</b>	<b>3</b>
<b>Crimes Per Day</b>	<b>0.74</b>	<b>0.16</b>	<b>0.48</b>	<b>0.10</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 7/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	17	19
Felony Assault	21	16
Burglary	11	7
Grand Larceny	31	30
Grand Larceny Auto	3	0
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	13	8
Arson	0	1
Assault-Misdemeanor	26	26
Breach of Peace	8	10
Child Endangerment	2	2
Criminal Contempt	2	6
Criminal Impersonation	4	2
Criminal Mischief	30	26
Criminal Possession Stolen Property	8	8
Criminal Tampering	2	9
Criminal Trespass	24	14
Disorderly Conduct	2	1
Drug Offenses	28	34
DUI Offenses	6	4
Falsely Reporting an Incident	1	4
Forgery	38	35
Fraud	6	5
Graffiti	6	9
Harassment	0	2
Identity Theft	1	1
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	4	11
Obstruct Government	13	5
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	124	73
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	97	18
Reckless Endangerment	1	4
Resisting Arrest	22	19
Sex Offenses	7	3
Stalking	0	1
Theft of Services	97	97
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	0
Warrant Arrest	29	33
Weapons Offenses	3	3
Unauthorized Use Vehicle	0	2
<b>Total Arrests</b>	<b>697</b>	<b>570</b>



**Long Island Rail Road**

**ACTION ITEMS**

# STAFF SUMMARY

<b>Subject</b> Parking Rehabilitation Projects: Little Neck, Cedarhurst and Gibson stations	<b>Date</b> September 7, 2016
<b>Department</b> Strategic Investments	<b>Vendor Name</b>
<b>Department Head Name</b> Donna Betty, Chief Planning Officer <i>Donna Betty</i>	<b>Contract Number</b>
<b>Department Head Signature</b>	<b>Contract Manager Name</b>
<b>Project Manager Name</b> Scott Howell <i>SA</i>	<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee		X		
2	Finance		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
4	President <i>JHX</i>		
3	Exec Vice President <i>DCP</i>		
2	VP & CFO <i>[Signature]</i>		
1	CPO-DPM <i>R. Kelly</i>		

**Narrative**

**Purpose:** The Long Island Rail Road (LIRR) seeks MTA Board approval to utilize \$1,333,000 from the 2005-09 Capital Program for Parking and State of Good Repair (SOGR) work at three LIRR stations – Little Neck, Cedarhurst, and Gibson stations (note: Pursuant to MTA’s Parking Policy, prior to making a funding commitment for a specific parking project, a Staff Summary must be presented to the MTA Board for approval). Funding for parking projects in the 2005-09 Capital Program was made available through the NY State Transportation Bond Act of 2005. In accordance with this Bond Act, parking funds must be used for parking purposes only. These projects will be implemented through MTA’s Small Business Mentoring Program (SBMP), which allows MTA agencies to award smaller non-federally funded public works contracts to Small Business firms participating in the program.

**Discussion:** The surface lots at Little Neck, Cedarhurst, and Gibson stations have reached the end of their useful life and require rehabilitation (i.e., new asphalt surface, striping, site work, and signage). A summary of the project work for each parking facility is provided below.

**1. Little Neck - Estimated Cost- \$763,000**

This LIRR owned 111 space commuter lot (which is managed by a 3<sup>rd</sup> party private parking operator) is located on the south side of the LIRR ROW. The lot, which is fully utilized, contains pot holes (temporarily repaired), surface cracks, ponding/standing water, and faded striping and signage. In addition, the sidewalks around the station building are showing signs of deterioration. The LIRR has received several customer complaints regarding the condition of the lot. Although the LIRR has made some temporary fixes to the lot; the conditions are likely to resurface if the lot is not brought into a state of good repair. This project includes milling, re-grading, repaving and restriping, and replacement of ADA parking and signage in accordance with the latest ADA requirements. This project also will also include a new sidewalk around the station building, new curbing along the southern border of the lot, new signage and other enhancements (drainage, new guardrail, and installation of ballast between edge of platform and the north side of parking lot).

**2. Cedarhurst - Estimated Cost - \$260,000**

This 47 space free standing, fully utilized lot is located on the north side of the LIRR ROW and is owned by the LIRR and operated by the Village of Cedarhurst through a parking program agreement. This fully utilized lot is deteriorated and requires milling, regrading, repaving and restriping. Two new ADA parking spaces will be added with appropriate signage in accordance with the latest ADA requirements. The project will also include new wheel stops, curbing, guardrail, signage and new sidewalk with two curb cuts for ADA access.

The legal name of MTA Long Island Rail Road is The Long Island Rail Road Company

### 3. Gibson – Estimated Cost - \$310,000

This 44 space free standing, fully utilized lot is located on the north side of the LIRR ROW and is owned by the LIRR and operated by the Village of Valley Stream through a parking program agreement. This lot is at the end of its useful life and requires renovation. This project will primarily include milling of the existing concrete parking lot, regrading, repaving and restriping. In addition, ADA parking with appropriate signage will be replaced in accordance with the latest ADA requirements. The project will also include replacement of deteriorated guardrail, new bollards, new signage and modification of the existing concrete ADA ramp to meet code requirements.

**Impact on Funding:** This is a rehabilitation project of existing parking facilities. Currently, parking fees are not charged in two of the three surface lots (i.e., Cedarhurst and Gibson). In addition, no parking fee increases are expected at Little Neck as a result of this project (note: parking fees were recently increased at Little Neck in 2015). In addition, since all 3 parking lots are operated/maintained by 3<sup>rd</sup> party operators, there will continue to be a cost avoidance for the LIRR by not having to continually repair/maintain these lots with maintenance staff.

**Project Benefits:** These SOGR projects will address customer concerns by transforming currently deficient parking facilities into aesthetically pleasing and safe facilities. Any capacity increase will be the result of reconfiguration/re-striping within the existing footprints.

**Alternatives:** The only alternative is to do nothing. Absent this project, customer concerns will not be addressed and the parking lots will fall into further disrepair. Rehabilitation of these lots supports current and future parking needs and enhances customer safety and satisfaction at the Station.

**Recommendation:** The MTA LIRR recommends that the MTA Board approve this request to utilize \$1,333,000 from the MTA LIRR 2005-2009 Capital Program for Parking/SOGR work at the Little Neck, Cedarhurst and Gibson stations.



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

**MTA LONG ISLAND RAIL ROAD**

**July Financial Plan - 2016 Mid-Year Forecast**

**BY MONTH**

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$53.715	\$53.150	\$58.283	\$57.202	\$59.650	\$61.968	\$63.702	\$62.682	\$60.206	\$59.913	\$58.689	\$61.073	\$710.233
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.366	4.230	5.273	3.518	4.883	5.581	3.939	3.954	5.368	3.685	3.920	7.320	55.037
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$57.081</b>	<b>\$57.380</b>	<b>\$63.556</b>	<b>\$60.720</b>	<b>\$64.533</b>	<b>\$67.549</b>	<b>\$67.641</b>	<b>\$66.636</b>	<b>\$65.574</b>	<b>\$63.598</b>	<b>\$62.609</b>	<b>\$68.393</b>	<b>\$765.270</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$44.576	\$41.260	\$40.878	\$43.079	\$40.026	\$43.951	\$44.899	\$41.996	\$44.285	\$43.602	\$39.393	\$48.132	\$516.077
Overtime	12.093	10.235	11.459	7.481	9.666	8.034	10.029	10.099	9.425	8.972	10.913	11.216	119.622
Health and Welfare	8.643	8.661	7.537	8.417	7.869	8.422	8.363	7.841	8.299	8.290	7.765	8.178	98.285
OPEB Current Payment	4.947	4.836	4.833	5.321	5.321	5.321	5.321	5.321	5.321	5.321	5.321	5.321	62.504
Pensions	10.955	10.918	9.413	10.750	12.373	12.920	12.895	12.379	12.843	12.786	12.268	12.835	143.335
Other Fringe Benefits	13.687	11.024	12.344	11.541	12.982	11.676	12.215	11.355	9.408	8.157	6.999	5.793	127.181
Reimbursable Overhead	(1.921)	(2.737)	(3.282)	(1.414)	(1.971)	(1.603)	(1.561)	(1.778)	(1.601)	(1.617)	(1.933)	(1.752)	(23.170)
<b>Total Labor Expenses</b>	<b>\$92.980</b>	<b>\$84.197</b>	<b>\$83.182</b>	<b>\$85.175</b>	<b>\$86.266</b>	<b>\$88.721</b>	<b>\$92.161</b>	<b>\$87.213</b>	<b>\$87.980</b>	<b>\$85.511</b>	<b>\$80.726</b>	<b>\$89.722</b>	<b>\$1,043.834</b>
<b>Non-Labor:</b>													
Electric Power	\$7.335	\$6.007	\$5.694	\$6.692	\$6.629	\$5.079	\$7.982	\$7.334	\$7.593	\$6.716	\$5.786	\$6.520	\$79.367
Fuel	0.791	1.426	0.962	1.035	1.350	1.232	1.265	1.292	1.240	1.248	1.166	1.221	14.228
Insurance	1.905	1.896	1.902	2.035	1.951	1.951	1.951	1.796	1.796	1.796	1.831	1.749	22.559
Claims	0.256	0.404	0.672	0.341	0.341	0.341	0.341	0.341	0.341	0.341	0.341	0.343	4.403
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.116	9.833	1.088	7.060	4.699	6.794	6.338	7.368	6.756	8.284	8.277	10.530	81.143
Professional Service Contracts	1.066	2.023	1.325	1.993	2.702	2.146	2.863	3.782	3.400	3.512	4.273	6.048	35.133
Materials & Supplies	6.542	9.575	10.513	9.550	13.609	20.077	13.578	18.869	15.186	20.158	16.934	19.131	173.722
Other Business Expenses	1.057	1.152	1.126	1.236	1.118	1.549	1.367	2.129	1.537	1.328	1.348	1.700	16.647
<b>Total Non-Labor Expenses</b>	<b>\$23.068</b>	<b>\$32.316</b>	<b>\$23.282</b>	<b>\$29.942</b>	<b>\$32.399</b>	<b>\$39.169</b>	<b>\$35.685</b>	<b>\$42.911</b>	<b>\$37.849</b>	<b>\$43.383</b>	<b>\$39.956</b>	<b>\$47.242</b>	<b>\$427.202</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>											
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$116.048</b>	<b>\$116.513</b>	<b>\$106.464</b>	<b>\$115.117</b>	<b>\$118.665</b>	<b>\$127.890</b>	<b>\$127.846</b>	<b>\$130.124</b>	<b>\$125.829</b>	<b>\$128.894</b>	<b>\$120.682</b>	<b>\$136.964</b>	<b>\$1,471.036</b>
Depreciation	\$25.878	\$25.862	\$32.852	\$28.209	\$28.209	\$28.209	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$333.481
OPEB Liability Adjustment	5.988	7.886	6.995	6.956	6.956	6.956	6.956	6.956	6.956	6.956	6.956	6.959	83.476
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	169.000	169.000
Environmental Remediation	0.167	0.167	0.393	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.137	2.000
<b>Total Expenses</b>	<b>\$148.081</b>	<b>\$150.428</b>	<b>\$146.704</b>	<b>\$150.424</b>	<b>\$153.972</b>	<b>\$163.197</b>	<b>\$162.321</b>	<b>\$164.599</b>	<b>\$160.304</b>	<b>\$163.369</b>	<b>\$155.157</b>	<b>\$340.437</b>	<b>\$2,058.993</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$91.000)</b>	<b>(\$93.048)</b>	<b>(\$83.148)</b>	<b>(\$89.704)</b>	<b>(\$89.439)</b>	<b>(\$95.648)</b>	<b>(\$94.680)</b>	<b>(\$97.963)</b>	<b>(\$94.730)</b>	<b>(\$99.771)</b>	<b>(\$92.548)</b>	<b>(\$272.044)</b>	<b>(\$1,293.723)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$25.878	\$25.862	\$32.852	\$28.209	\$28.209	\$28.209	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$333.481
Operating Capital	0.925	(1.306)	(0.713)	(2.650)	(1.282)	(3.365)	(3.293)	(3.400)	(4.124)	(3.677)	(4.645)	(4.574)	(32.103)
Other Cash Adjustments	13.933	7.164	(2.067)	0.482	(0.852)	4.630	2.632	21.184	3.045	29.301	22.055	174.655	276.162
<b>Total Cash Conversion Adjustments</b>	<b>\$40.735</b>	<b>\$31.720</b>	<b>\$30.071</b>	<b>\$26.041</b>	<b>\$26.075</b>	<b>\$29.474</b>	<b>\$26.716</b>	<b>\$45.161</b>	<b>\$26.298</b>	<b>\$53.001</b>	<b>\$44.787</b>	<b>\$197.459</b>	<b>\$577.540</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$50.265)</b>	<b>(\$61.328)</b>	<b>(\$53.077)</b>	<b>(\$63.663)</b>	<b>(\$63.364)</b>	<b>(\$66.174)</b>	<b>(\$67.964)</b>	<b>(\$52.802)</b>	<b>(\$68.432)</b>	<b>(\$46.770)</b>	<b>(\$47.761)</b>	<b>(\$74.585)</b>	<b>(\$716.183)</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	16.053	21.404	29.632	26.291	30.158	28.519	28.363	31.880	29.529	29.679	33.550	28.777	333.835
<b>Total Revenue</b>	<b>\$16.053</b>	<b>\$21.404</b>	<b>\$29.632</b>	<b>\$26.291</b>	<b>\$30.158</b>	<b>\$28.519</b>	<b>\$28.363</b>	<b>\$31.880</b>	<b>\$29.529</b>	<b>\$29.679</b>	<b>\$33.550</b>	<b>\$28.777</b>	<b>\$333.835</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$5.931	\$6.190	\$9.217	\$8.050	\$10.770	\$8.775	\$8.832	\$10.755	\$9.011	\$9.161	\$11.091	\$9.447	\$107.230
Overtime	1.578	1.840	3.812	2.427	2.409	2.528	2.492	2.328	2.494	2.590	2.413	1.523	28.434
Health and Welfare	1.434	1.223	2.239	1.680	2.154	1.817	1.833	2.150	1.865	1.900	2.218	1.870	22.383
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	2.524	2.561	4.067	2.730	3.500	2.953	2.977	3.494	3.030	3.087	3.604	3.038	37.565
Other Fringe Benefits	1.442	1.485	2.334	1.718	2.203	1.859	1.874	2.199	1.907	1.943	2.269	1.910	23.143
Reimbursable Overhead	1.921	2.737	3.282	1.414	1.971	1.603	1.561	1.778	1.601	1.617	1.933	1.752	23.170
<b>Total Labor Expenses</b>	<b>\$14.830</b>	<b>\$16.036</b>	<b>\$24.951</b>	<b>\$18.019</b>	<b>\$23.007</b>	<b>\$19.535</b>	<b>\$19.569</b>	<b>\$22.704</b>	<b>\$19.908</b>	<b>\$20.298</b>	<b>\$23.528</b>	<b>\$19.540</b>	<b>\$241.925</b>
<b>Non-Labor:</b>													
Electric Power	\$0.094	\$0.067	\$0.068	(\$0.038)	\$0.041	\$0.053	\$0.041	\$0.041	\$0.053	\$0.041	\$0.041	\$0.053	\$0.555
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.322	0.326	0.608	0.604	0.804	0.681	0.686	0.799	0.706	0.731	0.842	0.659	7.768
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.094)	1.090	1.313	2.812	2.252	2.212	2.222	2.424	2.431	2.400	2.409	2.356	23.827
Professional Service Contracts	0.060	0.114	0.139	0.075	0.073	0.072	0.070	0.306	0.084	0.794	0.787	0.798	3.372
Materials & Supplies	0.796	3.686	2.477	4.796	3.951	5.941	5.750	5.576	6.321	5.389	5.912	5.344	55.939
Other Business Expenses	0.045	0.085	0.076	0.023	0.030	0.025	0.025	0.030	0.026	0.026	0.031	0.027	0.449
<b>Total Non-Labor Expenses</b>	<b>\$1.223</b>	<b>\$5.368</b>	<b>\$4.681</b>	<b>\$8.272</b>	<b>\$7.151</b>	<b>\$8.984</b>	<b>\$8.794</b>	<b>\$9.176</b>	<b>\$9.621</b>	<b>\$9.381</b>	<b>\$10.022</b>	<b>\$9.237</b>	<b>\$91.910</b>
<b>Other Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Adjustments</b>	<b>\$0.000</b>												
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$16.053</b>	<b>\$21.404</b>	<b>\$29.632</b>	<b>\$26.291</b>	<b>\$30.158</b>	<b>\$28.519</b>	<b>\$28.363</b>	<b>\$31.880</b>	<b>\$29.529</b>	<b>\$29.679</b>	<b>\$33.550</b>	<b>\$28.777</b>	<b>\$333.835</b>
<b>Total Expenses</b>	<b>\$16.053</b>	<b>\$21.404</b>	<b>\$29.632</b>	<b>\$26.291</b>	<b>\$30.158</b>	<b>\$28.519</b>	<b>\$28.363</b>	<b>\$31.880</b>	<b>\$29.529</b>	<b>\$29.679</b>	<b>\$33.550</b>	<b>\$28.777</b>	<b>\$333.835</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>												

