



**Metropolitan Transportation Authority**

# Long Island Committee Meeting

## May 2017

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### Members

**M. Pally, Chair**

**I. Greenberg**

**S. Metzger**

**C. Moerdler**

**J. Molloy**

**V. Tessitore**

**V. Vanterpool**

**J. Vitiello**

**C. Wortendyke**

**N. Zuckerman**

# Long Island Rail Road Committee Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Monday, 5/22/2017  
9:30 - 10:30 AM ET

## 1. PUBLIC COMMENTS PERIOD

## 2. APPROVAL OF MINUTES - April 24, 2017

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## 3. 2017 WORK PLAN

*LIRR 2017 Work Plan - Page 17*

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

### a. LIRR President's Report (no material)

### b. MTA Capital Construction Report

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### c. MTA Police Report

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## 5. INFORMATION ITEMS

### a. Diversity/EEO Report - 1st Quarter 2017

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### b. Summer Service & TrackWork Programs

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## 6. PROCUREMENTS

### a. LIRR Procurements

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#### i. Non-Competitive

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#### ii. Competitive

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#### iii. Ratifications

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### b. MTA CC Procurements

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#### i. Non-Competitive (No Items)

#### ii. Competitive

**iii. Ratifications**

**7. PERFORMANCE SUMMARIES**

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**b. Operations - Mechanical**

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**e. Ridership**

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**f. Capital Program**

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**Next meeting: Joint with MNR, Monday, June 19, 2017 at 8:30 am**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, April 24, 2017**

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

**The following members were present:**

Hon. Susan G. Metzger, Chair of the Metro-North Committee  
Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Norman Brown  
Hon. Ira R. Greenberg  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke  
Hon. Neal Zuckerman

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

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

**Representing MTA Police:** Chief Owen Monaghan

Metro North Committee Chair Susan G. Metzger called the Joint Meeting of the Metro-North Committee and Long Island Rail Road Committee to order.

In addition to MTA Long Island Rail Road (“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 April 24, 2017 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

### **PUBLIC COMMENTS**

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

Randy Glucksman commented that he and Orrin Getz, whom he said was unable to attend the meeting, recently toured the Clarkstown, New York Police Department camera room and observed the three surveillance cameras at the Nanuet train station. The tour was led by Clarkstown Police Captain Anthony Ovchinnikoff, who requested their assistance with obtaining funding from Metro-North so that the existing analog cameras can be upgraded to digital technology. Since Metro-North is responsible for the Nanuet train station platform area, including the shelter, Mr. Glucksman stated that he and Mr. Getz feel that this request is not unreasonable and asked the Metro-North Committee to consider funding this project. Mr. Glucksman also spoke about the benefits of the extension of the No. 7 Subway Line to Secaucus in light of the impacts to service brought about by the recent derailments at Penn Station and the impacts that would ensue when Amtrak takes one of the Hudson River tunnels out of service for repairs. He added that the Metropolitan Transportation Authority (“MTA”) should be involved in new projects to construct tunnels under the Hudson River including the Gateway Project.

Murray Bodin spoke about Positive Train Control and stated that it was a useless and outdated technology. He urged LIRR to utilize the most up-to-date technology, such as the automatic braking technology now being deployed in automobiles. He also supported extension of the No. 7 line to Secaucus and stated that the new Port Authority Bus Terminal belonged in Secaucus.

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 2017 WORK PLAN CHANGES**

Board Member Ira R. Greenberg referenced that at the March 20, 2017 Long Island Committee meeting he commented that the number of trains scheduled was significantly different from February 2017 compared to February 2016 and asked whether cancelled trains do not count, meaning, for example, that when there is a snow storm, LIRR runs less service. While he viewed the minutes as accurate, he asked to amend his comment to add that 2016 was a leap year and that might have contributed to the difference in scheduled trains.

Upon motion duly made and seconded, the Committee approved the minutes, as amended, of the March 20, 2017 Long Island Rail Road Committee Meeting. There were no reported changes to the 2017 Work Plan.

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

President Nowakowski reported that there is one Action Item on today's agenda, the Final Environmental Impact Statement regarding the LIRR Main Line Expansion Project.

President Nowakowski reported on the Penn Station/Amtrak-related service disruptions. He gave each Board Member a schematic of Penn Station, which he discussed in detail. On this schematic, the brown rectangles represent Penn Station's 11 platforms. The lines are the 21 tracks that go through Penn Station. The peach area at the top of the schematic shows Tracks 17 through 21 which are allocated for LIRR's exclusive use. The green area represents Tracks 13 through 16 which are shared among LIRR, Amtrak and New Jersey Transit ("NJT"). Tracks 1 through 12, represented in white, are used exclusively by Amtrak and NJT. The lower four of those tracks cannot be accessed via the East River Tunnels because they are stub-ended inside of Penn Station. At the bottom left of the schematic, the wording "To New Jersey" refers to the two tracks that go underneath the Hudson River for NJT and Amtrak. The peach area of the schematic, Tracks 17 through 21, shows the leads for the LIRR trains to go to West Side Yard for storage and maintenance. Lines 1-4 represent the East River Tunnels. Lines 1 and 2 are shared by LIRR, Amtrak and NJT, and Lines 3 and 4 are primarily used by LIRR.

President Nowakowski reported on the recent service disruptions during the past month, resulting from an Amtrak derailment followed by an NJT derailment. Both derailments occurred on ladder tracks, shown on the left side of the schematic, which run diagonally at the western end of the platforms. Both derailments occurred on the lower (the diagonal down) section. Also during the month of April, LIRR experienced delays at C-Interlocking, shown at the top right-hand corner of the schematic, which controls the leads from the platforms into lines 3 and 4. When there is a disruption at C-Interlocking, there is a tremendous impact on LIRR operations. President Nowakowski stated that LIRR was not affected as negatively as Amtrak and NJT by the derailments, but when incidents occur in the station, the peach, green and white areas on the schematic become more muddled. LIRR starts using the white area and Amtrak and NJT start using the peach area, and this causes disruptions in operations. This should give the Committee an idea of why LIRR is so severely impacted when there is a service disruption at Penn Station

Board Member Charles Moerdler commented that Joe Lhota used to keep a chart in his office that showed New Jersey Transit and Amtrak using platforms at Penn Station essentially as parking lots for trains for various periods of time, and that this was a major reason why additional trains serving the people of the Bronx could not be accommodated at Penn Station. He asked if this was still the case.

President Nowakowski responded yes. He stated that of the 21 tracks at Penn Station, 12 are allocated for the exclusive use of New Jersey Transit and Amtrak and another 4 tracks are shared. LIRR only has exclusive use of 5 of the 21 tracks at Penn Station. However, LIRR is

more efficient in moving its trains. One of the advantages LIRR has is that LIRR has West Side Yard, which is served by four leads from Penn Station and that enables LIRR to make the move off the platform much quicker than New Jersey Transit or Amtrak because they need to go under the East River to Sunnyside Yard for storage.

Board Member Moerdler commented there is a time for collegiality and cooperation. The notion that Amtrak and New Jersey Transit hog the platforms and use them for parking trains is entirely unacceptable. Mr. Moerdler added that perhaps it is time for the City of New York to condemn Penn Station if the federal government is not capable of fixing it.

LIRR Committee Chair Mitchell Pally commented that he shared Mr. Moerdler's frustration and noted that Penn Station was built long before today's capacity needs. There should be 40 tracks at Penn Station, not 21. Chair Pally added that the incidents which occurred over the past few weeks have shown us what happens when something goes wrong. Notwithstanding the fact that 80% of Penn Station riders are LIRR customers, LIRR has 5 tracks out of 21, which does not equal 80%, and LIRR is forced to share some of its facilities with two other entities who have recently shown that they cannot maintain their facilities. Chair Pally stated that Amtrak simply stating that it will do a better job going forward does satisfactorily address the issue. They have made similar statements before and yet I see no reason why they are going to undertake the necessary improvements now. Chair Pally stated that it was time for New York State to decide that this facility is too important to LIRR commuters and that the MTA should therefore control it.

Chair Pally stated the last improvement built at Penn Station to improve capacity was the West Side Yard, which was built solely by the MTA. Amtrak and New Jersey Transit have not expanded their service in any way, shape or form. LIRR has been forced to do it and LIRR operates and maintains its system better. Chair Pally further stated that he has called on the Interim Executive Director to talk to whomever she needs to talk to start a process by which MTA will take over control of Penn Station. It is time for MTA to do it and if there is going to be an infrastructure bill from the federal government, perhaps there should be language in the bill moving Penn Station to the jurisdiction of the MTA. The LIRR does a yeoman's job in a very limited area, with very little jurisdiction.

Board Member Moerdler commented while Amtrak has engaged in a policy of benign neglect, the State of New York and its Governor have tried to supplement capacity through the construction at Moynihan Station. If Amtrak is unwilling to maintain Penn Station properly, it should be thrown out of the station.

Board Member Ira Greenberg commented that he fully supported Chair Pally's recommendation that New York State or LIRR should take over Penn Station. He added that he did not wish to paint Amtrak or the passengers of Amtrak as an enemy, but he stressed that Amtrak does not maintain Penn Station properly and that Penn Station is the most important

station in the Northeast Corridor, and it is extremely important to the economic viability of New York City and New York State. He added that Amtrak's lengthy dwell times in Penn Station were not good for Amtrak or its passengers.

Board Member Veronica Vanterpool commented that while she agreed with the sentiments expressed by other Board members with respect to Amtrak needing to do a better job on the operations side, this had to be put in perspective. Amtrak was created in 1971 and over the years has received a very limited amount of funding from the federal government, a total of just over \$45 billion in capital funding and operations grants. When you compare this to the MTA, the MTA has over a 10 year span actually invested more in its capital program than Amtrak has been able to do with its funding. Ms. Vanterpool added that she thought Chair Pally's comments about taking control are particularly interesting in light of understanding Amtrak's funding challenges over the 45 years of its existence, and maybe there is an opportunity with the PRIIA legislation to think about how to get better control of some of the tracks moving forward. She further added that it might be in Amtrak's interest to examine other cost structures with the MTA, given the funding challenges Amtrak faces and what is expected in the upcoming infrastructure bill.

Board Member James Vitiello asked President Nowakowski whether the LIRR incurred real costs when there is a derailment or power outage and whether, to the extent that we believe that an incident is attributable to the negligence of Amtrak in terms of maintenance of the tracks, etc., there is a mechanism in our agreements for Penn Station in pursuing a claim for that economic cost to LIRR.

President Nowakowski responded that he was not sure about what the agreements provided in this area and that to his knowledge LIRR had never asserted such a claim. He asked LIRR Vice President and General Counsel Mark Hoffer to comment.

Vice President, General Counsel and Secretary, Mark D. Hoffer stated that he did not wish to get too deeply into analyzing the issue in a public forum such as this, but staff had been spending time over the past several weeks looking into the agreements governing Penn Station. The agreements are in certain respects more favorable to Amtrak as the owner of the facility and as the author of the agreements, but there were some possible avenues for legal redress. Staff will be sitting down with the Interim Executive Director and senior management in the next week or so to go over the various options, and to see if there are routes we can pursue, because we obviously do have costs when there are derailments, both direct costs and indirect costs. We need to look at different ways we can encourage Amtrak to do what many of the Board Members have noted and what Amtrak is obligated to do, which is to keep the station in a state of good repair. That is the central issue.

Metro-North Chair Susan Metzger suggested that further discussion of this matter be tabled, pending a full legal evaluation before specific terms are considered and discussed further.

Board Member Vitiello asked Vice President Hoffer to share copies of the Penn Station agreements with him.

Chair Metzger suggested that further discussion of this matter be conducted in Executive Session. Chair Pally agreed.

Board Member Vitiello commented that he would like to see the agreements at some point. He stated that he was not looking to provoke an inter-agency battle, but wanted to have a better understanding of what legal options were available.

Chair Metzger stated that she shared the passion of the other Board members about this issue, because she too comes through Penn Station as does anyone who comes from west of Hudson. She agreed that Amtrak could do a better job, but she stressed the need to look at a variety of options and the costs that we would incur if we take this issue on. She added that she did not want MTA to take on a “white elephant”, so she cautioned that all options should be reviewed and that MTA should get together with its various partners to discuss them.

Board Member Moerdler asked Mr. Hoffer, as part of his research, to look at whether there is any impediment to condemnation of Penn Station by the State of New York or the City of New York. He added that it was during his tenure as New York City Commissioner of Buildings that Penn Station was overhauled and Madison Square Garden built. He stated that he should have condemned Penn Station at that time. He further stated that the costs associated with running Penn Station needed to be viewed in the context of the discomfort that the public is experiencing --- including the riders of New Jersey Transit and Amtrak, as well as LIRR. No one who has entered Penn Station other than those who wear blinders can say that it is not grossly mismanaged.

President Nowakowski reported that during the month of March ridership declined for the first time in 25 months, down .04 of 1%. Winter is always a challenging time to compare months to months and March had some inclement weather. Year-to-date, LIRR ridership increased 1.8% compared to 2016.

President Nowakowski reported after 146 years of entertaining, the Ringling Bros. and Barnum & Baily Circus is folding up its tents for the last time next month. The final performance of the Ringling Bros. and Barnum & Bailey Circus is scheduled for Sunday, May 21<sup>st</sup> at the new Nassau Veterans Memorial Coliseum. The final Circus Train will arrive on May 10<sup>th</sup>. From Harold Interlocking, LIRR will carry the circus train from the main line to the Hempstead Branch to the Garden City-Mitchell Field Secondary. The train consists of 56 cars, almost a mile in length; 36 coaches carry performers and staff and 20 flat cars haul equipment and vehicles. In past years an additional four cars were used to transport the animals.

Chair Pally commented it is a crime that the only ones who can get to the Nassau Coliseum by train are the circus animals. It is a crime on Long Island that we still allow this to happen when we have tracks that could provide rail service to the Coliseum and because other entities will not let LIRR do that. It is the only sports venue in this region where a person wanting to go to a game cannot get there directly by train.

Board Member Norman Brown commented, paraphrasing William Shakespeare, "I come not to praise Amtrak but to bury Amtrak." He stated that he senses that this agency takes a lot of heat when something goes wrong and that in this circumstance, we are trying to pass a little of the heat onto Amtrak and New Jersey Transit, but the fact remains all these railroads were "white elephants" in 1971. Each one of these agencies has its own battles and as President Nowakowski points out, ridership is increasing. Mr. Brown stated that he was a little confused because while it is stated that everything is so bad, more and more riders are flocking to LIRR services. He also believes that the ridership of New Jersey Transit and Amtrak is also increasing. Mr. Brown stated that he would end with a quote from Yogi Berra, "No one goes to Broadway any more, and it's too crowded."

### **LIRR SAFETY REPORT**

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report can be found on Page 291 of the Committee Book, reporting through the end of February 2017.

LIRR's customer injury rate continues to decline and is down 30%. The Employee Lost Time Injury Rate is on par with 2016, with injuries driven by slips, trips and falls.

Reporting on LIRR's Community Outreach Program, undertaken in collaboration with the MTA Police Department ("MTAPD"), Vice President Ebbighausen reported that LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations reached over 17,600 participants in 2017.

### **MTA CAPITAL CONSTRUCTION**

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

MTACC has awarded 90% of all ESA contracts. The two most recent contracts were the Small Business Mentoring Program Contract, awarded on April 4, 2017 and the Mid-Day Storage Yard (CQ033) Contract, awarded on April 11, 2017.

Dr. Horodniceanu reported that he had met with Amtrak executives to discuss the Amtrak resources required to support MTA projects. At that meeting Amtrak agreed to participate in a

master schedule of all regional projects in order to plan for, prioritize and assign the resources required for those projects. MTACC has retained a consultant to coordinate the master schedule project and a kick-off meeting was held on April 20, 2017. There are approximately 16 projects in the region that need to be accommodated. MTACC is hopeful that this effort will increase the Amtrak resources available for its East Side Access Project.

In Manhattan, the Grand Central Concourse and Facilities Fit-Out (CM014B) contractor and its subcontractor Schindler are installing the escalators in Wellway 1 and have mobilized for work in Wellway 2.

In the Harold Interlocking, testing has commenced in advance of the various cutovers that are scheduled through 2018.

### **MTA POLICE DEPARTMENT**

MTAPD Chief Owen Monaghan reported system wide during the month of March there was an increase of two felony crimes, 20 compared to 18 in 2016. Year-to-date, system-wide there was a decrease of one crime, 62 compared to 63 in 2016. During the month of March, system-wide, there were three robberies, all resulting in arrests; and LIRR had a decrease of two crimes, nine compared to 11 in 2016, of which three have resulted in arrests. Year-to-date there was an increase of 3 crimes, 30 compared to 27 in 2016. .

During the month of March, Metro-North had an increase of three crimes, six resulting in arrests, with 10 compared to 7 in 2016. Year-to-date Metro-North had a decrease of two crimes, 30 compared to 32 in 2016.

The details of Chief Monaghan's report are contained in the MTAPD report filed with the records of the meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **LIRR ACTION ITEM**

- LIRR – Adopt SEQRA Findings for LIRR Expansion Project

President Nowakowski reported that on April 12, 2017, LIRR reached a key milestone for the Main Line Expansion Project with the release of the Final Environmental Impact Statement ("FEIS"). The FEIS confirms there are no unmitigated significant adverse impacts and that the benefits of the Expansion Project include additional service opportunities, including full time reverse commute; more reliable service; and increased safety for pedestrians, automobile drivers, and customers on board trains.

The FEIS is the result of more than a year of data collection, analyses, and continuous public outreach. A total of 12 public hearings (6-Scoping, 6-Draft Environmental Impact Statement (DEIS)) were conducted in towns and villages across the corridor. And a walk-in project office was staffed weekdays at Mineola Station. Further, hundreds of meetings were held with elected officials, community groups, transit and engineering advocates and experts, and other critical stakeholders such as individual homeowners, business owners and commuters.

Today LIRR will be providing a summary of the Main Line Expansion Project, its elements and the environmental studies. LIRR asks the Committee to recommend that the MTA Board approve the FEIS, which is the culmination of the State environmental review process.

Chair Pally commented that this is a great day for Long Island. This project has been talked about since 1981; that's how long this project has been needed by the commuters of Long Island and those wishing to eliminate the grade crossings. Chair Pally thanked the Governor for making this project a priority and thanked LIRR and its consultants for moving this project along.

Board Member Vanterpool asked whether bike and pedestrian access at the grade crossings will be constructed by LIRR or the New York State Department of Transportation ("NYSDOT").

President Nowakowski responded that NYDOT has been and will continue to be part of the project team, with LIRR and NYSDOT personnel and project management consultants working together to manage this project through construction. LIRR has worked with the various communities for each and every grade separation to enable community members to get from one side of the railroad to the other. The roadway underpasses will have pedestrian walkways.

Board Member Vanterpool noted that the estimated cost of the project, as reflected in the previous State budget, was \$1.5 billion. She asked if the \$2 billion projected in the Staff Summary for this project includes constructing the pedestrian overpasses and underpasses.

President Nowakowski responded in the affirmative.

Board Member Greenberg expressed his concern about the Hempstead Branch and asked if it will be on a single track for a short amount of time.

President Nowakowski responded LIRR is building, as part of the Project, a double crossover on the Hempstead Branch to facilitate the movement of trains through the Floral Park area on two tracks.

Board Member Greenberg asked whether Hempstead trains going west have to cross the whole Right of Way.

President Nowakowski responded that they do now. President Nowakowski added that LIRR, at its own expense, is also adding a crossover at Queens Interlocking and he does not expect any reduction in capacity on the Hempstead Branch.

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

**LONG ISLAND RAIL ROAD and METRO-NORTH RAILROAD**  
**JOINT INFORMATION ITEM**

- MTA Homeless Outreach

Cynthia Wilson, MTA Assistant Director of Homeless Outreach Services, presented the MTA Homeless Outreach report for LIRR and Metro-North. The last update was presented in October 2016. As MTA's contract with Bowery Residents Committee ("BRC") is primarily in Grand Central Station, Penn Station and Jamaica Station, this presentation is limited to the New York City area. Assistant Director Wilson stated that there is a well-established team effort, involving collaboration and partnership with stakeholders, outreach providers and MTAPD, which provides help to the homeless. To help the homeless people in need, individuals can contact her, the MTAPD, station and terminal employees, or the BRC, which has a homeless helpline. Individuals can also call 311 or access the New York City 311 App.

Board Member Moerdler asked what you do when a homeless individual is found in Grand Central or Penn Station.

In response to Board Member Moerdler's question, Assistant Director Wilson stated that if that individual willingly wants to seek shelter, the MTAPD or BRC will transport that individual and provide him/her with shelter. If that individual is resistant to shelter, MTAPD or BRC will continue to engage that individual and try to convince him/her to voluntarily accept services, which BRC provides at their 25<sup>th</sup> Street facility. BRC has a reception area, a crisis center, and mental illness and substance abuse centers. BRC also serves as a safe haven for transitional housing. MTA facilitates access to these services and the City provides the resources.

