



Metropolitan Transportation Authority

Long Island Committee Meeting

November 2017

Members

M. Pally, Chair

R. Glucksman

I. Greenberg

S. Metzger

C. Moerdler

J. Molloy

S. Rechler

V. Tessitore

V. Vanterpool

J. Vitiello

C. Wortendyke

N. Zuckerman

Long Island Rail Road Committee Meeting

**2 Broadway
20th Floor Board Room
New York, NY
Monday, 11/13/2017
9:30 - 10:30 AM ET**

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - October 23, 2017

Approval of Minutes - October 23, 2017 - Page 4

3. 2017 WORK PLAN

2017 LIRR Work Plan - Page 14

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

LIRR President's Report (no material)

MTA Capital Construction Report

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MTA Police Report

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5. INFORMATION ITEMS

Review of Committee Charter

Review of LIRR Committee Charter - Page 30

East Side Access Support Projects Update

East Side Access Support Projects Update - Page 35

2017 Holiday Schedule & Trackwork

2017 Holiday Schedule & Trackwork - Page 44

6. PROCUREMENTS

LIRR Procurements

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Competitive

LIRR Competitive Procurements - Page 52

Non-Competitive (no items)

Ratifications (no items)

MTA CC Procurements (no items)

Competitive

Non-Competitive

Ratifications

7. PERFORMANCE SUMMARIES

Operations - Transportation

Operations - Transportation Report - Page 55

Operations - Mechanical

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Operations - Safety

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Financial

Financial Report - Page 68

Ridership

Ridership Report - Page 90

Capital Program

Capital Program Report - Page 97

Next Meeting: Joint with MNR Monday, December 11, 2017 at 8:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, October 23, 2017**

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

The following members were present:

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

Not Present:

Hon. Charles G. Moerdler
Hon. Andrew Saul
Hon. Scott Rechler
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool

Representing Long Island Rail Road: Patrick A. Nowakowski, Bruce R. Pohlot, Dave Kubicek, Loretta Ebbighausen, Francis Landers, 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 Joseph McGrann

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

In addition to MTA Long Island Rail Road (“LIRR”) President Patrick A. Nowakowski and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) Acting President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee

meeting. The minutes of the Metro-North Committee meeting of October 23, 2017 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

PUBLIC COMMENTS

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

Orrin Getz, Vice Chairman of the Metro-North Railroad Commuter Council, expressed his concern regarding New Jersey Transit (“NJT”) meeting the December 31, 2018 Positive Train Control (“PTC”) deadline with respect to Metro-North equipment that operates west of Hudson. He stated that the federal government is concerned that NJT may not make the deadline. He also expressed his concern regarding the mechanical reliability of NJT trains. LIRR and Metro-North Mean Distance Between Failures (“MDBF”) is very high compared to NJT, and NJT has a shortage of personnel. Getz further commented that NJT is currently training seven engineers, which is an 18-month program. He suggested that Metro-North qualify some of its crews to operate trains on the Port Jervis line.

H.P. Schroerer, a World War II veteran, suggested that veterans and their spouses receive the same transportation discounts as senior citizens. He commented that his proposal is under consideration with Nassau, Suffolk and Westchester County bus lines and is endorsed by the NYC Department of Veteran Services. He asked the MTA to be the first transportation agency in the country to fulfill a moral obligation to veterans for their service by adopting the proposed veterans’ discount.

Omar Vera reiterated his public comment last month regarding how directional signs should be labelled when traveling between stations within New York City. He suggested again that directional signs say “To Manhattan” rather than “To New York.” He also suggested that Metro-North construct a bridge to connect West and East of Hudson lines service and reiterated his suggestion that LIRR move one of the Air Train Ticket Machines from Penn Station to Atlantic Terminal.

Murray Bodin commented that due to illegal actions, the Presidents of Metro-North and LIRR warrant removal. He also commented that the Chairs of each committee warrant removal for failure to oversee such illegal actions.

Additional details of the comments made by the public speakers are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records.

APPROVAL OF MINUTES AND 2017 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the September 25, 2017 Long Island Rail Road Committee Meeting. There were no reported changes to the 2017 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported that during October 21-22, LIRR replaced the Post Avenue Bridge in the Village of Westbury. The MTA Board had approved a design-build contract with Halmar International in November 2016. The bridge replacement work, which was scheduled to be performed within a 52 hour period, was completed in less time. President Nowakowski thanked LIRR's Project Management and Force Account Teams and Halmar International.

President Nowakowski reported on other LIRR projects. He stated that Amtrak continues its Penn Station state of good repair project requiring off-peak and weekend outages. To minimize off-peak and weekend service disruptions, future projects such as signal system testing at Harold Interlocking, which is needed for East Side Access, and Moynihan will be coordinated with other LIRR track work projects.

President Nowakowski reported that compared to September 2016, total ridership decreased by 0.1%; compared to 2016, Year-to-Date ("YTD") total ridership increased 0.2%.

President Nowakowski reported that the M-9 status report will be presented at this afternoon's Capital Program Oversight Committee ("CPOC") meeting and that a milestone has been reached with the first four M-9 pilot cars ready to be shipped from Japan to Pueblo, Colorado for testing.

The details of the President's Report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion between Board members and staff regarding the President's Report.

LIRR SAFETY REPORT

Vice President-Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report is on Page 206 of the Committee Book, reporting through the end of August 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 September through August: LIRR's customer injury rate continues to

decline and LIRR's employee lost-time injury rate increased in the previous 12-month period. Slips, trips and falls followed by material handling are the two activities that result in the majority of employee injuries. Soft tissue injuries is the largest category of injury. Prevention and awareness of these types of incidents and injury prevention were the focus of LIRR's Safety FOCUS Day in September and the Safety, Health, and Wellness Events held across the property during September and October.

Reporting on LIRR's Community Outreach Program, undertaken in collaboration with the MTA Police Department ("MTAPD"), Vice President Ebbighausen noted that LIRR's T.R.A.C.K.S. classroom presentations reached over 67,700 participants through the end of August 2017.

The details of Vice President Ebbighausen's report are contained in the safety report filed with the records of this meeting and the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion, if any, between Board Members and staff regarding the LIRR's Safety Performance Report.

MTA CAPITAL CONSTRUCTION

Chief Development Officer Janno Lieber noted that he will be giving a presentation with regard to the East Side Access project at the October CPOC Committee Meeting.

Chairperson Susan Metzger asked Mr. Lieber if he provided a response to Commissioner Charles Moerdler's question from the September Committee meeting whether the escalators supplied by Schindler for the East Side Access project use a proprietary chip that would preclude maintenance by others. Mr. Lieber reported that he responded to Commissioner Moerdler that Schindler was not using such a chip in the escalators that it is supplying for the East Side Access project.

MTA POLICE DEPARTMENT

MTAPD Chief Joseph McGrann reported that YTD system-wide there was a 50% decrease in total major felonies; for the month of September, there was a 15% decrease in total major felonies. For LIRR, there was a 67% decrease in total major felonies for the month of September and a 20% reduction YTD. Grand larcenies are the biggest problem in the LIRR system, despite a 23% decrease in grand larcenies YTD.

For Metro-North, there was a 33% decrease in major felonies for the month of September and a 13% decrease YTD; grand larceny auto is the biggest problem, with eight cars having been stolen YTD compared to three in 2016. The search continues for a 1999 Chrysler Sebring.

Chief McGrann reported on issues discussed at the September Metro-North Committee Meeting. He stated that MTAPD is working with Community Board 11, Metro-North's Safety and Transportation Departments, the New York City Police Department ("NYPD"), and the Mt. Sinai Treatment Center regarding the homeless issue at 125th Street Station. Chief McGrann also addressed the request regarding additional police presence at the Poughkeepsie Station.

Board Member James E. Vitiello and Chief McGrann discussed the replenishment of Narcan to the MTAPD, particularly to officers in outlying areas. Chief McGrann stated that there are government agencies willing to share Narcan with MTAPD, but for liability reasons, MTAPD cannot accept doses from another agency. Board Member Vitiello asked Chief McGrann to look into this further and see if there were any ways that supplies held by other agencies could be shared.

Chief McGrann confirmed that Board Member Vitello was correct in noting that MTAPD officers carry a limited amount of Narcan and that they are not able to accept replenishment from another agency. When local law enforcement or fire departments assist MTAPD, MTAPD allows that local municipality to administer the Narcan. Chief McGrann stated that he would look into finding ways to expedite replenishing Narcan to MTAPD officers in outlying areas.

Chair Metzger acknowledged the significant decrease in the larger crimes that MTAPD managed to achieve and is aware that some of the lesser crimes seem to be increasing.

The details of Chief McGrann's report are contained in the MTAPD report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussion regarding the MTAPD report.

METRO NORTH RAILROAD and LONG ISLAND RAIL ROAD **JOINT INFORMATION ITEMS**

- MTA Homeless Outreach
- 2018 Preliminary Budget
- LIRR/MNR PTC Project Update
- Bi-Annual Report on M-9 Procurement

Cynthia Wilson, Assistant Director, MTA Homeless Outreach, presented the joint Homeless Outreach report which provides data to the MTA Board bi-annually in April and October. The last Homeless Outreach update was in April 2017. MTA's outreach provider, Bowery Residents Committee ("BRC"), provides outreach services primarily in stations in New York City, Grand Central Terminal (GCT), Penn Station (Penn) and Jamaica Station.

Prior to 1992, homeless outreach on MTA property was dealt with solely through police action. In 1992, MTA began contracting with social service entities to help provide alternative

resources for homeless individuals. MTA invests a lot of effort in this program and we believe the services of our outreach provider has added value.

This well-established team effort, involving collaboration among outreach providers, stakeholders and the MTAPD, works to get individuals who are homeless the help that they need, through enhanced communication and coordination and sharing best practices. The stakeholders include LIRR and Metro-North, MTAPD, Amtrak, and the Amtrak Police Departments, NJT, the NYPD Transit Bureau and the NYPD Crisis Outreach Support Unit.

MTA issued an RFP for a new provider. If approved by the Finance Committee, the contract award will go to the MTA Board for approval.

The Railroads also have separate contracts to serve communities outside New York City. BRC was awarded a contract for the northern counties served by Metro-North. Services for the Underserved provides outreach for LIRR in Nassau and Suffolk Counties.

During cold weather emergencies we focus on vulnerable clients, in conjunction with the City's Code Blue protocol and the Governor's Executive Order.

This past summer, the clinical team identified ten (10) chronically homeless, service-resistant individuals – six at Penn and four at GCT - for more intensive intervention and assistance. With overall census numbers generally lower in the summer, BRC was able to provide more intensive case management and follow-up.

Ms. Wilson gave a vignette to illustrate how a case is handled. To help a homeless person in need, Assistant Director Wilson can be contacted directly. For an immediate response, she recommended contacting MTAPD, LIRR and Metro-North employees in terminals and stations; dialing 311 or using the City's 311 app; or calling BRC's Homeless Helpline, 212-533-5151.

Acting Metro-North President Catherine Rinaldi stated that the 2018 Preliminary Budget presented to the MTA Board at the July meeting is posted on the MTA website. The item appears on the agenda to provide an opportunity for public comment.

She stated that the LIRR/MNR PTC Project Update will be presented at today's CPOC meeting.

Chair Pally asked what happens if Metro-North complies with PTC and New Jersey Transit does not.

Acting Metro-North President Rinaldi responded that this is an issue that the railroad is very sensitive to because NJT is a contract operator for Metro-North west of Hudson. Metro-

North had a meeting with NJT's PTC staff last week. NJT is confident that it will be compliant on the Pascack Valley and Port Jervis lines. Metro-North is working closely with NJT on these issues and will continue to do so through December 31, 2018.

Chair Metzger commented that she has been concerned about NJT's responsibility as apparently the plan for PTC west of Hudson is NJT's plan not Metro-North's. Chair Metzger asked Acting President Rinaldi to have Metro-North take interim steps so the Committee has some assurance that NJT will be in compliance and Metro-North's passengers will be protected.

Board Member Randy Glucksman commented that NJT will soon be starting testing on the Morristown and Essex lines, and that he remains concerned about NJT's progress.

Acting Metro-North President Rinaldi stated the Bi-Annual Report on M-9 Procurement will be presented at today's CPOC meeting.

The details of the above items are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions regarding the information items.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- November Schedule Change

President Nowakowski reported that on November 13, 2017, LIRR will institute its Fall schedule change.

President Nowakowski reported that LIRR will be adding station stops to earlier trains that were made during the Amtrak State of Good Repair work.

On November 11-12, 2017, LIRR will be installing the new signal system on the Single Main Track between Speonk and Montauk. The new signal system will enable LIRR to operate more efficiently on the Montauk Branch.

After numerous meetings with East End officials and transportation and business groups, weekday service between Ronkonkoma and Greenport has been restructured to better meet local needs.

President Nowakowski stated that LIRR will be performing a tremendous amount of work on the weekends and encourages the public to pay attention to service disruption notices.

Chair Pally thanked President Nowakowski and his staff for all of their work with communities on the East End of Suffolk County, particularly on the new signal system and additional service.

The details of the above items are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions regarding the information items.

MTA LONG ISLAND RAIL ROAD

Procurement

LIRR Chief Procurement & Logistics Officer Dennis Mahon presented two procurement items to the Committee for approval. Details of the items are set forth below and in the Staff Summaries, copies of which are on file with the record of this meeting.

Competitive:

- **Railroad Construction Company** - LIRR requests MTA Board approval to award a firm fixed price contract to Railroad Construction Company and AMCC Corp., a joint venture, in the amount of \$89,859,236, to provide design-build services for the Morris Park Locomotive Shop and Employee Facility project. The proposed award of the Contract is being made pursuant to a competitive Request for Proposals process.
- **Staples Marketing LLC. D/B/A Affirm** - LIRR requests Board approval to award a two-year Personal Services Contract in the not-to-exceed amount of \$300,000 to Staples Marketing LLC d/b/a Affirm for development and implementation of a Marketing program to increase public transit usage in Nassau County through year-long campaigns, including outreach to employers for tax-free commutation benefits, Car Free Day Long Island, dissemination of transportation-related information to targeted age groups (college students, senior citizens), and through canvassing train stations and communities. This contract is fully funded by a two-year Federal Congestion Mitigation and Air Quality Improvement (CMAQ) grant that has been awarded to MTA to invest in projects in Nassau County to reduce air pollutants from personal transportation, such as automobiles. In response to LIRR's RFP, which was advertised in the NYS Contract Reporter and the NY Post on August 3, 2017, LIRR received one proposal from the incumbent, Affirm, in the amount of \$300,000.

Chair Pally commented he is very pleased that LIRR will have a modern employee facility and locomotive shop at Morris Park. LIRR's customers will not see it directly but will benefit from it indirectly.

