



Metropolitan Transportation Authority

Long Island Committee Meeting

July 2017

Members

M. Pally, Chair

R. Glucksman

I. Greenberg

S. Metzger

C. Moerdler

J. Molloy

S. Rechler

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, 7/24/2017
9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - June 19, 2017

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3. 2017 WORK PLAN

2017 LIRR Work Plan - Page 16

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR President's Report (no material)

MTA Capital Construction Report

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MTA Police Report

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5. ACTION ITEM

Moynihan Funding Agreement

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6. INFORMATION ITEMS

Penn Station Retail Development

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Environmental Audit

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September Timetable & Trackwork Programs

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7. PROCUREMENTS

LIRR Procurements (None)

Non-Competitive

Competitive

Ratifications

MTA CC Procurements

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Non-Competitive (No Items)

Competitive

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Ratifications

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Capital Program

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NO AUGUST MEETING

Next committee Meeting: LIRR, Monday, September 25th at 9:30 a.m.

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, June 19, 2017**

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

The following members were present:

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

The following members were not present:

Hon. Ira R. Greenberg
Hon. Vincent Tessitore, Jr.

Also Present:

Veronique Hakim, Interim Executive Director, MTA

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

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

Representing MTA Police: Chief Owen Monaghan

Long Island Rail Road Committee Chair Mitchell H. Pally 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 June 19, 2017 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

President Nowakowski led the Joint Committee in observing a moment of silence in memory of LIRR Track Foreman Michael Ollek, who was tragically struck by a passenger train near Queens Village Station on Saturday, June 10, 2017. Michael worked for the LIRR for 17 years. He was a valued LIRR Track Foreman and served for four years as a Staff Sergeant with the United States Marine Corps. Michael is survived by his sons, Michael and Daniel, his mother and his brother. President Nowakowski thanked the first responders who rendered assistance: FDNY Engine 304 and Ladder 162, FDNY Bureau of Emergency Medical Services, the Metropolitan Transit Authority Police Department (“MTAPD”) and the New York City Police Department. President Nowakowski stated that the National Transportation Safety Board and Federal Railroad Administration (“FRA”) are investigating the incident.

MTA Interim Executive Director Veronique Hakim attended the Joint Committee meeting. On behalf of MTA, she extended condolences to LIRR on the loss of LIRR Track Foreman Michael Ollek. She announced that Metro-North Railroad President Joseph Giulietti will be retiring at the end August 2017, and commended President Giulietti and his senior management team for positively changing Metro-North’s culture and success.

MTA Interim Executive Director Hakim stated that MTA intends to withhold further payments to Amtrak and expects Amtrak’s commitment to pay for MTA’s mitigation costs incurred over the summer due to Amtrak’s emergency construction work in Penn Station.

PUBLIC COMMENTS

Mark D. Hoffer, LIRR Vice President-General Counsel & Secretary introduced the four public speakers, requesting them to limit their comments to three minutes, and to address matters on the agenda for the meeting.

Randy Glucksman, Chairman of the Metro-North Railroad Commuter Council (“MNRCC”) and First Vice Chair of the Permanent Citizen’s Advisory Committee for the MTA spoke about the cancellation of morning express train service on the Pascack Valley Line.

Orrin Getz, member of the MNRCC, spoke about alternative travel options for the Pascack Valley Line and New Jersey Transit customers in connection with the upcoming Amtrak infrastructure work at Penn Station. Mr. Getz discussed the New Jersey Transit (“NJT”) discounted fare and ticket cross-honoring program and stated that MTA is not offering fare discounts and only cross-honoring LIRR tickets to New York City Transit at selected stations and only during the AM rush hour. He asked the Chairman and senior LIRR management to obtain and read a copy of the June 17, 2017 edition of *News and Notes from Long Island Rail Road Today*, which he felt showed what was wrong with LIRR’s plans for the summer.

Sasha Blair Goldenson spoke about train travel for the mobility impaired and ADA compliance at Mets - Willets Point Station. He described himself as a 40-year New York City resident and an 8-year wheelchair veteran. He asked why there was no working elevator at the Station. He referred to a LIRR press release dated September 4, 2014 subtitled *By 2016, Travel to Mets Games and U.S. Open Will Be Easy for the Mobility-Impaired*. He expressed the view that it was shameful and inexcusable not have an elevator at the station, especially in light of the fact that the Jackie Robinson Rotunda and the Arthur Ashe Stadium were named for two men who stood for inclusivity.

Murray Bodin stated that Metro-North and LIRR operate under outdated laws and that grade crossings should have stop lights. He also commented on rolling stock procurements by LIRR and Metro-North, stating that you don't need to buy from manufacturer X just because manufacturer X made the car before. Both railroads should insist on being able to buy parts from other sources, without voiding the warranty from the original manufacturer. He stated that sole source procurements by LIRR and Metro-North should be reviewed.

APPROVAL OF MINUTES AND 2017 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the May 22, 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 on Amtrak's Summer Track Work at Penn Station. The tracks at Penn Station have fallen into a state of disrepair. The track work being repaired this summer is located at the west end of Penn Station, which will cause one of the station tracks to be closed. Due to this work, NJT and Amtrak will not have access to three tracks which lie towards the center of Penn Station. Amtrak and the FRA have conducted an intensive investigation and put together a work plan. The work will take place mostly on weekends with some work being done during the week. The track work will continue past September and into 2018 with work taking place where it can be done at night and over weekends.

Since Amtrak announced the need for this extraordinary track work, LIRR has thoroughly explored every alternative to minimize the impact on our customers and to alleviate overcrowding at Penn Station.

The majority of LIRR's trains arrive at Penn Station between 7:30 and 8:30 AM, the "peak of the peak." This results in a challenge: this period represents the largest number of people arriving at Penn Station, but the capacity is not there to support them. What LIRR has tried to do is to add trains on the "shoulders of the peak period", from 6-7 AM and 9-10 AM, and

to add cars to trains throughout the morning rush. A total of 15 trains are affected during the AM rush: two are being cancelled; five are being terminated in Jamaica; five are being diverted to Atlantic Terminal; and three are being diverted to Hunterspoint Avenue.

Customers can connect to subways at Jamaica Station, Atlantic Terminal and Hunterspoint Avenue, which will cross-honor LIRR tickets during the morning rush hours. Supplemental bus service will be provided from Long Island commuter parking lots to Manhattan. Buses will originate in eight locations across Long Island. In Manhattan, buses will served the Upper East Side and Penn Station. The MTA will offer ferry service to LIRR ticket holders. Ferries will run from Hunters Point in Long Island City to the 34th St Pier, with additional ferries supplementing the existing service. LIRR is also finalizing details for ferry service from Glen Cove to Manhattan.

President Nowakowski stated that we can give everyone a seat, but not if everyone tries to get into Penn Station between 7:30 and 8:30 AM by train.

An aggressive public awareness campaign has begun to ensure that riders have the information they need to plan ahead. The campaign includes informative commercials and newspaper advertisements running throughout the summer; flyers on every seat of the LIRR; electronic messages direct to customers via text and email; social media announcements; and a significant increase in the number of LIRR representatives on trains and at stations.

Board Member James E. Vitiello asked whether as part of the outreach program, LIRR has a people component at stations, including staff to answer customer commuting and service questions.

President Nowakowski responded that although we do not know what choices LIRR commuters will make, LIRR employees will be at stations at various locations to monitor train capacity, particularly at interim stations. He stated that through LIRR's public awareness campaign, LIRR customers will be alerted about alternative commuting options.

President Nowakowski also stated that LIRR is implementing its Customer Assistance Program ("CAP"), which includes stationing managers at various stations to assist customers. This is especially beneficial at Jamaica and Penn Station. He stated that this will be an all hands on deck effort by LIRR.

Chair Pally commented that while the reduced service capacity may have minimal impact on customers who board a train at the origination station, this is going to be very challenging for customers who embark at stations closer to New York City, and for those commuters who do not have express trains.

Board Member Vitiello stated that this summer will be tough on commuters and tough on staff. It's important that we focus on how we treat customers and if our conductors can offer a smile, it will help.

Chair Pally stated that while customers do not like to sit in the middle seat, the middle seat is now important from a capacity perspective.

Board Member Veronica Vanterpool commented on the remarks made by Interim Executive Director Hakim concerning Amtrak. She stated that she is conflicted on the issue of withholding payments to Amtrak. While she is sensitive to the costs incurred by MTA in providing alternative service and to the extreme hardship endured by customers on the MTA system, she noted that Amtrak has struggled with 46 years of inadequate funding. Board Member Vanterpool stated that it is hasty to suggest that MTA should withhold payments to Amtrak. She requested an accounting of the lease payments that the MTA makes to Amtrak and how they have been applied, and asked that this information be reviewed by the Board before MTA decides to withhold payments to Amtrak. She asked whether the payments MTA has been making to Amtrak have not been applied as per LIRR's Lease Agreement. Board Member Vanterpool stated that she agreed with Governor Andrew Cuomo's approach at the end of May when he pressed U.S. Secretary of Transportation Elaine Chao for emergency federal funding to support critical repairs. Now the Governor supports legislation to withhold payments to Amtrak. She prefers the approach of seeking additional federal funds to pursuing legislation to withhold payments. She supports the idea of fare discounts for LIRR and NJT riders, and although NJ Transit is absorbing the cost of this measure, she did not think MTA should absorb that cost. She expressed the view that the federal government should support both agencies and pay for their mitigation costs as well as for the repairs.

Chair Pally responded that a number of us have made it clear that a discounted fare in this situation is warranted. It is obviously part of a larger discussion, as Board Member Vanterpool made clear in relation to Amtrak's funding. Mr. Pally stated that MTA Interim Executive Director Hakim agreed to conduct an analysis of what happened to the payments LIRR made and determine if those funds were being used for the appropriate purpose for which they were paid over. It is time for our Congressional delegation to step up to the plate and to ensure that Amtrak covers the appropriate costs to the MTA and covers the fare reduction to LIRR customers that is warranted. This is the fairest way to do this because it encompasses the service LIRR provides, and the services that it cannot provide for reasons that are not LIRR's fault. Chair Pally stated that he shares Board Member Vanterpool's concerns and is hopeful that the MTA Interim Executive Director will come back to the Committee with an analysis of MTA's payments to Amtrak so we can make an informed decision.

Board Member Charles G. Moerdler stated that he takes issue with Board Member Vanterpool's comments with respect to Amtrak. Based on one set of collective statistics to which Mr. Getz referred, 30,342 passengers will be directly affected during the morning peak by

the changes that have to be made; that assumes maximum consists which would require the LIRR to add 32 cars to 14 trains and have 4,597 standees over two months on 22 trains. From East Williston alone, Train No. 1501 departing at 7:26 AM will probably have 780 standees every day with a full 12-car consist. The peak riders, 32,724 passengers, will adversely be affected. There will be 8,362 standees on 17 trains with the worst trains being Train Nos. 1154 and 360. MTA Interim Executive Director Hakim and the Governor's Office have made efforts to provide ferry service, buses, and to provide alternative methods to get the people from Long Island into the City and to enable the City to function effectively. Those buses will by and large have a one hour delay over what the normal travel times could be because of the choke points on the LIRR and the miserable traffic patterns in the City of New York. The subways and the various transfer stations will be clogged with passengers. The Long Island Expressway will be a parking lot. None of this will have occurred but for the gross negligence and misconduct on the part of Amtrak. Amtrak has an obligation to pay for each and every rider that it has affected, and it has an obligation to pay the MTA for the extraordinary costs MTA will be incurring. The impact these delays will have on the economy of the City and on Long Island will be enormous.

Board Member Vanterpool responded to Board Member Moerdler's comments. She stated that she and Board Member Moerdler are in agreement and that the MTA should not absorb these costs. We also agree that the MTA has gone through a serious and concerted amount of effort to address these service needs as best as they can. We also agree that it is a huge disruption to our customers. She stated that asking the federal government to pay for MTA's costs, or asking Amtrak to pay for such costs, is essentially the same thing as the money comes from the same funding source. She added that we don't want Amtrak to continue to deplete its woefully underfunded budget so that we are back in the same situation in 18 months.

Board Member Moerdler responded that Amtrak has had a huge budget for years although it has been starved on occasion over the past few years. However, the fact remains that Amtrak has allocated its funds in a way that has penalized Penn Station by not providing the funds to repair it for the last 10 to 20 years, which is inexcusable negligence.

Chair Pally stated that there are two issues. First, he would be surprised if Amtrak could shift funds from some other parts of the country to us because Amtrak has a national jurisdiction. To him, this situation is like a hurricane or tornado hitting the South. Congress steps up to the plate and provides federal funds to take care of those concerned, and rightly so, and we pay our share and rightly so. In this situation, we are faced with our own hurricane or tornado, it just happens to be in a railroad station and the federal government should step up to the plate and do exactly what we do for everybody else. If that comes from Amtrak's current budget or other funds made available to MTA for this type of reimbursement, I don't think we care. We do care, however, that MTA and its customers should not pay for either the work that needs to be done or for the reimbursement to our customers for the agony and the anxiety of what they are going through at the moment.

Board Member Vitiello stated that he thinks there are two truths. Amtrak is probably underfunded and there are two sides to the story about Amtrak's competence. Mr. Vitiello stated that withholding payments is a short term attention-getter, but not a long term strategy. We still need Amtrak and acrimony will not help the situation. At the operational level, LIRR should be asking Amtrak what it can do to help them. Mr. Vitiello stated that at the end of the day, he would rather have the work done quicker and not have the \$50 million from them. Whether there is something LIRR can do to make the work go faster is really the point.

President Nowakowski responded to Board Member Moerdler's comments regarding capacity. LIRR has reviewed every train's morning and evening schedule. LIRR has evaluated current ridership as recently as the spring of 2017 and knows what the ridership is on each and every train. We have the capacity to handle all of the people who wish to travel to Penn Station, but not during the period 7:30 AM -8:30 AM or the "peak of the peak." If people can adjust their schedules and avoid the "peak of the peak" period, that would be of great help.

Board Member Vanterpool stated that in Amtrak's 46-year history the highest appropriation it has received from Congress was \$1.7 billion in 1999. She does not think that a national agency that has a \$38 billion backlog in capital repairs and operates with an annual deficit of several hundred million dollars has a healthy budget.

President Nowkowski reported the West End Concourse at Penn Station opened on Thursday, June 15, 2017. The newly renovated concourse is an attractive new entrance to Penn Station and he thinks LIRR customers will enjoy it.

On Saturday, June 10, 2017, LIRR supported the Belmont Stakes at Belmont Park and carried 30% of the attendees. Since it was not a Triple Crown opportunity, LIRR did not see the large crowds that it saw a couple of years ago. From June 10-12, 2017, LIRR also supported LI Pride on the Beach in Long Beach.

President Nowakowski reported that LIRR continues to meet with representatives from the East End of Long Island regarding service planning and adjusting its schedule to meet the needs of its East End customers. Chair Pally thanked President Nowakowski and LIRR staff for those efforts.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report can be found on page 107 of the Committee Book, reporting through the end of April 2017.

Reporting on LIRR's 12-month average FRA Reportable Customer Accident and Employee Lost Time Injury Rates for a three-year period, reflecting the months of May through

April, Vice President Ebbighausen stated that LIRR's customer injury rate continues to decline and that the Employee Lost Time Injury Rate continues to be slightly higher than 2016.

Reporting on LIRR's Community Outreach Program, undertaken in collaboration with the MTAPD, Vice President Ebbighausen noted that LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations reached over 34,000 participants through the end of April 2017.

Board Member Moerdler commented that the Safety Report shows more summonses issued to cars crossing inappropriately at the grade crossings. He asked if those summonses are returnable in a Long Island Criminal Court.

MTAPD Chief Owen Monaghan responded that he believes those summonses are returnable to a criminal court in the local jurisdiction.

Board Member Moerdler asked Chief Monaghan if he could have available by the July or September Committee Meeting the following statistics: where summonses were issued, how many persons responded to them by appearance rather than ignoring them. He stated that he would like to know the results because of some disturbing statistics from MTA NYC Transit.

Chief Monaghan responded these areas are not adjudicated by the Transit Adjudication Bureau and suspects there will be a different statistic.

Chair Pally responded that he believes summonses for grade crossing violations are adjudicated in District Court in Nassau and Suffolk Counties, which is the lowest level court with criminal jurisdiction, and that there should be some statistics from the court system as to their disposition.