Board Member Neal Zuckerman asked why there has been a dramatic increase in Penn Station Homeless Outreach --- a 70% increase compared to last year for the same quarter --- while there has not been an equivalent increase at Grand Central.

Ms. Wilson responded that the populations at Grand Central and Penn Stations are different. LIRR has increased its resource allocation and BRC provides outreach to individuals at Penn Station 24/7.

Board Member Moerdler asked Assistant Director Wilson to explain the difference in the two populations. In response Ms. Wilson explained that there are more mentally ill in the homeless population at Grand Central, who are very service resistant. At Penn Station, there are more chemical and substance abusers in the homeless population, who are more prone to accept services.

Board Member Moerdler asked Assistant Director Wilson what studies have been undertaken to determine the effectiveness of City services for the homeless. In response to Board Member Moerdler's question, Ms. Wilson stated that she will provide information regarding any follow up procedures or studies that have been undertaken to determine the quality of the service that the City provides after MTA facilitates transfers of the homeless to BRC centers.

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 MTA records.

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

- Final Review of 2017 Operating Budget Results
- 2016 Annual Ridership Report
- Annual Inventory Report
- May Timetable Change & Spring Track Work Programs

President Nowakowski reported on each information item.

Chair Pally commented that there is an amazing dichotomy. If you look at the Metro-North and LIRR ridership data, it is amazing what you can do when you have enough tracks to go both ways at the same time. Metro-North's intermediate numbers are off the chart because of the creation of additional track capacity. LIRR has not done that and their numbers have basically been the same for the past 30 to 40 years. Now with the LIRR Main Line Third Track Expansion, those intermediate numbers will be able to go up so that a customer can take the train to work on Long Island.

### **MTA LONG ISLAND RAIL ROAD**

#### **Procurement**

Competitive:

- **Penn Station Critical Improvements – Design/Build** - LIRR requests Board approval to adopt a resolution 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 Penn Station Improvements Project.

- **Request to use the RFP Process – Various Contracts** - LIRR requests 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 RFP procurement method pursuant to Section 1265-a of the Public Authorities Law to award Design/Build construction contract packages for various station enhancement projects.

Chair Pally asked, regarding the station enhancement procurement which we all strongly support, does the project include the communications systems and signage at the stations?

President Nowakowski responded in the affirmative. He added that we also have an advertising procurement which, when it comes back, will also affect station signage. We do not know yet what vendor will be selected. President Nowakowski stated that the advertising contract will be focused on electronic advertising media and that LIRR will integrate this as part of the station enhancement.

Chair Pally commented as the advertising and communications system come together, the new communication system at the stations will be more flexible and easier for our riders to see.

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

## **MTA CAPITAL CONSTRUCTION**

### **Procurement**

MTA Capital Construction presented no procurement items to the Committee.

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

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

**Adjournment**

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

Respectfully submitted,



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Mark D. Hoffer  
Secretary



## 2017 Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2017 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

#### May 2017

Diversity/EEO Report – 1 <sup>st</sup> Q 2017	Administration/Diversity
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#### June 2017 (Joint Meeting with MNR)

Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Summer Track Work	Service Planning

#### July 2017

Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2017 Fall Construction Schedule Change	Service Planning

#### September 2017

2018 Preliminary Budget (Public Comment)	Management & Budget
2017 Mid Year Forecast	Administration/Diversity
Diversity/EEO Report – 2 <sup>nd</sup> Q 2017	Service Planning
Fall Track Work	

#### October 2017 (Joint Meeting with MNR)

2018 Preliminary Budget (Public Comment)	President/Sr. Staff
Status Update on PTC	Service Planning
November Schedule Change	MTA
MTA Homeless Outreach	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	

#### November 2017

Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2017 Holiday Schedule	Service Planning

December 2017 (Joint Meeting with MNR)

Diversity/EEO Report – 3 <sup>rd</sup> Q 2016	Administration/Diversity
2018 Final Proposed Budget	Management & Budget
2018 Proposed Committee Work Plan	Committee Chair & Members

January 2018

Approval of 2018 Committee Work Plan	Committee Chair & Members
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February 2018 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2018	Management & Budget
2017 Annual Operating Results	Operations
2017 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 <sup>th</sup> Q 2017	Administration/Diversity
2018 Spring Schedule Change	Service Planning

March 2018

Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering
Spring Track Work	Service Planning
Customer Satisfaction Survey Report	Public Affairs

April 2018 (Joint Meeting with MNR)

Final Review of 2017 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2017 Annual Ridership/Marketing Plan Report	Finance/Marketing
May Timetable Change & Spring Trackwork Programs	Service Planning
MTA Homeless Outreach	MTA

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 2017 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**

### **MAY 2017**

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

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

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

#### Status Update on PTC

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

#### Bi-Annual Report on M-9 Procurement

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

### **JULY 2017**

#### Penn Station Retail Development

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

#### Environmental Audit Report

The Committee will be briefed on the results of the 2016 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

#### 2017 Fall Construction Schedule Change

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

### **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– 2<sup>nd</sup> Quarter 2017

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

#### **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 Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

#### **NOVEMBER 2017**

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

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2017

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

#### 2018 Final Proposed Budget

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

#### Proposed 2018 Committee Work Plan

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

#### 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.

## **JANUARY 2018**

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2018 that will address initiatives to be reported on throughout the year.

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

### Adopted Budget/Financial Plan 2018

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

### 2018 Annual Operating Results

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

### 2018 Annual Fleet Maintenance Report

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

### Status Update on PTC

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

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

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

### 2018 Spring/Summer Construction Schedule Changes

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

## **MARCH 2018**

### Annual Strategic Investments & Planning Study

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

### Annual Elevator/Escalator Report

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

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

### Final Review of 2017 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### Annual Inventory Report

The Agency will present its annual report on Inventory.

#### 2017 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2017 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

#### 2018 Summer Schedule Change

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

#### MTA Homeless Outreach

MTA Operations Support will provide a bi-annual report on homeless outreach efforts including an update on service providers and placements.

**MTA CAPITAL CONSTRUCTION**

**PROJECT UPDATE**

**EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - May 2017

Expenditures thru April 2017; \$\$ in million

	Budget	Committed	Expenditures
Construction	\$ 8,028.8	\$ 7,475.5	\$ 5,381.1
Design	\$ 732.7	\$ 732.7	\$ 699.7
Project Management	\$ 1,036.2	\$ 882.0	\$ 766.1
Real Estate	\$ 178.0	\$ 119.9	\$ 117.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 9,210.1</b>	<b>\$ 6,964.1</b>

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

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$61.1	\$59.0	\$2.2	\$56.4	Nov-2011	Nov-2011	Apr-2013	Jun-2017
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.1	\$11.5	\$311.2	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$437.5	\$26.1*	\$129.1	Dec-2014	Feb-2015	Aug-2018	Jun-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.2	\$49.1	\$55.6	Jul-2015	Apr-2016	Jan-2020	Jan-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$263.9	\$262.0	\$1.9	\$240.7	Aug-2011	Aug-2011	Aug-2014	Jun-2017
<b>Harold Construction</b>								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$142.8	\$117.8	\$25.0	\$58.3	Nov-2013	Nov-2013	Feb-2016	Aug-2018
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$89.9	\$68.4	\$21.5	\$51.9	Nov-2014	Dec-2015	Aug-2017	Jul-2017
CH061A: Harold Tunnel A Cut and Cover Structures <i>Michels Corp.</i>	\$42.0	\$34.1	\$7.9	\$0.2	N/A	Nov-2016	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach**		<i>In Design</i>			Jul-2015	Jun-2018	N/A	Oct-2020
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$546.5	\$60.4***	\$205.8	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)		<i>In Design (Repackaging)</i>			N/A	Jul-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$4.1	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.6	\$7.1	\$8.0	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.

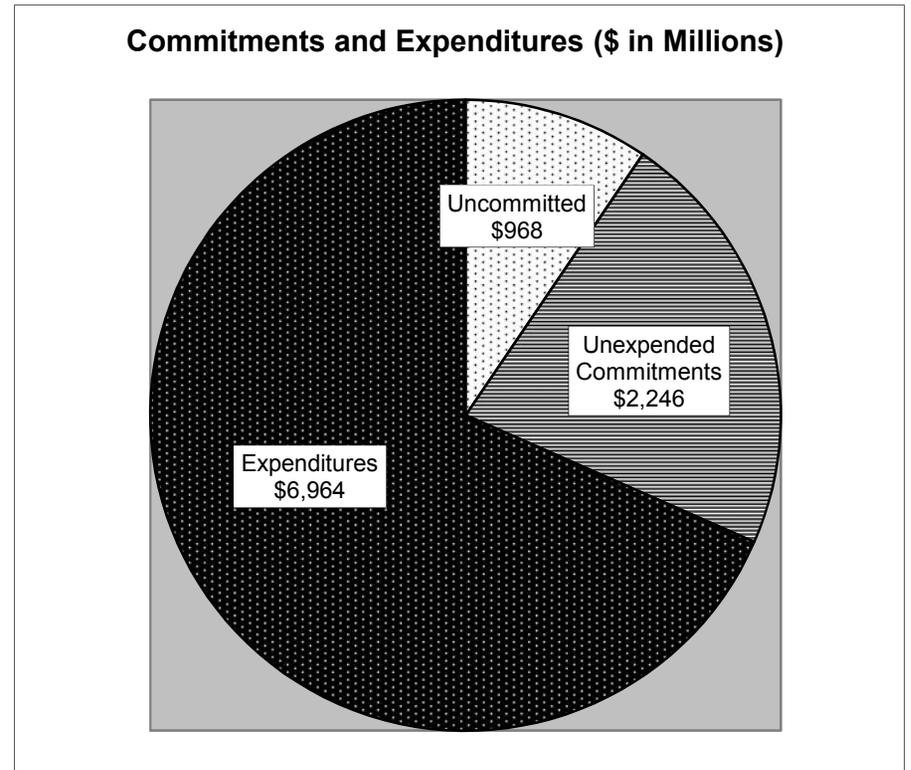
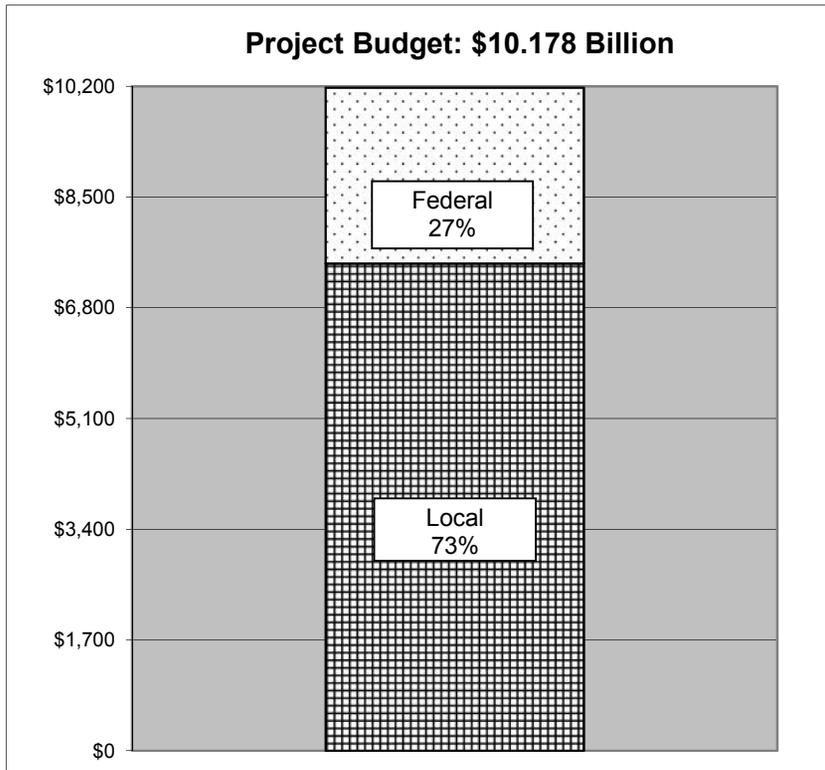
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

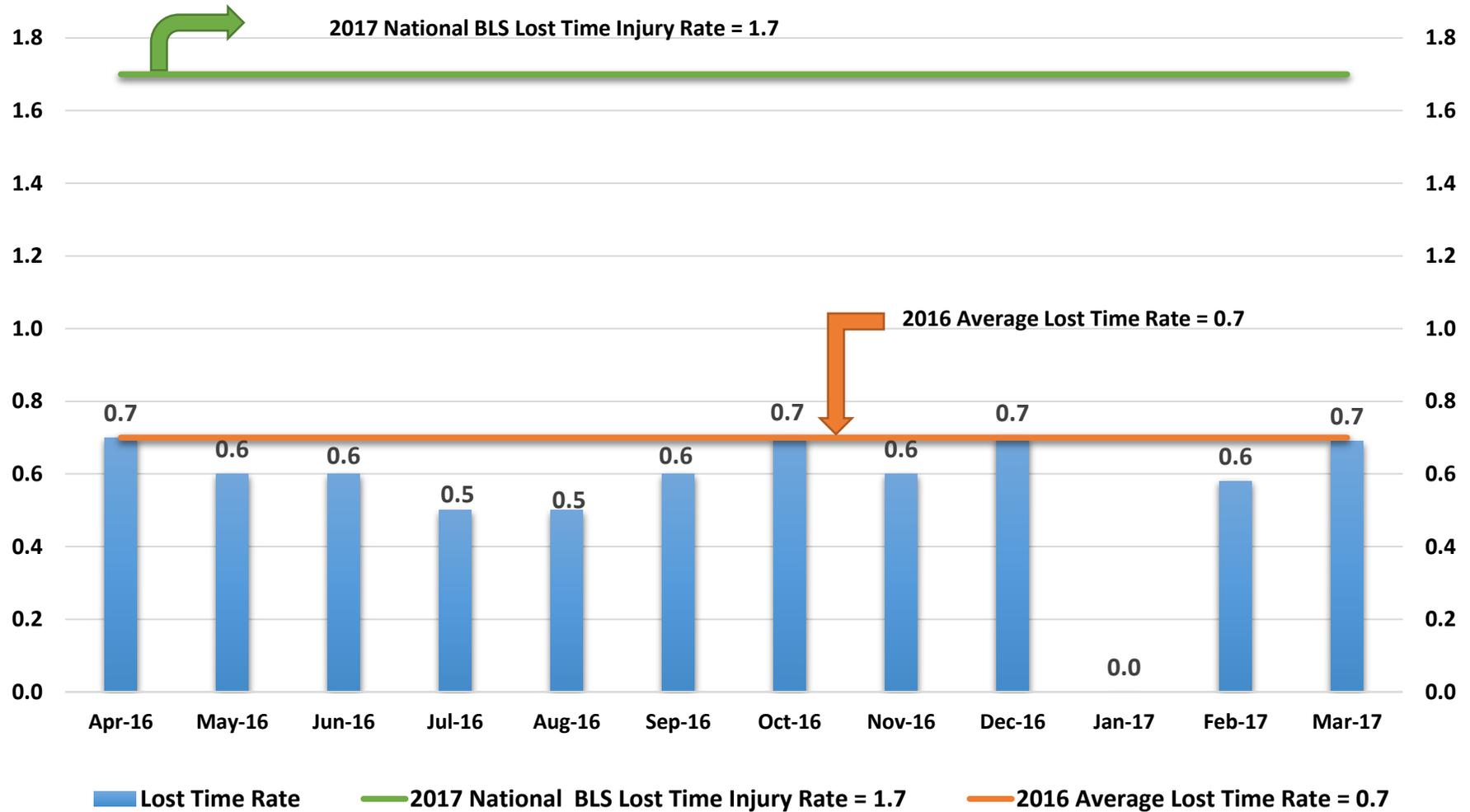
## Report to the Railroad Committee - May 2017

data thru April 2017

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	1,523
2005-2009	2,683	839	1,843	1,843	2,675	8	2,637
2010-2014	3,232	3,232	-	-	3,156	76	2,393
2015-2019	2,572	2,572	-	-	1,688	884	254
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 7,479</b>	<b>\$ 2,699</b>	<b>\$ 2,699</b>	<b>\$ 9,210</b>	<b>\$ 968</b>	<b>\$ 6,964</b>



# ESA Annual Cumulative Profile of Lost Time Injury Rates





# **POLICE REPORT**



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### April 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	0	5	100%
Felony Assault	1	3	-2	-67%
Burglary	0	1	-1	-100%
Grand Larceny	3	8	-5	-63%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	12	-3	-25%

### Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	11	6	5	83%
Felony Assault	6	4	2	50%
Burglary	1	4	-3	-75%
Grand Larceny	20	24	-4	-17%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	39	39	0	0%



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
System Wide**

**April 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>4</b>	<b>5</b>	<b>-1</b>	<b>-20%</b>
<b>Burglary</b>	<b>0</b>	<b>4</b>	<b>-4</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>15</b>	<b>-8</b>	<b>-53%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>16</b>	<b>29</b>	<b>-13</b>	<b>-45%</b>

**Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>7%</b>
<b>Felony Assault</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>86%</b>
<b>Burglary</b>	<b>4</b>	<b>9</b>	<b>-5</b>	<b>-56%</b>
<b>Grand Larceny</b>	<b>43</b>	<b>60</b>	<b>-17</b>	<b>-28%</b>
<b>Grand Larceny Auto</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Total Major Felonies</b>	<b>78</b>	<b>92</b>	<b>-14</b>	<b>-15%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**April 2017**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	5	5	0	0
<b>Fel. Assault</b>	4	1	3	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	7	3	4	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	16	9	7	0
<b>Crimes Per Day</b>	0.53	0.30	0.23	0.00



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 4/30/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	9	9
Felony Assault	16	7
Burglary	2	9
Grand Larceny	9	13
Grand Larceny Auto	1	2
Aggravated Harassment	2	0
Aggravated Unlicensed Operator	7	11
Assault-Misdemeanor	21	16
Breach of Peace	2	5
Child Endangerment	1	2
Criminal Contempt	3	2
Criminal Impersonation	3	2
Criminal Mischief	20	18
Criminal Possession Stolen Property	5	4
Criminal Tampering	7	1
Criminal Trespass	12	17
Disorderly Conduct	2	2
Drug Offenses	34	18
DUI Offenses	2	1
Falsely Reporting an Incident	1	0
Forgery	18	20
Fraud	0	3
Graffiti	13	6
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	4	1
Obstruct Government	5	10
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	45	59
Public Lewdness	8	67
Reckless Endangerment	3	0
Resisting Arrest	13	11
Sex Offenses	5	5
Stalking	1	0
Theft of Services	67	64
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	14	16
Weapons Offenses	1	2
<b>Total Arrests</b>	<b>356</b>	<b>413</b>



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Metropolitan Transportation Authority

## Long Island Rail Road(LIRR) Workforce As of March 31, 2017

May 22, 2017





## EEO First Quarter 2017 Executive Summary

- ❑ Long Island Rail Road's overall workforce is currently comprised of 7,218 employees; of which 1,083 (15%) are Females,\* 2,564 (36%) are Minorities and 509 (7%) are Veterans.\*
- ❑ The percentage of Females employed has decreased by (0.5%) since 2016 first quarter.
- ❑ The overall composition of Long Island Rail Road's workforce increased by 0.5% as it relates to Race and Ethnicity since first quarter 2016.
- ❑ The percentage of Veterans employed has remained constant(7%), since the previous quarter.
- ❑ Long Island Rail Road hired 124 employees; of which 11 (9%) were Females, 53 (43%) were Minorities and 14 (11%) were Veterans.
- ❑ Long Island Rail Road handled a total of 13 EEO complaints; of which 4 were internal and 9 were external.
- ❑ Long Island Rail Road handled a total of 4 Title VI complaints.

\*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.