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$53.715	\$53.150	\$58.283	\$57.202	\$59.650	\$61.968	\$63.702	\$62.682	\$60.206	\$59.913	\$58.689	\$61.073	\$710.233
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.366	4.230	5.273	3.518	4.883	5.581	3.939	3.954	5.368	3.685	3.920	7.320	55.037
Capital and Other Reimbursements	16.053	21.404	29.632	26.291	30.158	28.519	28.363	31.880	29.529	29.679	33.550	28.777	333.835
<b>Total Revenue</b>	<b>\$73.134</b>	<b>\$78.784</b>	<b>\$93.188</b>	<b>\$87.011</b>	<b>\$94.691</b>	<b>\$96.068</b>	<b>\$96.004</b>	<b>\$98.516</b>	<b>\$95.103</b>	<b>\$93.277</b>	<b>\$96.159</b>	<b>\$97.170</b>	<b>\$1,099.105</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$50.507	\$47.450	\$50.095	\$51.129	\$50.796	\$52.726	\$53.731	\$52.751	\$53.296	\$52.763	\$50.484	\$57.579	\$623.307
Overtime	13.671	12.075	15.271	9.908	12.075	10.562	12.521	12.427	11.919	11.562	13.326	12.739	148.056
Health and Welfare	10.077	9.884	9.776	10.097	10.023	10.239	10.196	9.991	10.164	10.190	9.983	10.048	120.668
OPEB Current Payment	4.947	4.836	4.833	5.321	5.321	5.321	5.321	5.321	5.321	5.321	5.321	5.320	62.504
Pensions	13.479	13.479	13.480	13.480	15.873	15.873	15.872	15.873	15.873	15.873	15.872	15.873	180.900
Other Fringe Benefits	15.129	12.509	14.678	13.259	15.185	13.535	14.089	13.554	11.315	10.100	9.268	7.703	150.324
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$107.810</b>	<b>\$100.233</b>	<b>\$108.133</b>	<b>\$103.194</b>	<b>\$109.273</b>	<b>\$108.256</b>	<b>\$111.730</b>	<b>\$109.917</b>	<b>\$107.888</b>	<b>\$105.809</b>	<b>\$104.254</b>	<b>\$109.262</b>	<b>\$1,285.759</b>
<b>Non-Labor:</b>													
Electric Power	\$7.429	\$6.074	\$5.762	\$6.654	\$6.670	\$5.132	\$8.023	\$7.375	\$7.646	\$6.757	\$5.827	\$6.573	\$79.922
Fuel	0.791	1.426	0.962	1.035	1.350	1.232	1.265	1.292	1.240	1.248	1.166	1.221	14.228
Insurance	2.227	2.222	2.510	2.639	2.755	2.632	2.637	2.595	2.502	2.527	2.673	2.408	30.327
Claims	0.256	0.404	0.672	0.341	0.341	0.341	0.341	0.341	0.341	0.341	0.341	0.343	4.403
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.022	10.923	2.401	9.872	6.951	9.006	8.560	9.792	9.187	10.684	10.686	12.886	104.970
Professional Service Contracts	1.126	2.137	1.464	2.068	2.775	2.218	2.933	4.088	3.484	4.306	5.060	6.846	38.505
Materials & Supplies	7.338	13.261	12.990	14.346	17.560	26.018	19.328	24.445	21.507	25.547	22.846	24.475	229.661
Other Business Expenses	1.102	1.237	1.202	1.259	1.148	1.574	1.392	2.159	1.563	1.354	1.379	1.727	17.096
<b>Total Non-Labor Expenses</b>	<b>\$24.291</b>	<b>\$37.684</b>	<b>\$27.963</b>	<b>\$38.214</b>	<b>\$39.550</b>	<b>\$48.153</b>	<b>\$44.479</b>	<b>\$52.087</b>	<b>\$47.470</b>	<b>\$52.764</b>	<b>\$49.978</b>	<b>\$56.479</b>	<b>\$519.112</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>											
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$132.101</b>	<b>\$137.917</b>	<b>\$136.096</b>	<b>\$141.408</b>	<b>\$148.823</b>	<b>\$156.409</b>	<b>\$156.209</b>	<b>\$162.004</b>	<b>\$155.358</b>	<b>\$158.573</b>	<b>\$154.232</b>	<b>\$165.741</b>	<b>\$1,804.871</b>
Depreciation	\$25.878	\$25.862	\$32.852	\$28.209	\$28.209	\$28.209	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$333.481
OPEB Liability Adjustment	5.988	7.886	6.995	6.956	6.956	6.956	6.956	6.956	6.956	6.956	6.956	6.959	83.476
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	169.000	169.000
Environmental Remediation	0.167	0.167	0.393	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.137	2.000
<b>Total Expenses</b>	<b>\$164.134</b>	<b>\$171.832</b>	<b>\$176.336</b>	<b>\$176.715</b>	<b>\$184.130</b>	<b>\$191.716</b>	<b>\$190.684</b>	<b>\$196.479</b>	<b>\$189.833</b>	<b>\$193.048</b>	<b>\$188.707</b>	<b>\$369.214</b>	<b>\$2,392.828</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$91.000)</b>	<b>(\$93.048)</b>	<b>(\$83.148)</b>	<b>(\$89.704)</b>	<b>(\$89.439)</b>	<b>(\$95.648)</b>	<b>(\$94.680)</b>	<b>(\$97.963)</b>	<b>(\$94.730)</b>	<b>(\$99.771)</b>	<b>(\$92.548)</b>	<b>(\$272.044)</b>	<b>(\$1,293.723)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$25.878	\$25.862	\$32.852	\$28.209	\$28.209	\$28.209	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$333.481
Operating Capital	0.925	(1.306)	(0.713)	(2.650)	(1.282)	(3.365)	(3.293)	(3.400)	(4.124)	(3.677)	(4.645)	(4.574)	(32.103)
Other Cash Adjustments	13.933	7.164	(2.067)	0.482	(0.852)	4.630	2.632	21.184	3.045	29.301	22.055	174.655	276.162
<b>Total Cash Conversion Adjustments</b>	<b>\$40.735</b>	<b>\$31.720</b>	<b>\$30.071</b>	<b>\$26.041</b>	<b>\$26.075</b>	<b>\$29.474</b>	<b>\$26.716</b>	<b>\$45.161</b>	<b>\$26.298</b>	<b>\$53.001</b>	<b>\$44.787</b>	<b>\$197.459</b>	<b>\$577.540</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$50.265)</b>	<b>(\$61.328)</b>	<b>(\$53.077)</b>	<b>(\$63.663)</b>	<b>(\$63.364)</b>	<b>(\$66.174)</b>	<b>(\$67.964)</b>	<b>(\$52.802)</b>	<b>(\$68.432)</b>	<b>(\$46.770)</b>	<b>(\$47.761)</b>	<b>(\$74.585)</b>	<b>(\$716.183)</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$53.315	\$57.140	\$60.770	\$58.654	\$61.328	\$63.646	\$65.380	\$64.360	\$61.884	\$61.590	\$60.367	\$62.752	\$731.186
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	8.229	4.286	10.451	1.821	4.521	3.599	1.901	1.914	3.329	1.645	1.881	(2.483)	41.093
Capital and Other Reimbursements	15.077	15.603	22.201	18.955	16.631	22.826	25.809	27.947	28.277	35.456	32.758	34.989	296.530
<b>Total Receipts</b>	<b>\$76.622</b>	<b>\$77.028</b>	<b>\$93.422</b>	<b>\$79.429</b>	<b>\$82.480</b>	<b>\$90.071</b>	<b>\$93.090</b>	<b>\$94.221</b>	<b>\$93.490</b>	<b>\$98.691</b>	<b>\$95.006</b>	<b>\$95.258</b>	<b>\$1,068.809</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$49.134	\$45.645	\$53.068	\$48.587	\$47.410	\$55.133	\$53.282	\$48.890	\$58.388	\$48.547	\$48.181	\$63.792	\$620.057
Overtime	9.546	16.072	14.566	11.609	10.279	12.778	13.368	9.770	14.649	11.612	10.687	13.774	148.710
Health and Welfare	1.538	7.852	11.205	8.291	10.006	10.171	10.195	9.991	10.164	10.191	9.983	10.047	109.635
OPEB Current Payment	2.269	2.977	6.682	3.763	5.321	5.321	5.321	5.321	5.321	5.321	5.321	5.321	58.259
Pensions	13.490	13.462	12.727	12.928	15.873	15.873	15.873	15.873	15.873	15.873	15.873	15.873	179.590
Other Fringe Benefits	13.353	14.927	14.527	13.934	12.987	12.802	16.679	11.528	12.727	10.329	7.926	7.883	149.602
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$89.330</b>	<b>\$100.934</b>	<b>\$112.775</b>	<b>\$99.113</b>	<b>\$101.876</b>	<b>\$112.078</b>	<b>\$114.718</b>	<b>\$101.373</b>	<b>\$117.122</b>	<b>\$101.873</b>	<b>\$97.971</b>	<b>\$116.690</b>	<b>\$1,265.853</b>
<b>Non-Labor:</b>													
Electric Power	\$7.042	\$6.578	\$5.729	\$7.178	\$6.670	\$5.132	\$8.023	\$7.375	\$7.646	\$6.757	\$5.828	\$6.573	\$80.532
Fuel	0.837	1.330	1.024	1.123	1.350	1.232	1.265	1.292	1.240	1.248	1.166	1.221	14.328
Insurance	6.486	0.000	0.000	5.395	0.537	2.949	3.400	0.430	2.146	0.362	3.367	1.389	26.461
Claims	0.098	0.101	0.199	0.117	0.385	0.119	0.119	0.119	0.119	0.119	0.119	0.119	1.733
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.723	6.790	9.014	9.671	9.379	11.101	9.155	10.386	9.782	10.043	10.046	12.244	112.335
Professional Service Contracts	2.908	1.760	1.068	2.552	1.461	1.428	3.414	3.298	2.694	4.787	4.270	6.056	35.696
Materials & Supplies	13.327	15.605	15.401	15.108	21.225	19.667	17.930	18.953	18.191	17.280	16.983	22.405	212.075
Other Business Expenditures	1.134	1.357	1.228	1.219	1.283	0.861	1.352	2.119	1.304	1.314	1.339	1.468	15.979
<b>Total Non-Labor Expenditures</b>	<b>\$36.558</b>	<b>\$33.521</b>	<b>\$33.663</b>	<b>\$42.362</b>	<b>\$42.290</b>	<b>\$42.489</b>	<b>\$44.658</b>	<b>\$43.972</b>	<b>\$43.122</b>	<b>\$41.910</b>	<b>\$43.118</b>	<b>\$51.475</b>	<b>\$499.139</b>
<b>Other Adjustments:</b>													
Other	\$1.815	\$1.491	\$1.592	\$1.678	\$1.678	\$1.678	\$1.678	\$1.678	\$1.678	\$1.678	\$1.678	\$1.678	\$20.000
<b>Total Other Expenditure Adjustments</b>	<b>\$1.815</b>	<b>\$1.491</b>	<b>\$1.592</b>	<b>\$1.678</b>	<b>\$20.000</b>								
<b>Total Expenditures</b>	<b>\$127.704</b>	<b>\$135.946</b>	<b>\$148.030</b>	<b>\$143.153</b>	<b>\$145.844</b>	<b>\$156.245</b>	<b>\$161.054</b>	<b>\$147.023</b>	<b>\$161.922</b>	<b>\$145.461</b>	<b>\$142.767</b>	<b>\$169.843</b>	<b>\$1,784.992</b>
Cash Timing and Availability Adjustments	0.817	(2.410)	1.532	0.061	-	-	-	-	-	-	-	-	\$0.000
<b>Net Cash Deficit</b>	<b>(\$0.265)</b>	<b>(\$61.328)</b>	<b>(\$53.077)</b>	<b>(\$63.663)</b>	<b>(\$63.364)</b>	<b>(\$66.174)</b>	<b>(\$67.964)</b>	<b>(\$52.802)</b>	<b>(\$68.432)</b>	<b>(\$46.770)</b>	<b>(\$47.761)</b>	<b>(\$74.585)</b>	<b>(\$716.183)</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	(\$0.400)	\$3.990	\$2.487	\$1.452	\$1.678	\$1.678	\$1.678	\$1.678	\$1.678	\$1.677	\$1.678	\$1.679	\$20.953
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	4.863	0.056	5.178	(1.697)	(0.362)	(1.982)	(2.038)	(2.040)	(2.039)	(2.040)	(2.039)	(9.803)	(13.944)
Capital and Other Reimbursements	(0.976)	(5.801)	(7.431)	(7.336)	(13.527)	(5.693)	(2.554)	(3.933)	(1.252)	5.777	(0.792)	6.212	(37.305)
<b>Total Receipts</b>	<b>\$3.488</b>	<b>(\$1.756)</b>	<b>\$0.234</b>	<b>(\$7.582)</b>	<b>(\$12.211)</b>	<b>(\$5.997)</b>	<b>(\$2.914)</b>	<b>(\$4.295)</b>	<b>(\$1.613)</b>	<b>\$5.414</b>	<b>(\$1.153)</b>	<b>(\$1.912)</b>	<b>(\$30.296)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$1.373	\$1.805	(\$2.973)	\$2.542	\$3.386	(\$2.407)	\$0.449	\$3.861	(\$5.092)	\$4.216	\$2.303	(\$6.213)	\$3.250
Overtime	4.125	(3.997)	0.705	(1.701)	1.796	(2.216)	(0.847)	2.657	(2.730)	(0.050)	2.639	(1.035)	(0.654)
Health and Welfare	8.539	2.032	(1.429)	1.806	0.017	0.068	0.001	0.000	0.000	(0.001)	0.000	0.001	11.033
OPEB Current Payment	2.678	1.859	(1.849)	1.558	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	4.245
Pensions	(0.011)	0.017	0.753	0.552	0.000	0.000	(0.001)	0.000	0.000	0.000	(0.001)	0.000	1.310
Other Fringe Benefits	1.776	(2.418)	0.151	(0.675)	2.198	0.733	(2.590)	2.026	(1.412)	(0.229)	1.342	(0.180)	0.722
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$18.480</b>	<b>(\$0.701)</b>	<b>(\$4.642)</b>	<b>\$4.081</b>	<b>\$7.397</b>	<b>(\$3.822)</b>	<b>(\$2.988)</b>	<b>\$8.544</b>	<b>(\$9.234)</b>	<b>\$3.936</b>	<b>\$6.283</b>	<b>(\$7.428)</b>	<b>\$19.906</b>
<b>Non-Labor:</b>													
Electric Power	\$0.387	(\$0.504)	\$0.033	(\$0.524)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$0.000	(\$0.610)
Fuel	(0.046)	0.096	(0.062)	(0.088)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.100)
Insurance	(4.259)	2.222	2.510	(2.756)	2.218	(0.317)	(0.763)	2.165	0.356	2.165	(0.694)	1.019	3.866
Claims	0.158	0.303	0.473	0.224	(0.044)	0.222	0.222	0.222	0.222	0.222	0.222	0.224	2.670
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.701)	4.133	(6.613)	0.201	(2.428)	(2.095)	(0.595)	(0.594)	(0.595)	0.641	0.640	0.642	(7.365)
Professional Service Contracts	(1.782)	0.377	0.396	(0.484)	1.314	0.790	(0.481)	0.790	0.790	(0.481)	0.790	0.790	2.809
Materials & Supplies	(5.989)	(2.344)	(2.411)	(0.762)	(3.665)	6.351	1.398	5.492	3.316	8.267	5.863	2.070	17.586
Other Business Expenditures	(0.032)	(0.120)	(0.026)	0.040	(0.135)	0.713	0.040	0.040	0.259	0.040	0.040	0.259	1.117
<b>Total Non-Labor Expenditures</b>	<b>(\$12.267)</b>	<b>\$4.163</b>	<b>(\$5.700)</b>	<b>(\$4.148)</b>	<b>(\$2.740)</b>	<b>\$5.664</b>	<b>(\$0.179)</b>	<b>\$8.115</b>	<b>\$4.348</b>	<b>\$10.854</b>	<b>\$6.860</b>	<b>\$5.004</b>	<b>\$19.973</b>
<b>Other Adjustments:</b>													
Other	(\$1.815)	(\$1.491)	(\$1.592)	(\$1.678)	(\$1.678)	(\$1.678)	(\$1.678)	(\$1.678)	(\$1.678)	(\$1.678)	(\$1.678)	(\$1.678)	(\$20.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$1.815)</b>	<b>(\$1.491)</b>	<b>(\$1.592)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$1.678)</b>	<b>(\$20.000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$7.885</b>	<b>\$0.216</b>	<b>(\$11.700)</b>	<b>(\$9.327)</b>	<b>(\$9.232)</b>	<b>(\$5.833)</b>	<b>(\$7.759)</b>	<b>\$10.686</b>	<b>(\$8.177)</b>	<b>\$18.526</b>	<b>\$10.312</b>	<b>(\$6.014)</b>	<b>(\$10.417)</b>
Depreciation Adjustment	\$25.878	\$25.862	\$32.852	\$28.209	\$28.209	\$28.209	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$27.377	\$333.481
OPEB Liability Adjustment	5.988	7.886	6.995	6.956	6.956	6.956	6.956	6.956	6.956	6.956	6.956	6.959	83.476
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	169.000	169.000
Environmental Remediation	0.167	0.167	0.393	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.137	2.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$39.918</b>	<b>\$34.131</b>	<b>\$28.540</b>	<b>\$25.980</b>	<b>\$26.075</b>	<b>\$29.474</b>	<b>\$26.716</b>	<b>\$45.161</b>	<b>\$26.298</b>	<b>\$53.001</b>	<b>\$44.787</b>	<b>\$197.459</b>	<b>\$577.540</b>
Cash Timing and Availability Adjustments	\$0.817	(\$2.410)	\$1.532	\$0.061	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$40.735</b>	<b>\$31.720</b>	<b>\$30.071</b>	<b>\$26.041</b>	<b>\$26.075</b>	<b>\$29.474</b>	<b>\$26.716</b>	<b>\$45.161</b>	<b>\$26.298</b>	<b>\$53.001</b>	<b>\$44.787</b>	<b>\$197.459</b>	<b>\$577.540</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Ridership/Utilization**  
**(in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Monthly	3.727	3.970	4.635	4.203	4.106	4.308	3.815	4.065	4.142	4.296	4.058	4.064	<b>49.389</b>
Weekly	0.138	0.129	0.144	0.145	0.142	0.180	0.196	0.236	0.162	0.160	0.127	0.161	<b>1.920</b>
<b>Total Commutation</b>	<b>3.865</b>	<b>4.099</b>	<b>4.779</b>	<b>4.348</b>	<b>4.248</b>	<b>4.488</b>	<b>4.011</b>	<b>4.301</b>	<b>4.304</b>	<b>4.456</b>	<b>4.185</b>	<b>4.225</b>	<b>51.309</b>
One-Way Full Fare	0.585	0.569	0.701	0.679	0.754	0.765	0.823	0.822	0.735	0.762	0.666	0.710	<b>8.571</b>
One-Way Off-Peak	1.294	1.190	1.406	1.383	1.566	1.618	1.746	1.795	1.556	1.461	1.533	1.765	<b>18.313</b>
All Other	0.738	0.756	0.872	0.862	0.899	0.971	1.000	1.018	0.917	0.894	0.875	0.970	<b>10.772</b>
<b>Total Non-Commutation</b>	<b>2.617</b>	<b>2.515</b>	<b>2.979</b>	<b>2.924</b>	<b>3.219</b>	<b>3.354</b>	<b>3.569</b>	<b>3.635</b>	<b>3.208</b>	<b>3.117</b>	<b>3.074</b>	<b>3.445</b>	<b>37.656</b>
<b>Total Ridership</b>	<b>6.482</b>	<b>6.614</b>	<b>7.758</b>	<b>7.272</b>	<b>7.467</b>	<b>7.842</b>	<b>7.580</b>	<b>7.936</b>	<b>7.512</b>	<b>7.573</b>	<b>7.259</b>	<b>7.670</b>	<b>88.965</b>
<b><u>FAREBOX REVENUE</u></b>													
Passenger Revenue	\$53.715	\$53.150	\$58.283	\$57.202	\$59.650	\$61.968	\$63.702	\$62.682	\$60.206	\$59.913	\$58.689	\$61.073	\$710.233
<b>Total Revenue</b>	<b>\$53.715</b>	<b>\$53.150</b>	<b>\$58.283</b>	<b>\$57.202</b>	<b>\$59.650</b>	<b>\$61.968</b>	<b>\$63.702</b>	<b>\$62.682</b>	<b>\$60.206</b>	<b>\$59.913</b>	<b>\$58.689</b>	<b>\$61.073</b>	<b>\$710.233</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Executive VP	9	4	2	2	2	3	2	2	2	2	2	2
Sr Vice President - Engineering/PTC	0	5	7	7	8	8	9	11	11	11	11	11
Labor Relations	17	16	16	19	19	19	19	19	19	19	19	19
Procurement & Logistics (excl. Stores)	79	80	80	83	83	83	83	84	84	85	85	85
Human Resources	34	34	33	33	33	33	33	33	33	33	33	33
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	31	25	22	25	25	25	25	25	25	25	25	25
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO	2	2	3	5	5	5	5	5	5	5	5	5
Information Technology	0	0	0	0	0	0	0	0	0	0	0	0
Controller	39	38	38	43	43	43	43	43	43	43	43	43
Management and Budget	19	20	20	21	21	21	21	21	21	21	21	21
BPM, Controls, & Compliance	6	6	6	7	7	7	7	7	7	7	7	7
Market Dev. & Public Affairs	66	65	66	69	69	69	69	69	69	69	69	69
Gen. Counsel & Secretary	30	30	30	32	32	32	32	32	32	32	32	32
Diversity Management	2	3	3	3	3	3	3	3	3	3	3	3
Security	12	9	8	14	14	14	14	14	14	14	14	14
System Safety	31	32	33	36	36	36	36	36	36	36	36	36
Training	60	60	61	64	64	64	64	65	65	65	65	65
Service Planning	21	20	20	23	23	23	23	23	23	23	23	23
Sr Vice President - Operations/Rolling Stock	2	8	12	12	12	12	13	13	13	13	13	13
<b>Total Administration</b>	<b>466</b>	<b>463</b>	<b>466</b>	<b>504</b>	<b>505</b>	<b>506</b>	<b>507</b>	<b>511</b>	<b>511</b>	<b>512</b>	<b>512</b>	<b>512</b>
<b>Operations</b>												
Train Operations	2,070	2,088	2,085	2,145	2,182	2,191	2,183	2,161	2,180	2,194	2,161	2,160
Station Operations	294	297	299	294	296	304	304	304	296	295	295	295
<b>Total Operations</b>	<b>2,364</b>	<b>2,385</b>	<b>2,384</b>	<b>2,439</b>	<b>2,478</b>	<b>2,495</b>	<b>2,487</b>	<b>2,465</b>	<b>2,476</b>	<b>2,489</b>	<b>2,456</b>	<b>2,455</b>
<b>Maintenance</b>												
Engineering	1,827	1,839	1,860	1,903	1,895	1,889	1,871	1,860	1,862	1,871	1,881	1,891
Equipment	2,079	2,080	2,080	2,058	2,092	2,098	2,092	2,100	2,089	2,081	2,083	2,082
Procurement (Stores)	95	94	93	93	93	93	93	93	93	94	94	94
<b>Total Maintenance</b>	<b>4,001</b>	<b>4,013</b>	<b>4,033</b>	<b>4,054</b>	<b>4,080</b>	<b>4,080</b>	<b>4,056</b>	<b>4,053</b>	<b>4,044</b>	<b>4,046</b>	<b>4,058</b>	<b>4,067</b>
<b>Engineering/Capital</b>												
Department of Project Management	124	126	128	141	147	150	152	153	154	157	157	157
Special Projects	34	34	35	44	44	44	46	46	46	46	46	46
<b>Total Engineering/Capital</b>	<b>158</b>	<b>160</b>	<b>163</b>	<b>185</b>	<b>191</b>	<b>194</b>	<b>198</b>	<b>199</b>	<b>200</b>	<b>203</b>	<b>203</b>	<b>203</b>
<b>Total Positions</b>	<b>6,989</b>	<b>7,021</b>	<b>7,046</b>	<b>7,182</b>	<b>7,254</b>	<b>7,275</b>	<b>7,248</b>	<b>7,228</b>	<b>7,231</b>	<b>7,250</b>	<b>7,229</b>	<b>7,237</b>
<i>Non-Reimbursable</i>	6,114	6,242	6,144	6,135	6,097	6,112	6,082	6,077	6,035	6,032	6,033	6,118
<i>Reimbursable</i>	875	779	902	1,047	1,157	1,163	1,166	1,151	1,196	1,218	1,196	1,119
<i>Total Full-Time</i>	6,989	7,021	7,046	7,182	7,254	7,275	7,248	7,228	7,231	7,250	7,229	7,237
<i>Total Full-Time-Equivalents</i>												

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Managers/Supervisors	233	231	234	249	250	250	252	256	256	256	256	256
Professional, Technical, Clerical	125	126	128	152	152	153	152	152	152	152	152	152
Operational Hourlies	108	106	104	103	103	103	103	103	103	104	104	104
<b>Total Administration</b>	<b>466</b>	<b>463</b>	<b>466</b>	<b>504</b>	<b>505</b>	<b>506</b>	<b>507</b>	<b>511</b>	<b>511</b>	<b>512</b>	<b>512</b>	<b>512</b>
<b>Operations</b>												
Managers/Supervisors	283	280	278	291	292	292	292	292	292	291	291	291
Professional, Technical, Clerical	97	96	94	98	99	99	99	99	99	98	97	97
Operational Hourlies	1,984	2,009	2,012	2,050	2,087	2,104	2,096	2,074	2,085	2,100	2,068	2,067
<b>Total Operations</b>	<b>2,364</b>	<b>2,385</b>	<b>2,384</b>	<b>2,439</b>	<b>2,478</b>	<b>2,495</b>	<b>2,487</b>	<b>2,465</b>	<b>2,476</b>	<b>2,489</b>	<b>2,456</b>	<b>2,455</b>
<b>Maintenance</b>												
Managers/Supervisors	665	671	677	740	741	741	742	741	751	751	751	751
Professional, Technical, Clerical	261	272	276	238	238	238	238	238	226	226	226	236
Operational Hourlies	3,075	3,070	3,080	3,076	3,101	3,101	3,076	3,074	3,067	3,069	3,081	3,080
<b>Total Maintenance</b>	<b>4,001</b>	<b>4,013</b>	<b>4,033</b>	<b>4,054</b>	<b>4,080</b>	<b>4,080</b>	<b>4,056</b>	<b>4,053</b>	<b>4,044</b>	<b>4,046</b>	<b>4,058</b>	<b>4,067</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	109	110	110	129	133	135	138	139	140	141	141	141
Professional, Technical, Clerical	49	50	53	56	58	59	60	60	60	62	62	62
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>158</b>	<b>160</b>	<b>163</b>	<b>185</b>	<b>191</b>	<b>194</b>	<b>198</b>	<b>199</b>	<b>200</b>	<b>203</b>	<b>203</b>	<b>203</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>											
<b>Total Positions</b>												
Managers/Supervisors	1,290	1,292	1,299	1,409	1,416	1,418	1,424	1,428	1,439	1,439	1,439	1,439
Professional, Technical, Clerical	532	544	551	544	547	549	549	549	537	538	537	547
Operational Hourlies	5,167	5,185	5,196	5,229	5,291	5,308	5,275	5,251	5,255	5,273	5,253	5,251
<b>Total Positions</b>	<b>6,989</b>	<b>7,021</b>	<b>7,046</b>	<b>7,182</b>	<b>7,254</b>	<b>7,275</b>	<b>7,248</b>	<b>7,228</b>	<b>7,231</b>	<b>7,250</b>	<b>7,229</b>	<b>7,237</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2016 Mid Year Forecast**  
**Overtime - Non-Reimbursable/Reimbursable Basis**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.408	\$2.416	\$2.254	\$1.041	\$2.147	\$1.049	\$1.947	\$1.307	\$1.950	\$2.073	\$3.305	\$2.284	\$24.181
<u>Unscheduled Service</u>	0.331	0.428	0.674	0.796	0.630	0.502	0.497	0.630	0.497	0.497	0.626	0.586	6.694
<u>Programmatic/Routine Maintenance</u>	2.696	2.385	4.557	3.053	3.692	3.067	3.146	3.695	3.046	3.137	3.613	3.731	39.818
<u>Unscheduled Maintenance</u>	0.026	0.026	0.041	0.025	0.029	0.028	0.029	0.022	0.026	0.034	0.029	0.032	0.345
<u>Vacancy/Absentee Coverage</u>	1.359	2.612	2.676	2.358	2.981	3.202	4.223	4.239	3.701	2.984	3.061	3.820	37.216
<u>Weather Emergencies</u>	5.047	2.103	1.276	0.090	0.072	0.072	0.071	0.092	0.089	0.131	0.161	0.643	9.847
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.227	0.264	(0.018)	0.117	0.114	0.115	0.116	0.114	0.116	0.115	0.118	0.121	1.520
<b>Sub-Total</b>	<b>\$12.093</b>	<b>\$10.235</b>	<b>\$11.459</b>	<b>\$7.481</b>	<b>\$9.666</b>	<b>\$8.034</b>	<b>\$10.029</b>	<b>\$10.099</b>	<b>\$9.425</b>	<b>\$8.972</b>	<b>\$10.913</b>	<b>\$11.216</b>	<b>\$119.622</b>
<b>REIMBURSABLE OVERTIME</b>	1.578	1.840	3.812	2.427	2.409	2.528	2.492	2.328	2.494	2.590	2.413	1.523	28.434
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$13.671</b>	<b>\$12.075</b>	<b>\$15.271</b>	<b>\$9.908</b>	<b>\$12.075</b>	<b>\$10.562</b>	<b>\$12.521</b>	<b>\$12.427</b>	<b>\$11.919</b>	<b>\$11.562</b>	<b>\$13.326</b>	<b>\$12.739</b>	<b>\$148.056</b>

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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



# DIVERSITY / EEO REPORT

2nd Quarter

2016

## **Overview**

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's June 30, 2016 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2016 2nd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**NEW HIRES  
AS OF JUNE 30, 2016**

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		NON-MINORITY		MINORITY		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	22	4	18.2%	6	27.3%	16	72.7%	5	22.7%	5	22.7%	6	27.3%	0	0.0%	0	0.0%	0	0.0%
Professionals	42	16	38.1%	17	40.5%	25	59.5%	9	21.4%	5	11.9%	10	23.8%	0	0.0%	0	0.0%	1	2.4%
Technicians	30	8	26.7%	13	43.3%	17	56.7%	3	10.0%	2	6.7%	11	36.7%	0	0.0%	0	0.0%	1	3.3%
Administrative Support	20	7	35.0%	8	40.0%	12	60.0%	7	35.0%	2	10.0%	3	15.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	146	17	11.6%	90	61.6%	56	38.4%	27	18.5%	17	11.6%	3	2.1%	2	1.4%	0	0.0%	7	4.8%
Service Maintenance	14	3	21.4%	9	64.3%	5	35.7%	3	21.4%	2	14.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>274</b>	<b>55</b>	<b>20.1%</b>	<b>143</b>	<b>52.2%</b>	<b>131</b>	<b>47.8%</b>	<b>54</b>	<b>19.7%</b>	<b>33</b>	<b>12.0%</b>	<b>33</b>	<b>12.0%</b>	<b>2</b>	<b>0.7%</b>	<b>0</b>	<b>0.0%</b>	<b>9</b>	<b>3.3%</b>

<sup>1</sup> Total includes males and females, both minority and non-minority.

<sup>2</sup> Total includes females, both minority and non-minority.

**EEO AND TITLE VI COMPLAINTS  
LONG ISLAND RAIL ROAD  
Mid-Year 2016<sup>1</sup> vs. Mid-Year 2015<sup>1</sup>**

CATEGORY	RACE/ COLOR		SEXUAL HARASSMENT		AGE		GENDER		RELIGION		NATIONAL ORIGIN		DISABILITY		OTHER <sup>2</sup>		TOTAL ISSUES <sup>3</sup>		TOTAL CASES		STATUS OPEN		
	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	16	15	
<b>Years</b>																							
<b>EEO TOTAL</b>	8	7	2	2	1	2	1	0	0	0	1	0	4	2	5	3	22	16	18	12	9	3	
External	4	5	0	1	0	2	0	0	0	0	1	0	4	2	2	2	11	12	9	8	6	3	
Internal	4	2	2	1	1	0	1	0	0	0	0	0	0	0	3	1	11	4	9	4	3	0	

CATEGORY	RACE		COLOR		NATIONAL ORIGIN		INCOME		TOTAL ISSUES <sup>3</sup>		TOTAL CASES		STATUS OPEN	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
<b>Years</b>														
<b>Title VI</b>	15	5	0	0	0	1	0	0	15	6	15	6	0	0

1. This chart includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
2. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction record or retaliation, etc.)
3. In some instances, a single complaint may involve two or more EEO categories.

Reporting Period as of June 30, 2016 vs June 30, 2015

**2016 SECOND QUARTER EEO REPORT**  
**AGENCY NAME: LONG ISLAND RAIL ROAD**

**EEO AND TITLE VI COMPLAINT RESOLUTIONS**  
**Mid-Year 2016 vs. Mid-Year 2015**

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
<b>Years</b>														
<b>EEO Total</b>	6	2	2	2	0	0	0	0	1	4	0	1	9	9
External	2	0	0	0	0	0	0	0	1	4	0	1	3	5
Internal	4	2	2	2	0	0	0	0	0	0	0	0	6	4

**TITLE VI DISCRIMINATION COMPLAINT RESOLUTIONS**  
**Mid-Year 2016 vs. Mid-Year 2015**

	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSAL		RESOLVED/ SETTLEMENT		TOTAL CASES	
	16	15	16	15	16	15	16	15	16	15	16	15	16	15
<b>Years</b>														
<b>Title VI</b>	15	6	0	0	0	0	0	0	0	0	0	0	15	6

Reporting Period as of June 30, 2016 vs June 30, 2015

## 2016 SECOND QUARTER EEO REPORT

AGENCY NAME: MTA LONG ISLAND RAIL ROAD

### STRATEGIES TO IMPROVE WORKFORCE DIVERSITY

#### EEO Program Management and Evaluation

LIRR Office of Diversity Management is responsible for monitoring the agency's EEO program and progress towards EEO goals. On an annual basis, Diversity Management develops goals for under-represented EEO job groups, based on estimated availability percentages and internal job group populations, and disseminates the information to each department, including Human Resources. On a quarterly basis, Diversity also disseminates Progress Against Goals reports to Human Resources.

Diversity Management reviews all applicant flow reports to ensure that candidate pools are diverse, and concurs with every non-represented new hire and promotion, pursuant to FTA/DOT Circular requirements.

LIRR continues to focus and improve on female and minority representation. Between January 1, 2016 and June 30, 2016, there were 274 new hires, of which, 55 (20.1%) were female and 131 (47.8%) were minority. The highest concentration of female new hires occurred in the Professionals (38.1%) and Administrative Support (35.0%) job categories. Of the 22 new hires in the Officials and Administrators category, 72.7% were minority, of which 27.3% were Asian. Of the 42 new hires in the Professionals job category, 59.5% were minority, of which 23.8% were Asian. Of the 30 new hires in the Technicians job category, 56.7% were minority, of which 36.7% were Asian. Of the 20 new hires in the Administrative Support job category, 60.0% were minority, of which 35.0% were Black. Of the 146 new hires in the Skilled Craft category, 38.4% were minority, of which 18.5% were Black. Of the 14 new hires in the Service Maintenance category, 35.7% were minority, of which 21.4% were Black

#### Upward Mobility Programs and Other Special Initiatives

##### Junior Engineer

The Junior Engineer program is an entry-level training that introduces participants to the Long Island Rail Road and its various operating and supporting departments. Specifically, the program is designed to familiarize employees with all aspects of railroad operations. The 52-week curriculum covers signals, track or structures, and on the job training. The participant will work with a mentor. Upon successful completion of the program, junior engineers are placed in an entry-level management position.

### Project Management Trainee

The Project Management Trainee program is a two-year, entry-level training position, responsible to assist with the coordination and administration of projects in the Department of Project Management. Working with seasoned project managers, trainees receive on the job and classroom training in project coordination development, controls, management, scheduling, and estimating. Trainees learn, in a mentoring environment, to apply specialized knowledge, specific to the requirements of the railroad industry. There is a series of rotation assignments that introduce trainees to the railroad and its various operating and support departments. Upon successful completion of the training program, trainees are placed into appropriate entry-level project management positions.

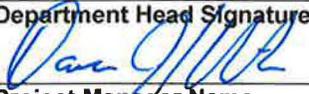
### Targeted Recruitment and Outreach Efforts

The Long Island Rail Road has developed a recruitment strategy designed to address the representation of females and minorities in our workforce, and to better reflect the demographics of the markets we serve. An annual hiring plan is developed at the conclusion of each year, to aid recruitment efforts for anticipated vacancies in each craft. Candidate pools are evaluated at the end of the recruitment process. If the pool is lacking diversity or if areas of under-representation need to be addressed, additional outreach is conducted.

LIRR's outreach efforts to attract women, minorities and veterans continue to expand, and include community-based and veterans job fairs, including the Hispanic/Latino Professionals Association Job Fair. LIRR posted jobs on military websites and sent job postings to military contacts. LIRR HR staff met with representatives from various colleges to inform them about internship programs each agency offers, and the application process. Additionally, LIRR conducted on-campus college recruitment and attended college job fairs, most with diverse student bodies.

1. Between **January 1 and June 30**, 2016, LIRR staff attended the following job fairs/college presentations: West Point (January 15); New Jersey Institute of Technology (February 24); Queensborough Community College (March 30); Suffolk County Community College (April 6); Vaughn College of Aeronautics and Technology (April 14); CUNY Big Apple Job Fair (April 22); Recruit Military (May 26); Bronx Community Center and Library/Lehman College (June 3); and Nassau County Job Fair (June 28).
2. Methods of advertising include social media, as well as professional organizations and career websites. Job sites on which career opportunities were posted include IMDiversity.com, National Association of Women in Construction, and military websites.
3. Employment posters are conspicuously posted in stations and terminals.

## Staff Summary

<b>Subject</b> OCTOBER TRACKWORK PROGRAMS						<b>Date</b> September 5, 2016			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> D. KUBICEK						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	9/26/16				3	Sr VP – Eng. 	1	President 
						2	VP Mktg & PA 		

### PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules to support trackwork programs throughout the month of October on both the Main Line and Montauk Branch.

