



Metropolitan Transportation Authority

Long Island Committee Meeting

November 2016

Members

M. Pally, Chair

N. Brown

I. Greenberg

S. Metzger

C. Moerdler

J. Molloy

A. Saul

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, 11/14/2016
9:30 - 10:30 AM ET

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Next meeting: Joint MNR/LIRR Monday, December 12, 2016 at 8:30 a.m.

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Wednesday, October 26, 2016**

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

The following members were present:

Hon. Mitchell H. Pally, Chairperson of the Long Island Committee
Hon. Susan Metzger, Chairperson of the Metro-North Committee
Hon. Fernando Ferrer, Vice Chairman
Hon. Norman Brown
Hon. Ira R. Greenberg
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. Andrew Saul
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Vincent Tessitore, Jr.

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

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

Representing MTA Police: Michael Coan

Long Island Committee Chairperson Mitchell H. Pally called the Joint Meeting of the Long Island Rail Road Committee and the Metro-North Committee to order.

In addition to LIRR President Patrick A. Nowakowski and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Joseph Giulietti and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of October 26, 2016 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

PUBLIC COMMENT

Richard L. Gans, Metro-North Vice President-General Counsel & Secretary introduced the two public speakers, requesting them to limit comments to two minutes, and to address matters on the agenda for the meeting.

Randy Glucksman, Chair-Metro-North Railroad Commuter Council and the Permanent Citizens Advisory Committee to the MTA, spoke about the recent New Jersey Transit (“NJT”) derailment at the Hoboken, New Jersey station and how it impacted Metro-North’s customers. He expressed his opinion that Metro-North’s Orange and Rockland County customers were shortchanged by lack of information or misinformation disseminated by NJT, and that Pascack Valley customers were greatly inconvenienced by train cancellations and delays on that line. He stated that any new operating agreement with NJT should contain strict penalties for non-performance.

Murray Bodin spoke about safety at Metro-North grade crossings and expressed his opinion that traffic signals should be installed at grade crossings. He also expressed his opinion that that Metro-North was taking on a liability exposure by painting a red box in Mount Kisco. Mr. Bodin stated that a red box is not permitted by the Manual of Uniform Traffic Control Devices, and that any such box must be a white box with cross-hatches.

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 September 26, 2016 Long Island Committee Meeting. There were no reported changes to the 2016 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT’S REPORT

President Nowakowski reported on the Saturday, October 8, 2016 LIRR derailment. That evening, during a heavy rain, a piece of equipment known as a Track Stabilizer was operating during a scheduled track work program on the Main Line. It derailed just east of the New Hyde Park Station and was struck by an eastbound passenger train. Mainline 1 was out of service by train order at the time; Mainline 2 was in service and being used for passenger movements. At the time of the incident, the track car operator of the Track Stabilizer was operating east on Mainline 1, followed by two other pieces of work equipment. The track car operator intended to continue east on Mainline 1 while passing through Nassau 1 interlocking. Because of a switch being aligned for crossing over to Mainline 2, rather than a straight eastbound movement on Mainline 1, the track car operator found himself heading toward the in-service track Mainline 2. Despite the track car

operator's attempts to stop the vehicle, it slid past another track device, known as a movable frog point, that was not lined for the way the track car was moving, causing the track car to derail and fouling Mainline 2. The track car operator jumped out of the derailed equipment and tried to flag down an approaching eastbound Huntington passenger train originating at Penn Station and traveling on Mainline 2. The force of the collision caused the Track Stabilizer to rake along the first two cars of the 12-car passenger train consist before colliding with the corner post of the third passenger car, causing a derailment. President Nowakowski reported that the Federal Railroad Administration ("FRA") and LIRR are still investigating the cause or causes of this incident.

In response to Board Member Charles G. Moerdler's question regarding who diverted the work car prior to the derailment, President Nowakowski stated that the switch was thrown for the cross-over move and that the switch point and frog point were in opposite positions, which is a focus of the investigation.

Board Member Moerdler asked if the switch was thrown manually by a signal worker. President Nowakowski responded that LIRR cannot positively confirm how the switch was thrown at this time. The investigation will determine that.

Board Member Moerdler asked if Train Car No. 62 was involved in prior accidents. President Nowakowski responded that Train Car No. 62 had previously been on the ground, but that this had nothing to do with the incident.

Board Member Moerdler asked if there is a central location where the throwing of switches is registered. President Nowakowski responded that when the switch is in service, its position registers at a central location. Because of the work going on during the evening of the derailment, the switches in question were taken out of service and were strictly in manual operation. When the switches are manually operated, the switch's position would not be indicated at a central location.

President Nowakowski then reported on a matter that was discussed last month; namely, the freight operation conducted by the New York & Atlantic Railway ("NYAR"). He stated that NYAR is the provider of freight service over the LIRR network. Last month, a few days before the Long Island Committee Meeting, the FRA released its report on the Focused Inspection Review of the NYAR operation, which had commenced in the Fall of 2015 after a NYAR grade crossing accident in Maspeth, NY and a derailment on the LIRR Mainline near Hicksville Station. At the last Long Island Committee meeting, President Nowakowski reported that LIRR had scheduled a meeting with NYAR leadership before release of the FRA Report, and that he would report back to the Committee. During that meeting, NYAR discussed its view of the incidents, the subsequent actions it had taken in response to those incidents, and its plans going forward. President Nowakowski further stated that after receiving the FRA Report, we have held discussions and, as reported in yesterday's Newsday article, we have decided to examine all of our options concerning the NYAR freight operation.

Chairperson Pally stated that there will be an Executive Session to discuss appropriate options for the Board and LIRR to take regarding NYAR.

President Nowakowski stated that LIRR has an obligation as a common carrier to provide freight service on Long Island. He also stated that since LIRR had a contract with NYAR for the provision of freight service, there are potential legal issues to be discussed and thus it was appropriate to have this matter considered in Executive Session.

Board Member Moerdler asked for confirmation of his recollection that at a recent meeting, the Committee discussed equipment purchases that were being made for use by NYAR.

President Nowakowski stated that he assumed that Board Member Moerdler was referring to the contract with NYAR. Previously, LIRR ran the freight service which NYAR now provides. LIRR supplied locomotives to NYAR which they use to run such freight service. Those locomotives are the original 12 we provided to them, which are 30-40 years old. LIRR has, in conjunction with NYAR, replaced two of those 12 locomotives using state grants. As LIRR has additional funding in place for one more, a decision was made recently that LIRR, not NYAR, would lead that procurement, and the procurement of additional new locomotives if funding became available.

Board Member Ira R. Greenberg asked whether LIRR has responded to NYAR's exercised option to extend its contract for 10 years.

President Nowakowski stated that the original NYAR contract had a 20 year term, from the April/May 1997 time frame through April/May 2017. This contract provided for an option to extend for 10 years, to be exercised at the discretion of NYAR, provided that NYAR met certain criteria in the contract. NYAR notified LIRR of its exercise of that option and supplied information to demonstrate that they met the specified criteria. LIRR then reviewed the information over a period of time to determine if NYAR in fact met the criteria. President Nowakowski stated that LIRR wanted to make some modifications to the contract concerning safety improvements and more transparency in sharing information between the two railroads. LIRR also wanted to address the issue of Positive Train Control ("PTC"), because certain changes needed to make to NYAR's equipment to ensure that PTC was in place by the 2018 deadline. LIRR and NYAR agreed on modifications to the contract, but it was NYAR's option to proceed forward with a 10-year extension.

Chairperson Pally stated that two things were clear: First, a rail freight operation is critical for Long Island's economy, and second, that operation has to be safer. Those are the two issues I have expressed to the Chairman. He fully agrees and that is the reason why we will be having an Executive Session to discuss options which will ensure that these two goals are met.

Board Member Moerdler commented on LIRR's plans regarding a bridge which spans the tracks in Brentwood. He stated that he understands that there is an overpass from one side of the track to the other, built presumably to stop people from crossing the third rail and crossing the track and getting hit by a train. It is also his understanding that there have been problems with the Brentwood overpass in terms of criminal activity in the area and that there is some suggestion that LIRR is going to tear this down. He asked if there are short range solutions rather than tearing down an overpass for which LIRR may have to find an alternative.

President Nowakowski responded that the overpass was built back when the Branch was electrified, in the 1980s. It is not in the best condition and there were other overpasses at other locations that were also built. This overpass was built between stations so it is not serving the function of getting inbound and outbound passengers to whichever side of the tracks they parked their car on. Brentwood is having a number of problems, about which Chief Coan can comment. LIRR received a request from Brentwood elected officials to close the bridge off. LIRR did so immediately upon receipt of their request, and plans to take the bridge down

Board Member Moerdler asked how people are going to cross the tracks if the bridge is removed.

President Nowakowski responded that there is a grade crossing up by the station.

Chairperson Pally stated that this bridge serves the middle school that is on one side of the track. It is his understanding that the Brentwood community and the Suffolk County Police Department ("Suffolk County P.D.") have both requested, because of a number of incidents, that the bridge be closed, which LIRR has already done. There are a variety of other ways in which the students can get from one side of the track to the other side of the track. The students are the main users of the bridge because the bridge is not at a station itself. That was how it came about and that is why the conversation took place both with the Brentwood community, the school district, and with the Suffolk County P.D.

Board Member Moerdler asked that before we expend money for demolition and then think about the future cost of restoring the bridge if needed, that LIRR consider all available options.

President Nowakowski responded that he will do so in conjunction with the community. He stated that Brentwood is dealing with a lot of issues and that he really needed to honor their wishes.

Metropolitan Transportation Authority Police Department ("MTAPD") Chief Coan stated that the Suffolk County P.D. has asked the MTAPD, as well as other law enforcement agencies, to increase the patrols in the area and MTAPD has done so. At this location, we had three indexed crimes this year, one robbery with an arrest and two larcenies. The surrounding area has also had

other publicized incidents. MTAPD is aiding as best it can and MTAPD has asked for some specific places for it to patrol during specific times.

Board Member Moerdler stated that that his only concern was not to spend \$50,000 or \$100,000 taking something down only to spend a greater sum putting it back in the future and that he trusts the judgment of LIRR in taking the actions that have been taken.

Chairperson Pally stated that conversations with the school district about the issue will continue and that as previously noted, the students are the main users of the overpass in that location.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report can be found on Page 107 of the Committee book, reporting through the end of August.

LIRR's average FRA Reportable Customer Accident and Employee Lost Time Injury Rates for a three-year period over that course of time continue to decline.

During the month of July, LIRR received 18 new Confidential Close Call Reporting System ("C3RS") reports.

LIRR, in partnership with the MTAPD, reached over 72,000 participants through our Tracks and Community Outreach Programs through the end of August 2016.

MTA CAPITAL CONSTRUCTION

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

In Manhattan, the GCT Caverns (CM007) contractor was provided access to the caverns on October 11, 2016, and work on the cavern finishes has begun. In the Harold Interlocking, the Harold Structures Part 3A (CQ057A) contractor resumed mining for the Westbound Bypass Tunnel on October 11, 2016. Work on the Westbound Bypass Pump Station is proceeding with a revised anticipated completion dated of October 2017.

Dr. Horodniceanu discussed two potential risks facing the ESA project. One risk is the construction of the retaining walls east of 48th Street which must be completed before Thanksgiving weekend to maintain the schedule to cutover the realigned ML2 track in the second quarter of 2017. The other potential risk is the mitigation of water infiltration from the GCT upper level onto the new LIRR Concourse. MTACC is currently negotiating a change order for this work with the GCT Concourse and Facilities Fit-Out (CM014B) contractor.

Board Member James Vitiello asked about the risk associated with the retaining walls. Dr. Horodniceanu stated that he expected that the retaining wall would be completed by Thanksgiving but that making that date is very important. Board Member Ira Greenberg asked whether weekend work is expected in the area and Dr. Horodniceanu stated that weekend work is likely.

With regard to procurements, Dr. Horodniceanu reported that both the Mid-Day Storage Yard Facility (CQ033) contract and the Civil and Neighborhood Beautification (QMP-1) mentoring contract were advertised on October 20, 2016. The notice to proceed for the Tunnel A (CH061A) contract has been postponed to January 2017 due to the limited availability of Amtrak Force Account resources.

MTA POLICE DEPARTMENT

Chief Coan reported that for LIRR and Metro-North combined during the month of September, there were 30 incidents compared to 25 in 2015. Of these, there were two robberies, one in Long Island at Glen Street where two individuals were arrested; and one in Westchester at Mount Vernon East and the subject has been identified and detained by another agency. There were three burglaries, two in Grand Central Terminal at Rite Aid and one in Mount Vernon where a trailer was broken into. There were three assaults, two of which were on police officers making an arrest, resulting in minor injuries; one occurred at Lindenhurst Station and is an open case.

MTAPD is continuing its grade crossing initiative. To date, MTAPD has issued 1,713 summonses in and around crossings; 175 of those were specifically for grade crossing violations.

In response to Board Member Moerdler's questions about September's apparent increase in major felonies, Chief Coan stated that year-to date, LIRR crime is down 12%; there has been an 8% increase in crime with Metro-North; that the increase is due to a number of assaults that took place in early 2016 and an increase in burglaries; and that

MTAPD does not see any patterns other than larceny patterns.

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.

President Nowakowski stated that he had inadvertently omitted something from his report on the New Hyde Park derailment incident. He wanted to thank the first responders who came and helped in evacuating the train and dealing with the injured. LIRR truly appreciates the cooperation it received from Nassau County, the local communities and the Village of New Hyde Park. Their support was tremendous and on behalf of LIRR, he thanked them for providing their support. President Nowakowski also expressed, on behalf of LIRR, the railroad's best wishes for the recovery of everyone who was injured in this incident.

Chairperson Pally stated, on behalf of the Committee, that we want to thank all of the LIRR personnel who got the system back up and running quickly as it was for all of us who had to go through that area. It was a very good example of everyone working together to get it done.

MTA LONG ISLAND RAIL ROAD & METRO-NORTH RAILROAD
JOINT INFORMATION ITEMS

The following information items were on the agenda:

Joint Items:

- 2017 Preliminary Budget
- MTA Homeless Outreach
- LIRR/MNR PTC Project Update

Chairperson Pally stated that the 2017 Preliminary Budget is available for public comment and is posted on the MTA website. It will be discussed again at the Finance Committee meeting as we go forward to making a decision about next year's budget at the December 2016 Board meeting.

The details of the 2017 Preliminary Budget 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.

Cynthia Wilson, Assistant Director, MTA Homeless Outreach, presented the joint Homeless Outreach report. The Homeless Outreach program provides data to the MTA bi-annually in April and October. The last Homeless Outreach update was April, 2016. MTA's outreach provider, BRC, provides outreach services primarily in Penn Station and Grand Central Terminal. This presentation is limited to New York City. MTA Homeless Outreach is a well-established team effort consisting of stakeholders, outreach providers, and MTAPD, working together to get the homeless the help that they need. She stated that if someone sees a homeless person in need, he or she can contact her directly, but for an immediate response, MTA's station and terminal employees should be contacted. There is also 311 and a 311 app for handheld devices, the MTAPD, and a BRC homeless help line.

In response to Board Member Moerdler's question about interaction with the New York City Department of Homeless Services ("DHS"), Ms. Wilson stated that MTA Homeless Outreach is in daily contact with DHS. She attends meetings with the agency, which provides housing resources to our clients.

In response to Board Member Moerdler's question about the nature and quality of facilities provided by DHS, Ms. Wilson also stated that our outreach provider BRC, which has facilities on 25th Street, has a crisis prevention program and shelter beds and they contract with the DHS.

Board Member Moerdler suggested, based on the experience of various New York City Community Boards with the DHS, including the placement of homeless persons in “hot sheet” hotels, that MTA Homeless Outreach have someone periodically look at the facilities DHS provides for the various groups of people who fall within the general rubric of homeless, who require different types of services. Board Member Moerdler stated that we have found in the Bronx that this has become fairly endemic, followed by massive misrepresentations of what is going on, followed by a death of a four month old.

Ms. Wilson responded that she would do so.

Metro-North Committee Chairperson Susan Metzger stated that based on the statistics, BRC has had more success in placing homeless from Penn Station than we have had in prior years, which is good. She asked if this is due to any different program operations and how can we continue to see more placement.

Ms. Wilson responded that placements have gone up in Penn Station and the count has continuously gone down overall. Homeless Outreach has a program in place where we come together with stakeholders, including Amtrak and the police, sharing resources and strategizing as to how we can help the homeless and get them into services. She stated that we are working closely with the DHS as well to see what types of placements we can get for our clients, based on their individual needs.

The details of the MTA Homeless Outreach 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.

President Nowakowski presented the Joint LIRR – Metro-North Positive Train Control (“PTC”) Project Update. He stated that this report is presented every four months at the Capital Program Oversight Committee (“CPOC”) meeting. As in the past, the presentation is included in the Committee book and will be presented during today’s CPOC meeting.

Chairperson Pally stated that the Independent Engineer will also be giving a PTC report at today’s CPOC meeting. President Nowakowski confirmed that LIRR and Metro-North are still on schedule for the December 2018 PTC installation completion.

Board Member Greenberg asked about the paragraph on Risk in the PTC report in the Committee Book and whether there are any track outages that impact service due to this work or having to get this work done.

President Nowakowski responded that most of this work can be done without track outages. Whether it is installing transponders or putting wayside cases in communication poles, there will

be times when the Right-of-Way will be restricted or we will need a short outage. This is not a track-intensive type of operation until we will reach the testing stage of the project and need to make sure that the installation work that was done tests and works the way it is supposed to. Most of that work will be done off-peak and at night time, but the testing stage is where we will see a greater track impact.

Board Member Greenberg asked, regarding the statement in the Committee Book about prioritizing PTC over other projects, what are the other projects being delayed?