## EEO First Quarter 2017 Executive Summary

The table below is a snapshot as of March 31, 2017 of Long Island Rail Road's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER		VETERANS	
		#	%	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	945	198	21%	674	71%	271	29%	98	10%	76	8%	60	6%	4	0%	0	0%	33	3%	59	6%
Professionals	260	61	23%	150	58%	110	42%	37	14%	25	10%	37	14%	0	0%	0	0%	11	4%	15	6%
Technicians	108	13	12%	58	54%	50	46%	22	20%	14	13%	11	10%	1	1%	0	0%	2	2%	14	13%
Administrative Support	470	211	45%	246	52%	224	48%	127	27%	55	12%	23	5%	2	0%	1	0%	16	3%	21	4%
Skilled Craft	4,434	427	10%	3008	68%	1426	32%	728	16%	479	11%	122	3%	10	0%	0	0%	87	2%	346	8%
Service Maintenance	1,001	173	17%	518	52%	483	48%	243	24%	155	15%	32	3%	6	1%	2	0%	45	4%	54	5%
<b>Total</b>	<b>7,218</b>	<b>1,083</b>	<b>15%</b>	<b>4,654</b>	<b>64%</b>	<b>2,564</b>	<b>36%</b>	<b>1,255</b>	<b>17%</b>	<b>804</b>	<b>11%</b>	<b>285</b>	<b>4%</b>	<b>23</b>	<b>0%</b>	<b>3</b>	<b>0%</b>	<b>194</b>	<b>3%</b>	<b>509</b>	<b>7%</b>

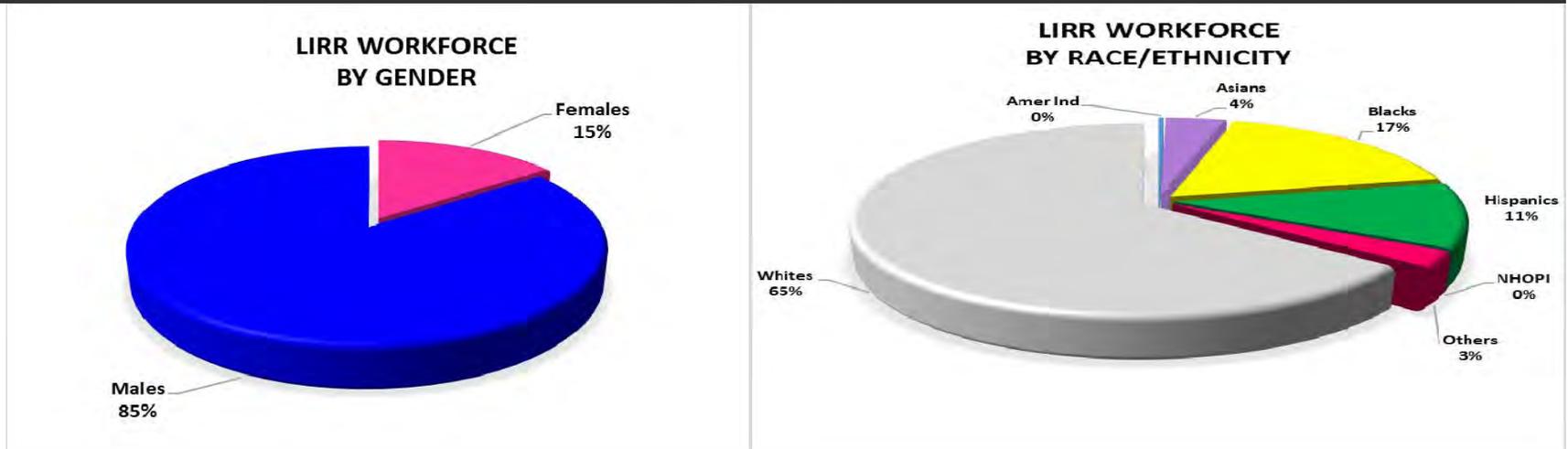
<sup>1</sup> Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

<sup>2</sup> Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

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



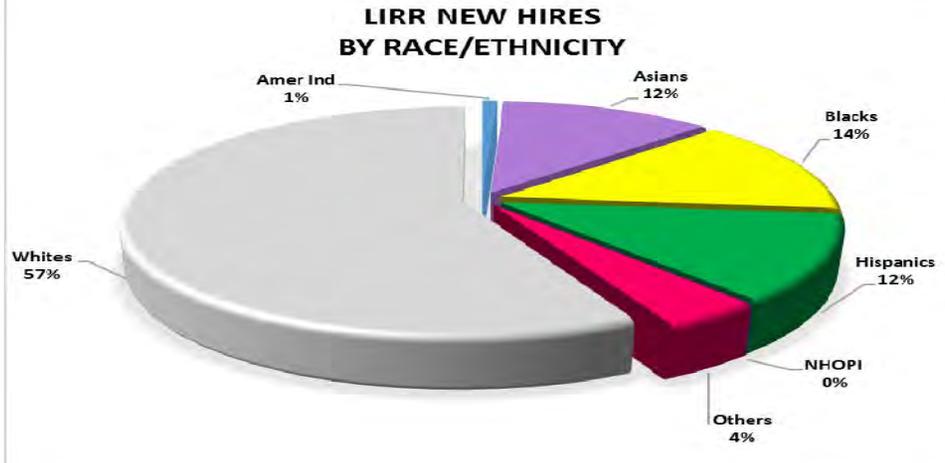
## Long Island Rail Road's Workforce as of March 31, 2017



- ❑ Long Island Rail Road's workforce consist of 7,218 employees.
- ❑ 15% Females, 36% Minorities and 7% Veterans.
- ❑ The percentage of Females employed has remained constant since the prior quarter.
- ❑ The percentage of Minorities did not change as it relates to Race and Ethnicity since the prior quarter.



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



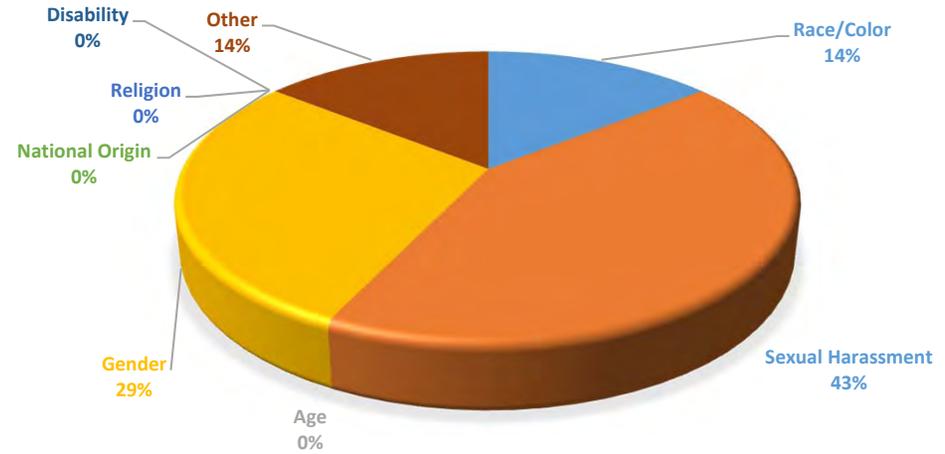
Long Island Rail Road hired 124 Employees, of which, 14 were Veterans

- 9% Females of which 11% were Veterans.
- 43% Minorities of which 13% were Veterans.
- 11% Veterans overall were hired.

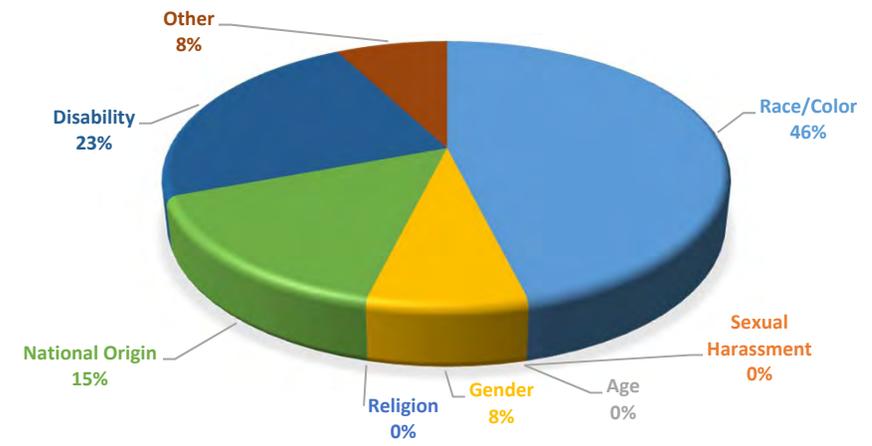


## Long Island Rail Road Internal/External EEO Complaints January 1, 2017 to March 31, 2017

**INTERNAL EEO COMPLAINTS**



**EXTERNAL EEO COMPLAINTS**



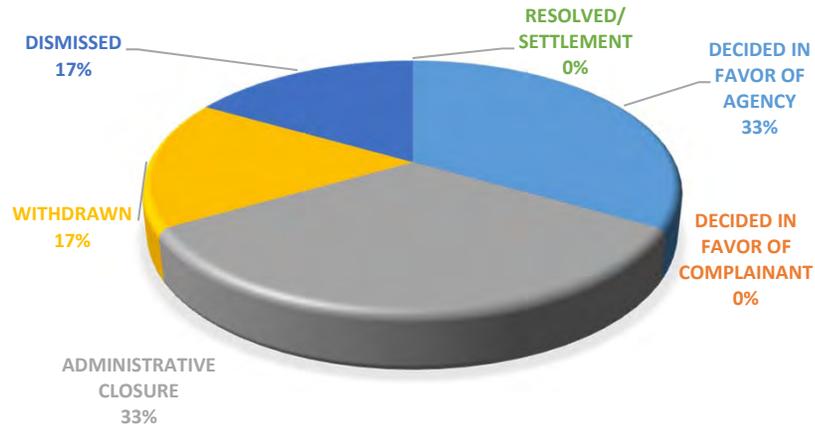
- ❑ Long Island Rail Road handled 13 EEO complaints, citing 20 separate allegations.
- ❑ 4 filed Internal
- ❑ 9 filed External
- ❑ The most frequently cited bases Internally was Sexual Harassment, and Race/Color Externally.

These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.  
 "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

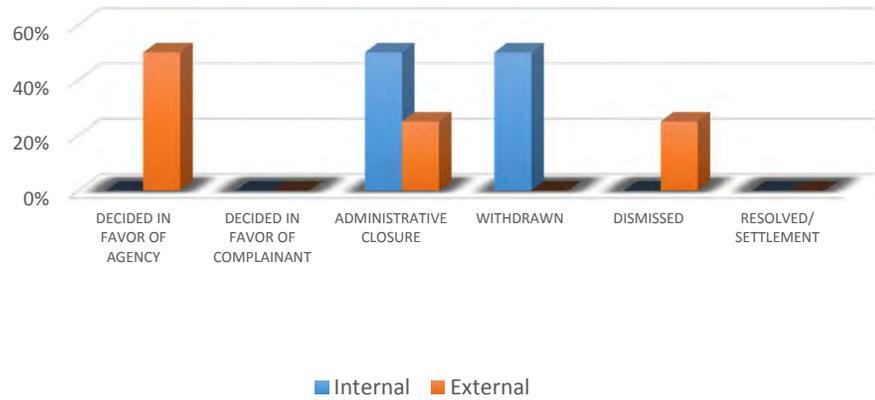


## Long Island Rail Road's EEO Internal/External Discrimination Complaint Dispositions January 1, 2017 to March 31, 2017

**OVERALL EEO COMPLAINT DISPOSITIONS**



**EEO INTERNAL VS. EXTERNAL DISPOSITIONS**



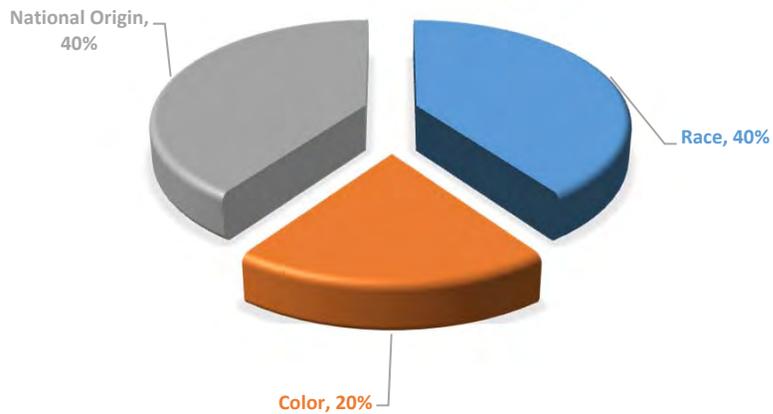
Long Island Rail Road handled 13 EEO complaints (4 internal, 9 external), citing 20 separate allegations.

- 33% decided in Favor of the Agency.
- 0% decided in Favor of the Complainant.
- 33% were Administrative Closures.

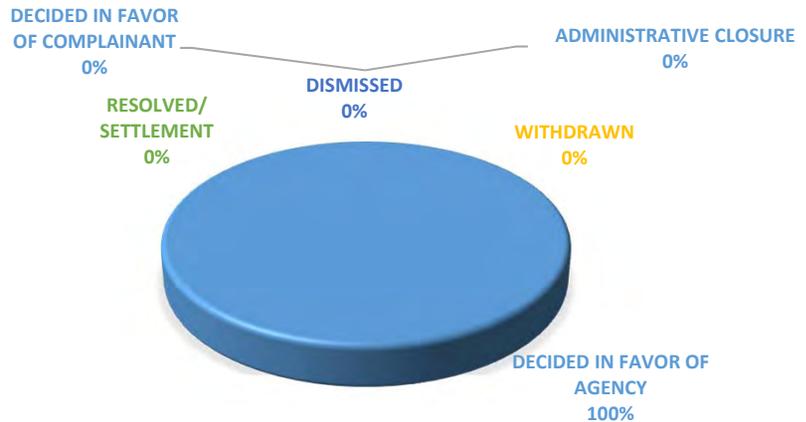


# MTA Long Island Rail Road Title VI Discrimination Complaints and Dispositions January 1, 2017 to March 31, 2017

**TITLE VI DISCRIMINATION COMPLAINTS**



**TITLE VI DISPOSITIONS**



Long Island Rail Road handled 4 Title VI Complaints, citing 5 separate allegations.

- ❑ 100% decided in Favor of the Agency
- ❑ 0% decided in Favor of the Complainant
- ❑ 0% were Administrative Closures



# Staff Summary



Subject <b>SUMMER SERVICE &amp; TRACKWORK PROGRAMS</b>						Date APRIL 27, 2017			
Department <b>SR. VICE PRESIDENT – OPERATIONS</b>						Vendor Name			
Department Head Name <b>D. KUBICEK</b>						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	5/22/17				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 implement seasonal Summer service improvements, and to adjust schedules to support trackwork programs in the month of June on the Main Line.

**SUMMER SERVICE IMPROVEMENTS**

*Annual Summer Services*

- As previously reported, summer service partially resumed on April 29, with the seasonal restoration of a morning weekend roundtrip to Montauk, and later with the introduction of a new early morning weekday service opportunity to Greenport. Full summer service resumes starting Monday, May 22, 2017, including:
  - An additional midday weekday service opportunity to/from Speonk.
  - An additional Thursday evening train from Penn Station to Montauk.
  - Extra Friday getaway trains, including the famed *Cannonball* from Penn Station to Montauk along with three additional extra trains to Montauk, and one additional service opportunity to Greenport. The Greenport extra, the *Cannonball* and two other of these extra Montauk trains will also operate on Monday, July 3, for the Independence Day holiday.
  - An extra Friday night train from Greenport, making stops from Greenport to Ronkonkoma, then Jamaica, where connections to Western terminals will be available. This train will also run on Monday, July 3.
  - On Fridays, two extra trains will operate to Patchogue, operating in advance of two through Montauk trains. The extra trains will make stops at Bay Shore, Sayville and Patchogue and provide relief of crowding on the through trains to Montauk. The first extra will depart Jamaica at 8:08 AM for Patchogue after receiving connections from Western terminals. After operating to Patchogue, the train will then return to Babylon, where it will connect with an extra train from Penn Station and make another trip to Patchogue at 12:02 PM. The Montauk through trains will not stop at Bay Shore or Sayville on Fridays. Customers wishing to travel from Bay Shore or Sayville to points east on either of those trains will use the extra train from their station and transfer at Patchogue to the through Montauk train.

- Five additional westbound service opportunities from the Hamptons/Montauk on Sundays and Holidays, including the Westbound *Cannonball* to Penn Station, and one train serving Hunterspoint Avenue and Long Island City on Sunday & Holiday evenings.
- One additional westbound service opportunity on Monday mornings from Montauk to Hunterspoint Avenue.
- New this year are two additional weekend beach roundtrips between Penn Station and Long Beach, for a total of three beach special roundtrips. Previously, one extra roundtrip ran to serve beachgoers in the summer.
- Weekend Freeport extra trains, serving dual-purpose as Jamaica connections to/from Montauk Branch diesels, and allowing transfer to buses for Jones Beach.

## **TRACK WORK PROGRAMS**

- **Main Line, Brentwood-Ronkonkoma – Main Line Second Track Construction** – The single main track will be out of service between Brentwood and Ronkonkoma for switch installation at Central Islip and continuing construction related to the Main Line Second Track project for 48 hours on the weekend of June 3-4, 2017.
- **Main Line, Central Islip-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Central Islip and Ronkonkoma for switch installation at Ronkonkoma and continuing construction related to the Main Line Second Track project for 48 hours on the weekend of June 17-18, 2017.

## **DISCUSSION:**

### *Trackwork Program – Construction Activities*

- **Main Line, Brentwood-Ronkonkoma – Switch Removal & Main Line Second Track Construction** – The single main track will be out of service between Brentwood and Ronkonkoma for switch installation and construction related to the Main Line Second Track project for 48 hours on the weekend of June 3-4, 2017. Eastbound customers traveling to Central Islip and Ronkonkoma will board buses at Brentwood for their stations, and will experience up to 34 minutes additional travel time. Westbound customers from Ronkonkoma and Central Islip will board buses for Brentwood, where train service will resume. Westbound buses will depart up to 34 minutes earlier than normal train times in order to connect with trains at Brentwood. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.
- **Main Line, Central Islip-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Central Islip and Ronkonkoma for switch installation and continuing construction related to the Main Line Second Track project for 48 hours on the weekend of June 17-18, 2017. Eastbound customers traveling to Ronkonkoma will board buses at Central Islip for Ronkonkoma, and will experience up to 23 minutes additional travel time. Westbound customers from Ronkonkoma will board buses for Central Islip, where train service will resume. Westbound buses will depart up to 23 minutes earlier than normal train times in order to connect with trains at Central Islip. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.

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

## **IMPACT ON FUNDING**

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

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**May 24, 2017**

# Staff Summary



<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> <p style="text-align: center;">May 24, 2017</p>			
<b>Department</b> Procurement and Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement and Logistics Officer									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI Committee	5.22.17				1	President <i>PRN</i>		
2	MTA Board	5.24.17				2	Executive VP <i>EMP</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:**

<b>LIRR proposes to award Non-Competitive Procurements in the following categories:</b>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule E      Miscellaneous Procurement Contracts	1	\$4,159,700
<b>SUBTOTAL:</b>	1	\$4,159,700

<b>LIRR proposes to award Competitive Procurements in the following categories:</b>	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule B:      Competitive Requests for Proposals (Solicitation)	1	\$TBD
Schedule C:      Competitive Requests for Proposals (Award)	1	\$10,561,860
<b>SUBTOTAL:</b>	2	\$10,561,860

<b>LIRR proposes to award Ratifications in the following categories:</b>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule D:      Ratification of Completed Procurement Actions	1	\$1,297,387
	1	\$1,297,387
<b>TOTAL:</b>	<b>4</b>	<b>\$16,018,947</b>

**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.

MAY 2017

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

*Procurements Requiring Majority Vote*

**Schedule E: Miscellaneous Procurement Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

- 1. Maryland Transit Administration \$4,159,700** *Staff Summary Attached*  
**Non-Competitive Lease Agreement**  
**Contract No. TBD**

LIRR seeks board approval to award a non-competitive Inter-Governmental lease agreement with Maryland Transit Administration (MTA), a modal division of the Maryland Department of Transportation, for the lease of between 8-21 passenger coach cars in the Not to Exceed amount of \$ 4,159,700 covering a three year term (one year base plus two one-year options). These cars will be put into service during the summer months, in order to increase overall seating capacity on the Montauk branch.

**Schedule E: Miscellaneous Procurement Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source;  
\$250K Other Non-Competitive; \$1M Competitive)



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Maryland Transit Administration (Maryland-TA) 6 St. Paul St., Baltimore, MD 21202
<b>Description</b> Lease of (8-21) Passenger Coach cars for Summer Service
<b>Contract Term (including Options, if any)</b> May 16, 2017 – October 31, 2019
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Inter-Governmental Lease Agreement

<b>Contract Number</b> TBD	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$ 670,000 (Base) <u>\$ 3,489,700 (Options)</u> <u>\$ 4,159,700 (Total)</u>
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Dave Kubicek, Sr. VP - Operations 	
<b>Contract Manager:</b> Cynthia Carter, DCPO – Procurement & Logistics 	

**Discussion:**

LIRR seeks board approval to award a non-competitive Inter-Governmental lease agreement with Maryland Transit Administration (“Maryland-TA”), a modal division of the Maryland Department of Transportation, for the lease of between 8-21 passenger coach cars in the Not to Exceed amount of \$ 4,159,700 covering a three year term (one year base plus two one-year options). These cars will be put into service during the summer months, in order to increase overall seating capacity on the Montauk branch.

