



**Metropolitan Transportation Authority**

# Long Island Committee Meeting

## September 2017

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### 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, 9/25/2017  
9:30 - 10:30 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES - July 24, 2017**

*Approval of Minutes - July 24, 2017 - Page 4*

## **3. 2017 WORK PLAN**

*2017 LIRR Work Plan - Page 15*

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

**LIRR President's Report (no material)**

**MTA Capital Construction Report**

*MTA Capital Construction Report - Page 22*

**MTA Police Report**

*August MTA Police Report - Page 26*

*July MTA Police Report - Page 31*

## **5. INFORMATION ITEMS**

**2018 Preliminary Budget (Public Comment)**

**2017 Mid-Year Forecast**

*2017 Mid-Year Forecast - Page 36*

**Diversity/EEO Report - 2nd Quarter 2017**

*Diversity/EEO Report - 2nd Quarter 2017 - Page 47*

**Fall Trackwork Programs**

*Fall Trackwork Programs - Page 60*

## **6. PROCUREMENTS**

**LIRR Procurements**

*LIRR Procurements - Page 63*

**Non-Competitive (No Items)**

**Competitive**

*LIRR Competitive Procurements - Page 67*

**Ratifications (No Items)**

**MTA CC Procurements**

**Non-Competitive (No Items)**

**Competitive (No Items)**

**Ratifications (No Items)**

## **7. PERFORMANCE SUMMARIES**

### **Operations - Transportation**

*August Transportation Report - Page 72*

*July Transportation Report - Page 77*

### **Operations - Mechanical**

*August Mechanical Report - Page 82*

*July Mechanical Report - Page 87*

### **Operations - Safety**

*July Safety Report - Page 92*

*June Safety Report - Page 95*

### **Financial**

*July Financial Report - Page 98*

*June Financial Report - Page 120*

### **Ridership**

*July Ridership Report - Page 141*

*June Ridership Report - Page 148*

### **Capital Program**

*Capital Program Report - Page 155*

**Next Meeting: Joint with MNR Monday, October 23, 2017 at 8:30 am**

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

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

**The following members were present:**

Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Randy Glucksman  
Hon. Ira R. Greenberg  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Scott Rechler  
Hon. Vincent Tessitore, Jr.  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Neal Zuckerman

**The following member was not present:**

Hon. Carl V. Wortendyke

**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, William Goodrich, Evan Eisland, David Cannon, and Peter Kohner

**Representing MTA Police: Chief Owen Monaghan**

Long Island Rail Road Committee Chair Mitchell H. Pally called the Meeting of the Long Island Rail Road Committee to order.

**PUBLIC COMMENTS**

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

Murray Bodin spoke about situational awareness and asked the Board Members to speak into their microphones during the Committee meeting. In connection with Positive Train Control (“PTC”), Mr. Bodin made reference to Washington Post Columnist George F. Wills’ article *Weapon Technology Has Been Installed for Decades*. He commented that PTC is 10 years old and that the technology is outmoded. Mr. Bodin also commented that there are traffic lights and red flashing lights at the same intersection in East Hampton and queried why LIRR has both. He stated that the MTA clings to outmoded technology and that a change in culture is needed and must begin at the top.

Jason Anthony Pineiro asked LIRR to consider relocating one of the two Penn Station Air Train ticket machines to Atlantic Terminal. He also spoke about LIRR Conductors’ unawareness of the weekend ticket cross-honoring program at Penn and Jamaica Stations.

### **APPROVAL OF MINUTES AND 2017 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the June 19, 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 the operational impacts of Amtrak’s Penn Station Summer Track Work Program. He stated that the program commenced on July 7, 2017 and continues through September 3, 2017. President Nowakowski, presented a PowerPoint presentation, and discussed the layout of Penn Station, showing a schematic slide of Tracks 17-21, exclusive to LIRR; Tracks 13-16, shared by LIRR, New Jersey Transit (“NJT”) and Amtrak; Tracks 1-12, shared by Amtrak and NJT; four LIRR tracks that go to West Side Yard; two tracks that provide service to the Hudson River tunnels; and the tunnel used to provide Hudson Line service. President Nowakowski spoke about the Penn Station work scope areas and described the complex nature of the repair work. He stated that Amtrak has been working around the clock from Friday, July 7<sup>th</sup>. The work is being monitored by LIRR, Amtrak and NJT. Amtrak’s work to date is on schedule and LIRR will continue to monitor Amtrak’s progress going forward.

President Nowakowski spoke about LIRR’s Customer Service Ambassadors and this program’s efforts to mitigate impacts of the Amtrak work program on customers during the summer by deploying personnel to various locations in customer services roles; this is a joint operation involving all MTA Agencies. To assist customers who may be trying different routes and to ensure efficient and safe loading operations, LIRR stationed personnel at Penn Station, Jamaica, Hunterspoint Avenue and Atlantic Terminal. LIRR stationed Customer Service Ambassadors and Customer Assistance Program (“CAP”) managers at eight bus service locations, two Long Island Ferry Service locations at Hunterspoint/Long Island City and Glen Cove, two Manhattan Ferry locations at Wall Street Pier and 34<sup>th</sup> Street Pier, and at three subway

locations where New York City Transit is cross honoring LIRR tickets during the morning rush period. When the program commenced on July 10, 2017, over 250 customer service positions were staffed each day. As customers settled into their new commuting patterns, LIRR has been able to reduce the number of its customer service positions.

During the first two weeks of the repair work program, LIRR's Situation Room was staffed from 5:00 am to 9:00 pm., providing continuous updates on operations frequently throughout every shift. Today, the Situation Room is opened daily from 6:00 am to 10:00 am and from 3:00 pm to 7:00 pm.

The timely opening of the West End Concourse, along with LIRR's Customer Service Ambassadors and CAP managers, have been successful components of LIRR's plan to provide customers with additional information regarding LIRR service and additional access to Penn Station.

President Nowakowski reported that the primary impact of the repair work is from 7:30 am to 8:30 am, during the "peak of the peak" rush hour. In June 2017, a ridership analysis was conducted which showed that during the morning rush, 86,000 people commuted through Penn Station, representing 86% of the total AM ridership. During the first two weeks of the track work program during the morning rush, approximately 10,000 people did not commute through Penn Station during the peak AM rush hour. Ridership increased at Atlantic Terminal by 50%; from 10,000 to 15,000 people; and Hunterspoint ridership increased from 3,000 to 5,000 people. LIRR is experiencing the shift in commuting patterns, particularly during the "peak of the peak" rush hour. LIRR's plans, as well as its discounted fare program to Atlantic Terminal and Hunterspoint, have been successful. LIRR is continuously adjusting its service by changing stopping patterns, adding time to its branch schedules and working on passenger loading at its stations.

President Nowakowski thanked the LIRR staff and the MTA agencies for making the program a success.

President Nowakowski reported on LIRR's ridership and noted that during three out of the last four months, ridership has decreased compared to 2016. During January, February and March, ridership had been robust; overall year-to-date ridership is up by slightly less than 1%. Due to recent services disruptions at Penn Station, ridership has flattened out during the last four months.

President Nowakowski reported that a real estate item will be discussed at today's Finance Committee meeting regarding the License Agreement with the Town of Riverhead for use of the Riverhead Station Building as office space to house the Riverhead Community Ambulance Corps.

Board Member Ira R. Greenberg commended President Nowakowski and LIRR for doing a fantastic job in a short amount of time regarding the planning and service accommodation during the Amtrak Summer Track Work Program. He asked President Nowakowski why Long Island City isn't being used more as opposed to Hunterspoint.

President Nowakowski responded that LIRR has a few trains that run every morning to Long Island City and that very few people traditionally commute to Long Island City. The Hunterspoint transfer station is very convenient to commuters and the nearby 7 Subway Line service is very convenient to the east side of Manhattan.

Board Member Randy Glucksman commented that he recently went to Hunterspoint Station. He stated that the supervisors were pleading with the people to use the ferry and bus service. He asked President Nowakowski if the Amtrak work is only being done during night hours.

President Nowakowski responded that Amtrak is working 24 hours a day, seven days a week.

Board Member Charles Moerdler asked if LIRR is keeping track of the costs in terms of lost ridership and actual out-of-pocket costs.

President Nowakowski responded in the affirmative.

Board Member Moerdler asked if LIRR is expending money regarding the actual work being done at Penn Station.

President Nowakowski responded only from a monitoring perspective.

Board Member Moerdler asked if Amtrak is doing and paying for the actual work at Penn Station.

President Nowakowski responded that Penn Station is Amtrak's facility and it does all the work there.

Chair Pally thanked President Nowakowski and his team for their tremendous efforts in planning and implementing alternative service plans during the Amtrak Summer Track Work Program. He also thanked LIRR's labor unions and LIRR customers for their patience and forbearance. He commented that LIRR is doing everything it can to make its customers' summer as convenient as possible.

Board Member Scott Rechler complimented LIRR for seeing its customers through the first two weeks of the Amtrak Summer Track Work Program and also complimented LIRR's communication outreach efforts to its customers.

### **LIRR SAFETY REPORT**

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report can be found on page 63 of the Committee Book, reporting through the end of May 2017.

Reporting on LIRR's 12-month average Federal Railroad Administration ("FRA") Reportable Customer Accident and Employee Lost Time Injury Rates for a three-year period reflecting the months of June through May, LIRR's customer injury rate continues to decline and LIRR's employee lost time injury rate is the same as in the previous 12-month period.

Reporting on LIRR's Community Outreach Program, undertaken in collaboration with the MTA Police Department ("MTAPD"), Vice President Ebbighausen noted that LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations reached over 44,000 participants through the end of May 2017.

Chair Pally commented that the number of LIRR grade crossing incidents is higher than Metro-North Railroad's. He further stated that grade crossing safety has been a vocal concern of members of the LIRR Safety Committee and that LIRR needs to figure out what it can do better to reduce the number of incidents.

Vice President Ebbighausen responded regarding LIRR's three "E's", Engineering, Education and Enforcement. She noted that LIRR is working closely and sharing information with MTAPD so that LIRR can report on broken gate incidents and focus on the crossings that tend to be more problematic. LIRR is also working with local roadway authorities, the MTA Headquarters Safety Department, and the New York State Department of Transportation to experiment with some new technologies to improve the awareness of the drivers around grade crossings. LIRR's education and enforcement partnerships with MTAPD are outstanding.

Chair Pally stated that LIRR will soon have seven less grade crossings.

Board Member Neal Zuckerman asked Vice President Ebbighausen if she could interpret the National Transportation Safety Board report regarding the Metro-North Valhalla incident at the Wednesday Safety Committee meeting and comment on what it means for LIRR grade crossings in general.



### **MTA CAPITAL CONSTRUCTION**

Chief Development Officer Janno Lieber commented on the LIRR Third Track Expansion Project and expressed his appreciation for the LIRR and MTA Capital Construction (MTACC) teams that have been collaborating to establish a management structure for that project. Mr. Lieber noted that the project is currently in the procurement stage and that we will be ready to hit the ground running.

Mr. Lieber asked MTACC Executive Vice President Bill Goodrich to report on the East Side Access (ESA) Project.

Mr. Goodrich presented information about the Harold Structures Part 3 Contract (CH057) which achieved Substantial Completion on June 30, 2017, ahead of the scheduled date of July 5, 2017. The contract duration was 19 months and the contract value \$69,000,000. The contractor is Tutor Perini Corporation.

Under CH057 the contractor constructed approximately 750ft of the Tunnel D Approach Structure. In addition, the scope of work included the construction of a new bridge for Main Line 2, a new signal bridge, a head house, the installation of catenary support trusses and other catenary structures, and 2,000 lineal feet of Main Line 4 track.

Mr. Goodrich also reported on other aspects of the ESA Project. Mr. Goodrich reported that the project has successfully drawn down the full amount of the FRA High Speed Rail Grant requirement of approximately \$295 million. In addition, on July 18, MTA Real Estate issued a Request for Proposals for the rights to design, install, operate, and maintain a cellular and Wi-Fi network throughout the ESA territory for both passenger and operational use. The RFP seeks investors to fund the wireless build-out and offers a new revenue generating business opportunity for the MTA. The RFP was developed over the course of a year in a partnership between MTACC, LIRR, MTA, MTAPD, and MTA Real Estate.

Mr. Goodrich also commented on the Amtrak work at Penn Station this summer, noting that, because of that work, Amtrak had reduced support for ESA work. For example, Amtrak provides one foreman for each construction activity whenever ESA is working in Amtrak territory. The ESA need has been for thirteen track foremen, Amtrak had previously committed to providing nine, but is now only providing four track foreman. This limits the construction activities that ESA is able to perform.

Board Member Moerdler asked why the ESA project cannot use contractor foremen instead of Amtrak foremen. Mr. Goodrich explained that that would require agreement from the labor union but that he believed that an alternative foreman is a potential solution and that he is pursuing that as an option. Mr. Lieber added that other issues must also be addressed with Amtrak and other parties, including the availability of weekend outages and Force Account

workers. A master schedule is being prepared as the basis for a broader discussion. Board Member Moerdler urged Mr. Lieber to find a way to use substitute personnel where Amtrak cannot provide the necessary personnel.

Chair Pally added that this is an issue that MTACC has been working to address.

Board Member Zuckerman asked about the expected ridership numbers for the ESA project. Mr. Goodrich responded that the forecast was for an additional 162,000 passenger trips per day. Board Member Zuckerman asked when that forecast was made. Mr. Goodrich responded that he would research and provide that date. Board Member Metzger agreed that ridership forecasts need to be refreshed and asked whether critical ESA dates will be met if Amtrak is only providing four foremen. Mr. Goodrich responded that the Penn Station work is a temporary condition and that ESA is working with both Amtrak and LIRR to reschedule critical work for the fall as a priority.

Board Member Greenberg noted that the problems related to Amtrak are not solely attributable to the summer work in Penn Station. He also noted that the ESA project is necessary for many reasons, regardless of the ridership numbers.

Board Member Moerdler asked whether someone can clean up Penn Station while the work is being performed there. Chair Pally noted that one can only accomplish the possible.

### **MTA POLICE DEPARTMENT**

MTAPD Chief Monaghan reported that planning for the Amtrak Summer Track Work Program was an all hands on deck effort and as President Nowakowski indicated it involved the MTAPD deploying officers, supervisors and command staff to the bus, ferry and hub locations throughout the area. In addition, MTAPD is enforcing the bus lanes on 34<sup>th</sup> Street and 42<sup>nd</sup> Street. Chief Monaghan thanked the MTAPD staff for their outstanding efforts during the past several weeks and stated that MTAPD will continue its efforts through completion of the program.

Chief Monaghan reported system-wide during the month of June, there was a 7% decrease in total major felonies – 26 compared to 28 in 2016. Year-to-date there was a 10% decrease in total major felonies – 134 compared to 149 in 2016. During the month of June, LIRR experienced a 50% decrease in total major felonies – 7 compared to 14 in 2016. Year-to-date, there was a 15% decrease in total major felonies - 56 compared to 66 in 2016.

### **LONG ISLAND RAIL ROAD ACTION ITEM**

- Moynihan Phase 1 Funding Agreement West End Concourse – That the Board grant approval authorizing MTA and LIRR to enter into a Funding Agreement with the New York State Urban Development Corporation whereby they would fund the final

elements of Phase 1 West End Concourse Enhancements work 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.

Board Member Veronica Vanterpool commented that the staff summary indicates that there are no net savings from the LED installation. She asked how that can be if LED is known to be incredibly efficient light source.

President Nowakowski responded the prior West End Concourse did not have many lights; this is a new installation and there is no prior lighting source to compare it to.

Vice President – Finance and Chief Financial Officer Mark Young commented that the Long Island Power Authority did an analysis comparing these energy efficient lights to florescent bulbs, which was the original West End Concourse lighting source, and estimated an annual savings of \$109,000. However, because the new West End Concourse has many more lights than before, requiring greater maintenance, that is the reason for the wording in the staff summary.

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

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

- Penn Station Retail Development
- Environmental Audit
- September Timetable & Track Work

President Nowakowski reported on each information item.

Regarding Penn Station Retail Development, Chair Pally asked Jeffrey Rosen, Director, and MTA Real Estate if, because of the activities and changes taking place at Penn Station, retail development at Penn Station is in a state of transition.

Director Rosen responded in the affirmative. He stated that if you look at the numbers, considering that MTA did not renew a number of leases, the impact of the summer track work program, and preparations for renovations announced by the Governor, there has been a significant improvement in the quality of the retail on the north side of Penn Station.

Chair Pally commented that it would be interesting to see what effect the opening of the West End Concourse will have on the retail sales, where they will occur and how they may or may not change.

Director Rosen responded that since the West End Concourse is newly opened, it is too early to say.

Chair Pally commented that LIRR is doing preparatory work for the replacement of the Post Avenue Bridge which is an essential component of LIRR service in that area.

### **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 two 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 item is as follows:

- A modification to Contract No. CM014B to reconfigure and resize new HVAC ducts, relocate affected utilities, and modify the affected portion of the new ceiling and Air Handling Units in the amount of \$884,000.

The procurement ratification is as follows:

- Ratification of a modification to the General Engineering Consultant Contract, No. 98-0040-01R, to create a new construction package to be designated Contract CH057D-Harold Track Work Part 3, in the amount of \$2,004,800.

Board Member Moerdler provided a copy of an article which noted that in 2015, Parsons, a member of the General Engineering Consultant, agreed to pay \$3,800,000 to settle a federal false claims act lawsuit. Board Member Moerdler recommended that the circumstances be investigated.

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

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

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

Board Member Greenberg commented that for six months, LIRR has not reached its goals for the year in the category of delays attributable to Engineering, and for Mean Distance Between Failures (“MDBF”) for the M-7 fleet.

President Nowakowski responded that Page 56 of the Committee Book shows a significant number of incidents LIRR experienced, and Penn Station has played a major role regarding delays. The Engineering delay category is split between planned and unplanned delays. Planned engineering delays include delays associated with scheduled work including tie replacement and work of a similar nature. Unplanned engineering delays are those associated with unanticipated events such as failed insulated joints or broken rail.

Board Member Greenberg commented there has been a significant increase in unscheduled delays. He requested that LIRR take a look and possibly report back to the Committee in September.

Senior Vice President – Operations Dave Kubicek responded, with respect to the M-7 fleet, that LIRR is experiencing issues with brakes and doors. LIRR is monitoring this issue monthly as well as working with the Federal Railroad Administration (“FRA”) and some of the original equipment manufacturers (“OEMs”) regarding brakes and some of LIRR’s equipment. LIRR is looking for feedback from the FRA and our employees on the issue of brakes and how we are handling the overhaul of the M-7 fleet as it continues to age.


Senior Vice President – Engineering Bruce Pohlot responded regarding Engineering delays. He stated that these delays have increased significantly from 2016, 580 additional train delays. Over 320 of those delays were attributable to two incidents: one a derailment in Jamaica; and the other, a collision between two track cars. The last large category of additional delays was no cause found. As of now LIRR classifies over 100 delays as falling into that category, which includes grade crossings that are reported as malfunctioning. As soon as that happens, LIRR has to take protective measures over the crossing until the maintainer arrives. If the maintainer finds no failure, there are still delays associated with that incident, although nothing in fact was wrong with the crossing.

Board Member Greenberg asked for a classification of these Engineering delays and if LIRR can perhaps have a preventative maintenance plan to try and reduce delays as much as possible.

**Adjournment**

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

Respectfully submitted,

  
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Mark D. Hoffer  
Secretary

## 2017 Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2017 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### September 2017

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

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

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

#### November 2017

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

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

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

#### January 2018

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

Adopted Budget/Financial Plan 2018	Management & Budget
2017 Annual Operating Results	Operations
2017 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff

Diversity/EEO Report – 4<sup>th</sup> Q 2017  
2018 Spring Schedule Change

Administration/Diversity  
Service Planning

March 2018

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

Strategic Investments  
Engineering  
Service Planning  
Public Affairs

April 2018 (Joint Meeting with MNR)

Final Review of 2017 Operating Results  
Annual Inventory Report  
2017 Annual Ridership/Marketing Plan Report  
May Timetable Change & Spring Trackwork Programs  
MTA Homeless Outreach

Management & Budget  
Procurement  
Finance/Marketing  
Service Planning  
MTA

May 2018

Diversity/EEO Report – 1<sup>st</sup> Q 2018

Administration/Diversity

June 2018 (Joint Meeting with MNR)

Status Update on PTC  
Bi-Annual Report on M-9 Procurement  
Summer Track Work

President/Sr. Staff  
President/Sr. Staff  
Service Planning

July 2018

Penn Station Retail Development  
Environmental Audit  
2018 Fall Construction Schedule Change

MTA Real Estate  
Corporate Safety  
Service Planning



# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 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**

### **SEPTEMBER 2017**

#### 2018 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

#### 2017 Mid-Year Forecast

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

#### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2017

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

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

#### 2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

#### Status Update on PTC

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

#### MTA Homeless Outreach

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

### **NOVEMBER 2017**

#### Review Committee Charter

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

#### East Side Access Support Projects Update

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

#### Holiday Schedule

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

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

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

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

### 2018 Final Proposed Budget

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

### Proposed 2018 Committee Work Plan

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

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

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

## **JANUARY 2018**

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

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

### Adopted Budget/Financial Plan 2018

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

### 2018 Annual Operating Results

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

### 2018 Annual Fleet Maintenance Report

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

### Status Update on PTC

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

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

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

### 2018 Spring/Summer Construction Schedule Changes

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

## **MARCH 2018**

### Annual Strategic Investments & Planning Study

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

### Annual Elevator/Escalator Report

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

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

### Final Review of 2017 Operating Results

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

### Annual Inventory Report

The Agency will present its annual report on Inventory.

### 2017 Annual Ridership/Marketing Plan Report

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

### 2018 Summer Schedule Change

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

### MTA Homeless Outreach

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

## **MAY 2018**

### Diversity & EEO Report– 1<sup>st</sup> 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 2018 (Joint Meeting with MNR)**

### Status Update on PTC

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

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

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

## **JULY 2018**

### 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 2017 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

### 2018 Fall Construction Schedule Change

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

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - September 2017

Expenditures thru August 2017; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,028.8	\$ 7,491.9	\$ 5,610.9
Design	\$ 732.7	\$ 735.9	\$ 710.6
Project Management	\$ 1,036.2	\$ 881.2	\$ 785.2
Real Estate	\$ 178.0	\$ 119.9	\$ 117.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 9,228.9</b>	<b>\$ 7,224.0</b>

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

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$57.9	Nov-2011	Nov-2011	Apr-2013	Sep-2017
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$361.6	\$350.2	\$11.4	\$328.1	Mar-2014	Mar-2014	Nov-2016	Sep-2017
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$442.0	\$21.6*	\$162.8	Dec-2014	Feb-2015	Aug-2018	Dec-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$664.1	\$48.2	\$110.6	Jul-2015	Apr-2016	Jan-2020	Aug-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$263.9	\$262.4	\$1.5	\$242.0	Aug-2011	Aug-2011	Aug-2014	Sep-2017
<b>Harold Construction</b>								
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$142.8	\$121.3	\$21.5	\$66.5	Nov-2013	Nov-2013	Feb-2016	Nov-2018
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.3	\$7.7	\$6.0	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
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$550.3	\$56.6***	\$274.4	Mar-2014	Mar-2014	Dec-2019	Oct-2020
Systems Package 2: Signal Installation (CS086)		In Design (Repackaging)			N/A	Dec-2017	N/A	Oct-2020
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$4.8	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$72.9	\$6.9	\$8.5	Sep-2014	Oct-2014	Dec-2019	Jul-2020

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

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

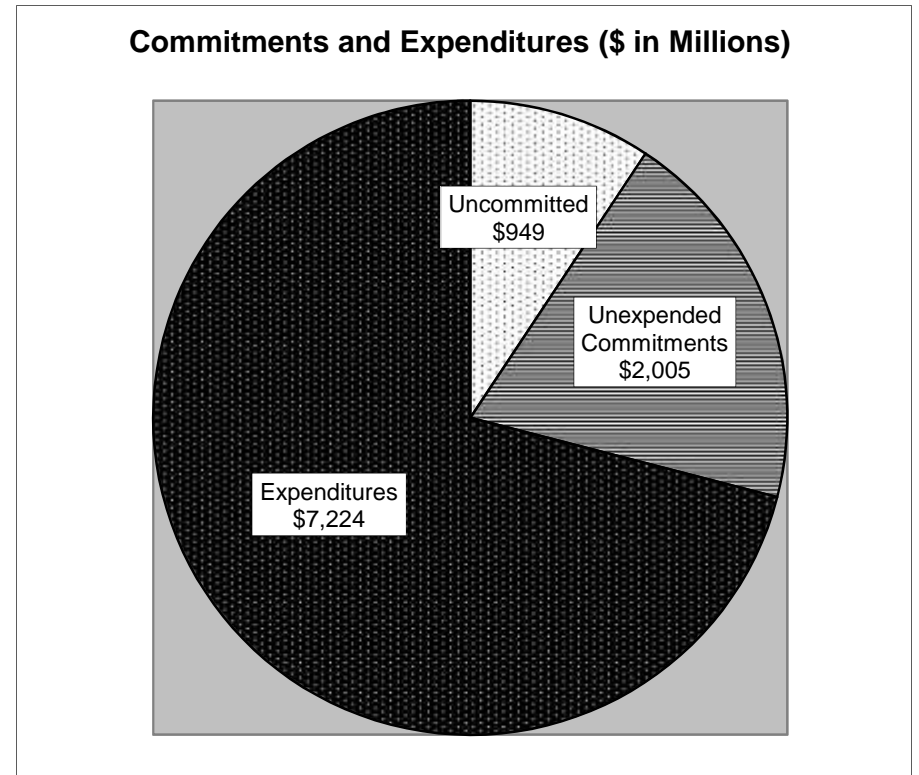
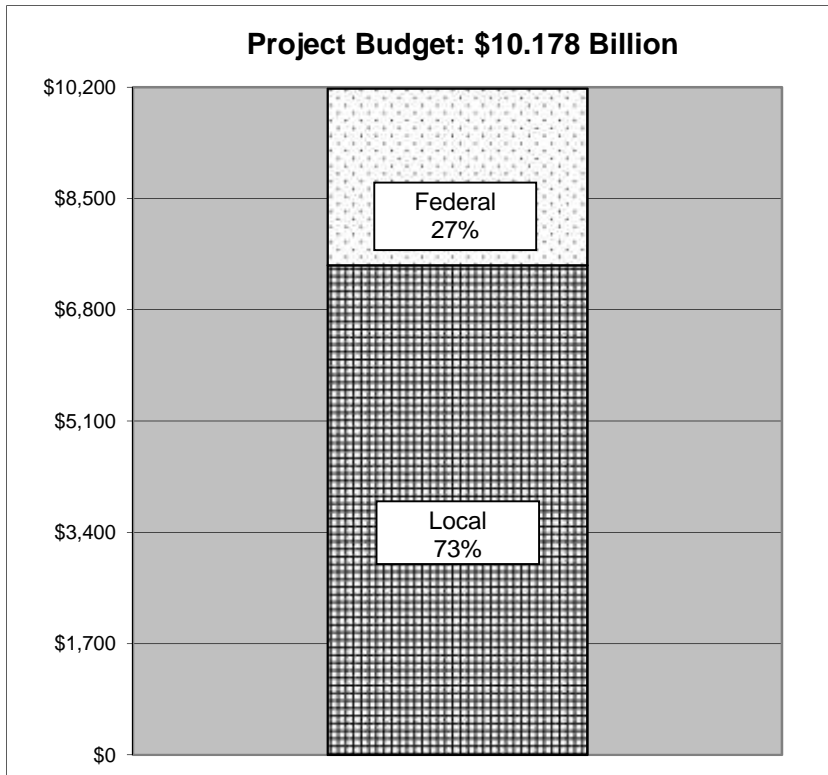
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

## Report to the Railroad Committee - September 2017

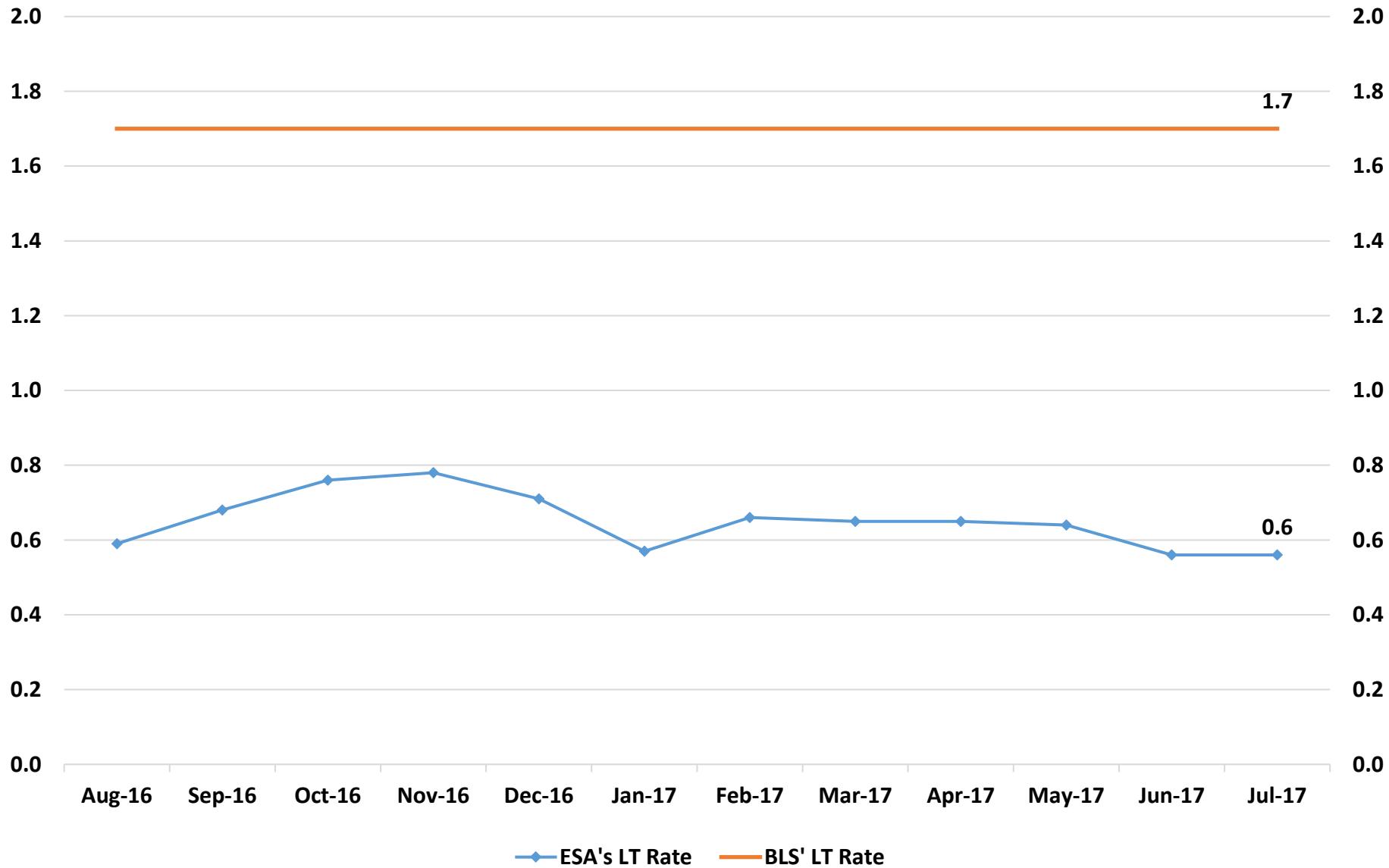
data thru August 2017

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	2,641
2010-2014	3,232	3,232	-	-	3,147	85	2,527
2015-2019	2,572	2,572	-	-	1,722	850	375
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699	\$ 9,229	\$ 949	\$ 7,224





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





# **POLICE REPORT**

## **AUGUST**



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Long Island Rail Road**

### **August 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Burglary</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>3</b>	<b>5</b>	<b>-2</b>	<b>-40%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>5</b>	<b>10</b>	<b>-5</b>	<b>-50%</b>

### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>27%</b>
<b>Felony Assault</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>10%</b>
<b>Burglary</b>	<b>1</b>	<b>8</b>	<b>-7</b>	<b>-88%</b>
<b>Grand Larceny</b>	<b>38</b>	<b>45</b>	<b>-7</b>	<b>-16%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>71</b>	<b>80</b>	<b>-9</b>	<b>-11%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **August 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	3	0	0%
<b>Felony Assault</b>	4	4	0	0%
<b>Burglary</b>	0	2	-2	-100%
<b>Grand Larceny</b>	13	16	-3	-19%
<b>Grand Larceny Auto</b>	1	1	0	0%
<b>Total Major Felonies</b>	21	26	-5	-19%

#### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	33	29	4	14%
<b>Felony Assault</b>	26	23	3	13%
<b>Burglary</b>	6	20	-14	-70%
<b>Grand Larceny</b>	104	120	-16	-13%
<b>Grand Larceny Auto</b>	9	5	4	80%
<b>Total Major Felonies</b>	178	197	-19	-10%

# INDEX CRIME REPORT

## Per Day Average

### August 2017

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	1	2	0
<b>Fel. Assault</b>	4	1	1	2
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	13	3	9	1
<b>GLA</b>	1	0	1	0
<b>Total</b>	21	5	13	3
<b>Crimes Per Day</b>	0.68	0.16	0.42	0.10