### TRACK WORK PROGRAMS

- **Main Line, Central Islip-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Central Islip and Ronkonkoma for continuing construction related to the Main Line Second Track project for 48 hours on the weekend of October 1-2, 2016.
- **Main Line, Queens Village-Carle Place – Surfacing of Nassau1 & Nassau2 Interlockings** – One of two main tracks of the Main Line between Queens Village and Carle Place will be out of service for surfacing of switches in Nassau1 and Nassau2 Interlockings for 48 hours on the weekend of October 8-9, 2016.
- **Montauk Branch, Rockville Centre-Wantagh – Switch Replacement at Port Interlocking** – One of two Main Tracks of the Montauk Branch will be out of service between Rockville Centre and Wantagh for replacement of switches at Port Interlocking in Freeport for 48 hours on two weekends, October 15-16 and 22-23, 2016. In addition, on the second weekend (October 22-23), there will be an 8-hour period at the end of the program when both Main Tracks will be out of service to complete surfacing of the new switches. This work will continue on two subsequent weekends next month as well.
- **Montauk Branch, Babylon-Speonk – Concrete Tie Replacement and Miscellaneous Work** – Both Main Tracks of the Montauk Branch between Babylon and Sayville, and the Single Main Track from

Sayville to Speonk, will be out of service for the replacement of concrete ties, rail grinding, grade crossing improvements, and miscellaneous work for 48 hours on two weekends, October 15-16 and 22-23, 2016. This work will continue on two subsequent weekends next month as well.

## **DISCUSSION:**

### *Trackwork Programs - Construction Activities:*

- **Main Line, Central Islip-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Central Islip and Ronkonkoma for continuing construction related to the Main Line Second Track project for 48 hours on the weekend of October 1-2, 2016. Eastbound customers traveling to Ronkonkoma will board buses at Central Islip for Ronkonkoma, and will experience up to 23 minutes additional travel time. Westbound customers from Ronkonkoma will board buses for Central Islip, where train service will resume. Westbound buses will depart up to 23 minutes earlier than normal train times in order to connect with trains at Central Islip. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.
- **Main Line, Queens Village-Carle Place – Surfacing of Nassau1 & Nassau2 Interlockings** – One of two main tracks of the Main Line between Queens Village and Carle Place will be out of service for surfacing of switches in Nassau1 and Nassau2 Interlockings for 48 hours on the weekend of October 8-9, 2016. Huntington service will be reduced to from half-hourly to hourly, and connecting service between Huntington and Port Jefferson will be reduced from every 90 minutes to every two hours. On Saturday, October 8, when work progresses on Main Line No.1, the Oyster Bay Branch will not be accessible, and train service for customers at stations East Williston through Oyster Bay will be replaced with buses. Oyster Bay Branch customers will use Huntington or Ronkonkoma Branch trains for service between Mineola and points west, connecting to/from buses for Oyster Bay Branch stations. Oyster Bay Branch customers can expect up to 36 minutes additional travel time. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will be cancelled.
- **Montauk Branch, Rockville Centre-Wantagh – Switch Replacement at Port Interlocking** – One of two Main Tracks of the Montauk Branch will be out of service between Rockville Centre and Wantagh for replacement of switches at Port Interlocking in Freeport for 48 hours on two weekends, October 15-16 and 22-23, 2016. Babylon Branch service will be reduced from half-hourly to hourly, and some trains will operate on adjusted schedules. In addition, on the second weekend (October 22-23), there will be an 8-hour period at the end of the program when both Main Tracks will be out of service to complete surfacing of the new switches. During this 8-hour period on Sunday evening, October 23, a bus bridge will replace train service between Rockville Centre and Wantagh. Customers can expect up to 45 minutes additional travel time. This work will continue on two subsequent weekends next month as well.
- **Montauk Branch, Babylon-Speonk – Concrete Tie Replacement and Miscellaneous Work** – Both Main Tracks of the Montauk Branch between Babylon and Sayville, and the Single Main Track from Sayville to Speonk, will be out of service for the replacement of concrete ties, rail grinding, grade crossing improvements, and miscellaneous work for 48 hours on two weekends, October 15-16 and 22-23, 2016. As a result, buses will replace trains between Babylon and Speonk. Customers can expect up to 37 minutes additional travel time between Babylon and Speonk. Train service will be provided

on adjusted schedules between Speonk and Montauk. Customers transferring at Babylon to or from points west will also be impacted by the Port Interlocking Switch Replacement work described above. This work will continue on two subsequent weekends next month as well.

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

**IMPACT ON FUNDING**

Funding for this project is contained in the Long Island Rail Road Capital and Operating budgets.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**September 28, 2016**

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

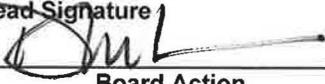
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

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

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

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

# Staff Summary

<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> September 28, 2016			
<b>Department</b> Procurement & Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI Committee	9.26.16				X	President <i>FM</i>		
2	MTA Board	9.28.16				X	Exec VP <i>dep</i>		

**PURPOSE:**

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

**DISCUSSION:**

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule A: Non-Competitive Purchases & Public Works Contracts	1	\$16,850,000
<b>SUBTOTAL:</b>	1	\$16,850,000

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$413,136
<b>SUBTOTAL:</b>	1	\$413,136

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

	<u># of Actions</u>	<u>\$ Amount</u>
	None	

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

	<u># of Actions</u>	<u>\$ Amount</u>
	None	

<b><u>TOTAL:</u></b>	<b><u>2</u></b>	<b><u>\$17,263,136</u></b>
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**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.)

SEPTEMBER 2016

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

**Schedule A: Non-Competitive Purchase and Public Works Contracts**

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

- |           |                               |                      |                               |
|-----------|-------------------------------|----------------------|-------------------------------|
| <b>1.</b> | <b>Siemens Industry, Inc.</b> | <b>\$16,850,000</b>  | <u>Staff Summary Attached</u> |
|           | <b>Sole Source</b>            | <b>Not-to-Exceed</b> |                               |
|           | <b>Contract No. TBD</b>       |                      |                               |

LIRR requests MTA Board approval to award a five-year Sole Source Purchase Agreement in the total not-to-exceed amount of \$16,850,000 to Siemens Industries, Inc. (Siemens), the Original Equipment Manufacturer (OEM) to supply, on an as needed basis, complete systems, parts, other equipment (collectively the “Parts”), technical/field support and repair services required to perform scheduled and unscheduled maintenance and repairs to the LIRR’s diesel fleet of DE/DM locomotives in support of LIRR’s Reliability Centered. Siemens is the sole responsible source for the parts, repairs and services that will be provided under this purchase agreement.

Procurements Requiring Majority Vote

**Schedule J: Non-Competitive Purchase and Public Works Contracts**

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

- |           |                                       |                      |                               |
|-----------|---------------------------------------|----------------------|-------------------------------|
| <b>2.</b> | <b>Sybase, Inc.</b>                   | <b>\$413,136.30</b>  | <u>Staff Summary Attached</u> |
|           | <b>Modification</b>                   | <b>Not-to-Exceed</b> |                               |
|           | <b>Contract No. IT05570/C4BP03505</b> |                      |                               |

MTA IT/LIRR requests approval to award a contract modification to Sybase, Inc. (Sybase) in the amount of \$413,136.30 to extend the existing contract for an additional two years through December 31, 2018 with an option for one additional year to December 31, 2019. LIRR is progressing this extension as a result of BSC Procurement consolidation. Under this contract, Sybase provides preventive and remedial maintenance, support, and upgrades for the database product, which supports LIRR’s Train Information, Monitoring and Control System (TIMACS). The Sybase software products and maintenance support are proprietary to Sybase, which precludes any other vendor from maintaining, providing updates and fixes to this software. TIMACS is critical to LIRR’s operation as it captures various aspects of train movement, including train location, scheduled and actual arrival and departure times, enabling MTA IT/LIRR to provide customers with train on-time performance information. TIMACS also enables LIRR Transportation Services personnel to monitor the movement of all trains remotely through control towers, which communicate with the TIMACS Central Server, and to properly operate and route trains in an effort to optimize on-time performance, especially during peak periods.

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

**Staff Summary**



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Siemens Industries, Inc. - Original Equipment Manufacturer
<b>Description</b> OEM Purchase Agreement - LIRR
<b>Contract Term (including Options, if any)</b> 5 years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contact Number</b> TBD	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> LIRR - \$16,850,000	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance of Equipment - Craig Daly	
<b>Contract Manager:</b> Carl Cipriano/Randall Conard	

**Discussion:**

LIRR requests MTA Board approval to award a five-year Sole Source Purchase Agreement in the total not-to-exceed amount of \$16,850,000 to Siemens Industries, Inc. (Siemens), the Original Equipment Manufacturer (OEM) to supply, on an as needed basis, complete systems, parts, other equipment (collectively the “Parts”), technical/field support and repair services required to perform scheduled and unscheduled maintenance and repairs to the LIRR’s diesel fleet of DE/DM locomotives in support of LIRR’s Reliability Centered Maintenance (RCM) program.

The LIRR fleet consists of 45 DE/DM locomotives. To maintain high reliability and improved customer service through on-time performance, the Railroad has implemented an RCM program, which requires that parts be replaced at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs are needed to insure that any software driven, microprocessor based systems are kept up to current configuration for optimal operation. Further, technical support and repair services will ensure that any future repairs or modifications that require the technical expertise of the OEM, as well as access to the OEM proprietary data, can be implemented.

Siemens is the sole responsible source for the parts, repairs and services that will be provided under this purchase agreement. While other vendors cannot readily provide these parts and repairs, the Railroad remains committed to identifying potential alternate suppliers to sole source parts and equipment. To that end, outreach to other known suppliers has been undertaken both through direct discussions as well as public advertisements of our requirements. However, due to the uniqueness of our fleet, the proprietary nature of the systems and the costs associated with tooling and other non-recurring expenses that would need to be undertaken by any new supplier, these outreach efforts have not produced any other alternate suppliers or sources for these materials and services.

Siemens will supply the aforementioned Parts on an as needed basis. The Business Service Center (BSC) reviewed the scope of work specific to this supplier and determined that they are not candidates for joint procurement as the DE/DM locomotives are unique to the LIRR. The five year term also assures that the OEM will maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from other sources.

The dollar amount requested for award is based upon historical data and projected usage. In accordance with MTA All-Agency Procurement Guideline requirements, the Railroad advertised their intent to procure the items

**Staff Summary**



under this authorization on a sole source basis. No other firms expressed any interest in participating in this procurement. Through negotiations the total bid value was reduced by \$1.9M. This price was compared to the relevant Bureau of Labor Statistics (BLS) Producer Price Index (PPI) for Locomotive Parts. Based on this review, prices are within the acceptable industry increase reported by the PPI and are, therefore, deemed to be fair and reasonable.

In connection with a previous contract awarded to the Contractor, the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. In addition, as a result of the review of the Contractor's responsibility since the prior contract award, new significant adverse information was identified and the Contractor was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel.

## Schedule J: Modifications to Miscellaneous Procurement Contracts

### Staff Summary



Item Number: 2

<b>Vendor Name (&amp; Location)</b> Sybase, Inc., (561 Virginia Rd., Concord, MA 01742)
<b>Description</b> Software Upgrade and Maintenance of TIMACS
<b>Contract Term (including Options, if any)</b> 1/1/17 – 12/31/18 with Option for 1 Yr. from 1/1/19-12/31/19
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:Modification
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Information Technology, David J. Koehler

<b>Contact Number</b> IT05570/C4BP03505	<b>AWO/Modificaiton #</b> 2
<b>Original Amount:</b>	\$401,329.37
<b>Prior Modifications:</b>	\$582,588.25
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$983,917.62
<b>This Request:</b>	\$413,136.30
<b>% of This Request to Current Amount:</b>	41.99%
<b>% of Modifications (including This Request) to Original Amount:</b>	248%

### Discussion:

MTA IT/LIRR requests approval to award a contract modification to Sybase, Inc. (Sybase) in the amount of \$413,136.30 to extend the existing contract for an additional two years through December 31, 2018 with an option for one additional year to December 31, 2019. LIRR is progressing this extension as a result of BSC Procurement consolidation.

Under this contract, Sybase provides preventive and remedial maintenance, support, and upgrades for the database product, which supports LIRR's Train Information, Monitoring and Control System (TIMACS). TIMACS is critical to LIRR's operation as it captures various aspects of train movement, including train location, scheduled and actual arrival and departure times, enabling MTA IT/LIRR to provide customers with train on-time performance information. TIMACS enables LIRR Transportation Services personnel to monitor the movement of all trains remotely through control towers, which communicate with the TIMACS Central Server, and to properly operate and route trains in an effort to optimize on-time performance, especially during peak periods.

The Sybase software products and maintenance support are proprietary to Sybase, which precludes any other vendor from maintaining, providing updates and fixes to this software. Under this modification, the contract will be extended to allow MTA's Information Technology Department, in conjunction with LIRR's Transportation Services, perform a joint business analysis, on-going research and future planning required for the development and rewrite of the TIMACS application. Phase I is in progress with deliverables due for completion in December 2016. It is anticipated that additional phases and associated comprehensive testing will take an additional 1.5 to 2 years for final completion. TIMACS was scheduled to be rewritten as part of the Operational Management System (OMS) in 2014, but was rescheduled due to project priority reordering issued by the business unit to have MTA-IT Resources re-write the legacy Delay Analysis System (New version now called Train Delay Recording – TDR).

Under the current sole source agreement, cost increases for annual maintenance renewals were limited to 5%. For this extension, LIRR negotiated a 0% uplift resulting in a total three-year cost, including the option year, of \$413,136.30 which represents a savings of \$17,830. Therefore, based on the forgoing, the cost is considered fair and reasonable.

The total cost for ongoing maintenance and support is funded by MTA IT Operating Budget.

**LONG ISLAND RAILROAD COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE**

**September 2016**

Staff Summary



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Law and Procurement					
<b>Department Head Name</b> Evan M. Eisland					
<b>Department Head Signature</b> <i>Eve</i>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Long Island Rail Road Joint Committee	9/26/16	X		
2	Board	9/28/16	X		

<b>Date:</b> September 19, 2016			
<b>Vendor Name</b> Parsons Brinckerhoff/STV/Parsons Transportation Group, JV			
<b>Contract Number</b> 98-0040-01R			
<b>Contract Manager Name</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	President <i>Eve</i>	3	Executive Vice President <i>AD</i>
2	Vice President, Program Controls <i>JPA</i>	1	Chief Procurement Officer <i>Eve</i>

**PURPOSE**

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

**DISCUSSION**

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

Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 6,200,000
TOTAL	1	\$ 6,200,000

**Budget Impact:**

The approval of the modification will obligate MTA Capital Construction capital funds in the respective amount 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.

SEPTEMBER 2016

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule I. Modifications To Purchase and Public Work Contracts**

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

- |    |  |                     |                                      |
|----|--|---------------------|--------------------------------------|
| 1. | <b>Parsons Brinckerhoff/STV/Parsons<br/>Transportation Group, JV<br/>Contract No. 98-0040-01R<br/>Modification No. 124</b> | <b>\$ 6,200,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|---------------------|--------------------------------------|

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the contract to provide Project Management and Project Controls staff and services for the ESA Project through December 2017.

**Item Number: 1**

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

<b>Contract Number</b>	<b>AWO/Modification #</b>
98-0040-01R	124
<b>Original Amount:</b> \$ 140,000,000	
<b>Prior Modifications:</b> \$ 304,510,784	
<b>Prior Budgetary Increases:</b> \$ -0-	
<b>Current Amount:</b> \$ 444,510,784	
<b>This Request</b>	\$ 6,200,000
<b>% of This Request to Current Amount:</b>	1.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	222%

**Discussion:**

This Contract is for general engineering consultant (“GEC”) services including engineering, final design and construction phase services for the East Side Access (ESA) Project. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, Board approval is requested to modify the Contract to provide Project Management and Project Controls staff and services for the ESA Project through 2017.

Project Management staff supervise and direct the work of the GEC. Project Controls staff maintain project records encompassing engineering deliverables, configuration management records, correspondence and financial and cost expenditure records. Contract Modification No. 17 executed on September 22, 2009, provided for Project Management and Project Controls staff and services through February 2014 for Contract Work Packages I-IV and through March 2016 for Contract Work Packages V-VII. This Modification will compensate the GEC for Project Management and Project Controls staff and services beyond those dates and provide for the continuation of those staff and services for all of the Contract Work Packages, as required, through December 2017.

In addition, this Modification will update the contract documents to reflect the current construction contract packaging plan and program scope elements as well as clarify the GEC’s responsibilities with respect to the Project Design Criteria and preparation of Record Drawings.

The GEC submitted cost proposals totaling \$7,641,657 for this Modification. The MTACC estimates totaled \$6,146,600. Negotiations were held and the parties agreed to the not-to-exceed amount of \$6,200,000, which is considered to be fair and reasonable. MTACC will return to the Board in 2017 to request funding for Project Management and Project Controls services for 2018 based on the work remaining at that time.

In connection with previous contracts awarded to Parsons Brinckerhoff and STV, both members of the Consultant joint venture, those consultants were found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel (with regard to Parsons Brinckerhoff on January 19, 2007 and with regard to STV on May 5, 2008). No new SAI has been found relating to these Consultants and they have both been found to be responsible.



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# LONG ISLAND RAIL ROAD



## Monthly Operating Report August 2016

Patrick Nowakowski  
President

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09/26/16 \*\*\*\*\*

Performance Summary			2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	August	August	August	August
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>92.0%</b>	<b>92.9%</b>	<b>91.5%</b>	<b>91.3%</b>
		AM Peak		91.3%	93.1%	91.3%	89.8%
		PM Peak		87.1%	90.1%	86.6%	86.8%
		<b>Total Peak</b>		<b>89.3%</b>	<b>91.6%</b>	<b>89.0%</b>	<b>88.3%</b>
		Off Peak Weekday		92.5%	92.8%	92.5%	91.7%
		Weekend		94.5%	94.6%	92.3%	94.0%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.0%</b>	<b>91.8%</b>	<b>92.0%</b>	<b>91.3%</b>
		AM Peak		93.8%	93.8%	93.0%	90.1%
		PM Peak		85.3%	88.3%	85.0%	86.3%
		<b>Total Peak</b>		<b>89.8%</b>	<b>91.2%</b>	<b>89.2%</b>	<b>88.3%</b>
	Off Peak Weekday		93.2%	92.1%	94.5%	92.2%	
	Weekend		93.2%	91.9%	90.9%	93.9%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>95.5%</b>	<b>96.5%</b>	<b>96.5%</b>	<b>95.4%</b>	
	AM Peak		93.3%	93.8%	87.4%	90.0%	
	PM Peak		91.3%	96.2%	93.7%	94.0%	
	<b>Total Peak</b>		<b>92.4%</b>	<b>94.9%</b>	<b>90.2%</b>	<b>91.8%</b>	
	Off Peak Weekday		96.3%	96.9%	98.5%	96.2%	
	Weekend		97.2%	97.4%	98.4%	97.1%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>90.3%</b>	<b>91.6%</b>	<b>88.9%</b>	<b>88.7%</b>	
	AM Peak		89.9%	92.7%	89.5%	88.5%	
	PM Peak		84.5%	89.2%	81.3%	83.0%	
	<b>Total Peak</b>		<b>87.3%</b>	<b>91.0%</b>	<b>85.6%</b>	<b>85.9%</b>	
	Off Peak Weekday		90.6%	89.9%	87.3%	86.4%	
	Weekend		93.1%	94.2%	93.5%	94.0%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.0%</b>	<b>96.1%</b>	<b>94.1%</b>	<b>94.3%</b>	
	AM Peak		96.5%	96.6%	91.4%	94.1%	
	PM Peak		88.9%	92.5%	88.9%	90.0%	
	<b>Total Peak</b>		<b>92.9%</b>	<b>94.7%</b>	<b>90.2%</b>	<b>92.2%</b>	
	Off Peak Weekday		97.1%	96.9%	94.6%	94.6%	
	Weekend		97.2%	95.8%	96.7%	95.4%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>94.2%</b>	<b>94.9%</b>	<b>92.6%</b>	<b>92.9%</b>	
	AM Peak		91.7%	95.2%	94.8%	91.5%	
	PM Peak		89.7%	92.8%	90.0%	90.0%	
	<b>Total Peak</b>		<b>90.7%</b>	<b>94.1%</b>	<b>92.5%</b>	<b>90.8%</b>	
	Off Peak Weekday		95.3%	94.8%	93.0%	93.2%	
	Weekend		96.3%	96.0%	91.8%	94.8%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>87.0%</b>	<b>89.8%</b>	<b>89.2%</b>	<b>89.0%</b>	
	AM Peak		83.7%	88.1%	89.3%	89.1%	
	PM Peak		84.6%	89.8%	85.8%	86.2%	
	<b>Total Peak</b>		<b>84.1%</b>	<b>88.9%</b>	<b>87.5%</b>	<b>87.6%</b>	
	Off Peak Weekday		89.9%	90.6%	92.3%	90.9%	
	Weekend		83.7%	89.3%	85.9%	86.7%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.7%</b>	<b>93.2%</b>	<b>92.9%</b>	<b>93.0%</b>	
	AM Peak		90.1%	94.4%	95.9%	93.8%	
	PM Peak		84.8%	85.8%	82.5%	83.8%	
	<b>Total Peak</b>		<b>87.6%</b>	<b>90.4%</b>	<b>89.7%</b>	<b>89.2%</b>	
	Off Peak Weekday		95.8%	93.9%	93.5%	93.6%	
	Weekend		97.7%	95.2%	96.0%	96.7%	

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	August	August	August	August
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>90.9%</b>	<b>89.9%</b>	<b>88.9%</b>	<b>87.6%</b>
	AM Peak		85.9%	90.0%	85.7%	85.6%
	PM Peak		90.1%	90.1%	81.0%	84.4%
	<b>Total Peak</b>		<b>87.8%</b>	<b>90.1%</b>	<b>83.5%</b>	<b>85.0%</b>
	Off Peak Weekday		91.1%	86.8%	87.7%	85.5%
	Weekend		95.3%	96.2%	97.7%	96.0%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>89.6%</b>	<b>93.0%</b>	<b>90.8%</b>	<b>91.1%</b>
	AM Peak		90.3%	93.6%	93.9%	91.1%
	PM Peak		84.4%	86.8%	87.7%	83.3%
	<b>Total Peak</b>		<b>87.3%</b>	<b>90.1%</b>	<b>90.7%</b>	<b>87.1%</b>
	Off Peak Weekday		87.7%	92.1%	90.9%	91.3%
	Weekend		97.7%	98.1%	90.7%	95.2%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>90.5%</b>	<b>91.4%</b>	<b>88.1%</b>	<b>88.6%</b>
	AM Peak		89.9%	90.3%	86.8%	85.0%
	PM Peak		89.3%	92.2%	89.9%	88.6%
	<b>Total Peak</b>		<b>89.6%</b>	<b>91.1%</b>	<b>88.2%</b>	<b>86.7%</b>
	Off Peak Weekday		89.5%	91.1%	88.7%	89.3%
	Weekend		95.0%	92.4%	86.7%	89.8%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>97.0%</b>	<b>96.3%</b>	<b>95.6%</b>	<b>95.0%</b>
	AM Peak		94.8%	95.0%	97.1%	93.9%
	PM Peak		93.5%	92.1%	86.5%	88.8%
	<b>Total Peak</b>		<b>94.1%</b>	<b>93.4%</b>	<b>91.3%</b>	<b>91.1%</b>
	Off Peak Weekday		98.6%	98.0%	98.2%	96.5%
	Weekend		97.2%	96.3%	95.0%	96.7%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>21,509</b>	<b>164,481</b>	<b>20,995</b>	<b>164,020</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-14.4	-13.5	-12.3	-12.7
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		335	2,173	320	2,694
	<b>Trains Canceled</b>		83	925	64	894
	<b>Trains Terminated</b>		33	338	55	456
	<b>Percent of Scheduled Trips Completed</b>		99.5%	99.2%	99.4%	99.2%
	<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>					
	AM Peak		99.0%			
	PM Peak		98.0%			
	<b>Total Peak</b>		98.5%			

System Categories Of Delay	% Total	July	2016 Data		2015 Data		YTD 2016 Vs 2015
			August	YTD Thru August	August	YTD Thru August	
Engineering (Scheduled)	3.0%	29	52	269	42	284	(15)
Engineering (Unscheduled)	10.6%	231	183	1,291	174	1,299	(8)
Maintenance of Equipment	8.5%	110	146	1,006	250	1,256	(250)
Transportation	8.1%	89	139	402	91	538	(136)
Capital Projects	1.5%	80	26	355	62	260	95
Weather and Environmental	1.9%	210	32	1,566	161	2,915	(1,349)
Police	16.5%	338	284	1,351	188	1,579	(228)
Customers	29.6%	616	510	3,132	453	3,139	(7)
Other	12.3%	308	213	1,359	214	1,351	8
3rd Party Operations	8.1%	231	140	970	152	1,689	(719)
<b>Total</b>	<b>100.0%</b>	<b>2,242</b>	<b>1,725</b>	<b>11,701</b>	<b>1,787</b>	<b>14,310</b>	<b>(2,609)</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Aug	Mon	Amtrak related signal trouble in F Interlocking	10									10		
5-Aug	Fri	Amtrak related 3rd Rail condition in F Interlocking	44		4				12	3	1	56	3	5
5-Aug	Fri	No. 2798 disabled in Line 3				8	2		3	1		11	3	
5-Aug	Fri	Switch trouble in Jay Interlocking				7			10	1		17	1	
9-Aug	Tues	Track condition east of Central Islip				8			9	2	4	17	2	4
10-Aug	Wed	Train 609 with equipment trouble west of Hicksville Station	14		1							14		1
12-Aug	Fri	Heavy loading							13			13		
15-Aug	Mon	Track circuit failure in Harold Interlocking	1						13			14		
15-Aug	Mon	Train 2062 struck a trespasser at Westbury Station				53	5	1	15			68	5	1
16-Aug	Tues	Train 1617 with equipment trouble west of Huntington Station	11		1							11		1
16-Aug	Tues	Track work - Port Washington Branch							9	2		9	2	
18-Aug	Thurs	Train 2011 struck a trespasser west of Mineola Station	31	10	1				14	8	3	45	18	4
19-Aug	Fri	Heavy loading due to Zac Brown Band concert							18			18		
20-Aug	Sat	Down tree across tracks at Cold Spring Harbor							10	3	4	10	3	4
23-Aug	Tues	Crossing protection failure at New Hyde Park Road				19			22			41		
23-Aug	Tues	Signal malfunction at Nassau Interlocking				41	4		10	1		51	5	
23-Aug	Tues	Rules violation at Hunters Point Avenue				18			3			21		
24-Aug	Wed	Track circuit failure at New Hyde Park							15			15		
24-Aug	Wed	Timing error at Jamaica Central Control	42									42		
26-Aug	Fri	US Open tennis loading							11			11		
27-Aug	Sat	Track Work No.2 track East New York to Dunton Interlockings							15			15		
29-Aug	Mon	US OPEN tennis Unloading				5			6			11		
30-Aug	Tues	Operator error in Valley Interlocking				21	6	1	8	4	1	29	10	2
31-Aug	Wed	US OPEN tennis loading	1			4			9			14		
<b>TOTAL FOR MONTH</b>			<b>154</b>	<b>10</b>	<b>7</b>	<b>184</b>	<b>17</b>	<b>2</b>	<b>225</b>	<b>25</b>	<b>13</b>	<b>563</b>	<b>52</b>	<b>22</b>
												<b>637</b>		

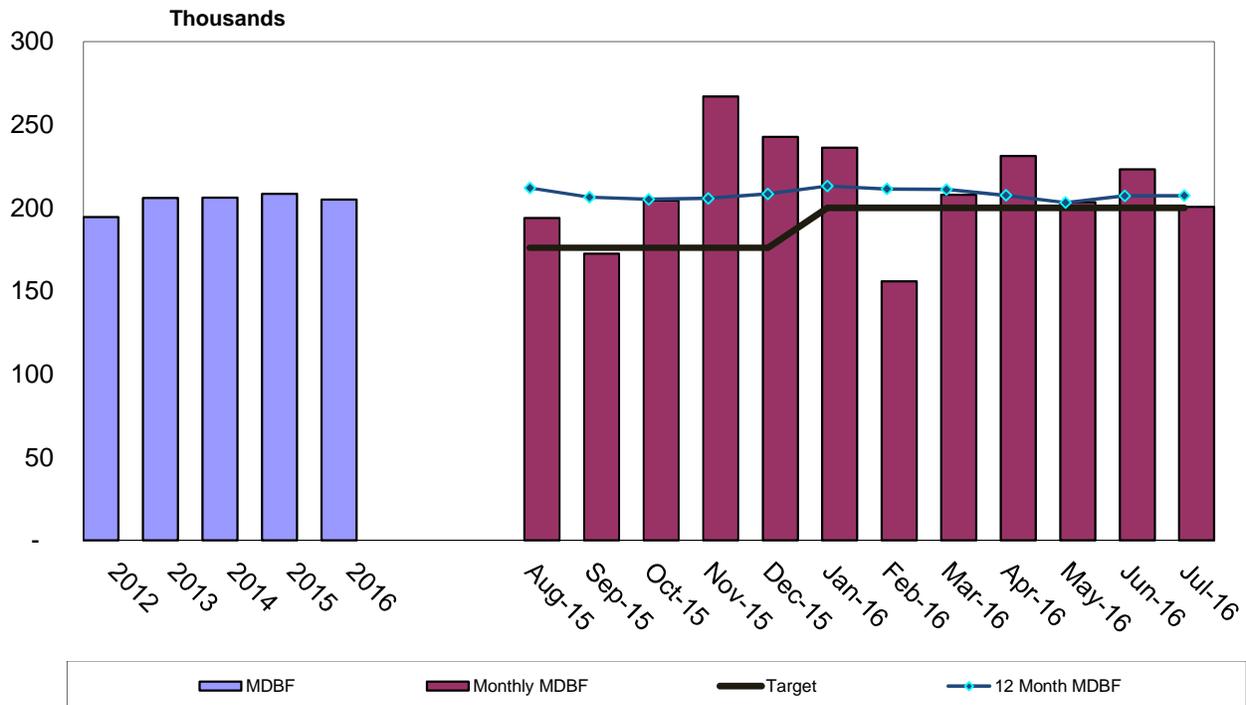
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - JULY 2016