President Nowakowski responded that first, we have the wayside equipment that needs to be installed as it is delivered. We will allocate whatever resources are necessary to maintain the schedule we need to maintain to meet the deadline. The other piece of it is the equipment installation. Each and every one of our MU vehicles is considered a locomotive. As locomotives need to have PTC equipment installed, we have a tremendous amount of work to do to get all of our equipment outfitted with the PTC equipment so that cars do not need to be taken out of service to be able to do that work. It is not something that will happen in an hour or two. It is a whole kit and wiring that needs to be installed. So, scheduling the equipment and the resources and the space in our shops is where we will give the priority to make sure that we maintain the schedule we need to maintain to get all the equipment installed on the vehicles.

Board Member Greenberg commented that we should keep a watch on our Mean Distance Between Failures to see if it is impacted, which he doesn't think it will be.

President Nowakowski responded that is certainly the plan.

Board Member Veronica Vanterpool asked for information about the FRA's \$1 billion loan for PTC, such as how does that loan program work in terms of risk; does the agency already have the loan money or if invoices are submitted for reimbursement; and whether all the money is available for this loan in order to meet the December 2018 deadline?

President Nowakowski responded that it is truly a loan and we draw down the money periodically as the work progresses and we need it.

Board Member Vanterpool asked whether the loan repayment term is 30 years.

President Nowakowski referred the question about the loan term to MTA Chief Financial Officer Robert Foran. He stated that the advantage of the loan is that the payback can be deferred until after the project is completed. In other words, you can wait until the project is complete before you begin to pay back the loan over an extended period of time. The interest rates on the loan are the U.S. Government interest rates so they are prime interest rates.

Board Member Neal Zuckerman referred to the statements in the Finance Committee Book on Pages 28 and 29 for information about the amount we have drawn and the loan due date which is 2037.

The details of the Joint LIRR – Metro-North PTC Project Update 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 Information Item:

- Track Work Program Schedule Changes

President Nowakowski reported on LIRR's Track Work Program. As the end of the year is approaching, the Track Work Program will be cut back a bit but LIRR has a number of events that it is working on between now and the end of November. On November 14, 2016, there will be a schedule change, and he encouraged LIRR customers to pay attention to the continuing track work schedule. President Nowakowski reported that the majority of the work will take place during off-peak, nights and weekends and will not affect service.

Chairperson Pally commented that service to Greenport is no longer just weekend service and will continue as year round.

The details of LIRR's Track Work Program Schedule Changes 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.

JOINT MTA LONG ISLAND RAIL ROAD
& METRO-NORTH RAILROAD
ACTION ITEM

There was one joint action item presented to the Committee for approval.

- Lease of Wireless Spectrum to NJT in Support of PTC

President Nowakowski stated that this is a radio-based system. We did not have all the radio spectrum beforehand and we have acquired radio spectrum for LIRR and Metro-North at different times. One of the times we acquired a significant portion of radio spectrum which we are now, as a procurement item, proposing to share that spectrum with NJT. This is all being done in conjunction with the Federal Communications Commission. The rate that we are charging for this is the same rate that we acquired it for so it is a cost-neutral operation.

Upon motion duly made and seconded, the foregoing joint action item was approved for recommendation to the Board.

MTA CAPITAL CONSTRUCTION ACTION ITEM

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

MTA LONG ISLAND RAIL ROAD

Procurement

Executive Vice President Elisa Picca presented the following procurements to the Committee for approval. Details of the items are set forth in the Staff Summaries, copies of which are on file with the records of this meeting.

Competitive:

- **Competitive RFP** – LIRR requests MTA Board Approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract for the new Mid-Suffolk Electric Yard on the Main Line Ronkonkoma Branch.
- **Power Resources International, Inc.** - LIRR requests MTA Board Approval to award a Design/Build contract to Power Resources International, Inc. (PRI) for the lump sum price of \$2,366,187.73 (which includes \$19,340 for Optional Training) to furnish and install a Supervisory Control and Data Acquisition (SCADA) System at LIRR's Long Beach Branch.
- **Eleven Bus Companies** - LIRR requests MTA Board Approval to issue contract modifications in the aggregate amount of \$7,000,000 to increase the not-to-exceed funding amount of eleven (11) estimated quantity contracts with bus companies who provide LIRR with scheduled and emergency bus services. Of the \$7,000,000 being requested, \$4,000,000 will be allocated to scheduled bus services; and \$3,000,000 will be allocated to emergency bus services.

Board Member Moerdler asked if there is a mechanism by which we can prioritize those bus companies that we use based at least in part on how quickly they are available to respond to an emergency.

Executive Vice President Picca responded in the affirmative. She stated that we have a list of bus providers and we go down that list and particularly if it is an unplanned emergency we know who are the most likely candidates to respond. We give priority to those who are more likely to respond in an emergency as we want to get bus service out as soon as we can. She confirmed that we have that right under our agreements.

Chairperson Pally stated that he would assume one other factor is geography, how close the bus yard and the busses are to the location of wherever we are trying to transport people.

Board Member Moerdler stated that he would hope one last factor is that they make sure the busses take the people back to where they originally parked.

Board Member Greenberg stated regarding the bus discussion, that we have had a number of persistent complaints about busses not showing up or not being available when there is an emergency. He thinks that is part of Commissioner Moerdler's question and he hopes we can strive to address that. He doesn't know if there are busses available during peak periods when there is a stoppage. That has been a perennial complaint from the Commuters Council. He also wanted to clarify that the length and terms of the contract are not changing.

Executive Vice President Picca responded in the affirmative.

Chairperson Pally thanked the Committee for their support on Suffolk Electric Yard which is of great importance to people on the East End. We look forward to moving that project forward as quickly as possible.

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

MTA CAPITAL CONSTRUCTION

Procurement

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

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 Zuckerman stated that in the Operations Reports on page 100 for LIRR and page 142 for Metro-North, there is always a data collection issue. For LIRR, 37% of the reported delays are categorized as customer delays, while for Metro-North, the number is 4.3%. He stated

that he would be surprised if there is such a dramatic difference in the operations of each railroad and asked whether this data is correct and accurate.

President Nowakowski responded that there have been ongoing meetings between LIRR and Metro-North to try and unify the data more closely. There are many more categories than appear in the Committee Book because we have to consolidate categories and that consolidation may in part explain that issue.

Board Member Zuckerman stated that a customer issue may often be solved by communication, which does not solve issues that are not customer-related. He noted that the apparent discrepancy between the two railroads may involve a harmonization of categories and therefore it is the same problem but presented under different names

Board Member Greenberg stated that the issue with crowding is more pronounced on LIRR than Metro-North and he has brought this up in the past. He thinks that some of the delays which were classified as customer delays are actually residual delays to another problem that happened on the railroad. To Board Member Zuckerman's point, it can't be that different except with respect to the crowding at Penn Station and at Jamaica, which is much more severe than anything Metro-North generally sees on a daily basis. He thinks that this is showing up in the statistics.

President Nowakowski responded that Jamaica is unique in terms of the number of people who transfer there. We certainly hold trains associated with that. There are also a lot of venues we serve which experience crowding related to special events, such as Forest Hills, Barclays, and Mets Willet Point. We do not have special schedules for the days of specific events but we are not going to leave people behind. So we absorb the delay to load the train and we have to do that. It is just part of providing the service.

Board Member Moerdler referred to Page 107 of the Committee Book, under the Safety Report. He approved of the greater focus on C3RS with more and more comments coming from employees. However, he noted that in 2016, the statistics appear to show that out of 151 reports, only 5 resulted in corrective action.

Vice President – Corporate Safety Ebbighausen stated that we are going to discuss that further at the December Safety Committee Meeting. She noted that there may be situations in which the same issue is reported by many employees and these are grouped together for review and action.

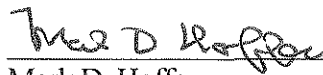
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Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary



2016 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

November 2016

Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2016 Holiday Schedule	Service Planning

December 2016 (Joint Meeting with MNR)

Diversity/EEO Report – 3 rd 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

.....

January 2017

Approval of 2017 Committee Work Plan	Committee Chair & Members
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February 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017	Management & Budget
2016 Annual Operating Results	Operations
2016 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2016	Administration/Diversity
2017 Spring Schedule Change	Service Planning

March 2017

Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	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 – 1st 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
2017 Fall Construction Schedule Change

MTA Real Estate
Corporate Safety
Service Planning

September 2017

2018 Preliminary Budget (Public Comment)
2017 Mid Year Forecast
Diversity/EEO Report – 2nd Q 2017

Management & Budget
Administration/Diversity

October 2017 (Joint Meeting with MNR)

2017 Preliminary Budget (Public Comment)
Status Update on PTC

President/Sr. Staff

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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– 3rd 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– 4th 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– 1st 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.

2017 Fall Construction Schedule Change

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

SEPTEMBER 2017

2018 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2017 Mid-Year Forecast

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

Diversity & EEO Report– 2nd 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.

OCTOBER 2017 (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.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - November 2016

Expenditures thru October 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 7,077.5	\$ 5,084.6
Design	\$ 723.5	\$ 702.5	\$ 680.9
Project Management	\$ 1,036.2	\$ 878.7	\$ 730.0
Real Estate	\$ 178.0	\$ 119.3	\$ 116.0
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 8,778.1	\$ 6,611.5

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

	Schedule
Project Design Start	March-1999
Project Design Completion	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
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.1	\$58.8	\$0.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Nov-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.0	\$11.6	\$287.3	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$431.8	\$31.8*	\$95.8	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	\$13.1	Jul-2015	Apr-2016	Jan-2020	Jan-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$263.9	\$260.1	\$3.9	\$236.5	Aug-2011	Aug-2011	Aug-2014	Nov-2016
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$116.8	\$10.0	\$42.9	Nov-2013	Nov-2013	Feb-2016	Nov-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$89.9	\$64.7	\$25.1	\$28.6	Nov-2014	Dec-2015	Aug-2017	Oct-2017
CH058A: Harold Structures - Part 3A: B/C Approach**	In Design				Jul-2015	Jun-2018	N/A	Oct-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$545.2	\$61.7***	\$129.8	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)	In Design (Repackaging)				TBD	May-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$2.7	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	\$7.5	Sep-2014	Oct-2014	Dec-2019	Jul-2020

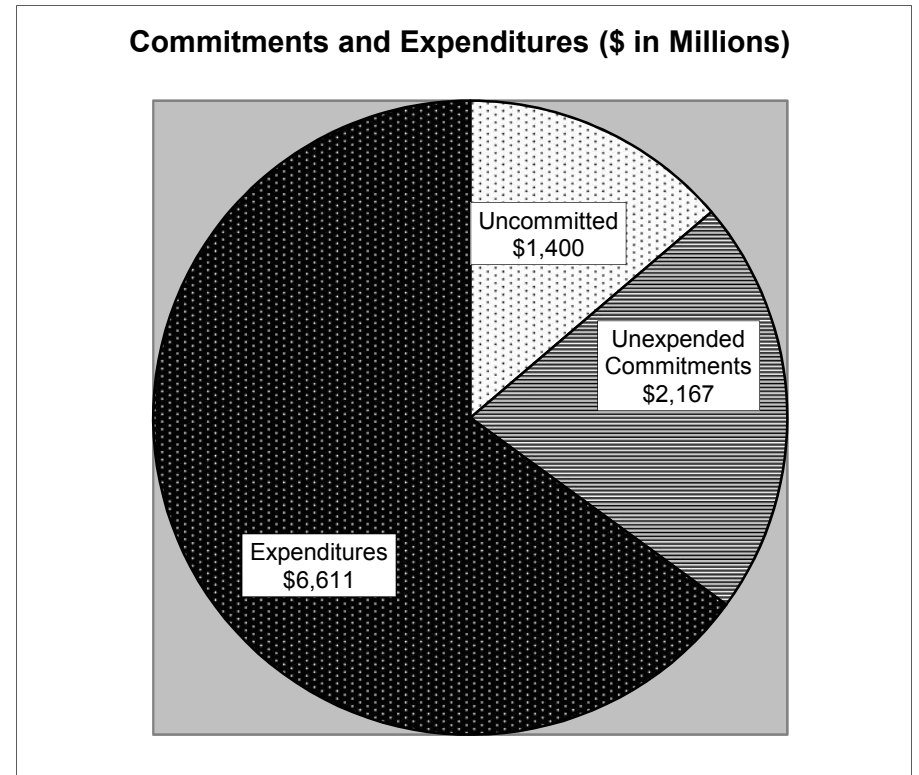
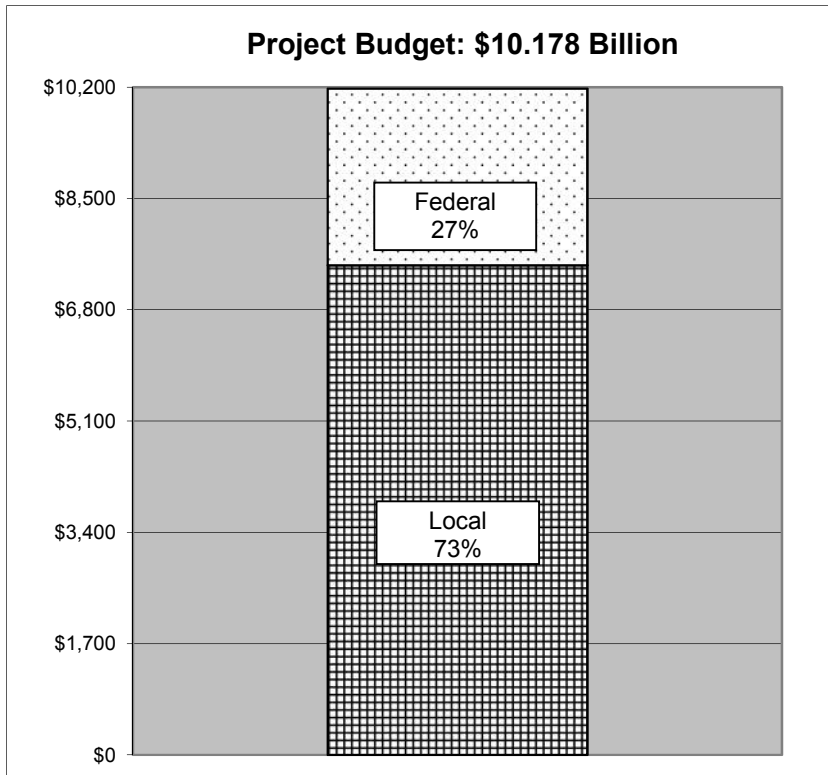
* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

** 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.

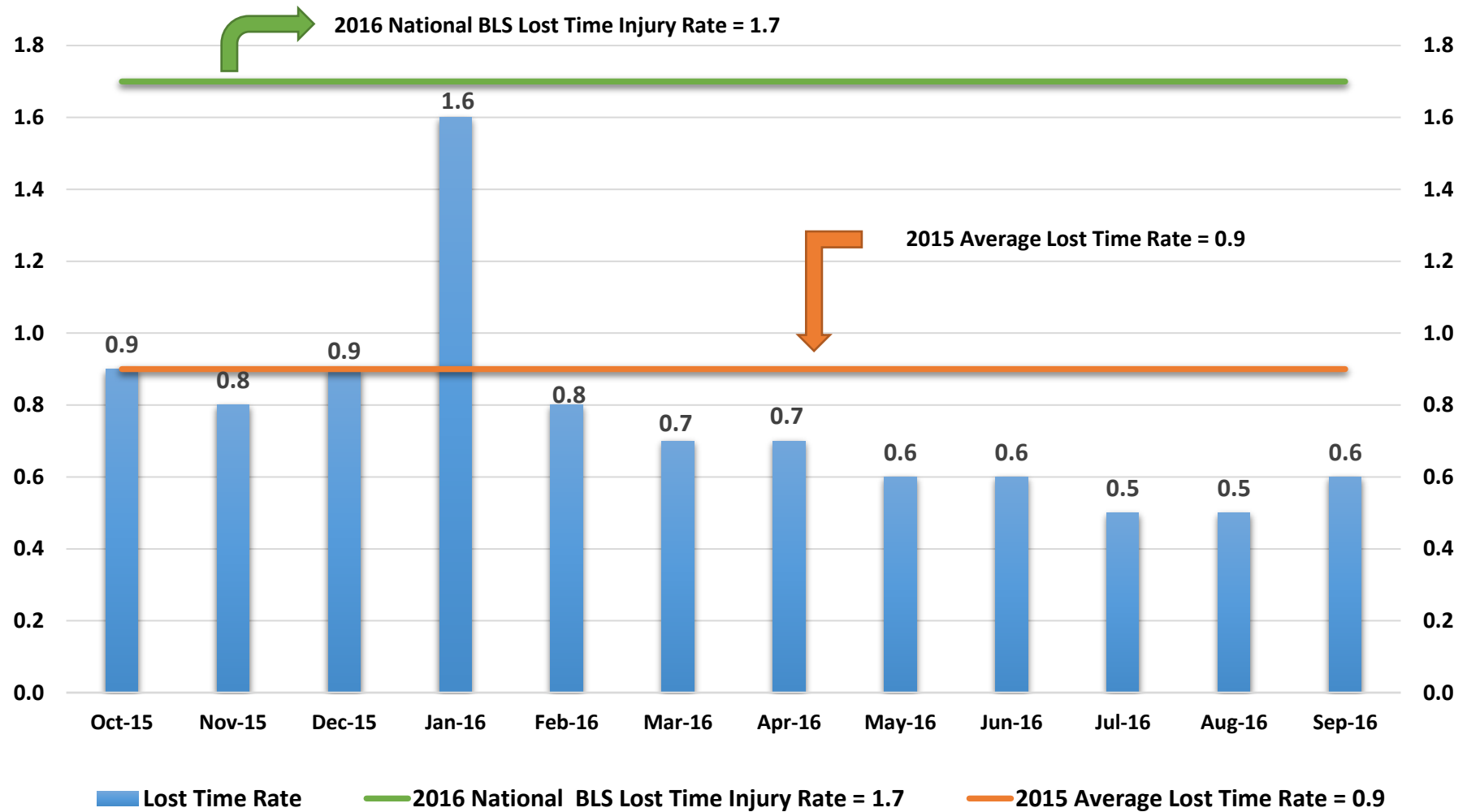
*** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status **Report to the Railroad Committee - November 2016** *data thru October 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	1,843	2,675	8	2,625
2010-2014	3,232	3,232	-	-	3,142	90	2,194
2015-2019	2,572	2,572	-	-	1,270	1,301	113
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699	\$ 8,778	\$ 1,400	\$ 6,611