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 8/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	27	19
Felony Assault	33	25
Burglary	4	13
Grand Larceny	40	38
Grand Larceny Auto	2	3
Aggravated Harassment	4	2
Aggravated Unlicensed Operator	13	13
Assault-Misdemeanor	39	32
Breach of Peace	7	8
Child Endangerment	2	3
Criminal Contempt	6	2
Criminal Impersonation	6	4
Criminal Mischief	42	34
Criminal Possession Stolen Property	14	10
Criminal Tampering	8	2
Criminal Trespass	26	25
Disorderly Conduct	2	2
Drug Offenses	65	30
DUI Offenses	7	6
Failure to Appear	1	0
Falsely Reporting an Incident	3	1
Forgery	38	44
Fraud	1	8
Graffiti	23	9
Harassment	2	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	6	4
Obstruct Government	8	14
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	92	142
Public Lewdness	15	100
Reckless Endangerment	4	1
Resisting Arrest	26	24
Sex Offenses	13	7
Stalking	1	0
Theft of Services	132	111
Unlawful Fleeing a Police Officer	0	1
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	27	29
Weapons Offenses	5	4
<b>Total Arrests</b>	<b>744</b>	<b>780</b>



# **POLICE REPORT**

## **JULY**



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Long Island Rail Road**

### **July 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Felony Assault</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>67%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>150%</b>

### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>29%</b>
<b>Felony Assault</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>25%</b>
<b>Burglary</b>	<b>1</b>	<b>7</b>	<b>-6</b>	<b>-86%</b>
<b>Grand Larceny</b>	<b>35</b>	<b>40</b>	<b>-5</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>66</b>	<b>70</b>	<b>-4</b>	<b>-6%</b>





# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **July 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>33%</b>
<b>Felony Assault</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>3</b>	<b>-3</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>13%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>23</b>	<b>22</b>	<b>1</b>	<b>5%</b>

#### **Year to Date 2017 vs. 2016**

	<b>2017</b>	<b>2016</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>30</b>	<b>26</b>	<b>4</b>	<b>15%</b>
<b>Felony Assault</b>	<b>22</b>	<b>19</b>	<b>3</b>	<b>16%</b>
<b>Burglary</b>	<b>6</b>	<b>18</b>	<b>-12</b>	<b>-67%</b>
<b>Grand Larceny</b>	<b>91</b>	<b>104</b>	<b>-13</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>157</b>	<b>171</b>	<b>-14</b>	<b>-8%</b>

# INDEX CRIME REPORT

## Per Day Average

### July 2017

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	4	3	0	1
<b>Fel. Assault</b>	1	1	0	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	17	5	12	0
<b>GLA</b>	1	1	0	0
<b>Total</b>	23	10	12	1
<b>Crimes Per Day</b>	0.74	0.32	0.39	0.03



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 7/31/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	25	17
Felony Assault	27	21
Burglary	4	11
Grand Larceny	37	31
Grand Larceny Auto	2	3
Aggravated Harassment	3	1
Aggravated Unlicensed Operator	11	13
Assault-Misdemeanor	39	26
Breach of Peace	7	8
Child Endangerment	2	2
Criminal Contempt	6	2
Criminal Impersonation	6	4
Criminal Mischief	33	30
Criminal Possession Stolen Property	10	8
Criminal Tampering	8	2
Criminal Trespass	22	24
Disorderly Conduct	2	2
Drug Offenses	56	28
DUI Offenses	7	6
Failure to Appear	1	0
Falsely Reporting an Incident	3	1
Forgery	33	39
Fraud	1	6
Graffiti	17	6
Harassment	2	0
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	6	4
Obstruct Government	7	13
Official Misconduct	0	5
Panhandling	0	1
Petit Larceny	78	124
Public Lewdness	13	97
Reckless Endangerment	4	1
Resisting Arrest	26	22
Sex Offenses	9	7
Stalking	1	0
Theft of Services	115	97
Unlawful Imprisonment/Kidnapping	0	1
VTL Offenses	0	1
Warrant Arrest	24	29
Weapons Offenses	5	3
<b>Total Arrests</b>	<b>652</b>	<b>698</b>



**Long Island Rail Road**

**INFORMATION**

**ITEMS**

## **MTA LONG ISLAND RAIL ROAD**

### **July Financial Plan - 2017 Mid-Year Forecast**

#### **BY MONTH**

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Operating Revenue</b>													
Farebox Revenue	\$56.048	\$53.841	\$58.360	\$59.678	\$62.472	\$65.110	\$61.609	\$60.208	\$63.204	\$62.567	\$61.869	\$63.984	\$728.950
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.168	4.070	5.913	3.477	7.292	6.058	3.758	4.041	5.463	3.858	3.905	5.785	55.788
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$58.216</b>	<b>\$57.911</b>	<b>\$64.273</b>	<b>\$63.155</b>	<b>\$69.764</b>	<b>\$71.168</b>	<b>\$65.367</b>	<b>\$64.249</b>	<b>\$68.667</b>	<b>\$66.425</b>	<b>\$65.774</b>	<b>\$69.769</b>	<b>\$784.738</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$42.276	\$40.538	\$46.622	\$40.774	\$41.166	\$44.760	\$45.915	\$42.251	\$44.449	\$40.695	\$45.842	\$46.988	\$522.276
Overtime	10.709	12.431	10.586	8.968	10.553	9.195	11.335	12.469	9.784	10.403	10.773	12.517	129.723
Health and Welfare	8.197	9.263	8.713	8.961	8.259	8.971	8.944	8.362	8.936	8.146	8.823	8.669	104.244
OPEB Current Payment	5.107	5.129	5.077	6.028	6.028	6.028	6.028	6.028	6.028	6.028	6.028	6.031	69.568
Pensions	11.625	13.153	12.042	11.855	10.942	11.750	11.714	10.962	11.755	10.839	11.684	16.184	144.505
Other Fringe Benefits	12.515	12.866	11.363	11.875	13.438	12.173	12.490	13.188	10.263	8.811	7.475	6.415	132.872
Reimbursable Overhead	(3.612)	(2.104)	(3.348)	(2.361)	(2.962)	(2.330)	(2.373)	(2.952)	(2.285)	(3.282)	(2.066)	(2.533)	(32.208)
<b>Total Labor Expenses</b>	<b>\$86.817</b>	<b>\$91.276</b>	<b>\$91.055</b>	<b>\$86.100</b>	<b>\$87.424</b>	<b>\$90.547</b>	<b>\$94.053</b>	<b>\$90.308</b>	<b>\$88.930</b>	<b>\$81.640</b>	<b>\$88.559</b>	<b>\$94.271</b>	<b>\$1,070.980</b>
<b>Non-Labor:</b>													
Electric Power	\$7.302	\$7.198	\$6.042	\$5.822	\$5.573	\$7.315	\$7.610	\$7.759	\$8.395	\$6.591	\$6.196	\$6.991	\$82.794
Fuel	1.559	1.582	1.024	1.303	1.387	1.354	1.399	1.373	1.343	1.376	1.365	1.442	16.507
Insurance	1.959	1.824	1.818	1.978	1.624	1.706	1.707	1.707	1.707	1.707	1.721	1.392	20.850
Claims	0.390	0.360	0.446	0.368	0.233	0.368	0.368	0.368	0.368	0.368	0.368	0.365	4.370
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	7.795	7.036	0.971	5.911	6.131	6.848	18.463	16.170	6.862	7.538	7.675	13.504	104.904
Professional Service Contracts	2.554	3.819	(0.893)	2.132	2.401	3.688	4.739	4.452	4.104	3.806	5.791	9.386	45.979
Materials & Supplies	8.208	9.120	9.549	8.575	13.496	21.134	15.187	16.325	16.488	15.364	15.745	24.742	173.933
Other Business Expenses	1.335	0.990	2.135	1.911	1.958	2.274	2.143	2.082	2.193	1.986	2.000	2.223	23.230
<b>Total Non-Labor Expenses</b>	<b>\$31.102</b>	<b>\$31.929</b>	<b>\$21.092</b>	<b>\$28.000</b>	<b>\$32.803</b>	<b>\$44.687</b>	<b>\$51.616</b>	<b>\$50.236</b>	<b>\$41.460</b>	<b>\$38.736</b>	<b>\$40.861</b>	<b>\$60.045</b>	<b>\$472.567</b>
<b>Other Expenses Adjustments:</b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$117.919</b>	<b>\$123.205</b>	<b>\$112.147</b>	<b>\$114.100</b>	<b>\$120.227</b>	<b>\$135.234</b>	<b>\$145.669</b>	<b>\$140.544</b>	<b>\$130.390</b>	<b>\$120.376</b>	<b>\$129.420</b>	<b>\$154.316</b>	<b>\$1,543.547</b>
Depreciation	\$27.378	\$27.378	\$27.343	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$337.231
OPEB Liability Adjustment	5.827	8.577	7.243	7.261	7.261	7.261	7.261	7.261	7.261	7.261	7.261	7.265	87.000
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	0.167	0.167	0.267	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.151	2.000
<b>Total Expenses</b>	<b>\$151.291</b>	<b>\$159.327</b>	<b>\$147.000</b>	<b>\$149.865</b>	<b>\$155.992</b>	<b>\$170.999</b>	<b>\$181.434</b>	<b>\$176.309</b>	<b>\$166.155</b>	<b>\$156.141</b>	<b>\$165.185</b>	<b>\$190.080</b>	<b>\$1,969.778</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$93.075)</b>	<b>(\$101.416)</b>	<b>(\$82.727)</b>	<b>(\$86.710)</b>	<b>(\$86.228)</b>	<b>(\$99.831)</b>	<b>(\$116.067)</b>	<b>(\$112.060)</b>	<b>(\$97.488)</b>	<b>(\$89.716)</b>	<b>(\$99.411)</b>	<b>(\$120.311)</b>	<b>(\$1,185.040)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$27.378	\$27.378	\$27.343	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$337.231
Operating Capital	(0.896)	(0.196)	(1.042)	(0.486)	(0.618)	(1.513)	(1.248)	(3.492)	(3.351)	(2.893)	(5.233)	(7.804)	(28.771)
Other Cash Adjustments	(4.834)	27.833	(16.938)	(9.060)	7.893	6.179	15.016	14.340	14.410	5.915	11.893	19.239	91.886
<b>Total Cash Conversion Adjustments</b>	<b>\$21.648</b>	<b>\$55.016</b>	<b>\$9.363</b>	<b>\$18.802</b>	<b>\$35.623</b>	<b>\$33.014</b>	<b>\$42.116</b>	<b>\$39.196</b>	<b>\$39.407</b>	<b>\$31.370</b>	<b>\$35.008</b>	<b>\$39.783</b>	<b>\$400.346</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$71.427)</b>	<b>(\$46.400)</b>	<b>(\$73.364)</b>	<b>(\$67.908)</b>	<b>(\$50.605)</b>	<b>(\$66.817)</b>	<b>(\$73.951)</b>	<b>(\$72.864)</b>	<b>(\$58.081)</b>	<b>(\$58.346)</b>	<b>(\$64.403)</b>	<b>(\$80.528)</b>	<b>(\$784.694)</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Revenue</b>													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	29.393	17.687	30.468	28.809	35.046	30.303	30.143	37.512	31.575	37.800	33.372	35.844	377.952
<b>Total Revenue</b>	<b>\$29.393</b>	<b>\$17.687</b>	<b>\$30.468</b>	<b>\$28.809</b>	<b>\$35.046</b>	<b>\$30.303</b>	<b>\$30.143</b>	<b>\$37.512</b>	<b>\$31.575</b>	<b>\$37.800</b>	<b>\$33.372</b>	<b>\$35.844</b>	<b>\$377.952</b>
<b>Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$9.986	\$6.231	\$8.921	\$10.290	\$13.191	\$10.436	\$10.549	\$13.125	\$10.445	\$13.645	\$10.910	\$11.313	\$129.042
Overtime	3.339	1.259	3.270	2.744	3.047	3.032	3.034	2.997	3.093	3.014	2.806	2.089	33.724
Health and Welfare	2.391	1.563	2.159	2.175	2.737	2.239	2.261	2.724	2.236	2.800	2.280	2.315	27.880
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	3.753	2.224	3.335	3.533	4.446	3.638	3.673	4.426	3.633	4.549	3.704	3.763	44.677
Other Fringe Benefits	2.595	1.628	2.372	2.224	2.798	2.289	2.312	2.785	2.287	2.863	2.331	2.368	28.852
Reimbursable Overhead	3.612	2.104	3.348	2.361	2.962	2.330	2.373	2.952	2.285	3.282	2.066	2.533	32.208
<b>Total Labor Expenses</b>	<b>\$25.676</b>	<b>\$15.009</b>	<b>\$23.405</b>	<b>\$23.327</b>	<b>\$29.181</b>	<b>\$23.964</b>	<b>\$24.202</b>	<b>\$29.009</b>	<b>\$23.979</b>	<b>\$30.153</b>	<b>\$24.097</b>	<b>\$24.381</b>	<b>\$296.383</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.070	\$0.048	\$0.120	\$0.063	\$0.063	\$0.063	\$0.054	\$0.012	\$0.012	\$0.012	\$0.012	\$0.010	\$0.539
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0.647	0.246	0.526	0.756	0.973	0.772	0.791	0.952	0.772	1.001	0.810	0.766	9.012
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.480	0.515	1.467	1.552	1.292	1.853	1.234	1.284	1.408	1.492	1.396	1.368	15.341
Professional Service Contracts	0.679	(0.382)	0.234	0.060	0.059	0.117	0.056	0.058	0.055	0.058	0.052	0.219	1.265
Materials & Supplies	1.851	2.171	4.618	3.021	3.440	3.503	3.775	6.159	5.318	5.045	6.973	9.068	54.942
Other Business Expenses	(0.010)	0.080	0.098	0.030	0.038	0.031	0.031	0.038	0.031	0.039	0.032	0.032	0.470
<b>Total Non-Labor Expenses</b>	<b>\$3.717</b>	<b>\$2.678</b>	<b>\$7.063</b>	<b>\$5.482</b>	<b>\$5.865</b>	<b>\$6.339</b>	<b>\$5.941</b>	<b>\$8.503</b>	<b>\$7.596</b>	<b>\$7.647</b>	<b>\$9.275</b>	<b>\$11.463</b>	<b>\$81.569</b>
<b><u>Other Adjustments:</u></b>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$29.393</b>	<b>\$17.687</b>	<b>\$30.468</b>	<b>\$28.809</b>	<b>\$35.046</b>	<b>\$30.303</b>	<b>\$30.143</b>	<b>\$37.512</b>	<b>\$31.575</b>	<b>\$37.800</b>	<b>\$33.372</b>	<b>\$35.844</b>	<b>\$377.952</b>
<b>Total Expenses</b>	<b>\$29.393</b>	<b>\$17.687</b>	<b>\$30.468</b>	<b>\$28.809</b>	<b>\$35.046</b>	<b>\$30.303</b>	<b>\$30.143</b>	<b>\$37.512</b>	<b>\$31.575</b>	<b>\$37.800</b>	<b>\$33.372</b>	<b>\$35.844</b>	<b>\$377.952</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Farebox Revenue	\$56.048	\$53.841	\$58.360	\$59.678	\$62.472	\$65.110	\$61.609	\$60.208	\$63.204	\$62.567	\$61.869	\$63.984	\$728.950
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.168	4.070	5.913	3.477	7.292	6.058	3.758	4.041	5.463	3.858	3.905	5.785	55.788
Capital and Other Reimbursements	29.393	17.687	30.468	28.809	35.046	30.303	30.143	37.512	31.575	37.800	33.372	35.844	377.952
<b>Total Revenue</b>	<b>\$87.609</b>	<b>\$75.598</b>	<b>\$94.741</b>	<b>\$91.964</b>	<b>\$104.810</b>	<b>\$101.471</b>	<b>\$95.510</b>	<b>\$101.761</b>	<b>\$100.242</b>	<b>\$104.225</b>	<b>\$99.146</b>	<b>\$105.613</b>	<b>\$1,162.690</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$52.262	\$46.769	\$55.543	\$51.064	\$54.357	\$55.196	\$56.464	\$55.376	\$54.894	\$54.340	\$56.752	\$58.301	\$651.318
Overtime	14.048	13.690	13.856	11.712	13.600	12.227	14.369	15.466	12.877	13.417	13.579	14.606	163.447
Health and Welfare	10.588	10.826	10.872	11.136	10.996	11.210	11.205	11.086	11.172	10.946	11.103	10.984	132.124
OPEB Current Payment	5.107	5.129	5.077	6.028	6.028	6.028	6.028	6.028	6.028	6.028	6.028	6.031	69.568
Pensions	15.378	15.377	15.377	15.388	15.388	15.388	15.387	15.388	15.388	15.388	15.388	19.947	189.182
Other Fringe Benefits	15.110	14.494	13.735	14.099	16.236	14.462	14.802	15.973	12.550	11.674	9.806	8.783	161.724
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$112.493</b>	<b>\$106.285</b>	<b>\$114.460</b>	<b>\$109.427</b>	<b>\$116.605</b>	<b>\$114.511</b>	<b>\$118.255</b>	<b>\$119.317</b>	<b>\$112.909</b>	<b>\$111.793</b>	<b>\$112.656</b>	<b>\$118.652</b>	<b>\$1,367.363</b>
<b>Non-Labor:</b>													
Electric Power	\$7.372	\$7.246	\$6.162	\$5.885	\$5.636	\$7.378	\$7.664	\$7.771	\$8.407	\$6.603	\$6.208	\$7.001	\$83.333
Fuel	1.559	1.582	1.024	1.303	1.387	1.354	1.399	1.373	1.343	1.376	1.365	1.442	16.507
Insurance	2.606	2.070	2.344	2.734	2.597	2.478	2.498	2.659	2.479	2.708	2.531	2.158	29.862
Claims	0.390	0.360	0.446	0.368	0.233	0.368	0.368	0.368	0.368	0.368	0.368	0.365	4.370
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.275	7.551	2.438	7.463	7.423	8.701	19.697	17.454	8.270	9.030	9.071	14.872	120.245
Professional Service Contracts	3.233	3.437	(0.659)	2.192	2.460	3.805	4.795	4.510	4.159	3.864	5.843	9.605	47.244
Materials & Supplies	10.059	11.291	14.167	11.596	16.936	24.637	18.962	22.484	21.806	20.409	22.718	33.810	228.875
Other Business Expenses	1.325	1.070	2.233	1.941	1.996	2.305	2.174	2.120	2.224	2.025	2.032	2.255	23.700
<b>Total Non-Labor Expenses</b>	<b>\$34.819</b>	<b>\$34.607</b>	<b>\$28.155</b>	<b>\$33.482</b>	<b>\$38.668</b>	<b>\$51.026</b>	<b>\$57.557</b>	<b>\$58.739</b>	<b>\$49.056</b>	<b>\$46.383</b>	<b>\$50.136</b>	<b>\$71.508</b>	<b>\$554.136</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$147.312</b>	<b>\$140.892</b>	<b>\$142.615</b>	<b>\$142.909</b>	<b>\$155.273</b>	<b>\$165.537</b>	<b>\$175.812</b>	<b>\$178.056</b>	<b>\$161.965</b>	<b>\$158.176</b>	<b>\$162.792</b>	<b>\$190.160</b>	<b>\$1,921.499</b>
Depreciation	\$27.378	\$27.378	\$27.343	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$337.231
OPEB Liability Adjustment	5.827	8.577	7.243	7.261	7.261	7.261	7.261	7.261	7.261	7.261	7.261	7.265	87.000
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	0.167	0.167	0.267	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.151	2.000
<b>Total Expenses</b>	<b>\$180.684</b>	<b>\$177.014</b>	<b>\$177.468</b>	<b>\$178.674</b>	<b>\$191.038</b>	<b>\$201.302</b>	<b>\$211.577</b>	<b>\$213.821</b>	<b>\$197.730</b>	<b>\$193.941</b>	<b>\$198.557</b>	<b>\$225.924</b>	<b>\$2,347.730</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$93.075)</b>	<b>(\$101.416)</b>	<b>(\$82.727)</b>	<b>(\$86.710)</b>	<b>(\$86.228)</b>	<b>(\$99.831)</b>	<b>(\$116.067)</b>	<b>(\$112.060)</b>	<b>(\$97.488)</b>	<b>(\$89.716)</b>	<b>(\$99.411)</b>	<b>(\$120.311)</b>	<b>(\$1,185.040)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	\$27.378	\$27.378	\$27.343	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$337.231
Operating Capital	(0.896)	(0.196)	(1.042)	(0.486)	(0.618)	(1.513)	(1.248)	(3.492)	(3.351)	(2.893)	(5.233)	(7.804)	(28.771)
Other Cash Adjustments	(4.834)	27.833	(16.938)	(9.060)	7.893	6.179	15.016	14.340	14.410	5.915	11.893	19.239	91.886
<b>Total Cash Conversion Adjustments</b>	<b>\$21.648</b>	<b>\$55.016</b>	<b>\$9.363</b>	<b>\$18.802</b>	<b>\$35.623</b>	<b>\$33.014</b>	<b>\$42.116</b>	<b>\$39.196</b>	<b>\$39.407</b>	<b>\$31.370</b>	<b>\$35.008</b>	<b>\$39.783</b>	<b>\$400.346</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$71.427)</b>	<b>(\$46.400)</b>	<b>(\$73.364)</b>	<b>(\$67.908)</b>	<b>(\$50.605)</b>	<b>(\$66.817)</b>	<b>(\$73.951)</b>	<b>(\$72.864)</b>	<b>(\$58.081)</b>	<b>(\$58.346)</b>	<b>(\$64.403)</b>	<b>(\$80.528)</b>	<b>(\$784.694)</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.



**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$57.843	\$55.051	\$62.176	\$60.185	\$65.101	\$66.739	\$63.238	\$61.837	\$64.833	\$64.195	\$63.498	\$65.612	\$750.308
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.808	3.081	9.720	1.873	7.098	4.125	1.825	2.119	3.530	1.935	1.972	3.858	42.944
Capital and Other Reimbursements	20.224	23.513	18.032	21.692	25.407	31.641	32.616	31.584	34.138	35.470	34.208	35.065	343.590
<b>Total Receipts</b>	<b>\$79.876</b>	<b>\$81.645</b>	<b>\$89.928</b>	<b>\$83.750</b>	<b>\$97.606</b>	<b>\$102.505</b>	<b>\$97.679</b>	<b>\$95.540</b>	<b>\$102.501</b>	<b>\$101.600</b>	<b>\$99.678</b>	<b>\$104.535</b>	<b>\$1,136.842</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$45.212	\$45.480	\$57.560	\$45.442	\$48.651	\$59.235	\$50.663	\$57.630	\$54.255	\$57.067	\$58.602	\$62.012	\$641.808
Overtime	11.889	12.407	16.358	12.275	11.174	14.829	14.020	14.542	13.627	12.387	15.763	14.286	163.556
Health and Welfare	9.725	10.089	10.009	10.649	10.507	13.230	11.205	11.086	11.172	10.946	11.102	11.374	131.094
OPEB Current Payment	5.070	4.927	5.025	5.914	5.901	6.563	6.028	6.028	6.028	6.028	6.028	6.028	69.568
Pensions	14.532	15.059	15.293	15.386	15.388	15.388	15.388	15.388	15.388	15.388	15.388	20.100	188.086
Other Fringe Benefits	12.387	12.579	16.780	15.050	13.610	16.372	15.075	13.194	14.370	11.574	9.033	10.175	160.199
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$98.815</b>	<b>\$100.541</b>	<b>\$121.024</b>	<b>\$104.715</b>	<b>\$105.231</b>	<b>\$125.617</b>	<b>\$112.379</b>	<b>\$117.868</b>	<b>\$114.840</b>	<b>\$113.390</b>	<b>\$115.916</b>	<b>\$123.975</b>	<b>\$1,354.311</b>
<b>Non-Labor:</b>													
Electric Power	\$6.952	\$4.089	\$9.878	\$6.046	\$5.635	\$7.377	\$7.663	\$7.771	\$8.407	\$6.603	\$6.208	\$7.004	\$83.633
Fuel	1.505	1.267	1.525	1.690	1.387	1.354	1.399	1.373	1.343	1.376	1.365	1.441	17.025
Insurance	9.798	0.000	2.146	4.288	0.030	1.735	4.924	0.064	1.569	0.401	3.533	0.037	28.525
Claims	0.103	0.131	0.150	0.149	0.172	0.149	0.149	0.149	0.149	0.149	0.149	0.149	1.747
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	8.908	6.518	6.656	9.419	8.447	6.737	17.733	15.490	9.291	12.162	12.203	18.137	131.700
Professional Service Contracts	4.275	3.342	0.409	1.868	1.869	2.995	5.286	3.700	3.350	4.346	5.033	10.030	46.504
Materials & Supplies	17.332	9.528	19.429	19.496	21.741	19.536	18.257	18.183	17.892	17.791	15.957	20.532	215.674
Other Business Expenditures	1.305	1.360	1.358	1.923	1.994	2.117	2.135	2.101	2.036	2.023	2.012	2.053	22.417
<b>Total Non-Labor Expenditures</b>	<b>\$50.178</b>	<b>\$26.236</b>	<b>\$41.550</b>	<b>\$44.878</b>	<b>\$41.275</b>	<b>\$42.000</b>	<b>\$57.546</b>	<b>\$48.831</b>	<b>\$44.037</b>	<b>\$44.851</b>	<b>\$46.460</b>	<b>\$59.383</b>	<b>\$547.225</b>
<b>Other Adjustments:</b>													
Other	\$1.714	\$1.533	\$1.411	\$1.702	\$1.705	\$1.705	\$1.705	\$1.705	\$1.705	\$1.705	\$1.705	\$1.705	\$20.000
<b>Total Other Expenditure Adjustments</b>	<b>\$1.714</b>	<b>\$1.533</b>	<b>\$1.411</b>	<b>\$1.702</b>	<b>\$1.705</b>	<b>\$1.705</b>	<b>\$1.705</b>	<b>\$1.705</b>	<b>\$1.705</b>	<b>\$1.705</b>	<b>\$1.705</b>	<b>\$1.705</b>	<b>\$20.000</b>
<b>Total Expenditures</b>	<b>\$150.708</b>	<b>\$128.310</b>	<b>\$163.985</b>	<b>\$151.294</b>	<b>\$148.211</b>	<b>\$169.322</b>	<b>\$171.630</b>	<b>\$168.404</b>	<b>\$160.582</b>	<b>\$159.946</b>	<b>\$164.081</b>	<b>\$185.063</b>	<b>\$1,921.536</b>
Cash Timing and Availability Adjustments	(0.594)	0.264	0.694	(0.363)	-	-	-	-	-	-	-	-	\$0.000
<b>Baseline Net Cash Deficit</b>	<b>(\$71.427)</b>	<b>(\$46.400)</b>	<b>(\$73.364)</b>	<b>(\$67.908)</b>	<b>(\$50.605)</b>	<b>(\$66.817)</b>	<b>(\$73.951)</b>	<b>(\$72.864)</b>	<b>(\$58.081)</b>	<b>(\$58.346)</b>	<b>(\$64.403)</b>	<b>(\$80.528)</b>	<b>(\$784.694)</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>													
	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Receipts</b>													
Farebox Revenue	\$1.795	\$1.210	\$3.816	\$0.507	\$2.629	\$1.629	\$1.629	\$1.629	\$1.629	\$1.628	\$1.629	\$1.628	\$21.358
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.360)	(0.989)	3.807	(1.604)	(0.194)	(1.933)	(1.933)	(1.922)	(1.933)	(1.923)	(1.933)	(1.927)	(12.844)
Capital and Other Reimbursements	(9.169)	5.826	(12.436)	(7.117)	(9.639)	1.338	2.473	(5.928)	2.563	(2.330)	0.836	(0.779)	(34.362)
<b>Total Receipts</b>	<b>(\$7.733)</b>	<b>\$6.047</b>	<b>(\$4.813)</b>	<b>(\$8.214)</b>	<b>(\$7.204)</b>	<b>\$1.034</b>	<b>\$2.169</b>	<b>(\$6.221)</b>	<b>\$2.259</b>	<b>(\$2.625)</b>	<b>\$0.532</b>	<b>(\$1.078)</b>	<b>(\$25.848)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$7.050	\$1.289	(\$2.017)	\$5.622	\$5.706	(\$4.039)	\$5.801	(\$2.254)	\$0.639	(\$2.727)	(\$1.850)	(\$3.711)	\$9.510
Overtime	2.159	1.283	(2.502)	(0.563)	2.426	(2.602)	0.349	0.924	(0.750)	1.030	(2.184)	0.320	(0.109)
Health and Welfare	0.863	0.737	0.863	0.487	0.489	(2.020)	0.000	0.000	0.000	0.000	0.001	(0.390)	1.030
OPEB Current Payment	0.037	0.202	0.052	0.114	0.127	(0.535)	0.000	0.000	0.000	0.000	0.000	0.003	0.000
Pensions	0.846	0.318	0.084	0.002	0.000	0.000	(0.001)	0.000	0.000	0.000	0.000	(0.153)	1.096
Other Fringe Benefits	2.723	1.915	(3.045)	(0.951)	2.626	(1.910)	(0.273)	2.779	(1.820)	0.100	0.773	(1.392)	1.525
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$13.678</b>	<b>\$5.744</b>	<b>(\$6.564)</b>	<b>\$4.712</b>	<b>\$11.374</b>	<b>(\$11.106)</b>	<b>\$5.876</b>	<b>\$1.449</b>	<b>(\$1.931)</b>	<b>(\$1.597)</b>	<b>(\$3.260)</b>	<b>(\$5.323)</b>	<b>\$13.052</b>
<b>Non-Labor:</b>													
Electric Power	\$0.420	\$3.157	(\$3.716)	(\$0.161)	\$0.001	\$0.001	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.003)	(\$0.300)
Fuel	0.054	0.315	(0.501)	(0.387)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	(0.518)
Insurance	(7.192)	2.070	0.198	(1.554)	2.567	0.743	(2.426)	2.595	0.910	2.307	(1.002)	2.121	1.337
Claims	0.287	0.229	0.296	0.219	0.061	0.219	0.219	0.219	0.219	0.219	0.219	0.216	2.623
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.633)	1.033	(4.218)	(1.956)	(1.024)	1.964	1.964	1.964	(1.021)	(3.132)	(3.132)	(3.265)	(11.455)
Professional Service Contracts	(1.042)	0.095	(1.068)	0.324	0.591	0.810	(0.491)	0.810	0.809	(0.482)	0.810	(0.425)	0.740
Materials & Supplies	(7.273)	1.763	(5.262)	(7.900)	(4.805)	5.101	0.705	4.301	3.914	2.618	6.761	13.278	13.201
Other Business Expenditures	0.020	(0.290)	0.875	0.018	0.002	0.188	0.039	0.019	0.188	0.002	0.020	0.202	1.283
<b>Total Non-Labor Expenditures</b>	<b>(\$15.359)</b>	<b>\$8.371</b>	<b>(\$13.395)</b>	<b>(\$11.396)</b>	<b>(\$2.607)</b>	<b>\$9.026</b>	<b>\$0.011</b>	<b>\$9.908</b>	<b>\$5.019</b>	<b>\$1.532</b>	<b>\$3.676</b>	<b>\$12.125</b>	<b>\$6.911</b>
<b>Other Adjustments:</b>													
Other	(\$1.714)	(\$1.533)	(\$1.411)	(\$1.702)	(\$1.705)	(\$1.705)	(\$1.705)	(\$1.705)	(\$1.705)	(\$1.705)	(\$1.705)	(\$1.705)	(\$20.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$1.714)</b>	<b>(\$1.533)</b>	<b>(\$1.411)</b>	<b>(\$1.702)</b>	<b>(\$1.705)</b>	<b>(\$1.705)</b>	<b>(\$1.705)</b>	<b>(\$1.705)</b>	<b>(\$1.705)</b>	<b>(\$1.705)</b>	<b>(\$1.705)</b>	<b>(\$1.705)</b>	<b>(\$20.000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$11.130)</b>	<b>\$18.630</b>	<b>(\$26.183)</b>	<b>(\$16.600)</b>	<b>(\$0.142)</b>	<b>(\$2.751)</b>	<b>\$6.351</b>	<b>\$3.431</b>	<b>\$3.642</b>	<b>(\$4.395)</b>	<b>(\$0.757)</b>	<b>\$4.019</b>	<b>(\$25.885)</b>
Depreciation Adjustment	\$27.378	\$27.378	\$27.343	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$28.348	\$337.231
OPEB Liability Adjustment	5.827	8.577	7.243	7.261	7.261	7.261	7.261	7.261	7.261	7.261	7.261	7.265	87.000
Environmental Remediation	0.167	0.167	0.267	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.151	2.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$22.242</b>	<b>\$54.752</b>	<b>\$8.670</b>	<b>\$19.165</b>	<b>\$35.623</b>	<b>\$33.014</b>	<b>\$42.116</b>	<b>\$39.196</b>	<b>\$39.407</b>	<b>\$31.370</b>	<b>\$35.008</b>	<b>\$39.783</b>	<b>\$400.346</b>
Cash Timing and Availability Adjustments	(\$0.594)	\$0.264	\$0.694	(\$0.363)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Net Cash Conversion Adjustments</b>	<b>\$21.648</b>	<b>\$55.016</b>	<b>\$9.363</b>	<b>\$18.802</b>	<b>\$35.623</b>	<b>\$33.014</b>	<b>\$42.116</b>	<b>\$39.196</b>	<b>\$39.407</b>	<b>\$31.370</b>	<b>\$35.008</b>	<b>\$39.783</b>	<b>\$400.346</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Ridership/Utilization**  
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>RIDERSHIP</u></b>													
Monthly	3.989	3.805	4.651	3.923	4.357	4.420	3.136	3.352	4.072	4.515	4.135	3.996	<b>48.350</b>
Weekly	0.134	0.114	0.124	0.170	0.144	0.170	0.156	0.187	0.156	0.156	0.122	0.147	<b>1.781</b>
<b>Total Commutation</b>	<b>4.123</b>	<b>3.919</b>	<b>4.775</b>	<b>4.093</b>	<b>4.501</b>	<b>4.590</b>	<b>3.292</b>	<b>3.540</b>	<b>4.228</b>	<b>4.671</b>	<b>4.257</b>	<b>4.143</b>	<b>50.131</b>
One-Way Full Fare	0.638	0.589	0.700	0.681	0.735	0.779	0.640	0.631	0.753	0.750	0.677	0.721	<b>8.292</b>
One-Way Off-Peak	1.382	1.245	1.376	1.490	1.567	1.614	1.490	1.523	1.554	1.484	1.537	1.744	<b>18.006</b>
All Other	0.816	0.769	0.873	0.895	0.919	0.975	0.809	0.803	0.914	0.903	0.893	0.963	<b>10.531</b>
<b>Total Non-Commutation</b>	<b>2.836</b>	<b>2.603</b>	<b>2.949</b>	<b>3.066</b>	<b>3.221</b>	<b>3.368</b>	<b>2.939</b>	<b>2.957</b>	<b>3.221</b>	<b>3.137</b>	<b>3.106</b>	<b>3.427</b>	<b>36.829</b>
<b>Total Ridership</b>	<b>6.958</b>	<b>6.522</b>	<b>7.724</b>	<b>7.159</b>	<b>7.722</b>	<b>7.958</b>	<b>6.231</b>	<b>6.496</b>	<b>7.449</b>	<b>7.807</b>	<b>7.364</b>	<b>7.570</b>	<b>86.960</b>
<b><u>FAREBOX REVENUE</u></b>													
Passenger Revenue	\$56.048	\$53.841	\$58.360	\$59.678	\$62.472	\$65.110	\$61.609	\$60.208	\$63.204	\$62.567	\$61.869	\$63.984	\$728.950
<b>Total Revenue</b>	<b>\$56.048</b>	<b>\$53.841</b>	<b>\$58.360</b>	<b>\$59.678</b>	<b>\$62.472</b>	<b>\$65.110</b>	<b>\$61.609</b>	<b>\$60.208</b>	<b>\$63.204</b>	<b>\$62.567</b>	<b>\$61.869</b>	<b>\$63.984</b>	<b>\$728.950</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