Chief Monaghan responded that in the case of Metro North, he believes summonses are adjudicated in either the County Courts or the Village Courts.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber introduced himself and then asked MTA Capital Construction ("MTACC") Executive Vice President Bill Goodrich to report on the East Side Access (ESA) Project.

Mr. Goodrich reported that Amtrak's track maintenance work at Penn Station is impacting critical signal testing planned for July and August which may impact the scheduled cutover of CIL signal huts in 2018. MTACC is working with LIRR to identify substitute weekends in September and October to mitigate this risk.

The Grand Central Concourse and Facilities Fit-Out (CM014B) contractor has started to receive delivery of and install structural steel for the build-out of the concourse.

In the Harold Interlocking, Catenary Truss 931 was set during a complex early morning outage on June 3. During a 40-minute outage of eight tracks and related catenary, the contractor set in place a 147-foot long catenary truss. This was an important step in clearing the way for the Tunnel B/C approach work.

The Track A Cut and Cover Structure (CH061A) contractor began excavation for the structure that will bring Tunnel A to daylight.

At the conclusion of Mr. Goodrich's presentation Commissioners Saul and Pally welcomed Mr. Lieber to the MTA.

MTA POLICE DEPARTMENT

MTAPD Chief Monaghan reported that system-wide during the month of May, there was a 3% decrease in total major felonies - 28 compared to 29 in 2016. Year-to-date, there was an 11% decrease in total crimes - 108 compared to 121 in 2016. During May 2017, LIRR experienced a 23% decrease in total major felonies; 10 compared to 13 in 2016. Year-to-date, there was a 6% decrease in total crimes - 49 compared to 52 in 2016.

There was a discussion regarding the type of crimes that come under the category of grand larceny. Chief Monaghan noted that most of these crimes have to do with unattended property. Board Member Vanterpool and Board Member Andrew Saul thanked Chief Monaghan for the increased police presence at 125th Street. Chief Monaghan stated that he will work collaboratively with the NYPD, homeless facilities and private entities in the area to address conditions outside the station.

Metro-North Committee Chair Susan G. Metzger noted that there has been an increase in drug offenses, a reflection of society at large, and asked if the MTAPD is prepared to deal with this issue. Chief Monaghan reported that there had been 44 arrests for drug offenses, and that MTAPD had rescued 50 overdose victims through the use of Narcan.

In response to Board Member Vanterpool's request, Chief Monaghan stated that MTAPD would do an analysis on hate crimes occurring on the Metro-North and LIRR systems.

At the request of Board Member Moerdler, the MTAPD will survey the area under the Park Avenue Viaduct from 118th Street to 125th Street for fire hazards.

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

- Amendment to Gateway Tunnel Agreement – That the Board grant approval authorizing the execution of an amendment to the Gateway Tunnel Agreement with Amtrak for the design, manufacture and installation of a new tandem wheel truing machine in the rebuilt Maintenance of Equipment (“MoE”) Facility at West Side Yard (“WSY”), so as to increase the previously authorized not-to-exceed cost of such work by \$3.85 million, from \$9.5 million to a revised not-to-exceed cost of \$13.35 million.

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 ITEMS

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

President Nowakowski reported that the Bi-Annual Report on M-9 Procurement can be found in the Joint Committee Book.

President Nowakowski reported that the status update on Positive Train Control (“PTC”) will be presented at this afternoon's Capital Project Oversight Committee (“CPOC”) meeting.

Chair Pally asked if the M-9 procurement is still on schedule. President Nowakowski responded in the affirmative. Chair Pally asked if it was still LIRR's intention to exercise its option for additional cars. President Nowakowski responded that the first option for LIRR will be exercised by September to maintain price and not affect production.

Board Member Saul commented that he is pleased with the M-9 pricing, but would like to better understand the pricing for M-8 cars to be used on the New Haven Line. He asked that a report be given at the July Committee meeting on the M-8 and M-9 procurements and the differences in pricing.

Board Member Zuckerman commented that there should be a vibrant discussion on PTC at CPOC.

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

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.

Board Member Moerdler asked why there was a significant increase in the number of delays attributable to unscheduled engineering. President Nowakowski responded that scheduled engineering work, such as track work, is planned in advance; unscheduled engineering work represents infrastructure failure and is unplanned.

Board Member Moerdler asked why there was a 3-4 times increase in delays due to unscheduled engineering work. President Nowakowski agreed to look into that.

Senior Vice President - Engineering Bruce R. Pohlot responded that LIRR had 482 additional delays over the last year during the same time period. The Jamaica derailment and the track equipment collision caused 321 of those 482 delays. He noted that insulated joint failures is the other area that caused additional delays. The LIRR experienced fewer insulated joint failures but they caused an increased number of delays.

MTA LONG ISLAND RAIL ROAD

Procurement

LIRR presented no procurements items to the Committee.

MTA CAPITAL CONSTRUCTION

Procurement

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

The competitive procurement items are as follows:

- The adoption of a resolution and authorization to allow the Request for Proposal method be utilized to solicit Contract CS086, Tunnel System Package 2, Signal Installation for the East Side Access Project.
- The award of four competitively solicited and negotiated miscellaneous service contracts (PS851A through PS851D) to provide independent testing and laboratory services for an amount not to exceed \$3,000,000 (aggregate) and a term of five years to Distinct Engineering Solutions, Inc. P.C., HAKS Construction Management Land Surveying, MT Group, and Tectonic Engineering & Surveying Consultants, P.C

The procurement ratification is as follows:

- Ratification of a modification to the Harold Structures Part 3 (CH057) Contract for the East Side Access Project in the amount of \$970,558, to furnish and install remote panels and to furnish additional materials to support control of certain Long Island Railroad track switches and signals from the Jamaica Control Center.

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

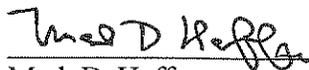
LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program

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

Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary



2017 Long Island Rail Road Committee Work Plan

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

Responsibility

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 Administration/Diversity Service Planning
2017 Mid Year Forecast	
Diversity/EEO Report – 2 nd Q 2017	
Fall Track Work	

October 2017 (Joint Meeting with MNR)

2018 Preliminary Budget (Public Comment)	President/Sr. Staff Service Planning MTA President/Sr. Staff
Status Update on PTC	
November Schedule Change	
MTA Homeless Outreach	
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 rd Q 2016	Administration/Diversity Management & Budget Committee Chair & Members
2018 Final Proposed Budget	
2018 Proposed Committee Work Plan	

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 th 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

May 2018

Diversity/EEO Report – 1 st Q 2018	Administration/Diversity
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June 2018 (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

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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– 2nd Quarter 2017

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

OCTOBER 2017 (Joint Meeting with MNR)
2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

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

MTA 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– 3rd 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-- 4th 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.

MAY 2018

Diversity & EEO Report– 1st Quarter 2018

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

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.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - July 2017

Expenditures thru June 2017; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,028.8	\$ 7,481.0	\$ 5,488.7
Design	\$ 732.7	\$ 732.7	\$ 705.0
Project Management	\$ 1,036.2	\$ 882.0	\$ 778.9
Real Estate	\$ 178.0	\$ 119.9	\$ 117.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 9,215.6	\$ 7,089.8

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

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$57.7	Nov-2011	Nov-2011	Apr-2013	Sep-2017
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$361.6	\$350.2	\$11.4	\$322.8	Mar-2014	Mar-2014	Nov-2016	Sep-2017
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$441.6	\$22.0*	\$142.2	Dec-2014	Feb-2015	Aug-2018	Jun-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$663.6	\$48.8	\$82.4	Jul-2015	Apr-2016	Jan-2020	Apr-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$263.9	\$262.4	\$1.5	\$241.0	Aug-2011	Aug-2011	Aug-2014	Sep-2017
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$142.8	\$121.3	\$21.5	\$62.1	Nov-2013	Nov-2013	Feb-2016	Sep-2018
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge Tutor Perini Corporation	\$89.9	\$68.9	\$21.0	\$56.8	Nov-2014	Dec-2015	Jul-2017	Jun-2017
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.1	\$7.8	\$1.1	N/A	Nov-2016	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach**		In Design			Jul-2015	Jun-2018	N/A	Oct-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$547.0	\$59.9***	\$230.3	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)		In Design (Repackaging)			N/A	Dec-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$4.3	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$72.6	\$7.1	\$8.2	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.

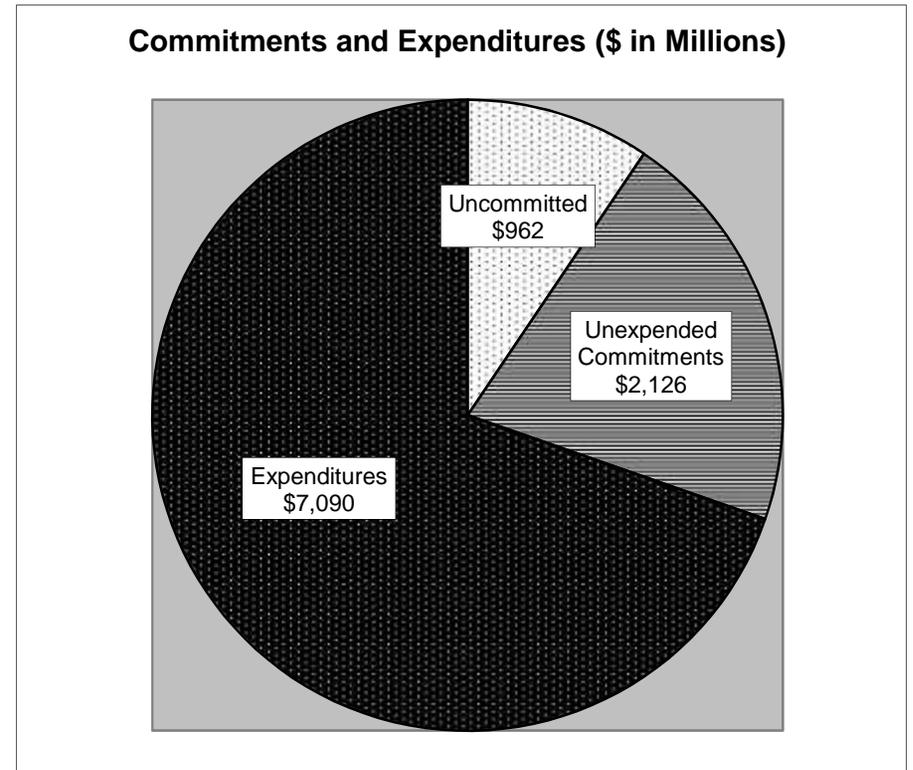
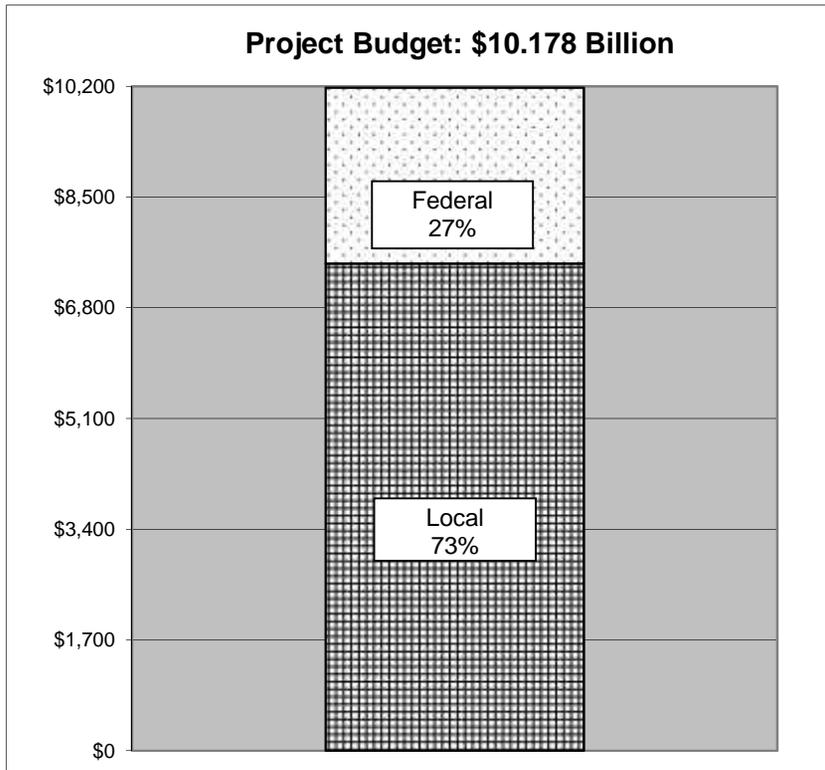
*** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status

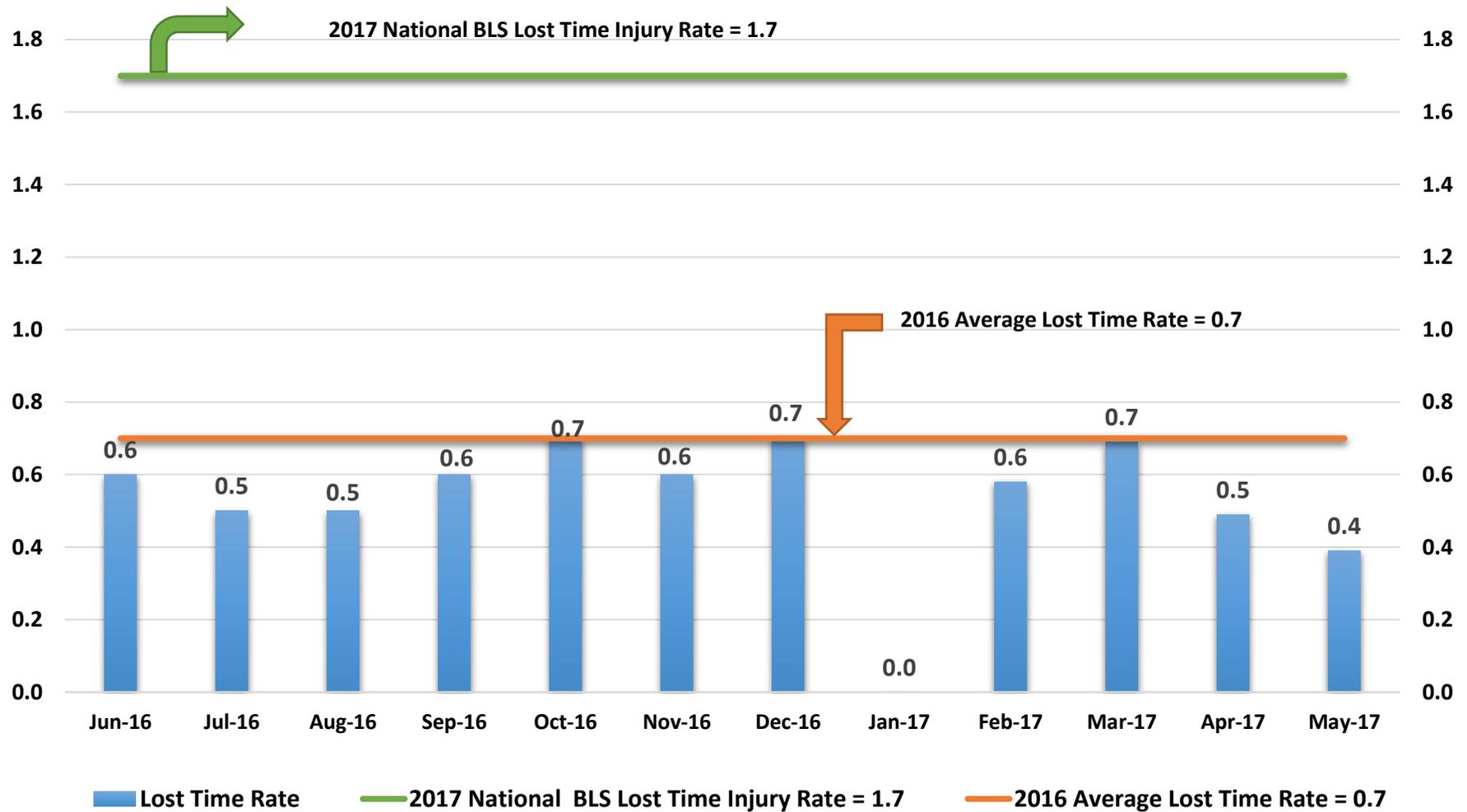
Report to the Railroad Committee - July 2017

data thru June 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	1,529	5	1,523
2005-2009	2,683	839	1,843	1,843	2,674	9	2,638
2010-2014	3,232	3,232	-	-	3,149	83	2,454
2015-2019	2,572	2,572	-	-	1,706	866	317
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699	\$ 9,216	\$ 962	\$ 7,090