ESA Annual Cumulative Profile of Lost Time Injury Rates





POLICE REPORT



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

October 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	0	1	-1	-100%
Burglary	1	0	1	100%
Grand Larceny	10	8	2	25%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	14	10	4	40%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	18	16	2	13%
Felony Assault	12	16	-4	-25%
Burglary	9	5	4	80%
Grand Larceny	66	78	-12	-15%
Grand Larceny Auto	4	3	1	33%
Total Major Felonies	109	119	-10	-8%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

October 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	1	6	600%
Felony Assault	1	1	0	0%
Burglary	4	4	0	0%
Grand Larceny	14	19	-5	-26%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	27	25	2	8%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	2	-2	-100%
Robbery	40	32	8	25%
Felony Assault	27	25	2	8%
Burglary	26	18	8	44%
Grand Larceny	155	175	-20	-11%
Grand Larceny Auto	7	8	-1	-13%
Total Major Felonies	255	260	-5	-2%

INDEX CRIME REPORT

Per Day Average

October 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	7	2	5	0
Fel. Assault	1	0	1	0
Burglary	4	1	3	0
Grand Larceny	14	10	3	1
GLA	1	1	0	0
Total	27	14	12	1
Crimes Per Day	0.87	0.45	0.39	0.03



MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 10/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	32	26
Felony Assault	29	25
Burglary	22	9
Grand Larceny	55	45
Grand Larceny Auto	3	0
Aggravated Harassment	3	1
Aggravated Unlicensed Operator	16	10
Arson	0	1
Assault-Misdemeanor	40	37
Breach of Peace	10	14
Child Endangerment	3	3
Criminal Contempt	4	9
Criminal Impersonation	5	5
Criminal Mischief	44	36
Criminal Possession Stolen Property	12	13
Criminal Tampering	3	10
Criminal Trespass	32	26
Disorderly Conduct	5	3
Drug Offenses	47	49
DUI Offenses	9	8
Falsely Reporting an Incident	4	5
Forgery	55	46
Fraud	8	7
Graffiti	11	10
Harassment	0	4
Identity Theft	1	3
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	6	12
Obstruct Government	14	8
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	167	97
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	101	26
Reckless Endangerment	3	8
Resisting Arrest	32	23
Sex Offenses	10	5
Stalking	0	1
Theft of Services	141	148
Unlawful Fleeing a Police Officer	1	0
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	3	2
Warrant Arrest	37	53
Weapons Offenses	6	6
Unauthorized Use Vehicle	0	2
Total Arrests	982	817



Long Island Rail Road

INFORMATION

ITEMS

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE LONG ISLAND RAIL ROAD AND THE METROPOLITAN SUBURBAN BUS AUTHORITY

This Charter for the Committee on Operations of the Long Island Railroad and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”), on July 24, 2013.

I. PURPOSE

The Committee on Operations of the Long Island Railroad and the Metropolitan Suburban Bus Authority (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Long Island Railroad Company and the Metropolitan Suburban Bus Authority (referred to as “Long Island Bus” or “LIB” and with LIRR as the “LIRR/LIB”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the LIRR/LIB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate. The Committee may request

that any member of the Board, the Auditor General, any officer or staff of the MTA, LIRR/LIB or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of the LIRR, the President of LIB and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her respective organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

- 1 monitor and update the Board Chair and the Board on the operating performance of the LIRR/LIB, including information on railroad, bus and paratransit service;
- 2 monitor and update the Board Chair and the Board on the safety record of LIRR/LIB; such monitoring shall include reviewing and monitoring customer and employee safety;
- 3 monitor and update the Board Chair and the Board on the implementation of security programs pertaining to LIRR/LIB operations and facilities;
- 4 monitor and update the Board Chair and the Board on the finances of the LIRR/LIB, including financial reports, ridership reports, and the use of LIRR/LIB funds;
- 5 review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of the LIRR/LIB that require Board approval;
- 6 review and make recommendations to the Board Chair and the Board on proposed capital projects of the LIRR/LIB and monitor the status of such projects;
- 7 review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;

- 8 facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues;
- 9 review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs;
- 10 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 11 review and assess the adequacy of this Charter annually; and
- 12 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Long Island Railroad or Long Island Bus:

- 1 Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
- 2 Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
- 3 Monitor the progress of the capital projects undertaken by the MTACC;
- 4 Monitor the budget and the schedule of capital projects undertaken by the MTACC;
- 5 Monitor the progress of contract commitments and completions with respect to capital projects; and
- 6 Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

Long Island Rail Road

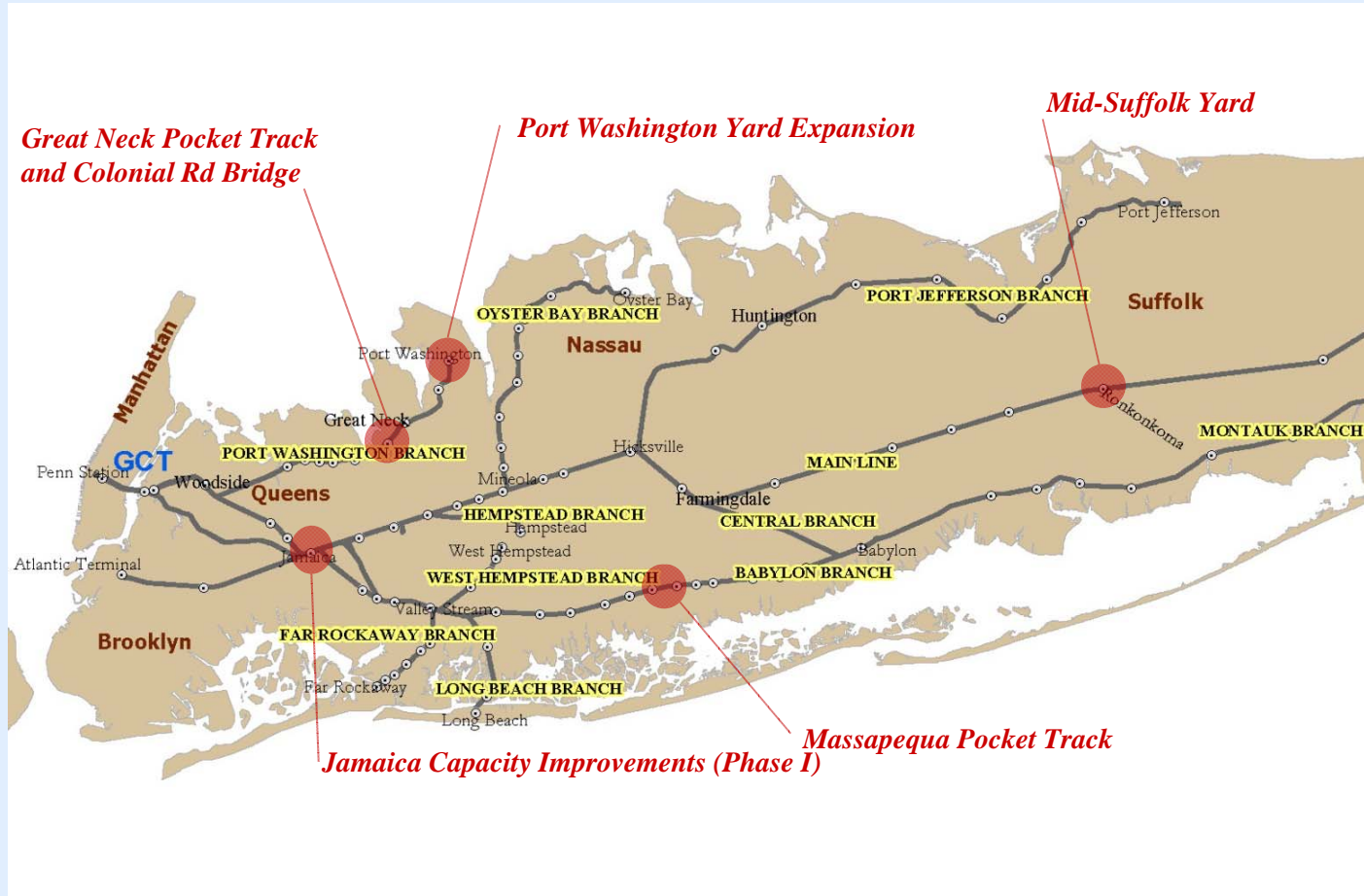
LONG ISLAND COMMITTEE
November 2016

East Side Access

Support PROJECTS



PROJECT LOCATIONS



The infrastructure investments in support of ESA are located on the Ronkonkoma, Babylon, and Port Washington branches, as well as in Jamaica, to improve system capacity and to meet the future service demands of East Side Access to Grand Central Terminal.



LIRR ESA SUPPORT PROJECTS

	CURRENT PHASE	PROJECT BUDGET
▪ Jamaica Capacity Improvements – Phase 1	CONSTRUCTION	\$301.7M
▪ Massapequa Pocket Track	CONSTRUCTION	\$ 19.6M
▪ Great Neck Pocket Track & Colonial Road Bridge	CONSTRUCTION	\$ 45.2M
▪ Port Washington Yard Track Extensions	PLANNING	\$ 12.1M
▪ Mid-Suffolk Yard	Procurement for DESIGN-BUILD Construction	\$128.0M*
		\$506.6M
* \$51.4 M is from the 2015-2019 Capital Program. Rest of the funds are from the 2010-2014 Capital Program.		

Jamaica Capacity Improvements - Phase I

Status/Schedule

Johnson Yard Reconfiguration (Design-Build)

- Yard Reconfiguration **COMPLETED** April 2016A

South Bypass Track

- LIRR Force Account Construction
South Bypass under Construction
Work Started – Feb 2016A
COMPLETED Oct. 2016A

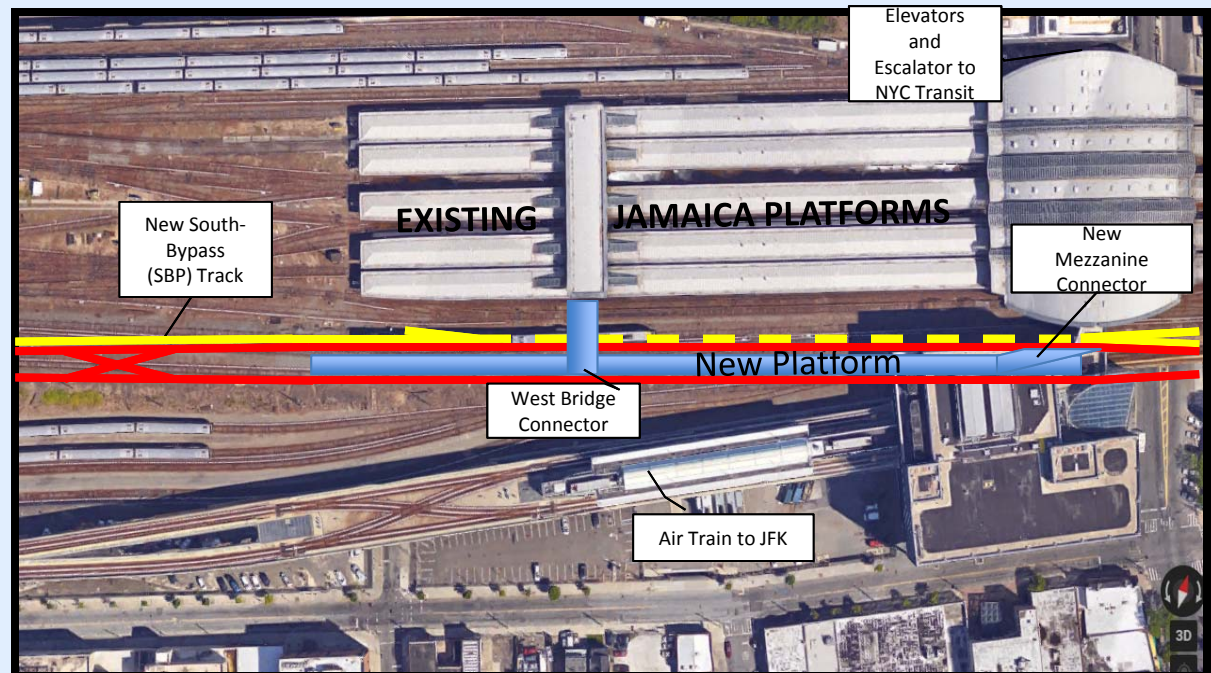


Platform F Construction

- Contract Awarded** Sept 2016 A
- Forecast Completion 3rd Quarter 2019

Universal Crossovers

- Union, Metropolitan, and Beaver Crossovers
- Completion 3rd Quarter 2020



Additional Passenger Platform at Jamaica Station



The new platform will have full connectivity with the rest of Jamaica Station. Platform escalator and elevator to existing portal mezzanine will provide access to the rest of Jamaica Station, NYC Transit, the Air Train to JFK Airport, and local bus service at street level.



Colonial Road Bridge and Great Neck Pocket Track



Colonial Road Bridge Construction
Completed April 2016



Great Neck Pocket Track

Great Neck Pocket Track

- Track Work Completed
- 3rd Rail Feeders, Substation Modification, Impedance Bonds, and Overhead Systems are being installed.
- Systems Completion and Cut Over

Sept 2016A

Dec 2018

PORT WASHINGTON YARD TRACK EXTENSIONS



Scope

- Extend tracks in Port Washington Yard to accommodate 18 additional cars, which will allow for additional peak service in support of ESA primarily benefitting Port Washington, Plandome, and Manhasset.
- Tracks can be extended using existing LIRR or Town property.

Status

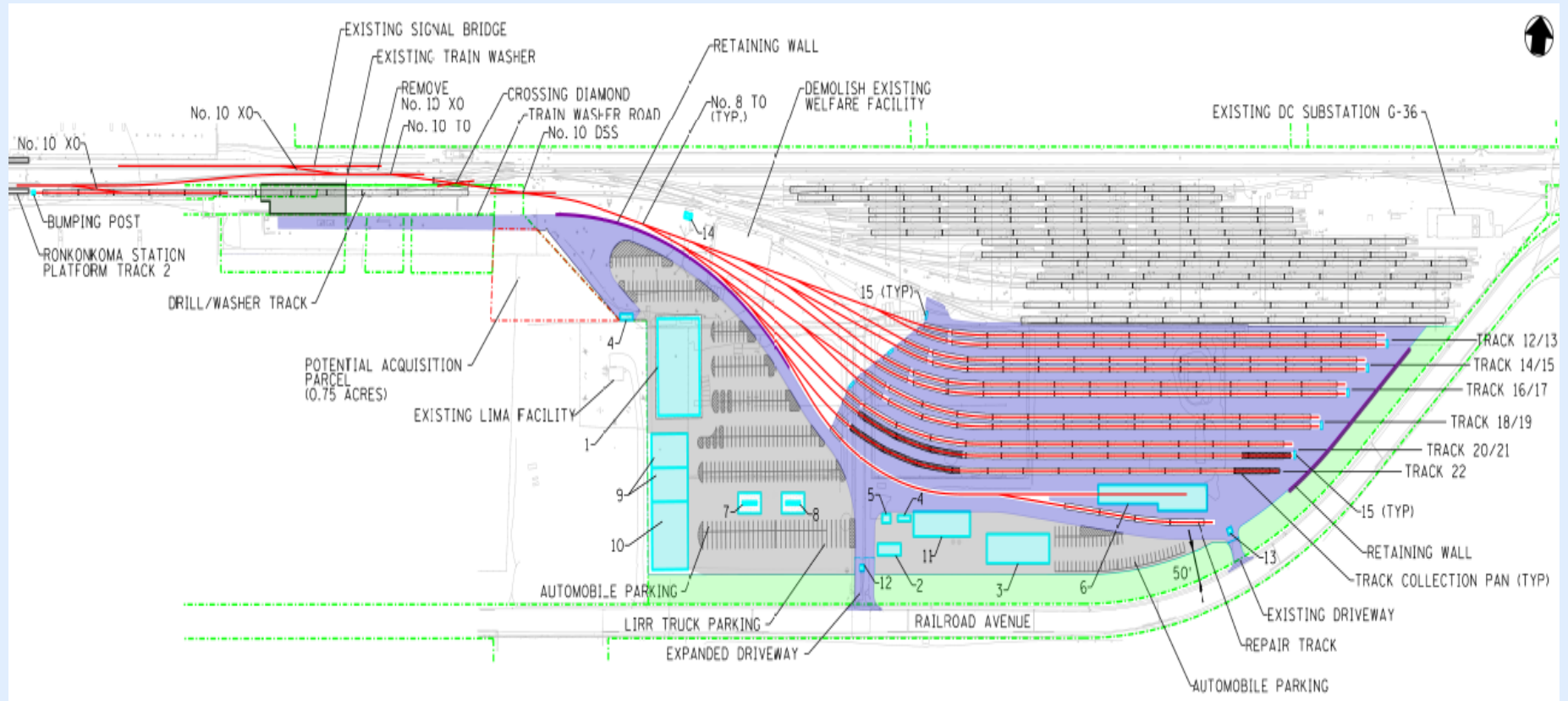
- LIRR working with Town of North Hempstead to extend the yard with minimal impact on station parking

Schedule

- | | |
|----------------------------|---------|
| ▪ Design Start: | Q4 2017 |
| ▪ Construction Start: | Q2 2019 |
| ▪ Construction Completion: | Q4 2020 |



Mid-Suffolk Yard (Design-Build)


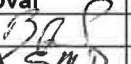

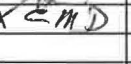


Status/Schedule

- | | |
|---------------------------------|------------------------------|
| • Preliminary Design Completion | September 2016A |
| • Design-Build Contract Award | 1 st Quarter 2017 |
| • Construction Completion | 3 rd Quarter 2019 |



Staff Summary

Subject HOLIDAY & YEAR-END PROGRAMS						Date OCTOBER 26, 2016			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	11/14/16				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 provide added service during the 2016-2017 Holiday Season. During the last quarter of the year, the LIRR provides added service for each of the major holidays and weekends from Thanksgiving through the weekend following New Year's Day. Each program fulfills a different function and provides a different pattern of extra service to support increased demand during the Holiday Season. The programs for each of these days are detailed below. Also included here are details on the seasonal cessation of some East End weekend service.