MTA LONG ISLAND RAIL ROAD  
July Financial Plan - 2017 Mid Year Forecast  
Non-Reimbursable/Reimbursable Overtime  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>NON-REIMBURSABLE OVERTIME</b>													
<u>Scheduled Service</u>	\$2.940	\$2.201	\$1.102	\$1.981	\$2.122	\$0.993	\$2.009	\$1.242	\$1.876	\$2.256	\$3.236	\$2.193	\$24.151
<u>Unscheduled Service</u>	0.340	0.373	0.592	0.601	0.732	0.602	0.580	0.729	0.590	0.735	0.571	0.700	7.145
<u>Programmatic/Routine Maintenance</u>	3.830	3.017	2.924	2.657	3.552	3.299	3.083	3.595	3.266	3.856	3.069	4.211	40.358
<u>Unscheduled Maintenance</u>	0.341	0.209	0.113	0.012	0.036	0.018	0.042	0.018	0.078	0.012	0.006	0.012	0.897
<u>Vacancy/Absentee Coverage</u>	2.573	3.063	3.226	3.486	3.859	4.042	5.378	6.618	3.722	3.106	3.067	3.884	46.024
<u>Weather Emergencies</u>	1.345	2.061	2.323	0.076	0.118	0.106	0.105	0.129	0.115	0.303	0.684	1.485	8.851
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	(0.660)	1.507	0.305	0.155	0.136	0.135	0.137	0.138	0.136	0.135	0.140	0.030	2.294
<b>Sub-Total</b>	<b>\$10.709</b>	<b>\$12.431</b>	<b>\$10.586</b>	<b>\$8.968</b>	<b>\$10.553</b>	<b>\$9.195</b>	<b>\$11.335</b>	<b>\$12.469</b>	<b>\$9.784</b>	<b>\$10.403</b>	<b>\$10.773</b>	<b>\$12.517</b>	<b>\$129.721</b>
<b>REIMBURSABLE OVERTIME</b>	3.339	1.259	3.270	2.744	3.047	3.032	3.034	2.997	3.093	3.014	2.806	2.090	33.724
<b>TOTAL NR &amp; R OVERTIME</b>	<b>\$14.047</b>	<b>\$13.689</b>	<b>\$13.856</b>	<b>\$11.712</b>	<b>\$13.601</b>	<b>\$12.227</b>	<b>\$14.369</b>	<b>\$15.466</b>	<b>\$12.877</b>	<b>\$13.417</b>	<b>\$13.579</b>	<b>\$14.606</b>	<b>\$163.445</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	2	2	2	2	2	2	2	2	2	2	2	2
Enterprise Asset Management	7	7	7	7	7	7	7	7	7	7	7	7
Sr Vice President - Engineering	4	4	3	2	2	2	2	2	2	2	2	2
Labor Relations	17	17	17	19	19	19	19	19	19	19	19	19
Procurement & Logistics (excl. Stores)	75	75	75	72	72	74	74	74	74	74	74	74
Human Resources	35	33	33	33	33	33	33	34	34	35	35	35
Sr VP Administration	1	1	1	2	2	2	2	2	2	2	2	2
Strategic Investments	16	16	16	17	17	17	17	18	18	18	18	18
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO	3	3	3	4	4	4	4	4	4	4	4	4
Information Technology	0	0	0	0	0	0	0	0	0	0	0	0
Controller	42	43	42	43	43	43	43	43	43	43	43	43
Management and Budget	15	15	15	21	21	21	21	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7	7	7	7	7	7	7	7
Market Dev. & Public Affairs	61	61	61	71	71	71	71	71	71	71	71	71
Gen. Counsel & Secretary	31	31	32	33	33	33	33	33	33	33	33	33
Diversity Management	3	3	3	3	3	3	3	3	3	3	3	3
Security	8	8	8	13	13	13	13	13	13	13	13	13
System Safety	34	35	35	37	37	37	37	37	37	37	37	37
Training	63	64	64	67	67	67	67	67	67	67	67	67
Service Planning	19	20	21	25	25	25	25	25	25	25	25	25
Rolling Stock Programs	9	9	9	17	17	17	17	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	458	459	462	501	501	503	503	505	505	506	506	506
Operations												
Train Operations	2,143	2,154	2,158	2,181	2,201	2,202	2,191	2,236	2,252	2,229	2,212	2,201
Customer Service	299	295	293	303	298	305	305	305	305	303	303	303
Total Operations	2,442	2,449	2,451	2,484	2,499	2,508	2,497	2,542	2,556	2,532	2,515	2,504
Maintenance												
Engineering	1,894	1,914	1,928	1,995	1,995	1,995	1,995	1,995	2,011	2,011	2,011	2,016
Equipment	2,085	2,081	2,084	2,090	2,103	2,110	2,117	2,112	2,115	2,107	2,105	2,105
Procurement (Stores)	95	96	97	97	97	97	97	97	97	97	97	97
Total Maintenance	4,074	4,091	4,110	4,182	4,195	4,202	4,209	4,204	4,223	4,215	4,213	4,218
Engineering/Capital												
Department of Project Management	133	131	131	148	149	149	151	152	152	154	156	156
Special Projects/East Side Access	44	44	44	46	46	46	46	46	46	46	46	46
Positive train Control	5	6	7	11	11	11	11	11	11	11	11	11
Total Engineering/Capital	182	181	182	205	206	206	208	209	209	211	213	213
Total Positions	7,156	7,180	7,205	7,372	7,401	7,419	7,417	7,460	7,493	7,464	7,447	7,441
Non-Reimbursable	6,238	6,277	6,231	6,045	6,019	6,077	6,068	6,098	6,162	6,034	6,032	6,134
Reimbursable	918	904	974	1,327	1,382	1,342	1,348	1,362	1,331	1,430	1,415	1,307
Total Full-Time	7,156	7,180	7,205	7,372	7,401	7,419	7,417	7,460	7,493	7,464	7,447	7,441
Total Full-Time-Equivalents	-	-	-	-	-	-	-	-	-	-	-	-

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan - 2017 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	231	236	237	255	255	255	255	255	255	256	256	256
Professional, Technical, Clerical	116	113	113	139	139	141	141	143	143	143	143	143
Operational Hourlies	111	110	112	107	107	107	107	107	107	107	107	107
<b>Total Administration</b>	<b>458</b>	<b>459</b>	<b>462</b>	<b>501</b>	<b>501</b>	<b>503</b>	<b>503</b>	<b>505</b>	<b>505</b>	<b>506</b>	<b>506</b>	<b>506</b>
<b>Operations</b>												
Managers/Supervisors	294	294	294	296	297	297	298	298	298	297	297	297
Professional, Technical, Clerical	92	92	90	96	97	98	98	98	98	96	95	95
Operational Hourlies	2,056	2,063	2,067	2,092	2,105	2,113	2,101	2,146	2,160	2,139	2,123	2,112
<b>Total Operations</b>	<b>2,442</b>	<b>2,449</b>	<b>2,451</b>	<b>2,484</b>	<b>2,499</b>	<b>2,508</b>	<b>2,497</b>	<b>2,542</b>	<b>2,556</b>	<b>2,532</b>	<b>2,515</b>	<b>2,504</b>
<b>Maintenance</b>												
Managers/Supervisors	699	699	702	789	789	789	788	787	788	788	788	793
Professional, Technical, Clerical	259	258	260	258	258	268	268	268	282	282	282	282
Operational Hourlies	3,116	3,134	3,148	3,135	3,148	3,145	3,153	3,149	3,153	3,145	3,143	3,143
<b>Total Maintenance</b>	<b>4,074</b>	<b>4,091</b>	<b>4,110</b>	<b>4,182</b>	<b>4,195</b>	<b>4,202</b>	<b>4,209</b>	<b>4,204</b>	<b>4,223</b>	<b>4,215</b>	<b>4,213</b>	<b>4,218</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	125	126	126	137	138	138	139	140	140	142	144	144
Professional, Technical, Clerical	57	55	56	68	68	68	69	69	69	69	69	69
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>182</b>	<b>181</b>	<b>182</b>	<b>205</b>	<b>206</b>	<b>206</b>	<b>208</b>	<b>209</b>	<b>209</b>	<b>211</b>	<b>213</b>	<b>213</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	1,349	1,355	1,359	1,477	1,479	1,479	1,480	1,480	1,481	1,483	1,485	1,490
Professional, Technical, Clerical	524	518	519	561	562	575	576	578	592	590	589	589
Operational Hourlies	5,283	5,307	5,327	5,334	5,360	5,365	5,361	5,402	5,420	5,391	5,373	5,362
<b>Total Positions</b>	<b>7,156</b>	<b>7,180</b>	<b>7,205</b>	<b>7,372</b>	<b>7,401</b>	<b>7,419</b>	<b>7,417</b>	<b>7,460</b>	<b>7,493</b>	<b>7,464</b>	<b>7,447</b>	<b>7,441</b>

\*Reflects Authorized positions

# Executive Summary

**MTA LONG ISLAND RAIL ROAD(LIRR)**

September 25, 2017



# EEO 2nd Quarter 2017 Executive Summary

- ❑ LIRR's overall workforce is currently comprised of **7,350** employees; of which **1,123 (15%)** are Females,\* **2,633 (36%)** are Minorities and **509 (7%)** are Veterans.\*
- ❑ The percentage of Females in the workforce has **decreased by (0.3%)** compared to the representation of Females in 2<sup>nd</sup> quarter 2016.
- ❑ The overall composition of LIRR's workforce **increased by 0.6%** as it relates to Race and Ethnicity as compared to 2<sup>nd</sup> quarter 2016.
- ❑ The percentage of Veterans employed has **remained constant** compared to the 2<sup>nd</sup> quarter of 2016.
- ❑ LIRR hired **323** employees, of which **62 (19%)** were Females\*, **143 (44%)** were Minorities; and **20 (6%)** were Veterans.
- ❑ LIRR handled a total of **24** EEO complaints; of which **9** were internal and **15** were external.
- ❑ LIRR handled a total of **5** Title VI complaints.

\*Includes minorities, non-Minorities, and Veterans

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





# EEO 2<sup>nd</sup> Quarter 2017 Executive Summary

The table below is a snapshot as of June 30, 2017 of LIRR's workforce.

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		Non-Minorities		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOP		2+ Races		VETERANS	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	1,341	248	18%	901	67%	440	33%	164	12%	129	10%	87	6%	8	1%	1	0%	51	4%	98	7%
Professionals	324	59	18%	198	61%	126	39%	43	13%	28	9%	43	13%	1	0%	1	0%	10	3%	21	6%
Technicians	35	7	20%	20	57%	15	43%	1	3%	5	14%	8	23%	1	3%	0	0%	0	0%	2	6%
Administrative Support	431	222	52%	213	49%	218	51%	130	30%	51	12%	24	6%	2	0%	0	0%	11	3%	17	4%
Skilled Craft	4,376	424	10%	2950	67%	1426	33%	718	16%	469	11%	134	3%	6	0%	1	0%	98	2%	336	8%
Service Maintenance	843	163	19%	435	52%	408	48%	228	27%	127	15%	18	2%	5	1%	1	0%	29	3%	35	4%
<b>Total</b>	<b>7,350</b>	<b>1,123</b>	<b>15%</b>	<b>4,717</b>	<b>64%</b>	<b>2,633</b>	<b>36%</b>	<b>1,284</b>	<b>17%</b>	<b>809</b>	<b>11%</b>	<b>314</b>	<b>4%</b>	<b>23</b>	<b>0%</b>	<b>4</b>	<b>0%</b>	<b>199</b>	<b>3%</b>	<b>509</b>	<b>7%</b>

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

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



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

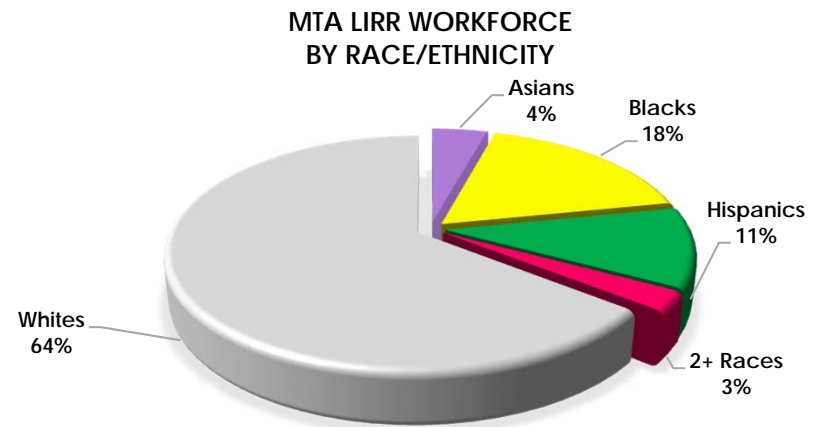
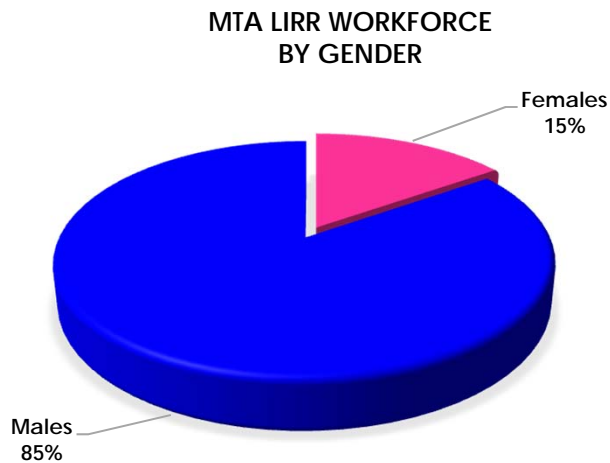
# MTA Long Island Rail Road

## **Workforce**

As of June 30, 2017



# MTA Long Island Rail Road Workforce as of June 30, 2017



LIRR's workforce consists of **7,350** employees.

- ❑ **15% Females, 36% Minorities, and 7% Veterans.**
- ❑ The percentage of Females employed has **remained constant** since the prior quarter.
- ❑ The percentage of Minorities **did not change** as it relates to Race and Ethnicity since the prior quarter.



# Definitions of EEO Job Categories

## **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

## **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

## **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

## **Protective Services**

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

## **Paraprofessionals**

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

## **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

## **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

## **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



# MTA Long Island Rail Road Underutilization Analysis

Long Island Rail Road has conducted a utilization analysis of its workforce. The utilization analysis compares Long Island Rail Road's **June 30, 2017**, workforce percentages for females and minorities to 80% of the estimated availability of females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	FEMALES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races	
	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	21%	19%	13%	12%	8%	10%	4%	7%	0%	1%	0%	0%	2%	4%
Professionals	21%	18%	16%	13%	10%	9%	5%	13%	0%	0%	0%	0%	2%	3%
Technicians	13%	20%	13%	3%	11%	14%	9%	23%	0%	3%	0%	0%	0%	0%
Administrative Support	40%	52%	20%	30%	11%	12%	4%	6%	0%	1%	0%	0%	2%	3%
Skilled Craft	11%	10%	17%	16%	12%	11%	3%	3%	0%	0%	0%	0%	2%	2%
Service Maintenance	15%	19%	16%	27%	15%	15%	3%	2%	0%	1%	0%	0%	2%	3%

\*Females are also included in the percentages totals for each of the minority groups.

\*\*American Indian/Alaskan Native

\*\*\*Native Hawaiian Other Pacific Islander



# MTA Long Island Rail Road

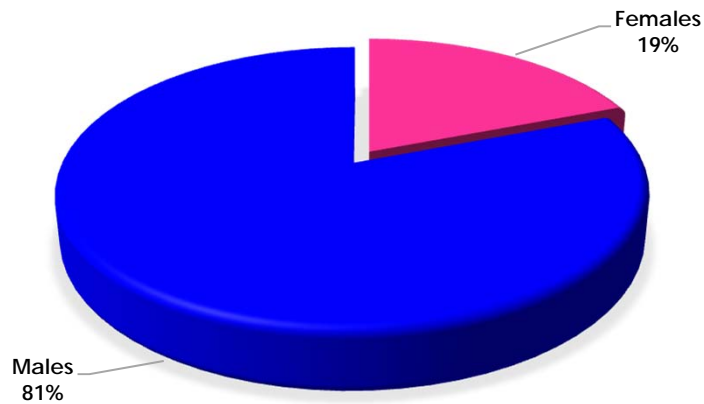
## **New Hires and Veterans**

September 25, 2017

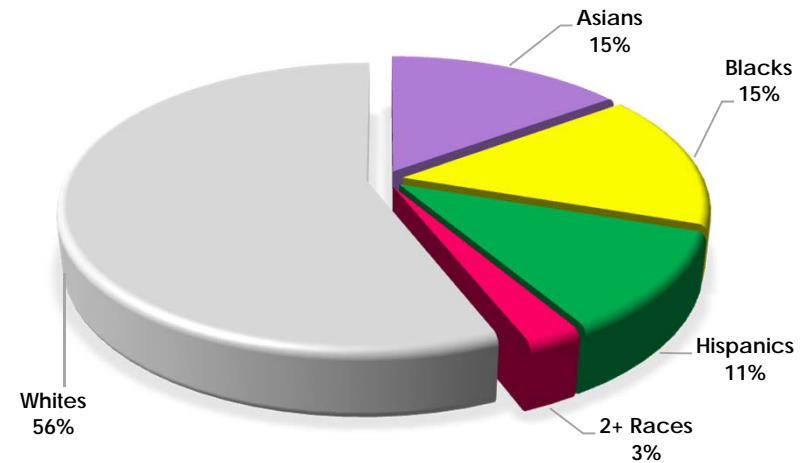


## MTA Long Island Rail Road New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to June 30, 2017

MTA LIRR NEW HIRES  
BY GENDER



MTA LIRR NEW HIRES  
BY RACE/ETHNICITY



LIRR hired **323** Employees, including **20** Veterans.

- ❑ **19%** Females of which **5%** were Female Veterans.
- ❑ **44%** Minorities in which **7%** were Minority Veterans.
- ❑ Approximately **7%** Veterans overall were hired.



# MTA Long Island Rail Road

## **Complaints and Lawsuits**

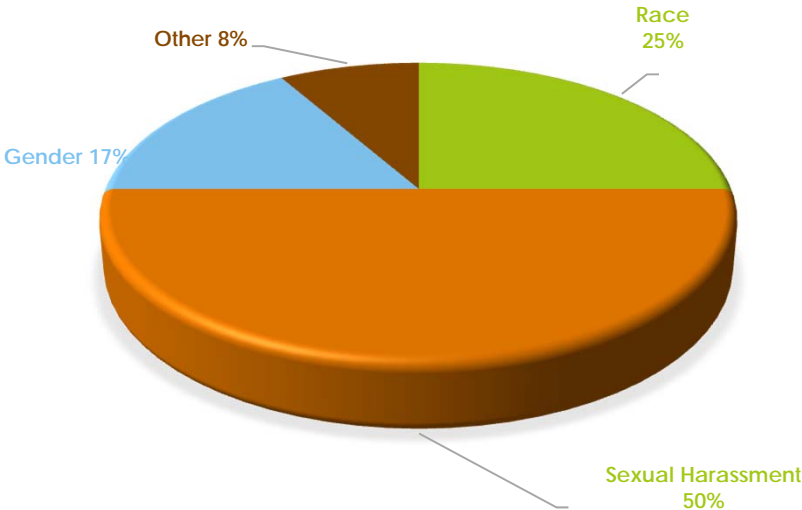
September 25, 2017



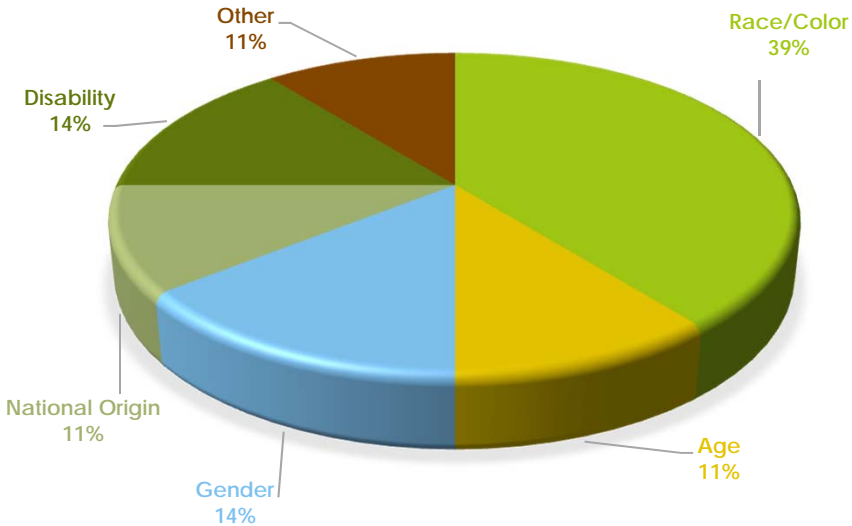


# MTA Long Island Rail Road Internal/External EEO Complaints and Lawsuits January 1, 2017 to June 30, 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



LIRR handled **24** EEO complaints, citing **40** separate allegations.

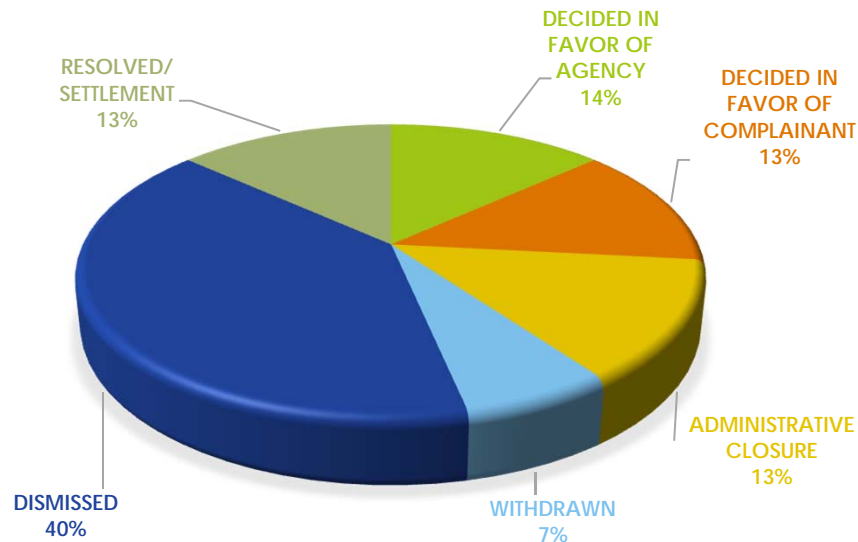
- ❑ **9** filed Internal complaints.
- ❑ **15** filed External complaints.
- ❑ The most frequently cited bases Internally was Sexual Harassment and Externally was Race/Color.



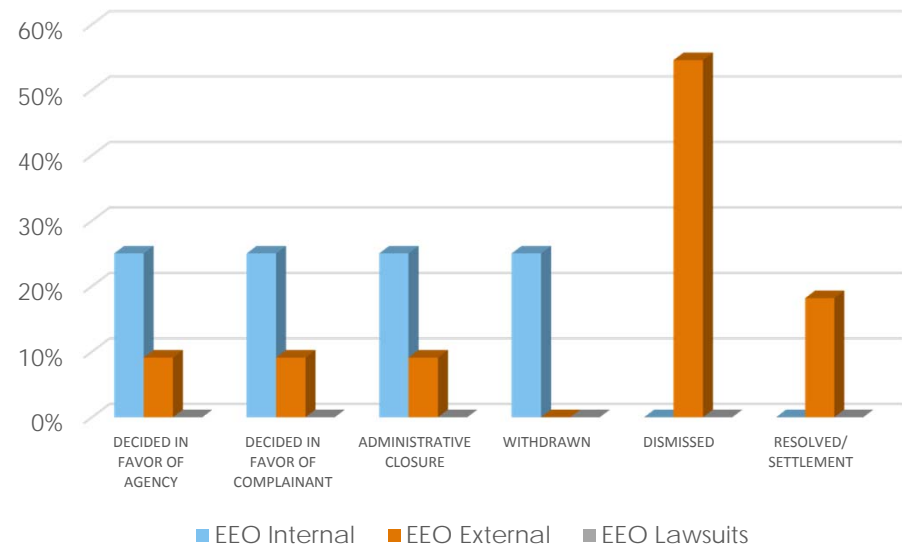
These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.  
 "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

# MTA Long Island Rail Road EEO Complaint and Lawsuits Dispositions January 1, 2017 to June 30, 2017

OVERALL EEO COMPLAINTS AND LAWSUITS  
DISPOSITIONS



EEO Complaints and Lawsuits  
Dispositions



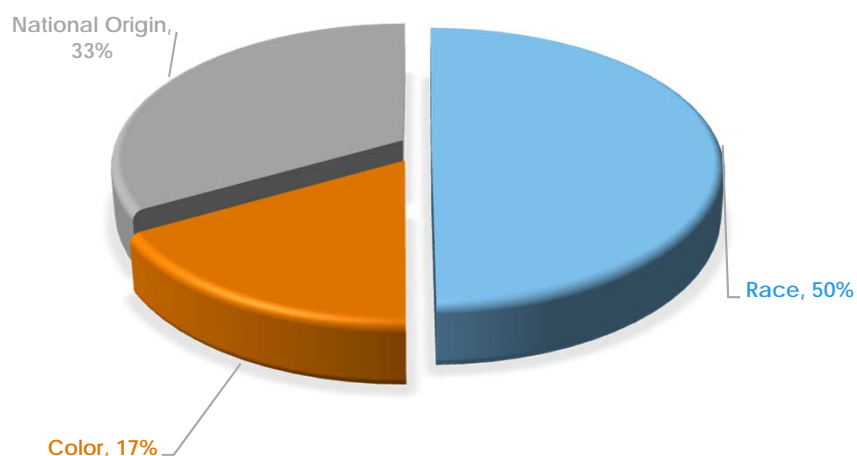
LIRR handled **24** EEO complaints, citing **40** separate allegations and **7** EEO Lawsuits.

- ❑ **14%** complaints decided in Favor of the Agency.
- ❑ **13%** complaints decided in Favor of the Complainant.
- ❑ **13%** complaints were Administrative Closures.
- ❑ **13%** complaints were Resolved/Settled.

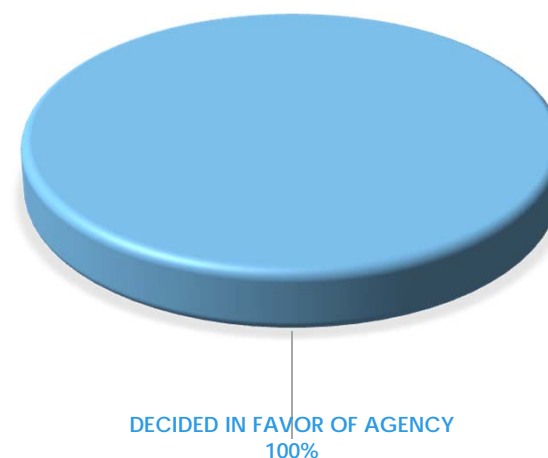


# MTA Long Island Rail Road Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to June 30, 2017

**TITLE VI  
DISCRIMINATION COMPLAINTS**



**TITLE VI DISPOSITIONS**



LIRR handled **5** Title VI Complaints, citing **6** separate allegations and **0** Title VI lawsuits.

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



# Staff Summary



<b>Subject</b> FALL TRACKWORK PROGRAMS						<b>Date</b> AUGUST 29, 2017			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> D. KUBICEK						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	9/25/17				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 plans to adjust schedules to support trackwork programs during late September and October throughout the system, including Main Line switch replacement, Main Line bridge replacement at Post Avenue in Westbury, East Side Access Harold Interlocking signal pre-cutover testing, and Babylon Branch Concrete Tie replacement.

## TRACK WORK PROGRAMS

- **Main Line, Riverhead-Greenport – Main Line Switch Replacement** – The single main track will be out of service between Riverhead and Greenport for switch replacement near Mattituck for 13 hours on October 4, 2017.
- **Babylon Branch, Rockville Centre-Wantagh – Concrete Tie Replacement** – One of two main tracks will be out of service between Rockville Centre and Wantagh for Concrete Tie Replacement on weekends: September 30-October 1, October 7-8 & October 14-15. (Note: work will continue on additional weekends to be reported on next month.)
- **East Side Access, Harold Interlocking – Signal Pre-Cutover Testing (Tentative)**– East Side Access will be taking various tracks in Harold Interlocking out of service for pre-testing of new signals and signal apparatus prior to the cutover of these new systems next year. These outages will occur on multiple weekends: September 30-October 1, October 7-8, October 14-15 & October 21-22 (Note: work will continue on additional weekends to be reported on next month.)

- **Main Line, Mineola-Hicksville – Post Avenue Bridge Replacement** – On the weekend of October 21-22, 2017, both Main tracks will be out of service between Mineola and Hicksville for 48 hours, for the installation of the new Post Avenue Bridge in Westbury.