Upon motion duly made and seconded, the procurement items were approved for recommendation to the Board. The details of the procurements items are contained in the staff summaries and reports filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board Member comments and discussion regarding the proposed procurements.

MTA CAPITAL CONSTRUCTION

Procurement

MTA Capital Construction Chief Procurement Officer David Cannon presented nine 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 procurement items are as follows:

- 1-8. Award of eight competitively solicited miscellaneous construction service contracts (Contracts MC852A-MC852H) to provide services on an as-needed basis in support of the East Side Access project in the aggregate amount of \$50,000,000.
- 9. Modification to Contract CM014B to construct a rigging frame and lifting platform to provide access to two Metro North Railroad transformers in the amount of \$1,600,000.

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 Ira R. Greenberg commented that for the past two months, LIRR has met its On-Time Performance (“OTP”) goal on most of its branches. LIRR’s M-7 fleet is doing better than Metro-North’s fleet regarding MDBF, even though LIRR’s on-time performance does not come up to the level of Metro-North’s. Mr. Greenberg also noted that the goal for LIRR’s M-3 cars does not come anywhere near Metro-North and he wondered why.

Senior Vice President – Operations Dave Kubicek responded that he will follow-up with Board Member Greenberg. He stated that the statistic reported is a legacy type of number and that the M-3 is near the end of its useful life and is not very reliable, although it has served the railroads well.

Board Member Greenberg commented that the issue with OTP is not solely equipment-related when we look at categories of delay. He stated that OTP is impacted by engineering, whether it is track or signals, and he would like to see a report that addresses that issue.

Senior Vice President Kubicek responded that LIRR will follow up.

Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary

2017 Long Island Rail Road Committee Work Plan

| | |
|--|---------------------------|
| <u>I. RECURRING AGENDA ITEMS</u> | <u>Responsibility</u> |
| Approval of Minutes | 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 |
| <u>II. SPECIFIC AGENDA ITEMS</u> | <u>Responsibility</u> |
| <u>November 2017</u> | |
| Review of Committee Charter | Committee Chair & Members |
| East Side Access Support Projects Update | President/Sr. Staff |
| 2017 Holiday Schedule & Trackwork | Service Planning |
| <u>December 2017</u> (Joint Meeting with MNR) | |
| Diversity/EEO Report – 3 rd Q 2016 | Administration/Diversity |
| 2018 Final Proposed Budget | Management & Budget |
| 2018 Proposed Committee Work Plan | Committee Chair & Members |
| <u>January 2018</u> | |
| Approval of 2018 Committee Work Plan | Committee Chair & Members |
| <u>February 2018</u> (Joint Meeting with MNR) | |
| Adopted Budget/Financial Plan 2018 | Management & Budget |
| 2017 Annual Operating Results | Operations |
| 2017 Annual RCM Fleet Maintenance Report | Operations |
| Status Update on PTC | President/Sr. Staff |
| Diversity/EEO Report – 4 th Q 2017 | Administration/Diversity |
| 2018 Spring Schedule Change | Service Planning |
| <u>March 2018</u> | |
| Annual Strategic Investments & Planning Study | Strategic Investments |
| Annual Elevator/Escalator Report | Engineering |
| Spring Track Work | Service Planning |
| Customer Satisfaction Survey Report | Public Affairs |
| <u>April 2018</u> (Joint Meeting with MNR) | |
| Final Review of 2017 Operating Results | Management & Budget |
| Annual Inventory Report | Procurement |
| 2017 Annual Ridership/Marketing Plan Report | Finance/Marketing |
| May Timetable Change & Spring Trackwork Programs | Service Planning |

May 2018Diversity/EEO Report – 1st 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

September 2018

2019 Preliminary Budget (Public Comment)

2018 Mid Year Forecast

Diversity/EEO Report – 2nd Quarter 2018

Fall Trackwork Programs

Management & Budget

Administration/Diversity

Service Planning

October 2017 (Joint Meeting with MNR)

2019 Preliminary Budget (Public Comment)

Status Update on PTC

November Schedule Change

MTA Homeless Outreach

Bi-Annual Report on M-9 Procurement

President/Sr. Staff

Service Planning

MTA

President/Sr. Staff

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

NOVEMBER 2017

Review Committee Charter

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

East Side Access Support Projects Update

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

Holiday Schedule

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

DECEMBER 2017 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd Quarter 2017

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

2018 Final Proposed Budget

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

Proposed 2018 Committee Work Plan

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

Bi-Annual Report on M-9 Procurement

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

JANUARY 2018

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

FEBRUARY 2018 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2018

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

2018 Annual Operating Results

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

2018 Annual Fleet Maintenance Report

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

Status Update on PTC

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

Diversity & EEO Report– 4th Quarter 2017

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

2018 Spring/Summer Construction Schedule Changes

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

MARCH 2018

Annual Strategic Investments & Planning Study

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

Annual Elevator/Escalator Report

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

APRIL 2018 (Joint Meeting with MNR)

Final Review of 2017 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

2017 Annual Ridership/Marketing Plan Report

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

2018 Summer Schedule Change

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

MTA Homeless Outreach

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

MAY 2018

Diversity & EEO Report– 1st Quarter 2018

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

JUNE 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.

SEPTEMBER 2018

2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

2018 Mid-Year Forecast

The agency will provide the 2017 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

OCTOBER 2017 (Joint Meeting with MNR)

2019 Preliminary Budget

Public comment will be accepted on the 2019 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.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - November 2017

Expenditures thru October 2017; \$s in million

| | Budget | Committed | Expenditures |
|--------------------|--------------------|-------------------|-------------------|
| Construction | \$ 8,025.6 | \$ 7,506.1 | \$ 5,707.5 |
| Design | \$ 735.9 | \$ 735.9 | \$ 713.7 |
| Project Management | \$ 1,036.2 | \$ 881.2 | \$ 795.3 |
| Real Estate | \$ 178.0 | \$ 119.9 | \$ 117.3 |
| Rolling Stock† | \$ 202.0 | \$ 3.2 | \$ - |
| Total | \$ 10,177.8 | \$ 9,246.3 | \$ 7,333.8 |

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

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

| Project Description | Budget (Bid + Contingency) | Current Contract (Bid + Approved AWOs) | Remaining Budget | Expenditures | 2014 Replan Award Date | Actual/ Forecast Award Date | Planned Completion at Award | Forecast Completion |
|--|----------------------------------|--|---------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|------------------------|
| Manhattan Construction | | | | | | | | |
| CM014A: GCT Concourse Finishes Early Work Yonkers Contracting | \$61.1 | \$60.5 | \$0.6 | \$58.1 | Nov-2011 | Nov-2011 | Apr-2013 | Nov-2017 |
| CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc. | \$361.6 | \$350.2 | \$11.4 | \$328.5 | Mar-2014 | Mar-2014 | Nov-2016 | Dec-2017 |
| CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV | \$463.6 | \$442.2 | \$21.5* | \$184.8 | Dec-2014 | Feb-2015 | Aug-2018 | Mar-2020 |
| CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation | \$712.3 | \$663.5 | \$48.8 | \$135.1 | Jul-2015 | Apr-2016 | Jan-2020 | Jun-2020 |
| Queens Construction | | | | | | | | |
| CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation | \$263.9 | \$262.4 | \$1.5 | \$242.0 | Aug-2011 | Aug-2011 | Aug-2014 | Nov-2017 |
| Harold Construction | | | | | | | | |
| CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV | \$142.8 | \$121.3 | \$21.5 | \$67.5 | Nov-2013 | Nov-2013 | Feb-2016 | Nov-2018 |
| CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp. | \$42.0 | \$34.3 | \$7.7 | \$10.5 | N/A | Nov-2016 | May-2018 | May-2018 |
| CH058A: Harold Structures - Part 3A: B/C Approach** | | In Design | | | Jul-2015 | Jun-2018 | N/A | Oct-2020 |
| Systems Contracts | | | | | | | | |
| Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation | \$606.9 | \$550.4 | \$56.6*** | \$298.0 | Mar-2014 | Mar-2014 | Dec-2019 | Nov-2020 |
| Systems Package 2: Signal Installation (CS086) | | In Design (Repackaging) | | | N/A | Dec-2017 | N/A | Nov-2020 |
| Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc. | \$21.8 | \$19.9 | \$1.9 | \$5.6 | Jun-2014 | Jun-2014 | Dec-2019 | Nov-2020 |
| Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company | \$79.7 | \$73.0 | \$6.8 | \$8.5 | Sep-2014 | Oct-2014 | Dec-2019 | Nov-2020 |

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

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

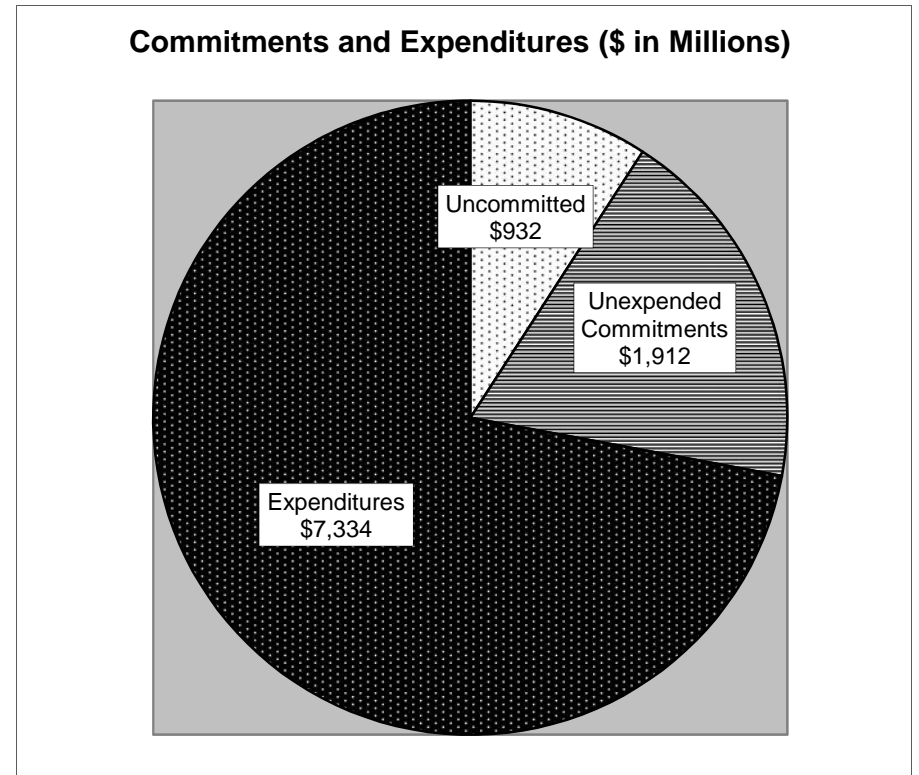
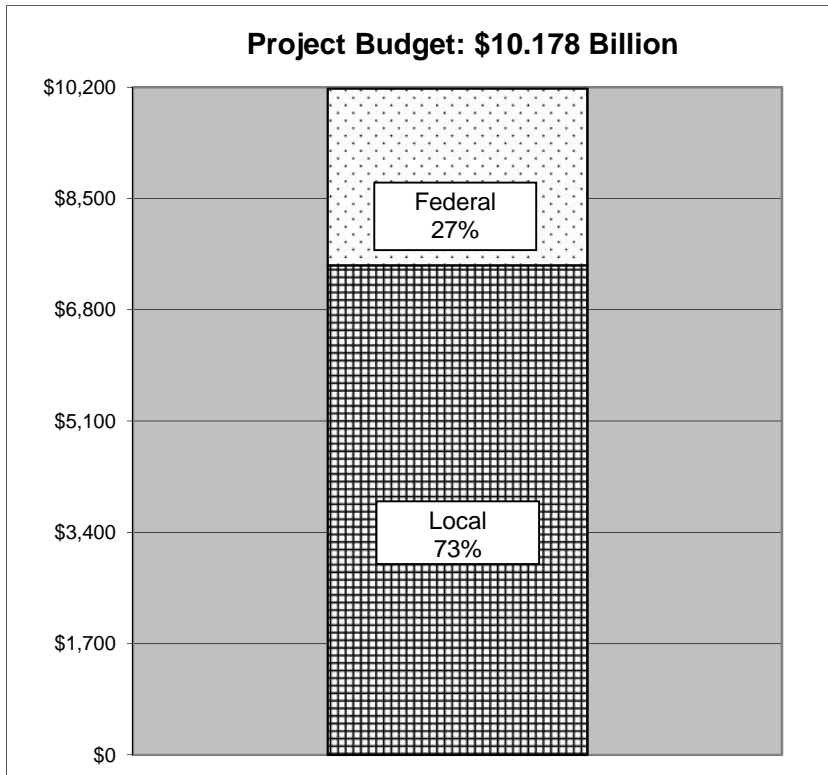
*** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status