HOLIDAY SERVICE

Due to increased travel demand during the holiday season, on weekends between November 26, 2016, and January 1, 2017, service will be added on the Long Beach Branch during the peak demand time periods. The branch will receive eight additional trains, four that will operate westbound between 9 AM and 1 PM and four that will operate eastbound between 4 PM and 8 PM. This increase in service will provide customers with directional half-hourly service during this holiday travel period. In addition, two overnight trains from Penn Station have been added to accommodate customers taking in late night events throughout the city during the holiday season. One train will operate to Huntington, and one to Babylon.

Thanksgiving Eve Program (Wednesday, November 23, 2016)

The LIRR will operate a regular weekday schedule with additional service added. The Thanksgiving Eve program includes the standard 10 early release afternoon eastbound trains for people leaving the City early, plus an additional Ronkonkoma Branch train and an additional Montauk Branch service opportunity from Penn

Station. Four trains will go to Babylon, two to Huntington, two to Ronkonkoma, and one each to Hicksville, Great Neck and Far Rockaway. Train 2710 will operate from Penn Station to Montauk.

Thanksgiving Day Program (*Thursday, November 24, 2016*)

The Thanksgiving Day program includes six extra westbound trains on Thanksgiving morning for those attending the parade in NYC, and 11 early afternoon eastbound extra trains for those returning home from the parade or heading to Long Island for Thanksgiving gatherings.

The westbound Thanksgiving morning extras operate as follows: two from Babylon, two from Ronkonkoma and one each from Speonk and Port Jefferson.

The eastbound Thanksgiving afternoon extras will operate as follows: four to Babylon, three to Ronkonkoma, and one each to Speonk, Farmingdale, Huntington and Port Jefferson.

Christmas Holiday Early Getaway Program (*Friday, December 23, 2016*)

On Friday, December 23, the last weekday prior to Christmas, the LIRR will operate on a regular weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

Christmas Eve & Christmas Day (*Saturday, December 24 & Sunday, December 25, 2016*)

The LIRR will be operating on a regular weekend/holiday schedule.

New Year's Holiday Early Getaway Program (*Friday, December 30, 2016*)

On Friday, December 30, the last weekday prior to New Year's, the LIRR will be on a regular, weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

New Year's Eve Program (*Saturday, December 31, 2016*)

On New Year's Eve, the LIRR will be on a weekend/holiday schedule with the addition of extra evening westbound trains. For westbound customers attending events in New York City, we will operate 10 additional evening westbound trains, 7 to Penn Station and three to Atlantic Terminal. The added service will operate as follows: three from Babylon, two from Huntington, three from Ronkonkoma and one each from Speonk and Port Jefferson.

New Year's Day Program (*Sunday, January 1, 2017*)

The LIRR will operate on a regular weekend/holiday schedule on New Year's Day, Sunday, January 1, with extra trains for those heading home after New Year's Eve events. Eighteen early morning extra eastbound trains will operate to Long Island, 14 from Penn Station and four from Atlantic Terminal. Trains will operate as follows: six to Babylon, four to Ronkonkoma, three to Port Washington, two to Huntington, and one each to Speonk, Port Jefferson and Long Beach.

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

SEASONAL EAST END SERVICE

The Thanksgiving holiday weekend marks the end of seasonal service on one Jamaica-Montauk weekend roundtrip on the Montauk Branch. This seasonal trip operates from the first weekend in May through the weekend after Thanksgiving.

LIRR HOLIDAY EXPRESS TRAIN

The LIRR is introducing a reserved-seating, holiday express train operating between Ronkonkoma and Penn Station on Saturday, December 3. This special train is a pilot program in partnership with MSG's holiday show "Rudolph the Red-Nosed Reindeer: The Musical" at The Theater at Madison Square Garden. The LIRR Holiday Express will feature reserve-style seating, holiday decorations, on-board characters and festivities, and giveaways for children. In addition, customers will receive an exclusive promotional discount to purchase tickets to the December 3rd, 11 AM performance. The train will operate non-stop between Ronkonkoma and Penn Station, departing at 9:00 AM and arriving at 10:17 AM for the performance at MSG.

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Operating budget.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

November 16, 2016

Staff Summary



Long Island Rail Road

Subject : Request for Authorization to Award Various Procurements						Date November 16, 2016			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature <i>Cynthia M. Carter for D. Mahon</i>									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	11.14.16				X	President <i>PAH</i>		
2	MTA Board	11.16.16				X	Executive VP <i>ACP</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>
	None	

LIRR proposes to award Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
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Schedules Requiring Two-Thirds Vote

Schedule C:	Competitive Requests for Proposals (Award)	1	\$ 9,715,000
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Schedules Requiring Majority Vote

Schedule I:	Moderators to Purchase and Public Works Contracts	1	\$ 1,863,919
SUBTOTAL:		2	\$11,578,919

LIRR proposes to award Ratifications in the following categories:

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

<u>TOTAL:</u>	<u>2</u>	<u>\$11,578,919</u>
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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.)

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.



NOVEMBER 2016

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

(Staff Summaries required for items requiring Board approval)

- | | | | |
|----|--|--------------------|--------------------------------------|
| 1. | Halmar International Inc.
Competitive RFP
Contract No. 6234 | \$9,715,000 | <i><u>Staff Summary Attached</u></i> |
|----|--|--------------------|--------------------------------------|

LIRR requests MTA Board approval to award a Design/Build contract to Halmar International Inc. ("Halmar") for the lump sum price of \$9,715,000 for the replacement of the Post Avenue Bridge, located in the Village of Westbury, Nassau County on the LIRR main Line. The existing two bay bridge structure will be replaced with a three bay structure, accommodating a future third track, and providing additional vehicular clearance (14'0") above the roadway in order to meet NYSDOT requirements.

Procurements Requiring Majority Vote

I: Modifications to Purchase Contracts 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)

- | | | | |
|----|---|--------------------------------------|--------------------------------------|
| 2. | Bombardier Transportation/
Siemens Rail Automation
(f/k/a InvensysRail)- JV
Contract Modification
Contract No. LIRR 1712 | \$1,863,919
Not to Exceed | <i><u>Staff Summary Attached</u></i> |
|----|---|--------------------------------------|--------------------------------------|

LIRR requests MTA Board approval to issue a contract modification in the Not to Exceed amount of \$1,863,919 to the Bombardier Transportation/Siemens Rail Automation, PTC Systems Integrator ("SI") for wiring and assembly of Communications Cases (C-Cases) necessary to accommodate the additional C-Cases required above the initially planned quantity (60 to 108 C-Cases) due to maturation of the Radio Frequency (RF) design. This also increases the work that is required to be performed by LIRR forces. This modification will mitigate the risk of not completing the PTC installation in time to meet Substantial Completion of December 2018.

Staff Summary



Page 1 of 2

Item Number:					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon Department Head Signature & Date <i>Cynthia Carter for Dennis Mahon</i>					
Division & Division Head Name: Department of Program Management – Robert Fazio Division Head Signature & Date <i>Robert N. Fazio</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.14.16			
2	MTA Board	11.16.16			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>D. N. 11/18</i>	3	Sr. VP Engineering <i>ML</i>		
5	Executive VP <i>2016</i>	2	VP/CFO <i>2016</i>		
4	Sr. VP Operations <i>11/18</i>	1	VP Gen'l Counsel & Sec'y <i>2016</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Halmar International, Inc.	6234
Description Design-Build Services for the Replacement of the Post Avenue Bridge	
Total Amount	
\$9,715,000.00	
Contract Term (including Options, if any)	
560 days	
Options(s) included in Total Amount:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: Sandy	

Narrative

I. PURPOSE/RECOMMENDATION:

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Halmar International, Inc. ("Halmar"), in the amount of \$9,715,000 to provide Design-Build Services for the Post Avenue Bridge Replacement Project.

II. DISCUSSION:

The Post Avenue Bridge is in the Village of Westbury, Nassau County on the LIRR Main Line, east of Mile Post 21 (Bridge Number: 13-O-214). The bridge is located immediately west of the LIRR's Westbury Station. The bridge was built in 1914 as a single span which contains two (2) tracks utilizing a steel thru plate girder with solid concrete deck, and reinforced concrete support structures. The existing 65 foot long, two bay (i.e. two track) structure is at the end of its useful life and in need of replacement, it will be replaced with a new three bay structure to accommodate a future third track. In addition, the new bridge will provide additional vehicular clearance from the existing posted clearance of 11'-10" in order to meet NYSDOT's current requirements above the roadway (14'-0").

A conceptual design was completed under a separate contract. This contract requires the Design-Build Contractor to advance the design from approximately the 30% level to the 100% Final Design level. The Contractor shall assume the full responsibility of the Designer of Record. Upon approval of the final design, the Contractor shall provide all services, labor, material, equipment and facilities required to complete the Work identified in the Contract Documents. The Contractor will be provided one (1) weekend outage on Main Line in October 2017 for removal of the existing and installation of the new bridge. At its April 2016 meeting, the MTA Board approved the use of the "Request for Proposal" method to procure this design-build contract. On June 21, 2016, the "Request for Proposal" (RFP) was publicly advertised as required under Federal Transit Administration (FTA) Circular C 4220.1F. Addenda 1 through 6 were issued to answer vendor queries and extend the due date of proposals. On August 10, 2016, Proposals were submitted by five firms: Halmar International ("Halmar"), Picone/Bove, Keiwit, Posillico Civil Inc., and Railroad Construction Company ("RCC").

Staff Summary

On August 25, 2016, the LIRR Technical evaluation Committee (“TEC”) met to discuss and evaluate the firms’ technical capability. All five firms were requested to clarify their approach by responding to technical questions. Four of the five proposers utilized similar means and methods to those shown on the preliminary plans. Halmar’s proposal and presentation, which conformed entirely to LIRR requirements, was found to be superior when evaluated against the RFP technical criteria, which included technical approach, qualifications and experience of the project team, planning and scheduling, and corporate qualifications. Picone/Bove’s proposal and follow-up response to technical questions was evaluated as technically lacking because the approach was broad and provided limited detail. Kiewit’s proposal failed to adhere to the project schedule requirements and requested additional track outages to fully perform the work. Posillico’s schedule and requirements fell outside of the LIRR’s requirements for the work, and their technical proposal contained inconsistencies. RCC’s schedule and proposal utilized a different approach from the others; although the approach appeared to be technically sound, it was unclear whether additional track outages and road closures would be required.

Both RCC and Halmar were invited to provide oral presentations to the TEC team. Halmar addressed the clarifications noted in the invitation and gave a thorough presentation by demonstrating their understanding of the project and all of its challenges and also discussed completed projects that were similar in scope and construction methods. RCC’s presentation confirmed that additional track outages and road closures would be required, and demonstrated a lack of completely understanding the project constraints.

Based on the final technical and cost evaluations, Halmar was determined to be the top-ranked firm. Halmar’s proposed price of \$9,715,000 was \$1.623M below the LIRR’s estimate. The average proposed price was \$10,357,700. A meeting was held with Halmar on October 17, 2016 to verify their prices, and to ensure they fully understood the Railroad’s work scope and requirements. Negotiations were held and the parties agreed that the proposed price of \$9,715,000.00 is considered fair and reasonable. A responsibility review was conducted and resulted in a determination that Halmar is a responsible firm.

III. D/M/WBE INFORMATION:

This contract has a 17% DBE goal, Halmar has agreed to submit a plan that would meet the contract’s goal requirements. The final plan is subject to review and approval by DDCR. An award will not be issued until approval by DDCR. Halmar has achieved its MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING:

This contract will be federally funded and is included in the LIRR Capital Budget and in the MTA Capital Program.

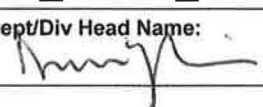
V. ALTERNATIVES:

LIRR does not have the ability to undertake the Design- Build services for the replacement of the new Post Avenue Bridge with in-house forces.

Staff Summary



Item Number:

Vendor Name (& Location) Bombardier Transportation / Siemens Rail Automation (f/k/a InvensysRail) – Joint Venture	
Description Positive Train Control System Integrator	
Contract Term (including Options, if any) 2020	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Deborah Chin 	

Contract Number	AWO/Modification #
LIRR 1712 / MNR 29544	6
Original Amount: \$428,477,247	
Prior Modifications: \$11,321,166	
Prior Budgetary Increases: \$98,570	
Current Amount: \$439,896,983	
This Request: \$1,863,919	
% of This Request to Current Amount: 0.4%	
% of Modifications (including This Request) to Original Amount: 2.6%	

Purpose and Recommendation: LIRR requests MTA Board approval to issue a contract modification in the Not to Exceed amount of \$1,863,919 to the Bombardier Transportation/Siemens Rail Automation, PTC Systems Integrator (SI) for wiring and assembly of Communications Cases (C-Cases) necessary to accommodate the additional C-Cases required above the initially planned quantity (60 to 108 C-Cases) due to maturation of the Radio Frequency (RF) design. This also increases the work that is required to be performed by LIRR forces. This modification will mitigate the risk of not completing the PTC installation in time to meet Substantial Completion of December 2018.

Discussion:

At the November 2013 Board meeting, LIRR and MNR Railroads obtained approval to award contracts to the joint venture of Bombardier Transportation/Siemens Rail Automation in the not to exceed amount of \$218,015,977 for LIRR and \$210,461,270 for design, integration and furnishing of Positive Train Control (“PTC”) systems necessary to comply with the Rail Safety Improvement Act of 2008 and FRA Regulations. Due to complexities of the systems to be installed on the Railroads and substantial engineering challenges presented by the project, installation needs to be completed by mid-2018 in order to meet the federally mandated deadline of December 2018.

LIRR’s Communications Subsystem Data Radio wayside equipment will be located in dedicated C-Cases on the Railroad’s right-of-way. Its purpose is to facilitate the communication between the PTC central office computers and the rolling-stock on-board computers. Communications kits will be provided per contract by the SI, and wired and assembled by LIRR Forces to complete installation, testing and commissioning.

The SI delivered equipment and LIRR forces have commenced with installation. LIRR’s Forces will wire and install C-Cases that have already been procured. Given delays in design and delivery of C-Cases, the necessary manpower to perform the additional C-Case installations is currently strained. In order to enhance the installation schedule, this modification is necessary to supplement the projected production and increase the rate of delivery and installation by having the SI populate and wire the additional required C-Cases. This will save a significant amount of time by LIRR Force Account to wire and test these communications cases in the field. Labor clearance to have this work done by a third party has been received.

This modification will enable the SI to deliver two (2) fully populated C-Cases per week after the First Article Inspection (FAI.) LIRR’s Communications Group requires two (2) weeks to install the racks and equipment, external radio equipment, and integrate the case into the existing LIRR fiber optic network. LIRR Forces would be able to deploy twice as many C-Cases in the allotted time and complete installation and integration by mid-2018.

RISKS AND EVALUATION OF COSTS:

The Not to Exceed amount is deemed acceptable given that the combined cost of these modification is approximately 0.4% of the overall contract value, and as noted in the November 2013 Staff Summary, the SI’s overall contract price was approximately \$52M less than the other proposer, such that the revised contract price, including this modification and prior acceleration costs, are still substantially below the other proposers’ prices.

Staff Summary



In connection with previous contract awards, Siemens Industries, Inc. was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman in consultation with the MTA General Counsel. No new SAI has been found relating to Siemens. Accordingly, the Joint Venture of Bombardier Transportation-Siemens Rail Automation has been found to be responsible.

Alternatives:

1. LIRR could elect not to have the SI perform this work via this contract modification, not supplement the C-Case production or provide this assembly work to a third party, which would lead to i) increased potential of not meeting the December 2018 deadline.
2. LIRR could hire additional Communications personnel to perform the work of assembling the remaining C-Cases with the Communications kits, however it would take much longer to acquire and train skilled personnel to do this work and would take much longer to achieve an impact on the schedule.

Given the substantial safety-related benefits to earlier implementation of PTC, these alternatives are not recommended.