ESA Annual Cumulative Profile of Lost Time Injury Rates





POLICE REPORT



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

June 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	2	2	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	2	8	-6	-75%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	7	14	-7	-50%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	15	13	2	15%
Felony Assault	9	8	1	13%
Burglary	1	7	-6	-86%
Grand Larceny	30	37	-7	-19%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	56	66	-10	-15%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

June 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	3	5	167%
Felony Assault	6	7	-1	-14%
Burglary	1	2	-1	-50%
Grand Larceny	10	15	-5	-33%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	26	28	-2	-7%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	26	23	3	13%
Felony Assault	21	18	3	17%
Burglary	6	15	-9	-60%
Grand Larceny	74	89	-15	-17%
Grand Larceny Auto	7	4	3	75%
Total Major Felonies	134	149	-15	-10%

INDEX CRIME REPORT
Per Day Average
June 2017

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	8	3	1	4
Fel. Assault	6	2	3	1
Burglary	1	0	1	0
Grand Larceny	10	2	6	2
GLA	1	0	1	0
Total	26	7	12	7
Crimes Per Day	0.87	0.23	0.40	0.23



MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 6/30/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	19	16
Felony Assault	26	18
Burglary	4	11
Grand Larceny	29	24
Grand Larceny Auto	2	3
Aggravated Harassment	3	1
Aggravated Unlicensed Operator	8	12
Assault-Misdemeanor	30	24
Breach of Peace	6	7
Child Endangerment	2	2
Criminal Contempt	6	2
Criminal Impersonation	6	4
Criminal Mischief	28	28
Criminal Possession Stolen Property	7	6
Criminal Tampering	7	2
Criminal Trespass	19	22
Disorderly Conduct	2	2
Drug Offenses	46	27
DUI Offenses	5	3
Failure to Appear	1	0
Falsely Reporting an Incident	3	1
Forgery	25	31
Fraud	0	6
Graffiti	15	6
Harassment	2	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	5	2
Obstruct Government	7	11
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	67	104
Public Lewdness	11	92
Reckless Endangerment	3	1
Resisting Arrest	23	20
Sex Offenses	8	6
Stalking	1	0
Theft of Services	99	84
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	20	26
Weapons Offenses	3	3
Total Arrests	548	617

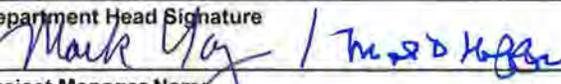


Long Island Rail Road

ACTION

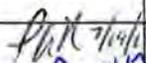
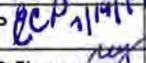
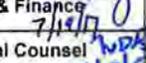
ITEMS

Staff Summary

Subject Moynihan Phase 1 Funding Agreement and New York Power Authority Energy Services Program Agreement
Department Finance / General Counsel
Department Head Name Mark Young / Mark Hoffer
Department Head Signature 
Project Manager Name Francis Landers / Roberta Pedersen

Date July 19, 2017
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee		X		
1	Finance Committee		X		
2	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	President 		
2	Executive VP 		
3	VP - Mgmt. & Finance 		
4	VP & General Counsel 		

PURPOSE AND RECOMMENDATION:

To obtain Board authorization for the Metropolitan Transportation Authority (“MTA”) and the MTA Long Island Rail Road (“LIRR”) (jointly, the “MTA Parties”) to enter into (i) a Funding Agreement with the New York State Urban Development Corporation d/b/a Empire State Development Corporation (“ESD”) whereby they would fund the final elements of the Phase 1 West End Concourse Enhancements work (the “WEC Enhancements”) including interior finishes such as cladding and detailing, exterior finishes such as signage and lighting, and the design and installation of energy efficient LED lighting and displays (the “LED Element”); and (ii) a Customer Installation Commitment (“CIC”) under the MTA Energy Services Program Agreement with the New York Power Authority (“NYPA”) to fund the LED Element of the WEC Enhancements.

DISCUSSION:

ESD acquired ownership of the Farley Building from the United States Postal Service in March 2007 to facilitate the redevelopment of the Farley Building to accommodate a combination of transportation, public, commercial and other facilities including the creation of the new Moynihan Train Hall, an intermodal transportation facility (“Moynihan Train Hall”). The Moynihan Train Hall will be located on the west side of 8th Avenue between 31st and 33rd Streets in Manhattan physically connected to the existing Pennsylvania Station located between 7th & 8th Avenues in Manhattan between 31st and 33rd Streets. The Moynihan Train Hall is part of a two-phased project: (i) Phase 1, which is substantially complete and consists of the expansion of the WEC underneath the Farley Building, carried out by ESD subsidiary Moynihan Station Development Corporation (“MSDC”) through a contract with Skanska USA Civil Northeast, Inc.; and (ii) Phase 2, the redevelopment of Moynihan Train Hall pursuant to a Development Agreement between ESD and Moynihan Train Hall Developer LLC (the “Developer”) entered on June 15, 2017.

Staff Summary

On June 29, 2012, the MTA Parties and ESD entered a Phase 1 Force Account and Construction License Agreement, which covered the design and construction of the new expanded WEC. Specific work included improved customer circulation, new stairs, elevators and escalators, and the relocation and protection of building systems. The agreements covering this work defined the MTA's maximum contribution to the project at \$35.5 million, which was included in the MTA Five-Year Capital Program.

The WEC Enhancements are substantially complete and the Concourse opened to the public on June 15, 2017. Completion of the WEC Enhancements, other than the LED Element, cost an additional \$10.7 million, which per the proposed Funding Agreement, would be funded by the MTA Parties from the MTA Capital Plan. MTA would make a payment in full to ESD.

The LED Element included the installation of energy efficient LED lighting and displays. Per the Funding Agreement, the MTA Parties are proposing to fund this work pursuant to the Energy Services Program Agreement with NYPA, which the Board approved in 2005 ("Master Agreement") to facilitate energy savings and energy efficiency projects at MTA facilities. Under these agreements, the LIRR would receive a loan from NYPA by executing a CIC under the Master Agreement. NYPA would pay the loan proceeds directly to ESD to pay for the installation of the LED Element, and the LIRR would repay the loan to NYPA over a 10-year period. The total 10-year cost of the NYPA loan would be approximately \$23 million (inclusive of interest and fees) and would be paid monthly out of the LIRR's Operating Budget. The LED lighting and displays are energy efficient, however, the MTA parties do not anticipate any net cost savings as a result of their installation. Therefore, Board Approval is required. The MTA Parties seek authorization to enter the CIC with NYPA under the Master Agreement.

ALTERNATIVE:

The MTA parties could forego NYPA financing for the LED lighting and display work, and fund the LED Element of the work out of the Capital Plan in lieu of the Operating Budget.

BUDGET IMPACTS:

The LIRR has identified resources within its existing Capital Program to cover the non-NYPA portion of these costs. A new project will be created within the 2015-2019 Capital program for this initiative. The cost to repay the NYPA loan is included in the July 2017 Financial Plan.



Long Island Rail Road

INFORMATION

ITEMS



Long Island Rail Road

RETAIL DEVELOPMENT

AT

PENN STATION

JULY 2017

MTA Real Estate

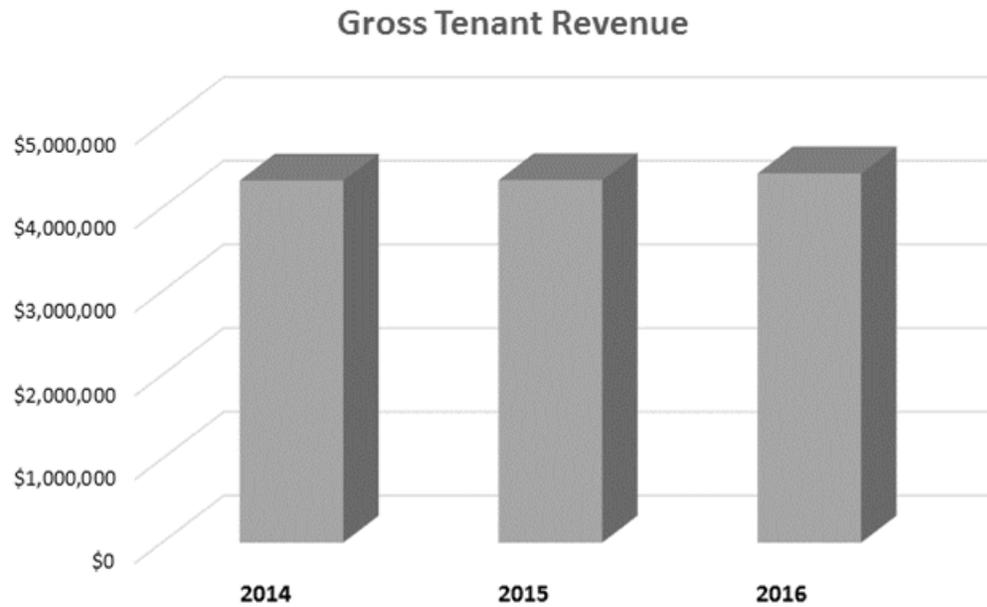


GENERAL:

MTA LIRR controls 16 retail stores and four newsstand kiosks at Penn Station. At present, four spaces are vacant and seven have expired leases and are in holdover. The following highlights year over year performance.

I. PROPERTY PERFORMANCE

The past three years have witnessed stable revenue generation from the tenancies.



I. PROPERTY PERFORMANCE (Cont'd)

Financial Summary: 2014 - 2017 Tenant Revenue

*Tenant Revenue includes minimum, percentage and storage rent.

	Actual 2014	Actual 2015	Actual 2016	1Q YTD	1Q YTD	Variance			
				Budget 2017	Actual 2017	<u>Actual 16 v Actual 15</u>		<u>YTD 1st Q Actual v Budget</u>	
						Amount	%	Amount	%
Tenant Revenue	\$4,325,089	\$4,329,217	\$4,409,331	\$878,554	\$897,631	\$80,114	1.85%	\$19,077	2.2%

Guaranteed Minimum and Percentage Rent

2016 saw growth in tenant revenue due to escalations in minimum rent and a slight increase in percentage rent. Q1 revenue decreased from 2016 to 2017 and will continue to track downward due to the renovation effort noted in Section IV.

- Average guaranteed minimum rent for retail space at Penn is \$192 psf.
- \$245,525 in percentage rent was paid in 2016 from the three tenants whose leases provide for that rent structure.

II. TENANT SALES PERFORMANCE

Average Sales per Square Foot by Retail Area

	<u>2016</u>	<u>2015</u>	<u>Q1 2017</u>	<u>Q1 2016</u>
Connecting Corridor	\$1,247	\$1,224	\$319	\$323
Exit Concourse	\$2,460	\$2,478	\$575	\$570
West End Concourse	n/a	n/a	n/a	n/a
All Penn	\$1,667	\$1,658	\$408	\$408

2016 Year End / 2017 First Quarter Sales Performance

- Overall sales increased for all retail in Penn Station in 2016.
- Sales per square foot on the Connecting Corridor increased slightly over 2015 levels with sales on the Exit Concourse decreasing slightly.
- Total reported retail sales for 2016 equaled \$7,869,050 among the three tenants who report gross receipts, a 0.52 % increase over the previous year.
- Overall sales per square foot for all of Penn were flat in Q1 2017.
- Sales per square foot in Q1 2017 show a decrease on the Connecting Corridor but a slight increase for the Exit Concourse.

III. LOOK AHEAD

The LIRR is planning a major expansion and renovation of the 33rd Street Concourse. These changes will improve circulation and the overall customer experience. The improvements will necessitate the emptying of tenanted space when needed to accommodate construction. Accordingly, MTA Real Estate has recently stopped signing new leases and been preparing to terminate leases when and as needed.

Memorandum



Date: July 24, 2017

To: Members of the MTA Board LIRR Operating Committee

From: Patrick A. Nowakowski, President

Re: 2017 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings to the LIRR's 2017 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation (NYSDEC) audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2016 audit the LIRR performed the following:

- Conducted audit inspections at various LIRR properties including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations; and
- Updated the audit data base for pre-existing violations and entered new violations that occurred during the audit period.

LIRR's findings identified 35 violations as follows:

- Chemical spills (16)
- Third Party Actions (6)
- Oil/Petroleum Spills (10)
- Other (3)

During the audit period one violation was closed to the satisfaction of the NYSDEC. Of the 35 open issues at the end of the audit period, 27 are attributable to historic railroad operations predating current day environmental regulations. Nine new petroleum spills occurred during the April 1, 2016 to March 31, 2017 audit period. Eight were cleaned up and closed out by the NYSDEC within the audit period. Two of the nine spills were caused by third parties and were cleaned up and closed out by the NYSDEC within the audit period. The remaining spill should be closed out by June of this year. None of the non-compliance violations were ranked as an N1. An N1 ranking indicates an imminent threat to public health and to the environment. There were 30 ranked as N2, 5 as N3, and none as N4.

Staff Summary



Subject SEPTEMBER TIMETABLE & TRACKWORK PROGRAMS						Date JUNE 29, 2017			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	7/24/17				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 adjust schedules beginning September 5, 2017, through November 12, 2017. Projects supported during this timetable include Mechanized Tie Replacement on the Montauk and Babylon Branches, Post Avenue Bridge Replacement preparation work on the Main Line, and PTC installation work on the Port Washington Branch. Continuing projects include East Side Access work in Harold Interlocking, Wantagh Station rehabilitation, West Side Yard Overbuild, Jamaica Capacity Improvements, Long Beach Branch post-Sandy restoration work, Atlantic Tunnel lighting and Vanderbilt (VD) Yard construction, Hicksville Station Rehabilitation on the Main Line, and Nostrand Avenue Station Rehabilitation on the Atlantic Branch. Additionally, Trackwork Programs during August and September will support Second Track Construction on the Main Line between Farmingdale and Ronkonkoma.

SEPTEMBER 5 TIMETABLE CHANGE

Construction Activities

- **Montauk Branch, Speonk-Montauk – Mechanized Tie Replacement** – Single main track will be out of service midday weekdays between Speonk and Montauk for mechanized tie replacement.
- **Babylon Branch, Wantagh-Babylon – Mechanized Tie Replacement** – One of two main tracks will be out of service overnight weeknights for Mechanized Tie Replacement between Wantagh and Babylon.
- **Main Line, Carle Place-Hicksville – Post Avenue Bridge Replacement Prep Work** – One of two main tracks will be out of service midday weekdays between Carle Place and Hicksville for prep work related to the upcoming replacement of the Post Avenue Bridge in Westbury.
- **Port Washington Branch, Shea-Bay – PTC Installation Work** – One of two main tracks will be out of service overnight weeknights between Shea Interlocking at Mets-Willets Point and Bayside for testing related to Positive Train Control (PTC).

- **Port Washington Branch, Shea-Bay – PTC Installation Work** – One of two main tracks will be out of service overnight weeknights between Shea Interlocking at Mets-Willets Point and Bayside for testing related to Positive Train Control (PTC).

TRACK WORK PROGRAMS

- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for construction related to the Main Line Second Track project for a 6-hour overnight period on August 19, and for two 48-hour weekends on September 9-10 and September 16-17, 2016.

DISCUSSION:

Timetable Change – Construction Activities

- **Montauk Branch, Speonk-Montauk – Mechanized Tie Replacement** – Single main track will be out of service midday weekdays between Speonk and Montauk for mechanized tie replacement. As a result, two eastbound midday trains that normally operate to Montauk will instead terminate at Speonk, with bus connections provided for passengers for stations east of Speonk. Additionally, two westbound midday trains that normally originate in Montauk will instead originate at Speonk, with bus connections for passengers from stations Montauk through Westhampton. Customers can expect up to 28 minutes additional travel time, and westbound buses may leave up to 30 minutes earlier than normal train times in order to connect with trains.
- **Babylon Branch, Wantagh-Babylon – Mechanized Tie Replacement** – One of two main tracks will be out of service overnight weeknights for Mechanized Tie Replacement between Wantagh and Babylon. As a result, some overnight trains are adjusted up to 30 minutes later. In addition, one overnight eastbound that normally operates to Babylon will instead terminate at Freeport, and one overnight westbound that normally originates in Babylon will instead originate at Freeport.
- **Main Line, Carle Place-Hicksville – Post Avenue Bridge Replacement Prep Work** – One of two main tracks will be out of service middays between Carle Place and Hicksville for prep work related to the upcoming replacement of the Post Avenue Bridge in Westbury. As a result, midday schedules of Main Line branches are adjusted. Westbound midday Ronkonkoma Branch trains are adjusted up to 30 minutes later, with connecting westbound midday Riverhead/Greenport trains also adjusted. Midday eastbound and westbound Huntington trains are adjusted up to 21 minutes later, and the resulting adjustments to connecting Port Jefferson Branch trains result in 2-hourly midday service east of Huntington. Additionally, westbound midday Long Beach and West Hempstead Branch trains are adjusted up to 3 minutes earlier for connections and slots into Penn Station.
- **Port Washington Branch, Shea-Bay – PTC Testing** – One of two main tracks will be out of service overnight weeknights between Shea Interlocking at Mets-Willets Point and Bayside for testing related to Positive Train Control (PTC). As a result, some eastbound and westbound overnight Port Washington Branch trains are adjusted up to 6 minutes later than normal, with some overnight trains on other branches adjusted between 4 minutes earlier and 2 minutes later for slots into and out of Penn Station.