			2016 Data					2015 Data		
			MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
<b>Mean</b>	M-3	150	75,000	79,190	6	73,012	69,780	115,119	5	62,307
<b>Distance</b>	M-7	836	460,000	373,487	14	408,998	408,467	420,325	13	569,204
<b>Between Failures</b>	DM	21	22,000	29,087	3	26,441	29,527	32,898	3	19,720
	DE	24	22,000	13,047	7	17,533	21,987	11,991	7	21,194
	C-3	134	100,000	245,959	3	161,013	145,791	112,945	7	114,903
	Diesel	179	60,000	70,498	13	69,863	75,490	57,250	17	61,479
<b>Fleet</b>	<b>1,165</b>		<b>200,000</b>	<b>200,619</b>	<b>33</b>	<b>204,976</b>	<b>207,344</b>	<b>200,373</b>	<b>35</b>	<b>206,769</b>

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

### ALL FLEETS Mean Distance Between Failure 2012 - 2016





Standee Report

East Of Jamaica		2016 Data		
		August		
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	5	18
		<b>Total Standees</b>	<b>5</b>	<b>18</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	37	12
		<b>Total Standees</b>	<b>77</b>	<b>12</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	25	0
		<b>Total Standees</b>	<b>25</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	16	66
		<b>Total Standees</b>	<b>16</b>	<b>66</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	10	36
		<b>Total Standees</b>	<b>10</b>	<b>36</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>133</b>	<b>131</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

		2016 Data		
		August		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	4	47
		<b>Total Standees</b>	<b>4</b>	<b>47</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	22	55
		<b>Total Standees</b>	<b>22</b>	<b>55</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	39
		<b>Total Standees</b>	<b>0</b>	<b>39</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	9	0
		<b>Total Standees</b>	<b>37</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	10	0
		<b>Total Standees</b>	<b>10</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	16	66
		<b>Total Standees</b>	<b>16</b>	<b>66</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	13	33
		<b>Total Standees</b>	<b>13</b>	<b>33</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	29	0
		<b>Total Standees</b>	<b>29</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>131</b>	<b>240</b>

**Definitions**

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

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

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

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

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

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR MONTH OF AUGUST 2016**

<b>Elevator Availability</b>		<b>2016</b>		<b>2015</b>	
		<b>August</b>	<b>Year to Date</b>	<b>August</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	99.20%	98.90%	98.80%	98.50%
	<b>Far Rockaway Branch</b>	97.40%	98.90%	99.00%	98.90%
	<b>Hempstead Branch</b>	99.60%	99.00%	99.50%	99.30%
	<b>Long Beach Branch</b>	99.40%	99.30%	98.50%	97.60%
	<b>Port Jefferson Branch</b>	98.20%	96.40%	98.60%	97.20%
	<b>Port Washington Branch</b>	96.90%	98.60%	98.50%	99.00%
	<b>Ronkonkoma Branch</b>	99.40%	99.10%	98.70%	98.80%
	<b>City Terminal Stations</b>	99.70%	98.30%	98.80%	97.80%
	<b>Overall Average</b>	99.10%	98.50%	98.80%	98.30%

<b>Escalator Availability</b>		<b>2016</b>		<b>2015</b>	
		<b>August</b>	<b>Year to Date</b>	<b>August</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	96.50%	97.50%	98.40%	98.20%
	<b>Far Rockaway Branch</b>	98.30%	98.10%	96.20%	98.30%
	<b>Hempstead Branch</b>	99.10%	97.70%	99.20%	99.20%
	<b>Long Beach Branch</b>	94.50%	97.20%	99.30%	98.40%
	<b>Port Jefferson Branch</b>	97.40%	97.70%	98.70%	93.80%
	<b>City Terminal</b>	94.40%	98.60%	99.90%	99.10%
	<b>Overall Average</b>	95.70%	98.00%	99.10%	98.40%

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR MONTH OF AUGUST 2016**

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
<b>No Elevator Incidents in the month of August 2016</b>			

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Lindenhurst</b>	0	1
<b>Penn Station</b>	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.

# JULY

## Safety Report

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

<b>Performance</b>			
<b>Performance Indicator</b>	<b>12-Month Average</b>		
	August 2013 - July 2014	August 2014 - July 2015	August 2015 - July 2016
FRA Reportable Customer Accident Rate per Million Customers	5.86	4.45	3.34
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.54	3.59	3.18
Grade Crossing Incidents <sup>1</sup>	6	10	8
Mainline FRA Reportable Train Derailments	0	0	1
Mainline FRA Reportable Train Collisions	2	3	2

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

<b>Leading Indicators</b>				
<b>Employee: Focus on C3RS</b>	<b>2015</b>		<b>2016</b>	
	July	Year to Date	July	Year to Date
Total Reports Received	8	18	28	133
Total Reports Reviewed by PRT	5	15	20	117
Total Reports that Meet C3RS Program Criteria	5	10	28	125
Total Corrective Actions being Developed	0	0	1	8
Total Corrective Actions Implemented	0	0	1	5
<b>Customer and Community: Focus on Grade Crossings</b>	July	Year to Date	July	Year to Date
Broken Gates	10	76	14	73
MTA Police Details	78	593	30	297
Summons	123	723	103	967
Warnings	70	323	69	538
Arrests	0	0	1	5
Community Education and Outreach	5,296	54,903	5,097	67,342
		Completed	Total	% Complete
Cameras on Rolling Stock	Scheduled to Begin in December		TBD	TBD

### **Definitions:**

**Confidential Close Call Reporting System (C3RS)** - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

**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.



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# LONG ISLAND RAIL ROAD



## Monthly Operating Report July 2016

Patrick Nowakowski  
President

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09/26/16 \*\*\*\*\*

**Performance Summary**

Performance Summary			2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	July	July	July	July
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>89.3%</b>	<b>93.0%</b>	<b>91.2%</b>	<b>91.2%</b>
		AM Peak		87.5%	93.4%	93.5%	89.6%
		PM Peak		84.5%	90.5%	87.6%	86.8%
		<b>Total Peak</b>		<b>86.1%</b>	<b>92.0%</b>	<b>90.7%</b>	<b>88.2%</b>
		Off Peak Weekday		88.8%	92.8%	91.8%	91.6%
		Weekend		93.0%	94.6%	90.6%	94.3%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>87.1%</b>	<b>91.7%</b>	<b>92.0%</b>	<b>91.2%</b>
		AM Peak		87.8%	93.8%	94.0%	89.6%
		PM Peak		81.8%	88.7%	87.7%	86.5%
		<b>Total Peak</b>		<b>85.0%</b>	<b>91.4%</b>	<b>91.1%</b>	<b>88.2%</b>
	Off Peak Weekday		85.7%	92.0%	93.4%	91.9%	
	Weekend		92.3%	91.7%	89.9%	94.4%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>94.2%</b>	<b>96.7%</b>	<b>95.6%</b>	<b>95.2%</b>	
	AM Peak		86.8%	93.9%	93.7%	90.4%	
	PM Peak		94.4%	97.0%	95.2%	94.0%	
	<b>Total Peak</b>		<b>90.2%</b>	<b>95.3%</b>	<b>94.3%</b>	<b>92.0%</b>	
	Off Peak Weekday		94.2%	97.0%	95.3%	95.9%	
	Weekend		97.4%	97.4%	98.1%	96.9%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>88.7%</b>	<b>91.7%</b>	<b>88.8%</b>	<b>88.6%</b>	
	AM Peak		87.0%	93.2%	93.0%	88.3%	
	PM Peak		84.6%	89.9%	81.4%	83.3%	
	<b>Total Peak</b>		<b>85.9%</b>	<b>91.6%</b>	<b>87.4%</b>	<b>85.9%</b>	
	Off Peak Weekday		86.2%	89.8%	87.2%	86.3%	
	Weekend		93.1%	94.4%	92.8%	94.1%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>92.5%</b>	<b>96.1%</b>	<b>92.6%</b>	<b>94.3%</b>	
	AM Peak		93.0%	96.6%	96.1%	94.5%	
	PM Peak		83.9%	93.1%	88.9%	90.2%	
	<b>Total Peak</b>		<b>88.7%</b>	<b>95.0%</b>	<b>92.7%</b>	<b>92.4%</b>	
	Off Peak Weekday		94.5%	96.8%	92.4%	94.6%	
	Weekend		92.2%	95.7%	92.9%	95.3%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>91.5%</b>	<b>95.0%</b>	<b>92.2%</b>	<b>92.9%</b>	
	AM Peak		89.2%	95.8%	96.7%	91.0%	
	PM Peak		90.0%	93.3%	90.9%	90.0%	
	<b>Total Peak</b>		<b>89.6%</b>	<b>94.6%</b>	<b>94.0%</b>	<b>90.5%</b>	
	Off Peak Weekday		91.5%	94.7%	92.8%	93.2%	
	Weekend		93.2%	96.0%	88.1%	95.2%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>80.9%</b>	<b>90.3%</b>	<b>84.6%</b>	<b>89.0%</b>	
	AM Peak		81.2%	88.8%	94.1%	89.0%	
	PM Peak		82.6%	90.6%	82.0%	86.3%	
	<b>Total Peak</b>		<b>81.9%</b>	<b>89.7%</b>	<b>87.9%</b>	<b>87.6%</b>	
	Off Peak Weekday		79.4%	90.7%	89.4%	90.7%	
	Weekend		82.3%	90.1%	71.7%	86.9%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>91.1%</b>	<b>93.1%</b>	<b>94.1%</b>	<b>93.0%</b>	
	AM Peak		87.9%	95.1%	96.9%	93.5%	
	PM Peak		80.0%	86.0%	84.1%	84.0%	
	<b>Total Peak</b>		<b>84.2%</b>	<b>90.9%</b>	<b>91.0%</b>	<b>89.1%</b>	
	Off Peak Weekday		94.3%	93.6%	94.5%	93.6%	
	Weekend		92.6%	94.9%	98.8%	96.8%	

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	July	July	July	July
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>88.4%</b>	<b>89.8%</b>	<b>89.8%</b>	<b>87.4%</b>
	AM Peak		85.0%	90.7%	91.8%	85.6%
	PM Peak		85.0%	90.1%	86.3%	84.8%
	<b>Total Peak</b>		<b>85.0%</b>	<b>90.4%</b>	<b>89.3%</b>	<b>85.3%</b>
	Off Peak Weekday		85.8%	86.1%	88.1%	85.2%
	Weekend		96.9%	96.3%	98.4%	95.6%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>90.8%</b>	<b>93.5%</b>	<b>90.7%</b>	<b>91.1%</b>
	AM Peak		89.7%	94.1%	91.5%	90.7%
	PM Peak		80.8%	87.2%	86.3%	82.6%
	<b>Total Peak</b>		<b>85.1%</b>	<b>90.6%</b>	<b>88.8%</b>	<b>86.5%</b>
	Off Peak Weekday		89.3%	92.8%	90.7%	91.4%
	Weekend		98.1%	98.1%	93.1%	95.8%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>87.6%</b>	<b>91.5%</b>	<b>90.1%</b>	<b>88.7%</b>
	AM Peak		83.6%	90.4%	89.9%	84.8%
	PM Peak		86.3%	92.6%	91.0%	88.4%
	<b>Total Peak</b>		<b>84.8%</b>	<b>91.4%</b>	<b>90.4%</b>	<b>86.5%</b>
	Off Peak Weekday		87.0%	91.3%	90.7%	89.4%
	Weekend		91.8%	92.1%	88.0%	90.2%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>93.5%</b>	<b>96.2%</b>	<b>95.2%</b>	<b>94.9%</b>
	AM Peak		92.0%	95.0%	95.7%	93.5%
	PM Peak		87.5%	91.8%	91.3%	89.1%
	<b>Total Peak</b>		<b>89.5%</b>	<b>93.3%</b>	<b>93.3%</b>	<b>91.1%</b>
	Off Peak Weekday		96.1%	97.9%	96.1%	96.2%
	Weekend		92.9%	96.2%	95.8%	97.0%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,897</b>	<b>142,972</b>	<b>21,433</b>	<b>143,025</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-15.3	-13.3	-12.4	-12.8
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		515	1,838	322	2,374
	<b>Trains Canceled</b>		194	842	88	830
	<b>Trains Terminated</b>		52	305	32	401
	<b>Percent of Scheduled Trips Completed</b>		98.8%	99.2%	99.4%	99.1%
	<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>					
	AM Peak		99.1%			
	PM Peak		98.4%			
	<b>Total Peak</b>		98.8%			

System Categories Of Delay	% Total	June	2016 Data		2015 Data		YTD 2016 Vs 2015
			July	YTD Thru July	July	YTD Thru July	
Engineering (Scheduled)	1.3%	14	29	217	24	242	(25)
Engineering (Unscheduled)	10.3%	149	231	1,108	213	1,125	(17)
Maintenance of Equipment	4.9%	100	110	860	163	1,006	(146)
Transportation	3.9%	22	88	262	153	447	(185)
Capital Projects	3.6%	23	80	329	93	198	131
Weather and Environmental	9.4%	17	210	1,534	70	2,754	(1,220)
Police	15.1%	128	338	1,067	284	1,391	(324)
Customers	27.5%	461	617	2,623	625	2,686	(63)
Other	13.7%	244	308	1,146	164	1,137	9
3rd Party Operations	10.3%	190	231	830	92	1,537	(707)
<b>Total</b>	<b>100.0%</b>	<b>1,348</b>	<b>2,242</b>	<b>9,976</b>	<b>1,881</b>	<b>12,523</b>	<b>(2,547)</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cld	Term
1-Jul	Fri	Heavy holiday loading	1			7	2		42			50	2	
2-Jul	Sat	Heavy holiday loading							12			12		
3-Jul	Sun	Police activity in East Hampton							9	1		9		1
4-Jul	Mon	Heavy holiday loading							10			10		
6-Jul	Wed	Amtrak related track circuit failure between F and Harold Interlocking				25	2		5			30	2	
6-Jul	Wed	PSEG Power surge	10						1			11		
7-Jul	Thurs	Train 2005 struck the bench wall in Line 4, Penn Station	11		2				1	1		12		3
8-Jul	Fri	Train 2011 with a bench wall strike in Line 4, Penn Station	48		7				17	1		65	1	7
8-Jul	Fri	Broken rail, ML3 in Harold Interlocking							16			16		
8-Jul	Fri	Heavy loading							16			16		
10-Jul	Sun	Heavy loading							15			15		
11-Jul	Mon	Track condition west of Kew Gardens							12			12		
12-Jul	Tues	Multiple track circuit failures in Babylon Interlocking				5			17	2		22	2	
12-Jul	Tues	Operator error on the Babylon Branch							9	1		9	1	
15-Jul	Fri	Amtrak related DC power trouble in Penn Station				8	5		10	9	8	18	14	8
15-Jul	Fri	Track circuit failure between Brent and CI				5			12			17		
15-Jul	Fri	Trespasser strike east of Copiague Station				11	2		4	2		15	4	
15-Jul	Fri	Heavy loading				3			9			12		
17-Jul	Sun	Downed tree stuck in power lines west of Greenvale Station							7	4		7	4	
17-Jul	Sun	Work train derailment in Jamaica Station							21			21		
18-Jul	Mon	Work train derailment in Jamaica Station (From 7/17)				14			16			30		
18-Jul	Mon	Track car derailment east of Woodside	43	10		1			20			64	10	
18-Jul	Mon	Train 2025 requiring medical assistance in Forest Hills	9						2			11		
19-Jul	Tues	Train 905 with equipment trouble in Valley Stream	23						1			24		
19-Jul	Tues	Trespasser strike at Queens Village				14	10		9	1	2	23	11	2
19-Jul	Tues	Rules violation in Hall Interlocking				23	14	1	15	1		38	15	1
20-Jul	Wed	Crossing protection malfunction at 12th Street	7						4			11		
21-Jul	Thurs	Amtrak related switch trouble in F Interlocking					10	3	7	1		17	4	
22-Jul	Fri	Signal trouble in Port Interlocking				13	2		7			20	2	
25-Jul	Mon	Track condition west of Babylon Station				2	7		18	6		20	13	
25-Jul	Mon	Weather related signal trouble system wide				65	37	2	55	19	7	120	56	9
27-Jul	Wed	Motor vehicle on tracks at Urban Avenue Crossing	43	12	1				30	13	3	73	25	4
27-Jul	Wed	Trespasser strike at Lynbrook Station	17	6					20	2	1	37	8	1
29-Jul	Fri	Bridge strike west of Westbury Station	5						9			14		
30-Jul	Sat	Signal trouble at Jay Interlocking							10			10		
<b>TOTAL FOR MONTH</b>			<b>217</b>	<b>28</b>	<b>10</b>	<b>196</b>	<b>91</b>	<b>6</b>	<b>468</b>	<b>62</b>	<b>23</b>	<b>891</b>	<b>174</b>	<b>36</b>
												<b>1101</b>		



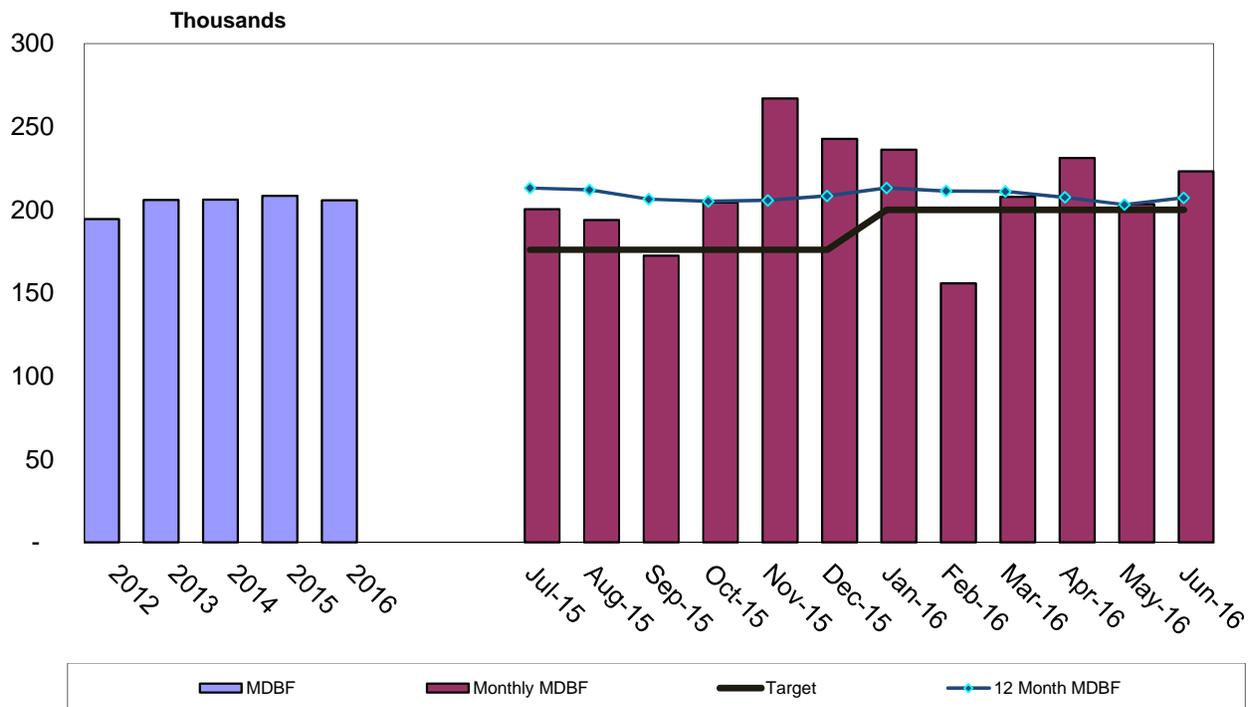
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - JUNE 2016

			2016 Data					2015 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
<b>Mean Distance Between Failures</b>	M-3	150	75,000	63,780	8	72,129	71,715	48,542	12	57,592
	M-7	836	460,000	527,476	10	415,716	412,731	402,377	13	607,153
	DM	21	22,000	28,833	3	26,023	29,864	31,589	3	18,139
	DE	24	22,000	15,333	6	18,696	21,830	19,423	4	24,261
	C-3	134	100,000	244,096	3	151,575	137,235	124,069	6	115,283
	Diesel	179	60,000	75,899	12	69,750	73,776	70,529	13	62,356
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>223,193</b>	<b>30</b>	<b>205,736</b>	<b>207,286</b>	<b>177,112</b>	<b>38</b>	<b>207,953</b>

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

### ALL FLEETS Mean Distance Between Failure 2012 - 2016





Standee Report

East Of Jamaica		2016 Data		
		July		
		AM Peak	PM Peak	
<b>Daily</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	2	5
		<b>Total Standees</b>	<b>2</b>	<b>5</b>
Average	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	13	0
		<b>Total Standees</b>	<b>53</b>	<b>0</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	12	6
		<b>Total Standees</b>	<b>12</b>	<b>6</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	18	19
		<b>Total Standees</b>	<b>18</b>	<b>19</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	7	85
		<b>Total Standees</b>	<b>7</b>	<b>85</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	24	22
		<b>Total Standees</b>	<b>24</b>	<b>22</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>116</b>	<b>137</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

		2016 Data		
		July		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	2	22
		<b>Total Standees</b>	<b>2</b>	<b>22</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	6	61
		<b>Total Standees</b>	<b>6</b>	<b>61</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	48
		<b>Total Standees</b>	<b>0</b>	<b>48</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	8	0
		<b>Total Standees</b>	<b>36</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	7	85
		<b>Total Standees</b>	<b>7</b>	<b>85</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	21	15
		<b>Total Standees</b>	<b>21</b>	<b>15</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	25	0
		<b>Total Standees</b>	<b>25</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>102</b>	<b>231</b>

**Definitions**

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

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

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

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

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

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR MONTH OF JULY 2016**

<b>Elevator Availability</b>		<b>2016</b>		<b>2015</b>	
		<b>July</b>	<b>Year to Date</b>	<b>July</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	98.10%	98.90%	99.20%	98.40%
	<b>Far Rockaway Branch</b>	99.40%	99.10%	99.10%	98.90%
	<b>Hempstead Branch</b>	99.60%	99.00%	99.50%	99.30%
	<b>Long Beach Branch</b>	98.20%	99.30%	99.40%	97.40%
	<b>Port Jefferson Branch</b>	93.50%	96.10%	97.10%	96.90%
	<b>Port Washington Branch</b>	98.70%	98.90%	98.90%	99.10%
	<b>Ronkonkoma Branch</b>	99.40%	99.10%	98.00%	98.80%
	<b>City Terminal Stations</b>	99.30%	98.10%	97.20%	97.60%
	<b>Overall Average</b>	98.40%	98.50%	98.20%	98.20%

<b>Escalator Availability</b>		<b>2016</b>		<b>2015</b>	
		<b>July</b>	<b>Year to Date</b>	<b>July</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	97.90%	97.70%	98.00%	98.20%
	<b>Far Rockaway Branch</b>	97.20%	98.10%	98.40%	98.50%
	<b>Hempstead Branch</b>	99.10%	97.50%	99.40%	99.10%
	<b>Long Beach Branch</b>	95.70%	97.60%	98.70%	98.30%
	<b>Port Jefferson Branch</b>	97.90%	97.80%	95.90%	93.10%
	<b>City Terminal</b>	97.30%	99.20%	99.70%	99.00%
	<b>Overall Average</b>	97.60%	98.40%	98.70%	98.30%

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR MONTH OF JULY 2016**

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
<b>Atlantic Terminal</b>	0	0	2
<b>Woodside</b>	0	0	1

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Bellmore</b>	0	1
<b>Penn Station</b>	0	3

**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.

# June Safety Report

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

<b>Performance</b>			
<b>Performance Indicator</b>	<b>12-Month Average</b>		
	July 2013 - June 2014	July 2014 - June 2015	July 2015 - June 2016
FRA Reportable Customer Accident Rate per Million Customers	5.80	4.55	3.47
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.56	3.55	3.27
Grade Crossing Incidents <sup>1</sup>	6	9	8
Mainline FRA Reportable Train Derailments	0	0	0
Mainline FRA Reportable Train Collisions	2	2	2

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

<b>Leading Indicators</b>				
<b>Employee: Focus on C3RS</b>	<b>2015</b>		<b>2016</b>	
	June	Year to Date	June	Year to Date
Total Reports Received	0	10	42	105
Total Reports Reviewed by PRT	5	10	40	97
Total Reports that Meet C3RS Program Criteria	5	5	40	97
Total Corrective Actions being Developed	0	0	1	7
Total Corrective Actions Implemented	0	0	4	4
<b>Customer and Community: Focus on Grade Crossings</b>	June	Year to Date	June	Year to Date
Broken Gates	11	66	9	59
MTA Police Details	98	515	32	267
Summons	97	600	124	864
Warnings	62	253	65	469
Arrests	0	0	1	4
Community Education and Outreach	12,773	49,607	12,221	62,245
		Completed	Total	% Complete
Cameras on Rolling Stock	Scheduled to Begin in December		TBD	TBD

**Definitions:**

**Confidential Close Call Reporting System (C3RS)** - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

**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.



# **Long Island Rail Road**

## **Monthly Financial Report**

**July 2016**

**MTA LONG ISLAND RAIL ROAD  
JULY 2016 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ In Millions)**

**SUMMARY**

July YTD operating results were favorable by \$29.9 million or 4.7% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through July were \$1.3 million or 0.3% above the Mid-Year Forecast due to higher ridership. Total Non-Reimbursable expenses through July were \$28.6 million lower than projected due to timing of non-payroll related expenses and lower labor expenses as a result of vacant positions and associated fringe costs, partially offset by higher Depreciation, GASB 68 Pension Adjustment and Claims.

YTD capital and other reimbursable expenditures (and reimbursements) were \$10.8 million higher than the budget due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of \$631.0 were \$12.1 or 2.0% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.9 favorable to forecast due to higher ridership. Ridership through July was 51.2 million. This was 2.4% above 2015 (adjusted for same number of calendar work days) and 0.4% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$0.4 favorable to forecast due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$10.8 million favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date July **Total Expenses** (including depreciation and other) of \$1,237.8 were favorable to forecast by \$17.7 or 1.4%.

**Labor Expenses**, \$4.8 favorable Y-T-D.

- **Payroll**, \$8.9 favorable Y-T-D (primarily vacant positions, lower rates, vacation pay and wage claim accruals, partially offset by the timing of retiree vacation and sick payouts).
- **Overtime**, \$(5.2) unfavorable Y-T-D (higher capital project activity, maintenance and vacancy/absentee coverage, partially offset by lower scheduled/ unscheduled service).
- **Health & Welfare**, \$0.7 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$1.5 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(1.0) unfavorable Y-T-D (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).