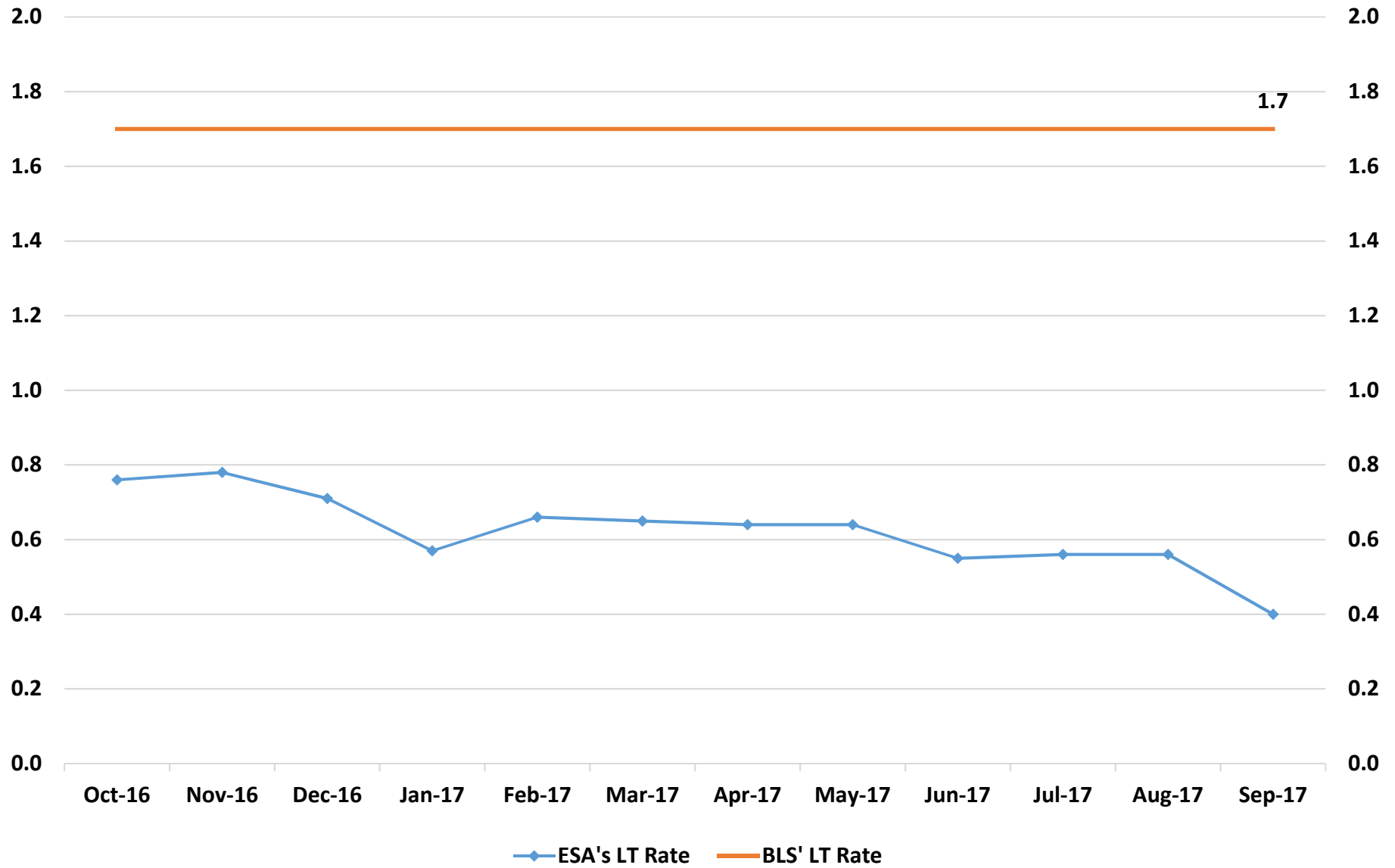
Report to the Railroad Committee - November 2017

data thru October 2017

| MTA Capital Program \$ in Millions | Budgeted | Local Funding | Funding Sources | | Status of Commitments | | |
|---------------------------------------|-----------|------------------|--------------------|---------------------|-----------------------|-------------|----------|
| | | | 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 | 2,642 |
| 2010-2014 | 3,232 | 3,232 | - | - | 3,147 | 85 | 2,576 |
| 2015-2019 | 2,572 | 2,572 | - | - | 1,739 | 833 | 435 |
| Total | \$ 10,178 | \$ 7,479 | \$ 2,699 | \$ 2,699 | \$ 9,246 | \$ 931 | \$ 7,334 |



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





POLICE REPORT



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

October 2017 vs. 2016

| | 2017 | 2016 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 0 | 2 | -2 | -100% |
| Felony Assault | 1 | 0 | 1 | 100% |
| Burglary | 0 | 1 | -1 | -100% |
| Grand Larceny | 5 | 11 | -6 | -55% |
| Grand Larceny Auto | 0 | 1 | -1 | -100% |
| Total Major Felonies | 6 | 15 | -9 | -60% |

Year to Date 2017 vs. 2016

| | 2017 | 2016 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 19 | 18 | 1 | 6% |
| Felony Assault | 12 | 12 | 0 | 0% |
| Burglary | 1 | 9 | -8 | -89% |
| Grand Larceny | 48 | 67 | -19 | -28% |
| Grand Larceny Auto | 2 | 4 | -2 | -50% |
| Total Major Felonies | 82 | 110 | -28 | -25% |



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

October 2017 vs. 2016

| | 2017 | 2016 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 3 | 7 | -4 | -57% |
| Felony Assault | 3 | 1 | 2 | 200% |
| Burglary | 4 | 6 | -2 | -33% |
| Grand Larceny | 13 | 15 | -2 | -13% |
| Grand Larceny Auto | 0 | 1 | -1 | -100% |
| Total Major Felonies | 23 | 30 | -7 | -23% |

Year to Date 2017 vs. 2016

| | 2017 | 2016 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 38 | 40 | -2 | -5% |
| Felony Assault | 31 | 27 | 4 | 15% |
| Burglary | 12 | 29 | -17 | -59% |
| Grand Larceny | 127 | 156 | -29 | -19% |
| Grand Larceny Auto | 10 | 7 | 3 | 43% |
| Total Major Felonies | 218 | 259 | -41 | -16% |

INDEX CRIME REPORT

Per Day Average

October 2017

| | Systemwide | LIRR | MNRR | SIRT |
|-----------------------|------------|------|------|------|
| Murder | 0 | 0 | 0 | 0 |
| Rape | 0 | 0 | 0 | 0 |
| Robbery | 3 | 0 | 3 | 0 |
| Fel. Assault | 3 | 1 | 2 | 0 |
| Burglary | 4 | 0 | 4 | 0 |
| Grand Larceny | 13 | 5 | 6 | 2 |
| GLA | 0 | 0 | 0 | 0 |
| Total | 23 | 6 | 15 | 2 |
| Crimes Per Day | 0.74 | 0.19 | 0.48 | 0.06 |



MTA Police Department

Arrest Summary: Department Totals

1/1/2017 to 10/31/2017

| Arrest Classification | Total Arrests | |
|-------------------------------------|---------------|------------|
| | 2017 | 2016 |
| Robbery | 31 | 32 |
| Felony Assault | 37 | 29 |
| Burglary | 8 | 22 |
| Grand Larceny | 50 | 55 |
| Grand Larceny Auto | 2 | 3 |
| Aggravated Harassment | 4 | 3 |
| Aggravated Unlicensed Operator | 16 | 16 |
| Assault-Misdemeanor | 46 | 40 |
| Breach of Peace | 8 | 10 |
| Child Endangerment | 2 | 3 |
| Criminal Contempt | 6 | 4 |
| Criminal Impersonation | 7 | 5 |
| Criminal Mischief | 54 | 44 |
| Criminal Possession Stolen Property | 18 | 12 |
| Criminal Tampering | 8 | 3 |
| Criminal Trespass | 33 | 32 |
| Disorderly Conduct | 3 | 5 |
| Drug Offenses | 91 | 47 |
| DUI Offenses | 7 | 9 |
| Failure to Appear | 1 | 0 |
| Falsely Reporting an Incident | 3 | 4 |
| Forgery | 52 | 55 |
| Fraud | 1 | 8 |
| Graffiti | 23 | 11 |
| Harassment | 4 | 0 |
| Identity Theft | 0 | 1 |
| Issue a Bad Check | 0 | 1 |
| Menacing | 7 | 6 |
| Obstruct Government | 9 | 14 |
| Official Misconduct | 0 | 5 |
| Panhandling | 0 | 1 |
| Petit Larceny | 102 | 167 |
| Public Lewdness | 20 | 101 |
| Reckless Endangerment | 6 | 3 |
| Resisting Arrest | 30 | 32 |
| Sex Offenses | 16 | 10 |
| Stalking | 1 | 0 |
| Theft of Services | 162 | 141 |
| Unlawful Fleeing a Police Officer | 1 | 1 |
| Unlawful Imprisonment/Kidnapping | 0 | 1 |
| VTL Offenses | 0 | 3 |
| Warrant Arrest | 49 | 37 |
| Weapons Offenses | 7 | 6 |
| Total Arrests | 925 | 982 |



Long Island Rail Road

INFORMATION

ITEMS



THE METROPOLITAN TRANSPORTATION AUTHORITY

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

This Charter for the Committee on Operations of the Long Island ~~Railroad~~Rail Road and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), ~~on July 24, 2013~~as amended on November 15, 2017.

I. ~~I.~~ PURPOSE

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

~~II.~~ COMMITTEE AUTHORITY

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

II. ~~III.~~ COMMITTEE MEMBERSHIP

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

III. ~~IV.~~ COMMITTEE MEETINGS

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

and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

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

IV. ~~V.~~ COMMITTEE REPORTS.

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

V. ~~VI.~~ KEY RESPONSIBILITIES

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

To fulfill its purpose, the Committee shall:

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

6. review and make recommendations to the Board Chair and the Board on proposed capital projects of the LIRR/LIB and monitor the status of such projects;
7. review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;
8. facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues; ~~and; and~~
9. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs; ~~1. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;~~
~~2.1. review and assess the adequacy of this Charter annually; and~~
~~report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.~~

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

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

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;

2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
3. review and assess the adequacy of this Charter annually; and
- 3.4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

EAST SIDE ACCESS

SUPPORT PROJECTS

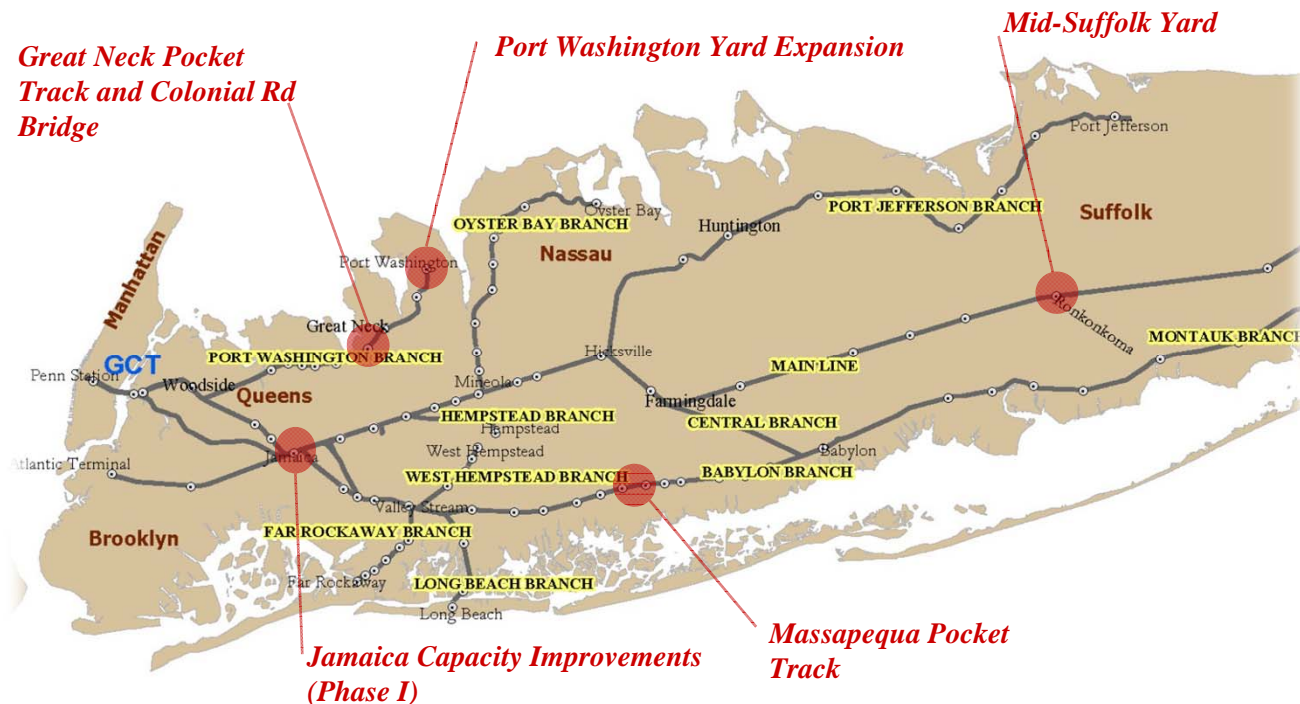
Long Island Rail Road

Long Island Committee

November 2017



PROJECT LOCATIONS



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



LIRR ESA SUPPORT PROJECTS

| | CURRENT PHASE | PROJECT BUDGET |
|---|---|-------------------|
| ▪ Jamaica Capacity Improvements – Phase 1 | CONSTRUCTION | \$301.7M |
| ▪ Massapequa Pocket Track | CONSTRUCTION | \$ 19.6M |
| ▪ Great Neck Pocket Track & Colonial Road Bridge | CONSTRUCTION | \$ 45.2M |
| ▪ Port Washington Yard Track Extensions | PLANNING | \$ 500K |
| ▪ Mid-Suffolk Yard | Procurement for DESIGN-BUILD Construction | \$128.0M* |
| | | \$495M |
| * \$51.4 M is from the 2015-2019 Capital Program. Rest of the funds are from the 2010-2014 Capital Program. | | |



Jamaica Capacity Improvements - Phase I

■ Schedule

■ Force Account Construction

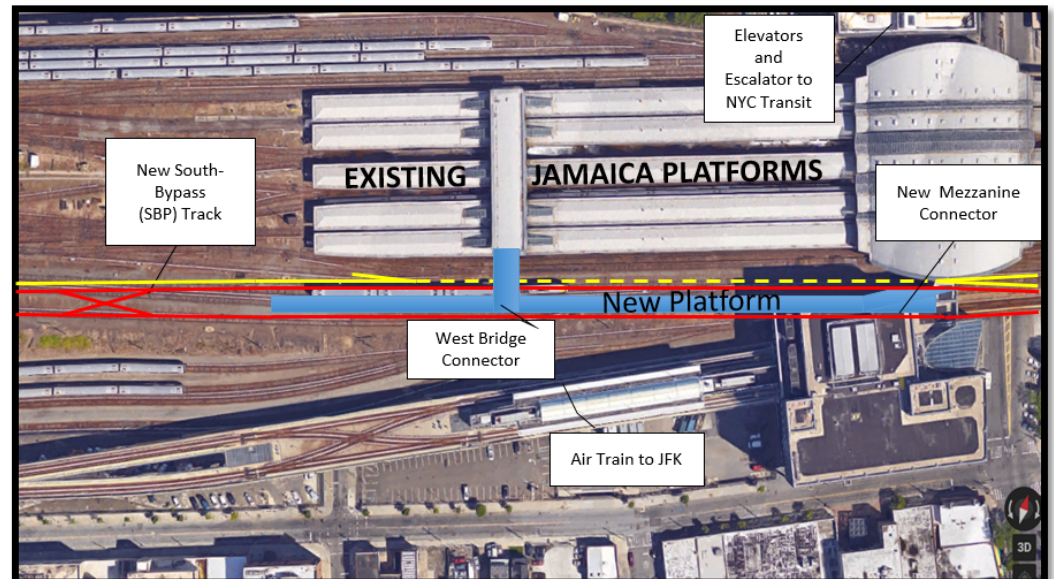
- South Bypass Track cut-over in May 2017 (A)
- Dunton Interlocking 3 - Crossover in construction. Signal pre-testing to commence 4th Q 2017 (F)