Trackwork Program – Construction Activities

- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for 6 hours overnight on Saturday, August 19, for construction related to the Main Line Second Track project. Eastbound customers traveling to stations Pinelawn through Ronkonkoma will board buses at Farmingdale for their station. Eastbound customers can expect up to 44 minutes additional travel time. Westbound customers traveling from stations Ronkonkoma through Pinelawn will board buses at their station for Farmingdale, where

they will transfer to train service. Westbound buses will depart up to 44 minutes earlier than normal train service in order to connect with trains at Farmingdale.

On two other weekends, September 9-10 and September 16-17, 2016, Single Main Track will be out of service between Farmingdale and Ronkonkoma for 48 hours for construction related to the Main Line Second Track project. Eastbound customers traveling to stations Pinelawn through Ronkonkoma will board buses at Hicksville for their station. Eastbound customers can expect up to 44 minutes additional travel time. Westbound customers traveling from stations Ronkonkoma through Pinelawn will board buses at their station for Hicksville, where they will transfer to train service. Westbound buses will depart up to 44 minutes earlier than normal train service in order to connect with trains at Hicksville. Bethpage and Farmingdale customers will have normal train service in both directions. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma.

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
COMMITTEE**

MTA BOARD

PROCUREMENT PACKAGE

JULY 2017

Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Joint Committee	7/24/17	X		
2	Board	7/26/17	X		

Date: July 13, 2017			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
Approval		Approval	
4	President 	3	Executive Vice President <i>AD</i>
2	Vice President, Program Controls <i>f-p</i>	1	Chief Procurement Officer <i>gke</i>

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:

Schedules Requiring Majority Vote:

Schedule I Modification to Purchase or Public Work Contract

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 884,000
SUBTOTAL	1	\$ 884,000

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

Schedules Requiring Majority Vote:

Schedule K Ratifications of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 2,004,800
SUBTOTAL	1	\$ 2,004,800
TOTAL	2	\$ 2,888,800

Budget Impact:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

July 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule I. Modification To Purchase and Public Work Contracts

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

- | | | | |
|----|---|-------------------|--------------------------------------|
| 1. | GCT Constructors Joint Venture
Contract No. CM014B
Modification No. 85 | \$ 884,000 | <u>Staff Summary Attached</u> |
|----|---|-------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract to reconfigure and resize new HVAC ducts; relocate affected utilities and modify the affected portions of the new ceiling and Air Handling Units (AHUs)..

Item Number: 1

Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)
Description GCT Concourse and Facilities Fit-Out for the ESA Project
Contract Term (including Options, if any) 1,726 Days
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich

Contract Number CM014B	AWO/Modification # 85
Original Amount:	\$ 404,622,096
Prior Modifications:	\$ 12,946,260
Prior Budgetary Increases:	\$ -0-
Current Amount:	\$ 441,846,260
This Request	\$ 884,000
% of This Request to Current Amount:	.2%
% of Modifications (including This Request) to Original Amount:	3.4%

Discussion:

This Contract is for the architectural, structural, mechanical and electrical fit-out of the Long Island Rail Road (“LIRR”) Concourse, within Grand Central Terminal (“GCT”). The work includes construction of the vertical circulation elements connecting the LIRR Concourse to the Grand Central Terminal Caverns below and Metro North Concourse above for the East Side Access (“ESA”) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract to reconfigure and resize new HVAC ducts; relocate affected utilities and modify the affected portions of the new ceiling and Air Handling Units (AHUs).

The CM014B Contractor is currently constructing the future ESA concourse within GCT’s former Madison Yard, which was utilized by Metro-North for the storage of train sets. After award of the CM014B Contract, a survey of the Madison Yard existing conditions was inserted into the Building Information Modeling (“BIM”) model, which resulted in the identification of several conflicts between the designed HVAC ducts and existing elements of Madison Yard. The existing conditions that conflicted with the designed HVAC ducts were not depicted in the CM014B Contract Documents. The Designer has now revised the Contract Drawings to eliminate the conflicts by reconfiguring and resizing of the affected ducts; revising affected portions of new piping for plumbing and fire sprinklers, AHUs, and affected portions of the new ceiling plan.

The Contractor submitted a cost proposal of \$1,395,321 while the MTACC project estimate was \$1,016,077. Negotiations were held, and the parties agreed to a cost of \$884,000 which is considered fair and reasonable.

This item was identified as resulting from a potential design error or omission and a claim was asserted against the designer of record which has now been resolved.

In connection with previous contracts awarded to the joint venture partners which 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.

July 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)**

- | | | | |
|----|---|---------------------|--------------------------------------|
| 2. | Parsons Brinckerhoff/STV/Parsons
Transportation Group, Joint Venture
Contract No. 98-0040-01R
Modification No. 127 | \$ 2,004,800 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

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 in order to create a new construction contract package to be designated Contract CH057D - Harold Track Work Part 3.

Item Number: 2

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

Contract Number 98-0040-01R	AWO/Modification # 127
Original Amount:	\$ 140,000,000
Prior Modifications:	\$ 339,061,416
Prior Budgetary Increases:	\$ -0-
Current Amount:	\$ 479,061,416
This Request	\$ 2,004,800
% of This Request to Current Amount:	0.4%
% of Modifications (including This Request) to Original Amount:	244%

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, MTACC requests that the Board ratify a modification to the Contract to increase the Guaranteed Maximum Cost by \$2,004,800 in order to create a new construction contract package to be designated Contract CH057D - Harold Track Work Part 3. This package will consist of work taken from existing LIRR force account packages FHL02, FHL03 and FHL04 and unexercised options from existing third party construction contract CH057, and is expected to be awarded during the first quarter of 2018.

The main scope of the new CH057D package is the Northeast Quadrant (NEQ) track work program. Construction of the track elements to be included in CH057D is critical to both the start of construction work at Tunnel B/C Approach by the future CH058A contractor, and the completion and tie-in of Tunnels A, B/C and D by LIRR forces. Completion of the construction work in Contract CH057D is also necessary to avoid delay to the timely completion of Integrated System Testing (IST) in the new ESA Tunnels and the commencement of revenue service. This work cannot commence, however, until the final cutovers of the remaining five Central Instrument Locations (H1, H2, H5, H6 and H30) are completed, which is scheduled for May 2018. Moreover, in order to permit the timely retirement and demolition of the existing Harold signal system and the subsequent commencement of construction of the Tunnel B/C Approach Structure under the CH058A contract, this work must be completed by the end of November of 2018.

Because the volume of track work that must be completed in this limited period requires more Force Account resources than LIRR will have available, LIRR has agreed to have some of the track work performed by a third party contractor. Accordingly, this work will be removed from the three Force Account packages and transferred into CH057D. In addition, under this Modification the GEC will create option packages for the work that LIRR currently intends to self-perform so that if LIRR resources are not available to perform this work in time to meet the schedule, the options can be exercised and the CH057D contractor can be directed to perform the work.

As noted above, the new CH057D package will also include three unexercised options from the CH057 contract. The work in these options cannot be performed until the new Main Line 2 track is placed in service and that is currently scheduled for July 24, 2017. Substantial Completion of the CH057 contract was declared on June 30, 2017 and the options were not exercised.

The Consultant submitted a cost proposal of \$2,185,458 for this modification while the MTACC estimate is \$1,893,355. Negotiations were held and the parties agreed to a cost of \$2,004,800 which is considered fair and reasonable. In order to maintain the current solicitation schedule for Contract CH057D, the President approved a retroactive memorandum and on March 17, 2017, the Consultant was directed to proceed with the work up to a not-to-exceed amount of \$200,000. A subsequent authorization dated June 8, 2017 increased the not-to-exceed amount to \$650,000.

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.



LONG ISLAND RAIL ROAD



Monthly Operating Report June 2017

Patrick Nowakowski
President

07/24/17 *****

Performance Summary			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	89.0%	90.1%	93.5%	93.7%
		AM Peak		88.8%	89.5%	94.8%	94.3%
		PM Peak		83.6%	82.0%	90.7%	91.5%
		Total Peak		86.3%	85.9%	92.8%	93.0%
		Off Peak Weekday		89.8%	90.4%	93.4%	93.5%
		Weekend		91.0%	94.6%	94.8%	94.9%
	Babylon Branch	Overall	93.9%	88.2%	88.7%	92.6%	92.5%
		AM Peak		91.2%	90.7%	94.0%	94.8%
		PM Peak		81.8%	80.0%	88.9%	89.8%
		Total Peak		86.8%	85.7%	91.6%	92.5%
		Off Peak Weekday		87.5%	89.6%	92.6%	93.0%
		Weekend		92.6%	91.5%	94.3%	91.6%
	Far Rockaway Branch	Overall	96.6%	95.2%	94.7%	97.7%	97.1%
		AM Peak		86.0%	89.3%	94.6%	95.1%
		PM Peak		98.0%	91.3%	99.0%	97.4%
		Total Peak		91.4%	90.2%	96.6%	96.1%
		Off Peak Weekday		96.4%	95.3%	97.9%	97.4%
	Weekend		96.7%	98.1%	98.6%	97.4%	
Huntington Branch	Overall	92.5%	86.6%	88.5%	92.5%	92.3%	
	AM Peak		89.7%	88.5%	94.2%	94.1%	
	PM Peak		75.6%	75.4%	91.2%	90.8%	
	Total Peak		82.9%	82.2%	92.8%	92.5%	
	Off Peak Weekday		88.4%	87.9%	92.8%	90.4%	
	Weekend		87.5%	94.7%	91.5%	94.6%	
Hempstead Branch	Overall	96.5%	91.6%	92.5%	97.3%	96.7%	
	AM Peak		92.7%	92.1%	96.4%	97.2%	
	PM Peak		86.9%	82.7%	98.0%	94.6%	
	Total Peak		90.0%	87.7%	97.1%	96.0%	
	Off Peak Weekday		93.1%	92.9%	98.1%	97.2%	
	Weekend		89.7%	96.4%	95.7%	96.4%	
Long Beach Branch	Overall	95.9%	91.7%	92.0%	96.0%	95.6%	
	AM Peak		89.4%	91.4%	97.0%	96.9%	
	PM Peak		89.7%	85.5%	95.5%	93.8%	
	Total Peak		89.5%	88.6%	96.2%	95.4%	
	Off Peak Weekday		93.9%	92.2%	95.6%	95.2%	
	Weekend		89.7%	95.9%	96.6%	96.6%	
Montauk Branch	Overall	90.8%	85.2%	89.6%	89.8%	92.0%	
	AM Peak		83.0%	88.9%	92.6%	90.0%	
	PM Peak		79.3%	85.1%	87.0%	91.9%	
	Total Peak		81.2%	87.1%	89.9%	90.9%	
	Off Peak Weekday		85.0%	90.7%	88.2%	92.6%	
	Weekend		89.1%	89.7%	92.9%	91.8%	
Oyster Bay Branch	Overall	94.1%	90.6%	90.4%	93.2%	93.5%	
	AM Peak		94.2%	91.2%	96.1%	96.3%	
	PM Peak		81.1%	78.5%	81.8%	86.9%	
	Total Peak		88.1%	85.3%	89.5%	91.9%	
	Off Peak Weekday		91.7%	91.2%	96.5%	93.5%	
	Weekend		91.5%	95.6%	90.1%	95.4%	

Performance Summary		2017 Data			2016 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
Port Jefferson Branch	Overall	90.9%	91.2%	89.6%	90.8%	90.0%
	AM Peak		88.6%	88.5%	95.5%	91.6%
	PM Peak		87.6%	83.7%	91.6%	90.9%
	Total Peak		88.1%	86.2%	93.6%	91.3%
	Off Peak Weekday		91.1%	87.8%	87.5%	86.1%
	Weekend		96.0%	97.4%	94.2%	96.2%
Port Washington Branch	Overall	95.3%	86.7%	89.3%	91.1%	94.0%
	AM Peak		85.6%	88.7%	93.2%	94.8%
	PM Peak		76.1%	77.6%	82.8%	88.2%
	Total Peak		80.7%	83.0%	87.8%	91.4%
	Off Peak Weekday		86.9%	89.2%	89.9%	93.4%
	Weekend		94.3%	96.9%	98.8%	98.1%
Ronkonkoma Branch	Overall	91.6%	86.0%	87.8%	93.7%	92.2%
	AM Peak		85.1%	85.5%	96.0%	91.4%
	PM Peak		88.8%	86.9%	94.5%	93.6%
	Total Peak		86.8%	86.1%	95.3%	92.4%
	Off Peak Weekday		86.3%	87.3%	93.7%	92.0%
	Weekend		83.8%	91.5%	91.2%	92.2%
West Hempstead Branch	Overall	95.8%	95.0%	94.4%	97.3%	96.7%
	AM Peak		93.6%	92.8%	95.5%	95.5%
	PM Peak		86.4%	85.7%	93.2%	92.5%
	Total Peak		89.7%	88.9%	94.2%	93.9%
	Off Peak Weekday		97.8%	96.3%	98.3%	98.2%
	Weekend		95.8%	97.6%	99.3%	97.0%
Operating Statistics	Trains Scheduled		20,963	123,494	20,803	122,075
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-11.2	-12.5	-12.5	-12.8
	Trains Over 15 min. Late excluding trains canceled or terminated		315	2,011	230	1,323
	Trains Canceled		104	933	95	648
	Trains Terminated		59	524	40	253
	Percent of Scheduled Trips Completed		99.2%	98.8%	99.4%	99.3%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.1%			
	PM Peak		97.6%			
	Total Peak		98.4%			

System Categories Of Delay	% Total	2017	2017 Data		2016 Data		YTD 2017 Vs 2016
		May	June	YTD Thru June	June	YTD Thru June	
Engineering (Scheduled)	3.4%	79	79	342	14	188	154
Engineering (Unscheduled)	11.3%	115	259	1,457	149	877	580
Maintenance of Equipment	6.2%	166	142	1,044	100	750	294
Transportation	2.8%	56	64	485	20	174	311
Capital Projects	1.0%	93	22	343	23	249	94
Weather and Environmental	1.9%	161	44	1,659	17	1,324	1
Police	8.0%	219	185	1,016	128	729	287
Customers	31.2%	526	717	2,455	463	2,006	449
Other	10.3%	147	236	714	195	838	(124)
3rd Party Operations	24.0%	786	551	2,662	239	599	2,063
Total	100.0%	2,348	2,299	12,177	1,348	7,734	4,443