Pursuant to an extensive direct outreach of regional commuter railroads, LIRR located this equipment, performed inspection and testing, and determined it to be compliant with FRA 49 CFR, operational and in good condition, having come off of lease to Southeastern Pennsylvania Transportation Authority (“SEPTA”) earlier this year. Due to the compatibility of this equipment with LIRR’s infrastructure, only minor wiring adjustments (i.e. modifications to the speed settings, boards and components) will be required in order to run with Diesel Electric (“DE”)/Dual Mode (“DM”) locomotives. LIRR plans to modify cab cars to operate on the head end, adding 8 cars to service in the first year and increasing the number of cars to be leased to a maximum of twenty one in option years 2018 and 2019. MTA will provide training to LIRR train operators, maintenance personnel as well as to a LIRR Trainer in order to ensure proper operation, maintenance and troubleshooting practices are followed and ordinary repairs are performed responsibly. Under the agreement, LIRR is responsible for all routine repairs and maintenance, in accordance with the original equipment manufacturer’s standards, including normal running repairs. LIRR will order any required specialized parts from Maryland-TA and MTA will transport and invoice LIRR for the cost of parts at the end of the term.

Leasing this equipment is cost effective as it enables LIRR to meet the demand of its seasonal customers, while avoiding long term fleet investments under current budgetary constraints. Leasing also affords LIRR time to re-assess long term fleet needs, deferring to such time that the diesel fleet is ready for replacement, and until such time that other initiatives impacting future capacity (ESA, Main Line Second Track and Main Line Expansion and ) are implemented.

MTA’s lease price of \$15,570 per car per month, is fair and reasonable based on their certification that they are offering their “Most Favored Customer” rate and the same rate charged to SEPTA and AMTRAK earlier this year. Option years reflect a 0% escalation factor. Also included in this request is \$1,000/month per car for spare parts, which will be provided on an as-needed basis by Maryland-TA. Maryland-TA will invoice parts to LIRR at their cost plus shipping and handling and no further mark-ups, which is also fair and reasonable.

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

This work will be reimbursed from LIRR’s Operating budget.

MAY 2017

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

**Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**

(Staff Summaries only required for items estimated to be greater than \$1 million)

2. **TBD** **\$TBD** Staff Summary Attached  
**Competitive RFP**  
**Contract No. TBD**

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 construction contract for the replacement of Meadowbrook Substation. The Meadowbrook Substation will be the first of many substations to be replaced under the 2015-2019 Capital Program, which provides for \$81M for the replacement of traction power substations that are beyond their useful life.

Procurements Requiring Two-Thirds Vote

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

(Staff Summaries only required for items requiring Board approval)

3. **Railroad Construction Company, Inc.**  
**Competitive RFP** **\$10,561,860** Staff Summary Attached  
**Contract No. 6242**

LIRR requests MTA Board approval to award a Firm Fixed Price contract to Railroad Construction Company, Inc. ("RCC"), in the amount of \$10,561,680 to provide Design-build Services for Replacement of Buckram Road Bridge. The new bridge will be single-span with an increased NYSDOT required vertical clearance, thereby significantly reducing the probability of bridge strikes and increasing safety.

Staff Summary



Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Program Management, Paul Dietlin					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	5.22.17			
2	MTA Board	5.24.17			
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	SVP Engineering		
5	Executive VP	2	VP & CFO		
4	SVP Operations	1	VP, Gen Counsel & Secy		

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Replacement of Meadowbrook Substation	
Total Amount \$TBD	
Contract Term (including Options, if any) TBD	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input 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:	

**I. PURPOSE/RECOMMENDATION:**

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 contract to replace the Meadowbrook Substation which is operating beyond its useful life.

**II. DISCUSSION:**

LIRR's 2015-2019 Capital Program includes \$81 million for the replacement of traction power substations that are past their useful life. Under this substation procurement, Meadowbrook Substation will be the first substation replaced under the current capital program. The contractor will design, fabricate, deliver, install, integrate and test the modular substation including building enclosures, equipment, cabling and supervisory control systems. LIRR Forces will connect the substation to the LIRR power and communications infrastructure by installing conduit, cable, switches and terminations.

The utilization of the RFP process will allow the LIRR to better assess which contractors are capable of performing the work within the project's schedule and afford the opportunity to negotiate terms and conditions as well as the price. Additionally, the RFP process gives LIRR the ability to evaluate criteria other than cost alone, such as past performance and work experience with similar traction power replacement projects, technical approach, qualifications of key personnel and safety records. The MTA Board has previously authorized use of the RFP process in connection with a number of power substation projects, including the LIRR's Babylon, Floral Park, Inwood, Hempstead, Merrick, Lindenhurst, Nassau Boulevard, Little Neck, Bellaire, Long Beach, Hillside and Kew Gardens Substations.

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

Goals for this Contract will be determined by the MTA Office of Civil Rights and Diversity.

## Staff Summary



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

Funding for this project is included in the LIRR portion of the MTA's 2015-2019 Capital Program budget.

### **V. ALTERNATIVES:**

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR the opportunity to negotiate costs or select a contractor based upon past experience, technical capability and/or proposed work completion schedule. In addition, the IFB process does not allow for meaningful dialogue with the contractor until after award, thereby preventing the LIRR from negotiating improvements to the construction schedule and incorporating more efficient means and methods into the contract.

Staff Summary



Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics; Dennis L. Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Department of Program Management, Paul Dietlin					
Division Head Signature & Date <i>[Signature]</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	5.22.17			
2	MTA Board	5.24.17			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	SVP Engineering <i>[Signature]</i>		
5	Executive Vice President <i>[Signature]</i>	2	Vice President & CFO <i>[Signature]</i>		
4	SVP Operations <i>[Signature]</i>	1	VP, Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Railroad Construction Company, Inc. ("RCC")	Contract Number 6242
Description Design-Build Services for the Replacement of Buckram Road Bridge	
Total Amount \$10,561,860.00	
Contract Term (including Options, if any) 560 consecutive calendar days	
Options(s) included in Total Amount:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION**

Pursuant to a competitive Request For Proposal (RFP), Long Island Rail Road ("LIRR") requests MTA Board approval to award a Firm Fixed Price contract to Railroad Construction Company, Inc. ("RCC"), in the amount of \$10,561,680.00 to provide Design-Build Services for Replacement of Buckram Road Bridge project.

**II. DISCUSSION**

Buckram Road Bridge is located in Locust Valley, Nassau County on the Oyster Bay Branch at Mile Post 30, Bridge Number: 67-O-300. The bridge was built in 1889 and carries one (1) track and has three spans with a bridge length of 134 feet. The bridge spans over Buckram Road. When the bridge was constructed over a century ago, vehicular traffic consisted of horse-drawn vehicles and some early automobiles. The bridge was not at all designed for today's traffic environment and is subject to approximately 2 bridge strikes per year, which has resulted in cumulative structural damage over the years. The new structure will be a single-span bridge with an increased NYSDOT required vertical clearance of 14'-0", thereby significantly reducing the probability of bridge strikes and increasing safety. The new single span ballasted deck bridge will reduce overall maintenance cost.

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 with one (1) fifty two (52) hour weekend outage for the removal of the existing and installation of the new bridge. The MTA Board approved the use of the RFP process at its April 2016 meeting to procure this Design-Build contract. On October 27, 2016, LIRR publicly advertised the RFP. Addenda 1 through 2 were issued to answer vendor queries and extend due date of proposals. On December 20, 2016, six (6) proposals were received from the following firms: 1) Kiewit, 2) Halmar, 3) GPI, 4) Bove Industries, 5) Tully, 6) Railroad Construction Inc.

## Staff Summary

On January 12, 2017, the LIRR Technical Evaluation Committee (“TEC”) met to evaluate the six (6) technical proposals using the following evaluation criteria: Technical Approach; Company and Project Team / Key Personnel Qualifications; and Demonstrated Ability to Meet Schedule. At the conclusion of the technical evaluation, the TEC invited Railroad Construction Company Inc. and Kiewit, to come in for oral presentations as their proposals conformed the most to LIRR requirements.

On February 13, 2017, oral presentations were conducted where RCC and Kiewit had an opportunity to further clarify their proposals and answer LIRR questions. Both firms demonstrated an acceptable approach to the work, utilized effective means and methods, and met the RFP’s experience requirements. At the conclusion of these presentations, the LIRR reconvened and evaluated both firms’ technical capabilities. The LIRR concluded that RCC demonstrated a better understanding of the project and offered a superior approach to the work based on an alternative foundation & retaining wall design, which provides the LIRR with significant project support cost savings.

On March 30, 2017, a meeting was held with RCC to verify their prices, and ensure they fully understood the LIRR’s work scope and requirements. Negotiations were held with RCC, and the parties agreed that the BAFO amount of \$10,561,680.00 is fair and reasonable. This amount was \$5,705,926.00 below LIRR’s internal cost estimate of \$16,317,606.00. Although RCC’s BAFO was approximately \$900K higher than Kiewit, the alternative foundation & retaining wall design offers significant project support cost savings along with a major risk reduction for impacting train service.

RCC’s proposal offers significant advantages to the LIRR, such as the elimination of two 12 – hour weekend outages for utility relocation. This will result in a project cost saving of \$143,100 in flagging, bussing and Project support personnel. The alternative design will result in a reduction of 720 flagperson days of protection. The design will allow the construction to be completed without the need for large equipment located at track level within the fouling envelope. By reducing the required flag protection by 3 flagpersons per day, this will provide a project cost savings of \$956,232. The contractors twenty (20) day overall project schedule reduction will provide for an additional \$82,000 in project cost savings, by reducing the project management services (this includes: Resident Engineer/Inspector and Project support personnel). The alternative foundation design allows for more bridge components to be constructed prior to the weekend outage. This will provide the LIRR Track Department seven additional hours during the weekend outage to complete 1,800 linear feet of track reconstruction (required to raise the bridge to meet NYSDOT under clearance of 14’-0”). The additional seven hours ensures train service will be restored by Monday morning rush hour.

RCC has a team of top professionals who will be able to address the specific needs of this bridge replacement project. RCC has in-depth knowledge in the structural and civil engineering and design for all types of facilities, including but not limited to: bridges, transportation facilities, maintenance facilities, and commercial buildings. RCC has the qualifications and capacity to perform this work as demonstrated by the successful completion of similar LIRR projects, including the replacement of the Colonial Road Bridge

In connection with the responsibility review, RCC was found to be responsible with no significant adverse information pursuant to the All-Agency Responsibility Guidelines.

## Staff Summary



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

This contract has a 17% DBE goal, RCC 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. Railroad Construction Company, Inc. 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 Buckram Road Bridge with in-house forces.

MAY 2017

MTA LONG ISLAND RAIL ROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

*Procurements Requiring Majority Vote*

**Schedule D: Ratification of Completed Procurement Actions**

(Ratifications are to be briefly summarized with staff summaries attached only for unusually large or especially significant items)

- 4. Plasser American Corp.                      \$1,297,387                      *Staff Summary Attached***  
**Emergency Procurement**  
**Contract No. 40000000001448**

LIRR requests MTA Board ratification of an award a Firm Fixed Price contract to Plasser American Corp. in the amount of \$1,297,387 to provide for purchase of a Track Stabilizer. This equipment will replace LIRR's TC826 Track Stabilizer which was damaged beyond repair as a result of a collision and derailment which occurred in New Hyde Park in early October, 2016.

**Schedule D: Ratification of Completed Procurement Actions**

**Staff Summary**



Item Number: 4

<b>Vendor Name (&amp; Location)</b> Plasser American Corp. (Chesapeake, VA)	
<b>Description</b> Track Stabilizer Purchase	
<b>Contract Term (including Options, if any)</b> May 8, 2017 – May 7, 2023	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	

<b>Contract Number</b> 400000000001448	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$1,297,387.00	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> John Hasley- Engr-Track Operations, LIRR-ENGINEERING	
<b>Contract Manager :</b> <i>Jack Latterner</i> Jack Latterner – Sr. Manager- MOW , Procurement & Logistics	

**Discussion:**

Pursuant to a Declaration of Emergency approved by LIRR’s President on February 28, 2017, waiving formal competitive bidding pursuant to Article III-A of the all-Agency Procurement guidelines, Long Island Rail Road requests MTA Board ratification of a contract award to Plasser American Corporation (Plasser) for a Track Stabilizer in the total, Firm Fixed Price amount of \$1,297,387.00.

In early October 2016, the TC826 Track Stabilizer was damaged beyond repair as a result of a collision and derailment which occurred in New Hyde Park. The details of the derailment were presented to the board during the October 2016 Metro-North/LIRR Committee Meeting. LIRR does not have a spare or back-up unit.

The Track Stabilizer is one of a three-part track surfacing equipment consist that performs track restoration work associated with Capital and Maintenance projects. The stabilizer is essential to track surfacing operations in order to ensure safe and efficient restoration of track to service and must be replaced in time to support the 2017 track program and planned track outages. Stabilizers are also required for snow removal operations. Without stabilizers, surfacing would not be considered complete and trains would have to operate at reduced speeds and added inspections would be required. The 2017 Track program does not have the allotted time to support such additional measures.

A competitive Invitation to Bid (IFB) was sent to the only two known, qualified suppliers of this equipment. Plasser submitted the lowest responsive and responsible bid, with a price of \$1,297,387.00. The second bid was submitted by R.E.L.A.M (an authorized HARSCO distributor), with a price of \$1,350,231.38. Plasser has certified that the price bid for this equipment is based on their Most Favored Customer rates for similar equipment, and their bid price was 7% lower than LIRR’s internal estimate of \$1,400,000, therefore the price is deemed fair and reasonable.

LIRR Engineering representatives conducted on-site testing and inspection at Plasser’s manufacturing plant. The unit was found compliant with LIRR’s specifications and thereby accepted. Due to the fact that Plasser was in process of completing a large order for another railroad, they were able to prioritize LIRR’s need and expedite delivery to May 1, 2017.

Also included in the bid price is a one year warranty and start-up training.

**Staff Summary**



In connection with the responsibility review, RCC was found to be responsible with no significant adverse information pursuant to the All-Agency Responsibility Guidelines.

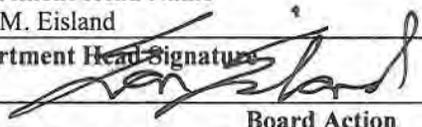
Funding for the unit is provided in the 2015-2019 MTA Capital Program.

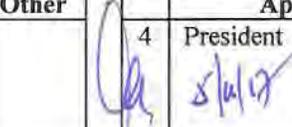
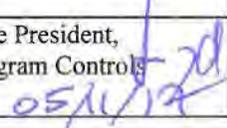
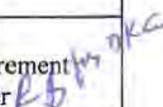
**LONG ISLAND RAIL ROAD COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE**

**MAY 2017**

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Law and Procurement					
<b>Department Head Name</b> Evan M. Eisland					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Long Island Rail Road Committee	5/22/17	X		
2	Board	5/24/17	X		

<b>Date:</b> May 9, 2017			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<b>Contract Manager Name</b> Various			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	President 	3	Executive Vice President 
2	Vice President, Program Controls 	1	Chief Procurement Officer 

**PURPOSE**

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

**DISCUSSION**

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H Modifications to Personal Service and Miscellaneous Service Contracts	1	\$ 937,133
Schedule I Modifications to Purchase and Public Work Contracts	1	\$ 4,900,000
<b>SUBTOTAL</b>	<b>2</b>	<b>\$ 5,837,133</b>

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K Ratifications of Completed Procurement Actions	2	\$ 3,138,228
<b>SUBTOTAL</b>	<b>2</b>	<b>\$ 3,138,228</b>
<b>TOTAL</b>	<b>4</b>	<b>\$ 8,975,361</b>

**Budget Impact:**

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

**Recommendation:**

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

**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

May 2017

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule H. Modification To Personal Service and Miscellaneous Service Contracts Awarded as Contracts for Services**  
(Approval/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or duration threshold required for Board approval)

- |    |   |                   |                                      |
|----|---|-------------------|--------------------------------------|
| 1. | <b>Parsons Brinckerhoff/STV/Parsons<br/>Transportation Group, Joint Venture<br/>Contract No. 98-0040-01R<br/>Modification No. 141</b> | <b>\$ 937,113</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|-------------------|--------------------------------------|

In accordance with Article XI of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the Contract to increase the Guaranteed Maximum Cost by \$937,113 in order to prepare final designs for work associated with the implementation of a Positive Train Control (PTC) system in the ESA tunnels.

**Schedule I. Modification To Purchase and Public Work Contracts**  
(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- |    |  |                     |                                      |
|----|--|---------------------|--------------------------------------|
| 2. | <b>Tutor Perini Corporation<br/>Contract No. CS179<br/>Modification No. 41</b> | <b>\$ 4,900,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the Contract to add the requirement to furnish and install permanent cable trough covers for the ESA tunnel benches. This is a scope and budget transfer.

**Item Number: 1**

<b>Vendor Name (&amp; Location)</b> Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY, NY)	<b>Contract Number</b> 98-0040-01R	<b>AWO/Modification #</b> 141
<b>Description</b> East Side Access General Engineering Consultant Services	<b>Original Amount:</b> \$ 140,000,000	
<b>Contract Term (including Options, if any)</b> December 2017	<b>Prior Modifications:</b> \$ 339,061,416	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b> \$ -0-	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 479,061,416	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	<b>This Request</b> \$ 937,113	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 0.20%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access/William Goodrich	<b>% of Modifications (including This Request) to Original Amount:</b> 243%	

**Discussion:**

This Contract is for engineering, design and construction phase services for the East Side Access (ESA) Project. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, Board approval is requested to modify the Contract to increase the Guaranteed Maximum Cost by \$937,113 in order to prepare final designs for work associated with the implementation of a Positive Train Control (PTC) system in the ESA tunnels.

The Rail Safety Improvement Act of 2008 requires Long Island Rail Road to implement a PTC system. The ESA Project does not include any work related to a PTC System. Accordingly, LIRR has requested that MTACC add the PTC system to the scope of work being performed within the ESA tunnels. Under this Modification, the Consultant will revise the design documents for contracts VS086 Tunnel Signal Equipment, CS086 Tunnel Signal Installation, and CS179 System Package 1, to incorporate the installation of LIRR furnished PTC equipment in the ESA tunnels.

The Consultant submitted a cost proposal of \$1,401,257 for this modification while the MTACC estimate was \$877,788. Negotiations were held and the parties agreed to a cost of \$937,113. LIRR will provide the funds to pay for this work.

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

Item Number: 2

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, NY)	
<b>Description</b> Systems Facilities Package No. 1 for the East Side Access Project	
<b>Contract Term (including Options, if any)</b> 75 Months	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access/William Goodrich	

Contract Number	AWO/Modification #
CS179	41
<b>Original Contract Amount:</b> \$ 333,588,000	
<b>Original Option Amounts:</b> \$ 216,800,000	
<b>Original Board Approved Amount:</b> \$ 550,388,000	
<b>Prior Modifications:</b> \$ 8,201,055	
<b>Exercised Options:</b> \$ 204,700,001	
<b>Current Amount:</b> \$ 546,489,056	
<b>This Request</b>	\$ 4,900,000
<b>% of This Request to Current Amount:</b>	0.90%
<b>% of Modifications (including This Request) to Original Amount:</b>	2.38%

The work under this contract includes the design, procurement and installation of communication, fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems for the East Side Access (ESA) project. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the contract to add the requirement to furnish and install permanent cable trough covers for the ESA tunnel benches. This is a scope and budget transfer.

Permanent cable trough covers were originally included in CM005, CM006 and CQ032 Contracts. The covers protect the signal and communication cables that run within the cable troughs located in the ESA tunnel benches. They also serve as walkways for maintenance and operations personnel, as well as a means of emergency egress from the tunnel for passengers and operators. The original design specified that the covers were to be made of polymer concrete, however, a 2010 revision to the National Fire Protection Association (NFPA) Code rendered the specified product non-compliant.

The CQ032 Contractor advanced a design of an approvable trough cover, but fabrication and installation of the new design would delay the completion dates of the CQ032 Contract as well as the CM005 and CM006 Contracts. In addition it would have delayed the CM007 Contractor's access to the Grand Central Terminal caverns. To resolve these issues, MTACC deleted the requirement to furnish and install the permanent trough cover work from the CQ032, CM005 and CM006 contracts and is transferring the work to the CS179 Contractor who is mobilized and on-site. A credit totaling \$1,374,933 was received for removing the work from these three Contracts.

The internal estimate for this work was \$5,217,670, while the Contractor's Proposal was \$8,066,956. Negotiations were held and the parties agreed to a cost of \$4,900,000 which is considered fair and reasonable. The difference between the current cost and the credit is primarily attributable to the higher cost of the material for the new covers and the required hardware.

In connection with previous contracts awarded to Tutor Perini Corporation, they were found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2017. No new SAI has been found relating to TPC and they were found to be responsible.

May 2017

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

3. **Parsons Brinckerhoff/STV/Parsons**                      \$ 1,819,778                      **Staff Summary Attached**  
**Transportation Group, Joint Venture**  
**Contract No. 98-0040-01R**  
**Modification No. 142**

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC request that the Board ratify a modification to the Contract to increase the Guaranteed Maximum Cost by \$1,819,778 in order to revise the final design of the Mid-Day Storage Yard (MDSY).