## **DISCUSSION:**

### *Trackwork Program – Construction Activities*

- **Main Line, Riverhead-Greenport – Main Line Switch Replacement** – The single main track will be out of service between Riverhead and Greenport for switch replacement near Mattituck for 13 hours on October 4, 2017. One midday eastbound train will terminate at Riverhead, with customers transferring to a bus to complete their trips to stations Mattituck, Southold & Greenport. Customers will arrive at their stations up to 10 minutes later than normal. One midday westbound train will originate at Riverhead, with customers at stations Greenport, Southold and Mattituck boarding a bus at their stations up to 15 minutes earlier than normal train time, and transferring to the train at Riverhead.
- **Babylon Branch, Rockville Centre-Wantagh – Concrete Tie Replacement** – One of two main tracks will be out of service between Rockville Centre and Wantagh for Concrete Tie Replacement on multiple weekends: September 30-October 1, October 7-8 & October 14-15. (Note: work will continue on additional weekends, to be reported on next month.) Babylon Branch service will be reduced to hourly from half-hourly, with stopping patterns revised on remaining trains. As a result, Montauk Branch trains, many of which connect with Babylon Branch trains at Babylon, will also be adjusted to preserve connections. Forest Hills and Kew Gardens stops will be added to some Huntington trains to replace cancelled Babylon trains normally making those stops. Additionally, some eastbound Huntington trains will have added dwell time in Jamaica to connect with Far Rockaway trains from Atlantic Terminal in place of cancelled Babylon trains.
- **East Side Access, Harold Interlocking – Signal Pre-Cutover Testing (Tentative)** – East Side Access will be taking various tracks in Harold Interlocking out of service for pre-testing of new signals and signal apparatus prior to the cutover of these new systems next year. These outages will occur on multiple weekends: September 30-October 1, October 7-8, October 14-15 & October 21-22 (Note: work will continue on additional weekends to be reported on next month.) Some train schedules throughout the system will have minor adjustments to prevent conflicts between Long Island Rail Road, Amtrak and NJ Transit trains within Harold Interlocking resulting from the decrease in available routes.
- **Main Line, Mineola-Hicksville – Post Avenue Bridge Replacement** – On the weekend of October 21-22, 2017, both Main tracks will be out of service between Mineola and Hicksville for 48 hours, for the installation of the new Post Avenue Bridge in Westbury. This project will require system-wide service changes as buses will replace trains between Mineola and Hicksville. In addition, connection and clearance issues associated with the timetable changes necessary to serve Main Line customers required system-wide schedule alterations. As a result, all branches will be impacted throughout the weekend. In addition, on Friday night, October 20, before the outage and again Monday morning October 23, some overnight/early morning schedules will be adjusted to allow preliminary work and completion work to occur.
  - During the entire weekend, a bus bridge will serve Port Jefferson Branch customers traveling between Mineola and Hicksville. Trains will operate between western terminals and Mineola, where passengers will transfer to/from buses. Connecting train service will originate and terminate at Hicksville with adjusted schedules that provide hourly service for stations Syosset through Huntington, and two-hourly service for stations Greenlawn through Port Jefferson.

- During the overnight hours, the bus bridge will also serve Ronkonkoma Branch customers. Overnight Ronkonkoma Branch trains will originate and terminate at Mineola, operating between there and western terminals. Connecting train service will originate and terminate at Hicksville on adjusted schedules for stations Bethpage through Ronkonkoma.
- After the departure of the 5:58 AM westbound train from Ronkonkoma, and the 7:32 AM eastbound train from Hicksville, Farmingdale through Ronkonkoma customers will be provided with dual-mode train service operating to and from Penn Station via the Babylon and Central Branches. This allows affected customers to travel to or from western terminals without changing trains or using buses. Adjusted schedules will also be in place for Greenport service in order to preserve connections with re-routed Ronkonkoma Branch trains.
- Schedule times will be substantially different than normal schedules system-wide, with reduced frequencies in the Main Line Corridor. Trip times are extended up to 58 minutes for Port Jefferson Branch customers. For Ronkonkoma Branch customers, travel time is increased up to 44 minutes during the day when dual-mode trains operate, and up to 58 minutes in the overnight when the bus bridge operates.
- Special timetables listing adjusted schedules for all branches will be issued.

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

### **IMPACT ON FUNDING**

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

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**September 25, 2017**

# Staff Summary



<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> <div style="text-align: center;">September 27, 2017</div>			
<b>Department</b> Procurement & Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	09.25.17				X	President		
2	MTA Board	09.27.17				X	Exec. Vice President		

**PURPOSE:**

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

**DISCUSSION:**

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

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

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

<u># of Actions</u>	<u>\$ Amount</u>
---------------------	------------------

Schedules Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals

	2	\$TBD
<b>SUBTOTAL</b>	2	

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

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

	2	\$TBD
<b><u>TOTAL:</u></b>	<b>2</b>	<b>\$TBD</b>



**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

**SEPTEMBER 2017**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

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

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

- |           |   |              |                                      |
|-----------|---|--------------|--------------------------------------|
| <b>1.</b> | <b>TBD<br/>Competitive RFP<br/>Contract No. TBD</b> | <b>\$TBD</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish an upgraded signal system for the Babylon to Patchogue segment of the LIRR Montauk Branch. Work under this contract includes upgrading the existing 1940's-installed outmoded signal system, from an Automatic Block System (ABS) to new pre-wired signal enclosures required for an Automatic Speed Control (ASC) system. The current system controls the Babylon to Patchogue Segment of the Montauk Branch. The ASC system will reduce infrastructure and increase safety and train movement efficiency allowing bidirectional continuous speed enforcement. Funding for this project is included in the LIRR portion of the MTA's 2015-2019 Capital Program Budget.

- |           |   |              |                                      |
|-----------|---|--------------|--------------------------------------|
| <b>2.</b> | <b>TBD<br/>Competitive RFP<br/>Contract No. TBD</b> | <b>\$TBD</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design, furnish and deliver manufactured signal equipment for the LIRR's new Beaver Interlocking and newly-signalized Johnson Ave. Yard, associated with the Jamaica Capacity Improvements project (PN-TU). The work under this contract includes retaining a 3rd Party Signal-Vendor to progress existing 30% design to 100% design, and to furnish and deliver wired signal instrument huts, battery huts, and signal cases, including the vital and non-vital software necessary for the functionality of the equipment being provided. Funding for this project is included in the 2010-2014 Capital Program Budget.

## Staff Summary



<b>Item Number: 1</b>					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
<b>Department Head Signature &amp; Date</b> <i>[Signature]</i>					
<b>Division &amp; Division Head Name:</b> DPM, Paul Dietlin					
<b>Division Head Signature &amp; Date</b> <i>[Signature]</i> 9/18/17					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	9/25/17			
2	MTA Board	9/27/17			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	President <i>[Signature]</i>	4	Sr. VP, Operations <i>[Signature]</i>		
2	Executive VP <i>[Signature]</i>	5	VP, Chief Financial Officer <i>[Signature]</i>		
3	Sr. VP, Engineering <i>[Signature]</i>	6	VP, Gen'l Counsel & Sec'y <i>[Signature]</i>		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
TBD	6283
<b>Description:</b>	
Babylon to Patchogue Signalization	
<b>Total Amount:</b>	
\$TBD	
<b>Contract Term (including Options, if any):</b>	
4 Years 3 Months	
<b>Options(s) included in Total Amount:</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION**

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish an upgraded signal system for the Babylon to Patchogue segment of the LIRR Montauk Branch.

**II. DISCUSSION**

Work under this contract includes upgrading the existing 1940's-installed outmoded signal system, from an Automatic Block System (ABS) to new pre-wired signal enclosures required for an Automatic Speed Control (ASC) system. The current system controls the Babylon to Patchogue Segment of the Montauk Branch. The ASC system will reduce infrastructure and increase safety and train movement efficiency allowing bidirectional continuous speed enforcement. Babylon to Patchogue segment is approximately fourteen (14) miles of double track and three (3) miles of single track in non-electrified territory. The new signal system will be controlled from Babylon Tower and will have a new Control Point Interlocking hut at Great River, an upgraded Interlocking Hut at Sayville, twenty-six (26) new grade crossing huts, and includes master locations, transmitter locations and battery cases, among interfaces and other features. On-site delivery shall be included in this contract. Additionally, this new signal system will include PTC design integration and PTC components to provide full PTC functionality into the LIRR PTC system that will be put in place in this segment.

The RFP process generally is used in design-furnish and design-build contracts because the Contract Specifications are not sufficiently complete to utilize a formal competitive bidding solicitation. With respect to this procurement, the RFP process also gives the LIRR the ability to evaluate terms other than price alone, such as technical approach, staff qualifications, and past performance. In this regard, each qualified firm that is capable of designing and furnishing the signal huts called for under this contract has a unique system architecture with advantages and disadvantages, which can be evaluated under the RFP process.

If the Board adopts this resolution declaring that competitive bidding is impractical, LIRR anticipates presenting a recommendation to the Board to award a contract during the 2nd quarter, 2018.

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

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

**IV. IMPACT ON FUNDING**

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

## Staff Summary



### V. ALTERNATIVES

The alternative is to use the Invitation for Bid process. However, this alternative prevents communication with the contractor until after award, and as a result the LIRR would lose the ability to negotiate improvements to the project schedule and incorporate more efficient means and methods for project delivery.

## Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date 					
Division & Division Head Name: Department of Program Management, Paul Dietlin					
Division Head Signature & Date 					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	9/25/17			
2	MTA Board	9/27/17			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	President 	4	Sr. VP, Operations 		
2	Executive VP 	5	VP, Chief Financial Officer 		
3	Sr. VP, Engineering 	6	VP, Gen'l Counsel & Sec'y 		

<b>SUMMARY INFORMATION</b>	
Vendor Name	Contract Number
TBD	6288
Description:	
Jamaica Capacity Improvements Phase-I, Design, Furnish and Delivery of Wired Signal Instrument Huts and Cases for Beaver Interlocking and Johnson Yard	
Total Amount:	
\$TBD	
Contract Term (including Options, if any):	
13 Months	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION**

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design, furnish and deliver manufactured signal equipment for the LIRR's new Beaver Interlocking and newly-signalized Johnson Ave. Yard, associated with the Jamaica Capacity Improvements project (PN-TU).

**II. DISCUSSION**

The work under this contract includes retaining a 3<sup>rd</sup> Party Signal-Vendor to progress existing 30% design to 100% design, and to furnish and deliver wired signal instrument huts, battery huts, and signal cases, including the vital and non-vital software necessary for the functionality of the equipment being provided. The manufactured equipment will be utilized in both Johnson Ave. Yard (located south of the existing Jamaica Station, requiring signalization to facilitate opening-day JCI Phase-I Platform-F operational requirements) and Beaver Interlocking (new interlocking to be installed on the Atlantic Branch east of Jamaica Station, being constructed as part of the JCI Phase-I project to facilitate universal Jamaica station-track access).

The RFP methodology has been successfully used in design-furnish and design-build contracts where the Contract Specifications are not sufficiently complete to and therefore cannot be used as the basis for formal competitive bidding. With respect to this procurement, the RFP process also gives the LIRR the ability to evaluate terms other than price alone, such as technical approach, staff qualifications, and past performance. In this regard, each qualified firm that is capable of designing, furnishing and delivering the signal huts called for under this contract has a unique system architecture with advantages and disadvantages, which can be evaluated under the RFP process.



## Staff Summary



Long Island Rail Road

Page 2 of 2

Upon board approval of this resolution declaring that competitive bidding is impractical, LIRR anticipates presenting a recommendation to the Board to award a contract during the 1st quarter, 2018.

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

Goals for this contract will be determined by the MTA Department of Diversity and Civil Rights

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

Funding for this project is included in the 2010-2014 Capital Program Budget.

### **V. ALTERNATIVES**

The alternative is to use the Invitation for Bid process. However, this alternative prevents communication with the vendor until after award, and as a result the LIRR would lose the ability to negotiate improvements to the project schedule and incorporate more efficient means and methods for project delivery.



# LONG ISLAND RAIL ROAD



## Monthly Operating Report August 2017

Patrick Nowakowski  
President

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09/25/17 \*\*\*\*\*

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**Performance Summary**

			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	August	August	August	August
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.8%</b>	<b>91.0%</b>	<b>92.0%</b>	<b>92.9%</b>
		AM Peak		95.5%	90.8%	91.3%	93.1%
		PM Peak		91.3%	84.2%	87.1%	90.1%
		<b>Total Peak</b>		<b>93.6%</b>	<b>87.7%</b>	<b>89.3%</b>	<b>91.6%</b>
		Off Peak Weekday		93.1%	91.1%	92.5%	92.8%
		Weekend		95.8%	94.7%	94.5%	94.6%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>93.5%</b>	<b>89.8%</b>	<b>92.0%</b>	<b>91.8%</b>
		AM Peak		98.6%	92.3%	93.8%	93.8%
		PM Peak		87.8%	81.9%	85.3%	88.3%
		<b>Total Peak</b>		<b>94.0%</b>	<b>87.5%</b>	<b>89.8%</b>	<b>91.2%</b>
		Off Peak Weekday		92.4%	90.2%	93.2%	92.1%
		Weekend		95.7%	92.6%	93.2%	91.9%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>97.3%</b>	<b>95.2%</b>	<b>95.5%</b>	<b>96.5%</b>
		AM Peak		94.9%	90.4%	93.3%	93.8%
		PM Peak		97.6%	92.8%	91.3%	96.2%
		<b>Total Peak</b>		<b>96.1%</b>	<b>91.5%</b>	<b>92.4%</b>	<b>94.9%</b>
		Off Peak Weekday		97.1%	95.8%	96.3%	96.9%
		Weekend		99.4%	97.8%	97.2%	97.4%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>94.7%</b>	<b>89.9%</b>	<b>90.3%</b>	<b>91.6%</b>
		AM Peak		94.4%	90.2%	89.9%	92.7%
		PM Peak		92.0%	79.1%	84.5%	89.2%
		<b>Total Peak</b>		<b>93.2%</b>	<b>84.8%</b>	<b>87.3%</b>	<b>91.0%</b>
		Off Peak Weekday		94.2%	89.2%	90.6%	89.9%
		Weekend		97.1%	95.2%	93.1%	94.2%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.5%</b>	<b>93.4%</b>	<b>96.0%</b>	<b>96.1%</b>
		AM Peak		98.0%	93.7%	96.5%	96.6%
		PM Peak		96.5%	85.4%	88.9%	92.5%
		<b>Total Peak</b>		<b>97.3%</b>	<b>89.8%</b>	<b>92.9%</b>	<b>94.7%</b>
		Off Peak Weekday		95.2%	93.5%	97.1%	96.9%
		Weekend		98.9%	96.8%	97.2%	95.8%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>96.2%</b>	<b>92.8%</b>	<b>94.2%</b>	<b>94.9%</b>
		AM Peak		98.7%	92.4%	91.7%	95.2%
		PM Peak		94.9%	87.8%	89.7%	92.8%
		<b>Total Peak</b>		<b>96.9%</b>	<b>90.2%</b>	<b>90.7%</b>	<b>94.1%</b>
		Off Peak Weekday		95.5%	92.8%	95.3%	94.8%
		Weekend		96.9%	95.9%	96.3%	96.0%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>88.2%</b>	<b>88.9%</b>	<b>87.0%</b>	<b>89.8%</b>
		AM Peak		94.6%	90.2%	83.7%	88.1%
		PM Peak		89.1%	86.2%	84.6%	89.8%
		<b>Total Peak</b>		<b>91.8%</b>	<b>88.3%</b>	<b>84.1%</b>	<b>88.9%</b>
		Off Peak Weekday		87.8%	90.0%	89.9%	90.6%
		Weekend		85.3%	87.6%	83.7%	89.3%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>96.3%</b>	<b>91.7%</b>	<b>93.7%</b>	<b>93.2%</b>
		AM Peak		93.8%	92.1%	90.1%	94.4%
		PM Peak		92.8%	82.0%	84.8%	85.8%
		<b>Total Peak</b>		<b>93.3%</b>	<b>87.4%</b>	<b>87.6%</b>	<b>90.4%</b>
		Off Peak Weekday		97.2%	92.4%	95.8%	93.9%
		Weekend		98.9%	96.1%	97.7%	95.2%

<b>Performance Summary</b>		<b>2017 Data</b>			<b>2016 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	August	August	August	August
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>94.3%</b>	<b>90.6%</b>	<b>90.9%</b>	<b>89.9%</b>
	AM Peak		88.6%	88.8%	85.9%	90.0%
	PM Peak		94.4%	85.9%	90.1%	90.1%
	<b>Total Peak</b>		<b>91.3%</b>	<b>87.4%</b>	<b>87.8%</b>	<b>90.1%</b>
	Off Peak Weekday		94.4%	89.1%	91.1%	86.8%
	Weekend		98.7%	97.6%	95.3%	96.2%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>90.3%</b>	<b>90.0%</b>	<b>89.6%</b>	<b>93.0%</b>
	AM Peak		95.2%	89.9%	90.3%	93.6%
	PM Peak		82.9%	79.6%	84.4%	86.8%
	<b>Total Peak</b>		<b>89.2%</b>	<b>84.7%</b>	<b>87.3%</b>	<b>90.1%</b>
	Off Peak Weekday		87.9%	89.5%	87.7%	92.1%
	Weekend		97.9%	97.0%	97.7%	98.1%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>92.5%</b>	<b>88.9%</b>	<b>90.5%</b>	<b>91.4%</b>
	AM Peak		94.1%	87.8%	89.9%	90.3%
	PM Peak		93.3%	88.2%	89.3%	92.2%
	<b>Total Peak</b>		<b>93.8%</b>	<b>88.0%</b>	<b>89.6%</b>	<b>91.1%</b>
	Off Peak Weekday		92.7%	88.4%	89.5%	91.1%
	Weekend		89.6%	91.3%	95.0%	92.4%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.6%</b>	<b>94.7%</b>	<b>97.0%</b>	<b>96.3%</b>
	AM Peak		88.7%	90.8%	94.8%	95.0%
	PM Peak		95.7%	87.7%	93.5%	92.1%
	<b>Total Peak</b>		<b>92.5%</b>	<b>89.1%</b>	<b>94.1%</b>	<b>93.4%</b>
	Off Peak Weekday		98.4%	96.8%	98.6%	98.0%
	Weekend		98.6%	97.5%	97.2%	96.3%
<b>Operating Statistics</b>						
<b>Trains Scheduled</b>			<b>21,571</b>	<b>166,098</b>	<b>21,509</b>	<b>164,481</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-11.0	-12.3	-14.4	-13.5
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			173	2,416	515	2,173
<b>Trains Canceled</b>			29	1,015	83	925
<b>Trains Terminated</b>			17	585	33	338
<b>Percent of Scheduled Trips Completed</b>			99.8%	99.0%	99.5%	99.2%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.4%			
		PM Peak	99.4%			
		<b>Total Peak</b>	99.4%			

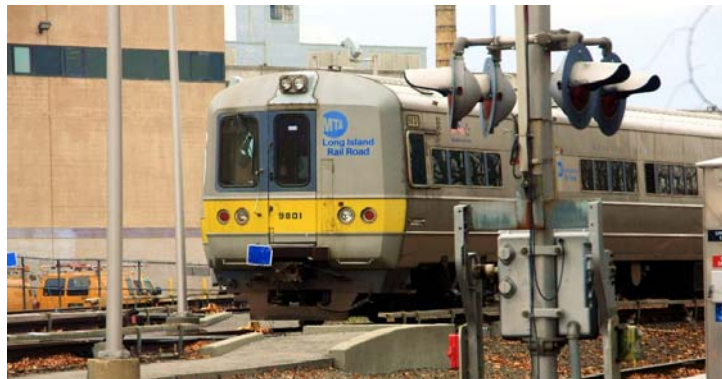
System Categories Of Delay	% Total	2017	2017 Data		2016 Data		YTD 2016 Vs 2015
		July	August	YTD Thru August	August	YTD Thru August	
Engineering (Scheduled)	4.3%	88	57	485	52	269	216
Engineering (Unscheduled)	11.9%	135	159	1,745	167	1,275	470
Maintenance of Equipment	10.0%	144	134	1,322	144	1,004	318
Transportation	2.6%	144	35	662	136	398	264
Capital Projects	0.6%	8	8	359	41	370	(11)
Weather and Environmental	1.3%	18	18	1,697	32	1,566	1
Police	8.5%	90	114	1,220	286	1,353	(133)
Customers	42.5%	519	570	3,548	512	3,135	413
Other	9.7%	116	130	967	215	1,361	(394)
3rd Party Operations	8.6%	194	115	2,968	140	970	1,998
<b>Total</b>	<b>100.0%</b>	<b>1,456</b>	<b>1,340</b>	<b>14,973</b>	<b>1,725</b>	<b>11,701</b>	<b>3,272</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
4-Aug	Fri	Mets Willets Point Loading				4			6			10		
9-Aug	Wed	Broken rail at Nassau Interlocking	29		1				17	6		46	6	1
9-Aug	Wed	Heavy loading				1			9			10		
11-Aug	Fri	Bridge strike at the Belt Parkway under grade bridge							19			19		
11-Aug	Fri	Crossing protection malfunction east of Westbury Station				9			5			14		
17-Aug	Thurs	Mets Willets Point loading				2			8			10		
21-Aug	Mon	Bridge strike west of Westbury	14						4			18		
23-Aug	Wed	Track circuit failure between Farm and JS Interlocking				22	1		1	1		23	2	
25-Aug	Fri	Heavy loading				3			9			12		
31-Aug	Thurs	US Open Tennis loading				5			5			10		
TOTAL FOR MONTH			43	0	1	46	1	0	83	7	0	172	8	1
												181		



# LONG ISLAND RAIL ROAD



## Monthly Operating Report July 2017

Patrick Nowakowski  
President

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09/25/17 \*\*\*\*\*

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**Performance Summary**

			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	July	July	July	July
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.1%</b>	<b>90.6%</b>	<b>89.3%</b>	<b>93.0%</b>
		AM Peak		93.4%	90.0%	87.5%	93.4%
		PM Peak		90.5%	83.2%	84.5%	90.5%
		<b>Total Peak</b>		<b>92.1%</b>	<b>86.8%</b>	<b>86.1%</b>	<b>92.0%</b>
		Off Peak Weekday		92.8%	90.8%	88.8%	92.8%
		Weekend		94.5%	94.6%	93.0%	94.6%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.7%</b>	<b>89.2%</b>	<b>87.1%</b>	<b>91.7%</b>
		AM Peak		95.2%	91.3%	87.8%	93.8%
		PM Peak		89.0%	81.1%	81.8%	88.7%
		<b>Total Peak</b>		<b>92.5%</b>	<b>86.6%</b>	<b>85.0%</b>	<b>91.4%</b>
		Off Peak Weekday		91.3%	89.8%	85.7%	92.0%
		Weekend		95.5%	92.2%	92.3%	91.7%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>96.0%</b>	<b>94.9%</b>	<b>94.2%</b>	<b>96.7%</b>
		AM Peak		91.8%	89.7%	86.8%	93.9%
		PM Peak		96.7%	92.1%	94.4%	97.0%
		<b>Total Peak</b>		<b>94.0%</b>	<b>90.7%</b>	<b>90.2%</b>	<b>95.3%</b>
		Off Peak Weekday		97.3%	95.5%	94.2%	97.0%
		Weekend		95.4%	97.6%	97.4%	97.4%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>93.6%</b>	<b>89.2%</b>	<b>88.7%</b>	<b>91.7%</b>
		AM Peak		96.5%	89.5%	87.0%	93.2%
		PM Peak		89.4%	77.2%	84.6%	89.9%
		<b>Total Peak</b>		<b>93.1%</b>	<b>83.6%</b>	<b>85.9%</b>	<b>91.6%</b>
		Off Peak Weekday		91.1%	88.4%	86.2%	89.8%
		Weekend		96.6%	95.0%	93.1%	94.4%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>95.5%</b>	<b>92.9%</b>	<b>92.5%</b>	<b>96.1%</b>
		AM Peak		97.7%	92.9%	93.0%	96.6%
		PM Peak		88.3%	83.5%	83.9%	93.1%
		<b>Total Peak</b>		<b>93.2%</b>	<b>88.5%</b>	<b>88.7%</b>	<b>95.0%</b>
		Off Peak Weekday		95.4%	93.3%	94.5%	96.8%
		Weekend		97.4%	96.6%	92.2%	95.7%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>94.0%</b>	<b>92.3%</b>	<b>91.5%</b>	<b>95.0%</b>
		AM Peak		91.4%	91.4%	89.2%	95.8%
		PM Peak		93.6%	86.6%	90.0%	93.3%
		<b>Total Peak</b>		<b>92.4%</b>	<b>89.1%</b>	<b>89.6%</b>	<b>94.6%</b>
		Off Peak Weekday		94.0%	92.4%	91.5%	94.7%
		Weekend		95.3%	95.8%	93.2%	96.0%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>85.9%</b>	<b>89.0%</b>	<b>80.9%</b>	<b>90.3%</b>
		AM Peak		93.8%	89.5%	81.2%	88.8%
		PM Peak		89.0%	85.7%	82.6%	90.6%
		<b>Total Peak</b>		<b>91.4%</b>	<b>87.7%</b>	<b>81.9%</b>	<b>89.7%</b>
		Off Peak Weekday		88.0%	90.3%	79.4%	90.7%
		Weekend		79.6%	87.9%	82.3%	90.1%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>94.7%</b>	<b>91.0%</b>	<b>91.1%</b>	<b>93.1%</b>
		AM Peak		95.7%	91.8%	87.9%	95.1%
		PM Peak		91.7%	80.3%	80.0%	86.0%
		<b>Total Peak</b>		<b>93.8%</b>	<b>86.5%</b>	<b>84.2%</b>	<b>90.9%</b>
		Off Peak Weekday		94.3%	91.6%	94.3%	93.6%
		Weekend		96.3%	95.7%	92.6%	94.9%

<b>Performance Summary</b>		<b>2017 Data</b>			<b>2016 Data</b>	
		Annual	YTD thru		YTD thru	
		Goal	July	July	July	July
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>92.8%</b>	<b>90.1%</b>	<b>88.4%</b>	<b>89.8%</b>
	AM Peak		90.6%	88.8%	85.0%	90.7%
	PM Peak		90.7%	84.6%	85.0%	90.1%
	<b>Total Peak</b>		<b>90.7%</b>	<b>86.8%</b>	<b>85.0%</b>	<b>90.4%</b>
	Off Peak Weekday		91.0%	88.2%	85.8%	86.1%
	Weekend		97.7%	97.5%	96.9%	96.3%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.8%</b>	<b>90.0%</b>	<b>90.8%</b>	<b>93.5%</b>
	AM Peak		91.4%	89.1%	89.7%	94.1%
	PM Peak		89.7%	79.1%	80.8%	87.2%
	<b>Total Peak</b>		<b>90.5%</b>	<b>84.0%</b>	<b>85.1%</b>	<b>90.6%</b>
	Off Peak Weekday		93.4%	89.7%	89.3%	92.8%
	Weekend		97.1%	96.9%	98.1%	98.1%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>91.3%</b>	<b>88.4%</b>	<b>87.6%</b>	<b>91.5%</b>
	AM Peak		93.6%	86.7%	83.6%	90.4%
	PM Peak		90.3%	87.3%	86.3%	92.6%
	<b>Total Peak</b>		<b>92.2%</b>	<b>87.0%</b>	<b>84.8%</b>	<b>91.4%</b>
	Off Peak Weekday		90.4%	87.7%	87.0%	91.3%
	Weekend		92.0%	91.6%	91.8%	92.1%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>94.6%</b>	<b>94.4%</b>	<b>93.5%</b>	<b>96.2%</b>
	AM Peak		81.0%	91.2%	92.0%	95.0%
	PM Peak		91.7%	86.5%	87.5%	91.8%
	<b>Total Peak</b>		<b>86.8%</b>	<b>88.6%</b>	<b>89.5%</b>	<b>93.3%</b>
	Off Peak Weekday		98.4%	96.6%	96.1%	97.9%
	Weekend		96.0%	97.4%	92.9%	96.2%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>21,033</b>	<b>144,527</b>	<b>20,897</b>	<b>142,972</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-11.6	-12.4	-15.3	-13.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			232	2,243	515	1,838
<b>Trains Canceled</b>			53	986	194	842
<b>Trains Terminated</b>			44	568	52	305
<b>Percent of Scheduled Trips Completed</b>			99.5%	98.9%	98.8%	99.2%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.1%			
		PM Peak	98.4%			
		<b>Total Peak</b>	<b>98.8%</b>			

System Categories Of Delay	% Total	2017	2017 Data		2016 Data		YTD 2016 Vs 2015
		June	July	YTD Thru July	July	YTD Thru July	
Engineering (Scheduled)	6.0%	79	88	430	29	217	213
Engineering (Unscheduled)	9.3%	259	135	1,586	231	1,108	478
Maintenance of Equipment	9.9%	142	144	1,188	110	860	328
Transportation	9.9%	64	144	630	88	262	368
Capital Projects	0.5%	22	8	351	80	329	22
Weather and Environmental	1.2%	44	18	1,677	210	1,534	1
Police	6.2%	185	90	1,106	338	1,067	39
Customers	35.6%	717	519	2,977	617	2,623	354
Other	8.0%	236	116	837	308	1,146	(309)
3rd Party Operations	13.3%	551	194	2,851	231	830	2,021
<b>Total</b>	<b>100.0%</b>	<b>2,299</b>	<b>1,456</b>	<b>13,633</b>	<b>2,242</b>	<b>9,976</b>	<b>3,657</b>



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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Jul	Sat	Electrical fire in signal Hut JJD1 Interlocking (From 6/28)							6	1	6	6	1	6
2-Jul	Sun	Heavy holiday loading							13	1		13	1	
3-Jul	Mon	Switch trouble at Nassau Interlocking	6						6			12		
3-Jul	Mon	Heavy holiday loading							37			37		
9-Jul	Sun	Track condition east of Sayville							13	6	3	13	6	3
10-Jul	Mon	Amtrak - Penn Station Track Repair Program	12			4			5			21		
11-Jul	Tues	Amtrak - Penn Station Track Repair Program	9			2			1			12		
12-Jul	Wed	Amtrak - Penn Station Track Repair Program	8			2			1			11		
12-Jul	Wed	Temporary platforms west of Jamaica							13			13		
18-Jul	Tues	Train 891 derailment in Long Beach	14	13					1	4	10	15	17	10
18-Jul	Tues	Rules violation in Hall Interlocking				32	6		18			50	6	
19-Jul	Wed	Amtrak - Penn Station Track Repair Program	15			4			5			24		
20-Jul	Thurs	Train 558 requiring medical assistance in Mineola				9			2			11		
22-Jul	Sat	Scheduled track work at East New York							10		2	10		2
22-Jul	Sat	Heavy loading							10			10		
26-Jul	Wed	Train 558 with a confused customer				7		1	5			12		1
26-Jul	Wed	Train 2870 struck debris				8		1	1			9		1
TOTAL FOR MONTH			64	13	0	68	6	2	147	12	21	279	31	23
													333	



**Long Island Rail Road**

**OPERATIONS**

**MECHANICAL REPORT**

**AUGUST**



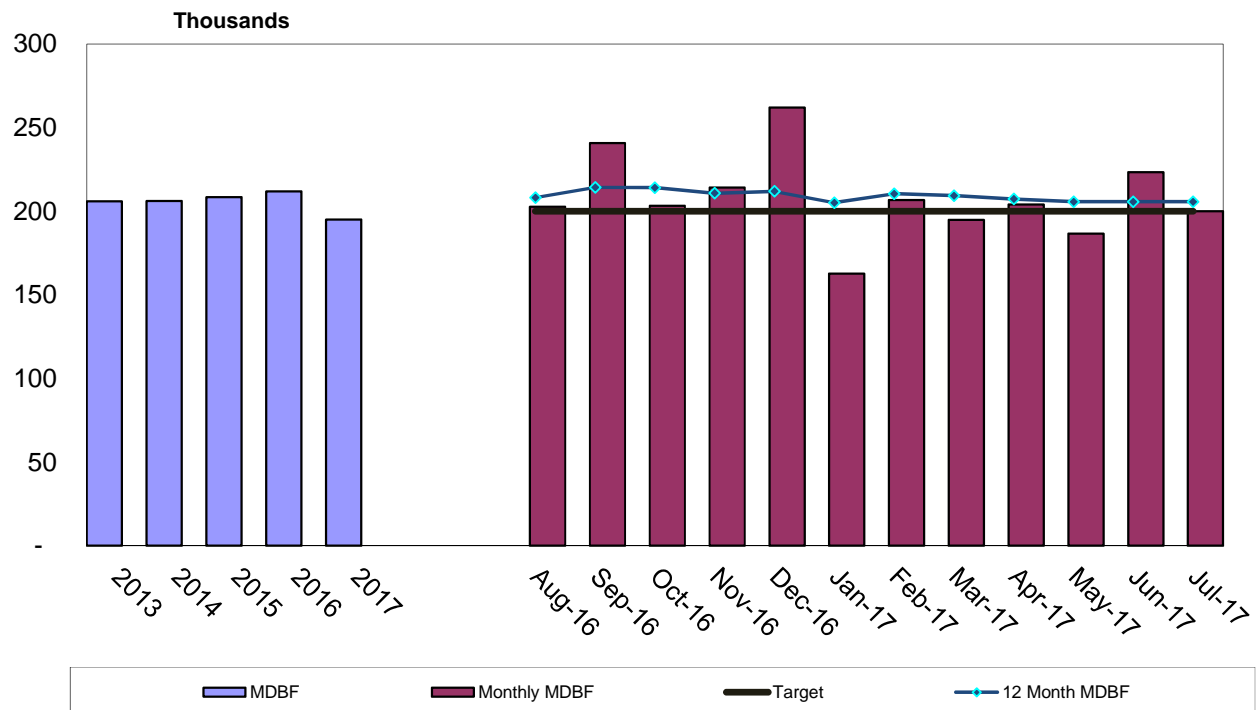
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - JULY 2017

	Equip- ment Type	Total Fleet Size	2017 Data					2016 Data		
			MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
<b>Mean Distance Between Failures</b>	M-3	150	67,000	57,400	10	70,053	63,624	79,190	6	73,012
	M-7	836	440,000	507,557	10	410,972	447,608	373,487	14	408,998
	C-3	134	122,000	192,945	4	135,017	143,629	245,959	3	161,013
	DE	24	22,000	12,330	7	17,870	22,665	13,047	7	17,533
	DM	21	22,000	46,659	2	27,741	28,538	29,087	3	26,441
	Diesel	179	65,000	73,185	13	66,922	74,909	70,498	13	69,863
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>200,030</b>	<b>33</b>	<b>195,066</b>	<b>205,674</b>	<b>200,619</b>	<b>33</b>	<b>204,976</b>