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-Jun	Thur	Amtrak related third rail issue, east end of 13 track, Penn Station				5	7		4			9	7	
2-Jun	Fri	Train 1609 with equipment trouble west of Cold Spring Harbor	16		1							16		1
2-Jun	Fri	Amtrak related speed restriction in Penn Station				12	1		14			26	1	
5-Jun	Mon	Disabled freight train on the Main Line between CI and KO				2			12			14		
6-Jun	Tues	Amtrak related speed restriction in Penn Station	10			18	9		13			41	9	
6-Jun	Tues	Switch trouble in Harold Interlocking							13			13		
8-Jun	Thur	Broken crossing gate at New Hyde Park Road				11			2			13		
9-Jun	Fri	Amtrak related speed restriction in Penn Station				7			9			16		
9-Jun	Fri	Track condition east of Westbury							16			16		
9-Jun	Fri	Signal trouble at Jay Interlocking				9			5			14		
10-Jun	Sat	Employee accident west of Queens Village							65	6	1	65	6	1
10-Jun	Sat	Belmont Stakes							12			12		
10-Jun	Sat	Train 6136 struck unauthorized person at Seaford Station							8	2	1	8	2	1
11-Jun	Sun	Train 7725 struck motor vehicle at Urban Avenue							15	2	1	15	2	1
12-Jun	Mon	Amtrak related speed restriction in Penn Station				8			15			23		
12-Jun	Mon	Amtrak related signal trouble in Line 1				14			2			16		
12-Jun	Mon	Track condition west of JS Interlocking	12									12		
12-Jun	Mon	Train 2737 with equipment trouble west of Speonk	11						2			13		
13-Jun	Tues	AM239 with equipment trouble				16	1		3			19	1	
13-Jun	Tues	Train 1501 requiring police assistance in Hollis	14									14		
13-Jun	Tues	Amtrak related speed restriction in Penn Station	1						14			15		
14-Jun	Wed	Amtrak related signal trouble, Line 2 Penn Station				9	3		1			10	3	
14-Jun	Wed	Heavy Forest Hills and Mets Game Loading				11	1		25			36	1	
16-Jun	Fri	Heavy Loading				1			17			18		
19-Jun	Mon	Amtrak related signal trouble in Line 2, Penn Station	25						2			27		
19-Jun	Mon	Slow weather loading				8			8			16		
19-Jun	Mon	Various weather related delays				3			6	3		9	3	
21-Jun	Wed	Slow loading	11			1			4			16		
21-Jun	Wed	Track condition at Neck 3 Interlocking				6	3		6	1		12	4	
24-Jun	Sat	Lead Bridge - Operator unable to close							8	4	10	8	4	10
25-Jun	Sun	Heavy loading							16			16		
28-Jun	Wed	Temporary platforms at stations west of Jamaica							15			15		
29-Jun	Thurs	Electrical fire in signal hut at JJD1 Interlocking (from 6/28)	6	2		2	1		14		3	22	3	3
29-Jun	Thurs	Amtrak related third rail trouble in F interlocking	71	7	11				29		2	100	7	13
29-Jun	Thurs	Amtrak related third rail trouble in Penn Station				18	14		10		6	28	20	
30-Jun	Fri	Electrical fire in signal hut at JJD1 Interlocking (from 6/28)	2			3		1	10		3	15		4
30-Jun	Fri	Signal trouble in Hall Interlocking	13						4			17		
30-Jun	Fri	Switch Trouble in Hall Interlocking							18	1		18	1	
30-Jun	Fri	Heavy holiday loading				4			11			15		
TOTAL FOR MONTH			192	9	12	168	40	1	428	19	27	788	74	34
			896											



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

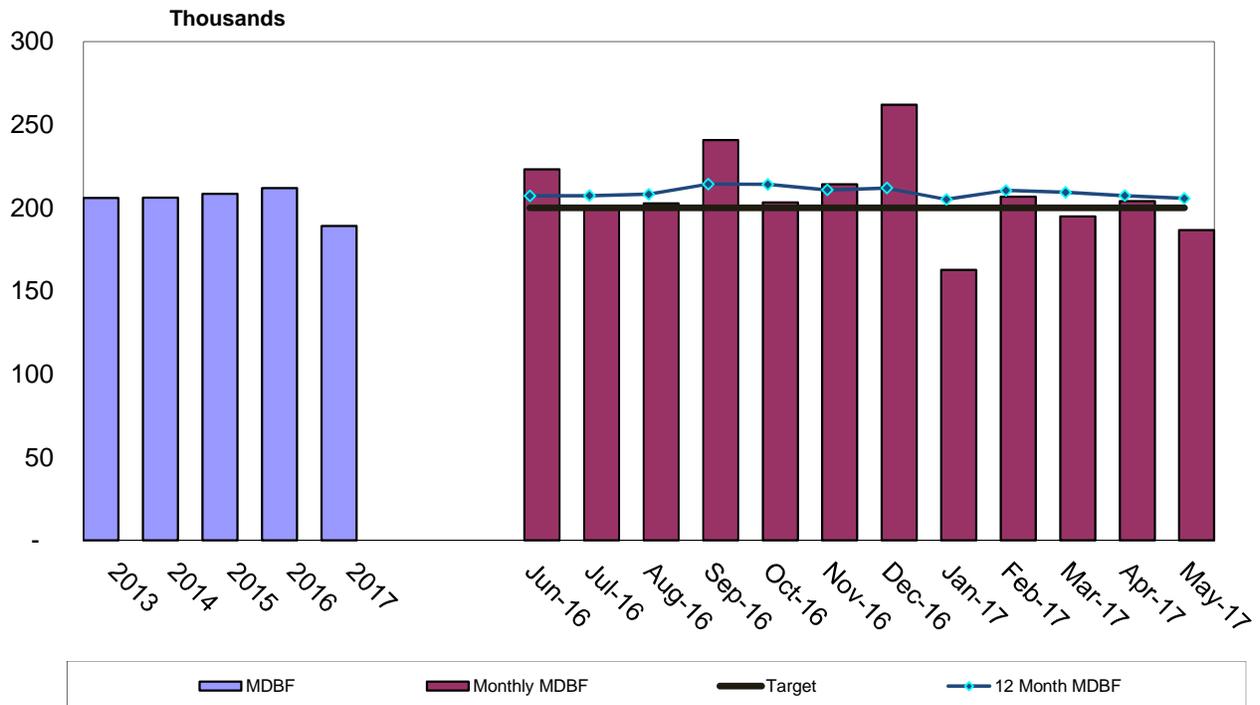
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - MAY 2017

			2017 Data					2016 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M-3	150	67,000	68,689	9	65,715	61,899	52,663	10	74,094
	M-7	836	440,000	401,919	13	380,718	436,810	531,184	10	398,254
	DM	21	22,000	20,027	4	22,852	26,467	17,834	5	25,496
	DE	24	22,000	14,668	6	20,875	22,965	27,447	3	19,657
	C-3	134	122,000	176,333	4	138,882	159,100	141,210	5	140,010
	Diesel	179	65,000	62,389	14	67,822	76,708	67,505	13	68,540
	Fleet	1,165	200,000	186,572	36	189,167	205,706	203,516	33	202,443

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	
			June	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	13	22
		Total Standees	13	22
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	0	4
		Total Standees	40	4
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	31	25
		Total Standees	31	25
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	13	78
		Total Standees	13	78
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	52	75
		Total Standees	52	75
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			157	205

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		
		June		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	18	46
		Total Standees	18	46
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	0	72
		Total Standees	40	72
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	39
		Total Standees	3	39
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	10	0
		Total Standees	38	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	18	0
		Total Standees	18	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	13	78
		Total Standees	13	78
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	55	70
		Total Standees	55	70
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	185	305

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 JUNE 2017**

Elevator Availability		2017		2016	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	98.90%	99.00%	99.00%	99.00%
	Far Rockaway Branch	98.70%	99.00%	99.70%	99.10%
	Hempstead Branch	99.30%	99.40%	99.50%	98.90%
	Long Beach Branch	99.60%	98.80%	99.60%	99.40%
	Port Jefferson Branch	98.10%	98.70%	95.60%	96.50%
	Port Washington Branch	98.90%	99.30%	99.10%	98.90%
	Ronkonkoma Branch	99.70%	99.20%	99.50%	99.00%
	City Terminal Stations	99.40%	98.60%	97.70%	97.90%
	Overall Average	99.10%	98.90%	98.50%	98.50%

Escalator Availability		2017		2016	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	96.50%	96.90%	96.60%	97.60%
	Far Rockaway Branch	99.10%	98.20%	97.50%	98.20%
	Hempstead Branch	98.80%	98.60%	98.60%	97.30%
	Long Beach Branch	92.10%	92.00%	97.20%	98.00%
	Port Jefferson Branch	99.40%	97.60%	98.30%	97.70%
	City Terminal	98.80%	99.00%	98.70%	99.50%
	Overall Average	98.30%	97.80%	97.80%	98.50%



Long Island Rail Road

OPERATIONS SAFETY REPORT

May Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	June 2014-May 2015	June 2015-May 2016	June 2016 - May 2017
FRA Reportable Customer Accident Rate per Million Customers	4.46	3.73	2.99
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.71	3.19	3.19
Grade Crossing Incidents ¹	8	9	10
Mainline FRA Reportable Train Derailments	0	0	3
Mainline FRA Reportable Train Collisions	2	2	2

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

Leading Indicators				
Focus on Safety Training	2016		2017	
	Year End		May	Year to Date
First Responders Trained	1537		245	941
Employee Safety Training Courses	210		92	187
Employees Trained	6,013		1,297	4,339
Employee Safety Training Hours	223,736		24,311	111,503
Customer and Community:	May	Year to Date	May	Year to Date
Broken Gates	8	50	11	43
MTA Police Details	40	235	111	351
Summons	183	740	226	922
Warnings	73	404	128	452
Arrests	0	3	0	1
Community Education and Outreach	9,832	50,024	9,772	44,366
	Completed		Total	% Complete
Cameras on Rolling Stock	May - Installation complete on two M7 cars and one C3 for testing.		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.

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Hicksville B	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
There were no escalator incidents reported in the month of June 2017		

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

May 2017

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

SUMMARY

May YTD operating results were favorable by \$55.7 or 11.2% lower than the Adopted Budget.

Non-Reimbursable revenues through May were \$0.7 unfavorable to budget. Other Operating Revenues were unfavorable due to lower advertising revenue, partially offset by higher Farebox Revenue as a result of higher ridership. Total Non-Reimbursable expenses through May were \$56.4 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 \$11.4 higher than the Adopted Budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$461.2 were \$10.7 or 2.4% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$1.4 favorable to budget due to higher ridership, partially offset by lower yield per passenger. Ridership through May was 36.0 million. This was 1.2% above 2016 (adjusted for same number of calendar work days) and 0.9% higher than budget.
- **Y-T-D Other Operating Revenues** were \$(2.1) unfavorable to budget due to lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$11.4 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date May **Total Expenses** (including depreciation and other) of \$902.9 were favorable to the Adopted Budget by \$45.0 or 4.7%.

Labor Expenses, \$10.3 favorable Y-T-D.

- **Payroll**, \$12.7 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(9.9) unfavorable Y-T-D (higher capital project activity, maintenance, vacancy/absentee coverage and scheduled service, partially offset by lower unscheduled service and weather-related overtime).
- **Health & Welfare**, \$2.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$3.7 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.3 favorable Y-T-D (primarily lower FELA indemnity Reserves).

Non-Labor Expenses, \$35.8 favorable Y-T-D.

- **Electric Power**, \$2.1 favorable Y-T-D (lower consumption, rates and NYPA Loan payments captured in Other Business Expense).
- **Fuel**, \$0.4 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$2.1 favorable Y-T-D (Liability, Property and Force Account Insurance).
- **Claims**, \$0.7 favorable Y-T-D (decrease in reserves).
- **Maintenance and Other Operating Contracts**, \$6.1 favorable Y-T-D (primarily timing of expenses for non-revenue vehicle repairs, elevator/escalator maintenance, vegetation management, Penn Station cleaning, security guards, uniforms, joint facilities and other maintenance contracts).
- **Professional Services**, \$3.1 favorable Y-T-D (timing of MTA chargebacks, M7 Propulsion Consultant, customer satisfaction study, advertising and various other professional services).
- **Materials and Supplies**, \$21.8 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).
- **Other Business Expense**, \$(0.6) 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, \$(1.1) unfavorable Y-T-D (higher Depreciation and Other Post-Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through May of \$300.8 was \$56.0 favorable to the Adopted Budget due to lower expenditures and higher receipts.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 50.4%, 4.8 percentage points above the Adopted Budget resulting from lower expenses and higher revenue.
- Through May, the Adjusted Farebox Operating Ratio was 59.4%, which is favorable to the Adopted Budget due to lower expenses and higher revenue.
- Through May, the Adjusted Cost per Passenger was \$14.61, which is lower than the Adopted Budget due to lower expenses and higher ridership.
- Through May, the Revenue per Passenger was \$8.08, 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
MAY 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$62.478	\$61.607	(\$0.871)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$62.478	\$61.607	(\$0.871)	(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	7.433	7.110	(0.323)	(4.3)	0.000	0.000	0.000	-	7.433	7.110	(0.323)	(4.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	34.805	39.543	4.738	13.6	34.805	39.543	4.738	13.6
Total Revenue	\$69.911	\$68.717	(\$1.194)	(1.7)	\$34.805	\$39.543	\$4.738	13.6	\$104.716	\$108.260	\$3.544	3.4
Expenses												
<i>Labor:</i>												
Payroll	\$41.960	\$40.735	\$1.225	2.9	\$12.889	\$11.220	\$1.669	12.9	\$54.849	\$51.955	\$2.894	5.3
Overtime	9.659	11.259	(1.600)	(16.6)	2.965	5.079	(2.114)	(71.3)	12.624	16.337	(3.713)	(29.4)
Health and Welfare	8.388	7.740	0.648	7.7	2.673	2.825	(0.152)	(5.7)	11.061	10.566	0.495	4.5
OPEB Current Payment	5.756	4.810	0.946	16.4	0.000	0.000	0.000	-	5.756	4.810	0.946	16.4
Pensions	11.034	11.001	0.033	0.3	4.343	4.377	(0.034)	(0.8)	15.377	15.377	(0.000)	(0.0)
Other Fringe Benefits	13.367	11.633	1.734	13.0	2.733	3.122	(0.389)	(14.3)	16.100	14.755	1.345	8.4
Reimbursable Overhead	(2.847)	(4.410)	1.563	54.9	2.847	4.410	(1.563)	(54.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$87.317	\$82.767	\$4.550	5.2	\$28.450	\$31.034	(\$2.584)	(9.1)	\$115.767	\$113.801	\$1.966	1.7
<i>Non-Labor:</i>												
Electric Power	\$7.024	\$6.499	\$0.525	7.5	\$0.000	\$0.143	(\$0.143)	-	\$7.024	\$6.642	\$0.382	5.4
Fuel	1.442	1.399	0.043	3.0	0.000	0.017	(0.017)	-	1.442	1.416	0.026	1.8
Insurance	2.028	1.187	0.841	41.5	0.924	0.751	0.173	18.7	2.952	1.938	1.014	34.4
Claims	0.364	0.231	0.133	36.5	0.000	0.000	0.000	-	0.364	0.231	0.133	36.5
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	6.172	5.926	0.246	4.0	1.284	1.489	(0.205)	(16.0)	7.456	7.416	0.040	0.5
Professional Service Contracts	2.212	2.233	(0.021)	(0.9)	0.059	0.419	(0.360)	*	2.271	2.652	(0.381)	(16.8)
Materials & Supplies	14.240	11.571	2.669	18.7	4.051	5.541	(1.490)	(36.8)	18.291	17.112	1.179	6.4
Other Business Expenses	1.436	1.480	(0.044)	(3.1)	0.037	0.148	(0.111)	*	1.473	1.628	(0.155)	(10.5)
Total Non-Labor Expenses	\$34.918	\$30.526	\$4.392	12.6	\$6.355	\$8.509	(\$2.154)	(33.9)	\$41.273	\$39.035	\$2.238	5.4
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$122.235	\$113.293	\$8.942	7.3	\$34.805	\$39.543	(\$4.738)	(13.6)	\$157.040	\$152.836	\$4.204	2.7
Depreciation	\$28.274	\$28.336	(\$0.062)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$28.274	\$28.336	(\$0.062)	(0.2)
Other Post Employment Benefits	7.165	7.511	(0.346)	(4.8)	0.000	0.000	0.000	-	7.165	7.511	(0.346)	(4.8)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
Total Expenses	\$157.841	\$149.306	\$8.535	5.4	\$34.805	\$39.543	(\$4.738)	(13.6)	\$192.646	\$188.849	\$3.797	2.0
Net Surplus/(Deficit)	(\$87.930)	(\$80.589)	\$7.341	8.3	\$0.000	\$0.000	\$0.000	-	(\$87.930)	(\$80.589)	\$7.341	8.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.274	\$28.336	\$0.062	0.2	\$0.000	\$0.000	\$0.000	-	\$28.274	\$28.336	\$0.062	0.2
Operating/Capital	(1.229)	(0.954)	0.275	22.4	0.000	0.000	0.000	-	(1.229)	(0.954)	0.275	22.4
Other Cash Adjustments	4.536	0.507	(4.029)	(88.8)	0.000	0.000	0.000	-	4.536	0.507	(4.029)	(88.8)
Total Cash Conversion Adjustments	\$31.581	\$27.889	(\$3.692)	(11.7)	0.000	\$0.000	\$0.000	-	\$31.581	\$27.889	(\$3.692)	(11.7)
Net Cash Surplus/(Deficit)	(\$56.349)	(\$52.700)	\$3.649	6.5	\$0.000	\$0.000	\$0.000	-	(\$56.349)	(\$52.700)	\$3.649	6.5