■ 3P Platform F Construction

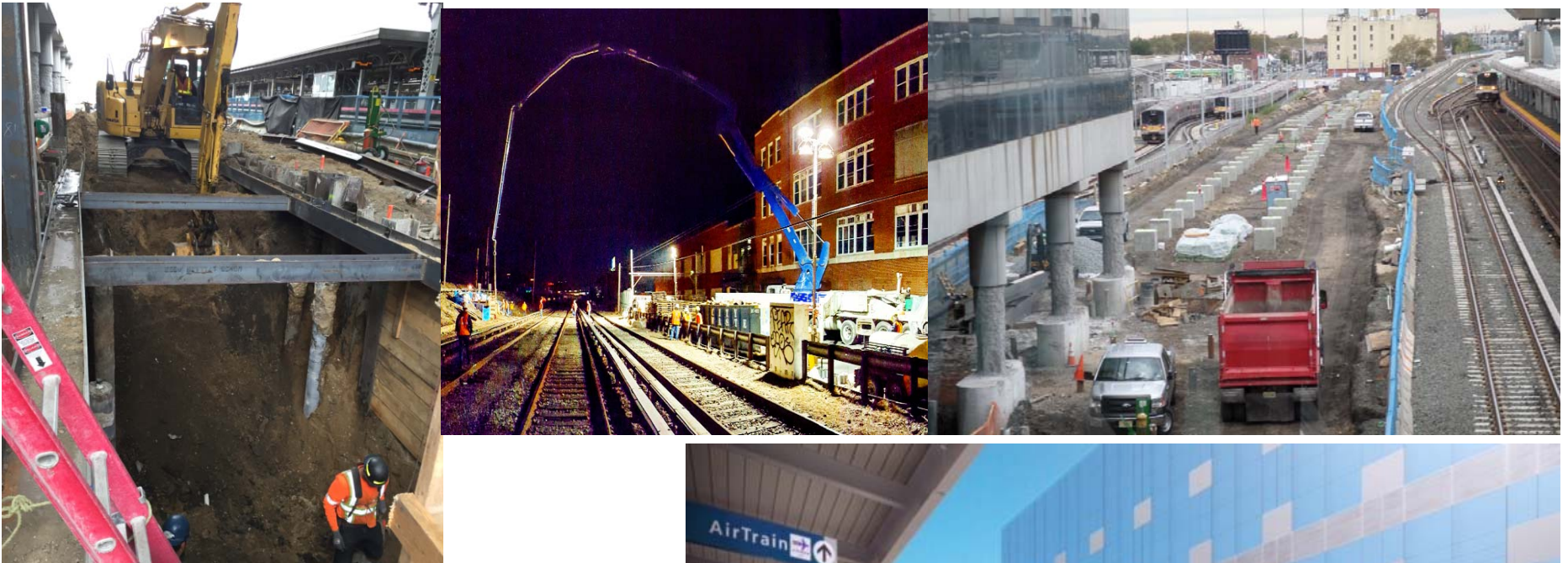
- Award: September 2016 (A)
- Completion: 4th Q 2019 (F)
- Platform foundation installations & excavation for new street-to-platform stair underway.
- Dunton 3-Crossover signal bridge construction underway.

■ Universal Crossovers:

- Union, Metropolitan, and Beaver (to facilitate JCI Phase 2)
- Completion: 3rd Q 2020 (F)



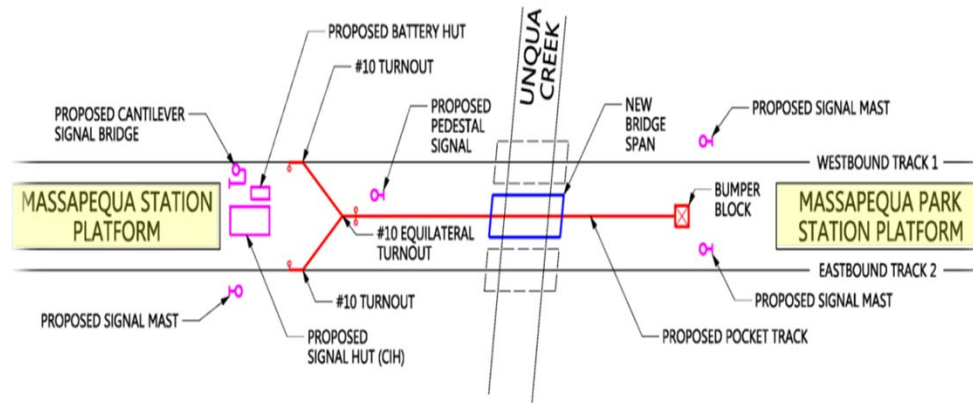
Additional Passenger Platform at Jamaica Station



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



MASSAPEQUA POCKET TRACK



PN-TV MASSAPEQUA POCKET TRACK PROPOSED LAYOUT
STUB ENDED 12-CAR POCKET TRACK



- Installation of additional Bridge Span, Track Work, Switches, Signal Bridge, Signal Hut, 3rd Rail Power and Substation work completed.
- Remaining signal work including signals, foundations, switch heaters, cases, conduit, manholes, wiring and testing will be completed when signal forces become available in the 3rd Q of 2018 (F).
- Systems Completion and Cut Over April 2019 (F)

Colonial Road Bridge and Great Neck Pocket Track



Colonial Road Bridge Construction

Completed April 2016



Great Neck Pocket Track

- Track Work Completed: Sept 2016(A)
- 3rd Rail Feeders, Substation Modifications, and Aerial Cabling Systems are being installed.
- Systems Completion and Cut Over Completion: Dec 2018 (F)



PORT WASHINGTON YARD TRACK EXTENSIONS



■ Scope:

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

■ Status:

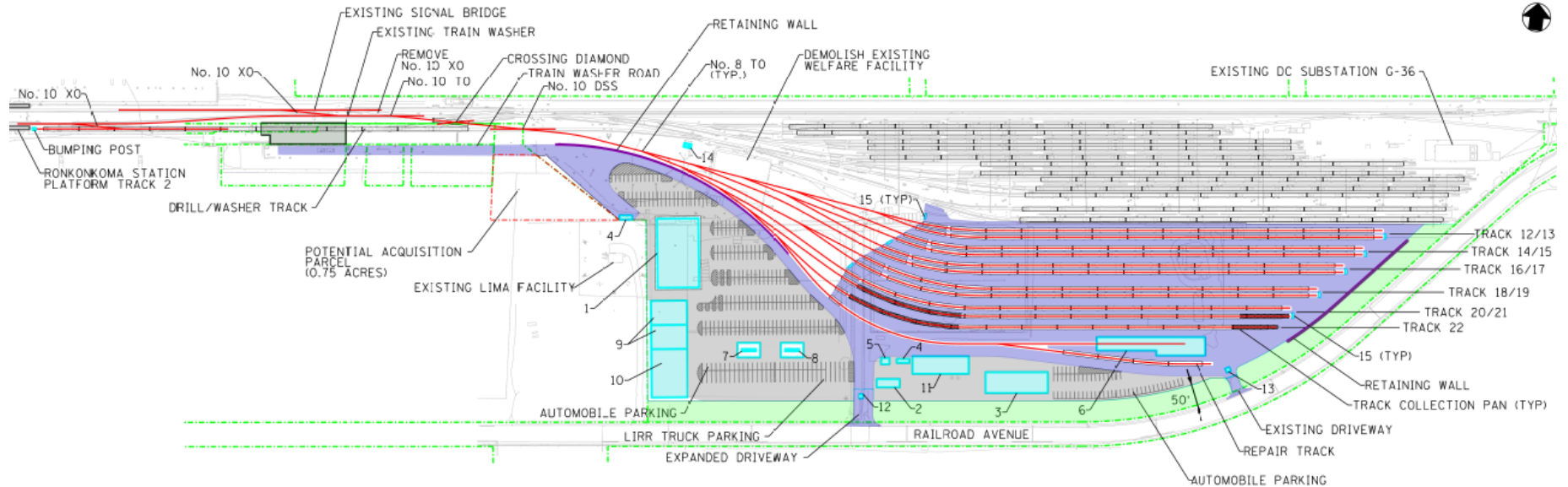
- LIRR drafting Memorandum of Understanding regarding property transfers with the Town of North Hempstead (TONH). SI anticipates finalizing and presenting to TONH in late 2017.

■ Schedule:

- Design Start: Q4 2018 (F)
- Construction Start: Q4 2020 (F)
- Construction Completion: Q2 2022 (F)



Mid-Suffolk Yard



Mid-Suffolk Yard Layout

Project Status:

- Design/Build RFP was issued in July 2017
- Proposals Received September 2017

Schedule:

- Design/Build Contract Award: 4th Q 2017 (F)
- Beneficial Use: 2nd Q 2020 (F)



New Employee Facility Rendering

Staff Summary



Long Island Rail Road

| | | | | | | | | | |
|--|-----------|-------------|-----------------|-------------|--------------|-----------------------------------|-------------------------|--------------|-----------------|
| Subject HOLIDAY & YEAR-END PROGRAMS | | | | | | Date November 2, 2017 | | | |
| Department SR. VICE PRESIDENT – OPERATIONS | | | | | | Vendor Name | | | |
| Department Head Name D. KUBICEK | | | | | | Contract Number | | | |
| Department Head Signature | | | | | | Contract Manager Signature | | | |
| Project Manager Name | | | | | | | | | |
| Board Action | | | | | | Internal Approval | | | |
| Order | To | Date | Approval | Info | Other | Order | Approval | Order | Approval |
| 1 | LI COMM | 11/13/17 | | | | 3 | Sr VP – Eng. & for LIRR | 1 | President. |
| | | | | | | 2 | VP Mktg & PA | | |
| | | | | | | | | | |
| | | | | | | | | | |

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to provide added service during the 2017-2018 Holiday Season. During the last quarter of the year, the LIRR provides added service for each of the major holidays and weekends from Thanksgiving through the weekend following New Year's weekend. Each program fulfills a different function and provides a different pattern of extra service to support increased demand during the Holiday Season. The programs for each of these days are detailed below. Also included here are details on the seasonal cessation of some East End weekend service. Additionally, trackwork programs during November and December will support Main Line second track work, switch replacement, and the VD Yard West Portal Project.

HOLIDAY SERVICE

Due to increased travel demand during the holiday season, on weekends between November 25, 2017, and January 1, 2018, service will be added on the Long Beach Branch during the peak demand time periods. The branch will receive eight additional trains, four that will operate westbound between 9 AM and 1 PM and four that will operate eastbound between 4 PM and 8 PM. This increase in service will provide customers with directional half-hourly service during this holiday travel period. In addition, two overnight trains from Penn Station have been added to accommodate customers taking in late night events throughout the city during the holiday season. One train will operate to Huntington, and one to Babylon.

Thanksgiving Eve Program (Wednesday, November 22, 2017)

The LIRR will operate a regular weekday schedule with additional service added. The Thanksgiving Eve program includes the standard 10 early release afternoon eastbound trains for people leaving the City early, plus an additional Ronkonkoma Branch train and an additional Montauk Branch service opportunity from Penn Station. Four trains will go to Babylon, two to Huntington, two to Ronkonkoma, and one each to Hicksville, Great Neck and Far Rockaway. Train 2710 will operate from Penn Station to Montauk.

Rev.4

Thanksgiving Day Program *(Thursday, November 23, 2017)*

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

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

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

Christmas Holiday Early Getaway Program *(Friday, December 22, 2017)*

On Friday, December 22, the last weekday prior to Christmas, the LIRR will operate on a regular weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

Christmas Eve & Christmas Day *(Sunday, December 24 & Monday, December 25, 2017)*

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

New Year's Holiday Early Getaway Program *(Friday, December 29, 2017)*

On Friday, December 29, the last weekday prior to New Year's, the LIRR will be on a regular, weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

New Year's Eve Program *(Sunday, December 31, 2017)*

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

New Year's Day Program *(Monday, January 1, 2018)*

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

LIRR HOLIDAY EXPRESS TRAIN

After last year's inaugural success of the LIRR Holiday Express Train, the Long Island Rail Road is offering two Holiday Express trains this year. The LIRR Holiday Express will be operating non-stop between Ronkonkoma and Penn Station on Saturday, December 16 and Babylon and Penn Station on Sunday, December 17th.

Rev.4

The LIRR Holiday Express will feature reserve-style seating, holiday decorations, on-board festivities, and giveaways for children. In addition, customers will receive an exclusive promotional discount to purchase tickets to the December 16th or 17th, 1 PM performance of “Elf The Musical” at MSG.

On Saturday, December 16th, the Holiday Express will operate non-stop between Ronkonkoma and Penn Station, departing at 9:35 AM and arriving at 10:47 AM.

On Sunday, December 17th, the Holiday Express will operate non-stop between Babylon and Penn Station, departing at 9:50 AM and arriving at 10:47 AM.

SEASONAL EAST END SERVICE

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

TRACK WORK PROGRAMS

- **Atlantic Branch, Atlantic Terminal – 12 Switch Removal** – On the week of November 13 through December 1, 12 switch within Brook Interlocking will be removed in support of the VD Yard West Portal project. This will result in a single track operation to/from 1 station in Atlantic Terminal.
- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for switch replacement and other construction related to the Main Line Second Track project on the weekend of November 18-19.
- **Atlantic Branch, Atlantic Terminal – Double Switch Installation** – On the weekends of December 2-3 and December 9-10, both main tracks will be out of service between Jamaica and Atlantic Terminal for the installation of two double slip switches in Brook Interlocking in support of the VD Yard West Portal project.
- **Greenport Branch, Ronkonkoma to Greenport – Switch Replacement** – On December 12th, single main track between Ronkonkoma and Greenport will be out of service for approximately 24 hours to allow for a switch replacement at Mill Road.

DISCUSSION:

Trackwork Program – Construction Activities (Short-term trackwork items requiring a special program)

- **Atlantic Branch, Atlantic Terminal – 12 Switch Removal** – On the week of November 13 through December 1, 12 switch within Brook Interlocking will be removed in support of the VD Yard West Portal project which will result in a single track operation within Brook Interlocking leading into and out of Atlantic Terminal station. As a result, the 7:29 a.m. train from Babylon to Atlantic Terminal will operate on an adjusted schedule and arrive in Atlantic Terminal 2 minutes later.
- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for switch replacement and other construction related to the Main Line Second Track project on the weekend of November 18-19.

Rev.4

Eastbound customers traveling to stations Pinelawn through Ronkonkoma will board buses at Hicksville for their station. Eastbound customers can expect up to 44 minutes additional travel time. Westbound customers traveling from stations Ronkonkoma through Pinelawn will board buses at their station for Hicksville, where they will transfer to train service. Westbound buses will depart up to 44 minutes earlier than normal train service in order to connect with trains at Hicksville. Bethpage and Farmingdale customers will have normal train service in both directions. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma.