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

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





### Standee Report

#### East Of Jamaica

			2017 Data August	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	9	3
		<b>Total Standees</b>	<b>9</b>	<b>3</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	0	4
		<b>Total Standees</b>	<b>40</b>	<b>4</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	5	0
		<b>Total Standees</b>	<b>5</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	7
		<b>Total Standees</b>	<b>0</b>	<b>7</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	6	24
		<b>Total Standees</b>	<b>6</b>	<b>24</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	12	11
		<b>Total Standees</b>	<b>12</b>	<b>11</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>73</b>	<b>48</b>

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF AUGUST 2017

### Standee Report

#### West Of Jamaica

			2017 Data August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	36	20
		<b>Total Standees</b>	<b>36</b>	<b>20</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Huntington Branch	Program Standees	40	0
		Add'l Standees	12	25
		<b>Total Standees</b>	<b>52</b>	<b>25</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	11	0
		<b>Total Standees</b>	<b>39</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	6	24
		<b>Total Standees</b>	<b>6</b>	<b>24</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	14	4
		<b>Total Standees</b>	<b>14</b>	<b>4</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>148</b>	<b>73</b>

#### Definitions

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

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

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

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

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

### ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF AUGUST 2017

Elevator Availability		2017		2016	
		August	Year to Date	August	Year to Date
Branch	Babylon Branch	98.30%	98.90%	99.20%	98.90%
	Far Rockaway Branch	99.40%	99.00%	97.40%	98.90%
	Hempstead Branch	99.20%	99.30%	99.60%	99.00%
	Long Beach Branch	99.30%	99.00%	99.40%	99.30%
	Port Jefferson Branch	98.80%	98.70%	98.20%	96.40%
	Port Washington Branch	99.50%	99.30%	96.90%	98.60%
	Ronkonkoma Branch	99.70%	99.30%	99.40%	99.10%
	City Terminal Stations	99.10%	98.80%	99.70%	98.30%
	Overall Average	99.10%	99.00%	99.10%	98.50%

Escalator Availability		2017		2016	
		August	Year to Date	August	Year to Date
Branch	Babylon Branch	96.80%	97.10%	96.50%	97.50%
	Far Rockaway Branch	94.30%	96.20%	98.30%	98.10%
	Hempstead Branch	99.20%	98.70%	99.10%	97.70%
	Long Beach Branch	91.70%	92.40%	94.50%	97.20%
	Port Jefferson Branch	99.10%	97.80%	97.40%	97.70%
	City Terminal	98.10%	99.00%	94.40%	98.60%
	Overall Average	97.40%	97.80%	95.70%	98.00%



**Long Island Rail Road**

**OPERATIONS**

**MECHANICAL REPORT**

**JULY**



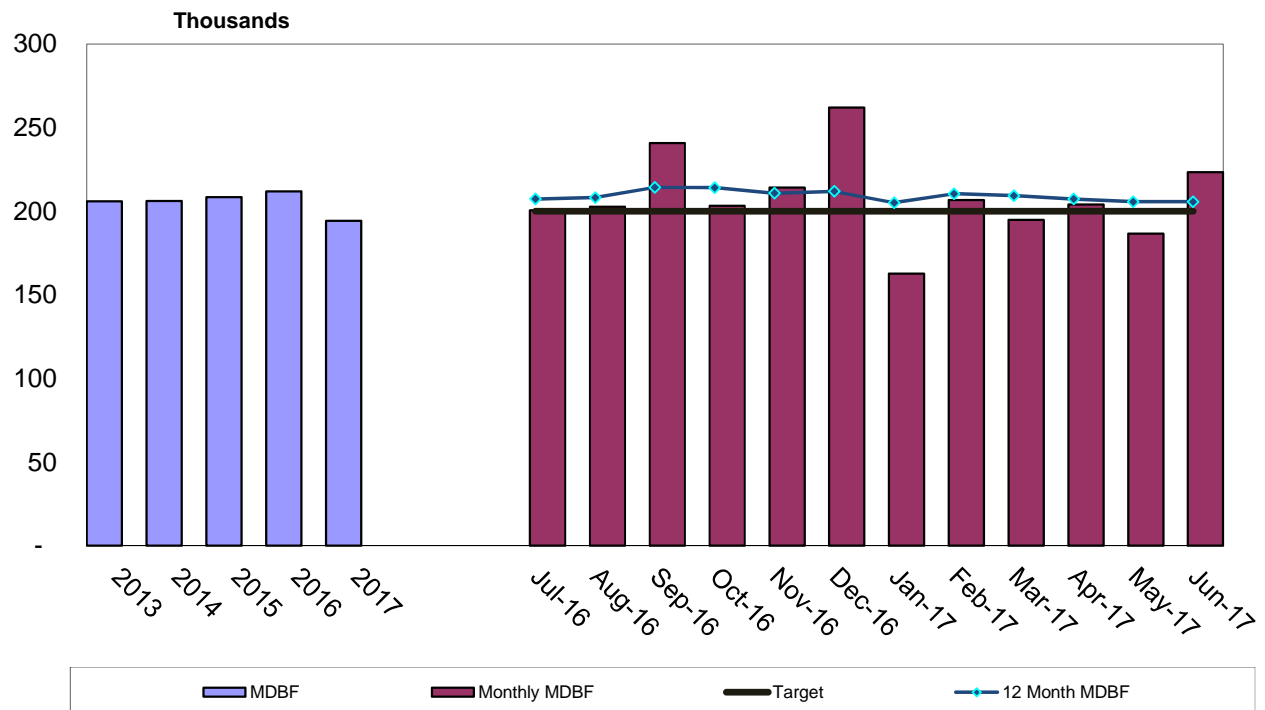
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - JUNE 2017

	Equip- ment Type	Total Fleet Size	2017 Data					2016 Data		
			MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
<b>Mean</b>	M-3	150	67,000	149,404	4	72,689	65,120	63,780	8	72,129
<b>Distance</b>	M-7	836	440,000	517,088	10	398,429	436,079	527,476	10	415,716
<b>Between Failures</b>	DM	21	22,000	47,934	2	25,639	27,521	28,833	3	26,023
	DE	24	22,000	13,815	6	19,306	22,771	15,333	6	18,696
	C-3	134	122,000	94,456	8	127,776	145,554	244,096	3	151,575
	Diesel	179	65,000	58,401	16	65,865	74,656	75,899	12	69,750
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>223,430</b>	<b>30</b>	<b>194,256</b>	<b>205,725</b>	<b>223,193</b>	<b>30</b>	<b>205,736</b>

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

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







### Standee Report

#### East Of Jamaica

East Of Jamaica			2017 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	12
		Total Standees	5	12
	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	48	5
		Total Standees	88	5
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	4
		Total Standees	0	4
	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	5	5
		Total Standees	5	5
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	3	44
		Total Standees	3	44
	Ronkonkoma Branch	Program Standees	0	0
Add'l Standees		11	27	
Total Standees		11	27	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK		123	95	

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JULY 2017

### Standee Report

#### West Of Jamaica

			2017 Data	
			July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	23
		<b>Total Standees</b>	<b>4</b>	<b>23</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	Huntington Branch	Program Standees	40	0
		Add'l Standees	56	66
		<b>Total Standees</b>	<b>96</b>	<b>66</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	33
		<b>Total Standees</b>	<b>3</b>	<b>33</b>
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	18	0
		<b>Total Standees</b>	<b>46</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	3	44
		<b>Total Standees</b>	<b>3</b>	<b>44</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	4	17
		<b>Total Standees</b>	<b>4</b>	<b>17</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		<b>Total Standees</b>	<b>8</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>171</b>	<b>183</b>

#### Definitions

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

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

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

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

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

### ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF JULY 2017

Elevator Availability		2017		2016	
		July	Year to Date	July	Year to Date
Branch	Babylon Branch	99.80%	99.00%	98.10%	98.90%
	Far Rockaway Branch	99.00%	99.00%	99.40%	99.10%
	Hempstead Branch	98.70%	99.30%	99.60%	99.00%
	Long Beach Branch	99.70%	99.00%	98.20%	99.30%
	Port Jefferson Branch	99.10%	98.80%	93.50%	96.10%
	Port Washington Branch	99.40%	99.30%	98.70%	98.90%
	Ronkonkoma Branch	99.30%	99.20%	99.40%	99.10%
	City Terminal Stations	99.80%	98.70%	99.30%	98.10%
	Overall Average	99.30%	99.00%	98.40%	98.50%

Escalator Availability		2017		2016	
		July	Year to Date	July	Year to Date
Branch	Babylon Branch	98.50%	97.10%	97.90%	97.70%
	Far Rockaway Branch	85.90%	96.40%	97.20%	98.10%
	Hempstead Branch	98.70%	98.60%	99.10%	97.50%
	Long Beach Branch	95.20%	92.50%	95.70%	97.60%
	Port Jefferson Branch	99.60%	97.90%	97.90%	97.80%
	City Terminal	99.50%	99.10%	97.30%	99.20%
	Overall Average	98.50%	97.90%	97.60%	98.40%



**Long Island Rail Road**

**OPERATIONS  
SAFETY REPORT  
JULY**

# July Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	August 2014 - July 2015	August 2015 - July 2016	August 2016 - July 2017
FRA Reportable Customer Accident Rate per Million Customers	4.45	3.34	2.98
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.59	3.18	3.47
Grade Crossing Incidents <sup>1</sup>	10	8	11
Mainline FRA Reportable Train Derailments	0	1	2
Mainline FRA Reportable Train Collisions	3	2	1

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

Leading Indicators				
Focus on Safety Training	2016		2017	
	Year End		July	Year to Date
First Responders Trained	1537		42	1095
Employee Safety Training Courses	210		76	198
Employees Trained	6,013		723	6,060
Employee Safety Training Hours	223,736		15,998	149,258
Customer and Community:	July	Year to Date	July	Year to Date
Broken Gates	14	73	5	58
MTA Police Details	30	297	54	476
Summons	103	967	87	1163
Warnings	69	538	25	521
Arrests	1	5	0	1
Community Education and Outreach	5,097	67,342	4831	61889
	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.

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

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

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

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

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

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

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

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

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
There were no elevator incidents reported in the month of August 2017			

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Hicksville</b>	0	1
<b>Lindenhurst</b>	0	1
<b>Penn Station</b>	0	2

**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**

**OPERATIONS  
SAFETY REPORT  
JUNE**

# June Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	July 2014 - June 2015	July 2015 - June 2016	July 2016 - June 2017
FRA Reportable Customer Accident Rate per Million Customers	4.55	3.47	2.95
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.55	3.27	3.26
Grade Crossing Incidents <sup>1</sup>	9	8	11
Mainline FRA Reportable Train Derailments	0	0	3
Mainline FRA Reportable Train Collisions	2	2	2

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

Leading Indicators				
Focus on Safety Training	2016		2017	
	Year End		June	Year to Date
First Responders Trained	1537		27	1053
Employee Safety Training Courses	210		89	276
Employees Trained	6,013		998	5,337
Employee Safety Training Hours	223,736		21,757	133,260
Customer and Community:	June	Year to Date	June	Year to Date
Broken Gates	9	59	10	53
MTA Police Details	32	267	71	422
Summons	124	864	154	1076
Warnings	65	469	44	496
Arrests	1	4	0	0
Community Education and Outreach	12,221	62,245	12,692	57,058
		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.

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

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

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

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

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

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

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



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

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
There were no elevator incidents reported in the month of July 2017			

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Lynbrook</b>	0	1
<b>Penn Station</b>	0	2

**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**

**July 2017**

**MTA LONG ISLAND RAIL ROAD  
JULY 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ In Millions)**

**SUMMARY**

July YTD operating results were favorable by \$43.6 or 6.5% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through July were \$0.4 unfavorable to forecast. Farebox Revenue was unfavorable as a result of lower yields per passenger, partially offset by higher ridership. Other Operating Revenues were favorable due to higher miscellaneous revenue. Total Non-Reimbursable expenses through July were \$44.0 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials, maintenance and other operating contracts and professional services contracts.

YTD capital and other reimbursable expenditures (and reimbursements) were \$7.7 higher than the Mid-Year Forecast due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of \$659.0 were \$7.3 or 1.1% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(0.5) unfavorable to forecast due to lower yield per passenger, partially offset by higher ridership. Ridership through July was 51.4 million. This was 0.4% above 2016 (adjusted for same number of calendar work days) and 2.2% higher than forecast.
- **Y-T-D Other Operating Revenues** were \$0.1 favorable to forecast due to by higher rental revenue and timing of miscellaneous revenue and freight revenue, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$7.7 favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date July **Total Expenses** (including depreciation and other) of \$1,281.5 were favorable to the Mid-Year Forecast by \$36.3 or 2.8%.

**Labor Expenses**, \$9.2 favorable Y-T-D.

- **Payroll**, \$7.7 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(5.5) unfavorable Y-T-D (higher capital project activity, maintenance and scheduled service, partially offset by lower vacancy/absentee coverage and unscheduled service overtime).
- **Health & Welfare**, \$1.7 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$0.8 favorable Y-T-D (primarily lower Railroad Retirement Taxes).

**Non-Labor Expenses**, \$29.3 favorable Y-T-D.

- **Electric Power**, \$(1.9) unfavorable Y-T-D (higher rates and consumption).
- **Fuel**, \$0.2 favorable Y-T-D (primarily lower rates).
- **Insurance**, \$1.2 favorable Y-T-D (lower Liability, Property and Force Account Insurance).
- **Claims**, \$(0.1) unfavorable Y-T-D (increase in reserves and medical payments).
- **Maintenance and Other Operating Contracts**, \$7.3 favorable Y-T-D (Primarily timing of vegetation management, construction services, TVM maintenance, janitorial and custodial services, uniform purchases and other maintenance and operating contracts and timing of invoices for Amtrak State of Good Repair support costs including bussing and ferry service, partially offset by higher non-revenue vehicle repairs).
- **Professional Services**, \$3.8 favorable Y-T-D (Primarily timing of activities/payments for Enterprise Asset Management, MTA chargebacks, M7 propulsion consultant, advertising, and other professional services contracts)
- **Materials and Supplies**, \$15.7 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).

- **Other Business Expense**, \$3.1 favorable Y-T-D (lower bad debt reserves, timing of rolling stock decommissioning and beneficial use of various NYPA loans, higher restitution of property damage and lower office, print and stationary supplies, partially offset by higher debit/credit card fees).

**Depreciation and Other**, \$(2.2) unfavorable Y-T-D (primarily higher Depreciation).

#### **CASH DEFICIT SUMMARY**

The Cash Deficit through July of \$408.0 was \$42.5 favorable to the Mid-Year Forecast due to lower expenditures.

#### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 50.7%, 2.8 percentage points above the Mid-Year Forecast resulting from lower expenses.
- Through July, the Adjusted Farebox Operating Ratio was 59.6%, which is favorable to the Mid-Year Forecast due to lower expenses.
- Through July, the Adjusted Cost per Passenger was \$14.67, which is lower than the Mid-Year Forecast due to lower expenses.
- Through July, the Revenue per Passenger was \$8.14, which was below the Mid-Year Forecast.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY 2017**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$61.609	\$62.356	\$0.747	1.2	\$0.000	\$0.000	\$0.000	-	\$61.609	\$62.356	\$0.747	1.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.758	4.152	0.394	10.5	0.000	0.000	0.000	-	3.758	4.152	0.394	10.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	30.143	30.153	0.010	0.0	30.143	30.153	0.010	0.0
<b>Total Revenue</b>	<b>\$65.367</b>	<b>\$66.508</b>	<b>\$1.141</b>	<b>1.7</b>	<b>\$30.143</b>	<b>\$30.153</b>	<b>\$0.010</b>	<b>0.0</b>	<b>\$95.510</b>	<b>\$96.661</b>	<b>\$1.151</b>	<b>1.2</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.915	\$46.180	(\$0.265)	(0.6)	\$10.549	\$8.355	\$2.194	20.8	\$56.464	\$54.535	\$1.929	3.4
Overtime	11.335	11.008	0.327	2.9	3.034	3.387	(0.353)	(11.6)	14.369	14.396	(0.027)	(0.2)
Health and Welfare	8.944	8.846	0.098	1.1	2.261	2.060	0.201	8.9	11.205	10.906	0.299	2.7
OPEB Current Payment	6.028	4.970	1.058	17.6	0.000	0.000	0.000	-	6.028	4.970	1.058	17.6
Pensions	11.714	12.179	(0.465)	(4.0)	3.673	3.198	0.475	12.9	15.387	15.377	0.010	0.1
Other Fringe Benefits	12.490	11.980	0.510	4.1	2.312	2.270	0.042	1.8	14.802	14.250	0.552	3.7
Reimbursable Overhead	(2.373)	(3.231)	0.858	36.1	2.373	3.231	(0.858)	(36.1)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$94.053</b>	<b>\$91.933</b>	<b>\$2.120</b>	<b>2.3</b>	<b>\$24.202</b>	<b>\$22.501</b>	<b>\$1.701</b>	<b>7.0</b>	<b>\$118.255</b>	<b>\$114.434</b>	<b>\$3.821</b>	<b>3.2</b>
<i>Non-Labor:</i>												
Electric Power	\$7.610	\$7.072	\$0.538	7.1	\$0.054	\$0.137	(\$0.083)	*	\$7.664	\$7.210	\$0.454	5.9
Fuel	1.399	1.330	0.069	4.9	0.000	0.009	(0.009)	-	1.399	1.340	0.059	4.2
Insurance	1.707	1.896	(0.189)	(11.1)	0.791	0.533	0.258	32.6	2.498	2.429	0.069	2.8
Claims	0.368	1.261	(0.893)	*	0.000	0.000	0.000	-	0.368	1.261	(0.893)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	18.463	12.390	6.073	32.9	1.234	0.914	0.320	25.9	19.697	13.304	6.393	32.5
Professional Service Contracts	4.739	2.957	1.782	37.6	0.056	0.361	(0.305)	*	4.795	3.318	1.477	30.8
Materials & Supplies	15.187	9.799	5.388	35.5	3.775	5.614	(1.839)	(48.7)	18.962	15.413	3.549	18.7
Other Business Expenses	2.143	1.421	0.722	33.7	0.031	0.083	(0.052)	*	2.174	1.503	0.671	30.8
<b>Total Non-Labor Expenses</b>	<b>\$51.616</b>	<b>\$38.126</b>	<b>\$13.490</b>	<b>26.1</b>	<b>\$5.941</b>	<b>\$7.652</b>	<b>(\$1.711)</b>	<b>(28.8)</b>	<b>\$57.557</b>	<b>\$45.779</b>	<b>\$11.778</b>	<b>20.5</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$145.669</b>	<b>\$130.059</b>	<b>\$15.610</b>	<b>10.7</b>	<b>\$30.143</b>	<b>\$30.153</b>	<b>(\$0.010)</b>	<b>(0.0)</b>	<b>\$175.812</b>	<b>\$160.212</b>	<b>\$15.600</b>	<b>8.9</b>
Depreciation	\$28.348	\$27.674	\$0.674	2.4	\$0.000	\$0.000	\$0.000	-	\$28.348	\$27.674	\$0.674	2.4
Other Post Employment Benefits	7.261	7.350	(0.089)	(1.2)	0.000	0.000	0.000	-	7.261	7.350	(0.089)	(1.2)
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	0.156	0.167	(0.011)	(6.8)	0.000	0.000	0.000	-	0.156	0.167	(0.011)	(6.8)
<b>Total Expenses</b>	<b>\$181.434</b>	<b>\$165.250</b>	<b>\$16.184</b>	<b>8.9</b>	<b>\$30.143</b>	<b>\$30.153</b>	<b>(\$0.010)</b>	<b>(0.0)</b>	<b>\$211.577</b>	<b>\$195.403</b>	<b>\$16.174</b>	<b>7.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$116.067)</b>	<b>(\$98.742)</b>	<b>\$17.325</b>	<b>14.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$116.067)</b>	<b>(\$98.742)</b>	<b>\$17.325</b>	<b>14.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.348	\$27.674	(\$0.674)	(2.4)	\$0.000	\$0.000	\$0.000	-	\$28.348	\$27.674	(\$0.674)	(2.4)
Operating/Capital	(1.248)	(0.638)	0.609	48.8	0.000	0.000	0.000	-	(1.248)	(0.638)	0.609	48.8
Other Cash Adjustments	15.016	26.642	11.626	77.4	0.000	0.000	0.000	-	15.016	26.642	11.626	77.4
<b>Total Cash Conversion Adjustments</b>	<b>\$42.116</b>	<b>\$53.677</b>	<b>\$11.561</b>	<b>27.5</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$42.116</b>	<b>\$53.677</b>	<b>\$11.561</b>	<b>27.5</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$73.951)</b>	<b>(\$45.065)</b>	<b>\$28.886</b>	<b>39.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$73.951)</b>	<b>(\$45.065)</b>	<b>\$28.886</b>	<b>39.1</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast. Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JULY YEAR-TO-DATE**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$417.118	\$416.584	(\$0.534)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$417.118	\$416.584	(\$0.534)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	\$0.000	0.000	0.000	-
Other Operating Revenue	32.736	32.884	0.148	0.5	0.000	0.000	0.000	-	\$32.736	32.884	0.148	0.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	201.849	209.577	7.728	3.8	\$201.849	209.577	7.728	3.8
<b>Total Revenue</b>	<b>\$449.854</b>	<b>\$449.468</b>	<b>(\$0.386)</b>	<b>(0.1)</b>	<b>\$201.849</b>	<b>\$209.577</b>	<b>\$7.728</b>	<b>3.8</b>	<b>\$651.703</b>	<b>\$659.045</b>	<b>\$7.342</b>	<b>1.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$302.051	\$300.007	\$2.044	0.7	\$69.604	\$63.930	\$5.674	8.2	\$371.655	\$363.937	\$7.718	2.1
Overtime	73.777	74.316	(0.539)	(0.7)	19.725	24.737	(5.012)	(25.4)	93.502	99.053	(5.551)	(5.9)
Health and Welfare	61.308	59.367	1.941	3.2	15.525	15.728	(0.203)	(1.3)	76.833	75.095	1.738	2.3
OPEB Current Payment	39.425	35.006	4.419	11.2	0.000	0.000	0.000	-	39.425	35.006	4.419	11.2
Pensions	83.081	83.387	(0.306)	(0.4)	24.602	24.254	0.348	1.4	107.683	107.641	0.042	0.0
Other Fringe Benefits	86.720	84.856	1.864	2.1	16.218	17.237	(1.019)	(6.3)	102.938	102.093	0.845	0.8
Reimbursable Overhead	(19.090)	(24.260)	5.170	27.1	19.090	24.260	(5.170)	(27.1)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$627.272</b>	<b>\$612.679</b>	<b>\$14.593</b>	<b>2.3</b>	<b>\$164.764</b>	<b>\$170.145</b>	<b>(\$5.381)</b>	<b>(3.3)</b>	<b>\$792.036</b>	<b>\$782.824</b>	<b>\$9.212</b>	<b>1.2</b>
<i>Non-Labor:</i>												
Electric Power	\$46.862	\$48.490	(\$1.628)	(3.5)	\$0.481	\$0.723	(\$0.242)	(50.4)	\$47.343	\$49.213	(\$1.870)	(4.0)
Fuel	9.608	9.380	0.228	2.4	0.000	0.046	(0.046)	-	9.608	9.427	0.181	1.9
Insurance	12.616	12.155	0.461	3.7	4.711	4.004	0.707	15.0	17.327	16.159	1.168	6.7
Claims	2.533	2.605	(0.072)	(2.9)	0.000	0.000	0.000	-	2.533	2.605	(0.072)	(2.9)
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	53.155	47.808	5.347	10.1	8.393	6.464	1.929	23.0	61.548	54.272	7.276	11.8
Professional Service Contracts	18.440	13.975	4.465	24.2	0.823	1.461	(0.638)	(77.6)	19.263	15.437	3.826	19.9
Materials & Supplies	85.269	65.912	19.357	22.7	22.379	26.049	(3.670)	(16.4)	107.648	91.961	15.687	14.6
Other Business Expenses	12.746	9.258	3.488	27.4	0.298	0.684	(0.386)	*	13.044	9.942	3.102	23.8
<b>Total Non-Labor Expenses</b>	<b>\$241.229</b>	<b>\$209.584</b>	<b>\$31.645</b>	<b>13.1</b>	<b>\$37.085</b>	<b>\$39.432</b>	<b>(\$2.347)</b>	<b>(6.3)</b>	<b>\$278.314</b>	<b>\$249.016</b>	<b>\$29.298</b>	<b>10.5</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$868.501</b>	<b>\$822.263</b>	<b>\$46.238</b>	<b>5.3</b>	<b>\$201.849</b>	<b>\$209.577</b>	<b>(\$7.728)</b>	<b>(3.8)</b>	<b>\$1,070.350</b>	<b>\$1,031.840</b>	<b>\$38.510</b>	<b>3.6</b>
Depreciation	\$195.491	\$197.775	(2.284)	(1.2)	\$0.000	\$0.000	\$0.000	-	\$195.491	197.775	(\$2.284)	(1.2)
Other Post Employment Benefits	50.691	51.237	(0.546)	(1.1)	0.000	0.000	0.000	-	50.691	51.237	(0.546)	(1.1)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.225	0.638	0.587	47.9	0.000	0.000	0.000	-	1.225	0.638	0.587	47.9
<b>Total Expenses</b>	<b>\$1,115.908</b>	<b>\$1,071.913</b>	<b>\$43.995</b>	<b>3.9</b>	<b>\$201.849</b>	<b>\$209.577</b>	<b>(\$7.728)</b>	<b>(3.8)</b>	<b>\$1,317.757</b>	<b>\$1,281.490</b>	<b>\$36.267</b>	<b>2.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$666.054)</b>	<b>(\$622.445)</b>	<b>\$43.609</b>	<b>6.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$666.054)</b>	<b>(\$622.445)</b>	<b>\$43.609</b>	<b>6.5</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$195.491	\$197.775	\$2.284	1.2	\$0.000	\$0.000	\$0.000	-	\$195.491	\$197.775	\$2.284	1.2
Operating/Capital	(5.999)	(3.781)	2.218	37.0	0.000	0.000	0.000	-	(5.999)	(3.781)	2.218	37.0
Other Cash Adjustments	26.090	20.472	(5.618)	(21.5)	0.000	0.000	0.000	-	26.090	20.472	(5.618)	(21.5)
<b>Total Cash Conversion Adjustments</b>	<b>\$215.582</b>	<b>\$214.466</b>	<b>(\$1.116)</b>	<b>(0.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$215.582</b>	<b>\$214.466</b>	<b>(\$1.116)</b>	<b>(0.5)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$450.472)</b>	<b>(\$407.979)</b>	<b>\$42.493</b>	<b>9.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$450.472)</b>	<b>(\$407.979)</b>	<b>\$42.493</b>	<b>9.4</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

July 2017					Year-to-Date July 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.	0.747	1.2	Higher ridership \$12.114, offset by lower yield per passenger \$(11.367).	(0.534)	(0.1)	Higher ridership \$9.377, offset by lower yield per passenger \$(9.911).
Other Operating Revenue	Non Reimb.	0.394	10.5	Primarily due to higher rental and timing of freight revenue, partially offset by lower station privileges and special services revenue.	0.148	0.5	Primarily due to higher rental, timing of miscellaneous and freight revenue, partially offset by lower station privileges and special services revenue.
Capital & Other Reimbursements	Reimb.	0.010	0.0	Timing of capital project activity and interagency reimbursements.	7.728	3.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	(0.265)	(0.6)	Primarily Engineering field forces working on maintenance activities instead of project activity, partially offset by vacant positions, and lower rates.	2.044	0.7	Primarily vacant positions, rates, lower vacation pay and wage claim accruals and higher sick pay law claims (credits), partially offset by Engineering field forces working on maintenance activities instead of project activity.
	Reimb.	2.194	20.8	Primarily due to timing of project activity.	5.674	8.2	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.327	2.9	Lower vacancy/absentee coverage, partially offset by higher maintenance overtime costs.	(0.539)	(0.7)	Higher maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, weather-related overtime and unscheduled service.
	Reimb.	(0.353)	(11.6)	Primarily due to East Side Access, East Rail Yard, Hicksville Station improvements and Main Line double track.	(5.012)	(25.4)	Primarily due to Annual Track Program, East Side Access, East Rail Yard, Jamaica Capacity Improvements, Hicksville Station improvements and Main Line double track.
Health and Welfare	Non Reimb.	0.098	1.1	Vacant positions.	1.941	3.2	Vacant positions.
	Reimb.	0.201	8.9	Primarily due to timing of project activity.	(0.203)	(1.3)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.058	17.6	Fewer retirees/beneficiaries.	4.419	11.2	Fewer retirees/beneficiaries.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

July 2017				Year-to-Date July 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(0.465)	(4.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.306)	(0.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.475	12.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.348	1.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	0.510	4.1	Primarily due to lower Railroad Retirement taxes and FELA indemnity reserves, partially offset by higher shoe and tool reimbursements.	1.864	2.1	Primarily due to lower Railroad Retirement taxes.
	Reimb.	0.042	1.8	Primarily due to timing of project activity.	(1.019)	(6.3)	Primarily due to higher department overhead and meal allowance.
Reimbursable Overhead	Reimb.	(0.858)	(36.1)	Primarily due to timing of project activity.	(5.170)	(27.1)	Primarily due to timing of project activity.
	Non Reimb.	0.858	36.1	Primarily due to timing of project activity.	5.170	27.1	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.538	7.1	Timing of accrual adjustments, partially offset by higher rates and consumption.	(1.628)	(3.5)	Higher rates and higher usage, partially offset by timing of accrual adjustments.
	Reimb.	(0.083)	*	VD Yard	(0.242)	(50.4)	VD Yard
Fuel	Non Reimb.	0.069	4.9	Primarily due to lower rates, partially offset by higher consumption.	0.228	2.4	Primarily due to lower rates and timing of accrual adjustments, partially offset by higher consumption.
	Reimb.	(0.009)	-		(0.046)	-	
Insurance	Non Reimb.	(0.189)	(11.1)	Timing of Property and Liability insurance.	0.461	3.7	Timing of Property and Liability Insurance.
	Reimb.	0.258	32.6	Force Account Insurance associated with project activity.	0.707	15.0	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.893)	*	Increase in public liability reserves.	(0.072)	(2.9)	Increase in non-employee claims and corporate reserves.



TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

July 2017				Year-to-Date July 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	6.073	32.9	Primarily due to the timing of payments for Amtrak State of Good Repair bussing and ferry services, and timing of payment/activity for construction services, TVM maintenance and other maintenance and operating contracts, partially offset by higher vehicle lease payments.	5.347	10.1	Primarily due to the timing of payments for Amtrak State of Good Repair bussing and ferry service and timing of payments/activities for Penn Station cleaning, vegetation management, construction services, TVM maintenance and other maintenance and operating contracts, partially offset by the timing of escalator/elevator maintenance payments, non-revenue vehicle repairs and vehicle lease payments.
	Reimb.	0.320	25.9	Primarily due to timing of project activity.	1.929	23.0	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.782	37.6	Primarily due to the timing of activities/payments for Enterprise Asset Management, Homeless Outreach and Far Rockaway station demolition, partially offset by the timing of MTA chargebacks and other professional services contracts.	4.465	24.2	Primarily due to the timing of activities/payments for Enterprise Asset Management, MTA chargebacks, marketing efforts, M7 propulsion consultant and other professional service contracts.
	Reimb.	(0.305)	*	Primarily due to timing of project activity.	(0.638)	(77.6)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	5.388	35.5	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras and M7 observer seat and 2 year propulsion initiative under the Reliability Centered Maintenance (RCM) program, partially offset by the timing of payments for non-stock material and advance payments made for Wheel Impact Load Detector (WILD).	19.357	22.7	Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras and M7 observer seat and timing of 12 year propulsion initiative under the Reliability Centered Maintenance (RCM) program, partially offset by advance payments made for WILD.
	Reimb.	(1.839)	(48.7)	Primarily due to timing of project activity.	(3.670)	(16.4)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.722	33.7	Timing of beneficial use of various NYPA loans, timing of Rolling Stock decommissioning and lower print, stationary and office supplies, partially offset by higher debit/credit card fees.	3.488	27.4	Lower bad debt, timing of beneficial use of various NYPA loans, timing of Rolling Stock decommissioning and lower print, stationary and office supplies, partially offset by higher debit/credit card fees.
	Reimb.	(0.052)	*	Primarily due to timing of project activity.	(0.386)	*	Primarily due to timing of project activity.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

July 2017				Year-to-Date July 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Depreciation	Non Reimb.	0.674	2.4	Based on certain capital assets being fully depreciated.	(2.284)	(1.2)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.089)	(1.2)	Primarily due to latest actuarial estimates	(0.546)	(1.1)	Primarily due to latest actuarial estimates
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	(0.011)	(6.8)	Reserve adjustments	0.587	47.9	Reserve adjustments

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
July 2017								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$63.238	\$62.781	(\$0.457)	(0.7)	\$430.333	\$427.533	(\$2.800)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.825	3.720	1.895	*	29.530	29.657	0.127	0.4
Capital & Other Reimbursements	32.616	35.632	3.016	9.2	173.125	176.148	3.023	1.7
<b>Total Receipts</b>	<b>\$97.679</b>	<b>\$102.133</b>	<b>\$4.454</b>	4.6	<b>\$632.988</b>	<b>\$633.339</b>	<b>\$0.351</b>	0.1
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$50.663	\$50.266	\$0.397	0.8	\$352.242	\$347.915	\$4.327	1.2
Overtime	14.020	13.613	0.407	2.9	92.951	95.745	(2.794)	(3.0)
Health and Welfare	11.205	10.823	0.382	3.4	75.414	72.768	2.646	3.5
OPEB Current Payment	6.028	4.966	1.062	17.6	39.428	35.096	4.332	11.0
Pensions	15.388	15.288	0.100	0.6	106.434	104.952	1.482	1.4
Other Fringe Benefits	15.075	14.317	0.758	5.0	101.853	101.058	0.795	0.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$112.379</b>	<b>\$109.272</b>	<b>\$3.107</b>	2.8	<b>\$768.322</b>	<b>\$757.534</b>	<b>\$10.788</b>	1.4
<i>Non-Labor:</i>								
Electric Power	\$7.663	\$3.611	\$4.052	52.9	\$47.640	\$44.694	\$2.946	6.2
Fuel	1.399	0.933	0.466	33.3	10.127	8.910	1.217	12.0
Insurance	4.924	3.934	0.990	20.1	22.921	18.805	4.116	18.0
Claims	0.149	0.359	(0.210)	*	1.002	1.438	(0.436)	(43.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	17.733	8.724	9.009	50.8	64.417	53.446	10.971	17.0
Professional Service Contracts	5.286	1.847	3.439	65.1	20.045	15.835	4.210	21.0
Materials & Supplies	18.257	15.966	2.291	12.6	125.319	118.865	6.454	5.1
Other Business Expenses	2.135	1.451	0.684	32.0	12.192	10.058	2.134	17.5
<b>Total Non-Labor Expenditures</b>	<b>\$57.546</b>	<b>\$36.824</b>	<b>\$20.722</b>	36.0	<b>\$303.663</b>	<b>\$272.051</b>	<b>\$31.612</b>	10.4
<i>Other Expenditure Adjustments:</i>								
Other	\$1.705	\$1.541	\$0.164	9.6	\$11.475	\$10.652	\$0.823	7.2
<b>Total Other Expenditure Adjustments</b>	<b>\$1.705</b>	<b>\$1.541</b>	<b>\$0.164</b>	9.6	<b>\$11.475</b>	<b>\$10.652</b>	<b>\$0.823</b>	7.2
<b>Total Expenditures</b>	<b>\$171.630</b>	<b>\$147.637</b>	<b>\$23.993</b>	14.0	<b>\$1,083.460</b>	<b>\$1,040.237</b>	<b>\$43.223</b>	4.0
Cash Timing and Availability Adjustment	0.000	0.439	0.439	-	0.000	(1.081)	(1.081)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$73.951)</b>	<b>(\$45.065)</b>	<b>\$28.886</b>	39.1	<b>(\$450.472)</b>	<b>(\$407.979)</b>	<b>\$42.493</b>	9.4
<b>Subsidies</b>								
MTA	73.951	45.065	(28.886)	(39.1)	450.472	407.979	(42.493)	(9.4)

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	July 2017			Year-to-Date as of July 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(0.457)	(0.7)	Lower yields \$(11.367), lower advance sales impact \$(0.924) and lower MetroCard/AirTrain sales \$(0.280), partially offset by higher ridership \$12.114.	(2.800)	(0.7)	Lower yields \$(9.911), lower MetroCard/AirTrain sales \$(1.587) and lower advance sales impact \$(0.679), partially offset by higher ridership \$9.377.
Other Operating Revenue	1.895	*	Primarily due to the catch up collection of NYCTA transportation pass reimbursement.	0.127	0.4	Primarily due to the timing of rental revenue, partially offset by the timing of special service and miscellaneous receipts.
Capital and Other Reimbursements	3.016	9.2	Timing of activity and reimbursement for capital and other reimbursements.	3.023	1.7	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	0.397	0.8	Primarily due to vacant positions and sick pay law claims, partially offset by the timing of intercompany reimbursements.	4.327	1.2	Primarily due to vacant positions and sick pay law claims, partially offset by the timing of intercompany reimbursements.
Overtime	0.407	2.9	Primarily due to lower vacancy/absentee coverage, partially offset by higher maintenance and project overtime.	(2.794)	(3.0)	Primarily due to higher project, maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, weather-related and unscheduled service overtime.
Health and Welfare	0.382	3.4	Primarily due to vacant positions and intercompany reimbursements.	2.646	3.5	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.062	17.6	Primarily due to fewer retirees/beneficiaries.	4.332	11.0	Primarily due to fewer retirees/beneficiaries.
Pensions	0.100	0.6	Due to intercompany reimbursements.	1.482	1.4	Due to intercompany reimbursements.

MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	July 2017			Year-to-Date as of July 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	0.758	5.0	Primarily the timing of FELA payments and the timing and lower payments of Railroad Retirement Taxes, partially offset by the timing of shoe reimbursement payments and higher payments for meals.	0.795	0.8	Primarily the timing of and lower Railroad Retirement Tax payments as well as intercompany reimbursements, partially offset by the timing of FELA payments and higher meal payments.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	July 2017			Year-to-Date as of July 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	4.052	52.9	Primarily due to the timing of payment of PSEG traction power, partially offset by higher rates and consumption.	2.946	6.2	Primarily due to the timing of payment of one month of PSEG traction power, partially offset by higher rates and consumption.
Fuel	0.466	33.3	Primarily due to the timing of payments and lower rates, partially offset by higher consumption.	1.217	12.0	Primarily due to the timing of payments and lower rates, partially offset by higher consumption.
Insurance	0.990	20.1	Timing of the catastrophic bond payment.	4.116	18.0	Primarily the timing of All Agency Property Insurance installment payments, the catastrophic bond payment and the timing of prior year Amtrak insurance reimbursements.
Claims	(0.210)	*	Timing of payments.	(0.436)	(43.5)	Timing of payments.
Maintenance and Other Operating Contracts	9.009	50.8	Primarily the timing of payments for Amtrak State of Good Repair operating services and the timing of maintenance and construction services payments.	10.971	17.0	Timing of payments.
Professional Service Contracts	3.439	65.1	Primarily the timing of MTA Chargeback services and other professional service payments and the timing of intercompany reimbursements.	4.210	21.0	Primarily the timing of MTA Chargeback services and other professional service payments.
Materials and Supplies	2.291	12.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.	6.454	5.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.684	32.0	Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments.	2.134	17.5	Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments.
Other Expenditure Adjustments	0.164	9.6	Lower MetroCard/AirTrain pass through payments.	0.823	7.2	Lower MetroCard/AirTrain pass through payments.

Table 6

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST</b> <b>CASH CONVERSION (CASH FLOW ADJUSTMENTS)</b> <b>July 2017</b> (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.629	\$0.424	(\$1.205)	(73.9)	\$13.215	\$10.949	(\$2.266)	(17.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.933)	(0.431)	1.502	77.7	(3.206)	(3.227)	(0.021)	(0.6)
Capital & Other Reimbursements	2.473	5.479	3.006	*	(28.724)	(33.429)	(4.705)	(16.4)
<b>Total Receipts</b>	<b>\$2.169</b>	<b>\$5.473</b>	<b>\$3.304</b>	<b>*</b>	<b>(\$18.715)</b>	<b>(\$25.707)</b>	<b>(\$6.992)</b>	<b>(37.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$5.801	\$4.269	(\$1.532)	(26.4)	\$19.413	\$16.022	(\$3.391)	(17.5)
Overtime	0.349	0.783	0.434	*	0.551	3.308	2.757	*
Health and Welfare	0.000	0.083	0.083	-	1.419	2.327	0.908	64.0
OPEB Current Payment	0.000	0.004	0.004	-	(0.003)	(0.091)	(0.088)	*
Pensions	(0.001)	0.089	0.090	*	1.249	2.689	1.440	*
Other Fringe Benefits	(0.273)	(0.067)	0.206	75.4	1.085	1.035	(0.050)	(4.6)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$5.876</b>	<b>\$5.161</b>	<b>(\$0.715)</b>	<b>(12.2)</b>	<b>\$23.714</b>	<b>\$25.290</b>	<b>\$1.576</b>	<b>6.6</b>
<i>Non-Labor:</i>								
Electric Power	\$0.001	\$3.599	\$3.598	*	(\$0.297)	\$4.520	\$4.817	*
Fuel	0.000	0.407	0.407	-	(0.519)	0.517	1.036	*
Insurance	(2.426)	(1.505)	0.921	38.0	(5.594)	(2.646)	2.948	52.7
Claims	0.219	0.903	0.684	*	1.531	1.168	(0.363)	(23.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.964	4.581	2.617	*	(2.869)	0.826	3.695	*
Professional Service Contracts	(0.491)	1.471	1.962	*	(0.782)	(0.399)	0.383	49.0
Materials & Supplies	0.705	(0.553)	(1.258)	*	(17.671)	(26.904)	(9.233)	(52.2)
Other Business Expenses	0.039	0.052	0.013	33.9	0.852	(0.116)	(0.968)	*
<b>Total Non-Labor Expenditures</b>	<b>\$0.011</b>	<b>\$8.955</b>	<b>\$8.944</b>	<b>*</b>	<b>(\$25.349)</b>	<b>(\$23.035)</b>	<b>\$2.314</b>	<b>9.1</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.705)	(\$1.541)	\$0.164	9.6	(\$11.475)	(\$10.652)	\$0.823	7.2
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.705)</b>	<b>(\$1.541)</b>	<b>\$0.164</b>	<b>9.6</b>	<b>(\$11.475)</b>	<b>(\$10.652)</b>	<b>\$0.823</b>	<b>7.2</b>
<b>Total Expenditures before Depreciation</b>	<b>\$4.182</b>	<b>\$12.575</b>	<b>\$8.393</b>	<b>*</b>	<b>(\$13.110)</b>	<b>(\$8.396)</b>	<b>\$4.714</b>	<b>36.0</b>
Depreciation Adjustment	\$28.348	\$27.674	(\$0.674)	(2.4)	\$195.491	\$197.775	\$2.284	1.2
Other Post Employment Benefits	7.261	7.350	0.089	1.2	50.691	51.237	0.546	1.1
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.156	0.167	0.011	6.8	1.225	0.638	(0.587)	(47.9)
<b>Total Expenditures</b>	<b>\$39.947</b>	<b>\$47.766</b>	<b>\$7.819</b>	<b>19.6</b>	<b>\$234.297</b>	<b>\$241.253</b>	<b>\$6.956</b>	<b>3.0</b>
Cash Timing and Availability Adjustment	0.000	0.439	0.439	-	0.000	(1.081)	(1.081)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$42.116</b>	<b>\$53.677</b>	<b>\$11.561</b>	<b>27.5</b>	<b>\$215.582</b>	<b>\$214.466</b>	<b>(\$1.116)</b>	<b>(0.5)</b>

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

	July 2017						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	32,851	\$2.009	32,478	\$2.004	373 1.1%	\$0.005 0.3%	216,873	\$13.348	223,497	\$13.796	(6,624) -3.1%	(\$0.448) -3.4%
<u>Unscheduled Service</u>	9,131	\$0.580	9,191	\$0.579	(61) -0.7%	\$0.001 0.1%	61,226	\$3.819	58,522	\$3.614	2,704 4.4%	\$0.205 5.4%
<u>Programmatic/Routine Maintenance</u>	53,509	\$3.083	58,984	\$3.441	(5,474) -10.2%	(\$0.358) -11.6%	392,874	\$22.362	417,141	\$23.898	(24,267) -6.2%	(\$1.536) -6.9%
<u>Unscheduled Maintenance</u>	700	\$0.042	2,121	\$0.127	(1,421) *	(\$0.085) *	13,301	\$0.771	16,891	\$0.984	(3,590) -27.0%	(\$0.213) -27.6%
<u>Vacancy/Absentee Coverage</u>	91,238	\$5.378	78,768	\$4.583	12,470 13.7%	\$0.795 14.8%	432,650	\$25.626	412,869	\$23.911	19,781 4.6%	\$1.715 6.7%
<u>Weather Emergencies</u>	1,838	\$0.105	695	\$0.042	1,143 62.2%	\$0.063 60.0%	103,928	\$6.134	100,068	\$5.920	3,860 3.7%	\$0.214 3.5%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> <sup>3</sup>	2,557	\$0.137	3,064	\$0.233	(508) -19.9%	(\$0.095) *	16,901	\$1.717	11,643	\$2.193	5,258 31.1%	(\$0.477) *
<b>NON-REIMBURSABLE OVERTIME</b>	191,824	\$11.335	185,302	\$11.008	6,522 3.4%	\$0.327 2.9%	1,237,752	\$73.777	1,240,631	\$74.316	(2,879) -0.2%	(\$0.539) -0.7%
<b>REIMBURSABLE OVERTIME</b>	54,601	\$3.034	53,571	\$3.387	1,031 1.9%	(\$0.353) -11.6%	339,566	\$19.725	401,943	\$24.737	(62,377) -18.4%	(\$5.012) -25.4%
<b>TOTAL OVERTIME</b>	<b>246,425</b>	<b>\$14.369</b>	<b>238,873</b>	<b>\$14.396</b>	<b>7,553</b> 3.1%	<b>(\$0.027)</b> -0.2%	<b>1,577,318</b>	<b>\$93.502</b>	<b>1,642,574</b>	<b>\$99.053</b>	<b>(65,256)</b> -4.1%	<b>(\$5.551)</b> -5.9%

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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

<sup>2</sup> Not Applicable

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

Totals may not add due to rounding.

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

\* Exceeds 100%



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

	July 2017			July Year-to-Date		
	Var. - Fav./Unfav)		Explanations	Var. - Fav./Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	373	\$0.005	Lower Holiday overtime within the Equipment Department on Independence Day offset by higher Crew book overtime within Transportation.	(6,624)	(\$0.448)	Higher Crew book overtime within Transportation partially offset by lower Holiday overtime cost within the Equipment Department on Memorial Day & Independence day.
	1.1%	0.3%		-3.1%	-3.4%	
<u>Unscheduled Service</u>	(61)	\$0.001		2,704	\$0.205	Lower overtime needed to maintain on-time performance.
	-0.7%	0.1%		4.4%	5.4%	
<u>Programmatic/Routine Maintenance</u>	(5,474)	(\$0.358)	Higher maintenance efforts within the Engineering Department including Harold infrastructure maintenance, additional Gang on standby for State of Good Repair Amtrak Summer maintenance program and Atlantic Tunnel impedance box half tie maintenance. Partially offset by timing of cameras installation and less MU running repair within the Equipment Department.	(24,267)	(\$1.536)	Higher maintenance efforts within the Engineering Department including Jay to Harold continuous welded rail (cwr) drop, Harold support infrastructure maintenance, Belmont Stakes program, Fresh Pond bridge rehabilitation, Montauk maintenance blitz, thermite welding - 3rd crew, Hillside yard straight railway switch, maintenance of spot surface (maintain track stability) track by machine, removal of rails, ties and debris from the Right of Way, switch modifications, installation of timber and high security switch installation, additional Gang on standby for State of Good Repair Amtrak Summer maintenance program, Atlantic Tunnel impedance box half tie maintenance. This is partially offset by timing of cameras installation and less MU running repair within the Equipment Department.
	-10.2%	-11.6%		-6.2%	-6.9%	
<u>Unscheduled Maintenance</u>	(1,421)	(\$0.085)	Emergency repairs along main line corridor (Montauk & Port Jefferson Branches ) within the track discipline along with a signal hut fire on the Right of Way at JJD (Mastic-Shirley interlocking).	(3,590)	(\$0.213)	Emergency repairs along main line corridor (Montauk & Port Jefferson Branches). Silvermere road repairs (Greenport) within the track discipline and signal hut fire on the Right of Way at JJD (Mastic-Shirley interlocking).
	*	*		-27.0%	-27.6%	
<u>Vacancy/Absentee Coverage</u>	12,470	\$0.795	Favorable savings driven by SOGR-Amtrak within Transportation and Stations along with higher availability within Transportation, partially offset by open jobs within Equipment and Stations Departments.	19,781	\$1.715	Favorable savings driven by SOGR-Amtrak within Transportation and Stations along with higher availability within Transportation & Stations Departments, partially offset by open jobs within the Equipment and Transportation Department and lower availability within the Equipment Department.
	13.7%	14.8%		4.6%	6.7%	
<u>Weather Emergencies</u>	1,143	\$0.063	Favorable weather conditions.	3,860	\$0.214	Favorable weather conditions.
	62.2%	60.0%		3.7%	3.5%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(508)	(\$0.095)	Unfavorable due to variance between actual and forecasted wage rates and double time impact.	5,258	(\$0.477)	Unfavorable due to variance between actual and forecasted wage rates and double time impact and higher rated crafts.
	-19.9%	*		31.1%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>6,522</b>	<b>\$0.327</b>		<b>(2,879)</b>	<b>(\$0.539)</b>	
	3.4%	2.9%		-0.2%	-0.7%	
<b>REIMBURSABLE OVERTIME</b>	1,031	(\$0.353)	Primarily due to Main Line Double track, Hicksville Station Improvements, East Side Access and East Rail Yard.	(62,377)	(\$5.012)	Over-run attributed to Main Line Double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard and Jamaica capacity improvements.
	1.9%	-11.6%		-18.4%	-25.4%	
<b>TOTAL OVERTIME</b>	<b>7,553</b>	<b>(\$0.027)</b>		<b>(65,256)</b>	<b>(\$5.551)</b>	
	3.1%	-0.2%		-4.1%	-5.9%	

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS**  
**END-of-MONTH JULY 2017**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	3	(1)
Labor Relations	19	17	2
Procurement & Logistics (excl. Stores)	74	68	6
Human Resources	33	32	1
Sr VP Administration	2	0	2
Strategic Investments	17	14	3
President	4	3	1
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	39	4
Management & Budget	21	18	3
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	71	63	8
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	9	4
System Safety	37	36	1
Training	67	65	2
Service Planning	25	22	3
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>503</b>	<b>454</b>	<b>49</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,191	2,168	23
Customer Services	305	303	2
<b>Total Operations</b>	<b>2,497</b>	<b>2,471</b>	<b>26</b>
<b>Maintenance</b>			
Engineering	1,995	1,972	23
Equipment	2,117	2,078	39
Procurement (Stores)	97	97	-
<b>Total Maintenance</b>	<b>4,209</b>	<b>4,147</b>	<b>62</b>
<b>Engineering/Capital</b>			
Department of Program Management	151	134	17
Special Projects/East Side Access	46	43	3
Positive Train Control	11	10	1
<b>Total Engineering/Capital</b>	<b>208</b>	<b>187</b>	<b>21</b>
<b>Baseline Total Positions</b>	<b>7,417</b>	<b>7,259</b>	<b>158</b>
<i>Non-Reimbursable</i>	<b>6,068</b>	<b>6,225</b>	<b>(157)</b>
<i>Reimbursable</i>	<b>1,348</b>	<b>1,033</b>	<b>315</b>
<b>Total Full-Time</b>	<b>7,417</b>	<b>7,259</b>	<b>158</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH JULY 2017**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 157 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by the vacancies in Maintenance of Equipment and Administrative departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 315 positions primarily due to the timing of project activity in the Engineering, Maintenance of Equipment and Train Operations departments.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH JULY 2017**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	255	238	17
Professional, Technical, Clerical	141	108	33
Operational Hourlies	107	108	(1)
<b>Total Administration</b>	<b>503</b>	<b>454</b>	<b>49</b>
<b>Operations</b>			
Managers/Supervisors	298	297	1
Professional, Technical, Clerical	98	87	11
Operational Hourlies	2,101	2,087	14
<b>Total Operations</b>	<b>2,497</b>	<b>2,471</b>	<b>26</b>
<b>Maintenance</b>			
Managers/Supervisors	788	707	81
Professional, Technical, Clerical	268	240	28
Operational Hourlies	3,153	3,200	(47)
<b>Total Maintenance</b>	<b>4,209</b>	<b>4,147</b>	<b>62</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	139	126	13
Professional, Technical, Clerical	69	61	8
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>208</b>	<b>187</b>	<b>21</b>
<b>Total Positions</b>			
Managers/Supervisors	1,480	1,368	112
Professional, Technical, Clerical	576	496	80
Operational Hourlies	5,361	5,395	(34)
<b>Total Positions</b>	<b>7,417</b>	<b>7,259</b>	<b>158</b>

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID YEAR**  
**RIDERSHIP**  
(In Millions)

	JULY 2017								JULY YEAR TO DATE 2017							
	Month			Variance					YTD			Variance				
	Actual		Adjusted*	Adjusted*				Actual		Adjusted*	Adjusted*					
	Mid Year	2017	2016	Mid Year		2016		Mid Year	2017	2016	Mid Year		2016			
				#	%	#	%				#	%	#	%		
RIDERSHIP																
Monthly	3.136	3.676	3.829	0.540	17.2%	-0.153	-4.0%	28.280	28.698	28.943	0.418	1.5%	-0.244	-0.8%		
Weekly	0.156	0.205	0.195	0.049	31.3%	0.010	4.9%	1.012	1.057	1.065	0.045	4.4%	-0.008	-0.8%		
Total Commutation	3.292	3.881	4.025	0.589	17.9%	-0.144	-3.6%	29.292	29.755	30.008	0.463	1.6%	-0.253	-0.8%		
One-Way Full Fare	0.640	0.795	0.795	0.155	24.2%	0.000	0.0%	4.762	4.974	4.830	0.212	4.5%	0.144	3.0%		
One-Way Off-Peak	1.490	1.846	1.789	0.356	23.9%	0.057	3.2%	10.165	10.522	10.206	0.358	3.5%	0.316	3.1%		
All Other	0.809	0.934	1.012	0.125	15.5%	-0.078	-7.7%	6.056	6.153	6.130	0.097	1.6%	0.022	0.4%		
Total Non-Commutation	2.939	3.575	3.596	0.636	21.6%	-0.021	-0.6%	20.982	21.649	21.167	0.667	3.2%	0.482	2.3%		
Total	6.231	7.456	7.621	1.225	19.7%	-0.165	-2.2%	50.274	51.404	51.174	1.130	2.2%	0.230	0.4%		

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS  
JULY 2017**

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2017</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	47.9%	42.1%	56.0%	5.8%	-8.1%
	Adjusted <sup>(2)</sup>	55.3%	48.2%	65.3%	7.1%	-10.0%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$17.53	\$23.58	\$15.02	\$6.05	(\$2.51)
	Adjusted <sup>(2)</sup>	\$16.14	\$21.77	\$13.66	\$5.64	(\$2.47)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.40	\$9.94	\$8.41	(\$1.54)	(\$0.01)
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2017</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	50.7%	47.9%	52.3%	2.8%	-1.6%
	Adjusted <sup>(2)</sup>	59.6%	56.4%	61.4%	3.2%	-1.8%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$16.07	\$17.39	\$15.33	\$1.33	(\$0.73)
	Adjusted <sup>(2)</sup>	\$14.67	\$15.87	\$13.99	\$1.21	(\$0.67)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.14	\$8.34	\$8.02	(\$0.20)	\$0.12

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services



# **Long Island Rail Road**

## **Monthly Financial Report**

**June 2017**



**MTA LONG ISLAND RAIL ROAD  
JUNE 2017 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ In Millions)**

**SUMMARY**

June YTD operating results were favorable by \$26.3 or 4.8% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through June were \$1.5 unfavorable to forecast. Other Operating Revenues were unfavorable due to lower advertising revenue and Farebox Revenue was unfavorable as a result of lower ridership and yield per passenger. Total Non-Reimbursable expenses through June were \$27.8 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials.

YTD capital and other reimbursable expenditures (and reimbursements) were \$7.7 higher than the Mid-Year Forecast due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date June **Total Revenues** (including Capital and Other Reimbursements) of \$562.4 were \$6.2 or 1.1% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$(1.3) unfavorable to forecast due to lower ridership and yield per passenger. Ridership through June was 43.9 million. This was 0.9% above 2016 (adjusted for same number of calendar work days) and 0.2% lower than forecast.
- **Y-T-D Other Operating Revenues** were \$(0.2) unfavorable to forecast due to lower advertising revenue and timing of miscellaneous revenue and freight revenue, partially offset by higher rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$7.7 favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date June **Total Expenses** (including depreciation and other) of \$1,086.1 were favorable to the Mid-Year Forecast by \$20.1 or 1.8%.

**Labor Expenses**, \$5.4 favorable Y-T-D.

- **Payroll**, \$5.8 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(5.5) unfavorable Y-T-D (higher capital project activity, maintenance and scheduled service, partially offset by lower vacancy/absentee coverage and unscheduled service overtime).
- **Health & Welfare**, \$1.4 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$3.4 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$0.3 favorable Y-T-D (lower Railroad Retirement Taxes, partially offset by higher FELA indemnity Reserves).

**Non-Labor Expenses**, \$17.5 favorable Y-T-D.

- **Electric Power**, \$(2.3) unfavorable Y-T-D (Timing of accrual adjustments, higher rates and higher consumption).
- **Fuel**, \$0.1 favorable Y-T-D (Primarily lower rates and timing of accrual adjustments).
- **Insurance**, \$1.1 favorable Y-T-D (lower Liability, Property and Force Account Insurance).
- **Claims**, \$0.8 favorable Y-T-D (decrease in non-employee claims and corporate reserves).
- **Maintenance and Other Operating Contracts**, \$0.9 favorable Y-T-D (Primarily timing of vegetation management, construction services, TVM maintenance, uniform purchases and other maintenance and operating contracts, partially offset by prepayment of busses for Amtrak State of Good Repair service, higher non-revenue vehicle repairs and timing of HVAC maintenance).
- **Professional Services**, \$2.4 favorable Y-T-D (Primarily timing of activities/payments for MTA chargebacks, M7 propulsion consultant, advertising, office furniture and other professional services contracts).
- **Materials and Supplies**, \$12.1 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).

- **Other Business Expense**, \$2.4 favorable Y-T-D (lower bad debt reserves, timing of rolling stock decommissioning, higher restitution of property damage and lower office, print and stationary supplies, partially offset by higher debit/credit card fees).

**Depreciation and Other**, \$(2.8) unfavorable Y-T-D (higher Depreciation).

#### **CASH DEFICIT SUMMARY**

The Cash Deficit through June of \$362.9 was \$13.6 favorable to the Mid-Year Forecast due to lower expenditures, partially offset by lower Farebox Revenue and Other Operating Revenue receipts.

#### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 51.2%, 2.1 percentage points above the Mid-Year Forecast resulting from lower expenses.
- Through June, the Adjusted Farebox Operating Ratio was 60.4%, which is favorable to the Mid-Year Forecast due to lower expenses.
- Through June, the Adjusted Cost per Passenger was \$14.42, which is lower than the Mid-Year Forecast due to lower expenses.
- Through June, the Revenue per Passenger was \$8.10, which was below the Mid-Year Forecast.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE 2017**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$65.110	\$64.695	(\$0.415)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$65.110	\$64.695	(\$0.415)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.058	5.994	(0.064)	(1.1)	0.000	0.000	0.000	-	6.058	5.994	(0.064)	(1.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	30.303	30.529	0.226	0.7	30.303	30.529	0.226	0.7
<b>Total Revenue</b>	<b>\$71.168</b>	<b>\$70.689</b>	<b>(\$0.479)</b>	<b>(0.7)</b>	<b>\$30.303</b>	<b>\$30.529</b>	<b>\$0.226</b>	<b>0.7</b>	<b>\$101.471</b>	<b>\$101.218</b>	<b>(\$0.253)</b>	<b>(0.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$44.760	\$44.018	\$0.742	1.7	\$10.436	\$9.570	\$0.866	8.3	\$55.196	\$53.588	\$1.608	2.9
Overtime	9.195	9.289	(0.094)	(1.0)	3.032	3.767	(0.735)	(24.2)	12.227	13.056	(0.829)	(6.8)
Health and Welfare	8.971	8.558	0.413	4.6	2.239	2.326	(0.087)	(3.9)	11.210	10.884	0.326	2.9
OPEB Current Payment	6.028	4.920	1.108	18.4	0.000	0.000	0.000	-	6.028	4.920	1.108	18.4
Pensions	11.750	11.755	(0.005)	(0.0)	3.638	3.622	0.016	0.4	15.388	15.377	0.011	0.1
Other Fringe Benefits	12.173	12.562	(0.389)	(3.2)	2.289	2.576	(0.287)	(12.5)	14.462	15.138	(0.676)	(4.7)
Reimbursable Overhead	(2.330)	(3.691)	1.361	58.4	2.330	3.691	(1.361)	(58.4)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$90.547</b>	<b>\$87.411</b>	<b>\$3.136</b>	<b>3.5</b>	<b>\$23.964</b>	<b>\$25.552</b>	<b>(\$1.588)</b>	<b>(6.6)</b>	<b>\$114.511</b>	<b>\$112.963</b>	<b>\$1.548</b>	<b>1.4</b>
<i>Non-Labor:</i>												
Electric Power	\$7.315	\$7.110	\$0.205	2.8	\$0.063	\$0.081	(\$0.018)	(29.0)	\$7.378	\$7.191	\$0.187	2.5
Fuel	1.354	1.185	0.169	12.5	0.000	0.000	0.000	-	1.354	1.185	0.169	12.5
Insurance	1.706	1.602	0.104	6.1	0.772	0.627	0.145	18.8	2.478	2.230	0.248	10.0
Claims	0.368	0.200	0.168	45.7	0.000	0.000	0.000	-	0.368	0.200	0.168	45.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.848	8.630	(1.782)	(26.0)	1.853	1.055	0.798	43.1	8.701	9.685	(0.984)	(11.3)
Professional Service Contracts	3.688	1.538	2.150	58.3	0.117	0.422	(0.305)	*	3.805	1.960	1.845	48.5
Materials & Supplies	21.134	9.059	12.075	57.1	3.503	2.560	0.943	26.9	24.637	11.620	13.017	52.8
Other Business Expenses	2.274	0.582	1.692	74.4	0.031	0.232	(0.201)	*	2.305	0.814	1.491	64.7
<b>Total Non-Labor Expenses</b>	<b>\$44.687</b>	<b>\$29.907</b>	<b>\$14.780</b>	<b>33.1</b>	<b>\$6.339</b>	<b>\$4.977</b>	<b>\$1.362</b>	<b>21.5</b>	<b>\$51.026</b>	<b>\$34.884</b>	<b>\$16.142</b>	<b>31.6</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$135.234</b>	<b>\$117.318</b>	<b>\$17.916</b>	<b>13.2</b>	<b>\$30.303</b>	<b>\$30.529</b>	<b>(\$0.226)</b>	<b>(0.7)</b>	<b>\$165.537</b>	<b>\$147.847</b>	<b>\$17.690</b>	<b>10.7</b>
<i>Depreciation</i>												
Depreciation	\$28.348	\$28.419	(\$0.071)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$28.348	\$28.419	(\$0.071)	(0.3)
Other Post Employment Benefits	7.261	7.401	(0.140)	(1.9)	0.000	0.000	0.000	-	7.261	7.401	(0.140)	(1.9)
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	0.156	(0.462)	0.618	*	0.000	0.000	0.000	-	0.156	(0.462)	0.618	*
<b>Total Expenses</b>	<b>\$170.999</b>	<b>\$152.675</b>	<b>\$18.324</b>	<b>10.7</b>	<b>\$30.303</b>	<b>\$30.529</b>	<b>(\$0.226)</b>	<b>(0.7)</b>	<b>\$201.302</b>	<b>\$183.205</b>	<b>\$18.097</b>	<b>9.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$99.831)</b>	<b>(\$81.987)</b>	<b>\$17.844</b>	<b>17.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$99.831)</b>	<b>(\$81.987)</b>	<b>\$17.844</b>	<b>17.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.348	\$28.419	\$0.071	0.3	\$0.000	\$0.000	\$0.000	-	\$28.348	\$28.419	\$0.071	0.3
Operating/Capital	(1.513)	(0.388)	1.124	74.3	0.000	0.000	0.000	-	(1.513)	(0.388)	1.124	74.3
Other Cash Adjustments	6.179	(8.189)	(14.367)	*	0.000	0.000	0.000	-	6.179	(8.189)	(14.367)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$33.014</b>	<b>\$19.842</b>	<b>(\$13.172)</b>	<b>(39.9)</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$33.014</b>	<b>\$19.842</b>	<b>(\$13.172)</b>	<b>(39.9)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$66.817)</b>	<b>(\$62.145)</b>	<b>\$4.672</b>	<b>7.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$66.817)</b>	<b>(\$62.145)</b>	<b>\$4.672</b>	<b>7.0</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**JUNE YEAR-TO-DATE**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$355.509	\$354.228	(\$1.281)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$355.509	\$354.228	(\$1.281)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	\$0.000	0.000	0.000	-
Other Operating Revenue	28.978	28.732	(0.246)	(0.8)	0.000	0.000	0.000	-	\$28.978	28.732	(0.246)	(0.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	171.706	179.424	7.718	4.5	\$171.706	179.424	7.718	4.5
<b>Total Revenue</b>	<b>\$384.487</b>	<b>\$382.961</b>	<b>(\$1.526)</b>	<b>(0.4)</b>	<b>\$171.706</b>	<b>\$179.424</b>	<b>\$7.718</b>	<b>4.5</b>	<b>\$556.193</b>	<b>\$562.384</b>	<b>\$6.191</b>	<b>1.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$256.136	\$253.827	\$2.309	0.9	\$59.055	\$55.575	\$3.480	5.9	\$315.191	\$309.402	\$5.789	1.8
Overtime	62.442	63.307	(0.865)	(1.4)	16.691	21.350	(4.659)	(27.9)	79.133	84.657	(5.524)	(7.0)
Health and Welfare	52.364	50.521	1.843	3.5	13.264	13.668	(0.404)	(3.0)	65.628	64.189	1.439	2.2
OPEB Current Payment	33.397	30.036	3.361	10.1	0.000	0.000	0.000	-	33.397	30.036	3.361	10.1
Pensions	71.367	71.208	0.159	0.2	20.929	21.056	(0.127)	(0.6)	92.296	92.264	0.032	0.0
Other Fringe Benefits	74.230	72.876	1.354	1.8	13.906	14.967	(1.061)	(7.6)	88.136	87.843	0.293	0.3
Reimbursable Overhead	(16.717)	(21.029)	4.312	25.8	16.717	21.029	(4.312)	(25.8)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$533.219</b>	<b>\$520.746</b>	<b>\$12.473</b>	<b>2.3</b>	<b>\$140.562</b>	<b>\$147.644</b>	<b>(\$7.082)</b>	<b>(5.0)</b>	<b>\$673.781</b>	<b>\$668.390</b>	<b>\$5.391</b>	<b>0.8</b>
<i>Non-Labor:</i>												
Electric Power	\$39.252	\$41.418	(\$2.166)	(5.5)	\$0.427	\$0.586	(\$0.159)	(37.2)	\$39.679	\$42.004	(\$2.325)	(5.9)
Fuel	8.209	8.050	0.159	1.9	0.000	0.037	(0.037)	-	8.209	8.087	0.122	1.5
Insurance	10.909	10.259	0.650	6.0	3.920	3.471	0.449	11.5	14.829	13.730	1.099	7.4
Claims	2.165	1.344	0.821	37.9	0.000	0.000	0.000	-	2.165	1.344	0.821	37.9
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	34.692	35.418	(0.726)	(2.1)	7.159	5.549	1.610	22.5	41.851	40.967	0.884	2.1
Professional Service Contracts	13.701	11.018	2.683	19.6	0.767	1.100	(0.333)	(43.4)	14.468	12.118	2.350	16.2
Materials & Supplies	70.082	56.114	13.968	19.9	18.604	20.435	(1.831)	(9.8)	88.686	76.549	12.137	13.7
Other Business Expenses	10.603	7.837	2.766	26.1	0.267	0.601	(0.334)	*	10.870	8.438	2.432	22.4
<b>Total Non-Labor Expenses</b>	<b>\$189.613</b>	<b>\$171.458</b>	<b>\$18.155</b>	<b>9.6</b>	<b>\$31.144</b>	<b>\$31.779</b>	<b>(\$0.635)</b>	<b>(2.0)</b>	<b>\$220.757</b>	<b>\$203.238</b>	<b>\$17.519</b>	<b>7.9</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$722.832</b>	<b>\$692.204</b>	<b>\$30.628</b>	<b>4.2</b>	<b>\$171.706</b>	<b>\$179.424</b>	<b>(\$7.718)</b>	<b>(4.5)</b>	<b>\$894.538</b>	<b>\$871.628</b>	<b>\$22.910</b>	<b>2.6</b>
Depreciation	\$167.143	\$170.101	(2.958)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$167.143	170.101	(\$2.958)	(1.8)
Other Post Employment Benefits	43.430	43.886	(0.456)	(1.1)	0.000	0.000	0.000	-	43.430	43.886	(0.456)	(1.1)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.069	0.471	0.598	55.9	0.000	0.000	0.000	-	1.069	0.471	0.598	55.9
<b>Total Expenses</b>	<b>\$934.474</b>	<b>\$906.663</b>	<b>\$27.811</b>	<b>3.0</b>	<b>\$171.706</b>	<b>\$179.424</b>	<b>(\$7.718)</b>	<b>(4.5)</b>	<b>\$1,106.180</b>	<b>\$1,086.087</b>	<b>\$20.093</b>	<b>1.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$549.987)</b>	<b>(\$523.702)</b>	<b>\$26.285</b>	<b>4.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$549.987)</b>	<b>(\$523.702)</b>	<b>\$26.285</b>	<b>4.8</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$167.143	\$170.101	\$2.958	1.8	\$0.000	\$0.000	\$0.000	-	\$167.143	\$170.101	\$2.958	1.8
Operating/Capital	(4.751)	(3.142)	1.609	33.9	0.000	0.000	0.000	-	(4.751)	(3.142)	1.609	33.9
Other Cash Adjustments	11.074	(6.170)	(17.244)	*	0.000	0.000	0.000	-	11.074	(6.170)	(17.244)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$173.466</b>	<b>\$160.789</b>	<b>(\$12.677)</b>	<b>(7.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$173.466</b>	<b>\$160.789</b>	<b>(\$12.677)</b>	<b>(7.3)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$376.521)</b>	<b>(\$362.914)</b>	<b>\$13.607</b>	<b>3.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$376.521)</b>	<b>(\$362.914)</b>	<b>\$13.607</b>	<b>3.6</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