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
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
MAY 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
Revenue												
Farebox Revenue	\$288.123	\$289.534	\$1.411	0.5	\$0.000	\$0.000	\$0.000	-	\$288.123	\$289.534	\$1.411	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	24.879	22.738	(2.141)	(8.6)	0.000	0.000	0.000	-	24.879	22.738	(2.141)	(8.6)
Capital & Other Reimbursements	0.000	0.000	0.000	-	137.490	148.894	11.404	8.3	137.490	148.894	11.404	8.3
Total Revenue	\$313.002	\$312.272	(\$0.730)	(0.2)	\$137.490	\$148.894	\$11.404	8.3	\$450.492	\$461.166	\$10.674	2.4
Expenses												
<i>Labor:</i>												
Payroll	\$217.210	\$209.809	\$7.401	3.4	\$51.310	\$46.004	\$5.306	10.3	\$268.520	\$255.814	\$12.706	4.7
Overtime	49.970	54.018	(4.048)	(8.1)	11.727	17.583	(5.856)	(49.9)	61.697	71.601	(9.904)	(16.1)
Health and Welfare	45.220	41.963	3.257	7.2	10.642	11.342	(0.700)	(6.6)	55.862	53.305	2.557	4.6
OPEB Current Payment	28.780	25.116	3.664	12.7	0.000	0.000	0.000	-	28.780	25.116	3.664	12.7
Pensions	59.596	59.453	0.143	0.2	17.291	17.433	(0.142)	(0.8)	76.887	76.886	0.001	0.0
Other Fringe Benefits	63.122	60.313	2.809	4.4	10.881	12.392	(1.511)	(13.9)	74.003	72.705	1.298	1.8
Reimbursable Overhead	(11.325)	(17.338)	6.013	53.1	11.325	17.338	(6.013)	(53.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$452.573	\$433.335	\$19.238	4.3	\$113.176	\$122.092	(\$8.916)	(7.9)	\$565.749	\$555.427	\$10.322	1.8
<i>Non-Labor:</i>												
Electric Power	\$36.847	\$34.308	\$2.539	6.9	\$0.031	\$0.505	(\$0.474)	*	\$36.878	\$34.812	\$2.066	5.6
Fuel	7.328	6.864	0.464	6.3	0.000	0.037	(0.037)	-	7.328	6.902	0.426	5.8
Insurance	10.140	8.656	1.484	14.6	3.482	2.844	0.638	18.3	13.622	11.500	2.122	15.6
Claims	1.820	1.144	0.676	37.1	0.000	0.000	0.000	-	1.820	1.144	0.676	37.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	31.397	26.788	4.609	14.7	5.967	4.494	1.473	24.7	37.364	31.283	6.081	16.3
Professional Service Contracts	13.035	9.480	3.555	27.3	0.271	0.679	(0.408)	*	13.306	10.158	3.148	23.7
Materials & Supplies	72.299	47.055	25.244	34.9	14.416	17.875	(3.459)	(24.0)	86.715	64.929	21.786	25.1
Other Business Expenses	6.926	7.255	(0.329)	(4.8)	0.147	0.369	(0.222)	*	7.073	7.625	(0.552)	(7.8)
Total Non-Labor Expenses	\$179.792	\$141.551	\$38.241	21.3	\$24.314	\$26.802	(\$2.488)	(10.2)	\$204.106	\$168.353	\$35.753	17.5
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$632.365	\$574.886	\$57.479	9.1	\$137.490	\$148.894	(\$11.404)	(8.3)	\$769.855	\$723.780	\$46.075	6.0
Depreciation	\$141.370	\$141.682	(0.312)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$141.370	141.682	(\$0.312)	(0.2)
Other Post Employment Benefits	35.825	36.486	(0.661)	(1.8)	0.000	0.000	0.000	-	35.825	36.486	(0.661)	(1.8)
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	0.835	0.934	(0.099)	(11.8)	0.000	0.000	0.000	-	0.835	0.934	(0.099)	(11.8)
Total Expenses	\$810.395	\$753.988	\$56.407	7.0	\$137.490	\$148.894	(\$11.404)	(8.3)	\$947.885	\$902.882	\$45.003	4.7
Net Surplus/(Deficit)	(\$497.393)	(\$441.716)	\$55.677	11.2	\$0.000	\$0.000	\$0.000	-	(\$497.393)	(\$441.716)	\$55.677	11.2
<i>Cash Conversion Adjustments</i>												
Depreciation	\$141.370	\$141.682	\$0.312	0.2	\$0.000	\$0.000	\$0.000	-	141.370	\$141.682	\$0.312	0.2
Operating/Capital	(2.064)	(2.754)	(0.690)	(33.4)	0.000	0.000	0.000	-	(2.064)	(2.754)	(0.690)	(33.4)
Other Cash Adjustments	1.323	2.018	0.695	52.6	0.000	0.000	0.000	-	1.323	2.018	0.695	52.6
Total Cash Conversion Adjustments	\$140.629	\$140.947	\$0.318	0.2	\$0.000	\$0.000	\$0.000	-	\$140.629	\$140.947	\$0.318	0.2
Net Cash Surplus/(Deficit)	(\$356.764)	(\$300.769)	\$55.995	15.7	\$0.000	\$0.000	\$0.000	-	(\$356.764)	(\$300.769)	\$55.995	15.7

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**

May 2017				Year-to-Date May 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.871)	(1.4)	Lower yield per passenger \$(0.335) and lower ridership \$(0.536).	1.411	0.5	Higher ridership \$2.597, partially offset by lower yield per passenger \$(1.186).
Other Operating Revenue	Non Reimb.	(0.323)	(4.3)	Primarily due to lower rentals and station privileges, partially offset by timing of miscellaneous and freight revenue.	(2.141)	(8.6)	Primarily due to lower station privileges and rentals, partially offset by timing of miscellaneous and freight revenue and higher special service revenue.
Capital & Other Reimbursements	Reimb.	4.738	13.6	Timing of capital project activity and interagency reimbursements.	11.404	8.3	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.225	2.9	Primarily vacant positions.	7.401	3.4	Primarily vacant positions, lower vacation pay accruals and higher credits for sick pay law claim.
	Reimb.	1.669	12.9	Primarily due to timing of project activity.	5.306	10.3	Primarily due to timing of project activity.
Overtime	Non Reimb.	(1.600)	(16.6)	Higher vacancy/absentee coverage and maintenance overtime.	(4.048)	(8.1)	Higher vacancy/absentee coverage, maintenance, rates and scheduled service, partially offset by lower unscheduled service and weather-related overtime.
	Reimb.	(2.114)	(71.3)	Primarily due to Annual Track Program, East Side Access, East Rail Yard, Main Line double track and Jamaica Capacity Improvement.	(5.856)	(49.9)	Primarily due to Annual Track Program, East Side Access, East Rail Yard, Western Rail Yards, Jamaica Capacity Improvements and Main Line double track.
Health and Welfare	Non Reimb.	0.648	7.7	Vacant positions.	3.257	7.2	Vacant positions.
	Reimb.	(0.152)	(5.7)	Primarily due to timing of project activity.	(0.700)	(6.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.946	16.4	Fewer retirees/beneficiaries.	3.664	12.7	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.033	0.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.143	0.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.034)	(0.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.142)	(0.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-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.	May 2017		Reason for Variance	Year-to-Date May 2017		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	1.734	13.0	Primarily lower FELA indemnity reserves.	2.809	4.4	Lower Railroad Retirement taxes and lower FELA indemnity reserves.
	Reimb.	(0.389)	(14.3)	Primarily due to timing of project activity.	(1.511)	(13.9)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(1.563)	(54.9)	Primarily due to timing of project activity.	(6.013)	(53.1)	Primarily due to timing of project activity.
	Non Reimb.	1.563	54.9	Primarily due to timing of project activity.	6.013	53.1	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.525	7.5	Primarily lower rates and NYPA Loan payments captured in Other Business Expense.	2.539	6.9	Lower consumption, rates and NYPA Loan payments captured in Other Business Expense.
	Reimb.	(0.143)	-	VD Yard	(0.474)	*	VD Yard
Fuel	Non Reimb.	0.043	3.0	Primarily lower rates.	0.464	6.3	Lower consumption and rates.
	Reimb.	(0.017)	-		(0.037)	-	
Insurance	Non Reimb.	0.841	41.5	Lower Property and Liability insurance.	1.484	14.6	Lower Property and Liability insurance.
	Reimb.	0.173	18.7	Force Account Insurance associated with project activity.	0.638	18.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.133	36.5	Decrease in reserves.	0.676	37.1	Lower public liability expenses.
Maintenance & Other Operating Contracts	Non Reimb.	0.246	4.0	Timing of activities/payments for vegetation management, joint facilities, uniforms and Right of Way maintenance agreements, partially offset by timing of elevator/escalator maintenance.	4.609	14.7	Primarily timing of expenses for non-revenue vehicle repairs, elevator/escalator maintenance, vegetation management, Penn Station cleaning, uniforms, joint facilities, security guards and other maintenance contracts.
	Reimb.	(0.205)	(16.0)	Primarily due to timing of project activity.	1.473	24.7	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**

May 2017				Year-to-Date May 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.	(0.021)	(0.9)	Timing of expenses.	3.555	27.3	Primarily timing of activities/payments for MTA chargebacks, M7 propulsion consultant, customer satisfaction survey, advertising, office furniture, medical services and other professional services contracts.
	Reimb.	(0.360)	*	Primarily due to timing of project activity.	(0.408)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.669	18.7	Primarily NRE and material costs related to timing in the implementation of fleet modification initiatives (MFU, TOD and CDS), cameras and M7 observer seat and delayed 12 year propulsion initiative under the Reliability Centered Maintenance (RCM)	25.244	34.9	Primarily NRE and material costs related to timing in the implementation of fleet modification initiatives (M7 MFU, TOD and CDS and C3/DE/DM CCU), cameras, M7 and C3 Truck RCM, lower running repair costs and timing of corporate inventory adjustments.
	Reimb.	(1.490)	(36.8)	Primarily due to timing of project activity.	(3.459)	(24.0)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(0.044)	(3.1)	Primarily higher debit/credit card fees and NYPA Loan payments captured in Other Business Expense, partially offset by lower bad debt and office/printing supplies.	(0.329)	(4.8)	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.
	Reimb.	(0.111)	*	Primarily due to timing of project activity.	(0.222)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.062)	(0.2)	Based on certain capital assets being fully depreciated.	(0.312)	(0.2)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.346)	(4.8)	Primarily due to latest actuarial estimates	(0.661)	(1.8)	Primarily due to latest actuarial estimates
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	0.000	0.2		(0.099)	(11.8)	Timing of Expenses

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
May 2017								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)	Percent	Budget	Actual	Favorable (Unfavorable)	Percent
Receipts								
Farebox Revenue	\$64.145	\$65.982	\$1.837	2.9	\$296.458	\$298.769	\$2.311	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.185	6.838	0.653	10.6	18.599	23.321	4.722	25.4
Capital & Other Reimbursements	20.087	25.199	5.112	25.4	105.744	108.155	2.411	2.3
Total Receipts	\$90.417	\$98.019	\$7.602	8.4	\$420.801	\$430.245	\$9.444	2.2
Expenditures								
<i>Labor:</i>								
Payroll	\$50.456	\$47.597	\$2.859	5.7	\$259.225	\$240.653	\$18.572	7.2
Overtime	9.886	12.421	(2.535)	(25.6)	60.686	66.311	(5.625)	(9.3)
Health and Welfare	11.061	10.169	0.892	8.1	55.862	49.717	6.145	11.0
OPEB Current Payment	5.756	4.774	0.982	17.1	28.780	24.670	4.110	14.3
Pensions	15.377	15.072	0.305	2.0	76.887	74.660	2.227	2.9
Other Fringe Benefits	13.173	17.197	(4.024)	(30.5)	72.850	71.769	1.081	1.5
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$105.709	\$107.229	(\$1.520)	(1.4)	\$554.290	\$527.780	\$26.510	4.8
<i>Non-Labor:</i>								
Electric Power	\$7.024	\$9.417	(\$2.393)	(34.1)	\$36.878	\$34.332	\$2.546	6.9
Fuel	1.442	1.662	(0.220)	(15.3)	7.328	6.197	1.131	15.4
Insurance	0.038	(1.390)	1.428	*	15.249	14.840	0.409	2.7
Claims	0.146	0.463	(0.317)	*	0.730	1.018	(0.288)	(39.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.456	5.528	1.928	25.9	37.363	33.924	3.439	9.2
Professional Service Contracts	1.453	2.023	(0.570)	(39.2)	11.816	11.732	0.084	0.7
Materials & Supplies	20.413	22.416	(2.003)	(9.8)	98.779	85.335	13.444	13.6
Other Business Expenses	1.418	1.545	(0.127)	(9.0)	6.797	6.976	(0.179)	(2.6)
Total Non-Labor Expenditures	\$39.390	\$41.664	(\$2.274)	(5.8)	\$214.940	\$194.353	\$20.587	9.6
<i>Other Expenditure Adjustments:</i>								
Other	\$1.667	\$1.513	\$0.154	9.3	\$8.335	\$7.578	\$0.757	9.1
Total Other Expenditure Adjustments	\$1.667	\$1.513	\$0.154	9.3	\$8.335	\$7.578	\$0.757	9.1
Total Expenditures	\$146.766	\$150.405	(\$3.639)	(2.5)	\$777.565	\$729.711	\$47.854	6.2
Cash Timing and Availability Adjustment	0.000	(0.314)	(0.314)	-	0.000	(1.304)	(1.304)	-
Net Cash Deficit (excludes opening balance)	(\$56.349)	(\$52.700)	\$3.649	6.5	(\$356.764)	(\$300.769)	\$55.995	15.7
Subsidies								
MTA	56.349	54.167	(2.182)	(3.9)	356.764	302.238	(54.526)	(15.3)

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	May 2017			Year-to-Date as of May 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.837	2.9	Higher advance sales impact \$2.845, partially offset by lower ridership \$(0.536), lower yields \$(0.335) and lower MetroCard/AirTrain sales \$(0.137).	2.311	0.8	Higher ridership \$2.597 and higher advance sales impact \$1.852, partially offset by lower yields \$(1.186) and lower MetroCard/AirTrain sales \$(0.952).
Other Operating Revenue	0.653	10.6	Primarily due to the catch-up collection of NYCTA transportation pass reimbursement, partially offset by the timing of rental revenue.	4.722	25.4	Primarily due to timing. A full year of leased line rental revenue was collected in March but budgeted monthly and one quarter of prior year NYCTA pass reimbursement was collected.
Capital and Other Reimbursements	5.112	25.4	Timing of activity and reimbursement for capital and other reimbursements.	2.411	2.3	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.859	5.7	Primarily due to vacant positions, rates and sick pay law claims, partially offset by the timing of intercompany reimbursements.	18.572	7.2	Primarily due to vacant positions, rates, the timing of intercompany reimbursements and sick pay law claims, partially offset by the timing of tax payments.
Overtime	(2.535)	(25.6)	Primarily due to higher project overtime, vacancy/absentee coverage and maintenance overtime, partially offset by lower rates.	(5.625)	(9.3)	Primarily due to higher project overtime, vacancy/absentee coverage and maintenance overtime, partially offset by lower rates, weather-related overtime, and unscheduled service overtime.
Health and Welfare	0.892	8.1	Primarily due to vacant positions, the timing of payments and intercompany reimbursements.	6.145	11.0	Primarily due to vacant positions, the timing of payments and intercompany reimbursements.
OPEB Current Payment	0.982	17.1	Primarily due to fewer retirees/beneficiaries and the timing of payments.	4.110	14.3	Primarily due to fewer retirees/beneficiaries and the timing of payments.
Pensions	0.305	2.0	Due to intercompany reimbursements.	2.227	2.9	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	May 2017			Year-to-Date as of May 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(4.024)	(30.5)	Primarily the timing of several large FELA payments.	1.081	1.5	Primarily lower Railroad Retirement payments and intercompany reimbursements, partially offset by the timing of FELA payments and higher meal payments.
Non-Labor:						
Electric Power	(2.393)	(34.1)	Primarily due to a catch-up PSEG traction power payment, partially offset by lower NYPA traction power rates and the timing of non-traction payments.	2.546	6.9	Primarily due to lower traction power consumption and rates.
Fuel	(0.220)	(15.3)	Primarily due to the timing of payments, partially offset by lower rates.	1.131	15.4	Primarily due to the timing of payments, lower rates and lower consumption.
Insurance	1.428	*	Primarily the timing of prior year Amtrak insurance reimbursements.	0.409	2.7	Timing of prior year Amtrak insurance reimbursements and lower payments for force account, station liability and excess liability insurance, partially offset by payments for prior year property insurance and additional payments due for prior year station liability and force account insurance as a result of audit.
Claims	(0.317)	*	Timing of payments.	(0.288)	(39.4)	Timing of payments.
Maintenance and Other Operating Contracts	1.928	25.9	Timing of payments.	3.439	9.2	Timing of payments.
Professional Service Contracts	(0.570)	(39.2)	Primarily the timing of MTA Chargeback service payments and the timing of intercompany receipts.	0.084	0.7	Primarily the timing of payments.
Materials and Supplies	(2.003)	(9.8)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	13.444	13.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.