4. **Harold Structures Joint Venture**                      \$ 1,318,450                      **Staff Summary Attached**  
**Contract No. CH057A**  
**Modification No. 30**

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC request that the Board ratify a modification to remove obstructions interfering with the work and to revise the required support of excavation and excavation methodologies to protect existing structures.

**Item Number: 3**

<b>Vendor Name (&amp; Location)</b> Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY, NY)
<b>Description</b> East Side Access General Engineering Consultant Services
<b>Contract Term (including Options, if any)</b> December 2017
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access/William Goodrich

Contract Number	AWO/Modification #
98-0040-01R	142
<b>Original Amount:</b>	\$ 140,000,000
<b>Prior Modifications:</b>	\$ 339,061,416
<b>Prior Budgetary Increases:</b>	\$ -0-
<b>Current Amount:</b>	\$ 479,061,416
<b>This Request</b>	\$ 1,819,778
<b>% of This Request to Current Amount:</b>	0.38%
<b>% of Modifications (including This Request) to Original Amount:</b>	243%

**Discussion:**

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to increase the Guaranteed Maximum Cost by \$1,819,778 in order to revise the final design of the Mid-Day Storage Yard (MDSY).

This Modification will revise the design documents for Contracts CQ033 - Mid Day Storage Yard and VQ033 - Mid Day Storage Yard Signal Central Instrument Location and Supervisory Control System, and for force account package FQL33A. These design documents are being revised to (i) incorporate changes in track alignments within the Mid Day Storage Yard (MDSY), (ii) add redundant processors in MDSY Central Instrument Locations (CILs); and (iii) implement a construction cost savings measure.

The track alignment changes will eliminate the need to use certain special track-work components to allow for the use of standard spare parts and to facilitate future maintenance. The addition of redundant processors will provide increased reliability in the event of a signal processor failure. The last item is the elimination of two switch cross-overs which were identified during LIRR review of the CQ033 Final Design, and during a joint LIRR and MTACC cost savings initiative.

The Consultant submitted a cost proposal of \$2,307,608 for this modification while the MTACC estimate was \$ 1,786,456. Negotiations were held and the parties agreed to a cost of \$1,819,778, which is considered fair and reasonable.

In order to include as many of these revisions as possible in the CQ033 Contract which was awarded in April 2017, the President approved a retroactive memorandum and on October 25, 2016, the Consultant was directed to proceed with a portion of the work up to a not-to-exceed amount of \$400,000. On December 30, 2016, the scope of work was revised to include the work for the redundant processors, and the not-to-exceed amount was increased to \$800,000. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification and to the extent required, a modification will be made to the CQ033 and VQ033 contracts to incorporate the remaining revisions.

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

Item Number 4

<b>Vendor Name (&amp; Location)</b> Harold Structures Joint Venture (Secaucus, NJ)	<b>Contract Number</b> CH057A	<b>AWO/Modification #</b> 30
<b>Description</b> Harold Structures Part 3A for the ESA Project	<b>Original Amount:</b>	\$ 104,300,000
<b>Contract Term (including Options, if any)</b> 26 Months	<b>Prior Modifications:</b>	\$ 13,487,786
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>Prior Budgetary Increases:</b>	\$ -0-
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 117,787,786
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b>	\$ 1,318,450
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	1%
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> East Side Access/William Goodrich, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b>	14%

**Discussion:**

This Contract is for the construction of a jacked shield tunnel, approach structures, pump station, direct fixation track and electrical systems for the Westbound Bypass Structure to be located along the mainline tracks at F Interlocking and Harold Interlocking. Contract work also includes the installation of catenary and signal bridges along the Westbound Bypass alignment. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to remove obstructions interfering with the work and to revise the required support of excavation and excavation methodologies to protect existing structures.

A portion of the Westbound Bypass East Approach and an adjacent storm sewer cannot be constructed as designed because of existing utilities and structures not shown on the Contract Drawings that are interfering with the required excavation. The obstructions include a substation rack and its foundation, an existing retaining wall, three wooden poles carrying active fiber optic lines, and an existing utility bridge with active utilities. These obstructions were originally planned to be decommissioned and then removed under previous contracts but were not decommissioned in time and so the work was removed from those prior contracts. They must now be removed as part of this Contract in order to progress the work. In addition, this modification adds a revised support of excavation for the Westbound Bypass East Approach structure and for the installation of the storm sewer and more cautious excavating methodologies, including hand excavation, in order to ensure that Tunnel D is protected during this excavation. This protection was not included in the original design.

The Contractor submitted a cost proposal of \$1,595,024 for this work while the MTACC’s project estimate was \$1,200,937. Negotiations were held, and the parties agreed to a cost of \$1,318,450 for the direct cost which is considered fair and reasonable. To the extent that this modification is the result of design errors and omission, MTACC intends to seek compensation for any resulting damages from the designer. In addition, this modification includes a 242 calendar extension to substantial completion, from October 30, 2017 to June 29, 2018, as a result of the issues addressed herein. The issue as to whether this delay is compensable to the contractor has been reserved pending an evaluation of concurrent Contractor delays.

In order to not delay this work, on January 25, 2017, the President approved a retroactive memorandum authorizing the removal of the obstructions to proceed up to the not-to-exceed amount of \$516,000. In addition, on April 18, 2017, the President approved a retroactive memorandum authorizing the support of excavation work to proceed up to the not-to-exceed amount of \$317,426. Authorization to proceed with the remainder of the Work under this modification will be given upon Board ratification of this modification.

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



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# LONG ISLAND RAIL ROAD



## Monthly Operating Report April 2017

Patrick Nowakowski  
President

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05/22/17 \*\*\*\*\*

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Performance Summary			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	Apr	Apr	Apr	Apr
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>90.3%</b>	<b>90.7%</b>	<b>94.4%</b>	<b>93.4%</b>
		AM Peak		90.7%	89.8%	98.1%	93.7%
		PM Peak		77.4%	82.5%	94.4%	91.0%
		<b>Total Peak</b>		<b>84.4%</b>	<b>86.3%</b>	<b>96.4%</b>	<b>92.4%</b>
		Off Peak Weekday		91.9%	91.1%	94.4%	93.4%
		Weekend		93.4%	95.2%	92.1%	94.7%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>85.4%</b>	<b>89.1%</b>	<b>91.9%</b>	<b>92.6%</b>
		AM Peak		91.1%	90.3%	98.7%	94.7%
		PM Peak		72.7%	80.0%	95.2%	89.0%
		<b>Total Peak</b>		<b>82.5%</b>	<b>85.5%</b>	<b>97.1%</b>	<b>92.0%</b>
	Off Peak Weekday		90.2%	90.8%	93.6%	93.6%	
	Weekend		79.2%	91.0%	76.1%	91.0%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>94.5%</b>	<b>94.5%</b>	<b>97.8%</b>	<b>96.8%</b>	
	AM Peak		90.5%	90.7%	98.3%	94.7%	
	PM Peak		83.9%	89.0%	98.9%	96.7%	
	<b>Total Peak</b>		<b>87.5%</b>	<b>89.9%</b>	<b>98.6%</b>	<b>95.6%</b>	
	Off Peak Weekday		95.8%	94.9%	98.1%	97.5%	
	Weekend		98.2%	98.2%	96.3%	96.8%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>88.9%</b>	<b>89.1%</b>	<b>93.9%</b>	<b>91.5%</b>	
	AM Peak		88.3%	88.1%	98.1%	93.5%	
	PM Peak		70.7%	75.8%	94.2%	89.7%	
	<b>Total Peak</b>		<b>79.8%</b>	<b>82.2%</b>	<b>96.2%</b>	<b>91.6%</b>	
	Off Peak Weekday		89.7%	88.5%	91.7%	88.9%	
	Weekend		94.7%	95.5%	94.9%	94.7%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>93.7%</b>	<b>92.5%</b>	<b>96.9%</b>	<b>96.2%</b>	
	AM Peak		97.0%	91.4%	98.6%	97.2%	
	PM Peak		73.9%	82.1%	95.8%	93.1%	
	<b>Total Peak</b>		<b>86.1%</b>	<b>87.0%</b>	<b>97.2%</b>	<b>95.3%</b>	
	Off Peak Weekday		94.1%	92.4%	96.8%	96.6%	
	Weekend		99.3%	97.7%	96.5%	96.2%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>93.5%</b>	<b>92.2%</b>	<b>96.4%</b>	<b>95.3%</b>	
	AM Peak		91.7%	91.4%	98.4%	96.3%	
	PM Peak		82.7%	84.7%	97.8%	93.0%	
	<b>Total Peak</b>		<b>87.4%</b>	<b>88.2%</b>	<b>98.1%</b>	<b>94.8%</b>	
	Off Peak Weekday		94.5%	92.1%	96.7%	95.1%	
	Weekend		98.1%	97.2%	93.4%	96.5%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>91.9%</b>	<b>90.9%</b>	<b>92.3%</b>	<b>91.9%</b>	
	AM Peak		94.4%	89.8%	94.6%	88.3%	
	PM Peak		90.3%	87.1%	92.1%	92.0%	
	<b>Total Peak</b>		<b>92.4%</b>	<b>88.5%</b>	<b>93.4%</b>	<b>90.1%</b>	
	Off Peak Weekday		93.9%	92.1%	93.8%	93.0%	
	Weekend		88.5%	91.0%	88.4%	91.6%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>90.6%</b>	<b>90.6%</b>	<b>96.5%</b>	<b>92.9%</b>	
	AM Peak		93.6%	90.2%	99.3%	95.7%	
	PM Peak		67.5%	79.5%	93.7%	87.8%	
	<b>Total Peak</b>		<b>81.5%</b>	<b>85.3%</b>	<b>96.7%</b>	<b>92.0%</b>	
	Off Peak Weekday		92.2%	91.4%	95.7%	92.1%	
	Weekend		98.2%	96.1%	98.0%	95.6%	

Performance Summary		2017 Data			2016 Data	
		Annual	YTD thru		YTD thru	
		Goal	Apr	Apr	Apr	Apr
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>91.3%</b>	<b>89.4%</b>	<b>91.7%</b>	<b>88.7%</b>
	AM Peak		91.9%	88.6%	97.6%	89.3%
	PM Peak		82.9%	83.5%	95.2%	89.5%
	<b>Total Peak</b>		<b>87.7%</b>	<b>86.2%</b>	<b>96.5%</b>	<b>89.4%</b>
	Off Peak Weekday		89.8%	87.1%	87.1%	84.7%
	Weekend		97.9%	97.7%	94.8%	95.7%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>89.7%</b>	<b>91.2%</b>	<b>95.3%</b>	<b>94.9%</b>
	AM Peak		88.3%	91.7%	99.2%	95.2%
	PM Peak		68.4%	80.9%	92.2%	89.7%
	<b>Total Peak</b>		<b>78.1%</b>	<b>86.2%</b>	<b>95.6%</b>	<b>92.4%</b>
	Off Peak Weekday		91.7%	90.9%	93.7%	94.7%
	Weekend		97.5%	97.4%	98.1%	98.1%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>89.2%</b>	<b>88.9%</b>	<b>93.3%</b>	<b>91.4%</b>
	AM Peak		85.8%	86.0%	96.6%	89.5%
	PM Peak		90.3%	87.0%	92.1%	92.6%
	<b>Total Peak</b>		<b>87.9%</b>	<b>86.5%</b>	<b>94.5%</b>	<b>90.9%</b>
	Off Peak Weekday		88.4%	88.6%	94.1%	91.5%
	Weekend		92.4%	92.7%	89.5%	91.9%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>94.9%</b>	<b>94.1%</b>	<b>96.8%</b>	<b>96.1%</b>
	AM Peak		96.0%	92.0%	99.0%	95.4%
	PM Peak		85.8%	85.5%	92.1%	91.1%
	<b>Total Peak</b>		<b>90.5%</b>	<b>88.5%</b>	<b>95.2%</b>	<b>93.0%</b>
	Off Peak Weekday		96.8%	95.8%	98.2%	98.2%
	Weekend		96.7%	97.9%	94.4%	95.6%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,106</b>	<b>81,280</b>	<b>21,085</b>	<b>60,198</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-11.1	-13.0	-11.3	-13.3
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		234	1,386	148	972
	<b>Trains Canceled</b>		202	646	43	520
	<b>Trains Terminated</b>		123	376	37	197
	<b>Percent of Scheduled Trips Completed</b>		98.4%	98.7%	99.6%	98.8%
	<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>					
	AM Peak		99.3%			
	PM Peak		98.7%			
	<b>Total Peak</b>		99.0%			

System Categories Of Delay	% Total	2017	2017 Data		2016 Data		YTD 2016 Vs 2015
		Mar	Apr	YTD Thru Apr	Apr	YTD Thru Apr	
<b>Engineering (Scheduled)</b>	<b>1.4%</b>	59	27	184	5	153	31
<b>Engineering (Unscheduled)</b>	<b>6.9%</b>	415	136	1,095	116	528	567
<b>Maintenance of Equipment</b>	<b>6.4%</b>	171	126	736	69	570	166
<b>Transportation</b>	<b>4.6%</b>	43	90	370	12	129	241
<b>Capital Projects</b>	<b>8.9%</b>	35	174	216	125	159	57
<b>Weather and Environmental</b>	<b>1.4%</b>	315	28	1,454	62	1,296	1
<b>Police</b>	<b>7.5%</b>	127	147	612	157	492	120
<b>Customers</b>	<b>16.9%</b>	342	332	1,207	372	1,141	66
<b>Other</b>	<b>2.9%</b>	138	57	332	125	518	(186)
<b>3rd Party Operations</b>	<b>43.0%</b>	290	842	1,324	74	297	1,027
<b>Total</b>	<b>100.0%</b>	1,935	1,959	7,530	1,117	5,283	2,247

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Apr	Sat	Motor vehicle accident east of Bethpage Station (From 3/31)							15			15		
1-Apr	Sat	Scheduled track work program between Port and Valley Interlocking							45	3		45	3	
2-Apr	Sun	Scheduled track work program between Port and Valley (From 4/1)							34	6	1	34	6	1
3-Apr	Mon	NJ3926 Derailment in Penn Station	3		1	66	20	4	27	4	18	96	23	24
4-Apr	Tues	NJ3926 Derailment in Penn Station (From 4/3)	34	17	4	26	16	6	24	3	15	84	36	25
4-Apr	Tues	Track circuit failure at Queens Interlocking	10						17	1		27	1	
5-Apr	Wed	NJ3926 Derailment in Penn Station (From 4/3)	3	10	4	15	15	8	13	2	8	31	27	20
5-Apr	Wed	Switch trouble in Harold Interlocking							18	1		18	1	
6-Apr	Thurs	NJ3926 Derailment in Penn Station (From 4/3)	9	10	4	29	14	8	12	2	1	50	26	13
6-Apr	Thurs	Tree on the tracks at East Williston				4	2		5	1		9	3	
7-Apr	Fri	NJ3926 Derailment in Penn Station (From 4/3)		10									10	
11-Apr	Tues	Rules violation at Hall Interlocking				33	3		12			45	3	
12-Apr	Wed	Amtrak related track circuit failure at C Interlocking				6	6		7	1		13	7	
13-Apr	Thurs	Amtrak related power outage				11			28	7	1	39	7	1
14-Apr	Fri	Police activity in Penn Station				5			7			12		
16-Apr	Sun	Train 7728 with equipment trouble in Syosset							6	1	3	6	1	3
19-Apr	Wed	NJT3708 disabled in Line 1, Penn Station	13									13		
19-Apr	Wed	Unauthorized person on the tracks between Freeport and Merrick				14	1		2			16	1	
21-Apr	Fri	Operator Error				5			5			10		
22-Apr	Sat	Schedule track work program - Concrete tie replacement							16			16		
24-Apr	Mon	Train 1011 with equipment trouble in Jamaica	14									14		
24-Apr	Mon	NJT3373 disabled in Line 2, Penn Station				14	2		11			25	2	
25-Apr	Tues	Amtrak power problems in Line 2, Penn Station				42	21		8	4	19	50	25	19
26-Apr	Wed	Amtrak related track condition between A and JO Interlockings	7			18			15			40		
27-Apr	Thurs	Amtrak related track condition between A and JO Interlockings (From 4/26)	3			6			7			16		
28-Apr	Fri	Amtrak related track condition between A and JO Interlockings (From 4/26)				11			11			22		
29-Apr	Sat	Schedule track work program - Concrete tie replacement							17			17		
<b>TOTAL FOR MONTH</b>			<b>96</b>	<b>47</b>	<b>13</b>	<b>305</b>	<b>100</b>	<b>26</b>	<b>362</b>	<b>36</b>	<b>66</b>	<b>763</b>	<b>182</b>	<b>106</b>
												<b>1051</b>		



# Long Island Rail Road

## **OPERATIONS**

## **MECHANICAL REPORT**

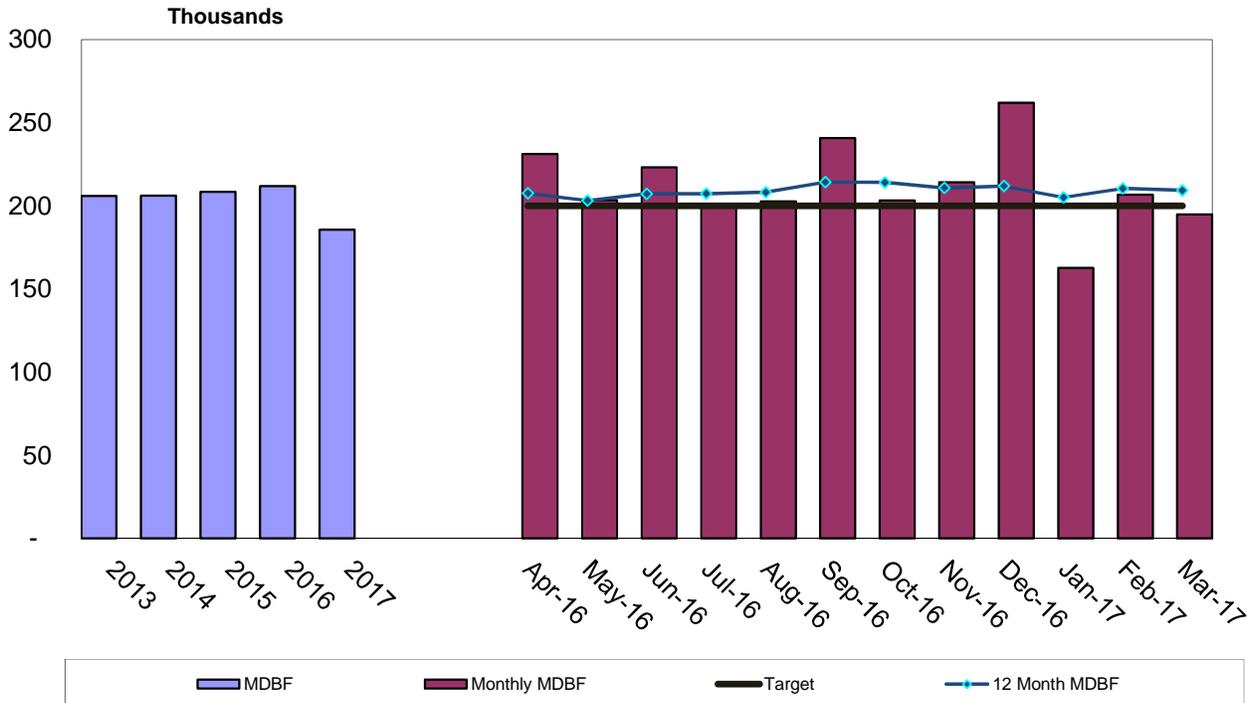
# Long Island Rail Road

## MEAN DISTANCE BETWEEN FAILURES - MARCH 2017

			2017 Data					2016 Data		
			MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
<b>Mean</b>	M-3	150	67,100	49,643	13	56,372	58,936	88,162	6	85,859
<b>Distance</b>	M-7	836	440,000	483,554	11	424,474	454,194	495,283	11	396,413
<b>Between Failures</b>	DM	21	22,000	15,512	5	21,771	26,244	28,269	3	26,840
	DE	24	22,000	29,567	3	21,940	26,124	9,745	9	13,666
	C-3	134	122,000	230,439	3	123,918	159,551	177,406	4	124,144
	Diesel	179	65,000	77,961	11	64,834	79,942	55,133	16	57,532
<b>Fleet</b>	<b>1,165</b>		<b>200,000</b>	<b>194,915</b>	<b>35</b>	<b>185,641</b>	<b>209,360</b>	<b>207,855</b>	<b>33</b>	<b>193,848</b>