- **Atlantic Branch, Atlantic Terminal – Double Switch Installation** – On the weekends of December 2-3 and December 9-10, both main tracks will be out of service between Jamaica and Atlantic Terminal for the installation of two double slip switches in Brook Interlocking in support of the VD Yard West Portal project. There will be no train service between Jamaica and East New York, Nostrand Avenue, and Atlantic Terminal. NYCTA will be cross-honoring fares at these stations.
- **Greenport Branch, Ronkonkoma to Greenport – Mill Road Switch Replacement** – On December 12th, single main track between Ronkonkoma and Greenport will be out of service for approximately 24 hours to allow for a switch replacement at Mill Road in Riverhead. All trains operating between Ronkonkoma and Greenport will be replaced with bus service. Eastbound customers will transfer at Ronkonkoma to a bus to complete their trips and will arrive at their stations up to 10 minutes later than normal. Westbound customers from Greenport through Medford will board buses up to 15 minutes earlier than normal train time, and transferring to the train at Ronkonkoma.

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

IMPACT ON FUNDING

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

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

November 15, 2017

Staff Summary



| | | | | | | | | | |
|--|--------------|----------|----------|------|-------|---------------------------|--------------|-------|----------|
| Subject : Request for Authorization to Award Various Procurements | | | | | | Date November 15, 2017 | | | |
| Department Procurement and Logistics | | | | | | | | | |
| Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer | | | | | | | | | |
| Department Head Signature | | | | | | | | | |
| | | | | | | | | | |
| Board Action | | | | | | Internal Approvals | | | |
| Order | To | Date | Approval | Info | Other | Order | Approval | Order | Approval |
| 1 | LI Committee | 11.13.17 | | | | 1 | President | | |
| 2 | MTA Board | 11.15.17 | | | | 2 | Executive VP | | |
| | | | | | | | | | |
| | | | | | | | | | |

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 F: | Personal Service Contracts | 1 | \$1,377,643 |
| | | SUBTOTAL: | 1 \$1,377,643 |

LIRR proposes to award Ratifications in the following categories:

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

| | | |
|---------------|----------|--------------------|
| TOTAL: | 1 | \$1,377,643 |
|---------------|----------|--------------------|

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

NOVEMBER 2017

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

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

- | | | |
|-----------|------------------------------------|----------------------|
| 1. | Strategic Planning Partners | \$1,377,643 |
| | Competitive RFP | Not-to-Exceed |
| | Contract No. 6271 | |

Long Island Rail Road requests MTA Board approval to award a competitively solicited Personal Service contract to Strategic Planning Partners (“SPP”) for the development of protocols for Security Sensitive Information (SSI) and for Security Control Officer Consultants for various LIRR locations for all existing/proposed LIRR projects containing a Security/SSI component for a period of two years, plus a one-year option, in the total not-to-exceed amount of \$1,377,643.

Staff Summary



| Item Number: 1 | | | | | |
|--|-----------------------------------|----------|---|------|-------|
| Dept & Dept. Head Name: Procurement & Logistics, Dennis Mahon | | | | | |
| Department Head Signature & Date <i>[Signature]</i> | | | | | |
| Division & Division Head Name: Office of Security, Robert Murphy | | | | | |
| Division Head Signature & Date <i>[Signature]</i> | | | | | |
| Board Reviews | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | LI Committee | 11.13.17 | | | |
| 2 | MTA Board | 11.15.17 | | | |
| Internal Approvals | | | | | |
| Order | Approval | Order | Approval | | |
| 6 | President <i>[Signature]</i> | 3 | SVP Engineering <i>[Signature]</i> | | |
| 5 | Executive VP <i>[Signature]</i> | 2 | VP & CFO <i>[Signature]</i> | | |
| 4 | SVP Operations <i>[Signature]</i> | 1 | VP Gen Counsel & Sec'y <i>[Signature]</i> | | |

| SUMMARY INFORMATION | |
|---|-----------------|
| Vendor Name | Contract Number |
| Strategic Planning Partners | 6271 |
| Description | |
| Security Sensitive Information Consultants | |
| Total Amount | |
| \$1,377,643 NTE | |
| Contract Term (Including Options, if any) | |
| December 1, 2017 – November 30, 2020 | |
| Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Procurement Type | |
| <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive | |
| Solicitation Type | |
| <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source | |
| <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

Narrative

I. PURPOSE/RECOMMENDATION:

Long Island Rail Road requests MTA Board approval to award a competitively solicited Personal Service contract to Strategic Planning Partners ("SPP") for the development of protocols for Security Sensitive Information (SSI) and for Security Control Officer Consultants for various LIRR locations for all existing/proposed LIRR projects containing a Security/SSI component for a period of two years, plus a one-year option, in the total not to exceed amount of \$1,377,643.00.

II. DISCUSSION:

The consultant will act as the liaison between the LIRR Office of Security and LIRR internal departments (i.e. Procurement, Project Management, IT, Operating Departments, etc.) and external parties throughout the life of a project to provide subject matter expertise, ensure compliance, and provide guidance and recommendations. Consultant staffing will be in direct proportion with project lifecycle and will expand or contract commensurate with project needs. Project requirements, plans and schedules will need to be reviewed to ensure the highest security and safety standards identified in the Program are incorporated and maintained. The full time, on-site consultants will facilitate all security matters which includes overseeing the development of procedures for the classification and distribution of security sensitive information, and thereafter, ensure that such distribution is in accordance with prescribed protocols, in order to maintain confidentiality of the information on a need to know basis, at determined security levels. This also includes records management and maintenance of the database of all non-disclosure related documents, as well as all records pertaining to access, preservation, use, reproduction, disposal and transmission of all materials containing MTA Security Sensitive information. The consultant shall report on progress, non-conformance issues, and incidents having either actual or potential impact to the security of confidential information and its maintenance.

In response to LIRR's RFP, which was advertised in the NYS Contract Reporter, MTA website, and the NY Post on June 22, 2017, four (4) firms submitted Technical and Cost proposals on July 28, 2017 as follows: AECOM, \$1,980,716.25; QED, \$1,743,189.44; Seamless Communications, \$1,522,400.00, SPP, \$1,458,555.00.

Staff Summary

On August 22, 2017, LIRR's Technical Evaluation Committee ("TEC") met to evaluate the four (4) technical proposals using the following evaluation criteria: Experience of the Proposer; Experience and Qualification of key personnel; and Technical Approach. At the conclusion of the technical evaluation, the TEC unanimously agreed that SPP was the most technically qualified firm to perform the work, as their proposal met the majority of LIRR's requirements. SPP has familiarity with MTA/LIRR projects and requirements, having provided similar services on the West Side Yard Overbuild project. SPP also has prior anti-terrorism threat assessment experience with a large law enforcement agency. Further, SPP displayed extensive experience and knowledge in the development, review, and implementation of plans, documents, and security drawings and protocols as they relate to SSI requirements.

On October 3, 2017, a teleconference was held with SPP to review their cost proposal. Based on MTA Audit's review of the proposed rates, SPP agreed to reduce its Overhead Rate by 10%. SPP's proposed direct hourly rate was reviewed in accordance with the NYS Department of Labor Employment and Wage data applicable to the proposed Occupational titles within the NYC region and was found to be within range. It was also noted that SPP's proposed burdened labor rates were 24% less than the number two ranked firm. Negotiations yielded an overall contract price reduction of \$80,912.00, from \$1,458,355.00 to \$1,377,643.00 (\$909,351.00 for the base years and \$468,292 for the option year), or a 5.55% saving from the initial proposed amount. The two-year base contract negotiated amount of \$909,351.00 is 5% less than the LIRR's internal cost estimate of \$959,806.98 and is therefore deemed fair and reasonable.

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

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights established a 0%/0% M/WBE goals for this procurement.

IV. IMPACT ON FUNDING:

Funding for this project is included in the LIRR's Operating Budget.

V. ALTERNATIVES:

LIRR does not have the available in-house staff with both the expertise and capability to develop the required security sensitive information procedures for the classification, distribution, management and maintenance of confidential information in a security sensitive system.



LONG ISLAND RAIL ROAD



Monthly Operating Report October 2017

Patrick Nowakowski
President

11/13/17 *****

Performance Summary

| | | | 2017 Data | | | 2016 Data | |
|--|----------------------------|-------------------|--------------|--------------|--------------|--------------|--------------|
| | | | Annual | YTD thru | | YTD thru | |
| | | | Goal | Oct | Oct | Oct | Oct |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | System | Overall | 94.0% | 93.9% | 91.5% | 92.1% | 93.0% |
| | | AM Peak | | 92.9% | 91.4% | 92.3% | 93.3% |
| | | PM Peak | | 93.4% | 85.9% | 90.3% | 90.1% |
| | | Total Peak | | 93.1% | 88.8% | 91.4% | 91.8% |
| | | Off Peak Weekday | | 93.9% | 91.5% | 92.7% | 92.9% |
| | | Weekend | | 94.9% | 94.8% | 91.5% | 94.5% |
| | Babylon Branch | Overall | 93.9% | 93.1% | 90.4% | 91.9% | 92.0% |
| | | AM Peak | | 93.8% | 92.8% | 94.8% | 94.3% |
| | | PM Peak | | 94.3% | 84.0% | 91.0% | 88.8% |
| | | Total Peak | | 94.0% | 88.8% | 93.0% | 91.7% |
| | | Off Peak Weekday | | 93.3% | 90.7% | 92.0% | 92.1% |
| | | Weekend | | 90.6% | 92.7% | 89.5% | 92.1% |
| | Far Rockaway Branch | Overall | 96.6% | 96.8% | 95.5% | 96.0% | 96.6% |
| | | AM Peak | | 95.0% | 91.4% | 95.7% | 94.2% |
| | | PM Peak | | 94.9% | 93.6% | 94.7% | 96.2% |
| | | Total Peak | | 95.0% | 92.4% | 95.2% | 95.1% |
| | | Off Peak Weekday | | 96.7% | 95.9% | 95.5% | 96.8% |
| | | Weekend | | 99.0% | 97.9% | 97.8% | 97.6% |
| | Huntington Branch | Overall | 92.5% | 93.1% | 90.6% | 88.3% | 91.5% |
| | | AM Peak | | 96.1% | 91.3% | 90.6% | 92.7% |
| | | PM Peak | | 92.9% | 81.5% | 87.4% | 89.0% |
| | | Total Peak | | 94.5% | 86.6% | 89.0% | 90.9% |
| | | Off Peak Weekday | | 92.3% | 89.8% | 88.9% | 90.2% |
| | | Weekend | | 93.0% | 95.1% | 86.9% | 93.8% |
| | Hempstead Branch | Overall | 96.5% | 96.1% | 93.9% | 95.1% | 96.0% |
| | | AM Peak | | 98.6% | 94.3% | 95.7% | 96.8% |
| | | PM Peak | | 93.9% | 87.0% | 90.5% | 92.6% |
| | | Total Peak | | 96.4% | 90.8% | 93.2% | 94.8% |
| | | Off Peak Weekday | | 95.2% | 93.9% | 96.4% | 96.8% |
| | | Weekend | | 97.6% | 97.0% | 94.4% | 95.8% |
| | Long Beach Branch | Overall | 95.9% | 96.4% | 93.4% | 96.1% | 95.0% |
| | | AM Peak | | 97.0% | 93.2% | 94.0% | 95.3% |
| | | PM Peak | | 93.4% | 89.1% | 94.4% | 92.8% |
| | | Total Peak | | 95.3% | 91.3% | 94.2% | 94.1% |
| | | Off Peak Weekday | | 96.6% | 93.4% | 96.5% | 95.0% |
| | | Weekend | | 97.6% | 95.9% | 97.4% | 96.0% |
| | Montauk Branch | Overall | 90.8% | 90.9% | 89.2% | 88.8% | 90.1% |
| | | AM Peak | | 88.6% | 90.3% | 84.9% | 88.1% |
| | | PM Peak | | 89.3% | 86.5% | 87.5% | 89.9% |
| | | Total Peak | | 89.0% | 88.4% | 86.2% | 89.0% |
| | | Off Peak Weekday | | 93.5% | 90.6% | 90.1% | 90.8% |
| | | Weekend | | 87.7% | 87.7% | 88.7% | 89.8% |
| | Oyster Bay Branch | Overall | 94.1% | 92.0% | 92.1% | 86.9% | 92.9% |
| | | AM Peak | | 92.2% | 92.5% | 90.3% | 94.4% |
| | | PM Peak | | 89.4% | 83.5% | 78.6% | 85.7% |
| | | Total Peak | | 90.9% | 88.4% | 84.9% | 90.4% |
| | | Off Peak Weekday | | 93.2% | 92.8% | 91.1% | 94.0% |
| | | Weekend | | 90.6% | 95.8% | 80.4% | 94.0% |

| Performance Summary | | 2017 Data | | | 2016 Data | |
|---|-------------------|-------------------------|---------------|----------------|------------------|----------------|
| | | Annual | YTD thru | | YTD thru | |
| | | Goal | Oct | Oct | Oct | Oct |
| Port Jefferson Branch | Overall | 90.9% | 92.6% | 91.2% | 89.4% | 90.2% |
| | AM Peak | | 92.6% | 89.6% | 88.7% | 90.2% |
| | PM Peak | | 94.8% | 87.8% | 85.0% | 89.8% |
| | Total Peak | | 93.6% | 88.7% | 87.0% | 90.0% |
| | Off Peak Weekday | | 90.2% | 89.4% | 89.0% | 87.4% |
| | Weekend | | 96.0% | 97.6% | 93.0% | 95.9% |
| Port Washington Branch | Overall | 95.3% | 95.1% | 90.8% | 95.3% | 93.2% |
| | AM Peak | | 91.7% | 90.6% | 95.2% | 94.2% |
| | PM Peak | | 94.5% | 82.2% | 90.2% | 86.9% |
| | Total Peak | | 93.1% | 86.3% | 92.7% | 90.5% |
| | Off Peak Weekday | | 94.6% | 90.0% | 95.2% | 92.3% |
| | Weekend | | 98.4% | 97.2% | 98.1% | 98.1% |
| Ronkonkoma Branch | Overall | 91.6% | 91.4% | 89.3% | 87.0% | 91.0% |
| | AM Peak | | 85.6% | 88.1% | 86.4% | 90.3% |
| | PM Peak | | 95.2% | 89.5% | 92.7% | 91.9% |
| | Total Peak | | 89.9% | 88.8% | 89.3% | 91.0% |
| | Off Peak Weekday | | 90.7% | 88.7% | 88.5% | 90.9% |
| | Weekend | | 95.4% | 91.6% | 81.2% | 91.5% |
| West Hempstead Branch | Overall | 95.8% | 95.5% | 95.0% | 97.0% | 96.5% |
| | AM Peak | | 90.9% | 91.3% | 92.4% | 95.1% |
| | PM Peak | | 87.1% | 88.1% | 96.0% | 92.4% |
| | Total Peak | | 88.8% | 89.6% | 94.4% | 93.6% |
| | Off Peak Weekday | | 98.3% | 97.1% | 97.2% | 98.0% |
| | Weekend | | 98.1% | 97.5% | 100.0% | 97.2% |
| Operating Statistics | | Trains Scheduled | 20,901 | 207,265 | 20,601 | 205,603 |
| Avg. Delay per Late Train (min) excluding trains canceled or terminated | | | -11.4 | -12.1 | -13.5 | -13.3 |
| Trains Over 15 min. Late excluding trains canceled or terminated | | | 180 | 2,764 | 279 | 2,626 |
| Trains Canceled | | | 60 | 1,124 | 137 | 1,094 |
| Trains Terminated | | | 38 | 654 | 87 | 443 |
| Percent of Scheduled Trips Completed | | | 99.5% | 99.1% | 98.9% | 99.3% |
| Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards) | | | | | | |
| | | AM Peak | 99.5% | | | |
| | | PM Peak | 99.1% | | | |
| | | Total Peak | 99.3% | | | |