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

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

June 2017					Year-to-Date June 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.	(0.415)	(0.6)	Lower yield per passenger \$(0.292) and ridership \$(0.123).	(1.281)	(0.4)	Lower ridership \$(0.766) and yield per passenger \$(0.515).
Other Operating Revenue	Non Reimb.	(0.064)	(1.1)	Primarily due to lower station privileges and special services and timing of miscellaneous and freight revenue, partially offset by higher rental revenue.	(0.246)	(0.8)	Primarily due to lower station privileges and special services, partially offset by higher rental revenue and timing of miscellaneous and freight revenue.
Capital & Other Reimbursements	Reimb.	0.226	0.7	Timing of capital project activity and interagency reimbursements.	7.718	4.5	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	0.742	1.7	Primarily vacant positions, partially offset by Engineering workforce performing maintenance activities instead of capital activity.	2.309	0.9	Primarily vacant positions and higher credits for sick pay law claims, partially offset by Engineering workforce performing maintenance activities instead of capital activity.
	Reimb.	0.866	8.3	Primarily due to timing of project activity.	3.480	5.9	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.094)	(1.0)	Higher scheduled service and maintenance overtime, partially offset by lower vacancy/absentee coverage and rates.	(0.865)	(1.4)	Higher maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, unscheduled service and weather-related overtime.
	Reimb.	(0.735)	(24.2)	Primarily due to East Side Access, East Rail Yard and Main Line double track.	(4.659)	(27.9)	Primarily due to Annual Track Program, East Side Access, East Rail Yard, Jamaica Capacity Improvements and Main Line double track.
Health and Welfare	Non Reimb.	0.413	4.6	Vacant positions.	1.843	3.5	Vacant positions.
	Reimb.	(0.087)	(3.9)	Primarily due to timing of project activity.	(0.404)	(3.0)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.108	18.4	Fewer retirees/beneficiaries.	3.361	10.1	Fewer retirees/beneficiaries.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

June 2017				Year-to-Date June 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(0.005)	(0.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	0.159	0.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	0.016	0.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(0.127)	(0.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(0.389)	(3.2)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.	1.354	1.8	Lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves.
	Reimb.	(0.287)	(12.5)	Primarily due to timing of project activity.	(1.061)	(7.6)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb.	(1.361)	(58.4)	Primarily due to timing of project activity.	(4.312)	(25.8)	Primarily due to timing of project activity.
	Non Reimb.	1.361	58.4	Primarily due to timing of project activity.	4.312	25.8	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.205	2.8	Timing of accrual adjustments, partially offset by higher rates and consumption.	(2.166)	(5.5)	Timing of accrual adjustments, higher rates and higher consumption.
	Reimb.	(0.018)	(29.0)	VD Yard	(0.159)	(37.2)	VD Yard
Fuel	Non Reimb.	0.169	12.5	Primarily lower rates and consumption.	0.159	1.9	Primarily due to lower rates and timing of accrual adjustments, partially offset by higher consumption.
	Reimb.	0.000	-		(0.037)	-	
Insurance	Non Reimb.	0.104	6.1	Lower Property and Liability insurance.	0.650	6.0	Lower Property and Liability insurance.
	Reimb.	0.145	18.8	Force Account Insurance associated with project activity.	0.449	11.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.168	45.7	Decrease in reserves.	0.821	37.9	Decrease in non-employee claims and corporate reserves.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

June 2017				Year-to-Date June 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	(1.782)	(26.0)	Primarily prepayment of busses for Amtrak State of Good Repair service and higher non-revenue vehicle repairs, partially offset by timing of vegetation management, construction services, TVM maintenance and other maintenance and operating contracts.	(0.726)	(2.1)	Primarily prepayment of busses for Amtrak State of Good Repair service, higher non-revenue vehicle repairs and timing of HVAC maintenance, partially offset by timing of vegetation management, construction services, TVM maintenance and uniform purchases and other maintenance and operating contracts.
	Reimb.	0.798	43.1	Primarily due to timing of project activity.	1.610	22.5	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	2.150	58.3	Primarily timing of activities/payments for MTA chargebacks, M7 propulsion consultant and other professional services contracts.	2.683	19.6	Primarily timing of activities/payments for MTA chargebacks, M7 propulsion consultant, advertising, office furniture and other professional services contracts.
	Reimb.	(0.305)	*	Primarily due to timing of project activity.	(0.333)	(43.4)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	12.075	57.1	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)	13.968	19.9	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.	0.943	26.9	Primarily due to timing of project activity.	(1.831)	(9.8)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	1.692	74.4	Reversal of bad dept reserve upon receipt of payment of outstanding AMTRAK insurance reimbursement, timing of Rolling Stock decommissioning, higher restitution of property damage and lower office, print and stationary supplies, partially offset by higher debit/credit card fees.	2.766	26.1	Reversal of bad dept reserve upon receipt of payment of outstanding AMTRAK insurance reimbursement, timing of Rolling Stock decommissioning, higher restitution of property damage and lower office, print and stationary supplies, partially offset by higher debit/credit card fees.
	Reimb.	(0.201)	*	Primarily due to timing of project activity.	(0.334)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.071)	(0.3)	Based on certain capital assets being fully depreciated.	(2.958)	(1.8)	Based on certain capital assets being fully depreciated.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

June 2017				Year-to-Date June 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Post Employment Benefits	Non Reimb.	(0.140)	(1.9)	Primarily due to latest actuarial estimates	(0.456)	(1.1)	Primarily due to latest actuarial estimates
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	0.618	*	Reserve adjustments	0.598	55.9	Reserve adjustments



Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>June 2017</b> (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$66.739	\$65.984	(\$0.755)	(1.1)	\$367.095	\$364.753	(\$2.342)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.125	2.615	(1.510)	(36.6)	27.705	25.936	(1.769)	(6.4)
Capital & Other Reimbursements	31.641	32.361	0.720	2.3	140.509	140.516	0.007	0.0
<b>Total Receipts</b>	<b>\$102.505</b>	<b>\$100.960</b>	<b>(\$1.545)</b>	<b>(1.5)</b>	<b>\$535.309</b>	<b>\$531.205</b>	<b>(\$4.104)</b>	<b>(0.8)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$59.235	\$56.996	\$2.239	3.8	\$301.579	\$297.649	\$3.930	1.3
Overtime	14.829	15.821	(0.992)	(6.7)	78.931	82.132	(3.201)	(4.1)
Health and Welfare	13.230	12.228	1.002	7.6	64.209	61.945	2.264	3.5
OPEB Current Payment	6.563	5.461	1.102	16.8	33.400	30.131	3.269	9.8
Pensions	15.388	15.004	0.384	2.5	91.046	89.664	1.382	1.5
Other Fringe Benefits	16.372	14.972	1.400	8.5	86.778	86.741	0.037	0.0
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$125.617</b>	<b>\$120.482</b>	<b>\$5.135</b>	<b>4.1</b>	<b>\$655.943</b>	<b>\$648.261</b>	<b>\$7.682</b>	<b>1.2</b>
<i>Non-Labor:</i>								
Electric Power	\$7.377	\$6.750	\$0.627	8.5	\$39.977	\$41.082	(\$1.105)	(2.8)
Fuel	1.354	1.780	(0.426)	(31.5)	8.728	7.977	0.751	8.6
Insurance	1.735	0.031	1.704	98.2	17.997	14.871	3.126	17.4
Claims	0.149	0.061	0.088	58.9	0.853	1.079	(0.226)	(26.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.737	10.798	(4.061)	(60.3)	46.684	44.722	1.962	4.2
Professional Service Contracts	2.995	2.257	0.738	24.7	14.759	13.989	0.770	5.2
Materials & Supplies	19.536	17.565	1.971	10.1	107.062	102.900	4.162	3.9
Other Business Expenses	2.117	1.631	0.486	23.0	10.057	8.607	1.450	14.4
<b>Total Non-Labor Expenditures</b>	<b>\$42.000</b>	<b>\$40.874</b>	<b>\$1.126</b>	<b>2.7</b>	<b>\$246.117</b>	<b>\$235.227</b>	<b>\$10.890</b>	<b>4.4</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.705	\$1.532	\$0.173	10.1	\$9.770	\$9.110	\$0.660	6.8
<b>Total Other Expenditure Adjustments</b>	<b>\$1.705</b>	<b>\$1.532</b>	<b>\$0.173</b>	<b>10.1</b>	<b>\$9.770</b>	<b>\$9.110</b>	<b>\$0.660</b>	<b>6.8</b>
<b>Total Expenditures</b>	<b>\$169.322</b>	<b>\$162.889</b>	<b>\$6.433</b>	<b>3.8</b>	<b>\$911.830</b>	<b>\$892.599</b>	<b>\$19.231</b>	<b>2.1</b>
Cash Timing and Availability Adjustment	0.000	(0.216)	(0.216)	-	0.000	(1.519)	(1.519)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$66.817)</b>	<b>(\$62.145)</b>	<b>\$4.672</b>	<b>7.0</b>	<b>(\$376.521)</b>	<b>(\$362.914)</b>	<b>\$13.607</b>	<b>3.6</b>
<b>Subsidies</b>								
<b>MTA</b>	<b>66.817</b>	<b>60.676</b>	<b>(6.141)</b>	<b>(9.2)</b>	<b>376.521</b>	<b>362.914</b>	<b>(13.607)</b>	<b>(3.6)</b>

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-Year forecast.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	June 2017			Year-to-Date as of June 30, 2017		
	Favorable/		Reason for Variance	Favorable/		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(0.755)	(1.1)	Lower yields \$(0.292), lower advance sales impact \$(0.250), lower ridership \$(0.123) and lower MetroCard/AirTrain sales \$(0.090).	(2.342)	(0.6)	Lower MetroCard/AirTrain sales \$(1.307), lower ridership \$(0.766) and lower yields \$(0.514) partially offset by higher advance sales impact \$0.245.
Other Operating Revenue	(1.510)	(36.6)	Primarily due to the non-collection of NYCTA transportation pass reimbursement, partially offset by the timing of rental revenue.	(1.769)	(6.4)	Primarily due to the non-collection of NYCTA transportation pass reimbursement, partially offset by the timing of rental revenue.
Capital and Other Reimbursements	0.720	2.3	Timing of activity and reimbursement for capital and other reimbursements.	0.007	0.0	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	2.239	3.8	Primarily due to vacant positions and sick pay law claims.	3.930	1.3	Primarily due to vacant positions and sick pay law claims, partially offset by the timing of intercompany reimbursements.
Overtime	(0.992)	(6.7)	Primarily due to higher project overtime, maintenance and scheduled service, partially offset by lower vacancy/absentee coverage.	(3.201)	(4.1)	Primarily due to higher project overtime, scheduled service and maintenance, partially offset by lower vacancy/absentee coverage, unscheduled service and weather-related overtime.
Health and Welfare	1.002	7.6	Primarily due to vacant positions and intercompany reimbursements.	2.264	3.5	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	1.102	16.8	Primarily due to fewer retirees/beneficiaries.	3.269	9.8	Primarily due to fewer retirees/beneficiaries.
Pensions	0.384	2.5	Due to intercompany reimbursements.	1.382	1.5	Due to intercompany reimbursements.
Other Fringe Benefits	1.400	8.5	Primarily the timing of FELA payments and the timing and lower payments of Railroad Retirement taxes.	0.037	0.0	Primarily timing and lower Railroad Retirement payments as well as intercompany reimbursements, partially offset by the timing of FELA payments and higher meal payments.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	June 2017			Year-to-Date as of June 30, 2017		
	Favorable/		Reason for Variance	Favorable/		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	0.627	8.5	Primarily the timing payments, partially offset by higher rates.	(1.105)	(2.8)	Primarily due to higher rates and higher consumption, partially offset by the timing of payments.
Fuel	(0.426)	(31.5)	Primarily due to the timing of payments, partially offset by lower rates.	0.751	8.6	Primarily due to the timing of payments and lower rates, partially offset by higher consumption.
Insurance	1.704	98.2	Primarily the timing of All Agency Property Insurance installment payments.	3.126	17.4	Primarily the timing of All Agency Property Insurance installment payments and the timing of prior year Amtrak insurance reimbursements.
Claims	0.088	58.9	Timing of payments.	(0.226)	(26.5)	Timing of payments.
Maintenance and Other Operating Contracts	(4.061)	(60.3)	Primarily prepayment of busses for Amtrak State of Good Repair and catch-up maintenance payments.	1.962	4.2	Timing of payments.
Professional Service Contracts	0.738	24.7	Primarily the timing of payments, partially offset by intercompany receipts.	0.770	5.2	Primarily the timing of MTA Chargeback service payments, partially offset by the timing of intercompany receipts
Materials and Supplies	1.971	10.1	Primarily the timing of program, production plan, and operating funded capital material and supplies.	4.162	3.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.486	23.0	Timing of payments for other business expense, partially offset by higher credit/debit card payments.	1.450	14.4	Timing of payments for other business expense, partially offset by higher credit/debit card payments.
Other Expenditure Adjustments	0.173	10.1	Lower MetroCard/AirTrain pass through payments.	0.660	6.8	Lower MetroCard/AirTrain pass through payments.

Table 6

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST</b> <b>CASH CONVERSION (CASH FLOW ADJUSTMENTS)</b> <b>June 2017</b> (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.629	\$1.289	(\$0.340)	(20.9)	\$11.586	\$10.524	(\$1.062)	(9.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.933)	(3.379)	(1.446)	(74.8)	(1.273)	(2.796)	(1.523)	*
Capital & Other Reimbursements	1.338	1.832	0.494	36.9	(31.197)	(38.908)	(7.711)	(24.7)
<b>Total Receipts</b>	<b>\$1.034</b>	<b>(\$0.258)</b>	<b>(\$1.292)</b>	<b>*</b>	<b>(\$20.884)</b>	<b>(\$31.179)</b>	<b>(\$10.295)</b>	<b>(49.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$4.039)	(\$3.408)	\$0.631	15.6	\$13.612	\$11.753	(\$1.859)	(13.7)
Overtime	(2.602)	(2.766)	(0.164)	(6.3)	0.202	2.525	2.323	*
Health and Welfare	(2.020)	(1.344)	0.676	33.5	1.419	2.244	0.825	58.1
OPEB Current Payment	(0.535)	(0.541)	(0.006)	(1.1)	(0.003)	(0.095)	(0.092)	*
Pensions	0.000	0.373	0.373	-	1.250	2.600	1.350	*
Other Fringe Benefits	(1.910)	0.166	2.076	*	1.358	1.102	(0.256)	(18.9)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$11.106)</b>	<b>(\$7.519)</b>	<b>\$3.587</b>	<b>32.3</b>	<b>\$17.838</b>	<b>\$20.129</b>	<b>\$2.291</b>	<b>12.8</b>
<i>Non-Labor:</i>								
Electric Power	\$0.001	\$0.441	\$0.440	*	(\$0.298)	\$0.921	\$1.219	*
Fuel	0.000	(0.595)	(0.595)	-	(0.519)	0.110	0.629	*
Insurance	0.743	2.198	1.455	*	(3.168)	(1.141)	2.027	64.0
Claims	0.219	0.138	(0.081)	(36.8)	1.312	0.265	(1.047)	(79.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	1.964	(1.113)	(3.077)	*	(4.833)	(3.755)	1.078	22.3
Professional Service Contracts	0.810	(0.297)	(1.107)	*	(0.291)	(1.870)	(1.579)	*
Materials & Supplies	5.101	(5.946)	(11.047)	*	(18.376)	(26.351)	(7.975)	(43.4)
Other Business Expenses	0.188	(0.817)	(1.005)	*	0.813	(0.169)	(0.982)	*
<b>Total Non-Labor Expenditures</b>	<b>\$9.026</b>	<b>(\$5.990)</b>	<b>(\$15.016)</b>	<b>*</b>	<b>(\$25.360)</b>	<b>(\$31.990)</b>	<b>(\$6.630)</b>	<b>(26.1)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.705)	(\$1.532)	\$0.173	10.1	(\$9.770)	(\$9.110)	\$0.660	6.8
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.705)</b>	<b>(\$1.532)</b>	<b>\$0.173</b>	<b>10.1</b>	<b>(\$9.770)</b>	<b>(\$9.110)</b>	<b>\$0.660</b>	<b>6.8</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$3.785)</b>	<b>(\$15.041)</b>	<b>(\$11.256)</b>	<b>*</b>	<b>(\$17.292)</b>	<b>(\$20.972)</b>	<b>(\$3.680)</b>	<b>(21.3)</b>
Depreciation Adjustment	\$28.348	\$28.419	\$0.071	0.3	\$167.143	\$170.101	\$2.958	1.8
Other Post Employment Benefits	7.261	7.401	0.140	1.9	43.430	43.886	0.456	1.1
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.156	(0.462)	(0.618)	*	1.069	0.471	(0.598)	(55.9)
<b>Total Expenditures</b>	<b>\$31.980</b>	<b>\$20.316</b>	<b>(\$11.664)</b>	<b>(36.5)</b>	<b>\$194.350</b>	<b>\$193.488</b>	<b>(\$0.862)</b>	<b>(0.4)</b>
Cash Timing and Availability Adjustment	0.000	(0.216)	(0.216)	-	0.000	(1.519)	(1.519)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$33.014</b>	<b>\$19.842</b>	<b>(\$13.172)</b>	<b>(39.9)</b>	<b>\$173.466</b>	<b>\$160.789</b>	<b>(\$12.677)</b>	<b>(7.3)</b>

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

	June 2017						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	15,695	\$0.993	19,712	\$1.248	(4,017)	(\$0.254)	184,022	\$11.339	191,019	\$11.792	(6,997)	(\$0.453)
					-25.6%	-25.6%					-3.8%	-4.0%
<u>Unscheduled Service</u>	9,124	\$0.602	8,436	\$0.543	688	\$0.059	52,095	\$3.239	49,330	\$3.035	2,765	\$0.204
					7.5%	9.8%					5.3%	6.3%
<u>Programmatic/Routine Maintenance</u>	57,110	\$3.299	62,459	\$3.629	(5,349)	(\$0.331)	339,365	\$19.279	358,158	\$20.457	(18,793)	(\$1.178)
					-9.4%	-10.0%					-5.5%	-6.1%
<u>Unscheduled Maintenance</u>	300	\$0.018	1,184	\$0.071	(884)	(\$0.053)	12,601	\$0.729	14,770	\$0.857	(2,169)	(\$0.127)
					*	*					-17.2%	-17.5%
<u>Vacancy/Absentee Coverage</u>	68,114	\$4.042	64,212	\$3.707	3,903	\$0.335	341,412	\$20.248	334,101	\$19.328	7,311	\$0.920
					5.7%	8.3%					2.1%	4.5%
<u>Weather Emergencies</u>	1,838	\$0.106	580	\$0.035	1,259	\$0.071	102,090	\$6.028	99,373	\$5.878	2,717	\$0.150
					68.5%	67.2%					2.7%	2.5%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	2,557	\$0.135	1,130	\$0.057	1,427	\$0.079	14,344	\$1.580	8,579	\$1.961	5,765	(\$0.381)
					55.8%	*					40.2%	*
<b>NON-REIMBURSABLE OVERTIME</b>	154,737	\$9.195	157,712	\$9.289	(2,974)	(\$0.095)	1,045,928	\$62.442	1,055,329	\$63.307	(9,401)	(\$0.865)
					-1.9%	-1.0%					-0.9%	-1.4%
<b>REIMBURSABLE OVERTIME</b>	54,179	\$3.032	60,014	\$3.767	(5,835)	(\$0.735)	284,965	\$16.691	348,372	\$21.350	(63,408)	(\$4.659)
					-10.8%	-24.2%					-22.3%	-27.9%
<b>TOTAL OVERTIME</b>	<b>208,916</b>	<b>\$12.227</b>	<b>217,726</b>	<b>\$13.056</b>	<b>(8,809)</b>	<b>(\$0.829)</b>	<b>1,330,893</b>	<b>\$79.133</b>	<b>1,403,702</b>	<b>\$84.657</b>	<b>(72,808)</b>	<b>(\$5.524)</b>
					-4.2%	-6.8%					-5.5%	-7.0%

The impacts of the Amtrak Emergency Repair Work at Penn Station, which were captured as below-the-line adjustments in the 2017 July Financial Plan, have been allocated to specific Agencies and captured within their baseline Mid-

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

<sup>2</sup> Not Applicable

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

Totals may not add due to rounding.

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

\* Exceeds 100%

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

	June 2017			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(4,017)	(\$0.254)	<u>Draft</u> Higher Crew book overtime within Transportation.	(6,997)	(\$0.453)	<u>Draft</u> Higher Crew book overtime within Transportation partially offset by lower Holiday overtime cost within the Equipment Department on Memorial Day.
	-25.6%	-25.6%		-3.8%	-4.0%	
<u>Unscheduled Service</u>	688	\$0.059	Lower overtime needed to maintain on-time performance.	2,765	\$0.204	Lower overtime needed to maintain on-time performance.
	7.5%	9.8%		5.3%	6.3%	
<u>Programmatic/Routine Maintenance</u>	(5,349)	(\$0.331)	Higher maintenance efforts within Engineering Department due to Jay to Harold continuous welded rail (cwr) drop, Harold support enhanced track maintenance, Belmont Stakes program, timber installation, maintenance of spot surface (maintain track stability) track by machine and concrete tie installation. Sperry rail car initiative and replacement of defective rail discovered by Sperry rail car inspections on Montauk, Port Jefferson and main line branches. This is partially offset by timing of cameras installation and less MU running repair within the Equipment Department.	(18,793)	(\$1.178)	Higher maintenance efforts within the Engineering Department including Jay to Harold continuous welded rail (cwr) drop, Harold support enhanced track maintenance, Belmont Stakes program, Fresh Pond bridge rehabilitation, Montauk maintenance blitz, termite welding - 3rd crew, Hillside yard straight railway switch, maintenance of spot surface (maintain track stability) track by machine, removal of rails, ties and debris from the right of way, switch modifications, installation of timber and high security switch installation. This is partially offset by timing of cameras installation and less MU running repair within the Equipment Department.
	-9.4%	-10.0%		-5.5%	-6.1%	
<u>Unscheduled Maintenance</u>	(884)	(\$0.053)	Attributed emergency repairs along main line corridor (Montauk Branch) within the track discipline.	(2,169)	(\$0.127)	Montauk Branch & Silvermere road (Greenport) emergency repairs within the track discipline.
	*	*		-17.2%	-17.5%	
<u>Vacancy/Absentee Coverage</u>	3,903	\$0.335	Higher availability within Transportation, partially offset by open jobs within Equipment and Stations Departments.	7,311	\$0.920	Higher availability within Transportation & Stations Departments, partially offset by Open jobs within the Equipment and Transportation Department and lower availability within the Equipment Department.
	5.7%	8.3%		2.1%	4.5%	
<u>Weather Emergencies</u>	1,259	\$0.071	Favorable weather conditions.	2,717	\$0.150	Favorable weather conditions.
	68.5%	67.2%		2.7%	2.5%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	1,427	\$0.079	Due to favorable variance between actual and forecasted wage rates, partially offset by double time impact and higher rated crafts.	5,765	(\$0.381)	Due to unfavorable variance between actual and forecasted wage rates and double time impact and higher rated crafts.
	55.8%	*		40.2%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(2,974)</b>	<b>(\$0.095)</b>		<b>(9,401)</b>	<b>(\$0.865)</b>	
	-1.9%	-1.0%		-0.9%	-1.4%	
<b>REIMBURSABLE OVERTIME</b>	<b>(5,835)</b>	<b>(\$0.735)</b>	Primarily due to 2nd track, Main Line Double track, Hicksville Station Improvements, East Side Access and East Rail Yard.	<b>(63,408)</b>	<b>(\$4.659)</b>	Over-run attributed to 2nd track, Main Line double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard and Jamaica capacity improvements.
	-10.8%	-24.2%		-22.3%	-27.9%	
<b>TOTAL OVERTIME</b>	<b>(8,809)</b>	<b>(\$0.829)</b>		<b>(72,808)</b>	<b>(\$5.524)</b>	
	-4.2%	-6.8%		-5.5%	-7.0%	

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
END-of-MONTH JUNE 2017

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	3	(1)
Labor Relations	19	17	2
Procurement & Logistics (excl. Stores)	74	69	5
Human Resources	33	32	1
Sr VP Administration	2	0	2
Strategic Investments	17	14	3
President	4	3	1
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	39	4
Management & Budget	21	17	4
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	71	63	8
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	9	4
System Safety	37	36	1
Training	67	65	2
Service Planning	25	22	3
Rolling Stock Programs	17	11	6
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>503</b>	<b>455</b>	<b>48</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,202	2,170	32
Customer Services	305	295	10
<b>Total Operations</b>	<b>2,508</b>	<b>2,465</b>	<b>43</b>
<b>Maintenance</b>			
Engineering	1,995	1,970	25
Equipment	2,110	2,078	32
Procurement (Stores)	97	99	(2)
<b>Total Maintenance</b>	<b>4,202</b>	<b>4,147</b>	<b>55</b>
<b>Engineering/Capital</b>			
Department of Program Management	149	135	14
Special Projects/East Side Access	46	43	3
Positive Train Control	11	9	2
<b>Total Engineering/Capital</b>	<b>206</b>	<b>187</b>	<b>19</b>
<b>Baseline Total Positions</b>	<b>7,419</b>	<b>7,254</b>	<b>165</b>
<i>Non-Reimbursable</i>	<b>6,077</b>	<b>6,152</b>	<b>(75)</b>
<i>Reimbursable</i>	<b>1,342</b>	<b>1,101</b>	<b>240</b>
<b>Total Full-Time</b>	<b>7,419</b>	<b>7,254</b>	<b>165</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding



**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH JUNE 2017**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 75 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.
<b>REIMBURSABLE POSITIONS</b> - Favorable 240 positions primarily due to the timing of project activity in the Engineering, Maintenance of Equipment and Train Operations departments. Vacancies within the Department of Project Management also contribute to this favorable position.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH JUNE 2017**

			Favorable/ (Unfavorable)
	Mid-Year Forecast	Actual	Variance
<b>Administration</b>			
Managers/Supervisors	255	239	16
Professional, Technical, Clerical	141	107	34
Operational Hourlies	107	109	(2)
<b>Total Administration</b>	<b>503</b>	<b>455</b>	<b>48</b>
<b>Operations</b>			
Managers/Supervisors	297	296	1
Professional, Technical, Clerical	98	89	9
Operational Hourlies	2,113	2,080	33
<b>Total Operations</b>	<b>2,508</b>	<b>2,465</b>	<b>43</b>
<b>Maintenance</b>			
Managers/Supervisors	789	707	82
Professional, Technical, Clerical	268	246	22
Operational Hourlies	3,145	3,194	(49)
<b>Total Maintenance</b>	<b>4,202</b>	<b>4,147</b>	<b>55</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	138	127	11
Professional, Technical, Clerical	68	60	8
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>206</b>	<b>187</b>	<b>19</b>
<b>Total Positions</b>			
Managers/Supervisors	1,479	1,369	110
Professional, Technical, Clerical	575	502	73
Operational Hourlies	5,365	5,383	(18)
<b>Total Positions</b>	<b>7,419</b>	<b>7,254</b>	<b>165</b>

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2017 MID YEAR**  
**RIDERSHIP**  
(In Millions)

**RIDERSHIP**

Monthly  
Weekly  
Total Commutation  
  
One-Way Full Fare  
One-Way Off-Peak  
All Other  
Total Non-Commutation  
Total

JUNE 2017							
Month			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2017	2016	Mid Year		2016		
			#	%	#	%	
Monthly	4.420	4.411	(0.112)	-2.5%	(0.103)	-2.3%	
Weekly	0.170	0.168	(0.002)	-0.9%	0.001	0.6%	
Total Commutation	<b>4.590</b>	<b>4.579</b>	<b>(0.113)</b>	<b>-2.5%</b>	<b>(0.102)</b>	<b>-2.2%</b>	
One-Way Full Fare	0.779	0.806	0.048	6.1%	0.020	2.5%	
One-Way Off-Peak	1.614	1.606	0.055	3.4%	0.063	3.9%	
All Other	0.975	0.977	(0.005)	-0.5%	(0.007)	-0.7%	
Total Non-Commutation	<b>3.368</b>	<b>3.390</b>	<b>0.098</b>	<b>2.9%</b>	<b>0.076</b>	<b>2.2%</b>	
Total	<b>7.958</b>	<b>7.969</b>	<b>(0.015)</b>	<b>-0.2%</b>	<b>(0.026)</b>	<b>-0.3%</b>	