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

### ALL FLEETS Mean Distance Between Failure 2013 - 2017





Standee Report

East Of Jamaica		2017 Data		
		April		
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	12	9
		<b>Total Standees</b>	<b>12</b>	<b>9</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	15	2
		<b>Total Standees</b>	<b>55</b>	<b>2</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	8	37
		<b>Total Standees</b>	<b>8</b>	<b>37</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	8	33
		<b>Total Standees</b>	<b>8</b>	<b>33</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>87</b>	<b>80</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

		2017 Data		
		April		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	12	27
		<b>Total Standees</b>	<b>12</b>	<b>27</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	13	50
		<b>Total Standees</b>	<b>53</b>	<b>50</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	16
		<b>Total Standees</b>	<b>0</b>	<b>16</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	17	3
		<b>Total Standees</b>	<b>45</b>	<b>3</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	8	37
		<b>Total Standees</b>	<b>8</b>	<b>37</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	9	30
		<b>Total Standees</b>	<b>9</b>	<b>30</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>128</b>	<b>163</b>

**Definitions**

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

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

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

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

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

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR MONTH OF APRIL 2017**

<b>Elevator Availability</b>		<b>2017</b>		<b>2016</b>	
		<b>April</b>	<b>Year to Date</b>	<b>April</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	99.00%	99.00%	99.20%	98.90%
	<b>Far Rockaway Branch</b>	99.30%	99.00%	98.70%	98.80%
	<b>Hempstead Branch</b>	99.60%	99.30%	99.70%	99.20%
	<b>Long Beach Branch</b>	99.20%	98.70%	99.70%	98.80%
	<b>Port Jefferson Branch</b>	98.60%	98.90%	88.80%	96.00%
	<b>Port Washington Branch</b>	99.10%	99.30%	99.10%	98.90%
	<b>Ronkonkoma Branch</b>	99.10%	98.90%	99.50%	98.80%
	<b>City Terminal Stations</b>	99.40%	98.20%	98.70%	97.70%
	<b>Overall Average</b>	99.10%	98.80%	98.10%	98.30%

<b>Escalator Availability</b>		<b>2017</b>		<b>2016</b>	
		<b>April</b>	<b>Year to Date</b>	<b>April</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	96.20%	97.00%	97.90%	97.70%
	<b>Far Rockaway Branch</b>	98.90%	98.70%	98.90%	98.20%
	<b>Hempstead Branch</b>	99.10%	98.90%	98.50%	96.50%
	<b>Long Beach Branch</b>	91.70%	91.20%	98.90%	98.40%
	<b>Port Jefferson Branch</b>	97.40%	97.60%	98.40%	97.50%
	<b>City Terminal</b>	97.90%	99.10%	99.90%	99.60%
	<b>Overall Average</b>	97.00%	97.90%	99.00%	98.60%



# Long Island Rail Road

## **OPERATIONS SAFETY REPORT**

# March Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	April 2014- March 2015	April 2015- March 2016	April 2016 - March 2017
FRA Reportable Customer Accident Rate per Million Customers	4.40	4.27	2.93
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.79	3.19	3.29
Grade Crossing Incidents <sup>1</sup>	7	11	10
Mainline FRA Reportable Train Derailments	0	0	3
Mainline FRA Reportable Train Collisions	2	2	2

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

Leading Indicators				
Focus on Safety Training	2016		2017	
	Year End		March	Year to Date
First Responders Trained	1537		219	696
Employee Safety Training Courses	210		96	140
Employees Trained	6,013		1,290	2,453
Employee Safety Training Hours	223,736		27,550	64,802
Customer and Community: Focus on Grade Crossings	March	Year to Date	March	Year to Date
Broken Gates	8	25	8	23
MTA Police Details	50	154	52	150
Summons	179	420	159	480
Warnings	74	243	73	224
Arrests	2	3	0	0
Community Education and Outreach	9,240	26,334	6,364	24,019
	Completed		Total	% Complete
Cameras on Rolling Stock	Production to begin in June 2017		TBD	TBD

### Definitions:

**First Responders Trained** - The number of first responders trained to assist in crisis events.

**Employee Safety Training Courses** - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

**Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.

**Employee Safety Training Hours** - The total hours of training completed by employees in all safety-related courses attended.

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

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

**Summons for Grade Crossing Violation and other Infractions**- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

**Cameras on Rolling Stock** - Number of complete inward/outward camera installations on rolling stock.

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR MONTH OF APRIL 2017**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
There were no Elevator incidents reported in the month of April 2017			

Escalators	Mechanical Injury	Human Factor Injury
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.



# **Long Island Rail Road**

## **Monthly Financial Report**

**March 2017**

**MTA LONG ISLAND RAIL ROAD  
MARCH 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET  
(\$ In Millions)**

**SUMMARY**

March YTD operating results were favorable by \$35.5 or 11.4% lower than the Adopted Budget.

Non-Reimbursable revenues through March were \$0.9 favorable to budget. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yield per passenger. This was partially offset by timing of advertising revenue. Total Non-Reimbursable expenses through March were \$34.6 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials and other maintenance and professional services contracts.

YTD capital and other reimbursable expenditures (and reimbursements) were \$3.9 higher than the Adopted Budget due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$257.9 were \$4.8 or 1.9% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$2.3 favorable to budget due to higher ridership. Ridership through March was 21.2 million. This was 1.8% above 2016 (adjusted for same number of calendar work days) and 1.7% higher than budget.
- **Y-T-D Other Operating Revenues** were \$(1.5) unfavorable to budget due to timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$3.9 favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date March **Total Expenses** (including depreciation and other) of \$535.2 were favorable to the Adopted Budget by \$30.7 or 5.4%.

**Labor Expenses**, \$7.7 favorable Y-T-D.

- **Payroll**, \$7.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(3.6) unfavorable Y-T-D (higher capital project activity, maintenance and vacancy/absentee coverage, partially offset by lower unscheduled/scheduled service and weather-related overtime).
- **Health & Welfare**, \$1.3 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.0 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$0.6 favorable Y-T-D (lower FELA indemnity Reserves and Railroad Retirement Taxes).

**Non-Labor Expenses**, \$20.6 favorable Y-T-D.

- **Electric Power**, \$1.5 favorable Y-T-D (primarily lower consumption and NYPA Loan payments captured in Other Business Expense, partially offset by higher rates).
- **Fuel**, \$0.3 favorable Y-T-D (primarily lower consumption, partially offset by higher rates).
- **Insurance**, \$0.9 favorable Y-T-D (Liability, Property and Force Account Insurance).
- **Claims**, \$(0.1) unfavorable Y-T-D (Increase in medical payments).
- **Maintenance and Other Operating Contracts**, \$3.8 favorable Y-T-D (primarily timing of expenses for non-revenue vehicle repairs, elevator/escalator maintenance, vegetation management, Penn Station cleaning, security guards and other maintenance contracts).
- **Professional Services**, \$2.0 favorable Y-T-D (timing of MTA chargebacks and various other professional services).
- **Materials and Supplies**, \$12.7 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).
- **Other Business Expense**, \$(0.4) unfavorable Y-T-D (higher bad debt, debit/credit card fees, and NYPA Loan payments now captured in Other Business Expense, partially offset by lower stationary, print and office supplies and higher restitution of property damage).

**Depreciation and Other**, \$2.5 favorable Y-T-D (lower Depreciation).

**CASH DEFICIT SUMMARY**

The Cash Deficit through March of \$191.2 was \$33.5 favorable to the Adopted Budget due to lower expenditures and higher receipts.

**FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 47.5%, 4.3 percentage points above the Adopted Budget resulting from lower expenses and higher revenue.
- Through March, the Adjusted Farebox Operating Ratio was 55.7%, which is favorable to the Adopted Budget due to lower expenses and higher revenue.
- Through March, the Adjusted Cost per Passenger was \$15.27, which is lower than the Adopted Budget due to lower expenses and higher ridership.
- Through March, the Revenue per Passenger was \$7.97, which was below the Adopted Budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**MARCH 2017**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$58.439	\$58.360	(\$0.079)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$58.439	\$58.360	(\$0.079)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.396	5.913	(0.483)	(7.6)	0.000	0.000	0.000	-	6.396	5.913	(0.483)	(7.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	26.651	30.469	3.818	14.3	26.651	30.469	3.818	14.3
<b>Total Revenue</b>	<b>\$64.835</b>	<b>\$64.273</b>	<b>(\$0.562)</b>	<b>(0.9)</b>	<b>\$26.651</b>	<b>\$30.469</b>	<b>\$3.818</b>	<b>14.3</b>	<b>\$91.486</b>	<b>\$94.742</b>	<b>\$3.256</b>	<b>3.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$48.137	\$46.622	\$1.515	3.1	\$9.873	\$8.921	\$0.952	9.6	\$58.010	\$55.543	\$2.467	4.3
Overtime	8.362	10.586	(2.224)	(26.6)	2.524	3.270	(0.746)	(29.5)	10.886	13.856	(2.970)	(27.3)
Health and Welfare	9.154	8.713	0.441	4.8	2.077	2.159	(0.082)	(4.0)	11.231	10.872	0.359	3.2
OPEB Current Payment	5.756	5.077	0.679	11.8	0.000	0.000	0.000	-	5.756	5.077	0.679	11.8
Pensions	12.002	12.042	(0.040)	(0.3)	3.375	3.335	0.040	1.2	15.377	15.377	(0.000)	(0.0)
Other Fringe Benefits	12.245	11.363	0.882	7.2	2.124	2.372	(0.248)	(11.7)	14.369	13.735	0.634	4.4
Reimbursable Overhead	(1.747)	(3.348)	1.601	91.7	1.747	3.348	(1.601)	(91.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$93.909</b>	<b>\$91.054</b>	<b>\$2.855</b>	<b>3.0</b>	<b>\$21.720</b>	<b>\$23.405</b>	<b>(\$1.685)</b>	<b>(7.8)</b>	<b>\$115.629</b>	<b>\$114.460</b>	<b>\$1.169</b>	<b>1.0</b>
<i>Non-Labor:</i>												
Electric Power	\$7.567	\$6.041	\$1.526	20.2	\$0.031	\$0.120	(\$0.089)	*	\$7.598	\$6.161	\$1.437	18.9
Fuel	1.542	1.024	0.518	33.6	0.000	0.000	0.000	-	1.542	1.024	0.518	33.6
Insurance	2.028	1.818	0.210	10.4	0.705	0.526	0.179	25.3	2.733	2.344	0.389	14.2
Claims	0.364	0.446	(0.082)	(22.5)	0.000	0.000	0.000	-	0.364	0.446	(0.082)	(22.5)
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	6.284	0.971	5.313	84.5	1.098	1.467	(0.369)	(33.6)	7.382	2.438	4.944	67.0
Professional Service Contracts	2.933	(0.893)	3.826	*	0.059	0.234	(0.175)	*	2.992	(0.659)	3.651	*
Materials & Supplies	13.709	9.549	4.160	30.3	3.009	4.618	(1.609)	(53.5)	16.718	14.167	2.551	15.3
Other Business Expenses	1.418	2.135	(0.717)	(50.5)	0.029	0.098	(0.069)	*	1.447	2.233	(0.786)	(54.3)
<b>Total Non-Labor Expenses</b>	<b>\$35.845</b>	<b>\$21.090</b>	<b>\$14.755</b>	<b>41.2</b>	<b>\$4.931</b>	<b>\$7.064</b>	<b>(\$2.133)</b>	<b>(43.3)</b>	<b>\$40.776</b>	<b>\$28.154</b>	<b>\$12.622</b>	<b>31.0</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$129.754</b>	<b>\$112.144</b>	<b>\$17.610</b>	<b>13.6</b>	<b>\$26.651</b>	<b>\$30.469</b>	<b>(\$3.818)</b>	<b>(14.3)</b>	<b>\$156.405</b>	<b>\$142.614</b>	<b>\$13.791</b>	<b>8.8</b>
Depreciation	\$28.274	\$27.343	\$0.931	3.3	\$0.000	\$0.000	\$0.000	-	\$28.274	\$27.343	\$0.931	3.3
Other Post Employment Benefits	7.165	7.243	(0.078)	(1.1)	0.000	0.000	0.000	-	7.165	7.243	(0.078)	(1.1)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.267	(0.100)	(59.9)	0.000	0.000	0.000	-	0.167	0.267	(0.100)	(59.9)
<b>Total Expenses</b>	<b>\$165.360</b>	<b>\$146.997</b>	<b>\$18.363</b>	<b>11.1</b>	<b>\$26.651</b>	<b>\$30.469</b>	<b>(\$3.818)</b>	<b>(14.3)</b>	<b>\$192.011</b>	<b>\$177.466</b>	<b>\$14.545</b>	<b>7.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$100.525)</b>	<b>(\$82.723)</b>	<b>\$17.802</b>	<b>17.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$100.525)</b>	<b>(\$82.723)</b>	<b>\$17.802</b>	<b>17.7</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.274	\$27.343	(\$0.931)	(3.3)	\$0.000	\$0.000	\$0.000	-	\$28.274	\$27.343	(\$0.931)	(3.3)
Operating/Capital	(0.037)	(1.042)	(1.005)	-	0.000	0.000	0.000	-	(0.037)	(1.042)	(1.005)	-
Other Cash Adjustments	(9.464)	(16.941)	(7.477)	(79.0)	0.000	0.000	0.000	-	(9.464)	(16.941)	(7.477)	(79.0)
<b>Total Cash Conversion Adjustments</b>	<b>\$18.773</b>	<b>\$9.360</b>	<b>(\$9.413)</b>	<b>(50.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$18.773</b>	<b>\$9.360</b>	<b>(\$9.413)</b>	<b>(50.1)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$81.752)</b>	<b>(\$73.364)</b>	<b>\$8.388</b>	<b>10.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$81.752)</b>	<b>(\$73.364)</b>	<b>\$8.388</b>	<b>10.3</b>

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**MARCH Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$165.933	\$168.249	\$2.316	1.4	\$0.000	\$0.000	\$0.000	-	\$165.933	\$168.249	\$2.316	1.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	13.608	12.151	(1.457)	(10.7)	0.000	0.000	0.000	-	13.608	12.151	(1.457)	(10.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	73.637	77.548	3.911	5.3	73.637	77.548	3.911	5.3
<b>Total Revenue</b>	<b>\$179.541</b>	<b>\$180.400</b>	<b>\$0.859</b>	<b>0.5</b>	<b>\$73.637</b>	<b>\$77.548</b>	<b>\$3.911</b>	<b>5.3</b>	<b>\$253.178</b>	<b>\$257.948</b>	<b>\$4.770</b>	<b>1.9</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$133.965	\$129.435	\$4.530	3.4	\$28.080	\$25.138	\$2.942	10.5	\$162.045	\$154.573	\$7.472	4.6
Overtime	31.938	33.725	(1.787)	(5.6)	6.042	7.867	(1.825)	(30.2)	37.980	41.592	(3.612)	(9.5)
Health and Welfare	27.771	26.173	1.598	5.8	5.784	6.114	(0.330)	(5.7)	33.555	32.287	1.268	3.8
OPEB Current Payment	17.268	15.314	1.954	11.3	0.000	0.000	0.000	-	17.268	15.314	1.954	11.3
Pensions	36.734	36.819	(0.085)	(0.2)	9.398	9.313	0.085	0.9	46.132	46.132	0.000	0.0
Other Fringe Benefits	38.011	36.744	1.267	3.3	5.914	6.594	(0.680)	(11.5)	43.925	43.338	0.587	1.3
Reimbursable Overhead	(6.117)	(9.064)	2.947	48.2	6.117	9.064	(2.947)	(48.2)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$279.570</b>	<b>\$269.147</b>	<b>\$10.423</b>	<b>3.7</b>	<b>\$61.335</b>	<b>\$64.089</b>	<b>(\$2.754)</b>	<b>(4.5)</b>	<b>\$340.905</b>	<b>\$333.236</b>	<b>\$7.669</b>	<b>2.2</b>
<i>Non-Labor:</i>												
Electric Power	\$22.226	\$20.541	\$1.685	7.6	\$0.031	\$0.238	(\$0.207)	*	\$22.257	\$20.779	\$1.478	6.6
Fuel	4.481	4.165	0.316	7.1	0.000	0.000	0.000	-	4.481	4.165	0.316	7.1
Insurance	6.084	5.601	0.483	7.9	1.804	1.420	0.384	21.3	7.888	7.021	0.867	11.0
Claims	1.092	1.196	(0.104)	(9.6)	0.000	0.000	0.000	-	1.092	1.196	(0.104)	(9.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	18.887	15.801	3.086	16.3	3.129	2.462	0.667	21.3	22.016	18.264	3.752	17.0
Professional Service Contracts	7.838	5.481	2.357	30.1	0.152	0.531	(0.379)	*	7.990	6.011	1.979	24.8
Materials & Supplies	41.156	26.877	14.279	34.7	7.106	8.640	(1.534)	(21.6)	48.262	35.517	12.745	26.4
Other Business Expenses	4.102	4.460	(0.358)	(8.7)	0.080	0.168	(0.088)	*	4.182	4.628	(0.446)	(10.7)
<b>Total Non-Labor Expenses</b>	<b>\$105.866</b>	<b>\$84.122</b>	<b>\$21.744</b>	<b>20.5</b>	<b>\$12.302</b>	<b>\$13.459</b>	<b>(\$1.157)</b>	<b>(9.4)</b>	<b>\$118.168</b>	<b>\$97.581</b>	<b>\$20.587</b>	<b>17.4</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$385.436</b>	<b>\$353.269</b>	<b>\$32.167</b>	<b>8.3</b>	<b>\$73.637</b>	<b>\$77.548</b>	<b>(\$3.911)</b>	<b>(5.3)</b>	<b>\$459.073</b>	<b>\$430.817</b>	<b>\$28.256</b>	<b>6.2</b>
Depreciation	\$84.822	\$82.098	2.724	3.2	\$0.000	\$0.000	\$0.000	-	\$84.822	\$82.098	\$2.724	3.2
Other Post Employment Benefits	21.495	21.647	(0.152)	(0.7)	0.000	0.000	0.000	-	21.495	21.647	(0.152)	(0.7)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.501	0.600	(0.099)	(19.8)	0.000	0.000	0.000	-	0.501	0.600	(0.099)	(19.8)
<b>Total Expenses</b>	<b>\$492.254</b>	<b>\$457.614</b>	<b>\$34.640</b>	<b>7.0</b>	<b>\$73.637</b>	<b>\$77.548</b>	<b>(\$3.911)</b>	<b>(5.3)</b>	<b>\$565.891</b>	<b>\$535.162</b>	<b>\$30.729</b>	<b>5.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$312.713)</b>	<b>(\$277.214)</b>	<b>\$35.499</b>	<b>11.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$312.713)</b>	<b>(\$277.214)</b>	<b>\$35.499</b>	<b>11.4</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$84.822	\$82.098	(\$2.724)	(3.2)	\$0.000	\$0.000	\$0.000	-	\$84.822	\$82.098	(\$2.724)	(3.2)
Operating/Capital	(0.111)	(2.134)	(2.023)	*	0.000	0.000	0.000	-	(0.111)	(2.134)	(2.023)	*
Other Cash Adjustments	3.270	6.059	2.789	85.3	0.000	0.000	0.000	-	3.270	6.059	2.789	85.3
<b>Total Cash Conversion Adjustments</b>	<b>\$87.981</b>	<b>\$86.023</b>	<b>(\$1.958)</b>	<b>(2.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$87.981</b>	<b>\$86.023</b>	<b>(\$1.958)</b>	<b>(2.2)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$224.732)</b>	<b>(\$191.191)</b>	<b>\$33.541</b>	<b>14.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$224.732)</b>	<b>(\$191.191)</b>	<b>\$33.541</b>	<b>14.9</b>