| System Categories Of Delay | % Total | 2017 | 2017 Data | | 2016 Data | | YTD 2017 Vs 2016 |
|----------------------------|---------------|--------------|--------------|-----------------|--------------|-----------------|---------------------|
| | | Sept | Oct | YTD Thru Oct | Oct | YTD Thru Oct | |
| Engineering (Scheduled) | 0.9% | 35 | 11 | 531 | 426 | 728 | (197) |
| Engineering (Unscheduled) | 13.4% | 169 | 171 | 2,053 | 188 | 1,574 | 479 |
| Maintenance of Equipment | 11.9% | 154 | 152 | 1,628 | 111 | 1,275 | 353 |
| Transportation | 2.8% | 56 | 36 | 747 | 22 | 453 | 294 |
| Capital Projects | 3.1% | 31 | 39 | 429 | 49 | 429 | - |
| Weather and Environmental | 11.9% | 14 | 152 | 1,863 | 74 | 1,674 | 1 |
| Police | 10.2% | 164 | 130 | 1,516 | 105 | 1,629 | (113) |
| Customers | 32.2% | 510 | 410 | 4,483 | 423 | 3,987 | 496 |
| Other | 9.2% | 54 | 117 | 1,160 | 185 | 1,649 | (489) |
| 3rd Party Operations | 4.4% | 104 | 56 | 3,128 | 53 | 1,093 | 2,035 |
| Total | 100.0% | 1,291 | 1,274 | 17,538 | 1,636 | 14,491 | 3,047 |



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 |
| 3-Oct | Tues | Train 558 with equipment trouble in Harold Interlocking | | | | 9 | | 1 | | | | 9 | | 1 |
| 4-Oct | Wed | Bridge strike east of Mets Willets Point | 5 | | | | | | 5 | 1 | | 10 | 1 | |
| 5-Oct | Thurs | Bridge strike at Post Avenue, west of Westbury Station | 10 | | | | | | 2 | | | 12 | | |
| 5-Oct | Thurs | Train 421 with equipment trouble in Port Washington | 11 | 1 | | | | | | | | 11 | 1 | |
| 6-Oct | Fri | Signal crossing protection malfunction at Covert Avenue | | | | | | | 11 | | | 11 | | |
| 8-Oct | Sun | Signal trouble at Jay Interlocking | | | | | | | 15 | | | 15 | | |
| 13-Oct | Fri | Switch trouble in Queens Interlocking | | | | 10 | | | 3 | | | 13 | | |
| 13-Oct | Fri | Signal trouble in Harold Interlocking | | | | | | | 12 | | | 12 | | |
| 16-Oct | Mon | Track condition in Nassau Interlocking | | | | | | | 10 | | | 10 | | |
| 16-Oct | Mon | Supervisory system failure in Atlantic Terminal | | | | 9 | 4 | 2 | 12 | 3 | 5 | 21 | 7 | 7 |
| 18-Oct | Wed | Disabled track car in Brook Interlocking | | | | 4 | | | 8 | 1 | | 12 | 1 | |
| 24-Oct | Tues | Debris on tracks west of Freeport | 26 | | | | | | 1 | | | 27 | | |
| 24-Oct | Tues | Low adhesion system wide | 3 | | | 1 | | | 11 | | | 15 | | |
| 24-Oct | Tues | Weather loading | 3 | | | 6 | | | 10 | | | 19 | | |
| 24-Oct | Tues | Vehicle strike east of Bethpage Station | 16 | 5 | 1 | | | | 8 | 2 | 1 | 24 | 7 | 2 |
| 29-Oct | Sun | Heavy winds | | | | | | | 7 | 2 | 2 | 7 | 2 | 2 |
| 30-Oct | Mon | Heavy winds | 13 | 9 | 3 | | | | 2 | 1 | 8 | 15 | 10 | 11 |
| 30-Oct | Mon | Train 878 with equipment trouble in F Interlocking | | | | 9 | | 1 | 4 | 1 | | 13 | 1 | 1 |
| TOTAL FOR MONTH | | | 87 | 15 | 4 | 48 | 4 | 4 | 121 | 11 | 16 | 256 | 30 | 24 |
| | | | | | | | | | | | | 310 | | |



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

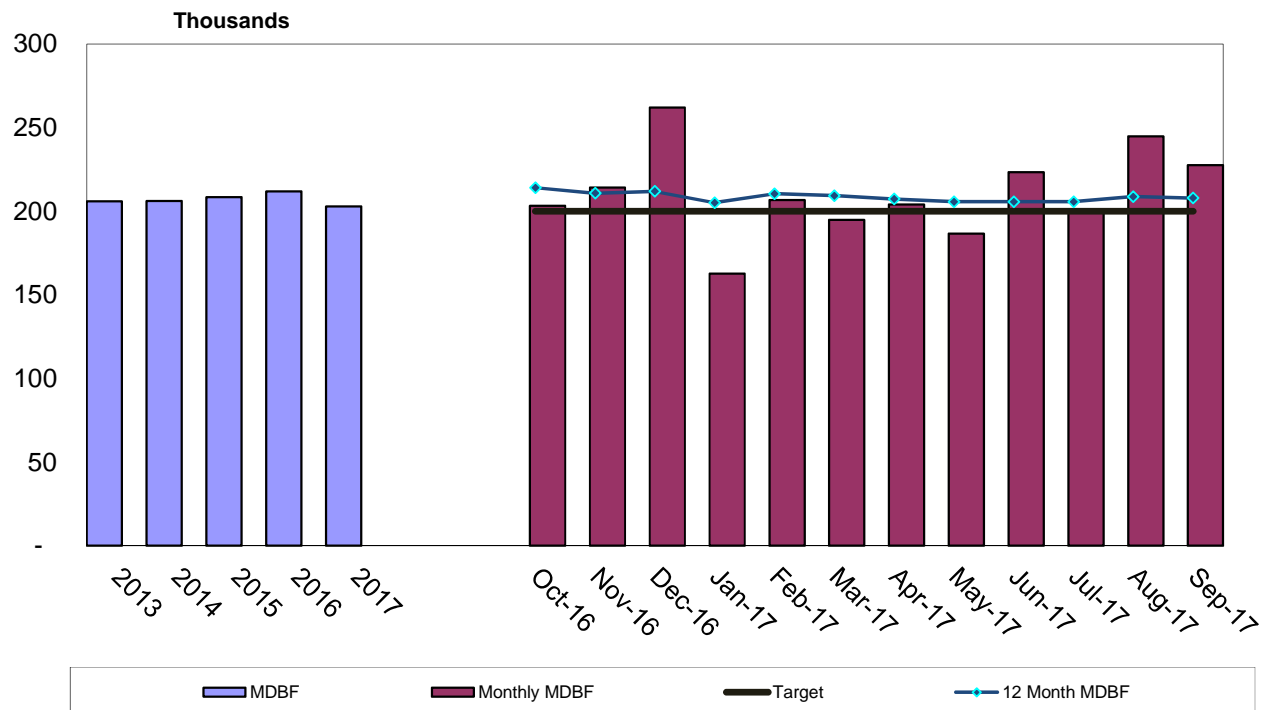
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - SEPTEMBER 2017

| | 2017 Data | | | | | | | 2016 Data | | |
|-----------------------------|------------------------|------------------------|-------------------------|------------------------------|--|--|--|------------------------------|--|--|
| | Equip- ment Type | Total Fleet Size | MDBF Goal (miles) | September MDBF (miles) | September No. of Primary Failures | YTD MDBF thru September (miles) | 12 month MDBF Rolling Avg (miles) | September MDBF (miles) | September No. of Primary Failures | YTD MDBF thru September (miles) |
| Mean | M-3 | 150 | 67,000 | 73,394 | 7 | 72,134 | 68,823 | 54,465 | 10 | 66,061 |
| Distance | M-7 | 836 | 440,000 | 624,832 | 8 | 438,309 | 443,135 | 724,333 | 7 | 442,228 |
| Between Failures | C-3 | 134 | 122,000 | 139,081 | 5 | 140,952 | 148,898 | 102,179 | 7 | 153,777 |
| | DE | 24 | 22,000 | 15,505 | 6 | 18,078 | 20,138 | 98,547 | 1 | 20,577 |
| | DM | 21 | 22,000 | 36,074 | 2 | 28,637 | 30,060 | 36,749 | 2 | 25,956 |
| | Diesel | 179 | 65,000 | 66,199 | 13 | 68,897 | 73,839 | 88,730 | 10 | 72,588 |
| | Fleet | 1,165 | 200,000 | 227,607 | 28 | 202,991 | 207,956 | 240,825 | 27 | 208,119 |

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 October | |
|-------------------------|-------------------------------|-----------------------|----------------------|-----------|
| | | | AM Peak | PM Peak |
| Daily Average | Babylon Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 14 | 17 |
| | | Total Standees | 14 | 17 |
| | Far Rockaway Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| | Huntington Branch | Program Standees | 40 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 40 | 0 |
| | Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 2 | 0 |
| | | Total Standees | 2 | 0 |
| | Long Beach Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| | Montauk Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 3 | 0 |
| | | Total Standees | 3 | 0 |
| | Oyster Bay Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 1 | 0 |
| | | Total Standees | 1 | 0 |
| | Port Jefferson Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| | Port Washington Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 6 | 27 |
| | | Total Standees | 6 | 27 |
| | Ronkonkoma Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 2 | 39 |
| | | Total Standees | 2 | 39 |
| | West Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| System Wide PEAK | | | 68 | 84 |

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF OCTOBER 2017

Standee Report

West Of Jamaica

| | | | 2017 Data October | |
|-------------------------|------------------------|-----------------------|----------------------|------------|
| | | | AM Peak | PM Peak |
| Daily Average | Babylon Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 14 | 29 |
| | | Total Standees | 14 | 29 |
| | Far Rockaway Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 8 | 0 |
| | | Total Standees | 8 | 0 |
| | Huntington Branch | Program Standees | 40 | 0 |
| | | Add'l Standees | 0 | 6 |
| | | Total Standees | 40 | 6 |
| | Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 2 | 11 |
| | | Total Standees | 2 | 11 |
| | Long Beach Branch | Program Standees | 28 | 0 |
| | | Add'l Standees | 29 | 0 |
| | | Total Standees | 57 | 0 |
| | Montauk Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| | Oyster Bay Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| | Port Jefferson Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| | Port Washington Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 6 | 27 |
| | | Total Standees | 6 | 27 |
| | Ronkonkoma Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 27 |
| | | Total Standees | 0 | 27 |
| | West Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| System Wide PEAK | | | 126 | 101 |

Definitions

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

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

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

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

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

ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF OCTOBER 2017

| Elevator Availability | | 2017 | | 2016 | |
|-----------------------|------------------------|---------|--------------|---------|--------------|
| | | October | Year to Date | October | Year to Date |
| Branch | Babylon Branch | 99.40% | 98.90% | 97.90% | 98.70% |
| | Far Rockaway Branch | 99.70% | 99.20% | 98.60% | 98.80% |
| | Hempstead Branch | 99.60% | 99.30% | 98.30% | 98.90% |
| | Long Beach Branch | 99.00% | 99.10% | 98.80% | 99.30% |
| | Port Jefferson Branch | 98.50% | 98.70% | 96.00% | 96.60% |
| | Port Washington Branch | 99.30% | 99.30% | 98.00% | 98.60% |
| | Ronkonkoma Branch | 99.20% | 99.30% | 99.30% | 99.20% |
| | City Terminal Stations | 99.00% | 98.80% | 99.30% | 98.50% |
| | Overall Average | 99.20% | 99.00% | 98.50% | 98.60% |

(XX - Hicksville escalators out of service for replacement)

| Escalator Availability | | 2017 | | 2016 | |
|------------------------|-----------------------|---------|--------------|---------|--------------|
| | | October | Year to Date | October | Year to Date |
| Branch | Babylon Branch | 98.00% | 97.10% | 97.10% | 97.60% |
| | Far Rockaway Branch | 98.70% | 96.50% | 99.00% | 98.30% |
| | Hempstead Branch | 94.10% | 98.30% | 97.90% | 97.80% |
| | Long Beach Branch | 90.20% | 90.90% | 91.10% | 96.10% |
| | Port Jefferson Branch | XX | 97.70% | 95.20% | 97.40% |
| | City Terminal | 90.70% | 97.80% | 100.00% | 98.60% |
| | Overall Average | 94.50% | 97.20% | 98.10% | 98.00% |



Long Island Rail Road

OPERATIONS

SAFETY REPORT

September Safety Report

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

| Performance | | | |
|--|----------------------------------|----------------------------------|----------------------------------|
| Performance Indicator | 12-Month Average | | |
| | October 2014 - September 2015 | October 2015 - September 2016 | October 2016 - September 2017 |
| FRA Reportable Customer Accident Rate per Million Customers | 4.22 | 3.06 | 2.82 |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 3.56 | 3.09 | 3.56 |
| Grade Crossing Incidents ¹ | 10 | 7 | 13 |
| Mainline FRA Reportable Train Derailments | 0 | 1 | 2 |
| Mainline FRA Reportable Train Collisions | 2 | 2 | 1 |

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

| Leading Indicators | | | | |
|----------------------------------|--|------------------|--------------|-------------------|
| Focus on Safety Training | 2016 | | 2017 | |
| | Year End | | September | Year to Date |
| First Responders Trained | 1537 | | 137 | 1,232 |
| Employee Safety Training Courses | 210 | | 78 | 508 |
| Employees Trained | 6,013 | | 923 | 7,813 |
| Employee Safety Training Hours | 223,736 | | 25,111 | 196,143 |
| Customer and Community: | September | Year to Date | September | Year to Date |
| Broken Gates | 9 | 97 | 10 | 84 |
| MTA Police Details | 46 | 374 | 132 | 734 |
| Summons | 198 | 1,399 | 96 | 1,495 |
| Warnings | 83 | 685 | 49 | 651 |
| Arrests | 0 | 5 | 0 | 1 |
| Community Education and Outreach | 10,038 | 82,063 | 12,783 | 80,492 |
| | | 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 OCTOBER 2017**

| Elevators | Mechanical Injury | Human Factor Injury | Entrapment |
|--|--------------------------|----------------------------|-------------------|
| There were no elevator incidents reported in the month of October 2017 | | | |

| Escalators | Mechanical Injury | Human Factor Injury |
|--|--------------------------|----------------------------|
| No escalator accidents reported in the month of October 2017 | | |

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, slip/trip/fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined as when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.