LONG ISLAND RAIL ROAD



Monthly Operating Report October 2016

Patrick Nowakowski
President

11/14/16 *****

Performance Summary

			2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	Oct	Oct	Oct	Oct
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	92.1%	93.0%	92.5%	91.3%
		AM Peak		92.3%	93.3%	92.6%	89.6%
		PM Peak		90.3%	90.1%	87.7%	86.9%
		Total Peak		91.4%	91.8%	90.2%	88.3%
		Off Peak Weekday		92.7%	92.9%	93.0%	91.7%
		Weekend		91.5%	94.5%	94.1%	94.1%
	Babylon Branch	Overall	93.9%	91.9%	92.0%	92.7%	91.4%
		AM Peak		94.8%	94.3%	94.5%	90.4%
		PM Peak		91.0%	88.8%	86.4%	86.3%
		Total Peak		93.0%	91.7%	90.7%	88.5%
		Off Peak Weekday		92.0%	92.1%	93.0%	92.3%
		Weekend		89.5%	92.1%	95.3%	94.1%
	Far Rockaway Branch	Overall	96.6%	96.0%	96.6%	95.1%	95.3%
		AM Peak		95.7%	94.2%	90.5%	89.6%
		PM Peak		94.7%	96.2%	93.4%	94.2%
		Total Peak		95.2%	95.1%	91.8%	91.7%
		Off Peak Weekday		95.5%	96.8%	96.1%	96.3%
		Weekend		97.8%	97.6%	96.3%	97.1%
	Huntington Branch	Overall	92.5%	88.3%	91.5%	88.4%	88.4%
		AM Peak		90.6%	92.7%	90.9%	88.2%
		PM Peak		87.4%	89.0%	83.4%	82.9%
		Total Peak		89.0%	90.9%	87.3%	85.6%
		Off Peak Weekday		88.9%	90.2%	87.8%	86.1%
		Weekend		86.9%	93.8%	90.6%	93.9%
	Hempstead Branch	Overall	96.5%	95.1%	96.0%	95.6%	94.4%
		AM Peak		95.7%	96.8%	97.3%	93.9%
		PM Peak		90.5%	92.6%	93.4%	90.6%
		Total Peak		93.2%	94.8%	95.5%	92.3%
		Off Peak Weekday		96.4%	96.8%	95.3%	94.8%
		Weekend		94.4%	95.8%	96.5%	95.7%
	Long Beach Branch	Overall	95.9%	96.1%	95.0%	94.0%	92.9%
		AM Peak		94.0%	95.3%	93.9%	91.0%
		PM Peak		94.4%	92.8%	90.9%	90.4%
		Total Peak		94.2%	94.1%	92.5%	90.7%
		Off Peak Weekday		96.5%	95.0%	94.4%	93.2%
		Weekend		97.4%	96.0%	95.0%	94.8%
	Montauk Branch	Overall	90.8%	88.7%	90.1%	93.6%	89.6%
		AM Peak		84.9%	88.1%	92.0%	88.9%
		PM Peak		87.5%	89.9%	91.3%	86.5%
		Total Peak		86.2%	89.0%	91.6%	87.7%
		Off Peak Weekday		90.0%	90.7%	95.6%	91.4%
		Weekend		88.7%	89.8%	91.8%	87.9%
	Oyster Bay Branch	Overall	94.1%	86.9%	92.9%	91.6%	92.5%
		AM Peak		90.3%	94.4%	94.8%	92.8%
		PM Peak		78.6%	85.7%	82.6%	83.8%
		Total Peak		84.9%	90.4%	89.2%	88.6%
		Off Peak Weekday		91.1%	94.0%	92.6%	93.2%
		Weekend		80.4%	94.0%	92.4%	96.3%

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	Oct	Oct	Oct	Oct
Port Jefferson Branch	Overall	90.9%	89.4%	90.2%	86.1%	86.9%
	AM Peak		88.7%	90.2%	88.1%	85.1%
	PM Peak		85.0%	89.8%	81.2%	83.3%
	Total Peak		87.0%	90.0%	84.8%	84.3%
	Off Peak Weekday		89.0%	87.4%	83.0%	84.4%
	Weekend		93.0%	95.9%	93.8%	96.1%
Port Washington Branch	Overall	95.3%	95.3%	93.2%	92.6%	91.2%
	AM Peak		95.2%	94.2%	93.7%	91.0%
	PM Peak		90.2%	86.9%	83.7%	83.5%
	Total Peak		92.7%	90.5%	88.6%	87.1%
	Off Peak Weekday		95.2%	92.3%	92.9%	91.5%
	Weekend		98.1%	98.1%	96.8%	95.3%
Ronkonkoma Branch	Overall	91.6%	87.0%	91.0%	91.9%	88.8%
	AM Peak		86.4%	90.3%	88.6%	84.8%
	PM Peak		92.7%	91.9%	90.9%	88.7%
	Total Peak		89.3%	91.0%	89.7%	86.6%
	Off Peak Weekday		88.5%	90.9%	93.9%	89.5%
	Weekend		81.2%	91.5%	90.7%	90.2%
West Hempstead Branch	Overall	95.8%	97.0%	96.5%	95.6%	95.1%
	AM Peak		92.4%	95.1%	93.6%	93.4%
	PM Peak		96.0%	92.4%	92.4%	89.7%
	Total Peak		94.4%	93.6%	93.0%	91.3%
	Off Peak Weekday		97.2%	98.0%	97.1%	96.6%
	Weekend		100.0%	97.2%	95.7%	96.7%
Operating Statistics		Trains Scheduled	20,601	205,603	21,180	205,672
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-13.5	-13.3	-12.6	-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			279	2,626	364	3,321
Trains Canceled			137	1,094	56	1,168
Trains Terminated			88	444	29	591
Percent of Scheduled Trips Completed			98.9%	99.3%	99.6%	99.1%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.3%			
		PM Peak	98.9%			
		Total Peak	99.1%			

System Categories Of Delay	% Total	Sept	2016 Data		2015 Data		YTD 2016 Vs 2015
			Oct	YTD Thru Oct	Oct	YTD Thru Oct	
Engineering (Scheduled)	25.9%	33	424	726	46	367	359
Engineering (Unscheduled)	11.8%	111	193	1,592	160	1,783	(191)
Maintenance of Equipment	6.8%	160	112	1,276	187	1,633	(357)
Transportation	2.0%	34	33	465	32	698	(233)
Capital Projects	2.9%	10	48	415	46	341	74
Weather and Environmental	4.5%	35	73	1,673	69	3,044	(1,371)
Police	6.4%	171	105	1,629	266	2,041	(412)
Customers	25.2%	427	412	3,975	448	3,993	(18)
Other	11.2%	103	184	1,648	192	1,649	(1)
3rd Party Operations	3.2%	70	53	1,093	150	2,332	(1,239)
Total	100.0%	1,154	1,637	14,492	1,596	17,881	(3,389)



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
4-Oct	Tues	Amtrak related signal trouble in 'F' Interlocking	13						4			17		
5-Oct	Wed	Track condition in Nassau Interlocking	34	6					10	1		44	7	
5-Oct	Wed	Bridge strike at Nassau Blvd.	21			1			25			47		
5-Oct	Wed	Heavy unloading due to Mets game				7			4			11		
7-Oct	Fri	Train 762 with equipment trouble east of Harold Interlocking				11			2			13		
7-Oct	Fri	Heavy loading due to Comic Con							10			10		
8-Oct	Sat	Motor vehicle on tracks at Willis Avenue							10			10		
8-Oct	Sat	Heavy loading							13			13		
8-Oct	Sat	Collision east of New Hyde Park							4	8	7	4	8	7
9-Oct	Sun	Collision east of New Hyde Park (10/8/16)							24	54	55	24	54	55
10-Oct	Mon	Collision east of New Hyde Park (10/8/16)	11	1		66	12	1	77	21	5	154	34	6
11-Oct	Tues	Heavy holiday loading - Yom Kippur				5			9			14		
18-Oct	Tues	Amtrak Train 242 disabled in Line 1, Penn Station				12	1		10			22	1	
19-Oct	Wed	SRS defect east of Nassau Interlocking	8						19	3		27	3	
20-Oct	Thurs	Animal strike west of Sayville				6			3	1		9	1	
24-Oct	Mon	Track condition east of Copiague Station	33	1					6			39	1	
24-Oct	Mon	Low adhesion system wide	7						7			14		
TOTAL FOR MONTH			127	8	0	108	13	1	237	88	67	472	109	68
												649		

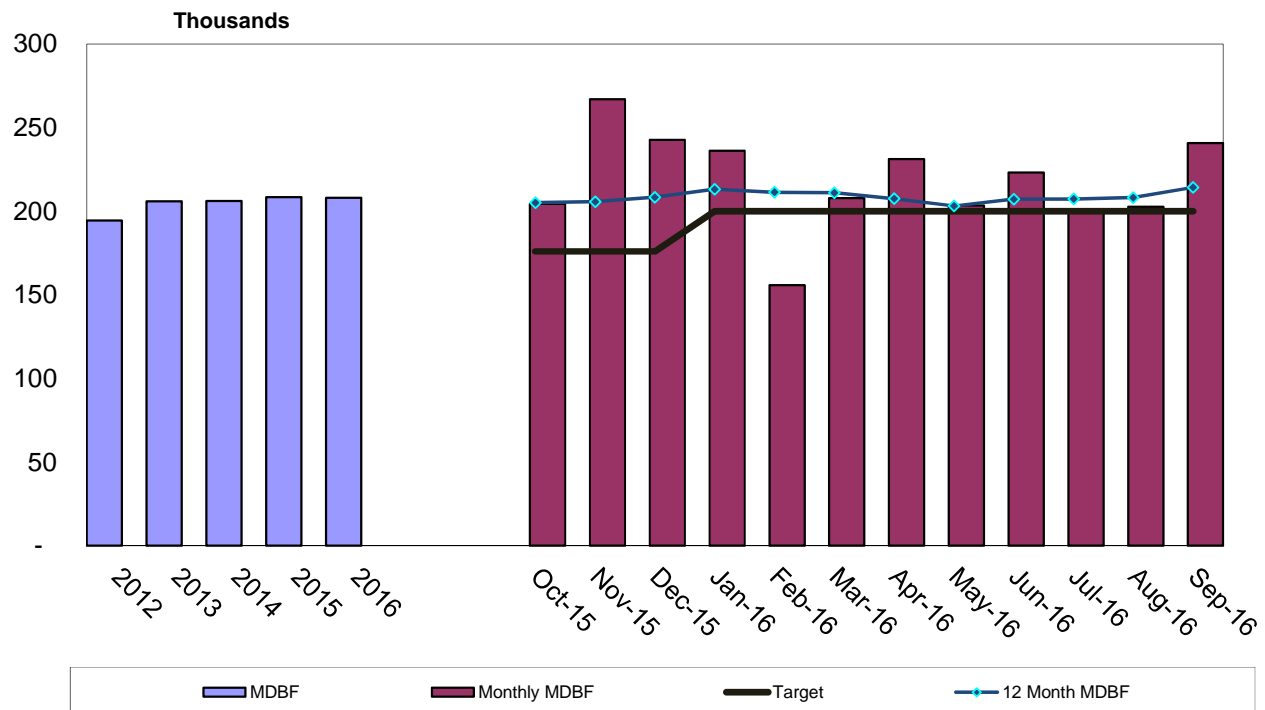
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - SEPTEMBER 2016

	Equip- ment Type	Total Fleet Size	2016 Data					2015 Data		
			MDBF Goal (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)	12 month MDBF Rolling Avg (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)
Mean	M-3	150	75,000	54,465	10	66,061	67,884	49,516	11	61,069
Distance	M-7	836	460,000	724,333	7	442,228	434,399	426,437	12	520,435
Between Failures	DM	21	22,000	36,749	2	25,956	31,208	16,699	5	19,688
	DE	24	22,000	98,547	1	20,577	22,258	29,294	3	23,954
	C-3	134	100,000	102,179	7	153,777	156,211	103,088	7	110,962
	Diesel	179	60,000	88,730	10	72,588	78,798	59,533	15	62,447
	Fleet	1,165	200,000	240,825	27	208,119	214,251	172,498	38	200,860

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 October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	10
		Total Standees	2	10
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	17	3
		Total Standees	57	3
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	28
		Total Standees	15	28
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	9	23
		Total Standees	9	23
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			83	65

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF OCTOBER 2016

Standee Report

West Of Jamaica

			2016 Data October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	11
		Total Standees	0	11
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	4	46
		Total Standees	4	46
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	39
		Total Standees	0	39
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	4	2
		Total Standees	32	2
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	28
		Total Standees	15	28
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	6	9
		Total Standees	6	9
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	16	0
		Total Standees	16	0
System Wide PEAK			79	134

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 OCTOBER 2016

Elevator Availability		2016		2015	
		October	Year to Date	October	Year to Date
Branch	Babylon Branch	97.90%	98.70%	98.70%	98.50%
	Far Rockaway Branch	98.60%	98.80%	99.10%	98.90%
	Hempstead Branch	98.30%	98.90%	99.10%	99.20%
	Long Beach Branch	98.80%	99.30%	98.10%	97.80%
	Port Jefferson Branch	96.00%	96.60%	96.50%	97.30%
	Port Washington Branch	98.00%	98.60%	97.90%	98.80%
	Ronkonkoma Branch	99.30%	99.20%	99.70%	98.90%
	City Terminal Stations	99.30%	98.50%	96.80%	97.80%
	Overall Average	98.50%	98.60%	98.20%	98.00%

Escalator Availability		2016		2015	
		October	Year to Date	October	Year to Date
Branch	Babylon Branch	97.10%	97.60%	98.30%	98.20%
	Far Rockaway Branch	99.00%	98.30%	99.10%	98.20%
	Hempstead Branch	97.90%	97.80%	93.70%	98.60%
	Long Beach Branch	91.10%	96.10%	98.50%	98.50%
	Port Jefferson Branch	95.20%	97.40%	98.10%	94.60%
	City Terminal	100.00%	98.60%	98.00%	99.00%
	Overall Average	98.10%	98.00%	98.00%	98.40%

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Mineola # 1	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Valley Stream	0	1
Penn Station	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.

September Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	October 2013 - September 2014	October 2014 - September 2015	October 2015 - September 2016
FRA Reportable Customer Accident Rate per Million Customers	5.64	4.22	3.06
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.68	3.56	3.09
Grade Crossing Incidents ¹	6	10	7
Mainline FRA Reportable Train Derailments	0	0	1
Mainline FRA Reportable Train Collisions	3	2	2

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

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	September	Year to Date	September	Year to Date
Total Reports Received	15	34	28	179
Total Reports Reviewed by PRT	15	34	15	157
Total Reports that Meet C3RS Program Criteria	7	20	20	170
Total Corrective Actions being Developed	0	0	2	11
Total Corrective Actions Implemented	0	0	0	5
Customer and Community: Focus on Grade Crossings	September	Year to Date	September	Year to Date
Broken Gates	7	100	10	98
MTA Police Details	75	738	46	374
Summons	120	927	198	1,399
Warnings	81	461	83	685
Arrests	0	0	0	5
Community Education and Outreach	7,805	68,888	10,038	82,063
		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

September 2016

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

SUMMARY

September YTD operating results were favorable by \$49.4 million or 6.0% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through September were \$3.1 million or 0.5% above the Mid-Year Forecast due to higher ridership. Total Non-Reimbursable expenses through September were \$46.3 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, Environmental Remediation and Claims.

YTD capital and other reimbursable expenditures (and reimbursements) were \$14.9 million higher than the forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date September **Total Revenues** (including Capital and Other Reimbursements) of \$830.5 were \$18.0 or 2.2% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$1.0 favorable to forecast due to higher ridership. Ridership through September was 66.7 million. This was 2.1% above 2015 (adjusted for same number of calendar work days) and 0.4% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$2.0 favorable to forecast due to prior period right of way lease revenue.
- **Y-T-D Capital and Other Reimbursements** were \$14.9 million favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date September **Total Expenses** (including depreciation and other) of \$1,610.4 were favorable to forecast by \$31.4 or 1.9%.

Labor Expenses, \$8.8 favorable Y-T-D.

- **Payroll**, \$12.1 favorable Y-T-D (primarily vacant positions, lower rates, vacation pay and wage claim accruals).
- **Overtime**, \$(7.8) unfavorable Y-T-D (higher capital project activity, maintenance and weather-related overtime, partially offset by lower scheduled/ unscheduled service).
- **Health & Welfare**, \$2.4 favorable Y-T-D (vacant positions and lower dependent coverage).
- **OPEB Current Payment**, \$3.1 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(1.1) unfavorable Y-T-D (primarily higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes).

Non-Labor Expenses, \$48.0 favorable Y-T-D.

- **Electric Power**, \$2.4 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.5 favorable Y-T-D (lower Force Account insurance).
- **Claims**, \$(2.4) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$8.1 favorable Y-T-D (primarily timing of various safety/security related projects, HVAC, vegetation management and various other maintenance contracts, partially offset by higher non-revenue vehicle maintenance).
- **Professional Services**, \$4.4 favorable Y-T-D (timing of invoices for document scanner system and medical provider and timing of activities for enterprise asset management).
- **Materials and Supplies**, \$35.0 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**, \$(0.1) unfavorable Y-T-D (Higher bad debt reserves and debit/credit card fees, partially offset by the delayed decommissioning of M3 rolling stock and higher restitution of property damage).

Depreciation and Other, \$(25.3) unfavorable Y-T-D (unfavorable Depreciation, GASB 68 Pension Adjustment, Other Post-Employment Benefits and Environmental Remediation).