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	May 2017			Year-to-Date as of May 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Business Expenses	(0.127)	(9.0)	Higher credit/debit card fee payments.	(0.179)	(2.6)	Higher credit/debit card fee payments, partially offset by the timing of payments for other business expenses.
Other Expenditure Adjustments	0.154	9.3	Lower MetroCard/AirTrain pass through payments.	0.757	9.1	Lower MetroCard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.667	\$4.375	\$2.708	*	\$8.335	\$9.235	\$0.900	10.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.248)	(0.272)	0.976	78.2	(6.280)	0.583	6.863	*
Capital & Other Reimbursements	(14.718)	(14.344)	0.374	2.5	(31.746)	(40.740)	(8.994)	(28.3)
Total Receipts	(\$14.299)	(\$10.241)	\$4.058	28.4	(\$29.691)	(\$30.921)	(\$1.230)	(4.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$4.393	\$4.359	(\$0.034)	(0.8)	\$9.295	\$15.161	\$5.866	63.1
Overtime	2.738	3.917	1.179	43.1	1.011	5.291	4.280	*
Health and Welfare	0.000	0.397	0.397	-	0.000	3.587	3.587	-
OPEB Current Payment	0.000	0.036	0.036	-	0.000	0.446	0.446	-
Pensions	0.000	0.305	0.305	-	0.000	2.227	2.227	-
Other Fringe Benefits	2.927	(2.441)	(5.368)	*	1.153	0.936	(0.217)	(18.8)
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	-
Total Labor Expenditures	\$10.058	\$6.572	(\$3.486)	(34.7)	\$11.459	\$27.647	\$16.188	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$2.775)	(\$2.775)	-	\$0.000	\$0.480	\$0.480	-
Fuel	0.000	(0.246)	(0.246)	-	0.000	0.705	0.705	-
Insurance	2.914	3.328	0.414	14.2	(1.627)	(3.340)	(1.713)	*
Claims	0.218	(0.232)	(0.450)	*	1.090	0.127	(0.963)	(88.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	1.888	1.888	-	0.001	(2.641)	(2.642)	*
Professional Service Contracts	0.818	0.629	(0.189)	(23.1)	1.490	(1.574)	(3.064)	*
Materials & Supplies	(2.122)	(5.305)	(3.183)	*	(12.064)	(20.405)	(8.341)	(69.1)
Other Business Expenses	0.055	0.083	0.028	50.5	0.276	0.649	0.373	*
Total Non-Labor Expenditures	\$1.883	(\$2.629)	(\$4.512)	*	(\$10.834)	(\$26.000)	(\$15.166)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.667)	(\$1.513)	\$0.154	9.3	(\$8.335)	(\$7.578)	\$0.757	9.1
Total Other Expenditure Adjustments	(\$1.667)	(\$1.513)	\$0.154	9.3	(\$8.335)	(\$7.578)	\$0.757	9.1
Total Expenditures before Depreciation	\$10.274	\$2.431	(\$7.843)	(76.3)	(\$7.710)	(\$5.930)	\$1.780	23.1
Depreciation Adjustment	\$28.274	\$28.336	\$0.062	0.2	\$141.370	\$141.682	\$0.312	0.2
Other Post Employment Benefits	7.165	7.511	0.346	4.8	35.825	36.486	0.661	1.8
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.835	0.934	0.099	11.8
Total Expenditures	\$45.880	\$38.444	(\$7.436)	(16.2)	\$170.320	\$173.171	\$2.851	1.7
Cash Timing and Availability Adjustment	0.000	(0.314)	(0.314)	-	0.000	(1.304)	(1.304)	-
Total Cash Conversion Adjustments	\$31.581	\$27.889	(\$3.692)	(11.7)	\$140.629	\$140.947	\$0.318	0.2

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

	May 2017						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	34,263	\$2.121	34,061	\$2.110	202	\$0.012	168,653	\$10.370	171,307	\$10.545	(2,654)	(\$0.174)
					0.6%	0.5%					-1.6%	-1.7%
<u>Unscheduled Service</u>	11,501	\$0.732	10,042	\$0.639	1,459	\$0.092	48,677	\$3.131	40,894	\$2.492	7,783	\$0.639
					12.7%	12.6%					16.0%	20.4%
<u>Programmatic/Routine Maintenance</u>	66,271	\$3.833	71,074	\$4.140	(4,803)	(\$0.308)	283,404	\$16.198	295,822	\$16.834	(12,418)	(\$0.636)
					-7.2%	-8.0%					-4.4%	-3.9%
<u>Unscheduled Maintenance</u>	600	\$0.035	1,074	\$0.063	(474)	(\$0.028)	2,700	\$0.158	13,586	\$0.786	(10,886)	(\$0.628)
					-79.0%	-79.0%					*	*
<u>Vacancy/Absentee Coverage</u>	46,966	\$2.757	66,937	\$3.850	(19,971)	(\$1.093)	202,909	\$11.932	269,889	\$15.621	(66,980)	(\$3.689)
					-42.5%	-39.6%					-33.0%	-30.9%
<u>Weather Emergencies</u>	1,006	\$0.059	594	\$0.036	412	\$0.023	135,121	\$7.569	98,670	\$5.837	36,452	\$1.733
					40.9%	38.6%					27.0%	22.9%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	2,301	\$0.122	1,985	\$0.420	316	(\$0.298)	11,504	\$0.612	7,449	\$1.904	4,055	(\$1.292)
					13.7%	*					35.2%	*
NON-REIMBURSABLE OVERTIME	162,908	\$9.659	185,768	\$11.259	(22,860)	(\$1.600)	852,969	\$49.970	897,618	\$54.018	(44,648)	(\$4.048)
					-14.0%	-16.6%					-5.2%	-8.1%
REIMBURSABLE OVERTIME	53,496	\$2.965	86,053	\$5.079	(32,557)	(\$2.114)	208,456	\$11.727	288,358	\$17.583	(79,902)	(\$5.856)
					-60.9%	-71.3%					-38.3%	-49.9%
TOTAL OVERTIME	216,404	\$12.624	271,820	\$16.337	(55,417)	(\$3.713)	1,061,426	\$61.697	1,185,976	\$71.601	(124,550)	(\$9.904)
					-25.6%	-29.4%					-11.7%	-16.1%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

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	May 2017				May Year-to-Date			
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations		
	Hours	\$		Hours	\$			
NON-REIMBURSABLE OVERTIME								
<u>Scheduled Service</u>	202	\$0.012		(2,654)	(\$0.174)	Higher holiday overtime on New Year's Day within Equipment and higher Crew book overtime within Transportation, partially offset by lower holiday overtime in Transportation on New Year's Day, Lincoln's Birthday and Memorial Day.		
	0.6%	0.5%		-1.6%	-1.7%			
<u>Unscheduled Service</u>	1,459	\$0.092	Lower overtime needed to maintain on-time performance.	7,783	\$0.639	Lower overtime needed to maintain on-time performance.		
	12.7%	12.6%		16.0%	20.4%			
<u>Programmatic/Routine Maintenance</u>	(4,803)	(\$0.308)	Higher Right of Way maintenance including installation of timber, right of way drainage and high security switch installation, Fresh Pond bridge rehabilitation, Montauk maintenance blitz, termite welding and Hillside yard straight railway switch and replacement of defective rail discovered by Sperry rail car inspections on Montauk, Port Jefferson and main line branches. This was partially offset by lower maintenance within the Equipment Department due to timing of camera installations and less MU running repair.	(12,418)	(\$0.636)	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 and state of good repair at Locust Manor station. This is partially offset by timing of cameras installation and less MU running repair within the Equipment Department.		
	-7.2%	-8.0%		-4.4%	-3.9%			
<u>Unscheduled Maintenance</u>	(474)	(\$0.028)	Attributed to Silvermere road (Greenport) emergency repairs along main line corridor within the track discipline.	(10,886)	(\$0.628)	Engineering department efforts due to derailment at Atlantic Terminal on January 4th, Jamaica derailment on February 8th, Babylon Yard derailment and Silvermere road (Greenport) emergency repairs .		
	-79.0%	-79.0%		*	*			
<u>Vacancy/Absentee Coverage</u>	(19,971)	(\$1.093)	Open jobs and lower availability in the Equipment Department.	(66,980)	(\$3.689)	Open jobs within the Equipment and Transportation Department and lower availability within the Equipment Department, partially offset by higher availability in the Transportation Department.		
	-42.5%	-39.6%		-33.0%	-30.9%			
<u>Weather Emergencies</u>	412	\$0.023		36,452	\$1.733	Favorable weather conditions.		
	40.9%	38.6%		27.0%	22.9%			
<u>Safety/Security/Law Enforcement</u>								
<u>Other</u>	316	(\$0.298)	Due to double-time, overtime worked by higher rated crafts and contractual wage accruals.	4,055	(\$1.292)	Due to double-time, overtime worked by higher rated crafts and contractual wage accruals.		
	13.7%	*		35.2%	*			
NON-REIMBURSABLE OVERTIME	(22,860)	(\$1.600)		(44,648)	(\$4.048)			
	-14.0%	-16.6%		-5.2%	-8.1%			
REIMBURSABLE OVERTIME	(32,557)	(\$2.114)	Primarily due to Annual Track Program, East Side Access and East Rail Yard and Main Line double track.	(79,902)	(\$5.856)	Over-run attributed to Annual Track Program, East Side Access projects, East Rail Yard, Western Rail Yards and Jamaica capacity improvements.		
	-60.9%	-71.3%		-38.3%	-49.9%			
TOTAL OVERTIME	(55,417)	(\$3.713)		(124,550)	(\$9.904)			
	-25.6%	-29.4%		-11.7%	-16.1%			

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	19	17	2
Procurement & Logistics (excl. Stores)	70	68	2
Human Resources	33	31	2
Sr VP Administration	2	1	1
Strategic Investments	17	14	3
President	4	3	1
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	41	2
Management & Budget	21	17	4
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	71	63	8
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	14	9	5
System Safety	36	36	0
Training	67	65	2
Service Planning	25	21	4
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	499	452	47
Operations			
Transportation Services - Train Operations	2,249	2,179	70
Customer Services	298	289	9
Total Operations	2,547	2,468	79
Maintenance			
Engineering	1,988	1,956	32
Equipment	2,166	2,082	84
Procurement (Stores)	96	99	(3)
Total Maintenance	4,250	4,137	113
Engineering/Capital			
Department of Program Management	148	134	14
Special Projects/East Side Access	46	44	2
Positive Train Control	11	9	2
Total Engineering/Capital	205	187	18
Baseline Total Positions	7,501	7,244	257
<i>Non-Reimbursable</i>	6,149	6,174	(25)
<i>Reimbursable</i>	1,351	1,070	281
Total Full-Time	7,501	7,244	257
Total Full-Time-Equivalents			

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 MAY 2017**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 25 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by the vacancies in Maintenance of Equipment, Engineering, Train Operations and Administrative departments.
REIMBURSABLE POSITIONS - Favorable 281 positions primarily due to the timing of project activity in the Engineering, Maintenance of Equipment 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 MAY 2017

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	254	238	16
Professional, Technical, Clerical	139	105	34
Operational Hourlies	106	109	(3)
Total Administration	499	452	47
Operations			
Managers/Supervisors	296	299	(3)
Professional, Technical, Clerical	99	93	6
Operational Hourlies	2,152	2,076	76
Total Operations	2,547	2,468	79
Maintenance			
Managers/Supervisors	777	706	71
Professional, Technical, Clerical	267	245	22
Operational Hourlies	3,206	3,186	20
Total Maintenance	4,250	4,137	113
Engineering/Capital			
Managers/Supervisors	138	126	12
Professional, Technical, Clerical	67	61	6
Operational Hourlies	-	-	-
Total Engineering/Capital	205	187	18
Total Positions			
Managers/Supervisors	1,465	1,369	96
Professional, Technical, Clerical	572	504	68
Operational Hourlies	5,464	5,371	93
Total Positions	7,501	7,244	257

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

	MAY 2017							MAY 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	
			#	%	#	%				#	%	#	%	
RIDERSHIP														
Monthly	4.342	4.347	4.363	0.005	0.1%	(0.016)	-0.4%	20.594	20.714	20.702	0.120	0.6%	0.012	0.1%
Weekly	0.140	0.141	0.145	0.002	1.1%	(0.004)	-2.5%	0.719	0.683	0.702	(0.036)	-5.0%	(0.019)	-2.7%
Total Commutation	4.482	4.488	4.507	0.006	0.1%	(0.019)	-0.4%	21.313	21.397	21.404	0.084	0.4%	(0.007)	0.0%
One-Way Full Fare	0.749	0.745	0.695	(0.004)	-0.6%	0.051	7.3%	3.300	3.352	3.228	0.053	1.6%	0.124	3.8%
One-Way Off-Peak	1.565	1.513	1.538	(0.052)	-3.3%	(0.025)	-1.6%	6.927	7.007	6.811	0.080	1.1%	0.196	2.9%
All Other	0.912	0.896	0.913	(0.016)	-1.7%	(0.017)	-1.9%	4.144	4.249	4.141	0.105	2.5%	0.108	2.6%
Total Non-Commutation	3.226	3.154	3.145	(0.072)	-2.2%	0.009	0.3%	14.371	14.608	14.180	0.237	1.7%	0.428	3.0%
Total	7.708	7.642	7.653	(0.066)	-0.9%	(0.010)	-0.1%	35.684	36.005	35.584	0.322	0.9%	0.421	1.2%

*Prior year adjusted to reflect current year calendar.