Long Island Rail Road

Monthly Financial Report

September 2017

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

SUMMARY

September YTD operating results were favorable by \$65.8 or 7.5% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through September were \$0.2 unfavorable to forecast. Farebox Revenue was favorable as a result of higher ridership, partially offset by lower yields per passenger. Other Operating Revenues were unfavorable due to lower advertising revenue, partially offset by higher miscellaneous revenue. Total Non-Reimbursable expenses through September were \$66.0 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 \$11.9 higher than the Mid-Year Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date September **Total Revenues** (including Capital and Other Reimbursements) of \$865.5 were \$11.8 or 1.4% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.4 favorable to forecast due to higher ridership, partially offset by lower yield per passenger. Ridership through September was 66.6 million. This was 0.2% above 2016 (adjusted for same number of calendar work days) and 3.8% higher than forecast.
- **Y-T-D Other Operating Revenues** were \$(0.5) unfavorable to forecast due to lower advertising and special services revenue, partially offset by higher rental, miscellaneous and freight revenue.
- **Y-T-D Capital and Other Reimbursements** were \$11.9 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date September **Total Expenses** (including depreciation and other) of \$1,675.3 were favorable to the Mid-Year Forecast by \$54.0 or 3.1%.

Labor Expenses, \$15.5 favorable Y-T-D.

- **Payroll**, \$12.1 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(8.3) 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**, \$2.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$6.6 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$2.5 favorable Y-T-D (primarily lower Railroad Retirement Taxes).

Non-Labor Expenses, \$39.6 favorable Y-T-D.

- **Electric Power**, \$(2.3) unfavorable Y-T-D (higher rates and consumption).
- **Fuel**, \$0.5 favorable Y-T-D (lower rates).
- **Insurance**, \$1.4 favorable Y-T-D (lower Liability, Property and Force Account Insurance).
- **Claims**, \$(4.3) unfavorable Y-T-D (increase in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$7.7 favorable Y-T-D (Primarily timing of vegetation management, construction services, TVM maintenance, uniform purchases, security services and other maintenance and operating contracts and lower Amtrak State of Good Repair support costs including bussing and ferry service, partially offset by timing of janitorial and custodial services and higher non-revenue vehicle repairs).
- **Professional Services**, \$7.4 favorable Y-T-D (Primarily timing of activities/payments for Enterprise Asset Management, MTA chargebacks, medical services, M7 propulsion consultant, advertising and other professional services contracts, partially offset by higher legal fees.)
- **Materials and Supplies**, \$28.5 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).

- **Other Business Expense**, \$0.7 favorable Y-T-D (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 and higher bad debt reserves due to Amtrak outstanding receivables).

Depreciation and Other, \$(1.2) unfavorable Y-T-D (primarily higher Depreciation and Other Post-Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through September of \$554.7 was \$26.7 favorable to the Mid-Year Forecast due to lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 50.4%, 3.3 percentage points above the Mid-Year Forecast resulting from lower expenses.
- Through September, the Adjusted Farebox Operating Ratio was 59.1%, which is favorable to the Mid-Year Forecast due to lower expenses.
- Through September, the Adjusted Cost per Passenger was \$14.79, which is lower than the Mid-Year Forecast due to lower expenses and higher passengers.
- Through September, the Revenue per Passenger was \$8.15, 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
September 2017
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|----------------------------|-------------------|-------------------|---------------|----------------------------|-----------------|------------------|---------------|----------------------------|-------------------|-------------------|---------------|
| | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | |
| | Forecast | Actual | Variance | Percent | Forecast | Actual | Variance | Percent | Forecast | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$63.204 | \$62.829 | (\$0.375) | (0.6) | \$0.000 | \$0.000 | \$0.000 | - | \$63.204 | \$62.829 | (\$0.375) | (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 | 5.463 | 4.810 | (0.653) | (11.9) | 0.000 | 0.000 | 0.000 | - | 5.463 | 4.810 | (0.653) | (11.9) |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 31.575 | 37.482 | 5.907 | 18.7 | 31.575 | 37.482 | 5.907 | 18.7 |
| Total Revenue | \$68.667 | \$67.639 | (\$1.028) | (1.5) | \$31.575 | \$37.482 | \$5.907 | 18.7 | \$100.242 | \$105.121 | \$4.879 | 4.9 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$44.449 | \$41.572 | \$2.877 | 6.5 | \$10.445 | \$10.733 | (\$0.288) | (2.8) | \$54.894 | \$52.305 | \$2.589 | 4.7 |
| Overtime | 9.784 | 9.424 | 0.360 | 3.7 | 3.093 | 4.536 | (1.443) | (46.6) | 12.877 | 13.959 | (1.082) | (8.4) |
| Health and Welfare | 8.936 | 8.263 | 0.673 | 7.5 | 2.236 | 2.585 | (0.349) | (15.6) | 11.172 | 10.848 | 0.324 | 2.9 |
| OPEB Current Payment | 6.028 | 4.846 | 1.182 | 19.6 | 0.000 | 0.000 | 0.000 | - | 6.028 | 4.846 | 1.182 | 19.6 |
| Pensions | 11.755 | 11.312 | 0.443 | 3.8 | 3.633 | 4.065 | (0.432) | (11.9) | 15.388 | 15.377 | 0.011 | 0.1 |
| Other Fringe Benefits | 10.263 | 9.914 | 0.349 | 3.4 | 2.287 | 2.896 | (0.609) | (26.6) | 12.550 | 12.810 | (0.260) | (2.1) |
| Reimbursable Overhead | (2.285) | (4.219) | 1.934 | 84.7 | 2.285 | 4.219 | (1.934) | (84.7) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$88.930 | \$81.113 | \$7.817 | 8.8 | \$23.979 | \$29.033 | (\$5.054) | (21.1) | \$112.909 | \$110.146 | \$2.763 | 2.4 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$8.395 | \$8.076 | \$0.319 | 3.8 | \$0.012 | \$0.083 | (\$0.071) | * | \$8.407 | \$8.159 | \$0.248 | 2.9 |
| Fuel | 1.343 | 1.186 | 0.157 | 11.7 | 0.000 | 0.000 | 0.000 | - | 1.343 | 1.186 | 0.157 | 11.7 |
| Insurance | 1.707 | 1.685 | 0.022 | 1.3 | 0.772 | 0.741 | 0.031 | 4.0 | 2.479 | 2.426 | 0.053 | 2.1 |
| Claims | 0.368 | 1.867 | (1.499) | * | 0.000 | 0.000 | 0.000 | - | 0.368 | 1.867 | (1.499) | * |
| 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 | 6.862 | 7.347 | (0.485) | (7.1) | 1.408 | 1.393 | 0.015 | 1.1 | 8.270 | 8.740 | (0.470) | (5.7) |
| Professional Service Contracts | 4.104 | 2.369 | 1.735 | 42.3 | 0.055 | 0.550 | (0.495) | * | 4.159 | 2.919 | 1.240 | 29.8 |
| Materials & Supplies | 16.488 | 10.546 | 5.942 | 36.0 | 5.318 | 5.566 | (0.238) | (4.5) | 21.806 | 16.102 | 5.704 | 26.2 |
| Other Business Expenses | 2.193 | 4.473 | (2.280) | * | 0.031 | 0.126 | (0.095) | * | 2.224 | 4.599 | (2.375) | * |
| Total Non-Labor Expenses | \$41.460 | \$37.549 | \$3.911 | 9.4 | \$7.596 | \$8.449 | (\$0.853) | (11.2) | \$49.056 | \$45.999 | \$3.057 | 6.2 |
| <i>Other Expense Adjustments:</i> | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Depreciation & Other Post Employment Benefits | \$130.390 | \$118.662 | \$11.728 | 9.0 | \$31.575 | \$37.482 | (\$5.907) | (18.7) | \$161.965 | \$156.144 | \$5.821 | 3.6 |
| Depreciation | \$28.348 | \$27.724 | \$0.624 | 2.2 | \$0.000 | \$0.000 | \$0.000 | - | \$28.348 | \$27.724 | \$0.624 | 2.2 |
| Other Post Employment Benefits | 7.261 | 7.474 | (0.213) | (2.9) | 0.000 | 0.000 | 0.000 | - | 7.261 | 7.474 | (0.213) | (2.9) |
| 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 | 0.165 | (0.009) | (5.6) | 0.000 | 0.000 | 0.000 | - | 0.156 | 0.165 | (0.009) | (5.6) |
| Total Expenses | \$166.155 | \$154.025 | \$12.130 | 7.3 | \$31.575 | \$37.482 | (\$5.907) | (18.7) | \$197.730 | \$191.507 | \$6.223 | 3.1 |
| Net Surplus/(Deficit) | (\$97.488) | (\$86.386) | \$11.102 | 11.4 | \$0.000 | \$0.000 | \$0.000 | - | (\$97.488) | (\$86.386) | \$11.102 | 11.4 |
| <i>Cash Conversion Adjustments</i> | | | | | | | | | | | | |
| Depreciation | \$28.348 | \$27.724 | (\$0.624) | (2.2) | \$0.000 | \$0.000 | \$0.000 | - | \$28.348 | \$27.724 | (\$0.624) | (2.2) |
| Operating/Capital | (3.351) | (1.473) | 1.877 | 56.0 | 0.000 | 0.000 | 0.000 | - | (3.351) | (1.473) | 1.877 | 56.0 |
| Other Cash Adjustments | 14.410 | (18.080) | (32.490) | * | 0.000 | 0.000 | 0.000 | - | 14.410 | (18.080) | (32.490) | * |
| Total Cash Conversion Adjustments | \$39.407 | \$8.171 | (\$31.236) | (79.3) | 0.000 | \$0.000 | \$0.000 | - | \$39.407 | \$8.171 | (\$31.236) | (79.3) |
| Net Cash Surplus/(Deficit) | (\$58.081) | (\$78.215) | (\$20.134) | (34.7) | \$0.000 | \$0.000 | \$0.000 | - | (\$58.081) | (\$78.215) | (\$20.134) | (34.7) |

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
SEPTEMBER YEAR-TO-DATE
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|----------------------------|--------------------|-------------------|---------------|----------------------------|------------------|-------------------|--------------|----------------------------|--------------------|-------------------|---------------|
| | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | |
| | Forecast | Actual | Variance | Percent | Forecast | Actual | Variance | Percent | Forecast | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$540.530 | \$540.886 | \$0.356 | 0.1 | \$0.000 | \$0.000 | \$0.000 | - | \$540.530 | \$540.886 | \$0.356 | 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 | 42.240 | 41.707 | (0.533) | (1.3) | 0.000 | \$0.000 | 0.000 | - | \$42.240 | \$41.707 | (0.533) | (1.3) |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 270.936 | 282.885 | 11.949 | 4.4 | \$270.936 | \$282.885 | 11.949 | 4.4 |
| Total Revenue | \$582.770 | \$582.593 | (\$0.177) | (0.0) | \$270.936 | \$282.885 | \$11.949 | 4.4 | \$853.706 | \$865.478 | \$11.772 | 1.4 |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$388.751 | \$383.437 | \$5.314 | 1.4 | \$93.174 | \$86.402 | \$6.772 | 7.3 | \$481.925 | \$469.839 | \$12.086 | 2.5 |
| Overtime | 96.030 | 96.645 | (0.615) | (0.6) | 25.815 | \$33.508 | (7.693) | (29.8) | 121.845 | \$130.153 | (8.308) | (6.8) |
| Health and Welfare | 78.606 | 75.387 | 3.219 | 4.1 | 20.485 | \$21.113 | (0.628) | (3.1) | 99.091 | \$96.500 | 2.591 | 2.6 |
| OPEB Current Payment | 51.481 | 44.894 | 6.587 | 12.8 | 0.000 | \$0.000 | 0.000 | - | 51.481 | \$44.894 | 6.587 | 12.8 |
| Pensions | 105.798 | 105.696 | 0.102 | 0.1 | 32.661 | \$32.699 | (0.038) | (0.1) | 138.459 | \$138.395 | 0.064 | 0.0 |
| Other Fringe Benefits | 110.171 | 105.686 | 4.485 | 4.1 | 21.290 | \$23.245 | (1.955) | (9.2) | 131.461 | \$128.931 | 2.530 | 1.9 |
| Reimbursable Overhead | (24.327) | (32.967) | 8.640 | 35.5 | 24.327 | \$32.967 | (8.640) | (35.5) | 0.000 | \$0.000 | 0.000 | - |
| Total Labor Expenses | \$806.510 | \$778.779 | \$27.731 | 3.4 | \$217.752 | \$229.934 | (\$12.182) | (5.6) | \$1,024.262 | \$1,008.713 | \$15.549 | 1.5 |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$63.016 | \$64.914 | (\$1.898) | (3.0) | \$0.505 | \$0.893 | (\$0.388) | (76.8) | \$63.521 | \$65.807 | (\$2.286) | (3.6) |
| Fuel | 12.324 | 11.807 | 0.517 | 4.2 | 0.000 | \$0.046 | (0.046) | - | 12.324 | \$11.853 | 0.471 | 3.8 |
| Insurance | 16.030 | 15.525 | 0.505 | 3.2 | 6.435 | \$5.503 | 0.932 | 14.5 | 22.465 | \$21.028 | 1.437 | 6.4 |
| Claims | 3.269 | 7.582 | (4.313) | * | 0.000 | \$0.000 | 0.000 | - | 3.269 | \$7.582 | (4.313) | * |
| 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 | 76.187 | 70.596 | 5.591 | 7.3 | 11.085 | \$8.976 | 2.109 | 19.0 | 87.272 | \$79.571 | 7.701 | 8.8 |
| Professional Service Contracts | 26.996 | 18.358 | 8.638 | 32.0 | 0.936 | \$2.191 | (1.255) | * | 27.932 | \$20.549 | 7.383 | 26.4 |
| Materials & Supplies | 118.082 | 89.079 | 29.003 | 24.6 | 33.856 | \$34.371 | (0.515) | (1.5) | 151.938 | \$123.450 | 28.488 | 18.7 |
| Other Business Expenses | 17.021 | 15.650 | 1.371 | 8.1 | 0.367 | \$0.972 | (0.605) | * | 17.388 | \$16.622 | 0.766 | 4.4 |
| Total Non-Labor Expenses | \$332.925 | \$293.511 | \$39.414 | 11.8 | \$53.184 | \$52.951 | \$0.233 | 0.4 | \$386.109 | \$346.462 | \$39.647 | 10.3 |
| Other Expense Adjustments | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | 0.000 | \$0.000 | \$0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenses before Depreciation & Other Post Employment Benefits | \$1,139.435 | \$1,072.290 | \$67.145 | 5.9 | \$270.936 | \$282.885 | (\$11.949) | (4.4) | \$1,410.371 | \$1,355.175 | \$55.196 | 3.9 |
| Depreciation | \$252.187 | \$253.173 | (0.986) | (0.4) | \$0.000 | \$0.000 | \$0.000 | - | \$252.187 | \$253.173 | (\$0.986) | (0.4) |
| Other Post Employment Benefits | 65.213 | 65.989 | (0.776) | (1.2) | 0.000 | 0.000 | 0.000 | - | 65.213 | \$65.989 | (0.776) | (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 | 1.537 | 0.969 | 0.568 | 36.9 | 0.000 | 0.000 | 0.000 | - | 1.537 | \$0.969 | 0.568 | 36.9 |
| Total Expenses | \$1,458.372 | \$1,392.421 | \$65.951 | 4.5 | \$270.936 | \$282.885 | (\$11.949) | (4.4) | \$1,729.308 | \$1,675.305 | \$54.003 | 3.1 |
| Net Surplus/(Deficit) | (\$875.602) | (\$809.827) | \$65.775 | 7.5 | \$0.000 | \$0.000 | \$0.000 | - | (\$875.602) | (\$809.827) | \$65.775 | 7.5 |
| <i>Cash Conversion Adjustments</i> | | | | | | | | | | | | |
| Depreciation | \$252.187 | \$253.173 | \$0.986 | 0.4 | \$0.000 | \$0.000 | \$0.000 | - | \$252.187 | \$253.173 | \$0.986 | 0.4 |
| Operating/Capital | (12.842) | (5.354) | 7.487 | 58.3 | 0.000 | 0.000 | 0.000 | - | (12.842) | (\$5.354) | 7.487 | 58.3 |
| Other Cash Adjustments | 54.840 | 7.271 | (47.569) | (86.7) | 0.000 | 0.000 | 0.000 | - | 54.840 | \$7.271 | (47.569) | (86.7) |
| Total Cash Conversion Adjustments | \$294.185 | \$255.090 | (\$39.095) | (13.3) | \$0.000 | \$0.000 | \$0.000 | - | \$294.185 | \$255.090 | (\$39.095) | (13.3) |
| Net Cash Surplus/(Deficit) | (\$581.417) | (\$554.738) | \$26.679 | 4.6 | \$0.000 | \$0.000 | \$0.000 | - | (\$581.417) | (\$554.738) | \$26.679 | 4.6 |