CASH DEFICIT SUMMARY

The Cash Deficit through September of \$447.0 million was \$100.1 favorable to forecast due to higher receipts and lower expenses.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 52.4%, 4.1 percentage points above the forecast resulting from lower expenses and higher revenue.
- Through September, the Adjusted Farebox Operating Ratio was 61.6%, which is favorable to forecast due to lower expenses and higher revenue.
- Through September, the Adjusted Cost per Passenger was \$13.95, which is lower than forecast due to lower expenses and higher ridership.
- Through September, the Revenue per Passenger was \$8.00, 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
September 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$60.206	\$60.629	\$0.423	0.7	\$0.000	\$0.000	\$0.000	-	\$60.206	\$60.629	\$0.423	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.368	5.184	(0.184)	(3.4)	0.000	0.000	0.000	-	5.368	5.184	(0.184)	(3.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	29.529	33.722	4.193	14.2	29.529	33.722	4.193	14.2
Total Revenue	\$65.574	\$65.813	\$0.239	0.4	\$29.529	\$33.722	\$4.193	14.2	\$95.103	\$99.535	\$4.432	4.7
Expenses												
<i>Labor:</i>												
Payroll	\$44.285	\$43.961	\$0.324	0.7	\$9.011	\$8.250	\$0.761	8.4	\$53.296	\$52.212	\$1.084	2.0
Overtime	9.425	8.919	0.506	5.4	2.494	3.011	(0.517)	(20.7)	11.919	11.930	(0.011)	(0.1)
Health and Welfare	8.299	6.707	1.592	19.2	1.865	1.906	(0.041)	(2.2)	10.164	8.613	1.551	15.3
OPEB Current Payment	5.321	4.251	1.070	20.1	0.000	0.000	0.000	-	5.321	4.251	1.070	20.1
Pensions	12.843	12.352	0.491	3.8	3.030	3.521	(0.491)	(16.2)	15.873	15.873	0.000	0.0
Other Fringe Benefits	9.408	9.201	0.207	2.2	1.907	2.013	(0.106)	(5.5)	11.315	11.214	0.101	0.9
Reimbursable Overhead	(1.601)	(2.907)	1.306	81.6	1.601	2.907	(1.306)	(81.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$87.980	\$82.484	\$5.496	6.2	\$19.908	\$21.608	(\$1.700)	(8.5)	\$107.888	\$104.092	\$3.796	3.5
<i>Non-Labor:</i>												
Electric Power	\$7.593	\$8.178	(\$0.585)	(7.7)	\$0.053	\$0.105	(\$0.052)	(98.7)	\$7.646	\$8.283	(\$0.637)	(8.3)
Fuel	1.240	1.180	0.060	4.9	0.000	0.000	0.000	-	1.240	1.180	0.060	4.9
Insurance	1.796	1.865	(0.069)	(3.9)	0.706	0.523	0.183	26.0	2.502	2.388	0.114	4.6
Claims	0.341	1.488	(1.147)	*	0.000	0.000	0.000	-	0.341	1.488	(1.147)	*
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	6.756	5.569	1.187	17.6	2.431	1.255	1.176	48.4	9.187	6.824	2.363	25.7
Professional Service Contracts	3.400	1.792	1.608	47.3	0.084	0.273	(0.189)	*	3.484	2.065	1.419	40.7
Materials & Supplies	15.186	13.189	1.997	13.2	6.321	9.879	(3.558)	(56.3)	21.507	23.069	(1.562)	(7.3)
Other Business Expenses	1.537	1.267	0.270	17.6	0.026	0.078	(0.052)	*	1.563	1.345	0.218	14.0
Total Non-Labor Expenses	\$37.849	\$34.527	\$3.322	8.8	\$9.621	\$12.113	(\$2.492)	(25.9)	\$47.470	\$46.640	\$0.830	1.7
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$125.829	\$117.011	\$8.818	7.0	\$29.529	\$33.722	(\$4.193)	(14.2)	\$155.358	\$150.733	\$4.625	3.0
Depreciation	\$27.377	\$27.390	(\$0.013)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$27.377	\$27.390	(\$0.013)	(0.0)
Other Post Employment Benefits	6.956	7.577	(0.621)	(8.9)	0.000	0.000	0.000	-	6.956	7.577	(0.621)	(8.9)
GASB 68 Pension Expense Adjustment	0.000	4.126	(4.126)	-	0.000	0.000	0.000	-	0.000	4.126	(4.126)	-
Environmental Remediation	0.142	1.934	(1.792)	*	0.000	0.000	0.000	-	0.142	1.934	(1.792)	*
Total Expenses	\$160.304	\$158.039	\$2.265	1.4	\$29.529	\$33.722	(\$4.193)	(14.2)	\$189.833	\$191.761	(\$1.928)	(1.0)
Net Surplus/(Deficit)	(\$94.730)	(\$92.226)	\$2.504	2.6	\$0.000	\$0.000	\$0.000	-	(\$94.730)	(\$92.226)	\$2.504	2.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.377	\$27.390	\$0.013	0.0	\$0.000	\$0.000	\$0.000	-	\$27.377	\$27.390	\$0.013	0.0
Operating/Capital	(4.124)	(1.454)	2.670	64.7	0.000	0.000	0.000	-	(4.124)	(1.454)	2.670	64.7
Other Cash Adjustments	3.045	26.879	23.834	*	0.000	0.000	0.000	-	3.045	26.879	23.834	*
Total Cash Conversion Adjustments	\$26.298	\$52.816	\$26.517	*	0.000	\$0.000	\$0.000	-	\$26.298	\$52.816	\$26.517	*
Net Cash Surplus/(Deficit)	(\$68.432)	(\$39.410)	\$29.022	42.4	\$0.000	\$0.000	\$0.000	-	(\$68.432)	(\$39.410)	\$29.022	42.4

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

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$530.558	\$531.584	\$1.026	0.2	\$0.000	\$0.000	\$0.000	-	\$530.558	\$531.584	\$1.026	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	40.112	42.136	2.024	5.0	0.000	0.000	0.000	-	40.112	42.136	2.024	5.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	241.829	256.731	14.902	6.2	241.829	256.731	14.902	6.2
Total Revenue	\$570.670	\$573.720	\$3.050	0.5	\$241.829	\$256.731	\$14.902	6.2	\$812.499	\$830.451	\$17.952	2.2
Expenses												
<i>Labor:</i>												
Payroll	\$384.950	\$376.276	\$8.674	2.3	\$77.531	\$74.125	\$3.406	4.4	\$462.481	\$450.401	\$12.080	2.6
Overtime	88.521	88.447	0.074	0.1	21.908	29.739	(7.831)	(35.7)	110.429	118.185	(7.756)	(7.0)
Health and Welfare	74.052	70.324	3.728	5.0	16.395	17.734	(1.339)	(8.2)	90.447	88.058	2.389	2.6
OPEB Current Payment	46.542	43.417	3.125	6.7	0.000	0.000	0.000	-	46.542	43.417	3.125	6.7
Pensions	105.446	100.949	4.497	4.3	27.836	32.333	(4.497)	(16.2)	133.282	133.282	0.000	0.0
Other Fringe Benefits	106.232	105.747	0.485	0.5	17.021	18.562	(1.541)	(9.1)	123.253	124.309	(1.056)	(0.9)
Reimbursable Overhead	(17.868)	(26.188)	8.320	46.6	17.868	26.188	(8.320)	(46.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$787.875	\$758.971	\$28.904	3.7	\$178.559	\$198.681	(\$20.122)	(11.3)	\$966.434	\$957.652	\$8.782	0.9
<i>Non-Labor:</i>												
Electric Power	\$60.345	\$57.541	\$2.804	4.6	\$0.420	\$0.804	(\$0.384)	(91.4)	\$60.765	\$58.345	\$2.420	4.0
Fuel	10.593	10.597	(0.004)	(0.0)	0.000	0.000	0.000	-	10.593	10.597	(0.004)	(0.0)
Insurance	17.183	17.247	(0.064)	(0.4)	5.536	4.934	0.602	10.9	22.719	22.181	0.538	2.4
Claims	3.378	5.766	(2.388)	(70.7)	0.000	0.000	0.000	-	3.378	5.766	(2.388)	(70.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	54.052	47.830	6.222	11.5	16.662	14.803	1.859	11.2	70.714	62.634	8.080	11.4
Professional Service Contracts	21.300	16.513	4.787	22.5	0.993	1.409	(0.416)	(41.9)	22.293	17.922	4.371	19.6
Materials & Supplies	117.499	86.433	31.066	26.4	39.294	35.312	3.982	10.1	156.793	121.745	35.048	22.4
Other Business Expenses	12.271	11.960	0.311	2.5	0.365	0.788	(0.423)	*	12.636	12.748	(0.112)	(0.9)
Total Non-Labor Expenses	\$296.621	\$253.888	\$42.733	14.4	\$63.270	\$58.050	\$5.220	8.3	\$359.891	\$311.938	\$47.953	13.3
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,084.496	\$1,012.859	\$71.637	6.6	\$241.829	\$256.731	(\$14.902)	(6.2)	\$1,326.325	\$1,269.590	\$56.735	4.3
Depreciation	\$251.350	\$252.323	(0.973)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$251.350	\$252.323	(\$0.973)	(0.4)
Other Post Employment Benefits	62.605	63.036	(0.431)	(0.7)	0.000	0.000	0.000	-	62.605	63.036	(0.431)	(0.7)
GASB 68 Pension Expense Adjustment	0.000	21.951	(21.951)	-	0.000	0.000	0.000	-	0.000	21.951	(21.951)	-
Environmental Remediation	1.579	3.520	(1.941)	*	0.000	0.000	0.000	-	1.579	3.520	(1.941)	*
Total Expenses	\$1,400.030	\$1,353.689	\$46.341	3.3	\$241.829	\$256.731	(\$14.902)	(6.2)	\$1,641.859	\$1,610.420	\$31.439	1.9
Net Surplus/(Deficit)	(\$829.360)	(\$779.969)	\$49.391	6.0	\$0.000	\$0.000	\$0.000	-	(\$829.360)	(\$779.969)	\$49.391	6.0
<i>Cash Conversion Adjustments</i>												
Depreciation	\$251.350	\$252.323	\$0.973	0.4	\$0.000	\$0.000	\$0.000	-	251.350	\$252.323	\$0.973	0.4
Operating/Capital	(19.208)	(6.360)	12.848	66.9	0.000	0.000	0.000	-	(19.208)	(6.360)	12.848	66.9
Other Cash Adjustments	50.151	87.051	36.900	73.6	0.000	0.000	0.000	-	50.151	87.051	36.900	73.6
Total Cash Conversion Adjustments	\$282.293	\$333.014	\$50.721	18.0	\$0.000	\$0.000	\$0.000	-	\$282.293	\$333.014	\$50.721	18.0
Net Cash Surplus/(Deficit)	(\$547.067)	(\$446.955)	\$100.112	18.3	\$0.000	\$0.000	\$0.000	0.0	(\$547.067)	(\$446.955)	\$100.112	18.3

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

TABLE 3

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

September 2016					Year-to-Date September 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.423	0.7	Higher ridership \$0.617, partially offset by lower yield per passenger \$(0.194).	1.026	0.2	Higher ridership \$2.126, partially offset by lower yield per passenger \$(1.100).
Other Operating Revenue	Non Reimb.	(0.184)	(3.4)	Primarily due to lower rental revenue and timing of station privileges, partially offset by timing of miscellaneous revenue and higher special service revenue.	2.024	5.0	Primarily due to higher rental and special services revenue and timing of station privileges, freight and miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	4.193	14.2	Timing of capital project activity.	14.902	6.2	Timing of capital project activity.
Expenses							
Payroll	Non Reimb.	0.324	0.7	Primarily vacant positions and lower rates.	8.674	2.3	Primarily vacant positions, rates, lower vacation pay and wage claim accruals.
	Reimb.	0.761	8.4	Primarily due to timing of project activity.	3.406	4.4	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.506	5.4	Lower vacancy/absentee coverage and scheduled/unscheduled service, partially offset by higher maintenance and weather-related overtime.	0.074	0.1	Lower scheduled/unscheduled service, partially offset by higher maintenance and weather-related overtime.
	Reimb.	(0.517)	(20.7)	Over-run attributed to annual track program, East Side Access and Second Track Main Line.	(7.831)	(35.7)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements and Second Track Main Line, partially offset by PTC delays.
Health and Welfare	Non Reimb.	1.592	19.2	Vacant positions.	3.728	5.0	Vacant positions.
	Reimb.	(0.041)	(2.2)	Primarily due to timing of project activity.	(1.339)	(8.2)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.070	20.1	Fewer retirees/beneficiaries.	3.125	6.7	Fewer retirees/beneficiaries.

TABLE 3

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

September 2016				Year-to-Date September 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.491	3.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	4.497	4.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.491)	(16.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(4.497)	(16.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.207	2.2	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.	0.485	0.5	Lower Railroad Retirement Taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.106)	(5.5)	Primarily due to timing of project activity.	(1.541)	(9.1)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.306	81.6	Primarily due to timing of project activity.	8.320	46.6	Primarily due to timing of project activity.
	Reimb.	(1.306)	(81.6)	Primarily due to timing of project activity.	(8.320)	(46.6)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.585)	(7.7)	Primarily higher rates and timing of accruals.	2.804	4.6	Primarily lower rates and consumption.
	Reimb.	(0.052)	(98.7)		(0.384)	(91.4)	
Fuel	Non Reimb.	0.060	4.9		(0.004)	(0.0)	
Insurance	Non Reimb.	(0.069)	(3.9)		(0.064)	(0.4)	
	Reimb.	0.183	26.0	Force Account Insurance associated with project activity.	0.602	10.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(1.147)	*	Higher public liability claim reserves.	(2.388)	(70.7)	Higher public liability claim reserves.

TABLE 3

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

September 2016				Year-to-Date September 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.187	17.6	Timing of payments/activities for vegetation management, safety/security initiatives and non-revenue vehicle repairs.	6.222	11.5	Timing of payments/activities for vegetation management, safety/security related initiatives, platform investments and lower TVM and parking facility maintenance, partially offset by higher non-revenue vehicle repairs.
	Reimb.	1.176	48.4	Primarily due to timing of project activity.	1.859	11.2	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.608	47.3	Timing of Enterprise Asset Management initiatives, MTA Chargebacks and various engineering professional services.	4.787	22.5	Delayed Enterprise Asset Management initiatives, purchase of document scanner and delayed propulsion consultant services and timing of payments for medical services.
	Reimb.	(0.189)	*	Primarily due to timing of project activity.	(0.416)	(41.9)	Primarily due to timing of project activity and medical services contract.
Materials & Supplies	Non Reimb.	1.997	13.2	Primarily due to lower corporate inventory adjustments, higher reclaims of pool material, delayed contracts related to fleet modifications (DE/DM gate unit and observer seats) and delays in RCM activity (M7 doors, thresholds and propulsion), partially offset by higher chargeouts of material in the Engineering department.	31.066	26.4	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), delays in RCM initiatives (M7 door thresholds and propulsion control units, Diesel 15 year and phase II engine) higher reclaims of pool material, lower chargeouts of running repair material (primarily wheels and C3 and M7 truck repair) and lower corporate inventory adjustments.
	Reimb.	(3.558)	(56.3)	Primarily due to timing of project activity.	3.982	10.1	Primarily due to timing of project activity.

TABLE 3

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

September 2016				Year-to-Date September 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.	0.270	17.6	Primarily lower bad debt reserves.	0.311	2.5	Delayed M3 decommissioning and higher restitution on property damage, partially offset by higher bad debt reserves.
	Reimb.	(0.052)	*	Primarily due to timing of project activity.	(0.423)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.013)	(0.0)		(0.973)	(0.4)	
Other Post Employment Benefits	Non Reimb.	(0.621)	(8.9)	Primarily due to latest actuarial estimates	(0.431)	(0.7)	Primarily due to latest actuarial estimates.
GASB 68 Pension Expense Adj.	Non Reimb.	(4.126)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.	(21.951)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.
Environmental Remediation	Non Reimb.	(1.792)	*	Higher environmental remediation reserves.	(1.941)	*	Higher environmental remediation reserves.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES September 2016 (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$61.884	\$61.645	(\$0.239)	(0.4)	\$546.477	\$548.341	\$1.864	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.329	2.045	(1.284)	(38.6)	40.050	37.766	(2.284)	(5.7)
Capital & Other Reimbursements	28.277	41.217	12.940	45.8	193.327	233.374	40.046	20.7
Total Receipts	\$93.490	\$104.907	\$11.416	12.2	\$779.854	\$819.480	\$39.626	5.1
Expenditures								
<i>Labor:</i>								
Payroll	\$58.388	\$55.940	\$2.448	4.2	\$459.537	\$445.147	\$14.390	3.1
Overtime	14.649	14.951	(0.302)	(2.1)	112.637	118.136	(5.499)	(4.9)
Health and Welfare	10.164	9.877	0.287	2.8	79.414	86.163	(6.749)	(8.5)
OPEB Current Payment	5.321	4.938	0.383	7.2	42.296	43.381	(1.085)	(2.6)
Pensions	15.873	15.428	0.445	2.8	131.971	130.113	1.858	1.4
Other Fringe Benefits	12.727	11.691	1.036	8.1	123.464	121.533	1.931	1.6
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$117.122	\$112.825	\$4.297	3.7	\$949.319	\$944.474	\$4.845	0.5
<i>Non-Labor:</i>								
Electric Power	\$7.646	\$3.494	\$4.152	54.3	\$61.374	\$53.093	\$8.281	13.5
Fuel	1.240	0.389	0.851	68.7	10.693	9.599	1.094	10.2
Insurance	2.146	6.351	(4.205)	*	21.343	21.221	0.122	0.6
Claims	0.119	0.102	0.017	14.3	1.376	1.802	(0.426)	(31.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.782	4.185	5.597	57.2	80.002	60.865	19.137	23.9
Professional Service Contracts	2.694	2.453	0.241	8.9	20.583	18.351	2.232	10.8
Materials & Supplies	18.191	12.690	5.501	30.2	155.407	131.416	23.991	15.4
Other Business Expenses	1.304	1.328	(0.024)	(1.8)	11.858	10.220	1.638	13.8
Total Non-Labor Expenditures	\$43.122	\$30.992	\$12.130	28.1	\$362.636	\$306.568	\$56.068	15.5
<i>Other Expenditure Adjustments:</i>								
Other	\$1.678	\$1.711	(\$0.033)	(1.9)	\$14.966	\$15.227	(\$0.261)	(1.7)
Total Other Expenditure Adjustments	\$1.678	\$1.711	(\$0.033)	(1.9)	\$14.966	\$15.227	(\$0.261)	(1.7)
Total Expenditures	\$161.922	\$145.527	\$16.395	10.1	\$1,326.921	\$1,266.268	\$60.653	4.6
Cash Timing and Availability Adjustment	0.000	1.210	1.210	-	0.000	(0.167)	(0.167)	*
Net Cash Deficit (excludes opening balance)	(\$68.432)	(\$39.410)	\$29.022	42.4	(\$547.067)	(\$446.955)	\$100.112	18.3
Subsidies								
MTA	68.432	36.620	(31.811)	(46.5)	547.067	446.953	(100.113)	(18.3)