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

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

March 2017				Year-to-Date March 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	(0.079)	(0.1)	Lower yield per passenger \$(0.259), partially offset by higher ridership \$0.180.	2.316	1.4	Higher ridership \$2.885, partially offset by lower yield per passenger \$(0.569).
Other Operating Revenue	Non Reimb.	(0.483)	(7.6)	Primarily due to timing of advertising and rental revenues, partially offset by timing of miscellaneous and freight revenue and higher special services revenue.	(1.457)	(10.7)	Primarily due to timing of advertising revenue, partially offset by higher rental and special services revenue.
Capital & Other Reimbursements	Reimb.	3.818	14.3	Timing of capital project activity and interagency reimbursements.	3.911	5.3	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	1.515	3.1	Primarily vacant positions.	4.530	3.4	Primarily vacant positions, lower vacation pay accruals and higher credits for sick pay law claim.
	Reimb.	0.952	9.6	Primarily due to timing of project activity.	2.942	10.5	Primarily due to timing of project activity.
Overtime	Non Reimb.	(2.224)	(26.6)	Higher weather related and vacancy/absentee coverage, partially offset by lower maintenance overtime.	(1.787)	(5.6)	Higher maintenance, vacancy/absentee coverage and rates, partially offset by lower weather-related overtime and unscheduled service.
	Reimb.	(0.746)	(29.5)	Primarily due to Main Line double track, Forest City Ratner- VD yard and East Rail Yard.	(1.825)	(30.2)	Over-run attributed to Annual Track Program, East Side Access projects, East Rail Yard, Western Rail Yards and Jamaica capacity improvements.
Health and Welfare	Non Reimb.	0.441	4.8	Vacant positions.	1.598	5.8	Vacant positions.
	Reimb.	(0.082)	(4.0)	Primarily due to timing of project activity.	(0.330)	(5.7)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.679	11.8	Fewer retirees/beneficiaries.	1.954	11.3	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(0.040)	(0.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.085)	(0.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.040	1.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.085	0.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	March 2017		Reason for Variance	Year-to-Date March 2017		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.882	7.2	Primarily lower FELA indemnity reserves and lower Railroad Retirement taxes.	1.267	3.3	Primarily lower FELA indemnity reserves and lower Railroad Retirement taxes.
	Reimb.	(0.248)	(11.7)	Primarily due to timing of project activity.	(0.680)	(11.5)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(1.601)	(91.7)	Primarily due to timing of project activity.	(2.947)	(48.2)	Primarily due to timing of project activity.
	Non Reimb.	1.601	91.7	Primarily due to timing of project activity.	2.947	48.2	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.526	20.2	Primarily lower consumption and reclass of utility loan payments from Electric Power to Other Business Expense.	1.685	7.6	Primarily lower consumption and reclass of utility loan payments from Electric Power to Other Business Expense.
	Reimb.	(0.089)	*		(0.207)	*	
Fuel	Non Reimb.	0.518	33.6	Primarily lower consumption.	0.316	7.1	Primarily lower consumption.
Insurance	Non Reimb.	0.210	10.4	Lower property insurance.	0.483	7.9	Lower Property and Liability insurance.
	Reimb.	0.179	25.3	Force Account Insurance associated with project activity.	0.384	21.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.082)	(22.5)		(0.104)	(9.6)	
Maintenance & Other Operating Contracts	Non Reimb.	5.313	84.5	Prior period accrual reversals for vegetation management, non-revenue vehicle repairs, elevator/escalator maintenance, security guards, Penn Station maintenance and rubbish removal.	3.086	16.3	Timing of activity/payments for non-revenue vehicle repairs, vegetation management, elevator/escalator maintenance, TVM maintenance and joint facilities.
	Reimb.	(0.369)	(33.6)	Primarily due to timing of project activity.	0.667	21.3	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

March 2017				Year-to-Date March 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	3.826	*	Prior period accrual reversals for rail grinding and track bed maintenance, advertising and various other consulting services and the timing of MTA chargebacks.	2.357	30.1	Primarily timing of activities/payments for MTA chargebacks, customer satisfaction survey, advertising and other professional services contracts.
	Reimb.	(0.175)	*	Primarily due to timing of project activity.	(0.379)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.160	30.3	Primarily due to timing of corporate inventory adjustments, fleet modifications for cameras, MFU/TOD and 12 year propulsion initiative under the reliability centered maintenance program.	14.279	34.7	Primarily due to timing of corporate inventory adjustments, modifications for cameras, MFU/TOD and C3 CCU and M7 RCM initiatives.
	Reimb.	(1.609)	(53.5)	Primarily due to timing of project activity.	(1.534)	(21.6)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(0.717)	(50.5)	Primarily higher bad debt expenses and reclass of NYPA loan payments, partially offset by higher restitution of property damage and other miscellaneous expenses.	(0.358)	(8.7)	Primarily higher bad debt expenses and reclass of NYPA loan payments, partially offset by higher restitution of property damage, lower office and stationary supplies and other miscellaneous expenses.
	Reimb.	(0.069)	*	Primarily due to timing of project activity.	(0.088)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.931	3.3	Based on certain capital assets being fully depreciated.	2.724	3.2	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.078)	(1.1)	Primarily due to latest actuarial estimates	(0.152)	(0.7)	Primarily due to latest actuarial estimates
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	(0.100)	(59.9)	Timing of Expenses	(0.099)	(19.8)	Timing of Expenses

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
March 2017								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$60.106	\$62.176	\$2.070	3.4	\$170.934	\$175.070	\$4.136	2.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.137	9.720	4.583	89.2	9.835	14.609	4.774	48.5
Capital & Other Reimbursements	21.723	18.032	(3.691)	(17.0)	69.606	61.769	(7.837)	(11.3)
<b>Total Receipts</b>	<b>\$86.966</b>	<b>\$89.928</b>	<b>\$2.962</b>	<b>3.4</b>	<b>\$250.375</b>	<b>\$251.448</b>	<b>\$1.073</b>	<b>0.4</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$61.068	\$57.560	\$3.508	5.7	\$159.303	\$148.251	\$11.052	6.9
Overtime	13.764	16.358	(2.594)	(18.8)	39.707	40.653	(0.946)	(2.4)
Health and Welfare	11.231	10.009	1.222	10.9	33.555	29.823	3.732	11.1
OPEB Current Payment	5.756	5.025	0.731	12.7	17.268	15.022	2.246	13.0
Pensions	15.377	15.293	0.084	0.5	46.132	44.884	1.248	2.7
Other Fringe Benefits	16.898	16.780	0.118	0.7	45.285	41.746	3.539	7.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$124.094</b>	<b>\$121.024</b>	<b>\$3.070</b>	<b>2.5</b>	<b>\$341.250</b>	<b>\$320.380</b>	<b>\$20.870</b>	<b>6.1</b>
<i>Non-Labor:</i>								
Electric Power	\$7.598	\$9.878	(\$2.280)	(30.0)	\$22.257	\$20.919	\$1.338	6.0
Fuel	1.542	1.525	0.017	1.1	4.481	4.297	0.184	4.1
Insurance	0.008	2.146	(2.138)	*	10.503	11.944	(1.441)	(13.7)
Claims	0.146	0.150	(0.004)	(2.5)	0.438	0.383	0.055	12.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.382	6.656	0.726	9.8	22.016	22.081	(0.065)	(0.3)
Professional Service Contracts	2.174	0.409	1.765	81.2	6.836	8.027	(1.191)	(17.4)
Materials & Supplies	22.715	19.429	3.286	14.5	58.309	46.289	12.020	20.6
Other Business Expenses	1.392	1.358	0.034	2.4	4.016	4.023	(0.007)	(0.2)
<b>Total Non-Labor Expenditures</b>	<b>\$42.957</b>	<b>\$41.550</b>	<b>\$1.407</b>	<b>3.3</b>	<b>\$128.856</b>	<b>\$117.964</b>	<b>\$10.892</b>	<b>8.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.667	\$1.411	\$0.256	15.4	\$5.001	\$4.658	\$0.343	6.9
<b>Total Other Expenditure Adjustments</b>	<b>\$1.667</b>	<b>\$1.411</b>	<b>\$0.256</b>	<b>15.4</b>	<b>\$5.001</b>	<b>\$4.658</b>	<b>\$0.343</b>	<b>6.9</b>
<b>Total Expenditures</b>	<b>\$168.718</b>	<b>\$163.985</b>	<b>\$4.733</b>	<b>2.8</b>	<b>\$475.107</b>	<b>\$443.003</b>	<b>\$32.104</b>	<b>6.8</b>
Cash Timing and Availability Adjustment	0.000	0.694	0.694	-	0.000	0.363	0.363	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$81.752)</b>	<b>(\$73.364)</b>	<b>\$8.388</b>	<b>10.3</b>	<b>(\$224.732)</b>	<b>(\$191.191)</b>	<b>\$33.541</b>	<b>14.9</b>
<b>Subsidies</b>								
MTA	81.752	68.029	(13.723)	(16.8)	224.732	191.191	(33.541)	(14.9)

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	March 2017			Year-to-Date as of March 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	2.070	3.4	Higher advance sales impact \$2.411 and higher ridership \$0.180, partially offset by lower MetroCard/AirTrain sales \$(0.262) and lower yields \$(0.259).	4.136	2.4	Higher ridership \$2.885 and higher advance sales impact \$2.478, partially offset by lower MetroCard/AirTrain sales \$(0.658) and lower yields \$(0.569).
Other Operating Revenue	4.583	89.2	Primarily a full year of PSEG right of way rental revenue was received in March but budgeted monthly, partially offset by the non-collection of the first quarter of 2017 NYCTA transportation pass reimbursement.	4.774	48.5	Primarily a full year of PSEG right of way rental revenue was collected in March but budgeted monthly.
Capital and Other Reimbursements	(3.691)	(17.0)	Timing of activity and reimbursement for capital and other reimbursements.	(7.837)	(11.3)	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	3.508	5.7	Primarily due to vacant positions and rates, partially offset by the timing of intercompany reimbursements.	11.052	6.9	Primarily due to vacant positions and rates, partially offset by the timing of tax payments.
Overtime	(2.594)	(18.8)	Primarily due to higher weather-related, vacancy/absentee coverage and project overtime, partially offset by lower maintenance overtime and rates.	(0.946)	(2.4)	Primarily due to higher vacancy/absentee coverage, project overtime and maintenance overtime, partially offset by lower weather-related overtime, unscheduled service overtime and rates.
Health and Welfare	1.222	10.9	Primarily due to the timing of payments, vacant positions and intercompany reimbursements.	3.732	11.1	Primarily due to the timing of payments, vacant positions and intercompany reimbursements.
OPEB Current Payment	0.731	12.7	Primarily due to fewer retirees/beneficiaries and the timing of payments.	2.246	13.0	Primarily due to fewer retirees/beneficiaries and the timing of payments.
Pensions	0.084	0.5	Due to intercompany reimbursements.	1.248	2.7	Due to intercompany reimbursements.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

**Table 5**

Generic Revenue or Expense Category	March 2017			Year-to-Date as of March 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	0.118	0.7	Primarily lower Railroad Retirement payments, partially offset by the timing of FELA payments and higher meal payments.	3.539	7.8	Primarily lower Railroad Retirement payments, the timing of FELA payments and intercompany reimbursements.
Non-Labor:						
Electric Power	(2.280)	(30.0)	Primarily due to a catch-up PSEG traction power payment, partially offset by lower traction power consumption and the timing of non-traction payments.	1.338	6.0	Primarily due to lower traction power consumption.
Fuel	0.017	1.1	Primarily due to lower consumption, partially offset by the timing of payments.	0.184	4.1	Primarily due to lower consumption, partially offset by the timing of payments and higher rates.
Insurance	(2.138)	*	Timing of payments.	(1.441)	(13.7)	Timing of insurance premium payments.
Claims	(0.004)	(2.5)		0.055	12.5	
Maintenance and Other Operating Contracts	0.726	9.8	Timing of payments.	(0.065)	(0.3)	Timing of payments.
Professional Service Contracts	1.765	81.2	Primarily the timing of payments and intercompany receipts.	(1.191)	(17.4)	Primarily the timing of payments.
Materials and Supplies	3.286	14.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.	12.020	20.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.034	2.4	Timing of payments.	(0.007)	(0.2)	Timing of payments.
Other Expenditure Adjustments	0.256	15.4	Lower MetroCard/AirTrain pass through payments.	0.343	6.9	Lower MetroCard/AirTrain pass through payments.

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**March 2017**  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.667	\$3.816	\$2.149	*	\$5.001	\$6.822	\$1.821	36.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.259)	3.807	5.066	*	(3.773)	2.458	6.231	*
Capital & Other Reimbursements	(4.928)	(12.437)	(7.509)	*	(4.031)	(15.779)	(11.748)	*
<b>Total Receipts</b>	<b>(\$4.520)</b>	<b>(\$4.815)</b>	<b>(\$0.295)</b>	(6.5)	<b>(\$2.803)</b>	<b>(\$6.499)</b>	<b>(\$3.696)</b>	*
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$3.058)	(\$2.017)	\$1.041	34.0	\$2.742	\$6.322	\$3.580	*
Overtime	(2.878)	(2.502)	0.376	13.1	(1.727)	0.939	2.666	*
Health and Welfare	0.000	0.863	0.863	-	0.000	2.463	2.463	-
OPEB Current Payment	0.000	0.052	0.052	-	0.000	0.291	0.291	-
Pensions	0.000	0.084	0.084	-	0.000	1.248	1.248	-
Other Fringe Benefits	(2.529)	(3.045)	(0.516)	(20.4)	(1.360)	1.592	2.952	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$8.465)</b>	<b>(\$6.564)</b>	<b>\$1.901</b>	22.5	<b>(\$0.345)</b>	<b>\$12.855</b>	<b>\$13.200</b>	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$3.716)	(\$3.716)	-	\$0.000	(\$0.140)	(\$0.140)	-
Fuel	0.000	(0.501)	(0.501)	-	0.000	(0.132)	(0.132)	-
Insurance	2.725	0.198	(2.527)	(92.7)	(2.615)	(4.923)	(2.308)	(88.3)
Claims	0.218	0.296	0.078	35.9	0.654	0.813	0.159	24.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(4.217)	(4.217)	-	0.000	(3.818)	(3.818)	-
Professional Service Contracts	0.818	(1.069)	(1.887)	*	1.154	(2.016)	(3.170)	*
Materials & Supplies	(5.997)	(5.261)	0.736	12.3	(10.047)	(10.772)	(0.725)	(7.2)
Other Business Expenses	0.055	0.875	0.820	*	0.166	0.604	0.438	*
<b>Total Non-Labor Expenditures</b>	<b>(\$2.181)</b>	<b>(\$13.396)</b>	<b>(\$11.215)</b>	*	<b>(\$10.688)</b>	<b>(\$20.383)</b>	<b>(\$9.695)</b>	(90.7)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.667)	(\$1.411)	\$0.256	15.4	(\$5.001)	(\$4.658)	\$0.343	6.9
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.667)</b>	<b>(\$1.411)</b>	<b>\$0.256</b>	15.4	<b>(\$5.001)</b>	<b>(\$4.658)</b>	<b>\$0.343</b>	6.9
<b>Total Expenditures before Depreciation</b>	<b>(\$12.313)</b>	<b>(\$21.371)</b>	<b>(\$9.058)</b>	(73.6)	<b>(\$16.034)</b>	<b>(\$12.186)</b>	<b>\$3.848</b>	24.0
Depreciation Adjustment	\$28.274	\$27.343	(\$0.931)	(3.3)	\$84.822	\$82.098	(\$2.724)	(3.2)
Other Post Employment Benefits	7.165	7.243	0.078	1.1	21.495	21.647	0.152	0.7
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.267	0.100	59.9	0.501	0.600	0.099	19.8
<b>Total Expenditures</b>	<b>\$23.293</b>	<b>\$13.481</b>	<b>(\$9.812)</b>	(42.1)	<b>\$90.784</b>	<b>\$92.159</b>	<b>\$1.375</b>	1.5
Cash Timing and Availability Adjustment	0.000	0.694	0.694	-	0.000	0.363	0.363	-
<b>Total Cash Conversion Adjustments</b>	<b>\$18.773</b>	<b>\$9.360</b>	<b>(\$9.413)</b>	(50.1)	<b>\$87.981</b>	<b>\$86.023</b>	<b>(\$1.958)</b>	(2.2)

**MTA LONG ISLAND RAIL ROAD**  
**2017 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	March 2017						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	15,794	\$0.999	17,112	\$1.102	(1,318)	(\$0.103)	102,022	\$6.273	101,587	\$6.243	435	\$0.029
					-8.3%	-10.3%					0.4%	0.5%
<u>Unscheduled Service</u>	9,026	\$0.611	9,111	\$0.592	(85)	\$0.020	28,044	\$1.799	22,338	\$1.305	5,706	\$0.494
					-0.9%	3.2%					20.3%	27.5%
<u>Programmatic/Routine Maintenance</u>	61,635	\$3.524	51,443	\$2.924	10,192	\$0.600	161,910	\$9.162	174,846	\$9.770	(12,936)	(\$0.608)
					16.5%	17.0%					-8.0%	-6.6%
<u>Unscheduled Maintenance</u>	1,400	\$0.082	1,931	\$0.113	(531)	(\$0.031)	1,900	\$0.111	11,501	\$0.663	(9,601)	(\$0.552)
					-37.9%	-37.9%					*	*
<u>Vacancy/Absentee Coverage</u>	35,651	\$2.078	52,472	\$3.057	(16,821)	(\$0.979)	115,153	\$6.797	149,074	\$8.692	(33,921)	(\$1.895)
					-47.2%	-47.1%					-29.5%	-27.9%
<u>Weather Emergencies</u>	16,436	\$0.945	39,232	\$2.323	(22,795)	(\$1.379)	132,686	\$7.429	95,691	\$5.729	36,995	\$1.700
					*	*					27.9%	22.9%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	2,301	\$0.123	2,249	\$0.475	52	(\$0.352)	6,903	\$0.367	6,401	\$1.322	502	(\$0.955)
					2.2%	*					7.3%	*
<b>NON-REIMBURSABLE OVERTIME</b>	142,244	\$8.362	173,550	\$10.586	(31,307)	(\$2.224)	548,618	\$31.938	561,438	\$33.725	(12,820)	(\$1.787)
					-22.0%	-26.6%					-2.3%	-5.6%
<b>REIMBURSABLE OVERTIME</b>	45,612	\$2.524	51,675	\$3.270	(6,064)	(\$0.746)	105,803	\$6.042	124,376	\$7.867	(18,573)	(\$1.825)
					-13.3%	-29.5%					-17.6%	-30.2%
<b>TOTAL OVERTIME</b>	<b>187,855</b>	<b>\$10.886</b>	<b>225,226</b>	<b>\$13.856</b>	<b>(37,370)</b>	<b>(\$2.970)</b>	<b>654,421</b>	<b>\$37.980</b>	<b>685,814</b>	<b>\$41.592</b>	<b>(31,393)</b>	<b>(\$3.612)</b>
					-19.9%	-27.3%					-4.8%	-9.5%

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

<sup>2</sup> Not Applicable

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

Totals may not add due to rounding.

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**2017 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

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	March 2017			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(1,318)	(\$0.103)	Higher Crew Book overtime due to revision in hours for Train Service, partially offset by lower holiday overtime within Engineering.	435	\$0.029	Lower holiday overtime within Transportation, partially offset by higher holiday overtime within Equipment and higher Crew book overtime within Transportation.
	-8.3%	-10.3%		0.4%	0.5%	
<u>Unscheduled Service</u>	(85)	\$0.020	Lower overtime needed to maintain on-time performance.	5,706	\$0.494	Lower overtime needed to maintain on-time performance.
	-0.9%	3.2%		20.3%	27.5%	
<u>Programmatic/Routine Maintenance</u>	10,192	\$0.600	Lower maintenance within the Equipment Department due to timing of camera installations and less MU running repair, partially offset by higher modification efforts within the Engineering Department including Atlantic Terminal impedance box half tie maintenance, Montauk maintenance blitz, CWR replacement from Harold to Woodside as well as in Montauk.	(12,936)	(\$0.608)	Higher maintenance efforts within the Engineering Department including removal of rails, ties and debris from the right of way, switch modifications, installation of timber and track ties by hand and high security switch installation, partially offset by timing of cameras installation and less MU running repair in the Equipment Department.
	16.5%	17.0%		-8.0%	-6.6%	
<u>Unscheduled Maintenance</u>	(531)	(\$0.031)	Engineering department efforts due to residual efforts from Atlantic Terminal derailment.	(9,601)	(\$0.552)	Engineering department efforts due to derailment at Atlantic Terminal on January 4th, Jamaica derailment on February 8th and Babylon Yard derailment.
	-37.9%	-37.9%		*	*	
<u>Vacancy/Absentee Coverage</u>	(16,821)	(\$0.979)	Open jobs within the Equipment and Transportation Department and lower availability within Transportation Department, partially offset by higher availability within Stations Department.	(33,921)	(\$1.895)	Open jobs within the Equipment and Transportation Department and lower availability with Transportation Department, partially offset by lower than budgeted tours in the Transportation Department.
	-47.2%	-47.1%		-29.5%	-27.9%	
<u>Weather Emergencies</u>	(22,795)	(\$1.379)	Winter Storm Stella.	36,995	\$1.700	Lower than budgeted weather-related expenses.
	*	*		27.9%	22.9%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	52	(\$0.352)	Due to double time impact and higher rated crafts, partially offset by favorable variance between actual and budgeted wage rates.	502	(\$0.955)	Due to double time impact and higher rated crafts, partially offset by favorable variance between actual and budgeted wage rates.
	2.2%	*		7.3%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(31,307)</b>	<b>(\$2.224)</b>		<b>(12,820)</b>	<b>(\$1.787)</b>	
	-22.0%	-26.6%		-2.3%	-5.6%	
<b>REIMBURSABLE OVERTIME</b>	<b>(6,064)</b>	<b>(\$0.746)</b>	Primarily due to Main Line double track, VD yard and East Rail Yard.	<b>(18,573)</b>	<b>(\$1.825)</b>	Over-run attributed to Annual Track Program, East Side Access projects, East Rail Yard, Western Rail Yards and Jamaica capacity improvements.
	-13.3%	-29.5%		-17.6%	-30.2%	
<b>TOTAL OVERTIME</b>	<b>(37,370)</b>	<b>(\$2.970)</b>		<b>(31,393)</b>	<b>(\$3.612)</b>	
	-19.9%	-27.3%		-4.8%	-9.5%	

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2017 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
 END-of-MONTH MARCH 2017

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Enterprise Asset Management	7	7	0
Sr. Vice President - Engineering	2	2	0
Labor Relations	19	17	2
Procurement & Logistics (excl. Stores)	70	75	(5)
Human Resources	33	33	0
Sr VP Administration	2	1	1
Strategic Investments	17	16	1
President	4	4	0
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	39	4
Management & Budget	21	15	6
BPM, Controls & Compliance	7	7	0
Market Dev. & Public Affairs	71	61	10
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	14	8	6
System Safety	36	35	1
Training	67	65	2
Service Planning	25	21	4
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>499</b>	<b>457</b>	<b>42</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,219	2,151	68
Customer Services	303	289	14
<b>Total Operations</b>	<b>2,522</b>	<b>2,440</b>	<b>82</b>
<b>Maintenance</b>			
Engineering	1,988	1,942	46
Equipment	2,186	2,075	111
Procurement (Stores)	96	99	(3)
<b>Total Maintenance</b>	<b>4,270</b>	<b>4,116</b>	<b>154</b>
<b>Engineering/Capital</b>			
Department of Program Management	146	132	14
Special Projects/East Side Access	46	44	2
Positive Train Control	11	9	2
<b>Total Engineering/Capital</b>	<b>203</b>	<b>185</b>	<b>18</b>
<b>Baseline Total Positions</b>	<b>7,494</b>	<b>7,198</b>	<b>296</b>
<i>Non-Reimbursable</i>	<b>6,214</b>	<b>6,224</b>	<b>(10)</b>
<i>Reimbursable</i>	<b>1,279</b>	<b>974</b>	<b>305</b>
<b>Total Full-Time</b>	<b>7,494</b>	<b>7,198</b>	<b>296</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH MARCH 2017**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 10 positions due to Engineering workforce working on Maintenance activity instead of capital project activity, partially offset by vacant positions company-wide
<b>REIMBURSABLE POSITIONS</b> - Favorable 305 positions primarily due to the timing of project activity in the Engineering, Maintenance of Equipment, Department of Program Management and Train Operations departments.