**Non-Labor Expenses**, \$31.6 favorable Y-T-D.

- **Electric Power**, \$3.0 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$0.1 unfavorable Y-T-D (primarily higher rates).
- **Insurance**, \$0.3 favorable Y-T-D (lower Force Account insurance).
- **Claims**, \$(1.2) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$2.8 favorable Y-T-D (primarily timing of various safety/security related projects, HVAC, vegetation management and transformer removal, partially offset by timing of capital project activity and higher non-revenue vehicle maintenance).
- **Professional Services**, \$2.0 favorable Y-T-D (timing of invoices for document scanner system and medical provider, timing of activities for enterprise asset management and new fare payment system).
- **Materials and Supplies**, \$25.8 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and capital project activity and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.1 unfavorable Y-T-D (Higher bad debt reserves).

**Depreciation and Other**, \$(18.7) unfavorable Y-T-D (unfavorable Depreciation, GASB 68 Pension Adjustment, and Environmental Remediation).

**CASH DEFICIT SUMMARY**

The Cash Deficit through July of \$384.0 million was \$41.8 favorable to forecast due to higher receipts and lower expenses.

**FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 52.3%, 3.6 percentage points above the forecast resulting from lower expenses and higher revenue.
- Through July, the Adjusted Farebox Operating Ratio was 61.4%, which is favorable to forecast due to lower expenses and higher revenue.
- Through July, the Adjusted Cost per Passenger was \$13.99, which is lower than forecast due to lower expenses and higher ridership.
- Through July, the Revenue per Passenger was \$8.02, which was in line with forecast.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July 2016**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$63.702	\$63.852	\$0.150	0.2	\$0.000	\$0.000	\$0.000	-	\$63.702	\$63.852	\$0.150	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.939	4.114	0.175	4.4	0.000	0.000	0.000	-	3.939	4.114	0.175	4.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.363	28.632	0.269	0.9	28.363	28.632	0.269	0.9
<b>Total Revenue</b>	<b>\$67.641</b>	<b>\$67.965</b>	<b>\$0.324</b>	<b>0.5</b>	<b>\$28.363</b>	<b>\$28.632</b>	<b>\$0.269</b>	<b>0.9</b>	<b>\$96.004</b>	<b>\$96.597</b>	<b>\$0.593</b>	<b>0.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$44.899	\$42.434	\$2.465	5.5	\$8.832	\$8.304	\$0.528	6.0	\$53.731	\$50.738	\$2.993	5.6
Overtime	10.029	8.593	1.436	14.3	2.492	3.468	(0.976)	(39.2)	12.521	12.061	0.460	3.7
Health and Welfare	8.363	8.112	0.251	3.0	1.833	1.961	(0.128)	(7.0)	10.196	10.074	0.122	1.2
OPEB Current Payment	5.321	4.907	0.414	7.8	0.000	0.000	0.000	-	5.321	4.907	0.414	7.8
Pensions	12.895	12.244	0.651	5.1	2.977	3.629	(0.652)	(21.9)	15.872	15.873	(0.001)	(0.0)
Other Fringe Benefits	12.215	12.137	0.078	0.6	1.874	2.078	(0.204)	(10.9)	14.089	14.215	(0.126)	(0.9)
Reimbursable Overhead	(1.561)	(3.027)	1.466	93.9	1.561	3.027	(1.466)	(93.9)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$92.161</b>	<b>\$85.401</b>	<b>\$6.760</b>	<b>7.3</b>	<b>\$19.569</b>	<b>\$22.467</b>	<b>(\$2.898)</b>	<b>(14.8)</b>	<b>\$111.730</b>	<b>\$107.868</b>	<b>\$3.862</b>	<b>3.5</b>
<i>Non-Labor:</i>												
Electric Power	\$7.982	\$7.516	\$0.466	5.8	\$0.041	\$0.168	(\$0.127)	*	\$8.023	\$7.684	\$0.339	4.2
Fuel	1.265	1.258	0.007	0.6	0.000	0.000	0.000	-	1.265	1.258	0.007	0.6
Insurance	1.951	1.972	(0.021)	(1.1)	0.686	0.550	0.136	19.9	2.637	2.522	0.115	4.4
Claims	0.341	0.522	(0.181)	(53.1)	0.000	0.000	0.000	-	0.341	0.522	(0.181)	(53.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.338	6.657	(0.319)	(5.0)	2.222	1.564	0.658	29.6	8.560	8.221	0.339	4.0
Professional Service Contracts	2.863	1.775	1.088	38.0	0.070	0.047	0.023	33.3	2.933	1.822	1.111	37.9
Materials & Supplies	13.578	7.455	6.123	45.1	5.750	3.762	1.988	34.6	19.328	11.217	8.111	42.0
Other Business Expenses	1.367	1.161	0.206	15.0	0.025	0.074	(0.049)	*	1.392	1.236	0.156	11.2
<b>Total Non-Labor Expenses</b>	<b>\$35.685</b>	<b>\$28.315</b>	<b>\$7.370</b>	<b>20.7</b>	<b>\$8.794</b>	<b>\$6.165</b>	<b>\$2.629</b>	<b>29.9</b>	<b>\$44.479</b>	<b>\$34.480</b>	<b>\$9.999</b>	<b>22.5</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$127.846</b>	<b>\$113.716</b>	<b>\$14.130</b>	<b>11.1</b>	<b>\$28.363</b>	<b>\$28.632</b>	<b>(\$0.269)</b>	<b>(0.9)</b>	<b>\$156.209</b>	<b>\$142.348</b>	<b>\$13.861</b>	<b>8.9</b>
Depreciation	\$27.377	\$27.372	\$0.005	0.0	\$0.000	\$0.000	\$0.000	-	\$27.377	\$27.372	\$0.005	0.0
Other Post Employment Benefits	6.956	6.921	0.035	0.5	0.000	0.000	0.000	-	6.956	6.921	0.035	0.5
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.142	0.167	(0.025)	(17.4)	0.000	0.000	0.000	-	0.142	0.167	(0.025)	(17.4)
<b>Total Expenses</b>	<b>\$162.321</b>	<b>\$148.175</b>	<b>\$14.146</b>	<b>8.7</b>	<b>\$28.363</b>	<b>\$28.632</b>	<b>(\$0.269)</b>	<b>(0.9)</b>	<b>\$190.684</b>	<b>\$176.806</b>	<b>\$13.878</b>	<b>7.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$94.680)</b>	<b>(\$80.209)</b>	<b>\$14.471</b>	<b>15.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$94.680)</b>	<b>(\$80.209)</b>	<b>\$14.471</b>	<b>15.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.377	\$27.372	(\$0.005)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$27.377	\$27.372	(\$0.005)	(0.0)
Operating/Capital	(3.293)	(0.781)	2.512	76.3	0.000	0.000	0.000	-	(3.293)	(0.781)	2.512	76.3
Other Cash Adjustments	2.632	(10.894)	(13.525)	*	0.000	0.000	0.000	-	2.632	(10.894)	(13.525)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$26.716</b>	<b>\$15.697</b>	<b>(\$11.019)</b>	<b>(41.2)</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$26.716</b>	<b>\$15.697</b>	<b>(\$11.019)</b>	<b>(41.2)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$67.964)</b>	<b>(\$64.513)</b>	<b>\$3.452</b>	<b>5.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$67.964)</b>	<b>(\$64.513)</b>	<b>\$3.452</b>	<b>5.1</b>

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**July Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$407.670	\$408.565	\$0.895	0.2	\$0.000	\$0.000	\$0.000	-	\$407.670	\$408.565	\$0.895	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	30.790	31.182	0.392	1.3	0.000	0.000	0.000	-	30.790	31.182	0.392	1.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	180.420	191.252	10.832	6.0	180.420	191.252	10.832	6.0
<b>Total Revenue</b>	<b>\$438.460</b>	<b>\$439.746</b>	<b>\$1.286</b>	<b>0.3</b>	<b>\$180.420</b>	<b>\$191.252</b>	<b>\$10.832</b>	<b>6.0</b>	<b>\$618.880</b>	<b>\$630.998</b>	<b>\$12.118</b>	<b>2.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$298.669	\$291.585	\$7.084	2.4	\$57.765	\$55.924	\$1.841	3.2	\$356.434	\$347.509	\$8.925	2.5
Overtime	68.997	68.550	0.447	0.6	17.086	22.774	(5.688)	(33.3)	86.083	91.324	(5.241)	(6.1)
Health and Welfare	57.912	56.163	1.749	3.0	12.380	13.478	(1.098)	(8.9)	70.292	69.641	0.651	0.9
OPEB Current Payment	35.900	34.367	1.533	4.3	0.000	0.000	0.000	-	35.900	34.367	1.533	4.3
Pensions	80.224	77.025	3.199	4.0	21.312	24.512	(3.200)	(15.0)	101.536	101.536	(0.000)	(0.0)
Other Fringe Benefits	85.469	85.352	0.117	0.1	12.915	14.075	(1.160)	(9.0)	98.384	99.428	(1.044)	(1.1)
Reimbursable Overhead	(14.489)	(19.794)	5.305	36.6	14.489	19.794	(5.305)	(36.6)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$612.682</b>	<b>\$593.249</b>	<b>\$19.433</b>	<b>3.2</b>	<b>\$135.947</b>	<b>\$150.556</b>	<b>(\$14.609)</b>	<b>(10.7)</b>	<b>\$748.629</b>	<b>\$743.805</b>	<b>\$4.824</b>	<b>0.6</b>
<i>Non-Labor:</i>												
Electric Power	\$45.418	\$42.075	\$3.343	7.4	\$0.326	\$0.671	(\$0.345)	*	\$45.744	\$42.746	\$2.998	6.6
Fuel	8.061	8.164	(0.103)	(1.3)	0.000	0.000	0.000	-	8.061	8.164	(0.103)	(1.3)
Insurance	13.591	13.558	0.033	0.2	4.031	3.738	0.293	7.3	17.622	17.296	0.326	1.9
Claims	2.696	3.898	(1.202)	(44.6)	0.000	0.000	0.000	-	2.696	3.898	(1.202)	(44.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	39.928	36.845	3.083	7.7	11.807	12.090	(0.283)	(2.4)	51.735	48.936	2.799	5.4
Professional Service Contracts	14.118	11.811	2.307	16.3	0.603	0.864	(0.261)	(43.2)	14.721	12.675	2.046	13.9
Materials & Supplies	83.444	62.388	21.056	25.2	27.397	22.658	4.739	17.3	110.841	85.046	25.795	23.3
Other Business Expenses	8.605	9.331	(0.726)	(8.4)	0.309	0.675	(0.366)	*	8.914	10.006	(1.092)	(12.2)
<b>Total Non-Labor Expenses</b>	<b>\$215.861</b>	<b>\$188.070</b>	<b>\$27.791</b>	<b>12.9</b>	<b>\$44.473</b>	<b>\$40.696</b>	<b>\$3.777</b>	<b>8.5</b>	<b>\$260.334</b>	<b>\$228.766</b>	<b>\$31.568</b>	<b>12.1</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$828.543</b>	<b>\$781.318</b>	<b>\$47.225</b>	<b>5.7</b>	<b>\$180.420</b>	<b>\$191.252</b>	<b>(\$10.832)</b>	<b>(6.0)</b>	<b>\$1,008.963</b>	<b>\$972.570</b>	<b>\$36.393</b>	<b>3.6</b>
Depreciation	\$196.596	\$197.561	(0.965)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$196.596	\$197.561	(\$0.965)	(0.5)
Other Post Employment Benefits	48.693	48.430	0.263	0.5	0.000	0.000	0.000	-	48.693	48.430	0.263	0.5
GASB 68 Pension Expense Adjustment	0.000	17.825	(17.825)	-	0.000	0.000	0.000	-	0.000	17.825	(17.825)	-
Environmental Remediation	1.295	1,419	(0.124)	(9.5)	0.000	0.000	0.000	-	1,295	1,419	(0.124)	(9.5)
<b>Total Expenses</b>	<b>\$1,075.127</b>	<b>\$1,046.553</b>	<b>\$28.574</b>	<b>2.7</b>	<b>\$180.420</b>	<b>\$191.252</b>	<b>(\$10.832)</b>	<b>(6.0)</b>	<b>\$1,255.547</b>	<b>\$1,237.805</b>	<b>\$17.742</b>	<b>1.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$636.667)</b>	<b>(\$606.807)</b>	<b>\$29.860</b>	<b>4.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$636.667)</b>	<b>(\$606.807)</b>	<b>\$29.860</b>	<b>4.7</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$196.596	\$197.561	\$0.965	0.5	\$0.000	\$0.000	\$0.000	-	196.596	\$197.561	\$0.965	0.5
Operating/Capital	(11.685)	(3.829)	7.855	67.2	0.000	0.000	0.000	-	(11.685)	(3.829)	7.855	67.2
Other Cash Adjustments	25.922	29.087	3.165	12.2	0.000	0.000	0.000	-	25.922	29.087	3.165	12.2
<b>Total Cash Conversion Adjustments</b>	<b>\$210.833</b>	<b>\$222.819</b>	<b>\$11.985</b>	<b>5.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$210.833</b>	<b>\$222.819</b>	<b>\$11.985</b>	<b>5.7</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$425.834)</b>	<b>(\$383.988)</b>	<b>\$41.846</b>	<b>9.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$425.834)</b>	<b>(\$383.988)</b>	<b>\$41.846</b>	<b>9.8</b>

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.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

July 2016				Year-to-Date July 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	0.150	0.2	Higher ridership \$0.341, partially offset by lower yield per passenger \$(0.191).	0.895	0.2	Higher ridership \$1.480, partially offset by lower yield per passenger \$(0.585).
Other Operating Revenue	Non Reimb.	0.175	4.4	Primarily due to higher station privileges, rentals and special services revenue, partially offset by timing of miscellaneous revenue.	0.392	1.3	Primarily due to timing of miscellaneous and freight revenue and higher special services, station privileges and rentals revenue.
Capital & Other Reimbursements	Reimb.	0.269	0.9	Timing of capital project activity.	10.832	6.0	Timing of capital project activity.
<b>Expenses</b>							
Payroll	Non Reimb.	2.465	5.5	Primarily vacant positions, rates and higher sick pay law claims (credits).	7.084	2.4	Primarily vacant positions, rates, lower vacation pay and wage claim accruals and higher sick pay law claims (credits), partially offset by the timing of payments for vacation buyout.
	Reimb.	0.528	6.0	Primarily due to timing of project activity.	1.841	3.2	Primarily due to timing of project activity.
Overtime	Non Reimb.	1.436	14.3	Lower programmatic/routine maintenance overtime, lower vacancy/absentee coverage and lower scheduled/unscheduled service.	0.447	0.6	Lower unscheduled/scheduled service, partially offset by higher vacancy/absentee coverage and maintenance overtime.
	Reimb.	(0.976)	(39.2)	Over-run attributed to bridge program, Hudson Rail yard projects, Great Neck Pocket Track extension and Second Track Main Line.	(5.688)	(33.3)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line and WSS closure, partially offset by PTC delays.
Health and Welfare	Non Reimb.	0.251	3.0	Vacant positions.	1.749	3.0	Vacant positions.
	Reimb.	(0.128)	(7.0)	Primarily due to timing of project activity.	(1.098)	(8.9)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.414	7.8	Fewer retirees/beneficiaries.	1.533	4.3	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2016		Reason for Variance	Year-to-Date July 2016		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.651	5.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	3.199	4.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.652)	(21.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(3.200)	(15.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.078	0.6	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves and timing of employee reimbursements.	0.117	0.1	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.204)	(10.9)	Primarily due to timing of project activity.	(1.160)	(9.0)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(1.466)	(93.9)	Primarily due to timing of project activity.	(5.305)	(36.6)	Primarily due to timing of project activity.
	Non Reimb.	1.466	93.9	Primarily due to timing of project activity.	5.305	36.6	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.466	5.8	Primarily lower consumption.	3.343	7.4	Lower rates and consumption.
	Reimb.	(0.127)	*		(0.345)	*	
Fuel	Non Reimb.	0.007	0.6		(0.103)	(1.3)	Primarily higher rates.
Insurance	Non Reimb.	(0.021)	(1.1)		0.033	0.2	
	Reimb.	0.136	19.9	Force Account Insurance associated with project activity.	0.293	7.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.181)	(53.1)	Higher reserves for public liability claims.	(1.202)	(44.6)	Higher reserves for public liability claims.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2016		Reason for Variance	Year-to-Date July 2016		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	(0.319)	(5.0)	Timing of payments/activities for joint facilities, uniforms and non-revenue vehicle repairs, partially offset by timing of vegetation management.	3.083	7.7	Timing of payments/activities for vegetation management, safety/security related initiatives, HVAC maintenance, building and facility maintenance and lower TVM and parking facility maintenance, partially offset by higher non-revenue vehicle repairs.
	Reimb.	0.658	29.6	Primarily due to timing of project activity.	(0.283)	(2.4)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.088	38.0	Timing of consulting and training activities for EAM, new fare payment systems and MTA chargebacks.	2.307	16.3	Delayed purchases of document scanner and consulting and training for EAM and timing of payments for medical services.
	Reimb.	0.023	33.3	Primarily due to timing of project activity.	(0.261)	(43.2)	Primarily due to timing of project activity and medical services contract.
Materials & Supplies	Non Reimb.	6.123	45.1	Primarily due to delays for contracts related to fleet modifications (DE/DM gate unit and observer seats), Reliability Centered Maintenance (15 year Diesel and M-7 Propulsion) and higher pool material reclaims.	21.056	25.2	Primarily due to delayed fleet modifications (DE/DM gate units and M7 Observer seats), contracts for non-recurring engineering costs (C-3 CCU and C-3 Phase 3 door), higher reclaims of pool material, lower chargeouts of running repair material (primarily wheels) and lower corporate inventory adjustments, partially offset by higher material usage by the Maintenance of Way department.
	Reimb.	1.988	34.6	Primarily due to timing of project activity.	4.739	17.3	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

		July 2016				Year-to-Date July 2016	
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.206	15.0	Primarily lower expenditures of office supplies and print and stationary supplies.	(0.726)	(8.4)	Primarily higher bad debt reserves.
	Reimb.	(0.049)	*	Primarily due to timing of project activity.	(0.366)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.005	0.0	Based on certain capital assets being fully depreciated.	(0.965)	(0.5)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	0.035	0.5	Primarily due to latest actuarial estimates	0.263	0.5	Primarily due to latest actuarial estimates.
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		(17.825)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.
Environmental Remediation	Non Reimb.	(0.025)	(17.4)	Higher environmental remediation reserves.	(0.124)	(9.5)	Higher environmental remediation reserves.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
July 2016								
(\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$65.380	\$63.236	(\$2.144)	(3.3)	\$420.233	\$419.131	(\$1.102)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.901	1.074	(0.827)	(43.5)	34.807	33.534	(1.273)	(3.7)
Capital & Other Reimbursements	25.809	20.894	(4.915)	(19.0)	137.102	147.882	10.780	7.9
<b>Total Receipts</b>	<b>\$93.090</b>	<b>\$85.204</b>	<b>(\$7.885)</b>	<b>(8.5)</b>	<b>\$592.142</b>	<b>\$600.547</b>	<b>\$8.405</b>	<b>1.4</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$53.282	\$49.502	\$3.780	7.1	\$352.259	\$342.363	\$9.896	2.8
Overtime	13.368	12.282	1.086	8.1	88.218	91.315	(3.097)	(3.5)
Health and Welfare	10.195	19.577	(9.382)	(92.0)	59.259	68.031	(8.772)	(14.8)
OPEB Current Payment	5.321	9.043	(3.722)	(69.9)	31.654	34.228	(2.574)	(8.1)
Pensions	15.873	15.005	0.868	5.5	100.225	99.241	0.984	1.0
Other Fringe Benefits	16.679	17.405	(0.726)	(4.4)	99.209	98.824	0.385	0.4
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$114.718</b>	<b>\$122.814</b>	<b>(\$8.096)</b>	<b>(7.1)</b>	<b>\$730.824</b>	<b>\$734.001</b>	<b>(\$3.177)</b>	<b>(0.4)</b>
<i>Non-Labor:</i>								
Electric Power	\$8.023	\$3.379	\$4.644	57.9	\$46.353	\$37.606	\$8.747	18.9
Fuel	1.265	1.377	(0.112)	(8.8)	8.161	7.932	0.229	2.8
Insurance	3.400	0.211	3.189	93.8	18.767	13.319	5.448	29.0
Claims	0.119	0.107	0.012	10.3	1.138	1.420	(0.282)	(24.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.155	6.009	3.146	34.4	59.834	50.238	9.596	16.0
Professional Service Contracts	3.414	2.525	0.889	26.0	14.591	14.008	0.583	4.0
Materials & Supplies	17.930	14.433	3.497	19.5	118.263	106.917	11.346	9.6
Other Business Expenses	1.352	(0.185)	1.537	*	8.435	7.438	0.997	11.8
<b>Total Non-Labor Expenditures</b>	<b>\$44.658</b>	<b>\$27.856</b>	<b>\$16.802</b>	<b>37.6</b>	<b>\$275.542</b>	<b>\$238.880</b>	<b>\$36.662</b>	<b>13.3</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.678	\$1.782	(\$0.104)	(6.2)	\$11.610	\$11.776	(\$0.166)	(1.4)
<b>Total Other Expenditure Adjustments</b>	<b>\$1.678</b>	<b>\$1.782</b>	<b>(\$0.104)</b>	<b>(6.2)</b>	<b>\$11.610</b>	<b>\$11.776</b>	<b>(\$0.166)</b>	<b>(1.4)</b>
<b>Total Expenditures</b>	<b>\$161.054</b>	<b>\$152.452</b>	<b>\$8.602</b>	<b>5.3</b>	<b>\$1,017.976</b>	<b>\$984.656</b>	<b>\$33.320</b>	<b>3.3</b>
Cash Timing and Availability Adjustment	0.000	2.735	2.735	-	0.000	0.121	0.121	*
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$67.964)</b>	<b>(\$64.513)</b>	<b>\$3.452</b>	<b>5.1</b>	<b>(\$425.834)</b>	<b>(\$383.988)</b>	<b>\$41.846</b>	<b>9.8</b>
<b>Subsidies</b>								
MTA	67.964	64.505	(3.459)	(5.1)	425.834	383.987	(41.847)	(9.8)

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	July 2016			Year-to-Date as of July 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(2.144)	(3.3)	Lower advance sales impact \$(2.353) and lower yields \$(0.191), partially offset by higher ridership \$0.341 and higher Metrocard/AirTrain sales \$0.059.	(1.102)	(0.3)	Lower advance sales impact \$(2.208) and lower yields \$(0.585), partially offset by higher ridership \$1.480 and higher Metrocard/AirTrain sales \$0.211.
Other Operating Revenue	(0.827)	(43.5)	Primarily due the reclassification of prior months advertising receipts, partially offset by the catch up reimbursement of second quarter NYCTA Transportation Passes.	(1.273)	(3.7)	Primarily due to the timing of rental and freight receipts.
Capital and Other Reimbursements	(4.915)	(19.0)	Timing of activity and reimbursement for capital and other reimbursements.	10.780	7.9	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	3.780	7.1	Primarily due to vacant positions, rates, timing of intercompany reimbursements and higher sick pay law claims, partially offset by the timing of vacation buyout payments.	9.896	2.8	Primarily due to vacant positions, rates and higher sick pay law claims, partially offset by the timing of intercompany reimbursements and vacation buyout payments.
Overtime	1.086	8.1	Primarily due to lower programmatic/routine maintenance, scheduled and unscheduled service, and vacancy/absentee coverage, partially offset by higher project overtime.	(3.097)	(3.5)	Primarily due to higher project overtime, maintenance and higher vacancy/absentee coverage, partially offset by lower scheduled/unscheduled service.
Health and Welfare	(9.382)	(92.0)	Primarily due to the timing of NYSHIP payments, partially offset by intercompany reimbursements and lower headcount.	(8.772)	(14.8)	Primarily due to the timing of NYSHIP payments, partially offset by intercompany reimbursements and lower headcount.
OPEB Current Payment	(3.722)	(69.9)	Primarily due to the timing of NYSHIP payments, partially offset by fewer retirees/beneficiaries.	(2.574)	(8.1)	Primarily due to the timing of NYSHIP payments, partially offset by fewer retirees/beneficiaries.
Pensions	0.868	5.5	Due to intercompany reimbursements.	0.984	1.0	Due to higher intercompany reimbursements.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	July 2016			Year-to-Date as of July 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(0.726)	(4.4)	Primarily the timing of FELA payments, higher meal payments and the timing of shoe payments, partially offset by intercompany reimbursements and Railroad Retirement payments.	0.385	0.4	Primarily the timing of Railroad Retirement payments and intercompany reimbursements, partially offset by the timing of FELA payments and higher meal payments.
Non-Labor:						
Electric Power	4.644	57.9	Primarily due to non-payment of PSEG Traction and lower consumption.	8.747	18.9	Primarily due to the timing of PSEG traction payments, lower rates and lower consumption.
Fuel	(0.112)	(8.8)	Primarily the timing of fuel payments.	0.229	2.8	Primarily the timing of fuel payments, partially offset by higher rates.
Insurance	3.189	93.8	Timing of Insurance premium payments.	5.448	29.0	Timing of Insurance premium payments.
Claims	0.012	10.3	Timing of payment for claims.	(0.282)	(24.8)	Timing of payment for claims.
Maintenance and Other Operating Contracts	3.146	34.4	Timing of payments.	9.596	16.0	Timing of payments.
Professional Service Contracts	0.889	26.0	Primarily the timing of MTA Chargeback payments and the timing of other professional services and payments.	0.583	4.0	Primarily the timing of MTA Chargeback payments and the timing of other professional services and payments, partially offset by the timing of intercompany reimbursements.
Materials and Supplies	3.497	19.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.	11.346	9.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	1.537	*	Primarily due to accelerated ROCLA Concrete tie restitution, which was received and misclassified in June and reclassified here in July.	0.997	11.8	Primarily due to accelerated ROCLA concrete tie restitution forecast in 2017 and 2018 received in 2016.
Other Expenditure Adjustments	(0.104)	(6.2)	Higher Metrocard/AirTrain pass through payments.	(0.166)	(1.4)	Higher Metrocard/AirTrain pass through payments.