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	September 2016			Year-to-Date as of September 30, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.239)	(0.4)	Lower advance sales impact \$(0.658), lower yields \$(0.194) and lower Metrocard/AirTrain sales \$(0.004), partially offset by higher ridership \$0.617.	1.864	0.3	Higher ridership \$2.126, higher advance sales impact \$0.601 and higher Metrocard/AirTrain sales \$0.237, partially offset by lower yields \$(1.100).
Other Operating Revenue	(1.284)	(38.6)	Primarily due to the late receipt of the third quarterly payment for NYCTA Transportation Pass reimbursement, partially offset by the timing of rental revenue.	(2.284)	(5.7)	Primarily due to the timing of NYCTA Transportation Pass reimbursement and the timing of rental and freight receipts.
Capital and Other Reimbursements	12.940	45.8	Timing of activity and reimbursement for capital and other reimbursements.	40.046	20.7	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.448	4.2	Primarily due to vacant positions, rates and the timing of intercompany reimbursements.	14.390	3.1	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	(0.302)	(2.1)	Primarily due to higher project overtime, programmatic/routine maintenance and weather emergencies, partially offset by lower vacancy/absentee coverage.	(5.499)	(4.9)	Primarily due to higher project overtime, maintenance and weather emergencies, partially offset by lower scheduled/unscheduled service.
Health and Welfare	0.287	2.8	Primarily due to intercompany reimbursements and lower headcount, partially offset by NYSHIP payment fluctuations.	(6.749)	(8.5)	Primarily due to the timing of NYSHIP payments, partially offset by intercompany reimbursements and lower headcount.
OPEB Current Payment	0.383	7.2	Primarily due to fewer retirees/beneficiaries, partially offset by NYSHIP payment fluctuations.	(1.085)	(2.6)	Primarily due to the timing of NYSHIP payments, partially offset by fewer retirees/beneficiaries.
Pensions	0.445	2.8	Due to intercompany reimbursements.	1.858	1.4	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	September 2016			Year-to-Date as of September 30, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.036	8.1	Primarily the timing of FELA payments and lower Railroad Retirement payments, partially offset by higher meal payments.	1.931	1.6	Primarily the timing of and lower Railroad Retirement payments including intercompany reimbursements, partially offset by higher meal and FELA payments.
Non-Labor:						
Electric Power	4.152	54.3	Due to the timing of traction payments.	8.281	13.5	Primarily due to the timing of traction payments, lower rates and lower consumption.
Fuel	0.851	68.7	Primarily due to the timing of payments.	1.094	10.2	Primarily the timing of payments, partially offset by higher rates.
Insurance	(4.205)	*	Timing of Insurance premium payments.	0.122	0.6	Timing of Insurance premium payments.
Claims	0.017	14.3		(0.426)	(31.0)	Higher claim payments.
Maintenance and Other Operating Contracts	5.597	57.2	Timing of payments.	19.137	23.9	Timing of payments.
Professional Service Contracts	0.241	8.9	Primarily due to the timing of professional services and payments, partially offset by the timing of intercompany reimbursements and payments for MTA Chargebacks.	2.232	10.8	Primarily the timing of services and payments, partially offset by the timing of intercompany reimbursements.
Materials and Supplies	5.501	30.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.	23.991	15.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.024)	(1.8)		1.638	13.8	Primarily due to accelerated ROCLA concrete tie restitution forecast in 2017 and 2018 received in 2016 and the shifting of other miscellaneous expenses and associated payments to 2017, partially offset by higher credit card fee payments.
Other Expenditure Adjustments	(0.033)	(1.9)	Higher Metrocard/AirTrain pass through payments.	(0.261)	(1.7)	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) September 2016 (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.678	\$1.015	(\$0.663)	(39.5)	\$15.919	\$16.756	\$0.837	5.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(2.039)	(3.139)	(1.100)	(53.9)	(0.062)	(4.370)	(4.308)	*
Capital & Other Reimbursements	(1.252)	7.495	8.747	*	(48.502)	(23.358)	25.144	51.8
Total Receipts	(\$1.613)	\$5.372	\$6.984	*	(\$32.645)	(\$10.971)	\$21.673	66.4
Expenditures								
<i>Labor:</i>								
Payroll	(\$5.092)	(\$3.728)	\$1.364	26.8	\$2.944	\$5.253	\$2.309	78.4
Overtime	(2.730)	(3.021)	(0.291)	(10.7)	(2.208)	0.049	2.257	*
Health and Welfare	0.000	(1.263)	(1.263)	-	11.033	1.894	(9.139)	(82.8)
OPEB Current Payment	0.000	(0.687)	(0.687)	-	4.246	0.036	(4.210)	(99.1)
Pensions	0.000	0.445	0.445	-	1.311	3.168	1.857	*
Other Fringe Benefits	(1.412)	(0.477)	0.935	66.2	(0.211)	2.777	2.988	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$9.234)	(\$8.732)	\$0.502	5.4	\$17.115	\$13.178	(\$3.937)	(23.0)
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$4.790	\$4.790	-	(\$0.609)	\$5.252	\$5.861	*
Fuel	0.000	0.791	0.791	-	(0.100)	0.998	1.098	*
Insurance	0.356	(3.963)	(4.319)	*	1.376	0.960	(0.416)	(30.2)
Claims	0.222	1.386	1.164	*	2.002	3.964	1.962	98.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.595)	2.639	3.234	*	(9.288)	1.768	11.056	*
Professional Service Contracts	0.790	(0.388)	(1.178)	*	1.710	(0.429)	(2.139)	*
Materials & Supplies	3.316	10.378	7.062	*	1.386	(9.671)	(11.057)	*
Other Business Expenses	0.259	0.017	(0.242)	(93.4)	0.778	2.528	1.750	*
Total Non-Labor Expenditures	\$4.348	\$15.648	\$11.300	*	(\$2.745)	\$5.371	\$8.116	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.678)	(\$1.711)	(\$0.033)	(1.9)	(\$14.966)	(\$15.227)	(\$0.261)	(1.7)
Total Other Expenditure Adjustments	(\$1.678)	(\$1.711)	(\$0.033)	(1.9)	(\$14.966)	(\$15.227)	(\$0.261)	(1.7)
Total Expenditures before Depreciation	(\$6.564)	\$5.206	\$11.770	*	(\$0.596)	\$3.322	\$3.918	*
Depreciation Adjustment	\$27.377	\$27.390	\$0.013	0.0	\$251.350	\$252.323	\$0.973	0.4
Other Post Employment Benefits	6.956	7.577	0.621	8.9	62.605	63.036	0.431	0.7
GASB 68 Pension Expense Adjustment	0.000	4.126	4.126	-	0.000	21.951	21.951	-
Environmental Remediation	0.142	1.934	1.792	*	1.579	3.520	1.941	*
Total Expenditures	\$27.911	\$46.234	\$18.323	65.6	\$314.938	\$344.152	\$29.214	9.3
Cash Timing and Availability Adjustment	0.000	1.210	1.210	-	0.000	(0.167)	(0.167)	*
Total Cash Conversion Adjustments	\$26.298	\$52.816	\$26.517	*	\$282.293	\$333.014	\$50.721	18.0

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

	September 2016						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	32,260	\$1.950	30,802	\$1.848	1,458 4.5%	\$0.102 5.2%	272,716	\$16.519	267,893	\$16.186	4,823 1.8%	\$0.332 2.0%
<u>Unscheduled Service</u>	7,990	\$0.497	5,488	\$0.325	2,502 31.3%	\$0.172 34.5%	79,467	\$4.985	67,907	\$4.240	11,560 14.5%	\$0.746 15.0%
<u>Programmatic/Routine Maintenance</u>	54,390	\$3.046	60,256	\$3.512	(5,866) -10.8%	(\$0.466) -15.3%	522,971	\$29.337	527,452	\$29.897	(4,481) -0.9%	(\$0.560) -1.9%
<u>Unscheduled Maintenance</u>	444	\$0.026	884	\$0.048	(440) -99.1%	(\$0.022) -84.6%	4,261	\$0.251	9,508	\$0.557	(5,247) *	(\$0.306) *
<u>Vacancy/Absentee Coverage</u>	64,080	\$3.701	50,178	\$2.860	13,903 21.7%	\$0.840 22.7%	474,614	\$27.351	476,408	\$27.354	(1,794) -0.4%	(\$0.003) 0.0%
<u>Weather Emergencies</u>	1,555	\$0.089	4,619	\$0.299	(3,064) *	(\$0.209) *	147,206	\$8.912	150,369	\$9.141	(3,163) -2.1%	(\$0.229) -2.6%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	2,280	\$0.116	1,768	\$0.027	511 22.4%	\$0.089 76.8%	17,053	\$1.166	14,654	\$1.072	2,399 14.1%	\$0.093 8.0%
NON-REIMBURSABLE OVERTIME	163,000	\$9.425	153,995	\$8.919	9,005 5.5%	\$0.506 5.4%	1,518,288	\$88.521	1,514,191	\$88.447	4,097 0.3%	\$0.074 0.1%
REIMBURSABLE OVERTIME	43,958	\$2.494	49,585	\$3.011	(5,627) -12.8%	(\$0.517) -20.7%	376,376	\$21.908	492,727	\$29.739	(116,351) -30.9%	(\$7.831) -35.7%
TOTAL OVERTIME	206,958	\$11.919	203,580	\$11.930	3,378 1.6%	(\$0.011) -0.1%	1,894,664	\$110.429	2,006,918	\$118.185	(112,254) -5.9%	(\$7.756) -7.0%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

	September 2016			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	1,458 4.5%	\$0.102 5.2%	Lower holiday and crew book overtime within Transportation.	4,823 1.8%	\$0.332 2.0%	Lower holiday and crew book overtime within Transportation.
<u>Unscheduled Service</u>	2,502 31.3%	\$0.172 34.5%	Lower than forecasted overtime needed to maintain on-time performance.	11,560 14.5%	\$0.746 15.0%	Lower than forecasted overtime needed to maintain on-time performance.
<u>Programmatic/Routine Maintenance</u>	(5,866)	(\$0.466)	Greater than anticipated maintenance efforts within Engineering 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 Equipment.	(4,481)	(\$0.560)	Greater than anticipated maintenance efforts within Engineering 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 Equipment.
	-10.8%	-15.3%		-0.9%	-1.9%	
<u>Unscheduled Maintenance</u>	(440)	(\$0.022)	Due to system wide emergencies.	(5,247)	(\$0.306)	Higher system wide emergencies, including derailments at Hall, Woodside and Speonk Yard.
	-99.1%	-84.6%		*	*	
<u>Vacancy/Absentee Coverage</u>	13,903 21.7%	\$0.840 22.7%	Lower than forecasted tours within Transportation and higher availability within Equipment and Transportation. Partially offset by open jobs within Stations and Equipment.	(1,794) -0.4%	(\$0.003) 0.0%	
<u>Weather Emergencies</u>	(3,064) *	(\$0.209) *	Tropical Storm Hermine	(3,163) -2.1%	(\$0.229) -2.6%	Tropical Storm Hermine
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	511 22.4%	\$0.089 76.8%	Favorable variance between actual and forecasted wage rates, partially offset by double time impact and higher rates crafts.	2,399 14.1%	\$0.093 8.0%	Favorable variance between actual and forecasted wage rates, partially offset by double time impact and higher rates crafts.
NON-REIMBURSABLE OVERTIME	9,005 5.5%	\$0.506 5.4%		4,097 0.3%	\$0.074 0.1%	
REIMBURSABLE OVERTIME	(5,627) -12.8%	(\$0.517) -20.7%	Over-run attributed to Second Track Main Line, East Side Access and Annual track program.	(116,351) -30.9%	(\$7.831) -35.7%	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements and Second Track Main Line, partially offset by PTC delays.
TOTAL OVERTIME	3,378 1.6%	(\$0.011) -0.1%		(112,254) -5.9%	(\$7.756) -7.0%	

* 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 SEPTEMBER 2016

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Sr. Vice President - Engineering/PTC	11	10	1
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	84	78	6
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	43	0
Management & Budget	21	19	2
BPM, Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	64	5
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	3	0
Security	14	7	7
System Safety	36	34	2
Training	65	61	4
Service Planning	23	20	3
Sr. VP Operations/Rolling Stock	13	12	1
Total Administration	511	469	42
Operations			
Train Operations	2,180	2,149	31
Customer Services	296	292	4
Total Operations	2,476	2,441	35
Maintenance			
Engineering	1,862	1,867	(5)
Equipment	2,089	2,073	17
Procurement (Stores)	93	92	2
Total Maintenance	4,044	4,031	13
Engineering/Capital			
Department of Project Management	154	131	23
Special Projects	46	42	4
Total Engineering/Capital	200	173	27
Baseline Total Positions	7,231	7,114	117
<i>Non-Reimbursable</i>	6,035	6,103	(68)
<i>Reimbursable</i>	1,196	1011	185
Total Full-Time	7,231	7,114	117
Total Full-Time-Equivalents			

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 SEPTEMBER 2016**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 68 positions due to Engineering field forces working on maintenance activities versus capital activity, partially offset by vacant positions in Administration departments, Train Operations and Maintenance of Equipment.
REIMBURSABLE POSITIONS - Favorable 185 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 SEPTEMBER 2016

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	256	238	18
Professional, Technical, Clerical	152	127	25
Operational Hourlies	103	104	(1)
Total Administration	511	469	42
Operations			
Managers/Supervisors	292	289	3
Professional, Technical, Clerical	99	94	5
Operational Hourlies	2,085	2,058	27
Total Operations	2,476	2,441	35
Maintenance			
Managers/Supervisors	751	680	71
Professional, Technical, Clerical	226	290	(64)
Operational Hourlies	3,067	3,061	6
Total Maintenance	4,044	4,031	13
Engineering/Capital			
Managers/Supervisors	140	114	26
Professional, Technical, Clerical	60	59	1
Operational Hourlies	-	-	-
Total Engineering/Capital	200	173	27
Total Positions			
Managers/Supervisors	1,439	1,321	118
Professional, Technical, Clerical	537	570	(33)
Operational Hourlies	5,255	5,223	32
Total Positions	7,231	7,114	117

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2016 MID YEAR
RIDERSHIP
(In Thousands)

	SEPTEMBER 2016							SEPTEMBER YEAR TO DATE 2016						
	Month			Variance				YTD			Variance			
		Actual	Adjusted*			Adjusted*			Actual	Adjusted*			Adjusted*	
	Mid Year	2016	2015	Mid Year		2015		Mid Year	2016	2015	Mid Year		2015	
				\$	%	\$	%				\$	%	\$	%
RIDERSHIP														
Monthly	4.142	4.212	4.106	0.070	1.7%	0.106	2.6%	36.971	37.384	36.099	0.413	1.1%	1.285	3.6%
Weekly	0.162	0.161	0.151	(0.001)	-0.6%	0.010	6.5%	1.472	1.452	1.533	(0.020)	-1.4%	-0.081	-5.3%
Total Commutation	4.304	4.373	4.258	0.069	1.6%	0.116	2.7%	38.443	38.836	37.631	0.393	1.0%	1.204	3.2%
One-Way Full Fare	0.735	0.759	0.754	0.024	3.3%	0.005	0.7%	6.433	6.398	6.365	(0.035)	-0.5%	0.033	0.5%
One-Way Off-Peak	1.556	1.538	1.571	(0.018)	-1.2%	-0.033	-2.1%	13.554	13.457	13.398	(0.097)	-0.7%	0.059	0.4%
All Other	0.917	0.918	0.909	0.001	0.1%	0.009	1.0%	8.033	8.038	7.945	0.005	0.1%	0.094	1.2%
Total Non-Commutation	3.208	3.216	3.234	0.008	0.2%	-0.018	-0.6%	28.020	27.894	27.708	(0.126)	-0.5%	0.186	0.7%
Total	7.512	7.589	7.492	0.077	1.0%	0.097	1.3%	66.463	66.729	65.339	0.266	0.4%	1.390	2.1%

*Prior year adjusted to reflect current year calendar.

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

		MONTH			VARIANCE	
		Actual 2016	Mid-Year Forecast	Actual 2015	vs. Forecast	vs. 2015
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.4%	46.5%	45.6%	4.9%	5.8%
	Adjusted ⁽²⁾	60.5%	55.1%	55.6%	5.4%	5.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.61	\$17.30	\$17.69	\$1.69	\$2.08
	Adjusted ⁽²⁾	\$14.32	\$15.83	\$15.90	\$1.50	\$1.58
Passenger Revenue/Passenger ⁽³⁾		\$8.02	\$8.04	\$8.06	(\$0.02)	(\$0.04)
		YEAR-TO-DATE			VARIANCE	
		Actual 2016	Mid-Year Forecast	Actual 2015	vs. Forecast	vs. 2015
Farebox Operating Ratio						
	Standard ⁽¹⁾	52.4%	48.3%	49.2%	4.1%	3.2%
	Adjusted ⁽²⁾	61.6%	56.5%	59.8%	5.1%	1.8%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.27	\$16.61	\$16.21	\$1.33	\$0.93
	Adjusted ⁽²⁾	\$13.95	\$15.20	\$14.28	\$1.25	\$0.33
Passenger Revenue/Passenger ⁽³⁾		\$8.00	\$8.02	\$7.97	(\$0.02)	\$0.03

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

SEPTEMBER 2016

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

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

	September 2016	% Change vs. 2015
Total Rail Ridership	7.589	1.3% ▲
Commutation Ridership	4.373	2.7% ▲
Non-Commutation Ridership	3.216	-0.6% ▼
Rail Revenue	\$60.6	0.8% ▲

Key Factors Impacting September Ridership

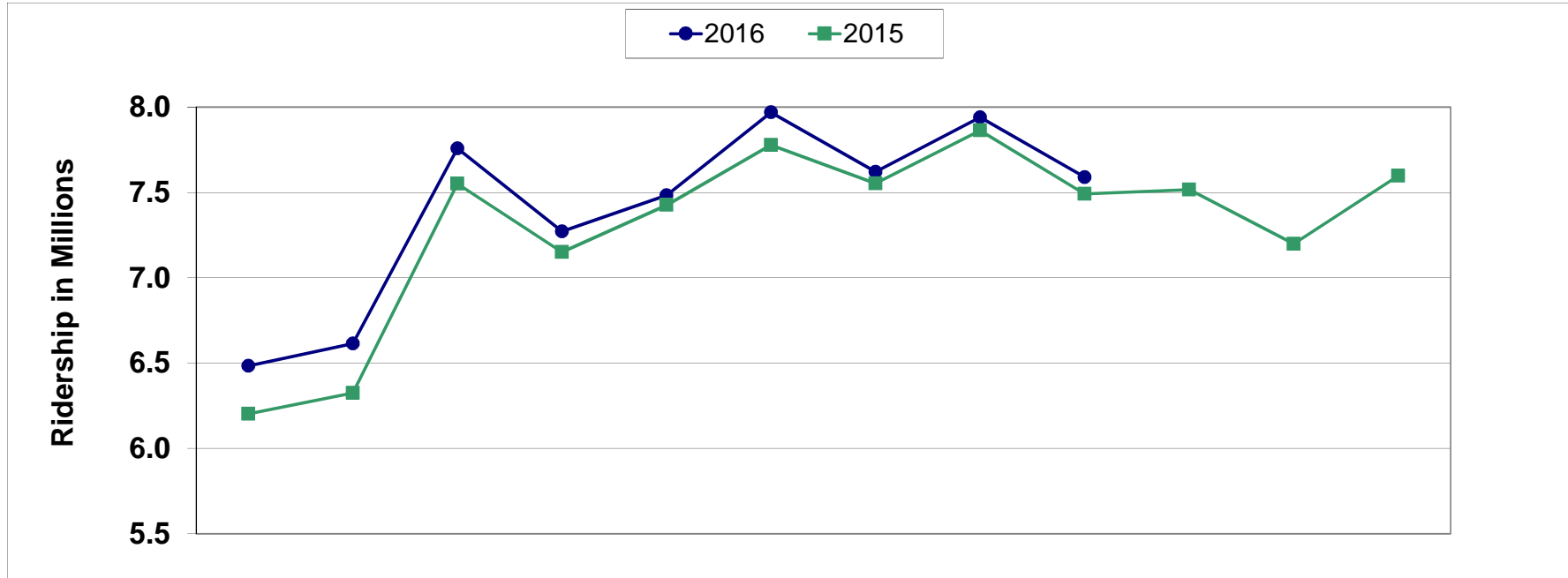
- Gains in the local job employment continue to support growth in the Commutation market.
- Non-Commutation ridership declined slightly attributed to significant rainfall affecting the Labor Day Weekend, which typically provides additional ridership for leisure-type events.