**MTA LONG ISLAND RAIL ROAD  
 FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
 END-of-MONTH MARCH 2017**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	254	236	18
Professional, Technical, Clerical	139	109	30
Operational Hourlies	106	112	(6)
<b>Total Administration</b>	<b>499</b>	<b>457</b>	<b>42</b>
<b>Operations</b>			
Managers/Supervisors	295	294	1
Professional, Technical, Clerical	97	89	8
Operational Hourlies	2,130	2,057	73
<b>Total Operations</b>	<b>2,522</b>	<b>2,440</b>	<b>82</b>
<b>Maintenance</b>			
Managers/Supervisors	777	704	73
Professional, Technical, Clerical	277	259	18
Operational Hourlies	3,216	3,153	63
<b>Total Maintenance</b>	<b>4,270</b>	<b>4,116</b>	<b>154</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	136	128	8
Professional, Technical, Clerical	67	57	10
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>203</b>	<b>185</b>	<b>18</b>
<b>Total Positions</b>			
Managers/Supervisors	1,462	1,362	100
Professional, Technical, Clerical	580	514	66
Operational Hourlies	5,452	5,322	130
<b>Total Positions</b>	<b>7,494</b>	<b>7,198</b>	<b>296</b>

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**RIDERSHIP**  
(In Millions)

	MARCH 2017								MARCH YEAR TO DATE 2017							
	Month			Variance					YTD			Variance				
	Adopted Budget	Actual 2017	Adjusted* 2016	Adopted Budget		Adjusted* 2016			Adopted Budget	Actual 2017	Adjusted* 2016	Adopted Budget		Adjusted* 2016		
			#	%	#	%					#	%	#	%		
<b>RIDERSHIP</b>																
Monthly	4.559	4.651	4.635	0.092	2.0%	0.016	0.3%	12.241	12.444	12.307	0.203	1.7%	0.138	1.1%		
Weekly	0.157	0.124	0.144	(0.033)	-20.9%	-0.020	-14.1%	0.429	0.372	0.412	(0.057)	-13.2%	-0.040	-9.6%		
Total Commutation	<b>4.716</b>	<b>4.775</b>	<b>4.779</b>	<b>0.059</b>	1.3%	<b>-0.005</b>	<b>-0.1%</b>	<b>12.670</b>	<b>12.817</b>	<b>12.719</b>	<b>0.146</b>	1.2%	<b>0.098</b>	<b>0.8%</b>		
One-Way Full Fare	0.672	0.700	0.701	0.028	4.2%	-0.001	-0.1%	1.867	1.926	1.855	0.060	3.2%	0.071	3.8%		
One-Way Off-Peak	1.436	1.376	1.405	(0.060)	-4.2%	-0.029	-2.1%	3.943	4.004	3.890	0.061	1.5%	0.114	2.9%		
All Other	0.876	0.873	0.872	(0.003)	-0.4%	0.001	0.1%	2.362	2.458	2.366	0.096	4.1%	0.092	3.9%		
Total Non-Commutation	<b>2.984</b>	<b>2.949</b>	<b>2.978</b>	<b>(0.035)</b>	<b>-1.2%</b>	<b>-0.029</b>	<b>-1.0%</b>	<b>8.172</b>	<b>8.388</b>	<b>8.111</b>	<b>0.216</b>	<b>2.6%</b>	<b>0.277</b>	<b>3.4%</b>		
Total	<b>7.700</b>	<b>7.724</b>	<b>7.757</b>	<b>0.024</b>	<b>0.3%</b>	<b>-0.034</b>	<b>-0.4%</b>	<b>20.842</b>	<b>21.204</b>	<b>20.830</b>	<b>0.362</b>	<b>1.7%</b>	<b>0.375</b>	<b>1.8%</b>		

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS**  
**March 2017**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual</u> <u>2017</u>	<u>Adopted</u> <u>Budget</u>	<u>Actual</u> <u>2016</u>	<u>vs.</u> <u>Budget</u>	<u>vs.</u> <u>2016</u>
Farebox Operating Ratio	Standard <sup>(1)</sup>	51.8%	45.2%	54.6%	6.6%	-2.8%
	Adjusted <sup>(2)</sup>	62.6%	54.6%	66.2%	7.9%	-3.7%
Cost Per Passenger	Standard <sup>(1)</sup>	\$14.65	\$16.86	\$13.82	\$2.20	(\$0.84)
	Adjusted <sup>(2)</sup>	\$13.30	\$15.41	\$12.37	\$2.11	(\$0.94)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.59	\$7.62	\$7.54	(\$0.03)	\$0.05
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual</u> <u>2017</u>	<u>Adopted</u> <u>Budget</u>	<u>Actual</u> <u>2016</u>	<u>vs.</u> <u>Budget</u>	<u>vs.</u> <u>2016</u>
Farebox Operating Ratio	Standard <sup>(1)</sup>	47.5%	43.2%	48.7%	4.3%	-1.2%
	Adjusted <sup>(2)</sup>	55.7%	51.0%	58.5%	4.7%	-2.8%
Cost Per Passenger	Standard <sup>(1)</sup>	\$16.76	\$18.50	\$16.31	\$1.74	(\$0.45)
	Adjusted <sup>(2)</sup>	\$15.27	\$16.89	\$14.59	\$1.62	(\$0.68)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.97	\$7.99	\$7.95	(\$0.02)	\$0.02

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**MARCH 2017**

**MARCH 2017 RIDERSHIP & REVENUE REPORT  
MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**March Ridership and Revenue (millions)**

	March 2017	% Change vs. 2016
Total Rail Ridership	7.724	-0.4% ▼
Commutation Ridership	4.775	-0.1% ▼
Non-Commutation Ridership	2.949	-1.0% ▼
Rail Revenue	\$58.4	0.1% ▲

**Key Factors Impacting March Ridership**

- March ridership was adversely affected by Amtrak-related derailment issues at Penn Station that caused several train delays/cancellations.
- March this year was considerably colder with more snow compared to last year.
- Ridership may have been impacted by the calendar differences of spring holidays, where Easter fell in March last year, compared to April this year.
- A fare increase was implemented in March 2017.

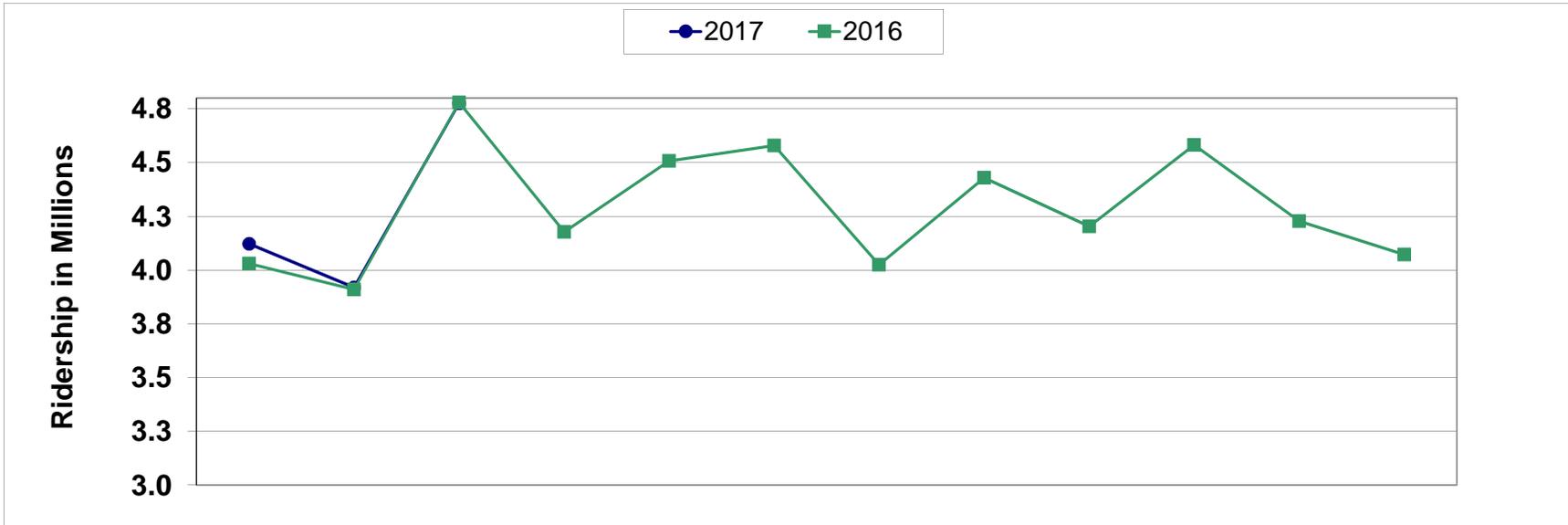
**Year-to-Date through March Ridership and Revenue (millions)**

	March 2017	% Change vs. 2016	Comparison to Budget
Total Rail Ridership	21.204	1.8% ▲	1.7% ▲
Commutation Ridership	12.817	0.8% ▲	1.2% ▲
Non-Commutation Ridership	8.388	3.4% ▲	2.6% ▲
Rail Revenue	\$168.2	1.9% ▲	1.4% ▲



# MARCH COMMUTATION RIDERSHIP

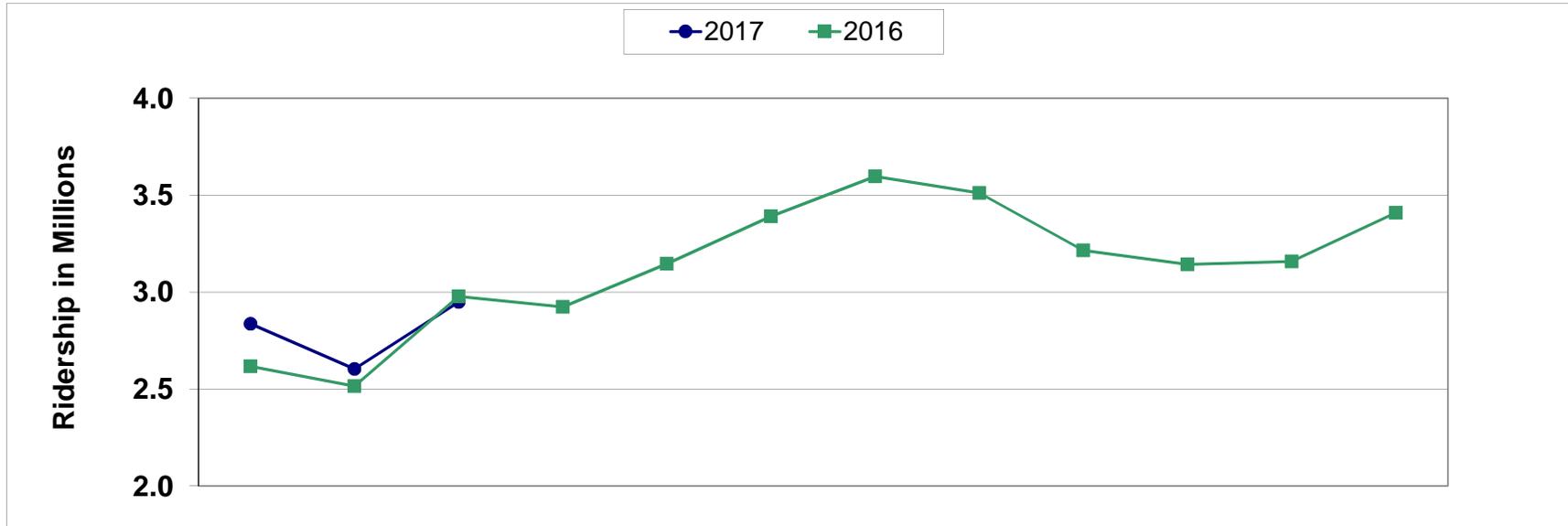
•March's Commutation Ridership was -0.1% below '16 and 1.3% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	4.1	3.9	4.8										12.8
<b>2016</b>	4.0	3.9	4.8	4.2	4.5	4.6	4.0	4.4	4.2	4.6	4.2	4.1	12.7
<b>PCT CHG.</b>	2.3%	0.2%	-0.1%										0.8%

# MARCH NON-COMMUTATION RIDERSHIP

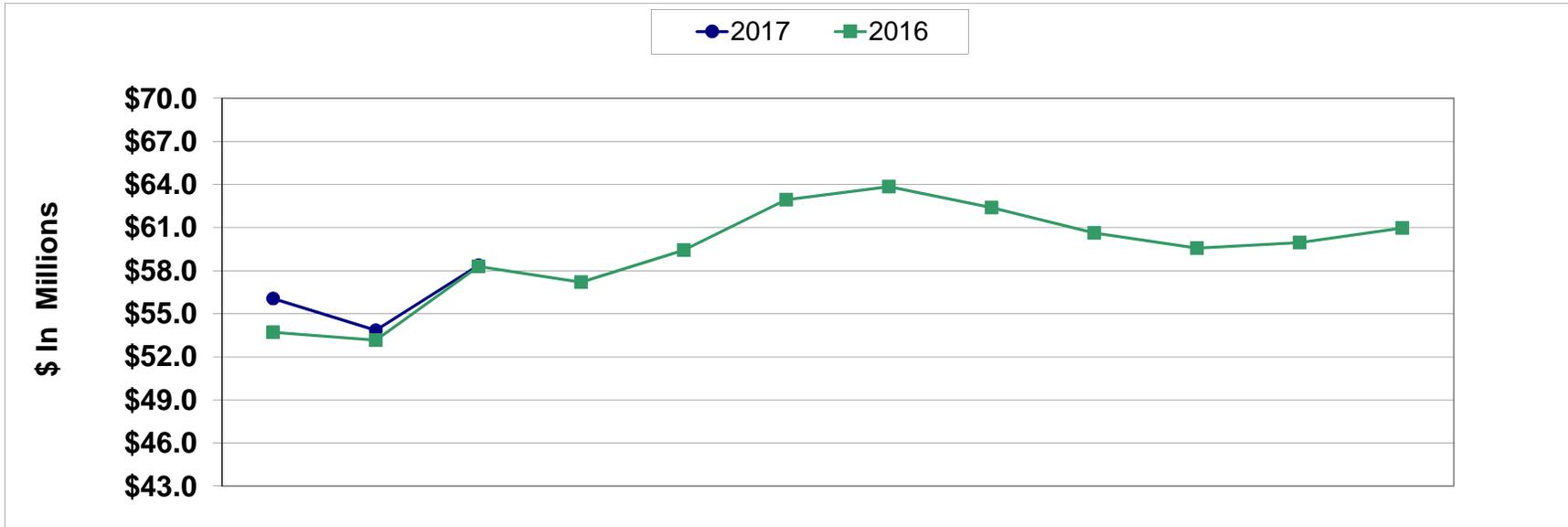
•March's Non-Commutation Ridership was -1.0% below '16 and -1.2% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.6	2.9										8.4
2016	2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1	3.2	3.4	8.1
PCT CHG.	8.3%	3.5%	-1.0%										3.4%

# MARCH REVENUE

•March's Total Revenue was 0.1% above '16 and -0.1% below Budget\*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2017</b>	\$56.0	\$53.8	\$58.4										\$168.2
<b>2016</b>	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6	\$59.6	\$60.0	\$61.0	\$165.1
<b>PCT CHG.</b>	4.3%	1.3%	0.1%										1.9%

\*Fare increase was implemented in March 2017.

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
MARCH 2017**

TICKET TYPE/SERVICE	MARCH 2017	MARCH 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,774,696	4,779,283	(4,588)	-0.1%
NON-COMMUTATION RIDERSHIP	2,948,832	2,977,758	(28,926)	-1.0%
<b>TOTAL RIDERSHIP</b>	<b>7,723,528</b>	<b>7,757,041</b>	<b>(33,514)</b>	<b>-0.4%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2017 YEAR-TO-DATE**

TICKET TYPE/SERVICE	MARCH 2017	MARCH 2016*	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	12,816,555	12,718,517	98,038	0.8%
NON-COMMUTATION RIDERSHIP	8,387,762	8,110,995	276,767	3.4%
<b>TOTAL RIDERSHIP</b>	<b>21,204,317</b>	<b>20,829,512</b>	<b>374,805</b>	<b>1.8%</b>

\* 2016 ridership numbers were adjusted using 2017 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
MARCH 2017**

REVENUE	MARCH 2017*	MARCH 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,272,395	\$31,447,892	(\$175,497)	-0.6%
NON-COMMUTATION REVENUE	\$27,087,981	\$26,834,649	\$253,332	0.9%
<b>TOTAL REVENUE</b>	<b>\$58,360,375</b>	<b>\$58,282,541</b>	<b>\$77,834</b>	<b>0.1%</b>

\* A fare increase was implemented in March 2017.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2017 YEAR-TO-DATE**

REVENUE	MARCH 2017*	MARCH 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$92,334,745	\$92,136,110	\$198,636	0.2%
NON-COMMUTATION REVENUE	\$75,913,795	\$73,010,837	\$2,902,958	4.0%
<b>TOTAL REVENUE</b>	<b>\$168,248,540</b>	<b>\$165,146,947</b>	<b>\$3,101,593</b>	<b>1.9%</b>

\* A fare increase was implemented in March 2017.



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
APRIL 2017**

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**L60204UD: ESCALATOR REPLACEMENT PROGRAM**

Project Budget: \$14.02M [\$11.17 from L60204UD and \$2.85M from L50204V4]

Milestone: Beneficial Use

Escalators and associated equipment have been replaced at Freeport, Amityville, Lindenhurst, Rockville Centre, Copiague, and Baldwin on the Babylon Branch. Each station has one escalator serving a center island platform. The new all-weather heavy duty escalators are equipped with safety enhancements including the ability to measure horizontal impact and forces applied to the comb plates at the top and bottom of the escalator, and to detect obstructions between step and skirt, sense handrail speed variations, and provide remote monitoring capability. The project work also included new CCTV cameras at top and bottom landings, repair of platform parapet walls, new windscreen enclosures, signage, and bird prevention devices. The elevator replacement program is a critical element in the railroad's efforts to improve long-term escalator durability and reduce passenger inconvenience.

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

- Stations Air Conditioning Installations: Work continued.
- Locust Manor Railings and Locust Valley Roof: Work commenced.
- Morris Park Site Preparation: Work commenced.
- HSF Substation Roof: Procurement in process.
- New Hyde Park Fence: Contract awarded.
- Speonk Metals Treatment System: Procurement continued.
- Little Neck, Gibson, and Cedarhurst Parking: Procurement commenced.
- Ronkonkoma Bus Loop: Procurement commenced.

# 2017 LIRR Capital Program Goals