JUNE YEAR TO DATE 2017							
YTD			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2017	2016	Mid Year		2016		
			#	%	#	%	
Monthly	25.145	25.113	(0.122)	-0.5%	(0.091)	-0.4%	
Weekly	0.856	0.869	(0.004)	-0.5%	(0.018)	-2.1%	
Total Commutation	<b>26.000</b>	<b>25.983</b>	<b>(0.126)</b>	<b>-0.5%</b>	<b>(0.109)</b>	<b>-0.4%</b>	
One-Way Full Fare	4.121	4.035	0.057	1.4%	0.144	3.6%	
One-Way Off-Peak	8.675	8.418	0.002	0.0%	0.259	3.1%	
All Other	5.247	5.118	(0.028)	-0.5%	0.101	2.0%	
Total Non-Commutation	<b>18.043</b>	<b>17.571</b>	<b>0.031</b>	<b>0.2%</b>	<b>0.504</b>	<b>2.9%</b>	
Total	<b>44.043</b>	<b>43.553</b>	<b>(0.095)</b>	<b>-0.2%</b>	<b>0.395</b>	<b>0.9%</b>	

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS  
JUNE 2017**

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2017</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	55.2%	47.9%	56.9%	7.3%	-1.7%
	Adjusted <sup>(2)</sup>	65.7%	56.7%	68.1%	9.0%	-2.4%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$14.82	\$17.18	\$13.94	\$2.36	(\$0.88)
	Adjusted <sup>(2)</sup>	\$13.54	\$15.77	\$12.63	\$2.23	(\$0.91)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.18	\$8.22	\$7.94	(\$0.04)	\$0.24
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2017</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>	<b><u>Forecast</u></b>	<b><u>2016</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	51.2%	49.1%	51.6%	2.1%	-0.4%
	Adjusted <sup>(2)</sup>	60.4%	58.0%	60.7%	2.4%	-0.3%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$15.82	\$16.52	\$15.39	\$0.70	(\$0.43)
	Adjusted <sup>(2)</sup>	\$14.42	\$15.04	\$14.05	\$0.62	(\$0.37)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.10	\$8.11	\$7.95	(\$0.01)	\$0.15

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**JULY 2017**

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

**EXECUTIVE SUMMARY**

**July Ridership and Revenue (millions)**

	July 2017	% Change vs. 2016
Total Rail Ridership	7.456	-2.2% ▼
Commutation Ridership	3.881	-3.6% ▼
Non-Commutation Ridership	3.575	-0.6% ▼
Rail Revenue	\$62.4	-2.3% ▼

**Key Factors Impacting July Ridership**

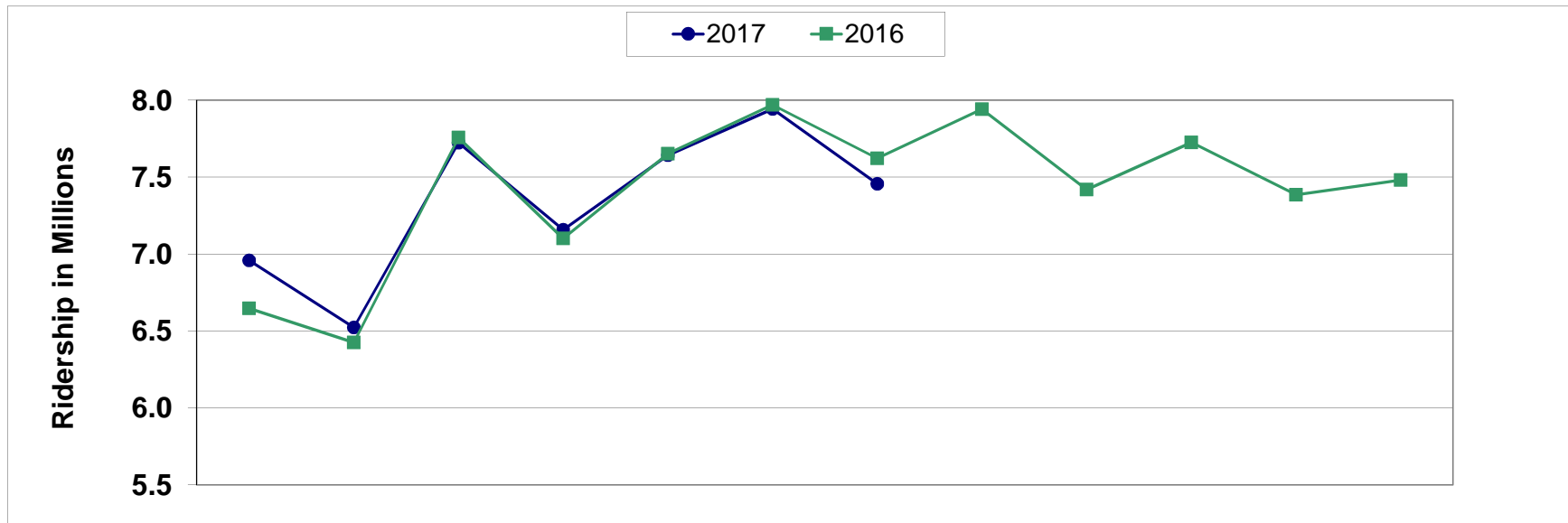
- Commutation ridership was adversely affected by the continued Amtrak summer repair program.
- The slight decline in Non-Commutation ridership may have been affected by lower temperatures experienced this July as compared to last year.

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

	July 2017	% Change vs. 2016	Comparison to Mid Year
Total Rail Ridership	51.404	0.4% ▲	2.2% ▲
Commutation Ridership	29.755	-0.8% ▼	1.6% ▲
Non-Commutation Ridership	21.649	2.3% ▲	3.2% ▲
Rail Revenue	\$416.6	2.0% ▲	-0.1% ▼

# JULY RIDERSHIP

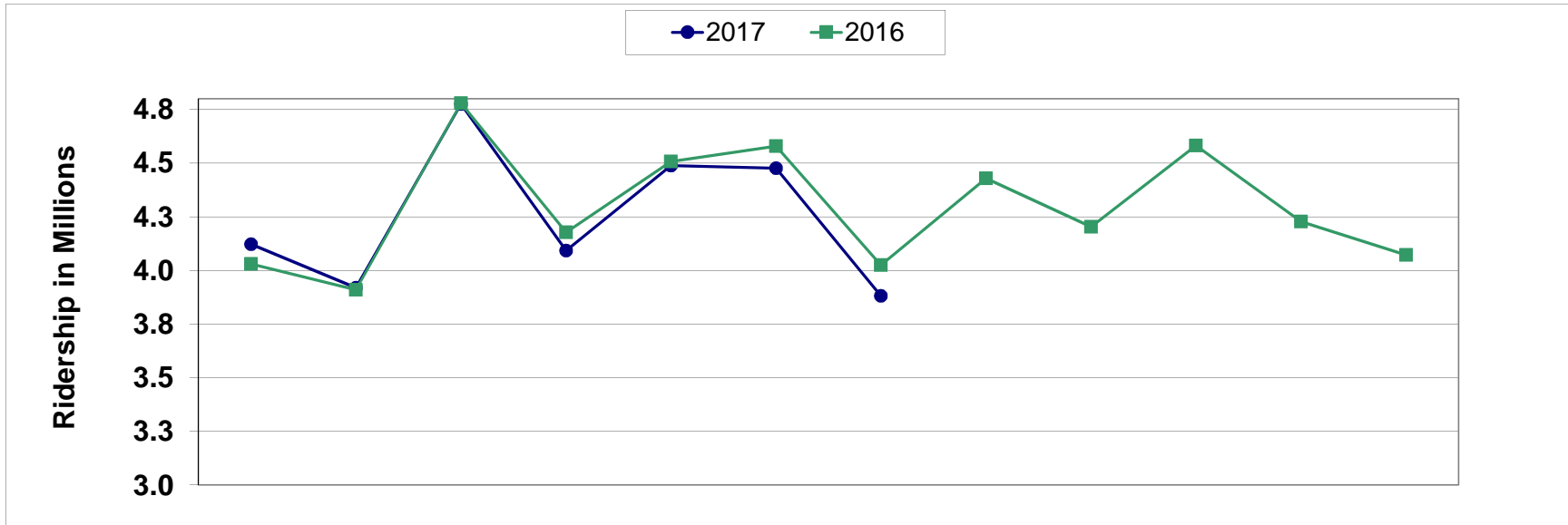
- July's Total Ridership was -2.2% below '16 and 19.7% above Mid-Year Forecast.



	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	7.9	7.5						51.4
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	51.2
PCT CHG.	4.7%	1.5%	-0.4%	0.8%	-0.1%	-0.3%	-2.2%						0.4%

# JULY COMMUTATION RIDERSHIP

- July's Commutation Ridership was -3.6% below '16 and 17.9% above Mid-Year Forecast.

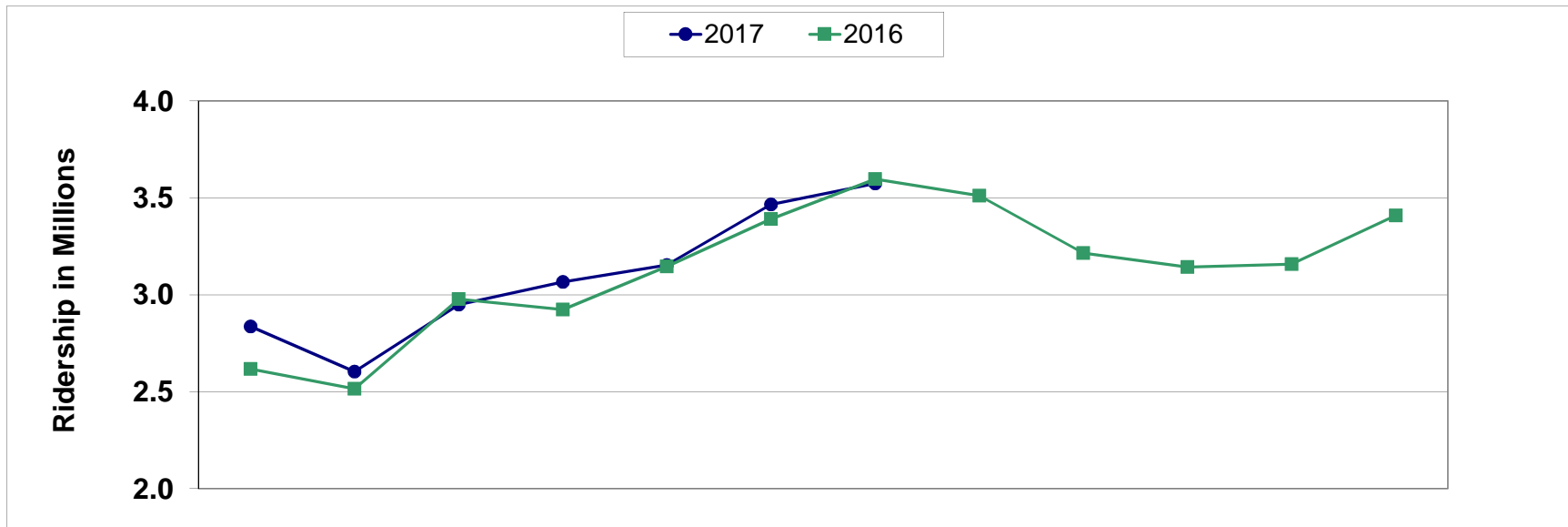


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.1	3.9	4.8	4.1	4.5	4.5	3.9						29.8
2016	4.0	3.9	4.8	4.2	4.5	4.6	4.0	4.4	4.2	4.6	4.2	4.1	30.0
PCT CHG.	2.3%	0.2%	-0.1%	-2.0%	-0.4%	-2.2%	-3.6%						-0.8%



# JULY NON-COMMUTATION RIDERSHIP

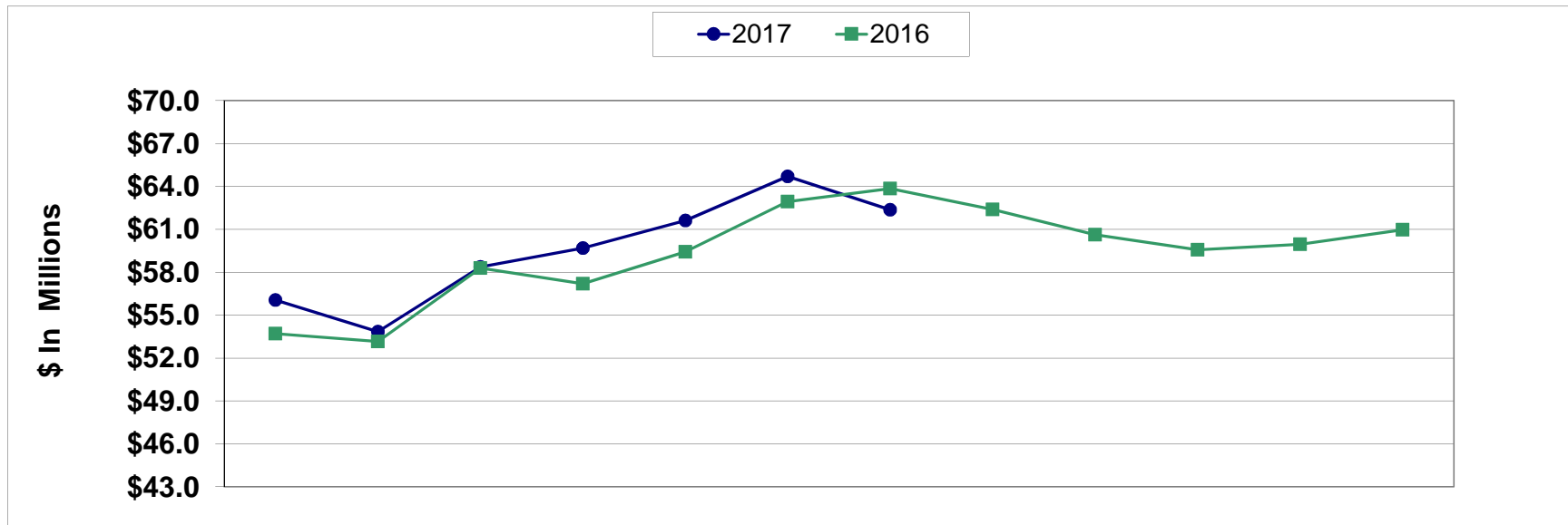
- July's Non-Commutation Ridership was -0.6 below '16 and 21.6% above Mid-Year Forecast.



	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	3.5	3.6						21.6
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	21.2
PCT CHG.	8.3%	3.5%	-1.0%	4.9%	0.3%	2.2%	-0.6%						2.3%

# JULY REVENUE

- July's Total Revenue was -2.3% below '16 and 1.2% above Mid-Year Forecast.



	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	\$64.7	\$62.4						\$416.6
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	\$408.6
PCT CHG.	4.3%	1.3%	0.1%	4.3%	3.7%	2.8%	-2.3%						2.0%

\*Fare increase was implemented in March 2017.

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

TICKET TYPE/SERVICE	JULY 2017	JULY 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,881,029	4,024,919	(143,890)	-3.6%
NON-COMMUTATION RIDERSHIP	3,574,715	3,596,081	(21,366)	-0.6%
<b>TOTAL RIDERSHIP</b>	<b>7,455,744</b>	<b>7,621,000</b>	<b>(165,256)</b>	<b>-2.2%</b>

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

TICKET TYPE/SERVICE	JULY 2017	JULY 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	29,755,088	30,007,669	(252,581)	-0.8%
NON-COMMUTATION RIDERSHIP	21,649,079	21,166,583	482,496	2.3%
<b>TOTAL RIDERSHIP</b>	<b>51,404,167</b>	<b>51,174,252</b>	<b>229,915</b>	<b>0.4%</b>

\* 2016 ridership numbers were adjusted using 2017 factors.

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

REVENUE	JULY 2017	JULY 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,796,154	\$30,010,324	(\$1,214,169)	-4.0%
NON-COMMUTATION REVENUE	\$33,559,981	\$33,841,198	(\$281,217)	-0.8%
<b>TOTAL REVENUE</b>	<b>\$62,356,135</b>	<b>\$63,851,522</b>	<b>(\$1,495,387)</b>	<b>-2.3%</b>

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

REVENUE	JULY 2017	JULY 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$215,647,478	\$215,464,141	\$183,337	0.1%
NON-COMMUTATION REVENUE	\$200,936,972	\$193,100,454	\$7,836,519	4.1%
<b>TOTAL REVENUE</b>	<b>\$416,584,450</b>	<b>\$408,564,594</b>	<b>\$8,019,856</b>	<b>2.0%</b>

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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**JUNE 2017**

# JUNE 2017 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

## EXECUTIVE SUMMARY

### June Ridership and Revenue (millions)

	June 2017	% Change vs. 2016
Total Rail Ridership	7.943	-0.3% ▼
Commutation Ridership	4.477	-2.2% ▼
Non-Commutation Ridership	3.466	2.2% ▲
Rail Revenue	\$64.7	2.8% ▲

### Key Factors Impacting June Ridership

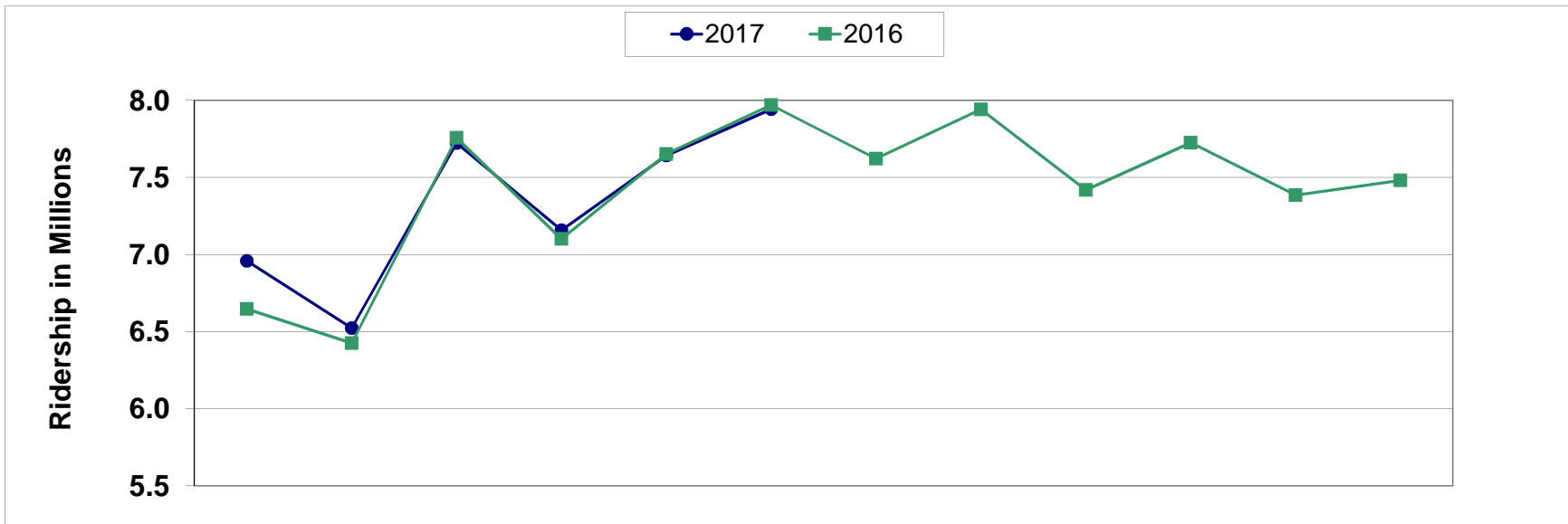
- Commutation ridership was adversely affected by Amtrak related signal and track trouble which caused several LIRR train delays/cancellations.
- The LI Pride Parade at Long Beach and multiple concerts at the Forest Hills helped boost Non-Commutation ridership.

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

	June 2017	% Change vs. 2016	Comparison to Budget
Total Rail Ridership	43.948	0.9% ▲	0.8% ▲
Commutation Ridership	25.874	-0.4% ▼	0.0% ▲
Non-Commutation Ridership	18.074	2.9% ▲	2.0% ▲
Rail Revenue	\$354.2	2.8% ▲	0.4% ▲

## JUNE RIDERSHIP

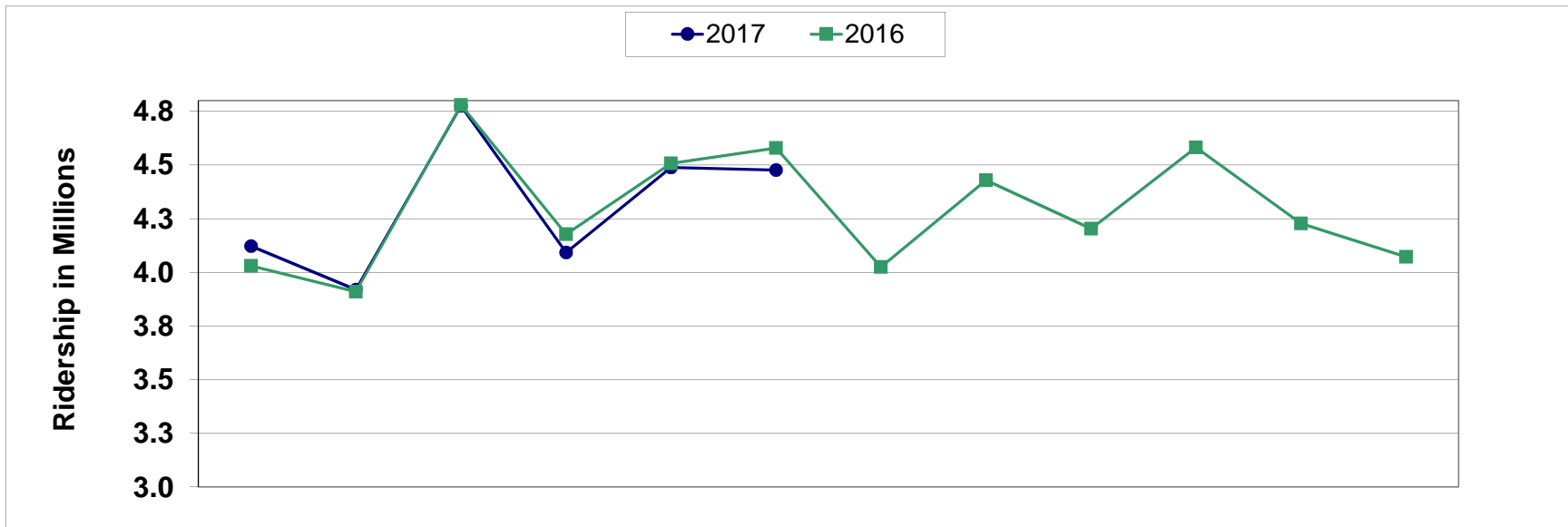
- June's Total Ridership was -0.3% below '16 and 0.5% above Budget.



	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	7.9							43.9
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	43.6
PCT CHG.	4.7%	1.5%	-0.4%	0.8%	-0.1%	-0.3%							0.9%

# JUNE COMMUTATION RIDERSHIP

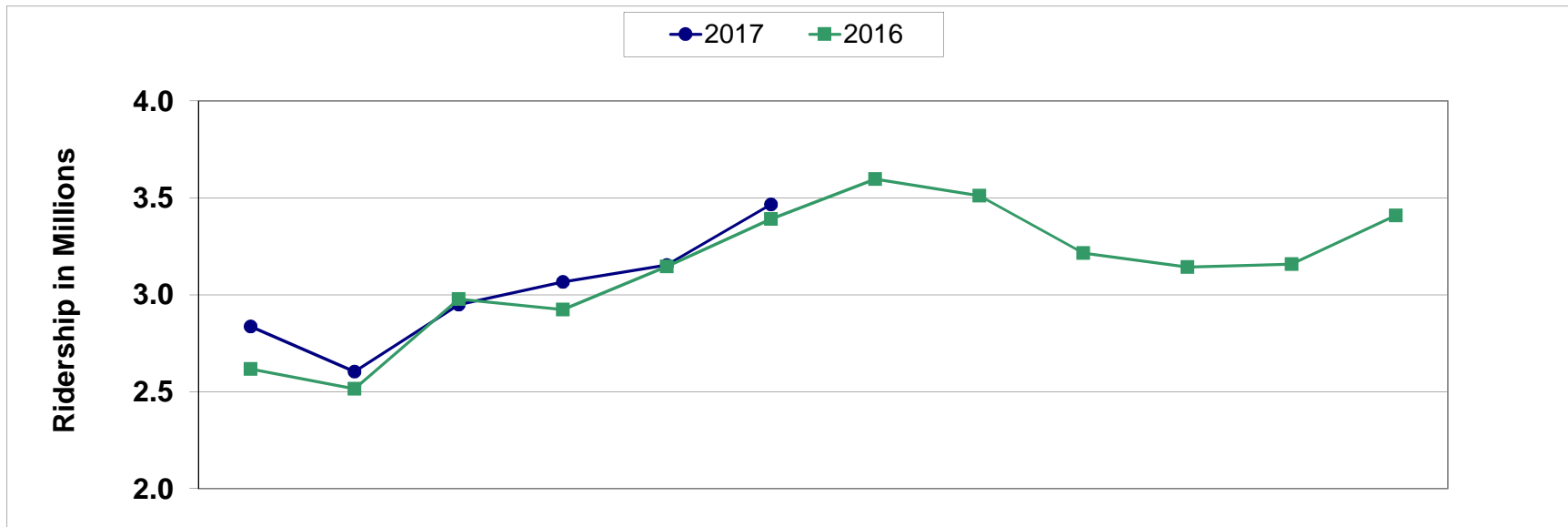
- June's Commutation Ridership was -2.2% below '16 and -1.8% below Budget.



	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	4.5							25.9
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	26.0
PCT CHG.	2.3%	0.2%	-0.1%	-2.0%	-0.4%	-2.2%							-0.4%

# JUNE NON-COMMUTATION RIDERSHIP

- June's Non-Commutation Ridership was 2.2% above '16 and 3.7% above Budget.

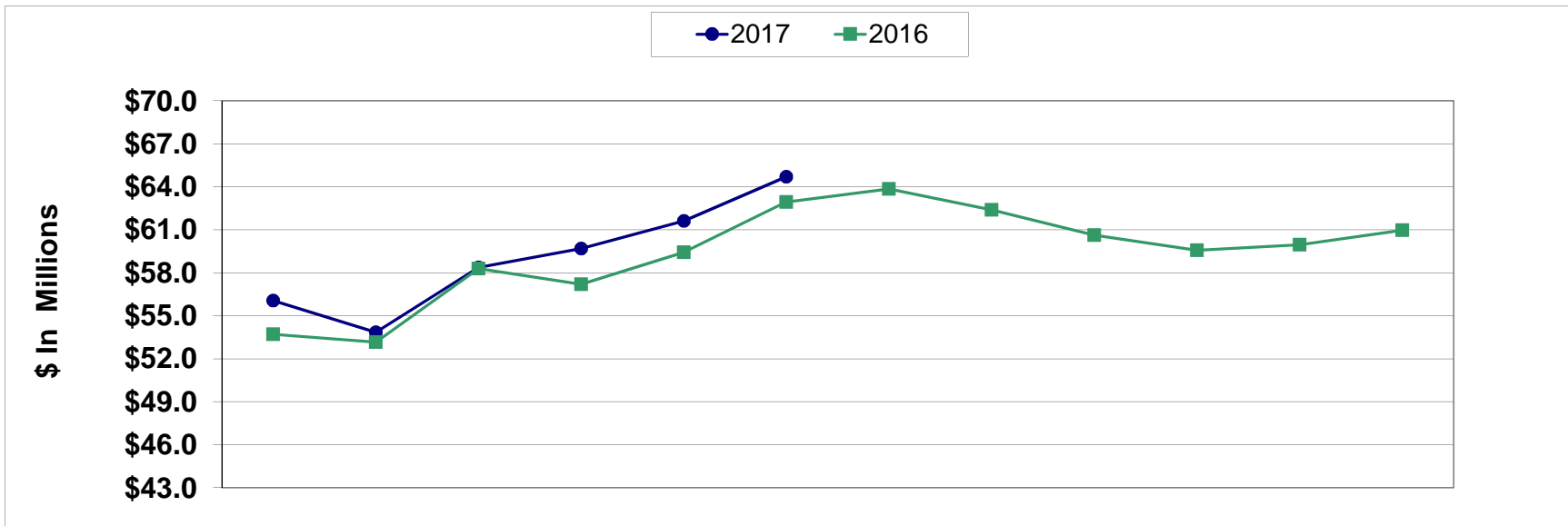


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8	2.6	2.9	3.1	3.2	3.5							18.1
2016	2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1	3.2	3.4	17.6
PCT CHG.	8.3%	3.5%	-1.0%	4.9%	0.3%	2.2%							2.9%



# JUNE REVENUE

- June's Total Revenue was 2.8% above '16 and 0.2% above 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	\$64.7							\$354.2
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	\$344.7
PCT CHG.	4.3%	1.3%	0.1%	4.3%	3.7%	2.8%							2.8%

\*Fare increase was implemented in March 2017.

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

TICKET TYPE/SERVICE	JUNE 2017	JUNE 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,476,906	4,578,956	(102,050)	-2.2%
NON-COMMUTATION RIDERSHIP	3,466,369	3,390,213	76,156	2.2%
<b>TOTAL RIDERSHIP</b>	<b>7,943,275</b>	<b>7,969,169</b>	<b>(25,894)</b>	<b>-0.3%</b>

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

TICKET TYPE/SERVICE	JUNE 2017	JUNE 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	25,874,059	25,982,750	(108,691)	-0.4%
NON-COMMUTATION RIDERSHIP	18,074,364	17,570,502	503,862	2.9%
<b>TOTAL RIDERSHIP</b>	<b>43,948,423</b>	<b>43,553,252</b>	<b>395,171</b>	<b>0.9%</b>

\* 2016 ridership numbers were adjusted using 2017 factors.

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

REVENUE	JUNE 2017	JUNE 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,390,721	\$31,509,635	(\$118,915)	-0.4%
NON-COMMUTATION REVENUE	\$33,303,873	\$31,430,591	\$1,873,282	6.0%
<b>TOTAL REVENUE</b>	<b>\$64,694,594</b>	<b>\$62,940,226</b>	<b>\$1,754,368</b>	<b>2.8%</b>

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

REVENUE	JUNE 2017	JUNE 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$186,851,324	\$185,453,817	\$1,397,507	0.8%
NON-COMMUTATION REVENUE	\$167,376,991	\$159,259,256	\$8,117,736	5.1%
<b>TOTAL REVENUE</b>	<b>\$354,228,315</b>	<b>\$344,713,073</b>	<b>\$9,515,242</b>	<b>2.8%</b>

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

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**L70206VP: PENN STATION ELEVATOR / ESCALATOR REPLACEMENT**

Project Budget: \$13.94M

Milestone: Contract Award

A Design-Build Contract for renovation and refurbishment of six elevators and fourteen escalators on the LIRR "A" level in Penn Station was awarded to Nouveau Elevator Industries, LLC for \$5,800,000. The modernized equipment will include a monitoring system that will relay the operating characteristics to the LIRR Station Master's Office. This project is a critical element of the LIRR's strategy to improve long-term escalator and elevator durability, facilitate customer circulation within Penn Station, and improve the overall customer experience.

**L50206VJ: STATION MASTER'S OFFICE**

Project Budget: \$6.02M

Milestone: Contract Award

A Contract for renovation of the LIRR's Station Master's Office [SMO], located adjacent to the LIRR's main waiting and ticketing area in Penn Station, was issued to LoDuca Associates, Inc for \$3,440,330. The renovation efforts include a video display wall system, integrated voice and data system, CCTV security system, along with new work station consoles, interior walls, ceiling, floor, lighting, and finishes. This project will support LIRR Station Operations through construction of an SMO that will monitor station conditions and can provide current and reliable information on LIRR station operations and train status.

**EL0702ZM: 1<sup>ST</sup> AVENUE SUBSTATION RESTORATION [SANDY]**

Project Budget: \$8.31M

Milestone: Beneficial Use

The two newly installed switch gears in the 1<sup>st</sup> Avenue Substation are working as intended and the 60-day burn-in has commenced. The restoration work at the substation was sequenced to ensure continuous third rail power to the four East River Tunnels. Project work included integrated resiliency work such as hardening of splice connections and termination points to resist water infiltration, and raising the AC Switchgear foundation above base flood elevation.

**N40905FW: STEWART MANOR STATION IMPROVEMENTS**

Project Budget: \$2.07M

Milestone: Beneficial Use

Improvements are complete at Stewart Manor Station, an above-grade station with 10-car platforms on the Hempstead Branch. The project work included improvements to the station building; reconfiguration of the space for ADA accessibility to rest rooms and the waiting area; as well as new lighting and signage. The pedestrian underpass was rehabilitated to provide new wall and ceiling finishes and lighting.

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

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

# 2017 LIRR Capital Program Goals