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

	September 2016	% Change vs. 2015	Comparison to Mid-Year
Total Rail Ridership	66.729	2.1% ▲	0.4% ▲
Commutation Ridership	38.836	3.2% ▲	1.0% ▲
Non-Commutation Ridership	27.894	0.7% ▲	-0.4% ▼
Rail Revenue	\$531.6	2.8% ▲	0.2% ▲

SEPTEMBER RIDERSHIP

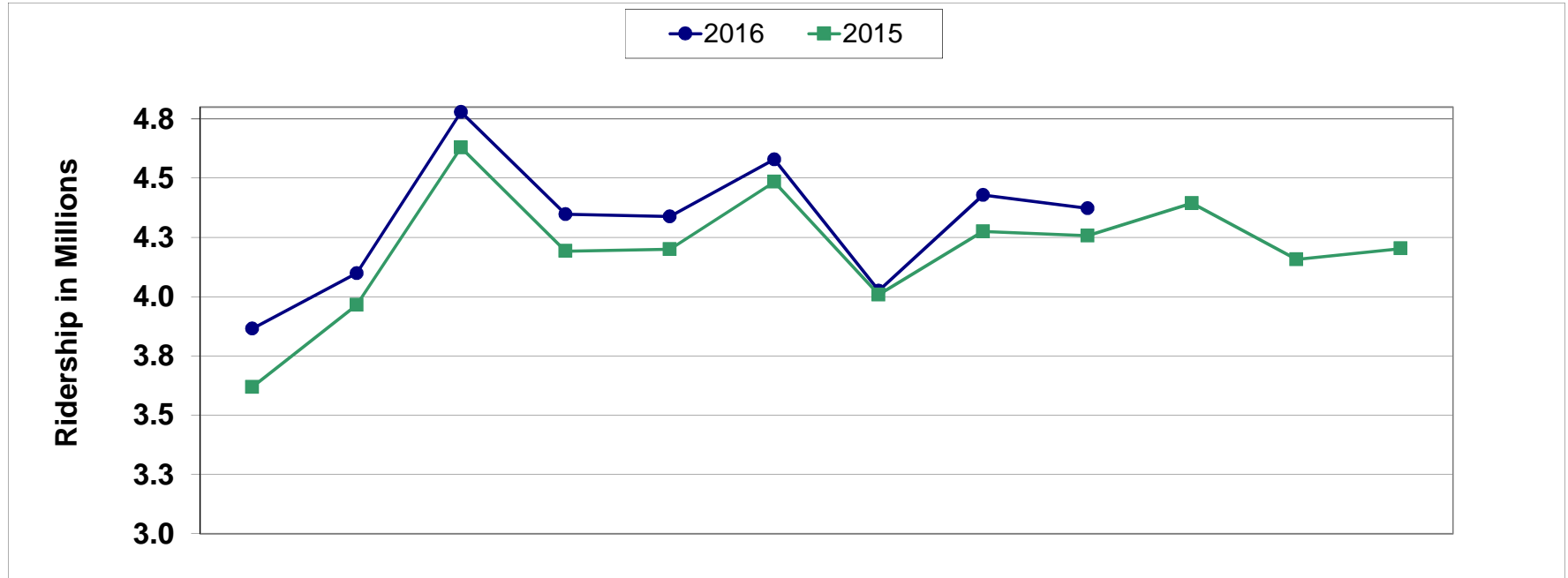
- September's Total Ridership was 1.3% above '15 and 1.0% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.6	7.8	7.3	7.5	8.0	7.6	7.9	7.6				66.7
2015	6.2	6.3	7.6	7.2	7.4	7.8	7.6	7.9	7.5	7.5	7.2	7.6	65.3
PCT CHG.	4.5%	4.6%	2.7%	1.7%	0.8%	2.5%	0.9%	1.0%	1.3%				2.1%

SEPTEMBER COMMUTATION RIDERSHIP

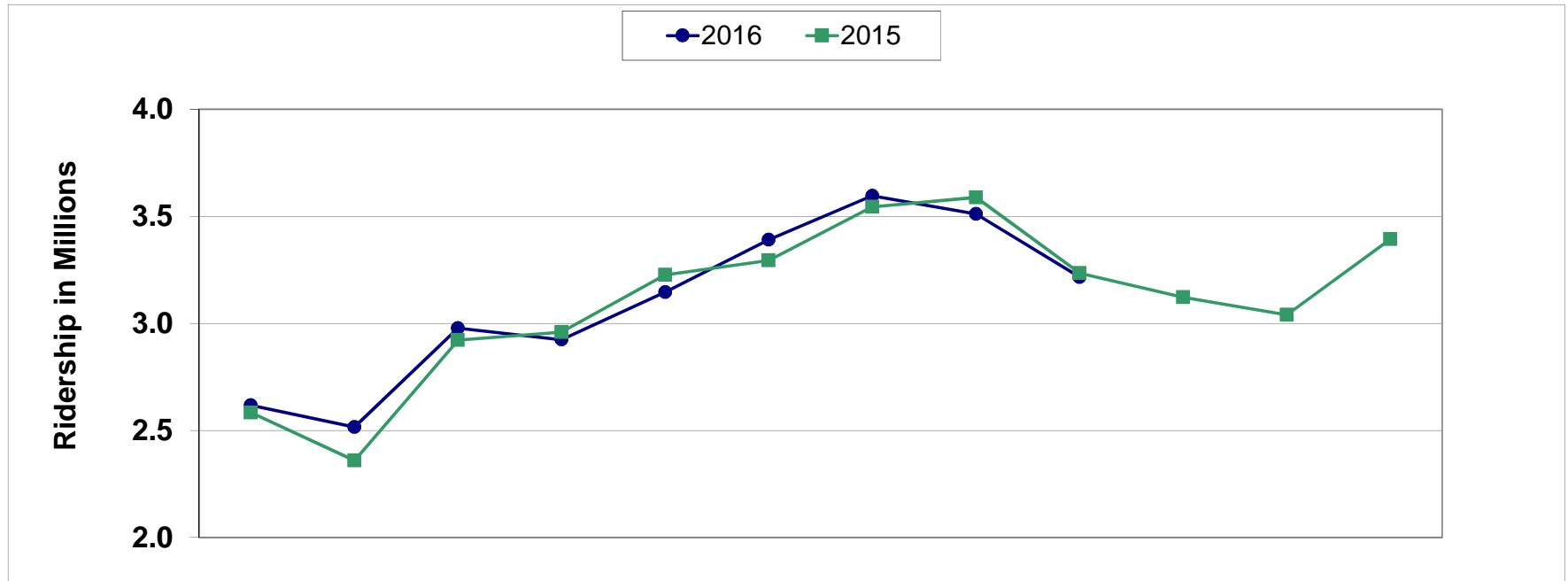
- September's Commutation Ridership was 2.7% above '15 and 1.6% above Mid-Year Forecast.



	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	4.4	4.4				38.8
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	37.6
PCT CHG.	6.8%	3.4%	3.2%	3.7%	3.3%	2.1%	0.4%	3.6%	2.7%				3.2%

SEPTEMBER NON-COMMUTATION RIDERSHIP

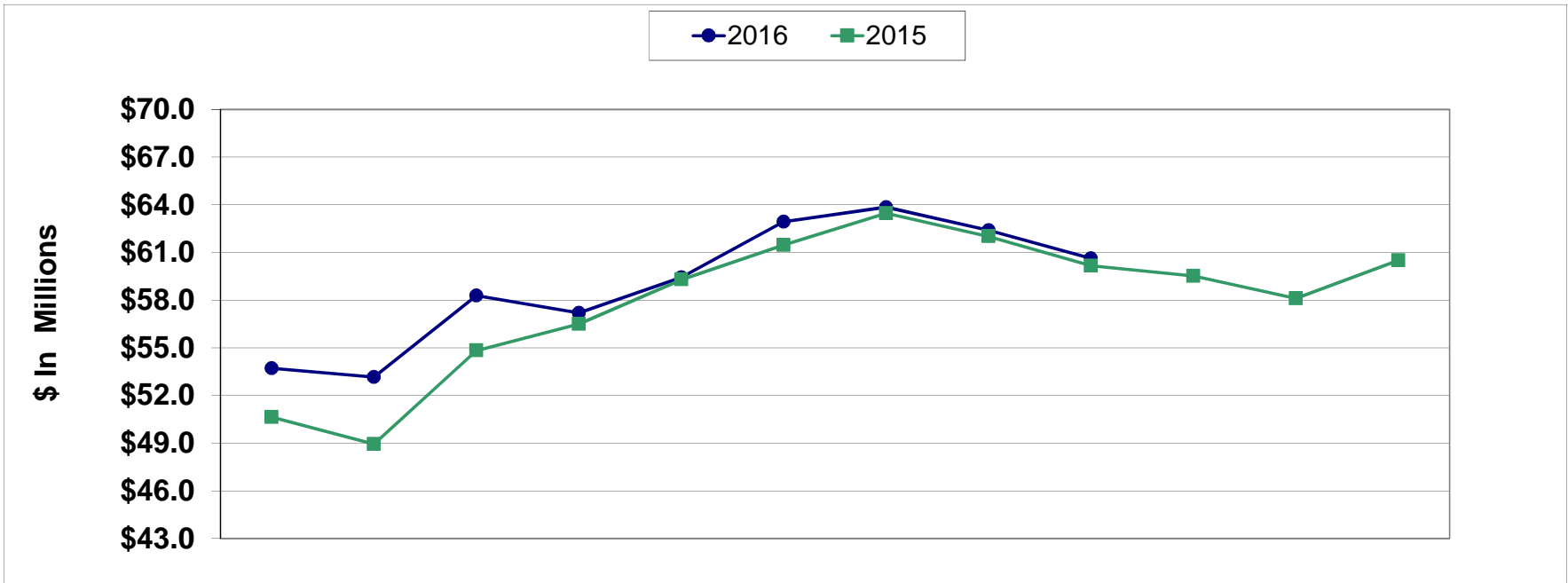
- September's Non-Commutation Ridership was -0.6% below '15 and 0.2% above Mid-Year Forecast.



	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	3.5	3.2				27.9
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	27.7
PCT CHG.	1.4%	6.6%	1.9%	-1.2%	-2.5%	2.9%	1.5%	-2.1%	-0.6%				0.7%

SEPTEMBER REVENUE

•September's Total Revenue was 0.8% above '15 and 0.7% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6				\$531.6
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$517.3
PCT CHG.	6.1%	8.6%	6.3%	1.2%	0.2%	2.4%	0.6%	0.6%	0.8%				2.8%

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

TICKET TYPE/SERVICE	SEPTEMBER 2016	SEPTEMBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,373,443	4,257,592	115,850	2.7%
NON-COMMUTATION RIDERSHIP	3,215,648	3,234,006	(18,358)	-0.6%
TOTAL RIDERSHIP	7,589,091	7,491,598	97,492	1.3%

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

TICKET TYPE/SERVICE	SEPTEMBER 2016	SEPTEMBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	38,835,613	37,631,222	1,204,391	3.2%
NON-COMMUTATION RIDERSHIP	27,893,528	27,707,642	185,886	0.7%
TOTAL RIDERSHIP	66,729,141	65,338,864	1,390,277	2.1%

* 2015 ridership numbers were adjusted using 2016 factors.

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

REVENUE	SEPTEMBER 2016	SEPTEMBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,242,270	\$30,509,669	\$732,602	2.4%
NON-COMMUTATION REVENUE	\$29,386,933	\$29,645,995	(\$259,063)	-0.9%
TOTAL REVENUE	\$60,629,203	\$60,155,664	\$473,539	0.8%

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

REVENUE	SEPTEMBER 2016	SEPTEMBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$276,242,678	\$266,322,682	\$9,919,996	3.7%
NON-COMMUTATION REVENUE	\$255,341,718	\$250,975,653	\$4,366,064	1.7%
TOTAL REVENUE	\$531,584,396	\$517,298,336	\$14,286,060	2.8%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
OCTOBER 2016**

HIGHLIGHTS

L60701AQ: PORT WASHINGTON SUBSTATION REPLACEMENT [SOGRI]

Project Budget: \$26.16M

Milestone: Contract Award

A Contract for the permanent substation at Port Washington was awarded to Myers Controlled for \$7,607,608. The project work includes replacement of the substation building and associated equipment at Port Washington with a new prefabricated modular substation housing new pre-installed AC and DC switchgear, rectifiers, control cabinets, and equipment. New transformers will be installed outside the modular building. This project supports LIRR's efforts to maintain a State of Good Repair and supports on-time performance goals. Project Beneficial Use is planned for the 2nd Quarter 2018.

L60501L2: PBX WAYSIDE PHONE REPLACEMENT

Project Budget: \$10.50M

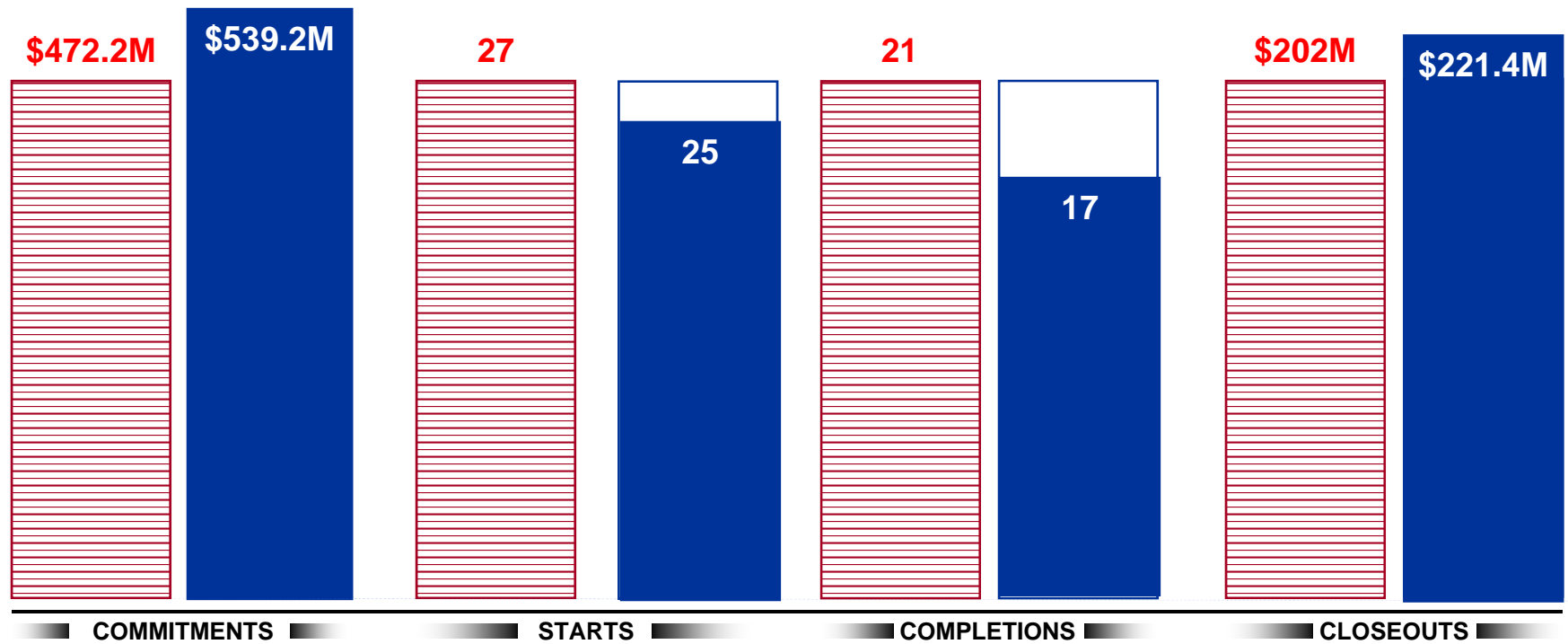
Milestone: Beneficial Use

The existing Siemens Private Branch Exchange [PBX] system has been replaced with a new system that will modernize and integrate the wayside phones and accessories in substations, yards, shops, interlockings, and along the LIRR right of way. This project supports the LIRR's Communication Network's system improvements plan to maintain, support, and integrate vital voice communications on the LIRR.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Long Beach Branch Equipment Platforms: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Construction continued.
- Stations Air Conditioning Installations: Work continued.
- Locust Manor Railings and Locust Valley Roof: Procurement in process.
- Colonial Road Landscaping: Submittals commenced.
- Morris Park Site Preparation: Procurement in process.

2016 LIRR Capital Program Goals



2016 PLAN



ACTUAL as of October 31, 2016



FORECAST through December 31, 2016