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

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2017</u>	<u>Adopted Budget</u>	<u>Actual 2016</u>	<u>vs. Budget</u>	<u>vs. 2016</u>
Farebox Operating Ratio	Standard ⁽¹⁾	54.3%	49.9%	53.1%	4.4%	1.2%
	Adjusted ⁽²⁾	65.7%	62.0%	64.8%	3.7%	0.9%
Cost Per Passenger	Standard ⁽¹⁾	\$14.95	\$16.34	\$15.04	\$1.39	\$0.10
	Adjusted ⁽²⁾	\$13.68	\$14.63	\$13.31	\$0.95	(\$0.37)
Passenger Revenue/Passenger ⁽³⁾		\$8.12	\$8.15	\$7.99	(\$0.03)	\$0.13
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2017</u>	<u>Adopted Budget</u>	<u>Actual 2016</u>	<u>vs. Budget</u>	<u>vs. 2016</u>
Farebox Operating Ratio	Standard ⁽¹⁾	50.4%	45.6%	50.6%	4.8%	-0.2%
	Adjusted ⁽²⁾	59.4%	54.0%	60.7%	5.4%	-1.3%
Cost Per Passenger	Standard ⁽¹⁾	\$16.04	\$17.78	\$15.71	\$1.74	(\$0.33)
	Adjusted ⁽²⁾	\$14.61	\$16.23	\$14.02	\$1.62	(\$0.59)
Passenger Revenue/Passenger ⁽³⁾		\$8.08	\$8.11	\$7.95	(\$0.03)	\$0.13

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

MAY 2017

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

EXECUTIVE SUMMARY

May Ridership and Revenue (millions)

	May 2017	% Change vs. 2016
Total Rail Ridership	7.642	-0.1% ▼
Commutation Ridership	4.488	-0.4% ▼
Non-Commutation Ridership	3.154	0.3% ▲
Rail Revenue	\$61.6	3.7% ▲

Key Factors Impacting May Ridership

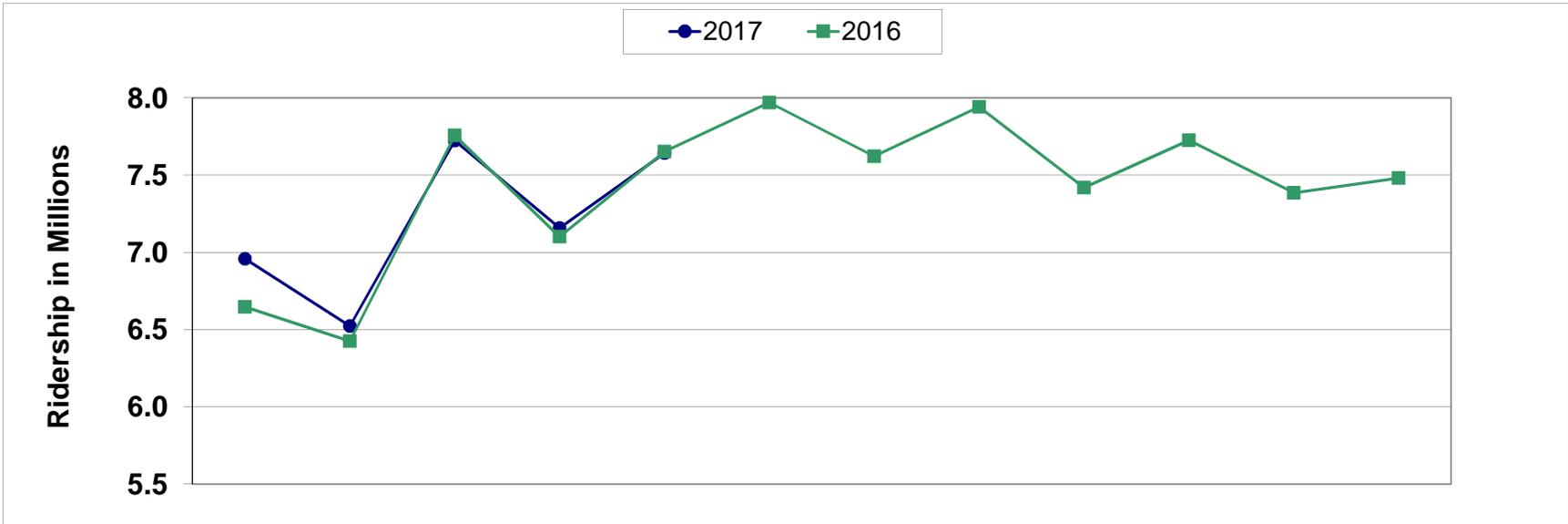
- May ridership was affected by Amtrak events throughout the month, which caused LIRR train delays/cancellations.
- Cooler temperatures during the Memorial Day weekend did not encourage summer leisure travel to the East End.

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

	May 2017	% Change vs. 2016	Comparison to Budget
Total Rail Ridership	36.005	1.2% ▲	0.9% ▲
Commutation Ridership	21.397	0.0% ▼	0.4% ▲
Non-Commutation Ridership	14.608	3.0% ▲	1.7% ▲
Rail Revenue	\$289.5	2.8% ▲	0.5% ▲

MAY RIDERSHIP

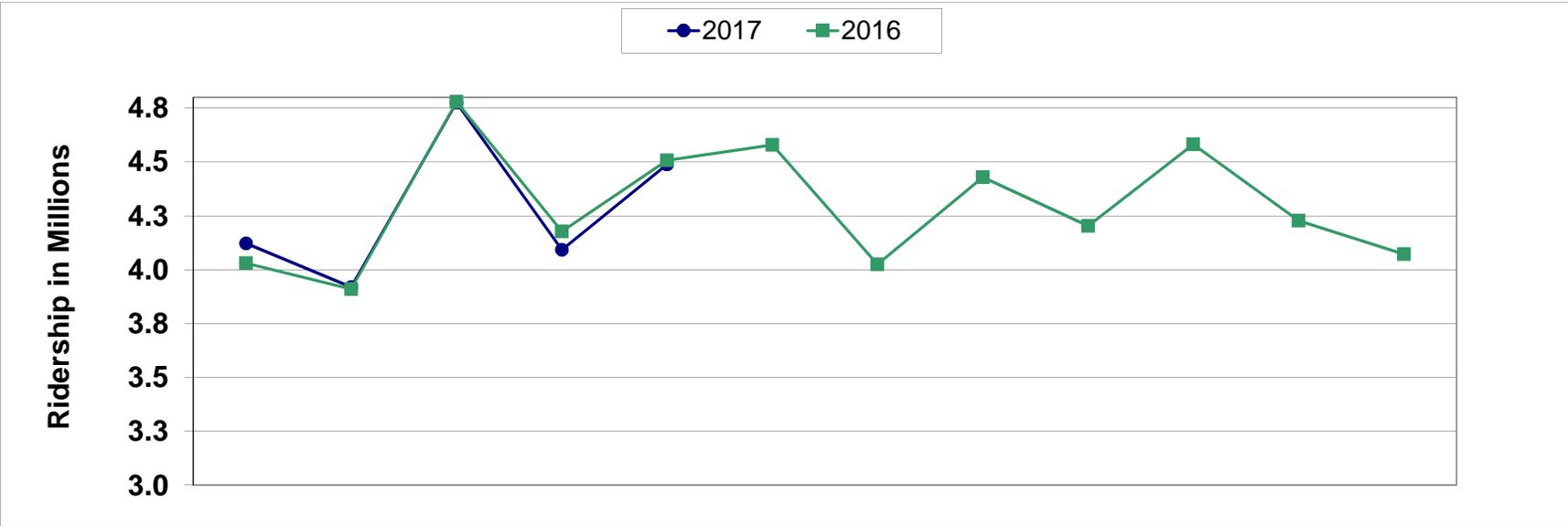
•May's Total Ridership was -0.1% below '16 and -0.9% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	7.0	6.5	7.7	7.2	7.6								36.0
2016	6.6	6.4	7.8	7.1	7.7	8.0	7.6	7.9	7.4	7.7	7.4	7.5	35.6
PCT CHG.	4.7%	1.5%	-0.4%	0.8%	-0.1%								1.2%

MAY COMMUTATION RIDERSHIP

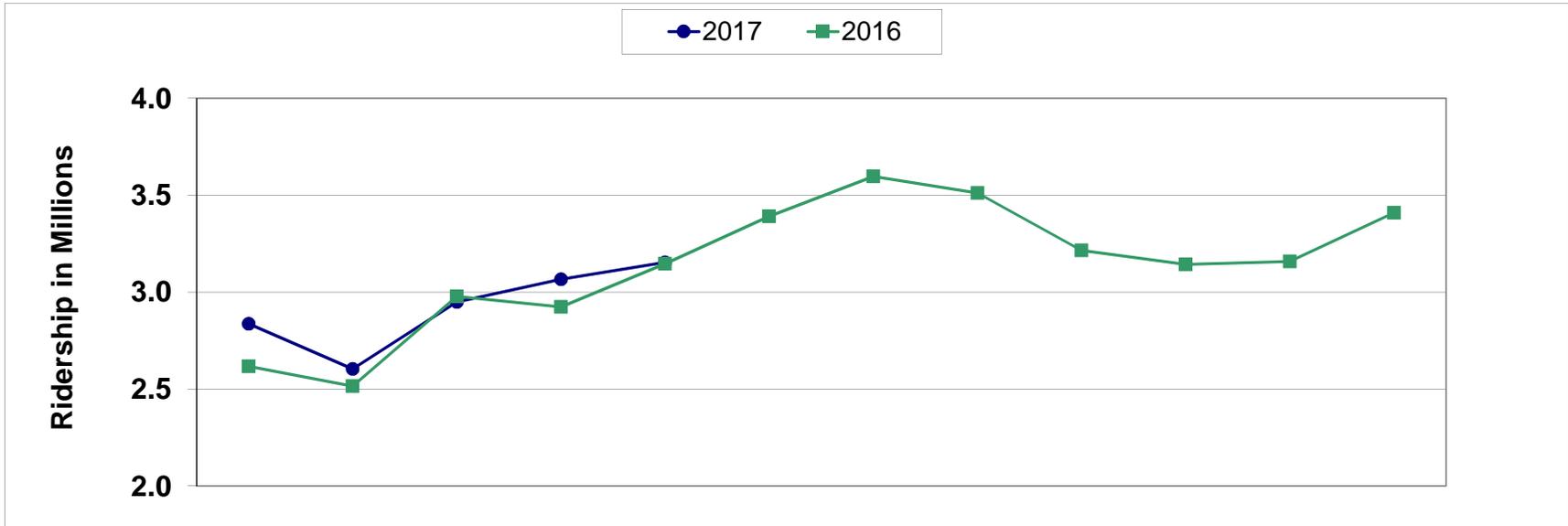
•May's Commutation Ridership was -0.4% below '16 and 0.1% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.1	3.9	4.8	4.1	4.5								21.4
2016	4.0	3.9	4.8	4.2	4.5	4.6	4.0	4.4	4.2	4.6	4.2	4.1	21.4
PCT CHG.	2.3%	0.2%	-0.1%	-2.0%	-0.4%								0.0%

MAY NON-COMMUTATION RIDERSHIP

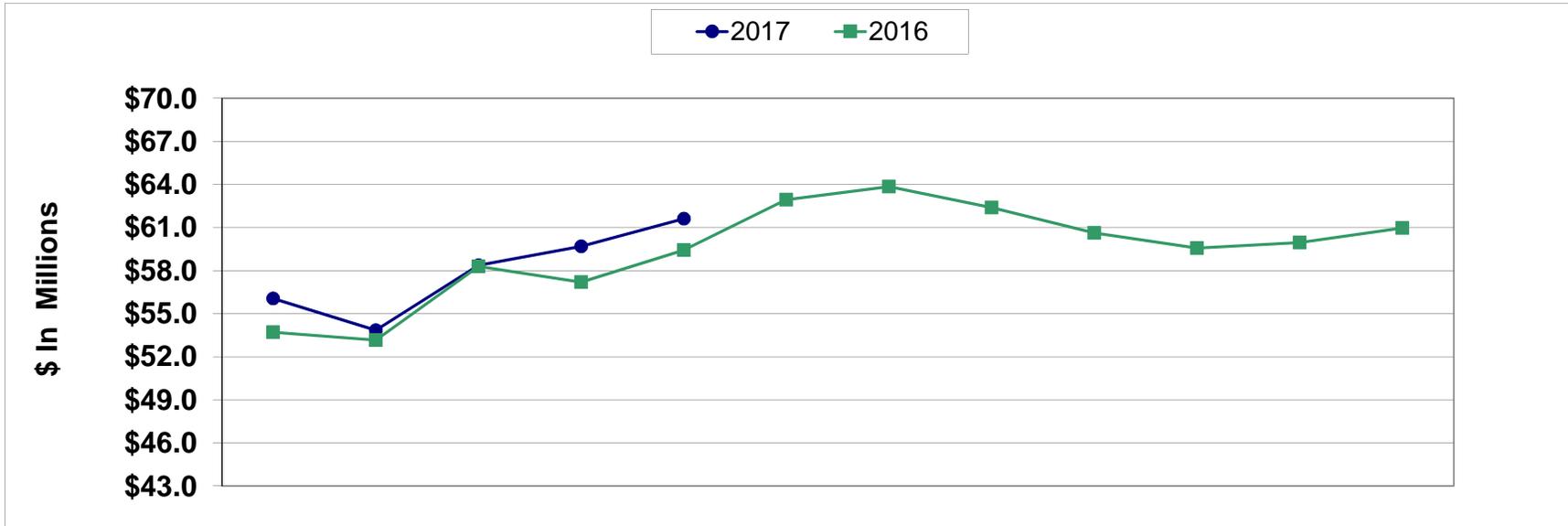
•May's Non-Commutation Ridership was 0.3% above '16 and -2.2% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.6	2.9	3.1	3.2								14.6
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	14.2
PCT CHG.	8.3%	3.5%	-1.0%	4.9%	0.3%								3.0%

MAY REVENUE

•May's Total Revenue was 3.7% above '16 and -1.4% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	\$56.0	\$53.8	\$58.4	\$59.7	\$61.6								\$289.5
2016	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6	\$59.6	\$60.0	\$61.0	\$281.8
PCT CHG.	4.3%	1.3%	0.1%	4.3%	3.7%								2.8%

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

TICKET TYPE/SERVICE	MAY 2017	MAY 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,487,945	4,507,195	(19,250)	-0.4%
NON-COMMUTATION RIDERSHIP	3,154,219	3,145,362	8,857	0.3%
TOTAL RIDERSHIP	7,642,164	7,652,557	(10,393)	-0.1%

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

TICKET TYPE/SERVICE	MAY 2017	MAY 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	21,397,153	21,403,794	(6,641)	0.0%
NON-COMMUTATION RIDERSHIP	14,607,995	14,180,289	427,706	3.0%
TOTAL RIDERSHIP	36,005,148	35,584,083	421,065	1.2%

* 2016 ridership numbers were adjusted using 2017 factors.

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

REVENUE	MAY 2017	MAY 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,718,021	\$30,815,232	\$902,788	2.9%
NON-COMMUTATION REVENUE	\$29,889,010	\$28,608,193	\$1,280,817	4.5%
TOTAL REVENUE	\$61,607,031	\$59,423,425	\$2,183,606	3.7%

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

REVENUE	MAY 2017	MAY 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$155,460,603	\$153,944,182	\$1,516,421	1.0%
NON-COMMUTATION REVENUE	\$134,073,118	\$127,828,665	\$6,244,453	4.9%
TOTAL REVENUE	\$289,533,722	\$281,772,847	\$7,760,875	2.8%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

L70303WX: MAIN LINE DOUBLE TRACK PHASE II

Project Budget: \$250.00M

Milestone: Contract Award

A Contract for Track and Systems Installation for the Phase II New Second Track on the Ronkonkoma Branch was awarded to L.K. Comstock & Company Inc for \$66,530,000. Phase II Main Line Double Track includes Segment 2 from Central Islip to Deer Park, and Segment 3 from Deer Park to Farmingdale [Phase I from Ronkonkoma to west of Central Islip is currently ongoing]. The work includes construction of approximately 7.9 miles of new double track and infrastructure systems between Farmingdale and Central Islip, and construction of new platforms at Wyandanch and Pinelawn Stations to support the Second Track. The construction of the full Second Track will eliminate the limitations of single track operation, thereby facilitating service reliability and on-time performance along the Main Line from Farmingdale to Ronkonkoma, and will allow the LIRR to provide frequent east and westbound off peak service.

L70204UN: NOSTRAND AVENUE STATION REHABILITATION

Project Budget: \$22.82M

Milestone: Contract Award

A Contract for the rehabilitation of the circa 1976 elevated Nostrand Avenue Station in Brooklyn was awarded to Forte Construction Corp for \$20,199,707. Station rehabilitation includes replacement of the two elevated 6-car side station platforms and substructure, the four overpasses, stairs and railings, canopy system, lighting, electrical and communication systems, CCTV security system, and signage, along with the installation of two new elevators to provide ADA accessibility. This project is the final element in a multi-phased investment in the Atlantic Avenue Viaduct in Brooklyn. Project Beneficial Use is planned for the 1st Quarter 2019.

L50206VQ: PENN STATION CUSTOMER FACILITIES

Project Budget: \$23.50M

Milestone: Contract Award

A Contract for Design of Platform Level Improvements at Penn Station was awarded to Jacobs Civil Consultants, Inc for \$1,633,947. The project work includes 30% design of painting, cladding, floor resurfacing, tactile strips, ceiling and lighting, and platform height corrections for Platforms 7, 8, 10, and 11. The design work also includes 100% design of the staircases for Platforms 7, 8, 9, 10, and 11 as well as 100% design of Platform 9. This project will support better customer circulation and improve the overall customer experience.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Stations Air Conditioning Installations: Work continued.
- Locust Manor Railings and Locust Valley Roof: Work continued.
- Morris Park Site Preparation: Work continued.
- HSF Substation Roof: Submittals proceeding.
- Speonk Metals Treatment System: Submittals proceeding.
- Little Neck, Gibson, and Cedarhurst Parking: Procurement continued.
- Ronkonkoma Bus Loop: Procurement continued.
- Penn Station Lost and Found: Procurement continued.
- Woodhaven Blvd Bridge Painting: Procurement commenced.

2017 LIRR Capital Program Goals