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**July 2016**  
(\$ in millions)

	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.678	(\$0.616)	(\$2.294)	*	\$12.563	\$10.566	(\$1.997)	(15.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(2.038)	(3.040)	(1.002)	(49.2)	4.017	2.352	(1.665)	(41.5)
Capital & Other Reimbursements	(2.554)	(7.738)	(5.183)	*	(43.318)	(43.370)	(0.052)	(0.1)
<b>Total Receipts</b>	<b>(\$2.914)</b>	<b>(\$11.393)</b>	<b>(\$8.479)</b>	<b>*</b>	<b>(\$26.738)</b>	<b>(\$30.452)</b>	<b>(\$3.714)</b>	<b>(13.9)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$0.449	\$1.236	\$0.787	*	\$4.175	\$5.146	\$0.971	23.3
Overtime	(0.847)	(0.221)	0.626	73.9	(2.135)	0.009	2.144	*
Health and Welfare	0.001	(9.503)	(9.504)	*	11.033	1.610	(9.423)	(85.4)
OPEB Current Payment	0.000	(4.135)	(4.135)	-	4.246	0.140	(4.106)	(96.7)
Pensions	(0.001)	0.868	0.869	*	1.311	2.295	0.984	75.1
Other Fringe Benefits	(2.590)	(3.190)	(0.600)	(23.2)	(0.825)	0.604	1.429	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$2.988)</b>	<b>(\$14.946)</b>	<b>(\$11.958)</b>	<b>*</b>	<b>\$17.805</b>	<b>\$9.804</b>	<b>(\$8.001)</b>	<b>(44.9)</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$4.305	\$4.305	-	(\$0.609)	\$5.140	\$5.749	*
Fuel	0.000	(0.119)	(0.119)	-	(0.100)	0.232	0.332	*
Insurance	(0.763)	2.310	3.073	*	(1.145)	3.976	5.121	*
Claims	0.222	0.415	0.193	87.1	1.558	2.478	0.920	59.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.595)	2.212	2.807	*	(8.099)	(1.303)	6.796	83.9
Professional Service Contracts	(0.481)	(0.704)	(0.223)	(46.3)	0.130	(1.334)	(1.464)	*
Materials & Supplies	1.398	(3.217)	(4.615)	*	(7.422)	(21.872)	(14.450)	*
Other Business Expenses	0.040	1.421	1.381	*	0.479	2.568	2.089	*
<b>Total Non-Labor Expenditures</b>	<b>(\$0.179)</b>	<b>\$6.624</b>	<b>\$6.803</b>	<b>*</b>	<b>(\$15.208)</b>	<b>(\$10.114)</b>	<b>\$5.094</b>	<b>33.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.678)	(\$1.782)	(\$0.104)	(6.2)	(\$11.610)	(\$11.776)	(\$0.166)	(1.4)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.678)</b>	<b>(\$1.782)</b>	<b>(\$0.104)</b>	<b>(6.2)</b>	<b>(\$11.610)</b>	<b>(\$11.776)</b>	<b>(\$0.166)</b>	<b>(1.4)</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$4.845)</b>	<b>(\$10.105)</b>	<b>(\$5.260)</b>	<b>*</b>	<b>(\$9.013)</b>	<b>(\$12.085)</b>	<b>(\$3.072)</b>	<b>(34.1)</b>
Depreciation Adjustment	\$27.377	\$27.372	(\$0.005)	(0.0)	\$196.596	\$197.561	\$0.965	0.5
Other Post Employment Benefits	6.956	6.921	(0.035)	(0.5)	48.693	48.430	(0.263)	(0.5)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	17.825	17.825	-
Environmental Remediation	0.142	0.167	0.025	17.4	1.295	1.419	0.124	9.5
<b>Total Expenditures</b>	<b>\$29.630</b>	<b>\$24.354</b>	<b>(\$5.276)</b>	<b>(17.8)</b>	<b>\$237.571</b>	<b>\$253.149</b>	<b>\$15.578</b>	<b>6.6</b>
Cash Timing and Availability Adjustment	0.000	2.735	2.735	-	0.000	0.121	0.121	*
<b>Total Cash Conversion Adjustments</b>	<b>\$26.716</b>	<b>\$15.697</b>	<b>(\$11.019)</b>	<b>(41.2)</b>	<b>\$210.833</b>	<b>\$222.819</b>	<b>\$11.985</b>	<b>5.7</b>

**MTA LONG ISLAND RAIL ROAD**  
**2016 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	July 2016						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	32,474	\$1.947	30,684	\$1.843	1,790	\$0.104	219,418	\$13.262	215,435	\$13.008	3,983	\$0.254
					5.5%	5.3%					1.8%	1.9%
<u>Unscheduled Service</u>	7,992	\$0.497	2,957	\$0.187	5,034	\$0.310	61,412	\$3.858	51,246	\$3.218	10,167	\$0.640
					63.0%	62.4%					16.6%	16.6%
<u>Programmatic/Routine Maintenance</u>	56,490	\$3.146	39,088	\$2.148	17,402	\$0.999	402,571	\$22.596	401,913	\$22.686	658	(\$0.090)
					30.8%	31.7%					0.2%	-0.4%
<u>Unscheduled Maintenance</u>	492	\$0.029	3,787	\$0.223	(3,295)	(\$0.194)	3,448	\$0.203	6,646	\$0.392	(3,198)	(\$0.188)
					*	*					-92.7%	-92.7%
<u>Vacancy/Absentee Coverage</u>	73,821	\$4.223	68,364	\$3.883	5,457	\$0.341	337,389	\$19.411	338,037	\$19.482	(648)	(\$0.070)
					7.4%	8.1%					-0.2%	-0.4%
<u>Weather Emergencies</u>	1,190	\$0.071	1,840	\$0.118	(651)	(\$0.047)	144,061	\$8.731	144,885	\$8.786	(824)	(\$0.055)
					-54.7%	-67.0%					-0.6%	-0.6%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	2,280	\$0.116	1,538	\$0.192	742	(\$0.077)	12,493	\$0.935	11,416	\$0.979	1,077	(\$0.044)
					32.6%	-66.1%					8.6%	-4.7%
<b>NON-REIMBURSABLE OVERTIME</b>	174,738	\$10.029	148,258	\$8.593	26,480	\$1.436	1,180,793	\$68.997	1,169,578	\$68.550	11,215	\$0.447
					15.2%	14.3%					0.9%	0.6%
<b>REIMBURSABLE OVERTIME</b>	43,649	\$2.492	56,454	\$3.468	(12,805)	(\$0.976)	291,420	\$17.086	377,641	\$22.774	(86,221)	(\$5.688)
					-29.3%	-39.2%					-29.6%	-33.3%
<b>TOTAL OVERTIME</b>	<b>218,387</b>	<b>\$12.521</b>	<b>204,713</b>	<b>\$12.061</b>	<b>13,675</b>	<b>\$0.460</b>	<b>1,472,213</b>	<b>\$86.083</b>	<b>1,547,219</b>	<b>\$91.324</b>	<b>(75,006)</b>	<b>(\$5.241)</b>
					6.3%	3.7%					-5.1%	-6.1%

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

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**2016 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	July 2016			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	1,790	\$0.104	Lower holiday overtime within Transportation and Engineering as well as lower than anticipated crew book overtime within Transportation.	3,983	\$0.254	Lower holiday overtime within Transportation and Engineering as well as lower than anticipated crew book overtime within Transportation.
	5.5%	5.3%		1.8%	1.9%	
<u>Unscheduled Service</u>	5,034	\$0.310	Lower than forecasted overtime needed to maintain on-time performance.	10,167	\$0.640	Lower than forecasted overtime needed to maintain on-time performance.
	63.0%	62.4%		16.6%	16.6%	
<u>Programmatic/Routine Maintenance</u>	17,402	\$0.999	Lower than anticipated rolling stock maintenance within the Equipment Department and more efficient maintenance efforts within the Engineering Department.	658	(\$0.090)	Greater than anticipated maintenance efforts within the Engineering Department which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated rolling stock maintenance within the Equipment Department.
	30.8%	31.7%		0.2%	-0.4%	
<u>Unscheduled Maintenance</u>	(3,295)	(\$0.194)		(3,198)	(\$0.188)	
	*	*		-92.7%	-92.7%	
<u>Vacancy/Absentee Coverage</u>	5,457	\$0.341	Lower than forecasted tours in the Transportation Department, partially offset by open jobs within the Equipment Department.	(648)	(\$0.070)	Due to open jobs within the Equipment Department, partially offset by higher availability within Stations, Transportation, Engineering and Equipment and lower than forecasted tours in Transportation.
	7.4%	8.1%		-0.2%	-0.4%	
<u>Weather Emergencies</u>	(651)	(\$0.047)	Higher than forecasted weather related expenses.	(824)	(\$0.055)	Higher than forecasted weather related expenses.
	-54.7%	-67.0%		-0.6%	-0.6%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	742	(\$0.077)	Due to double time impact and higher rates crafts, partially offset by favorable variance between actual and forecasted wage rates.	1,077	(\$0.044)	Due to double time impact and higher rates crafts, partially offset by favorable variance between actual and forecasted wage rates.
	32.6%	-66.1%		8.6%	-4.7%	
<b>NON-REIMBURSABLE OVERTIME</b>						
	<b>26,480</b>	<b>\$1.436</b>		<b>11,215</b>	<b>\$0.447</b>	
	15.2%	14.3%		0.9%	0.6%	
<b>REIMBURSABLE OVERTIME</b>						
	(12,805)	(\$0.976)	Over-run attributed to bridge program, Hudson Rail yard projects, Great Neck Pocket Track extension and Second Track Main Line.	(86,221)	(\$5.688)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line and WSS closure, partially offset by PTC delays.
	-29.3%	-39.2%		-29.6%	-33.3%	
<b>TOTAL OVERTIME</b>	<b>13,675</b>	<b>\$0.460</b>		<b>(75,006)</b>	<b>(\$5.241)</b>	
	6.3%	3.7%		-5.1%	-6.1%	

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2016 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 - 2016 MID-YEAR FORECAST  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
 END-of-MONTH JULY 2016

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Sr. Vice President - Engineering/PTC	9	10	(1)
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	83	77	6
Human Resources	33	33	1
Sr VP Administration	2	1	1
Strategic Investments	25	23	2
President	4	5	(1)
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	43	40	3
Management & Budget	21	19	2
BPM, Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	66	3
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	3	0
Security	14	8	6
System Safety	36	34	2
Training	64	60	4
Service Planning	23	20	3
Sr. VP Operations/Rolling Stock	13	12	1
<b>Total Administration</b>	<b>507</b>	<b>468</b>	<b>40</b>
<b>Operations</b>			
Train Operations	2,183	2,139	44
Customer Services	304	295	9
<b>Total Operations</b>	<b>2,487</b>	<b>2,434</b>	<b>53</b>
<b>Maintenance</b>			
Engineering	1,871	1,863	8
Equipment	2,092	2,071	21
Procurement (Stores)	93	96	(3)
<b>Total Maintenance</b>	<b>4,056</b>	<b>4,030</b>	<b>26</b>
<b>Engineering/Capital</b>			
Department of Project Management	152	130	22
Special Projects	46	38	8
<b>Total Engineering/Capital</b>	<b>198</b>	<b>168</b>	<b>30</b>
<b>Baseline Total Positions</b>	<b>7,248</b>	<b>7,100</b>	<b>149</b>
<i>Non-Reimbursable</i>	<b>6,082</b>	<b>6,092</b>	<b>(10)</b>
<i>Reimbursable</i>	<b>1,166</b>	<b>1,008</b>	<b>159</b>
<b>Total Full-Time</b>	<b>7,248</b>	<b>7,100</b>	<b>149</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH JULY 2016**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 10 positions due to Engineering field forces working on capital activities versus maintenance activity, partially offset by vacant positions in Administration departments, Train Operations and Maintenance of Equipment.
<b>REIMBURSABLE POSITIONS</b> - Favorable 159 positions primarily due to the timing of project activity in the Engineering and Department of Project Management departments.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH JULY 2016**

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	252	234	18
Professional, Technical, Clerical	152	126	27
Operational Hourlies	103	108	(5)
<b>Total Administration</b>	<b>507</b>	<b>468</b>	<b>40</b>
<b>Operations</b>			
Managers/Supervisors	292	289	3
Professional, Technical, Clerical	99	92	7
Operational Hourlies	2,096	2,053	43
<b>Total Operations</b>	<b>2,487</b>	<b>2,434</b>	<b>53</b>
<b>Maintenance</b>			
Managers/Supervisors	742	683	59
Professional, Technical, Clerical	238	297	(59)
Operational Hourlies	3,076	3,050	26
<b>Total Maintenance</b>	<b>4,056</b>	<b>4,030</b>	<b>26</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	138	112	26
Professional, Technical, Clerical	60	56	4
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>198</b>	<b>168</b>	<b>30</b>
<b>Total Positions</b>			
Managers/Supervisors	1,424	1,318	106
Professional, Technical, Clerical	549	570	(22)
Operational Hourlies	5,275	5,212	64
<b>Total Positions</b>	<b>7,248</b>	<b>7,100</b>	<b>149</b>



**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS  
July 2016**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Mid-Year Forecast</u>	<u>Actual 2015</u>	<u>vs. Forecast</u>	<u>vs. 2015</u>
Farebox Operating Ratio	Standard <sup>(1)</sup>	56.0%	48.8%	51.9%	7.2%	4.1%
	Adjusted <sup>(2)</sup>	65.3%	56.3%	61.7%	8.9%	3.6%
Cost Per Passenger	Standard <sup>(1)</sup>	\$15.02	\$17.30	\$15.60	\$2.28	\$0.58
	Adjusted <sup>(2)</sup>	\$13.66	\$15.84	\$13.81	\$2.18	\$0.14
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.41	\$8.44	\$8.10	(\$0.03)	\$0.31
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Mid-Year Forecast</u>	<u>Actual 2015</u>	<u>vs. Forecast</u>	<u>vs. 2015</u>
Farebox Operating Ratio	Standard <sup>(1)</sup>	52.3%	48.7%	48.7%	3.6%	3.6%
	Adjusted <sup>(2)</sup>	61.4%	57.0%	59.2%	4.3%	2.2%
Cost Per Passenger	Standard <sup>(1)</sup>	\$15.33	\$16.47	\$16.27	\$1.14	\$0.93
	Adjusted <sup>(2)</sup>	\$13.99	\$15.07	\$14.31	\$1.07	\$0.31
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.02	\$8.03	\$7.92	(\$0.01)	\$0.10

(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**

## **Monthly Financial Report**

**June 2016**

**MTA LONG ISLAND RAIL ROAD  
JUNE 2016 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ In Millions)**

**SUMMARY**

June YTD operating results were favorable by \$15.4 million or 2.8% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through June were \$1.0 million or 0.3% above the Mid-Year Forecast due to higher ridership. Total Non-Reimbursable expenses through June were \$14.4 million lower than projected due to timing of non-payroll related expenses and lower labor expenses as a result of vacant positions and associated fringe costs, partially offset by higher Depreciation, GASB 68 Pension Adjustment, Claims and Maintenance of Way overtime.

YTD capital and other reimbursable expenditures (and reimbursements) were \$10.6 million higher than the budget due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date June **Total Revenues** (including Capital and Other Reimbursements) of \$534.4 were \$11.5 or 2.2% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.7 favorable to forecast due to higher ridership. Ridership through June was 43.6 million. This was 2.7% above 2015 (adjusted for same number of calendar work days) and 0.3% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$0.2 favorable to forecast due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$10.6 million favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date June **Total Expenses** (including depreciation and other) of \$1,061.0 were favorable to forecast by \$3.9 or 0.4%.

**Labor Expenses**, \$1.0 favorable Y-T-D.

- **Payroll**, \$5.9 favorable Y-T-D (primarily vacant positions and lower vacation pay and wage claim accruals).
- **Overtime**, \$(5.7) unfavorable Y-T-D (higher capital project activity, maintenance and vacancy/absentee coverage, partially offset by lower scheduled/ unscheduled service).
- **Health & Welfare**, \$0.5 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$1.1 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(0.9) unfavorable Y-T-D (primarily higher FELA indemnity reserves).

**Non-Labor Expenses**, \$21.6 favorable Y-T-D.

- **Electric Power**, \$2.6 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$0.1 unfavorable Y-T-D (higher rates).
- **Insurance**, \$0.2 favorable Y-T-D (lower Force Account insurance).
- **Claims**, \$(1.0) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$2.5 favorable Y-T-D (primarily timing of various safety/security related projects, HVAC, vegetation management, waste maintenance and transformer removal, partially offset by timing of capital project activity and higher non-revenue vehicle maintenance).
- **Professional Services**, \$0.9 favorable Y-T-D (timing of invoices for document scanner system and medical provider).
- **Materials and Supplies**, \$17.7 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, capital project activity and miscellaneous inventory adjustments, partially offset by higher material usage in Structures and Maintenance of Way Departments system-wide.)
- **Other Business Expenses**, \$1.2 unfavorable Y-T-D (Higher bad debt reserves).

**Depreciation and Other**, \$(18.7) unfavorable Y-T-D (unfavorable Depreciation, GASB 68 Pension Adjustment, and Environmental Remediation).

**CASH DEFICIT SUMMARY**

The Cash Deficit through June of \$319.5 million was \$38.4 favorable to forecast due to higher receipts and lower expenses.

**FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 51.6%, 2.9 percentage points above the forecast resulting from lower expenses and higher revenue.
- Through June, the Adjusted Farebox Operating Ratio was 60.7%, which is favorable to forecast due to lower expenses and higher revenue.
- Through June, the Adjusted Cost per Passenger was \$14.05, which is lower than forecast due to lower expenses and higher ridership.
- Through June, the Revenue per Passenger was \$7.95, which was in line with forecast.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June 2016**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$61.968	\$62.940	\$0.972	1.6	\$0.000	\$0.000	\$0.000	-	\$61.968	\$62.940	\$0.972	1.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.581	5.605	0.024	0.4	0.000	0.000	0.000	-	5.581	5.605	0.024	0.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.519	26.809	(1.710)	(6.0)	28.519	26.809	(1.710)	(6.0)
<b>Total Revenue</b>	<b>\$67.549</b>	<b>\$68.545</b>	<b>\$0.996</b>	<b>1.5</b>	<b>\$28.519</b>	<b>\$26.809</b>	<b>(\$1.710)</b>	<b>(6.0)</b>	<b>\$96.068</b>	<b>\$95.354</b>	<b>(\$0.714)</b>	<b>(0.7)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$43.951	\$42.327	\$1.624	3.7	\$8.775	\$8.393	\$0.382	4.4	\$52.726	\$50.719	\$2.007	3.8
Overtime	8.034	8.572	(0.538)	(6.7)	2.528	3.162	(0.634)	(25.1)	10.562	11.734	(1.172)	(11.1)
Health and Welfare	8.422	8.106	0.316	3.8	1.817	1.949	(0.132)	(7.3)	10.239	10.055	0.184	1.8
OPEB Current Payment	5.321	4.981	0.340	6.4	0.000	0.000	0.000	-	5.321	4.981	0.340	6.4
Pensions	12.920	12.325	0.595	4.6	2.953	3.548	(0.595)	(20.1)	15.873	15.873	0.000	0.0
Other Fringe Benefits	11.676	10.745	0.931	8.0	1.859	2.052	(0.193)	(10.4)	13.535	12.797	0.738	5.5
Reimbursable Overhead	(1.603)	(2.900)	1.297	80.9	1.603	2.900	(1.297)	(80.9)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$88.721</b>	<b>\$84.155</b>	<b>\$4.566</b>	<b>5.1</b>	<b>\$19.533</b>	<b>\$22.003</b>	<b>(\$2.468)</b>	<b>(12.6)</b>	<b>\$108.256</b>	<b>\$106.159</b>	<b>\$2.097</b>	<b>1.9</b>
<i>Non-Labor:</i>												
Electric Power	\$5.079	\$3.824	\$1.255	24.7	\$0.053	\$0.068	(\$0.015)	(28.6)	\$5.132	\$3.892	\$1.240	24.2
Fuel	1.232	1.326	(0.094)	(7.7)	0.000	0.000	0.000	-	1.232	1.326	(0.094)	(7.7)
Insurance	1.951	1.975	(0.024)	(1.2)	0.681	0.583	0.098	14.4	2.632	2.558	0.074	2.8
Claims	0.341	0.563	(0.222)	(65.0)	0.000	0.000	0.000	-	0.341	0.563	(0.222)	(65.0)
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	6.794	5.515	1.279	18.8	2.212	2.139	0.073	3.3	9.006	7.653	1.353	15.0
Professional Service Contracts	2.146	1.734	0.412	19.2	0.072	0.095	(0.023)	(32.4)	2.218	1.830	0.388	17.5
Materials & Supplies	20.077	8.493	11.584	57.7	5.941	1.772	4.169	70.2	26.018	10.265	15.753	60.5
Other Business Expenses	1.549	2.703	(1.154)	(74.5)	0.025	0.149	(0.124)	*	1.574	2.852	(1.278)	(81.2)
<b>Total Non-Labor Expenses</b>	<b>\$39.169</b>	<b>\$26.133</b>	<b>\$13.036</b>	<b>33.3</b>	<b>\$8.984</b>	<b>\$4.806</b>	<b>\$4.178</b>	<b>46.5</b>	<b>\$48.153</b>	<b>\$30.940</b>	<b>\$17.213</b>	<b>35.7</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$127.890</b>	<b>\$110.289</b>	<b>\$17.601</b>	<b>13.8</b>	<b>\$28.519</b>	<b>\$26.809</b>	<b>\$1.710</b>	<b>6.0</b>	<b>\$156.409</b>	<b>\$137.098</b>	<b>\$19.311</b>	<b>12.3</b>
Depreciation	\$28.209	\$28.230	(\$0.021)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$28.209	\$28.230	(\$0.021)	(0.1)
Other Post Employment Benefits	6.956	6.848	0.108	1.6	0.000	0.000	0.000	-	6.956	6.848	0.108	1.6
GASB 68 Pension Expense Adjustment	0.000	12.705	(12.705)	-	0.000	0.000	0.000	-	0.000	12.705	(12.705)	-
Environmental Remediation	0.142	0.193	(0.051)	(35.6)	0.000	0.000	0.000	-	0.142	0.193	(0.051)	(35.6)
<b>Total Expenses</b>	<b>\$163.197</b>	<b>\$158.264</b>	<b>\$4.933</b>	<b>3.0</b>	<b>\$28.519</b>	<b>\$26.809</b>	<b>\$1.710</b>	<b>6.0</b>	<b>\$191.716</b>	<b>\$185.073</b>	<b>\$6.643</b>	<b>3.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$95.648)</b>	<b>(\$89.719)</b>	<b>\$5.929</b>	<b>6.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$95.648)</b>	<b>(\$89.719)</b>	<b>\$5.929</b>	<b>6.2</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.209	\$28.230	\$0.021	0.1	\$0.000	\$0.000	\$0.000	-	\$28.209	\$28.230	\$0.021	0.1
Operating/Capital	(3.365)	(0.814)	2.551	75.8	0.000	0.000	0.000	-	(3.365)	(0.814)	2.551	75.8
Other Cash Adjustments	4.630	36.858	32.228	*	0.000	0.000	0.000	-	4.630	36.858	32.228	*
<b>Total Cash Conversion Adjustments</b>	<b>\$29.474</b>	<b>\$64.274</b>	<b>\$34.800</b>	<b>*</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$29.474</b>	<b>\$64.274</b>	<b>\$34.800</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$66.174)</b>	<b>(\$25.446)</b>	<b>\$40.728</b>	<b>61.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$66.174)</b>	<b>(\$25.446)</b>	<b>\$40.728</b>	<b>61.5</b>

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**June Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$343.968	\$344.713	\$0.745	0.2	\$0.000	\$0.000	\$0.000	-	\$343.968	\$344.713	\$0.745	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	26.851	27.068	0.217	0.8	0.000	0.000	0.000	-	26.851	27.068	0.217	0.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	152.057	162.620	10.563	6.9	152.057	162.620	10.563	6.9
<b>Total Revenue</b>	<b>\$370.819</b>	<b>\$371.781</b>	<b>\$0.962</b>	<b>0.3</b>	<b>\$152.057</b>	<b>\$162.620</b>	<b>\$10.563</b>	<b>6.9</b>	<b>\$522.876</b>	<b>\$534.401</b>	<b>\$11.525</b>	<b>2.2</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$253.770	\$249.151	\$4.619	1.8	\$48.933	\$47.620	\$1.313	2.7	\$302.703	\$296.771	\$5.932	2.0
Overtime	58.968	59.957	(0.989)	(1.7)	14.594	19.305	(4.711)	(32.3)	73.562	79.263	(5.701)	(7.7)
Health and Welfare	49.549	48.051	1.498	3.0	10.547	11.517	(0.970)	(9.2)	60.096	59.567	0.529	0.9
OPEB Current Payment	30.579	29.460	1.119	3.7	0.000	0.000	0.000	-	30.579	29.460	1.119	3.7
Pensions	67.329	64.781	2.548	3.8	18.335	20.883	(2.548)	(13.9)	85.664	85.664	0.000	0.0
Other Fringe Benefits	73.254	73.215	0.039	0.1	11.041	11.998	(0.957)	(8.7)	84.295	85.213	(0.918)	(1.1)
Reimbursable Overhead	(12.928)	(16.767)	3.839	29.7	12.928	16.767	(3.839)	(29.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$520.521</b>	<b>\$507.848</b>	<b>\$12.673</b>	<b>2.4</b>	<b>\$116.378</b>	<b>\$128.089</b>	<b>(\$11.711)</b>	<b>(10.1)</b>	<b>\$636.899</b>	<b>\$635.937</b>	<b>\$0.962</b>	<b>0.2</b>
<i>Non-Labor:</i>												
Electric Power	\$37.436	\$34.559	\$2.877	7.7	\$0.285	\$0.503	(\$0.218)	(76.3)	\$37.721	\$35.062	\$2.659	7.0
Fuel	6.796	6.906	(0.110)	(1.6)	0.000	0.000	0.000	-	6.796	6.906	(0.110)	(1.6)
Insurance	11.640	11.586	0.054	0.5	3.345	3.188	0.157	4.7	14.985	14.774	0.211	1.4
Claims	2.355	3.376	(1.021)	(43.4)	0.000	0.000	0.000	-	2.355	3.376	(1.021)	(43.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	33.590	30.189	3.401	10.1	9.585	10.526	(0.941)	(9.8)	43.175	40.715	2.460	5.7
Professional Service Contracts	11.255	10.036	1.219	10.8	0.533	0.817	(0.284)	(53.3)	11.788	10.853	0.935	7.9
Materials & Supplies	69.866	54.933	14.933	21.4	21.647	18.896	2.751	12.7	91.513	73.829	17.684	19.3
Other Business Expenses	7.238	8.169	(0.931)	(12.9)	0.284	0.601	(0.317)	*	7.522	8.770	(1.248)	(16.6)
<b>Total Non-Labor Expenses</b>	<b>\$180.176</b>	<b>\$159.754</b>	<b>\$20.422</b>	<b>11.3</b>	<b>\$35.679</b>	<b>\$34.531</b>	<b>\$1.148</b>	<b>3.2</b>	<b>\$215.855</b>	<b>\$194.286</b>	<b>\$21.569</b>	<b>10.0</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$700.697</b>	<b>\$667.602</b>	<b>\$33.095</b>	<b>4.7</b>	<b>\$152.057</b>	<b>\$162.620</b>	<b>(\$10.563)</b>	<b>(6.9)</b>	<b>\$852.754</b>	<b>\$830.223</b>	<b>\$22.531</b>	<b>2.6</b>
Depreciation	\$169.219	\$170.190	(0.971)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$169.219	\$170.190	(\$0.971)	(0.6)
Other Post Employment Benefits	41.737	41.509	0.228	0.5	0.000	0.000	0.000	-	41.737	41.509	0.228	0.5
GASB 68 Pension Expense Adjustment	0.000	17.825	(17.825)	-	0.000	0.000	0.000	-	0.000	17.825	(17.825)	-
Environmental Remediation	1.153	1.252	(0.099)	(8.6)	0.000	0.000	0.000	-	1.153	1.252	(0.099)	(8.6)
<b>Total Expenses</b>	<b>\$912.806</b>	<b>\$898.378</b>	<b>\$14.428</b>	<b>1.6</b>	<b>\$152.057</b>	<b>\$162.620</b>	<b>(\$10.563)</b>	<b>(6.9)</b>	<b>\$1,064.863</b>	<b>\$1,060.999</b>	<b>\$3.864</b>	<b>0.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$541.987)</b>	<b>(\$526.598)</b>	<b>\$15.389</b>	<b>2.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$541.987)</b>	<b>(\$526.598)</b>	<b>\$15.389</b>	<b>2.8</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$169.219	\$170.190	\$0.971	0.6	\$0.000	\$0.000	\$0.000	-	169.219	\$170.190	\$0.971	0.6
Operating/Capital	(8.392)	(3.048)	5.343	63.7	0.000	0.000	0.000	-	(8.392)	(3.048)	5.343	63.7
Other Cash Adjustments	23.290	39.981	16.690	71.7	0.000	0.000	0.000	-	23.290	39.981	16.690	71.7
<b>Total Cash Conversion Adjustments</b>	<b>\$184.118</b>	<b>\$207.122</b>	<b>\$23.004</b>	<b>12.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$184.118</b>	<b>\$207.122</b>	<b>\$23.004</b>	<b>12.5</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$357.869)</b>	<b>(\$319.475)</b>	<b>\$38.394</b>	<b>10.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$357.869)</b>	<b>(\$319.475)</b>	<b>\$38.394</b>	<b>10.7</b>

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.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

June 2016				Year-to-Date June 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	0.972	1.6	Higher ridership \$1.006, partially offset by lower yield per passenger \$(0.034).	0.745	0.2	Higher ridership \$1.145, partially offset by lower yield per passenger \$(0.400).
Other Operating Revenue	Non Reimb.	0.024	0.4	Primarily due to timing of miscellaneous and freight revenue and higher special services revenue, partially offset by lower rentals and timing of advertising revenue.	0.217	0.8	Primarily due to timing of miscellaneous and freight revenue and higher special services revenue, partially offset by lower rentals and timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	(1.710)	(6.0)	Timing of capital project activity	10.563	6.9	Timing of capital project activity
<b>Expenses</b>							
Payroll	Non Reimb.	1.624	3.7	Primarily vacant positions, rates and lower sick pay law claims.	4.619	1.8	Primarily vacant positions, rates, lower vacation pay accruals, sick pay law claims and wage claim accruals.
	Reimb.	0.382	4.4	Primarily due to timing of project activity.	1.313	2.7	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.538)	(6.7)	Higher vacancy/absentee coverage and programmatic/routine maintenance overtime.	(0.989)	(1.7)	Higher maintenance and vacancy/absentee coverage, partially offset by lower unscheduled/scheduled service.
	Reimb.	(0.634)	(25.1)	Over-run attributed to annual track program, Jamaica Capacity Improvements, East Rail Yard, East Side Access, Second Track Main Line and 150th Street bridge construction.	(4.711)	(32.3)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line and WSS closure, partially offset by PTC delays.
Health and Welfare	Non Reimb.	0.316	3.8	Vacant positions and lower rates.	1.498	3.0	Vacant positions and lower rates.
	Reimb.	(0.132)	(7.3)	Primarily due to timing of project activity.	(0.970)	(9.2)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.340	6.4	Fewer retirees/beneficiaries.	1.119	3.7	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2016		Reason for Variance	Year-to-Date June 2016		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.595	4.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	2.548	3.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.595)	(20.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.548)	(13.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.931	8.0	Lower FELA indemnity reserves.	0.039	0.1	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.193)	(10.4)	Primarily due to timing of project activity.	(0.957)	(8.7)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(1.297)	(80.9)	Primarily due to timing of project activity.	(3.839)	(29.7)	Primarily due to timing of project activity.
	Non Reimb.	1.297	80.9	Primarily due to timing of project activity.	3.839	29.7	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.255	24.7	Lower rates and consumption.	2.877	7.7	Lower rates and consumption.
	Reimb.	(0.015)	(28.6)		(0.218)	(76.3)	
Fuel	Non Reimb.	(0.094)	(7.7)	Primarily higher consumption.	(0.110)	(1.6)	Primarily higher rates.
Insurance	Non Reimb.	(0.024)	(1.2)		0.054	0.5	
	Reimb.	0.098	14.4	Force Account Insurance associated with project activity.	0.157	4.7	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.222)	(65.0)	Higher reserves for public liability claims.	(1.021)	(43.4)	Higher reserves for public liability claims.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2016		Reason for Variance	Year-to-Date June 2016		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.279	18.8	Timing of payments/activities for vegetation management, TVM maintenance, security related projects and various other maintenance contracts.	3.401	10.1	Timing of payments/activities for vegetation management, HVAC Maintenance, TVM maintenance, toilet servicing, Lefferts Ave overbuild and various safety/security related projects.
	Reimb.	0.073	3.3	Primarily due to timing of project activity.	(0.941)	(9.8)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.412	19.2	Timing of rolling stock support, fleet engineering, MTA chargebacks and various other consulting services.	1.219	10.8	Timing of invoices for document scanner and timing of payments for medical services contract.
	Reimb.	(0.023)	(32.4)	Primarily due to timing of project activity.	(0.284)	(53.3)	Primarily due to timing of project activity and medical services contract
Materials & Supplies	Non Reimb.	11.584	57.7	Primarily due to delays for contracts for non-recurring engineering costs (C-3 CCU and C-3 Phase 3 door), fleet modifications (DE/DM gate unit and observer seats), Reliability Centered Maintenance (15 year Diesel and M-7 Propulsion), higher pool material reclaims and lower corporate inventory adjustments.	14.933	21.4	Primarily due to delayed fleet modifications (DE/DM gate units and M7 Observer seats), contracts for non-recurring engineering costs (C-3 CCU and C-3 Phase 3 door), higher reclaims of pool material, lower chargeouts of running repair material (primarily wheels) and lower corporate inventory adjustments, partially offset by higher material usage by the Maintenance of Way department.
	Reimb.	4.169	70.2	Primarily due to timing of project activity.	2.751	12.7	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

		June 2016			Year-to-Date June 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	(1.154)	(74.5)	Primarily higher bad debt reserves.	(0.931)	(12.9)	Primarily higher bad debt reserves.
	Reimb.	(0.124)	*	Primarily due to timing of project activity.	(0.317)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.021)	(0.1)	Based on certain capital assets being fully depreciated.	(0.971)	(0.6)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	0.108	1.6	Primarily due to latest actuarial estimates	0.228	0.5	Primarily due to latest actuarial estimates.
GASB 68 Pension Expense Adj	Non Reimb.	(12.705)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.	(17.825)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.
Environmental Remediation	Non Reimb.	(0.051)	(35.6)		(0.099)	(8.6)	Higher environmental remediation reserves.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
June 2016								
(\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$63.646	\$66.137	\$2.491	3.9	\$354.853	\$355.895	\$1.042	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.599	3.442	(0.157)	(4.4)	32.906	32.460	(0.446)	(1.4)
Capital & Other Reimbursements	22.826	38.471	15.645	68.5	111.294	126.988	15.694	14.1
<b>Total Receipts</b>	<b>\$90.071</b>	<b>\$108.050</b>	<b>\$17.979</b>	<b>20.0</b>	<b>\$499.053</b>	<b>\$515.343</b>	<b>\$16.290</b>	<b>3.3</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$55.133	\$52.722	\$2.411	4.4	\$298.977	\$292.861	\$6.116	2.0
Overtime	12.778	14.553	(1.775)	(13.9)	74.850	79.033	(4.183)	(5.6)
Health and Welfare	10.171	(0.373)	10.544	*	49.064	48.454	0.610	1.2
OPEB Current Payment	5.321	0.695	4.626	86.9	26.333	25.185	1.148	4.4
Pensions	15.873	15.792	0.081	0.5	84.352	84.236	0.116	0.1
Other Fringe Benefits	12.802	13.167	(0.365)	(2.9)	82.530	81.419	1.111	1.3
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$112.078</b>	<b>\$96.556</b>	<b>\$15.522</b>	<b>13.8</b>	<b>\$616.106</b>	<b>\$611.187</b>	<b>\$4.919</b>	<b>0.8</b>
<i>Non-Labor:</i>								
Electric Power	\$5.132	\$5.806	(\$0.674)	(13.1)	\$38.330	\$34.227	\$4.103	10.7
Fuel	1.232	0.923	0.309	25.1	6.896	6.555	0.341	4.9
Insurance	2.949	0.776	2.173	73.7	15.367	13.108	2.259	14.7
Claims	0.119	0.107	0.012	10.5	1.019	1.314	(0.295)	(28.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.101	8.290	2.811	25.3	50.679	44.229	6.450	12.7
Professional Service Contracts	1.428	2.350	(0.922)	(64.5)	11.177	11.483	(0.306)	(2.7)
Materials & Supplies	19.667	15.438	4.229	21.5	100.333	92.484	7.849	7.8
Other Business Expenses	0.861	1.453	(0.592)	(68.7)	7.083	7.624	(0.541)	(7.6)
<b>Total Non-Labor Expenditures</b>	<b>\$42.489</b>	<b>\$35.142</b>	<b>\$7.347</b>	<b>17.3</b>	<b>\$230.884</b>	<b>\$211.023</b>	<b>\$19.861</b>	<b>8.6</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.678	\$1.726	(\$0.048)	(2.8)	\$9.932	\$9.993	(\$0.061)	(0.6)
<b>Total Other Expenditure Adjustments</b>	<b>\$1.678</b>	<b>\$1.726</b>	<b>(\$0.048)</b>	<b>(2.8)</b>	<b>\$9.932</b>	<b>\$9.993</b>	<b>(\$0.061)</b>	<b>(0.6)</b>
<b>Total Expenditures</b>	<b>\$156.245</b>	<b>\$133.424</b>	<b>\$22.821</b>	<b>14.6</b>	<b>\$856.922</b>	<b>\$832.204</b>	<b>\$24.718</b>	<b>2.9</b>
Cash Timing and Availability Adjustment	0.000	(0.072)	(0.072)	-	0.000	(2.614)	(2.614)	*
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$66.174)</b>	<b>(\$25.446)</b>	<b>\$40.728</b>	<b>61.5</b>	<b>(\$357.869)</b>	<b>(\$319.475)</b>	<b>\$38.394</b>	<b>10.7</b>
<b>Subsidies</b>								
MTA	66.174	25.449	(40.725)	(61.5)	357.869	319.481	(38.388)	(10.7)

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	June 2016			Year-to-Date as of June 30, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	2.491	3.9	Higher advance sales impact \$1.417, higher ridership \$1.006 and higher Metrocard/AirTrain sales \$0.102, partially offset by lower yields \$(0.034).	1.042	0.3	Higher ridership \$1.145, higher Metrocard/AirTrain sales \$0.151 and higher advance sales impact \$0.146, partially offset by lower yields \$(0.400).
Other Operating Revenue	(0.157)	(4.4)	Primarily due to the late receipt of the second quarterly payment for NYCTA Transportation Pass reimbursement, partially offset by inflated rental revenues which include misclassified advertising receipts. The misclassification will be corrected in July.	(0.446)	(1.4)	Primarily due to the timing of NYCTA Transportation Pass reimbursement and the collection of freight revenue, partially offset by inflated rental revenues which include misclassified advertising receipts. The misclassification will be corrected in July.
Capital and Other Reimbursements	15.645	68.5	Timing of activity and reimbursement for capital and other reimbursements.	15.694	14.1	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	2.411	4.4	Primarily due to vacant positions and rates, partially offset by intercompany reimbursements.	6.116	2.0	Primarily due to vacant positions and rates, partially offset by the timing of intercompany reimbursements.
Overtime	(1.775)	(13.9)	Primarily due to higher project, vacancy/absentee coverage and programmatic/routine maintenance overtime.	(4.183)	(5.6)	Primarily due to higher project, programmatic/routine maintenance and vacancy/absentee coverage, partially offset by lower scheduled/unscheduled service.
Health and Welfare	10.544	*	Primarily due to the timing of NYSHIP payments.	0.610	1.2	Primarily due to intercompany reimbursements and lower headcount.
OPEB Current Payment	4.626	86.9	Primarily due to the timing of NYSHIP payments.	1.148	4.4	Primarily due to fewer retirees/beneficiaries.
Pensions	0.081	0.5	Due to higher intercompany reimbursements.	0.116	0.1	Due to higher intercompany reimbursements.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	June 2016			Year-to-Date as of June 30, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(0.365)	(2.9)	Primarily the timing of FELA payments, partially offset by Railroad Retirement payments.	1.111	1.3	Primarily the timing of Railroad Retirement payments and intercompany reimbursements, partially offset by higher meal payments.
Non-Labor:						
Electric Power	(0.674)	(13.1)	Primarily due to the timing of the PSEG Traction payments, partially offset by lower consumption and rates.	4.103	10.7	Primarily due to lower rates, consumption and the timing of payments.
Fuel	0.309	25.1	Primarily the timing of fuel payments.	0.341	4.9	Primarily the timing of fuel payments, partially offset by higher rates.
Insurance	2.173	73.7	Timing of Insurance premium payments.	2.259	14.7	Timing of Insurance premium payments.
Claims	0.012	10.5	Timing of payment for claims.	(0.295)	(28.9)	Timing of payment for claims.
Maintenance and Other Operating Contracts	2.811	25.3	Timing of payments.	6.450	12.7	Timing of payments.
Professional Service Contracts	(0.922)	(64.5)	Primarily the timing of MTA Chargeback payments.	(0.306)	(2.7)	Primarily the timing of MTA Chargeback payments and intercompany reimbursements, partially offset by the timing of and payment for other professional services.
Materials and Supplies	4.229	21.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.	7.849	7.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.592)	(68.7)	Primarily due to a misclassification of ROCLA concrete tie restitution, which will be reclassified in July.	(0.541)	(7.6)	Primarily due to a June misclassification of ROCLA concrete tie restitution, which will be reclassified in July.
Other Expenditure Adjustments	(0.048)	(2.8)	Higher Metrocard/AirTrain pass through payments.	(0.061)	(0.6)	Higher Metrocard/AirTrain pass through payments.

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**June 2016**  
(\$ in millions)

	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.678	\$3.196	\$1.518	90.5	\$10.885	\$11.182	\$0.297	2.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.982)	(2.162)	(0.180)	(9.1)	6.055	5.392	(0.663)	(11.0)
Capital & Other Reimbursements	(5.693)	11.662	17.355	*	(40.763)	(35.632)	5.131	12.6
<b>Total Receipts</b>	<b>(\$5.997)</b>	<b>\$12.696</b>	<b>\$18.693</b>	<b>*</b>	<b>(\$23.823)</b>	<b>(\$19.059)</b>	<b>\$4.765</b>	<b>20.0</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$2.407)	(\$2.002)	\$0.405	16.8	\$3.726	\$3.910	\$0.184	4.9
Overtime	(2.216)	(2.819)	(0.603)	(27.2)	(1.288)	0.230	1.518	*
Health and Welfare	0.068	10.428	10.360	*	11.032	11.113	0.081	0.7
OPEB Current Payment	0.000	4.286	4.286	-	4.246	4.275	0.029	0.7
Pensions	0.000	0.081	0.081	-	1.312	1.427	0.115	8.8
Other Fringe Benefits	0.733	(0.370)	(1.103)	*	1.765	3.794	2.029	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$3.822)</b>	<b>\$9.603</b>	<b>\$13.425</b>	<b>*</b>	<b>\$20.793</b>	<b>\$24.750</b>	<b>\$3.957</b>	<b>19.0</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$1.914)	(\$1.914)	-	(\$0.609)	\$0.835	\$1.444	*
Fuel	0.000	0.404	0.404	-	(0.100)	0.351	0.451	*
Insurance	(0.317)	1.783	2.100	*	(0.382)	1.666	2.048	*
Claims	0.222	0.456	0.234	*	1.336	2.063	0.727	54.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(2.095)	(0.637)	1.458	69.6	(7.504)	(3.514)	3.990	53.2
Professional Service Contracts	0.790	(0.520)	(1.310)	*	0.611	(0.630)	(1.241)	*
Materials & Supplies	6.351	(5.173)	(11.524)	*	(8.820)	(18.655)	(9.835)	*
Other Business Expenses	0.713	1.399	0.686	96.2	0.439	1.147	0.708	*
<b>Total Non-Labor Expenditures</b>	<b>\$5.664</b>	<b>(\$4.203)</b>	<b>(\$9.867)</b>	<b>*</b>	<b>(\$15.029)</b>	<b>(\$16.738)</b>	<b>(\$1.709)</b>	<b>(11.4)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.678)	(\$1.726)	(\$0.048)	(2.8)	(\$9.932)	(\$9.993)	(\$0.061)	(0.6)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.678)</b>	<b>(\$1.726)</b>	<b>(\$0.048)</b>	<b>(2.8)</b>	<b>(\$9.932)</b>	<b>(\$9.993)</b>	<b>(\$0.061)</b>	<b>(0.6)</b>
<b>Total Expenditures before Depreciation</b>	<b>\$0.164</b>	<b>\$3.674</b>	<b>\$3.510</b>	<b>*</b>	<b>(\$4.168)</b>	<b>(\$1.981)</b>	<b>\$2.187</b>	<b>52.5</b>
Depreciation Adjustment	\$28.209	\$28.230	\$0.021	0.1	\$169.219	\$170.190	\$0.971	0.6
Other Post Employment Benefits	6.956	6.848	(0.108)	(1.6)	41.737	41.509	(0.228)	(0.5)
GASB 68 Pension Expense Adjustment	0.000	12.705	12.705	-	0.000	17.825	17.825	-
Environmental Remediation	0.142	0.193	0.051	35.6	1.153	1.252	0.099	8.6
<b>Total Expenditures</b>	<b>\$35.471</b>	<b>\$51.650</b>	<b>\$16.179</b>	<b>45.6</b>	<b>\$207.941</b>	<b>\$228.795</b>	<b>\$20.854</b>	<b>10.0</b>
Cash Timing and Availability Adjustment	0.000	(0.072)	(0.072)	-	0.000	(2.614)	(2.614)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$29.474</b>	<b>\$64.274</b>	<b>\$34.800</b>	<b>*</b>	<b>\$184.118</b>	<b>\$207.122</b>	<b>\$23.004</b>	<b>12.5</b>

**MTA LONG ISLAND RAIL ROAD**  
**2016 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June 2016						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	16,891	\$1.049	18,514	\$1.141	(1,623)	(\$0.092)	186,944	\$11.315	184,750	\$11.166	2,194	\$0.150
					-9.6%	-8.8%					1.2%	1.3%
<u>Unscheduled Service</u>	7,991	\$0.502	7,165	\$0.438	827	\$0.064	53,421	\$3.361	48,289	\$3.031	5,132	\$0.330
					10.3%	12.7%					9.6%	9.8%
<u>Programmatic/Routine Maintenance</u>	54,770	\$3.067	59,401	\$3.342	(4,631)	(\$0.276)	346,081	\$19.450	362,825	\$20.538	(16,744)	(\$1.088)
					-8.5%	-9.0%					-4.8%	-5.6%
<u>Unscheduled Maintenance</u>	466	\$0.028	527	\$0.031	(61)	(\$0.004)	2,956	\$0.174	2,859	\$0.168	97	\$0.006
					-13.1%	-13.1%					3.3%	3.3%
<u>Vacancy/Absentee Coverage</u>	55,507	\$3.202	60,155	\$3.443	(4,648)	(\$0.242)	263,568	\$15.188	269,673	\$15.599	(6,105)	(\$0.411)
					-8.4%	-7.5%					-2.3%	-2.7%
<u>Weather Emergencies</u>	1,190	\$0.072	325	\$0.020	865	\$0.052	142,871	\$8.660	143,045	\$8.668	(174)	(\$0.008)
					72.7%	72.2%					-0.1%	-0.1%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	2,280	\$0.115	1,204	\$0.156	1,076	(\$0.041)	10,214	\$0.820	9,878	\$0.787	335	\$0.033
					47.2%	-35.8%					3.3%	4.0%
<b>NON-REIMBURSABLE OVERTIME</b>	139,095	\$8.034	147,290	\$8.572	(8,195)	(\$0.538)	1,006,055	\$58.968	1,021,320	\$59.957	(15,265)	(\$0.989)
					-5.9%	-6.7%					-1.5%	-1.7%
<b>REIMBURSABLE OVERTIME</b>	44,680	\$2.528	52,182	\$3.162	(7,502)	(\$0.634)	247,771	\$14.594	321,187	\$19.305	(73,416)	(\$4.711)
					-16.8%	-25.1%					-29.6%	-32.3%
<b>TOTAL OVERTIME</b>	<b>183,775</b>	<b>\$10.562</b>	<b>199,472</b>	<b>\$11.734</b>	<b>(15,697)</b>	<b>(\$1.172)</b>	<b>1,253,825</b>	<b>\$73.562</b>	<b>1,342,506</b>	<b>\$79.263</b>	<b>(88,681)</b>	<b>(\$5.701)</b>
					-8.5%	-11.1%					-7.1%	-7.7%

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

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**2016 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June 2016			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(1,623)	(\$0.092)	Greater than anticipated Holiday overtime within Equipment, Transportation, and Stations as well as greater than anticipated crew book overtime within Transportation.	2,194	\$0.150	Lower holiday overtime within Transportation and Engineering as well as lower than anticipated crew book overtime within Transportation.
	-9.6%	-8.8%		1.2%	1.3%	
<u>Unscheduled Service</u>	827	\$0.064	Lower than budgeted overtime needed to maintain on-time performance.	5,132	\$0.330	Lower than budgeted overtime needed to maintain on-time performance.
	10.3%	12.7%		9.6%	9.8%	
<u>Programmatic/Routine Maintenance</u>	(4,631)	(\$0.276)	Attributed to maintenance efforts within the Engineering Department which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated rolling stock maintenance within the Equipment Department.	(16,744)	(\$1.088)	Attributed to maintenance efforts within the Engineering Department which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated rolling stock maintenance within the Equipment Department.
	-8.5%	-9.0%		-4.8%	-5.6%	
<u>Unscheduled Maintenance</u>	(61)	(\$0.004)		97	\$0.006	
	-13.1%	-13.1%		3.3%	3.3%	
<u>Vacancy/Absentee Coverage</u>	(4,648)	(\$0.242)	Due to higher unavailability and open jobs within the Equipment Department, partially offset by lower than budgeted tours in the Transportation Department and higher availability within the Stations, Engineering and Transportation Department.	(6,105)	(\$0.411)	Due to open jobs within the Equipment Department, partially offset by higher availability within Stations, Transportation, Engineering and Equipment and lower than budgeted tours in Transportation.
	-8.4%	-7.5%		-2.3%	-2.7%	
<u>Weather Emergencies</u>	865	\$0.052	Lower than budgeted weather related expenses.	(174)	(\$0.008)	
	72.7%	72.2%		-0.1%	-0.1%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	1,076	(\$0.041)	Due to double time impact and higher rates crafts, partially offset by favorable variance between actual and budgeted wage rates.	335	\$0.033	Due to favorable variance between actual and budgeted wage rates, partially offset by double time impact and higher rated crafts.
	47.2%	-35.8%		3.3%	4.0%	
<b>NON-REIMBURSABLE OVERTIME</b>						
	<b>(8,195)</b>	<b>(\$0.538)</b>		<b>(15,265)</b>	<b>(\$0.989)</b>	
	-5.9%	-6.7%		-1.5%	-1.7%	
<b>REIMBURSABLE OVERTIME</b>						
	(7,502)	(\$0.634)	Over-run attributed to annual track program, Jamaica Capacity Improvements, East Rail Yard, East Side Access, Second Track Main Line and 150th Street bridge construction, partially offset by Stations limited track work.	(73,416)	(\$4.711)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line and WSS closure, partially offset by PTC delays.
	-16.8%	-25.1%		-29.6%	-32.3%	
<b>TOTAL OVERTIME</b>	<b>(15,697)</b>	<b>(\$1.172)</b>		<b>(88,681)</b>	<b>(\$5.701)</b>	
	-8.5%	-11.1%		-7.1%	-7.7%	

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2016 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

MTA LONG ISLAND RAIL ROAD  
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
 END-of-MONTH JUNE 2016

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	3	2	1
Sr. Vice President - Engineering	8	10	(2)
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	83	78	5
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	23	2
President	4	5	(1)
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	43	38	5
Management & Budget	21	19	2
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	69	66	3
Gen. Counsel & Secretary	32	31	1
Diversity Management	3	3	0
Security	14	8	6
System Safety	36	35	1
Training	64	60	4
Service Planning	23	20	3
Sr. VP Operations/Rolling Stock	12	12	-
<b>Total Administration</b>	<b>506</b>	<b>467</b>	<b>39</b>
<b>Operations</b>			
Train Operations	2,191	2,138	53
Customer Services	304	299	5
<b>Total Operations</b>	<b>2,495</b>	<b>2,437</b>	<b>58</b>
<b>Maintenance</b>			
Engineering	1,889	1,871	18
Equipment	2,098	2,072	26
Procurement (Stores)	93	96	(3)
<b>Total Maintenance</b>	<b>4,080</b>	<b>4,039</b>	<b>41</b>
<b>Engineering/Capital</b>			
Department of Project Management	150	129	21
Special Projects	44	38	6
<b>Total Engineering/Capital</b>	<b>194</b>	<b>167</b>	<b>27</b>
<b>Baseline Total Positions</b>	<b>7,275</b>	<b>7,110</b>	<b>165</b>
<i>Non-Reimbursable</i>	<b>6,112</b>	<b>6,071</b>	<b>41</b>
<i>Reimbursable</i>	<b>1,163</b>	<b>1,039</b>	<b>124</b>
<b>Total Full-Time</b>	<b>7,275</b>	<b>7,110</b>	<b>165</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH JUNE 2016**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 41 positions due to vacant positions within the Train Service, Equipment and Administrative departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 124 positions primarily due to the timing of project activity in the Engineering and Equipment Departments.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH JUNE 2016**

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	250	233	17
Professional, Technical, Clerical	153	126	27
Operational Hourlies	103	108	(5)
<b>Total Administration</b>	<b>506</b>	<b>467</b>	<b>39</b>
<b>Operations</b>			
Managers/Supervisors	292	285	7
Professional, Technical, Clerical	99	90	9
Operational Hourlies	2,104	2,062	42
<b>Total Operations</b>	<b>2,495</b>	<b>2,437</b>	<b>58</b>
<b>Maintenance</b>			
Managers/Supervisors	741	679	62
Professional, Technical, Clerical	238	305	(67)
Operational Hourlies	3,101	3,055	46
<b>Total Maintenance</b>	<b>4,080</b>	<b>4,039</b>	<b>41</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	135	112	23
Professional, Technical, Clerical	59	55	4
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>194</b>	<b>167</b>	<b>27</b>
<b>Total Positions</b>			
Managers/Supervisors	1,418	1,309	109
Professional, Technical, Clerical	549	576	(27)
Operational Hourlies	5,308	5,225	83
<b>Total Positions</b>	<b>7,275</b>	<b>7,110</b>	<b>165</b>



**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS  
June 2016**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Mid-Year Forecast</u>	<u>Actual 2015</u>	<u>vs. Forecast</u>	<u>vs. 2015</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	56.9%	47.4%	52.1%	9.5%	4.8%
	Adjusted <sup>(2)</sup>	68.1%	56.2%	63.8%	11.9%	4.3%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$13.94	\$16.74	\$15.23	\$2.80	\$1.29
	Adjusted <sup>(2)</sup>	\$12.63	\$15.33	\$13.52	\$2.70	\$0.89
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.94	\$7.94	\$7.94	\$0.00	\$0.00
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Mid-Year Forecast</u>	<u>Actual 2015</u>	<u>vs. Forecast</u>	<u>vs. 2015</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	51.6%	48.7%	48.1%	2.9%	3.5%
	Adjusted <sup>(2)</sup>	60.7%	57.2%	58.8%	3.5%	2.0%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$15.39	\$16.33	\$16.39	\$0.94	\$1.00
	Adjusted <sup>(2)</sup>	\$14.05	\$14.93	\$14.40	\$0.88	\$0.35
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.95	\$7.95	\$7.88	\$0.00	\$0.07

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**JULY 2016**

**JULY 2016 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**July Ridership and Revenue (millions)**

	July 2016	% Change vs. 2015
Total Rail Ridership	7.621	0.9% ▲
Commutation Ridership	4.025	0.4% ▲
Non-Commutation Ridership	3.596	1.5% ▲
Rail Revenue	\$63.9	0.6% ▲

**Key Factors Impacting July Ridership**

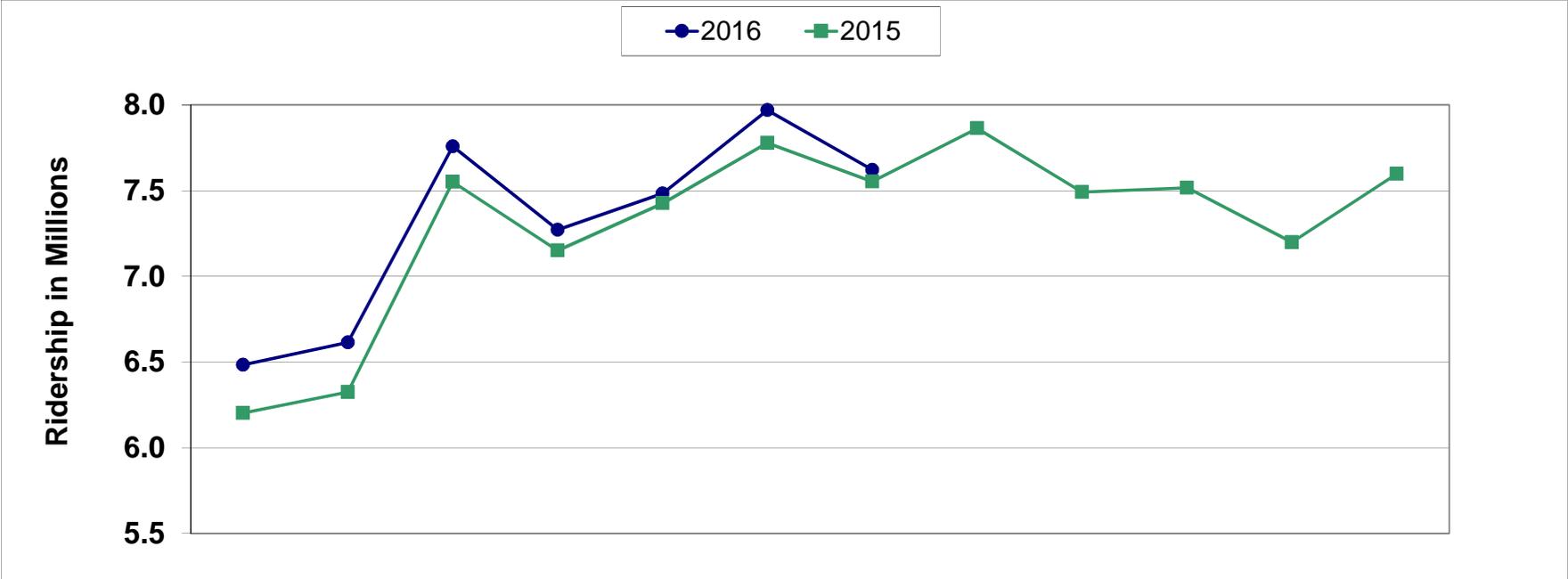
- Gains in the local job employment continue to support growth in the Commutation market.
- Non-Commutation ridership experienced growth attributed to two additional weekend days (Saturday and Sunday) this July compared to last year.
- Additional concerts this July at the Forest Hills Stadium (Louis C.K., Bob Dylan) contributed to ridership gains.
- Ridership for Mets Games in July was up 23% compared to last year.

**Year-to-Date through July Ridership and Revenue (millions)**

	July 2016	% Change vs. 2015	Comparison to Mid-Year
Total Rail Ridership	51.200	2.4% ▲	0.4% ▲
Commutation Ridership	30.033	3.2% ▲	0.7% ▲
Non-Commutation Ridership	21.167	1.3% ▲	0.0% ▼
Rail Revenue	\$408.6	3.4% ▲	0.2% ▲

# JULY RIDERSHIP

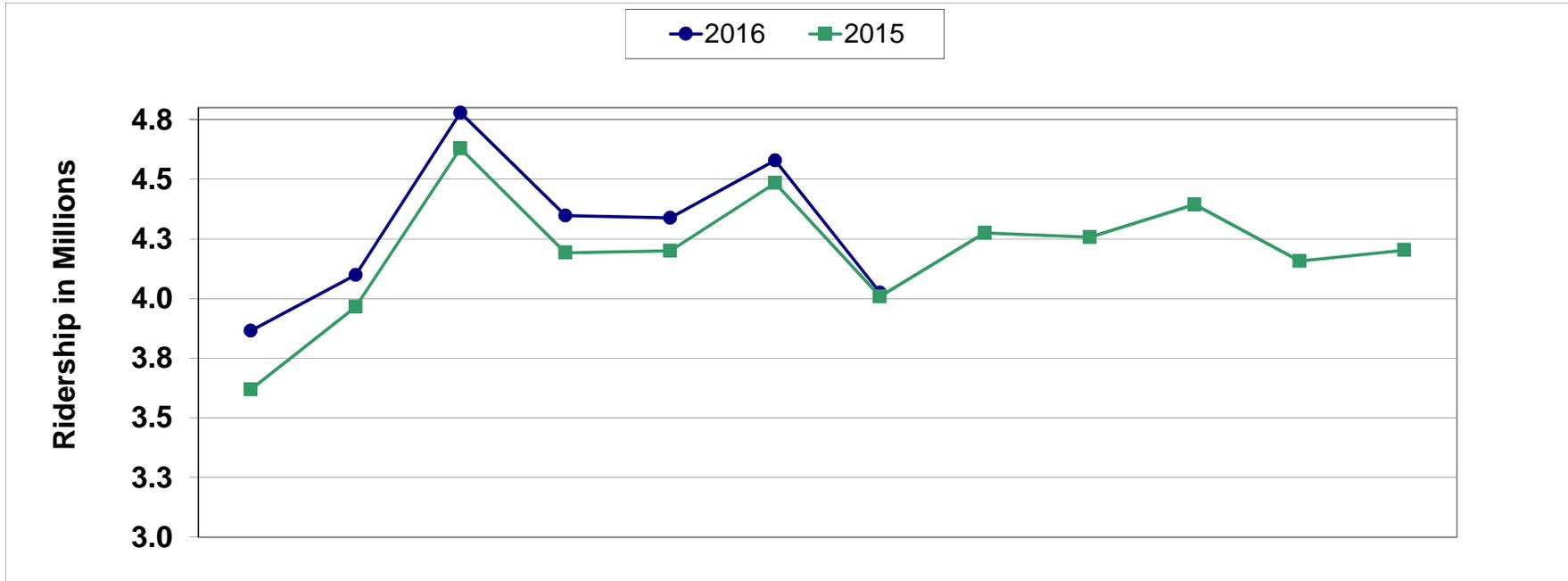
• July's Total Ridership was 0.9% above '15 and 0.5% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2016</b>	6.5	6.6	7.8	7.3	7.5	8.0	7.6						51.2
<b>2015</b>	6.2	6.3	7.6	7.2	7.4	7.8	7.6	7.9	7.5	7.5	7.2	7.6	50.0
<b>PCT CHG.</b>	4.5%	4.6%	2.7%	1.7%	0.8%	2.5%	0.9%						2.4%

# JULY COMMUTATION RIDERSHIP

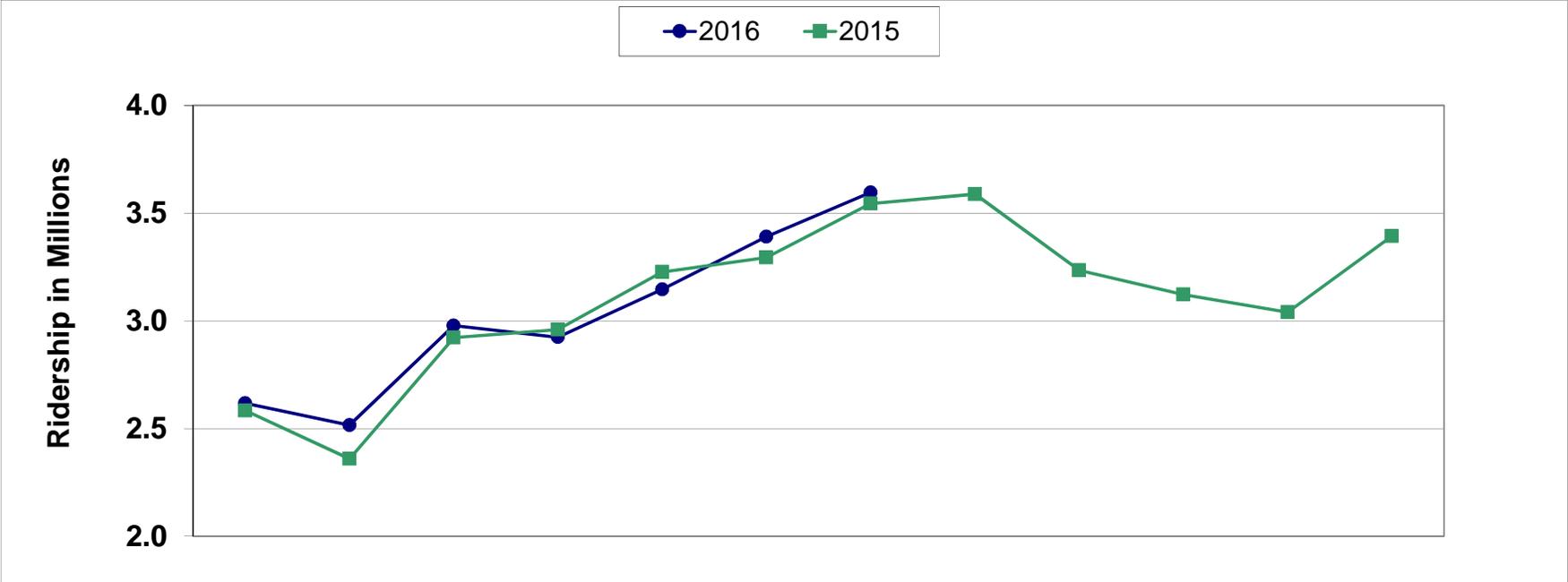
• July's Commutation Ridership was 0.4% above '15 and 0.3% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.9	4.1	4.8	4.3	4.3	4.6	4.0						30.0
2015	3.6	4.0	4.6	4.2	4.2	4.5	4.0	4.3	4.3	4.4	4.2	4.2	29.1
PCT CHG.	6.8%	3.4%	3.2%	3.7%	3.3%	2.1%	0.4%						3.2%

# JULY NON-COMMUTATION RIDERSHIP

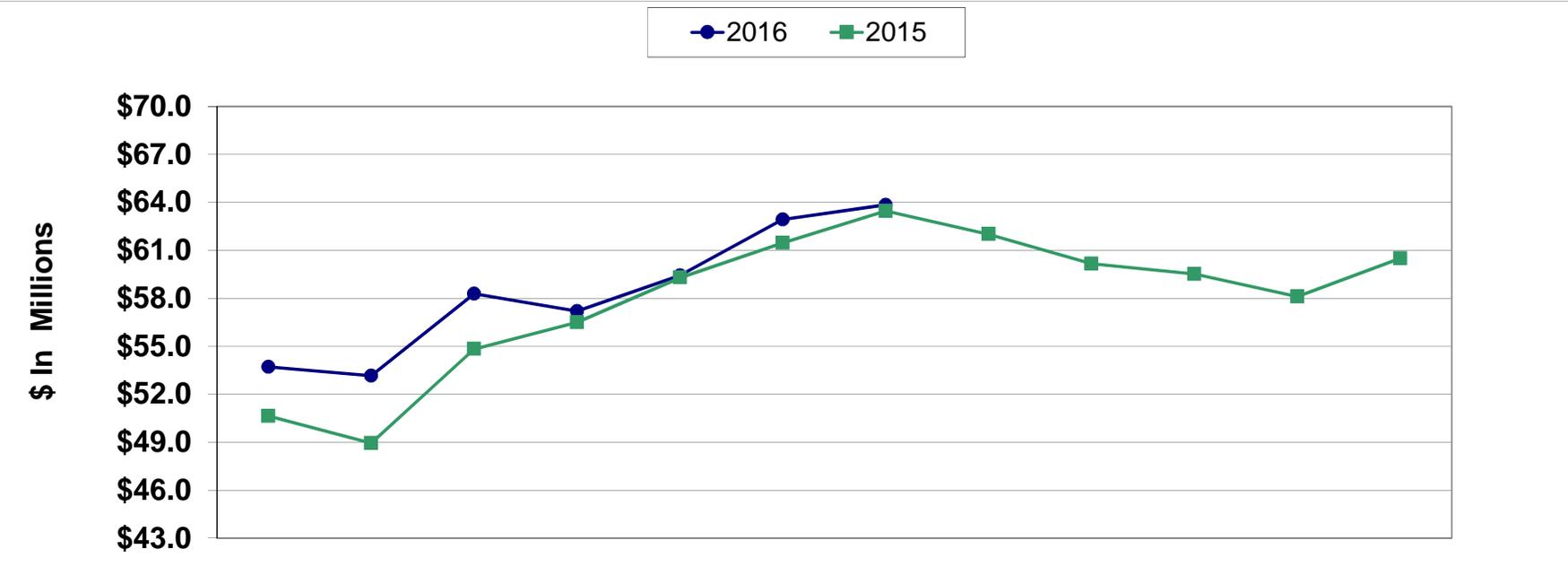
• July's Non-Commutation Ridership was 1.5% above '15 and 0.8% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	3.0	2.9	3.1	3.4	3.6						21.2
2015	2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6	3.2	3.1	3.0	3.4	20.9
PCT CHG.	1.4%	6.6%	1.9%	-1.2%	-2.5%	2.9%	1.5%						1.3%

# JULY REVENUE

• July's Total Revenue was 0.6% above '15 and 0.2% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2016</b>	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9						\$408.6
<b>2015</b>	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$395.1
<b>PCT CHG.</b>	6.1%	8.6%	6.3%	1.2%	0.2%	2.4%	0.6%						3.4%

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
JULY 2016**

TICKET TYPE/SERVICE	JULY 2016	JULY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,024,919	4,008,603	16,316	0.4%
NON-COMMUTATION RIDERSHIP	3,596,081	3,544,274	51,807	1.5%
<b>TOTAL RIDERSHIP</b>	<b>7,621,000</b>	<b>7,552,877</b>	<b>68,123</b>	<b>0.9%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	JULY 2016	JULY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	30,033,417	29,098,764	934,652	3.2%
NON-COMMUTATION RIDERSHIP	21,166,583	20,885,437	281,146	1.3%
<b>TOTAL RIDERSHIP</b>	<b>51,200,000</b>	<b>49,984,201</b>	<b>1,215,798</b>	<b>2.4%</b>

\* 2015 ridership numbers were adjusted using 2016 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
JULY 2016**

REVENUE	JULY 2016	JULY 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,010,324	\$29,970,175	\$40,149	0.1%
NON-COMMUTATION REVENUE	\$33,841,198	\$33,496,884	\$344,314	1.0%
<b>TOTAL REVENUE</b>	<b>\$63,851,522</b>	<b>\$63,467,059</b>	<b>\$384,463</b>	<b>0.6%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2016 YEAR-TO-DATE**

REVENUE	JULY 2016	JULY 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$215,464,141	\$207,155,848	\$8,308,293	4.0%
NON-COMMUTATION REVENUE	\$193,100,454	\$187,973,648	\$5,126,806	2.7%
<b>TOTAL REVENUE</b>	<b>\$408,564,594</b>	<b>\$395,129,496</b>	<b>\$13,435,099</b>	<b>3.4%</b>

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**JUNE 2016**

**JUNE 2016 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**June Ridership and Revenue (millions)**

	June 2016	% Change vs. 2015
Total Rail Ridership	7.969	2.5% ▲
Commutation Ridership	4.579	2.1% ▲
Non-Commutation Ridership	3.390	2.9% ▲
Rail Revenue	\$62.9	2.4% ▲

**Key Factors Impacting June Ridership**

- Gains in the local job employment continue to support growth in the Commutation market.
- Non-commutation ridership gains were related to favorable weather based on warmer temperatures and less rain in June this year.
- Beach Getaway ridership increased 76% compared to last year.
- Additional concerts this June at the Forest Hills Stadium (Disclosure Presents Wildlife, Mumford & Sons, Paul Simon) contributed to ridership gains.
- Ridership for Mets Games in June was up 89% compared to last year.

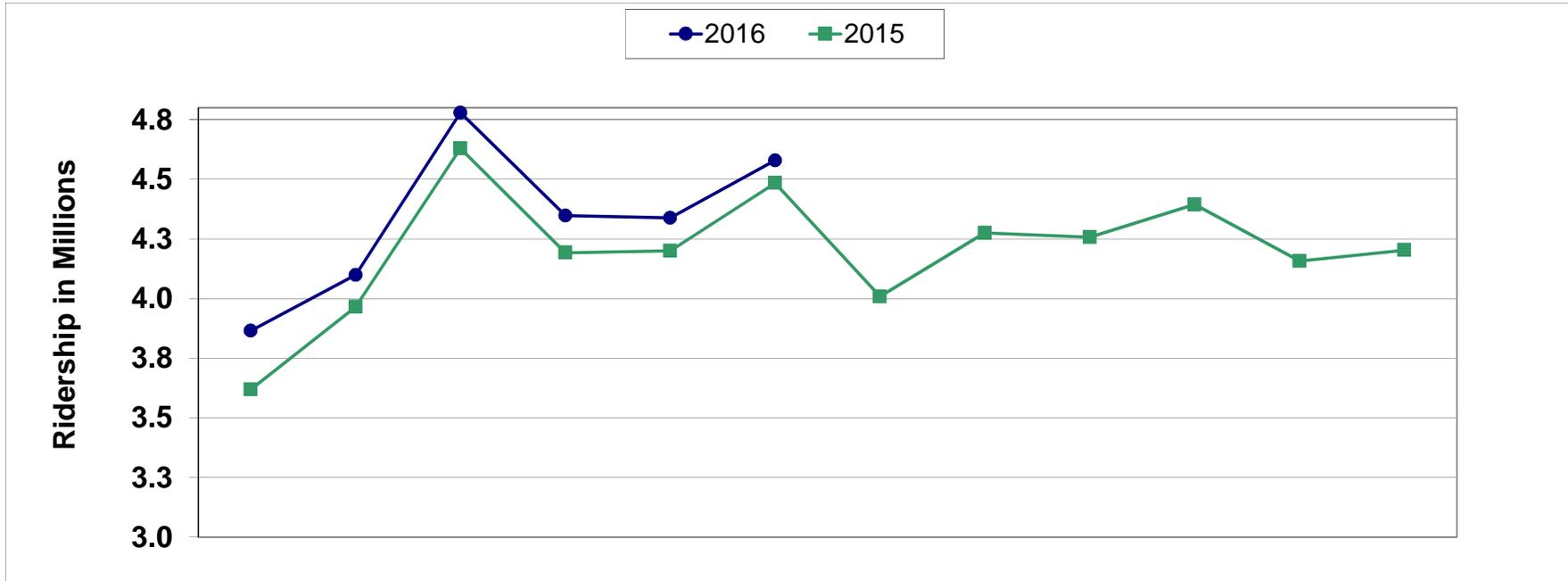
**Year-to-Date through June Ridership and Revenue (millions)**

	June 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	43.579	2.7% ▲	1.1% ▲
Commutation Ridership	26.008	3.7% ▲	1.8% ▲
Non-Commutation Ridership	17.571	1.3% ▲	0.0% ▲
Rail Revenue	\$344.7	3.9% ▲	0.9% ▲



# JUNE COMMUTATION RIDERSHIP

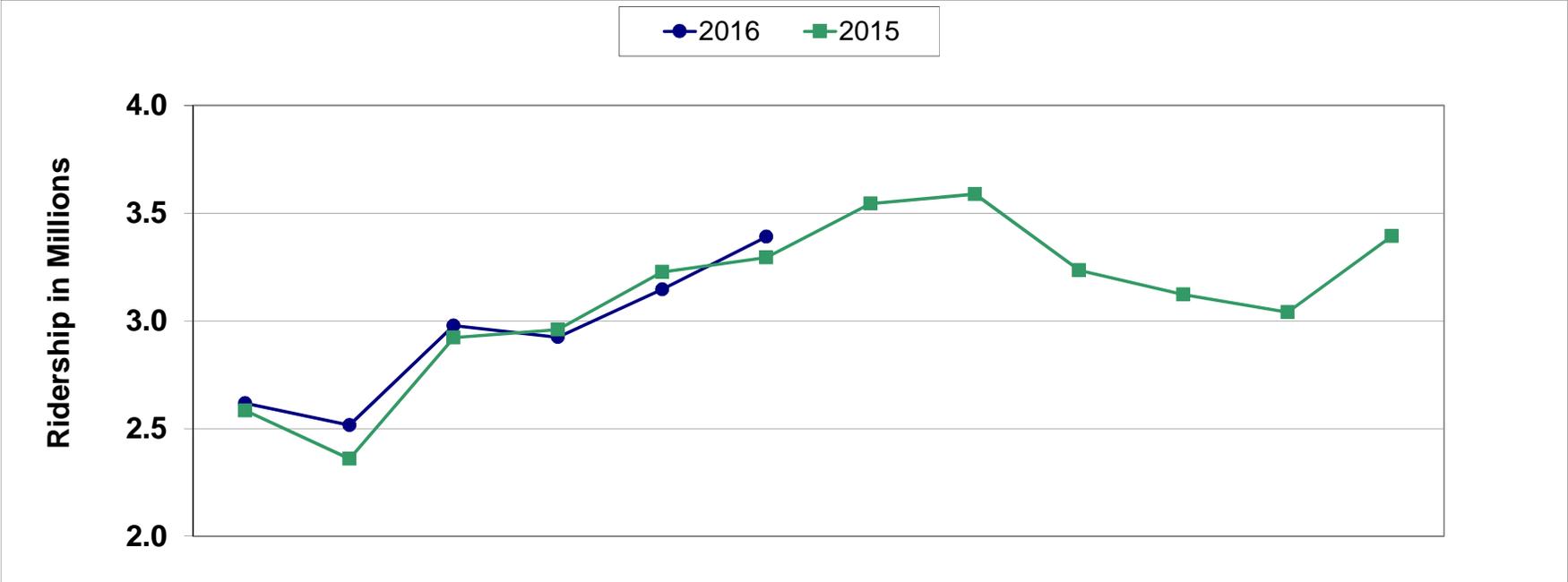
•June's Commutation Ridership was 2.1% above '15 and 2.6% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.9	4.1	4.8	4.3	4.3	4.6							26.0
2015	3.6	4.0	4.6	4.2	4.2	4.5	4.0	4.3	4.3	4.4	4.2	4.2	25.1
PCT CHG.	6.8%	3.4%	3.2%	3.7%	3.3%	2.1%							3.7%

# JUNE NON-COMMUTATION RIDERSHIP

•June's Non-Commutation Ridership was 2.9% above '15 and 0.2% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	3.0	2.9	3.1	3.4							17.6
2015	2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6	3.2	3.1	3.0	3.4	17.3
PCT CHG.	1.4%	6.6%	1.9%	-1.2%	-2.5%	2.9%							1.3%



**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
JUNE 2016**

TICKET TYPE/SERVICE	JUNE 2016	JUNE 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,578,956	4,484,357	94,599	2.1%
NON-COMMUTATION RIDERSHIP	3,390,213	3,293,446	96,767	2.9%
<b>TOTAL RIDERSHIP</b>	<b>7,969,169</b>	<b>7,777,803</b>	<b>191,366</b>	<b>2.5%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	JUNE 2016	JUNE 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	26,008,498	25,090,161	918,336	3.7%
NON-COMMUTATION RIDERSHIP	17,570,502	17,341,163	229,339	1.3%
<b>TOTAL RIDERSHIP</b>	<b>43,579,000</b>	<b>42,431,324</b>	<b>1,147,675</b>	<b>2.7%</b>

\* 2015 ridership numbers were adjusted using 2016 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
JUNE 2016**

REVENUE	JUNE 2016	JUNE 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,509,635	\$30,954,205	\$555,430	1.8%
NON-COMMUTATION REVENUE	\$31,430,591	\$30,506,731	\$923,860	3.0%
<b>TOTAL REVENUE</b>	<b>\$62,940,226</b>	<b>\$61,460,936</b>	<b>\$1,479,290</b>	<b>2.4%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2016 YEAR-TO-DATE**

REVENUE	JUNE 2016	JUNE 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$185,453,817	\$177,185,673	\$8,268,145	4.7%
NON-COMMUTATION REVENUE	\$159,259,256	\$154,476,764	\$4,782,491	3.1%
<b>TOTAL REVENUE</b>	<b>\$344,713,073</b>	<b>\$331,662,437</b>	<b>\$13,050,636</b>	<b>3.9%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
JULY and AUGUST 2016**

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**HIGHLIGHTS**

**L50304TQ / L50304TR: HICKSVILLE IMPROVEMENTS PROJECT**

Project Budget: \$121.19M [\$50.62M for North Track Siding & \$70.57M for Station Improvements]

Milestone: Contract Award

A Construction Services Contract for the Hicksville Improvements Project was awarded to Railroad Construction Company / Citnalta Construction Corp – Joint Venture [RCC/Citnalta-JV] for \$50,911,200. This project includes the rehabilitation work for Hicksville Station and support work for North Track Siding. The station work includes demolition and replacement of two 12-car elevated platforms, canopy roof system and drainage, heated platform waiting rooms, staircases, escalators, lighting, signage, communications, a new CCTV security system, and construction of two new elevators in the plaza area. The North Track Siding work includes construction of a retaining wall to support the new extension, traction power ductbank systems, prewired signal hut and case, and removal of an existing signal bridge. The Hicksville Improvements Project will ensure ADA-compliant accessibility at this key busy Nassau County station and provide LIRR passengers with an improved station environment. Extension of the North Track Siding will provide infrastructure improvements that will support greater operational flexibility with added storage capacity. Hicksville Station is planned for Beneficial Use in April 2018.

**L70204UJ: ENHANCED STATION INITIATIVES**

Project Budget: \$25.00M

Milestone: Contract Award

A Contract for Design Phase Services for LIRR Station Enhancements was awarded to AECOM for \$1,079,911. The Consultant will conduct station assessments, prepare Station Enhancement Design Guidelines suitable for station projects, and will prepare a Conceptual Design Report and a 30% Design to enhance the appearance, function, safety, and customer's experience which will be used in procurement of a Design-Build Contract. The LIRR has identified Bayside, Stewart Manor, East Hampton, Port Jefferson, and Wyandanch stations.

**L60904NB: MURRAY HILL ELEVATORS**

Project Budget: \$6.85M

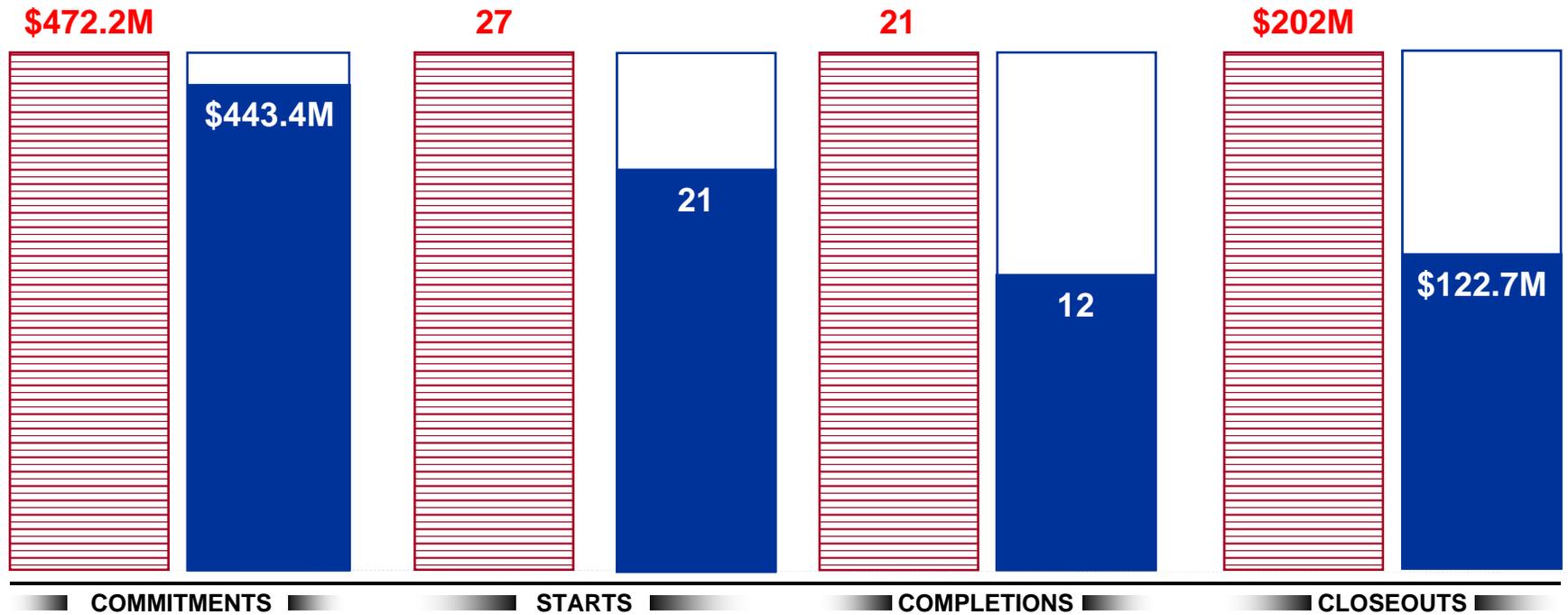
Milestone: Design Completion

The Design for Construction of Two New Elevators at Murray Hill Station in Queens on the Port Washington Branch is complete. Murray Hill is an "open cut" station with two 4-car platforms below grade. The new hydraulic elevators, along with associated platform and street level improvements, will support ADA compliance and improve the general station area. Project work includes elevator shafts, machine rooms, retaining walls, tactile warning strips, lighting, CCTV systems, fire alarm, and signage.

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

- Long Beach Branch Equipment Platforms: Work continued.
- Suffolk Paving: Work completed.
- Nassau, Queens, and Brooklyn Paving: Work completed.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Construction continued.
- Stations AC Installations: Submittals in process.
- DOT Bridge Painting: Procurement in process.
- Locust Manor Railings: Procurement in process.
- Colonial Road Landscaping: Procurement in process.

# 2016 LIRR Capital Program Goals



2016 PLAN



ACTUAL as of August 31, 2016



FORECAST through December 31, 2016