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

| September 2017 | | | | | Year-to-Date September 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. | (0.375) | (0.6) | Lower ridership \$(0.296) and lower yield per passenger \$(0.079). | 0.356 | 0.1 | Higher ridership \$20.329, partially offset by lower yield per passenger \$(19.973). |
| Other Operating Revenue | Non Reimb. | (0.653) | (11.9) | Primarily due to timing of advertising revenue and lower special services, partially offset by timing of miscellaneous and freight revenue and higher rental revenue. | (0.533) | (1.3) | Primarily due to timing of advertising and lower special services, partially offset by timing of miscellaneous and freight revenue and higher rental revenue. |
| Capital & Other Reimbursements | Reimb. | 5.907 | 18.7 | Timing of capital project activity and interagency reimbursements. | 11.949 | 4.4 | Timing of capital project activity and interagency reimbursements. |
| | | | | | | | |
| Expenses | | | | | | | |
| Payroll | Non Reimb. | 2.877 | 6.5 | Primarily due to vacant positions, partially offset by Engineering field forces working on maintenance activities instead of capital project activity. | 5.314 | 1.4 | Primarily vacant positions, rates, lower vacation pay and wage claim accruals and higher sick pay law claims (credits), partially offset by the timing of payments for retiree sick/vacation buyout and Engineering field forces working on maintenance activities instead of project activity. |
| | Reimb. | (0.288) | (2.8) | Primarily due to timing of project activity. | 6.772 | 7.3 | Primarily due to timing of project activity. |
| Overtime | Non Reimb. | 0.360 | 3.7 | Lower vacancy/absentee coverage, unscheduled service and weather-related overtime, partially offset by higher maintenance overtime costs. | (0.615) | (0.6) | Higher maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, weather-related overtime and unscheduled service. |
| | Reimb. | (1.443) | (46.6) | Primarily due to Speonk to Montauk signal construction, East Side Access, East Rail Yard and Main Line Double track. | (7.693) | (29.8) | Over-run attributed to Main Line Double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard, Speonk to Montauk signal construction and Jamaica capacity improvements. |
| Health and Welfare | Non Reimb. | 0.673 | 7.5 | Vacant positions. | 3.219 | 4.1 | Vacant positions. |
| | Reimb. | (0.349) | (15.6) | Primarily due to timing of project activity. | (0.628) | (3.1) | Primarily due to timing of project activity. |
| OPEB Current Payment | Non Reimb. | 1.182 | 19.6 | Fewer retirees/beneficiaries. | 6.587 | 12.8 | 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

| September 2017 | | | | | Year-to-Date September 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. | 0.443 | 3.8 | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. | 0.102 | 0.1 | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. |
| | Reimb. | (0.432) | (11.9) | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. | (0.038) | (0.1) | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. |
| Other Fringe Benefits | Non Reimb. | 0.349 | 3.4 | Primarily due to lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves. | 4.485 | 4.1 | Primarily due to lower Railroad Retirement taxes and FELA Indemnity Reserves. |
| | Reimb. | (0.609) | (26.6) | Primarily due to timing of project activity. | (1.955) | (9.2) | Primarily due to timing of project activity. |
| Reimbursable Overhead | Reimb. | (1.934) | (84.7) | Primarily due to timing of project activity. | (8.640) | (35.5) | Primarily due to timing of project activity. |
| | Non Reimb. | 1.934 | 84.7 | Primarily due to timing of project activity. | 8.640 | 35.5 | Primarily due to timing of project activity. |
| Electric Power | Non Reimb. | 0.319 | 3.8 | Primarily due to the timing of accrual adjustments and lower rates, partially offset by higher consumption. | (1.898) | (3.0) | Higher rates and consumption, partially offset by the timing of accrual adjustments. |
| | Reimb. | (0.071) | * | VD Yard | (0.388) | (76.8) | VD Yard |
| Fuel | Non Reimb. | 0.157 | 11.7 | Primarily due to lower consumption and rates, partially offset by the timing of accrual adjustments. | 0.517 | 4.2 | Primarily due to lower rates, partially offset by the timing of accrual adjustments and higher consumption. |
| | Reimb. | 0.000 | - | | (0.046) | - | |
| Insurance | Non Reimb. | 0.022 | 1.3 | Lower Liability insurance, partially offset by higher property insurance. | 0.505 | 3.2 | Lower Liability and Property insurance. |
| | Reimb. | 0.031 | 4.0 | Force Account Insurance associated with project activity. | 0.932 | 14.5 | Force Account Insurance associated with project activity. |
| Claims | Non Reimb. | (1.499) | * | Higher public liability reserves, corporate reserves and non-employee claims. | (4.313) | * | Higher public liability reserves, 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

| September 2017 | | | | | Year-to-Date September 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. | (0.485) | (7.1) | Primarily due to the timing of payments for janitorial services and higher vehicle lease payments, partially offset by the timing of vegetation management, security system maintenance, uniform purchases, equipment rentals and various other maintenance and other operating contracts. | 5.591 | 7.3 | Primarily due to lower Amtrak State of Good Repair bussing and ferry service and timing of construction services, TVM maintenance, vegetation management, security services, uniforms and other maintenance and operating contracts, partially offset by the timing of payments/activities for Penn Station cleaning, escalator/elevator and HVAC maintenance and higher non-revenue vehicle repairs and vehicle lease payments. | | |
| | Reimb. | 0.015 | 1.1 | Primarily due to timing of project activity. | 2.109 | 19.0 | Primarily due to timing of project activity. | | |
| Professional Service Contracts | Non Reimb. | 1.735 | 42.3 | Primarily due to timing of M7 propulsion consultant, medical and drug testing services, various marketing and public affairs and right of way initiatives and MTA Chargebacks, partially offset by higher legal fees for state Initiatives. | 8.638 | 32.0 | Primarily due to the timing of activities/payments for Enterprise Asset Management, M7 propulsion consultant, MTA chargebacks, medical and drug testing services, marketing efforts and other professional service contracts and lower Amtrak State of Good Repair Penn Station Mitigation efforts, partially offset by higher legal fees for state initiatives and higher engineer consultant services. | | |
| | Reimb. | (0.495) | * | Primarily due to timing of project activity. | (1.255) | * | Primarily due to timing of project activity. | | |
| Materials & Supplies | Non Reimb. | 5.942 | 36.0 | Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras, M7 observer seat, 12 year diesel propulsion, pooled material chargeouts and other initiatives under the Reliability Centered Maintenance (RCM), partially offset by advance payments made for Wheel Impact Load Detector (WILD). | 29.003 | 24.6 | Primarily timing of fleet modification initiatives (MFU, TOD and CDS), cameras, M7 observer seat, 12 year diesel propulsion, timing of pooled material chargeouts and other initiatives under the Reliability Centered Maintenance (RCM) program and lower miscellaneous inventory adjustments, partially offset by advance payments made for WILD. | | |
| | Reimb. | (0.238) | (4.5) | Primarily due to timing of project activity. | (0.515) | (1.5) | 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

| September 2017 | | | | Year-to-Date September 2017 | | | |
|--|-------------------------|---|-------|---|---|-------|---|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Other Business Expenses | Non Reimb. | (2.280) | * | Higher bad debt reserves due to outstanding Amtrak receivables and higher debit/credit card fees, partially offset by the timing of beneficial use of various NYPA loans and Rolling Stock decommissioning and lower print, stationary and office supplies. | 1.371 | 8.1 | Timing of beneficial use of various NYPA loans and Rolling Stock decommissioning and lower office, print and stationary supplies, partially offset by higher bad debt reserves due to outstanding Amtrak receivables and higher debit/credit card fees. |
| | Reimb. | (0.095) | * | Primarily due to timing of project activity. | (0.605) | * | Primarily due to timing of project activity. |
| Depreciation | Non Reimb. | 0.624 | 2.2 | Based on certain capital assets being fully depreciated. | (0.986) | (0.4) | Based on certain capital assets being fully depreciated. |
| Other Post Employment Benefits | Non Reimb. | (0.213) | (2.9) | Latest actuarial estimates | (0.776) | (1.2) | Latest actuarial estimates |
| GASB 68 Pension Expense Adj. | Non Reimb. | 0.000 | - | | 0.000 | - | |
| Environmental Remediation | Non Reimb. | (0.009) | (5.6) | | 0.568 | 36.9 | Reserve adjustments |

Table 4

| MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES September 2017 (\$ in millions) | | | | | | | | |
|---|-------------------|-------------------|----------------------------|---------------|--------------------|--------------------|----------------------------|--------------|
| | Month | | | | Year-to-Date | | | |
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$64.833 | \$62.755 | (\$2.078) | (3.2) | \$557.003 | \$554.861 | (\$2.142) | (0.4) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 3.530 | 1.878 | (1.652) | (46.8) | 35.179 | 33.751 | (1.428) | (4.1) |
| Capital & Other Reimbursements | 34.138 | 16.972 | (17.166) | (50.3) | 238.847 | 216.354 | (22.493) | (9.4) |
| Total Receipts | \$102.501 | \$81.605 | (\$20.896) | (20.4) | \$831.029 | \$804.965 | (\$26.064) | (3.1) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$54.255 | \$61.622 | (\$7.367) | (13.6) | \$464.127 | \$462.514 | \$1.613 | 0.3 |
| Overtime | 13.627 | 13.917 | (0.290) | (2.1) | 121.120 | 126.523 | (5.403) | (4.5) |
| Health and Welfare | 11.172 | 10.704 | 0.468 | 4.2 | 97.672 | 93.481 | 4.191 | 4.3 |
| OPEB Current Payment | 6.028 | 4.836 | 1.192 | 19.8 | 51.484 | 44.944 | 6.540 | 12.7 |
| Pensions | 15.388 | 15.322 | 0.066 | 0.4 | 137.210 | 134.956 | 2.254 | 1.6 |
| Other Fringe Benefits | 14.370 | 14.972 | (0.602) | (4.2) | 129.417 | 128.925 | 0.492 | 0.4 |
| GASB | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | \$114.840 | \$121.373 | (\$6.533) | (5.7) | \$1,001.030 | \$991.342 | \$9.688 | 1.0 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$8.407 | \$3.384 | \$5.023 | 59.7 | \$63.818 | \$60.680 | \$3.138 | 4.9 |
| Fuel | 1.343 | 0.711 | 0.632 | 47.1 | 12.843 | 10.881 | 1.962 | 15.3 |
| Insurance | 1.569 | 2.587 | (1.018) | (64.9) | 24.554 | 23.154 | 1.400 | 5.7 |
| Claims | 0.149 | 0.820 | (0.671) | * | 1.300 | 2.495 | (1.195) | (91.9) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 9.291 | 11.196 | (1.905) | (20.5) | 89.198 | 77.200 | 11.998 | 13.5 |
| Professional Service Contracts | 3.350 | 3.964 | (0.614) | (18.3) | 27.095 | 21.648 | 5.447 | 20.1 |
| Materials & Supplies | 17.892 | 12.450 | 5.442 | 30.4 | 161.394 | 144.573 | 16.821 | 10.4 |
| Other Business Expenses | 2.036 | 1.712 | 0.324 | 15.9 | 16.329 | 13.408 | 2.921 | 17.9 |
| Total Non-Labor Expenditures | \$44.037 | \$36.825 | \$7.212 | 16.4 | \$396.531 | \$354.039 | \$42.492 | 10.7 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | |
| Other | \$1.705 | \$1.399 | \$0.306 | 17.9 | \$14.885 | \$13.402 | \$1.483 | 10.0 |
| Total Other Expenditure Adjustments | \$1.705 | \$1.399 | \$0.306 | 17.9 | \$14.885 | \$13.402 | \$1.483 | 10.0 |
| Total Expenditures | \$160.582 | \$159.597 | \$0.985 | 0.6 | \$1,412.446 | \$1,358.784 | \$53.662 | 3.8 |
| Cash Timing and Availability Adjustment | 0.000 | (0.223) | (0.223) | - | 0.000 | (0.919) | (0.919) | - |
| Net Cash Deficit (excludes opening balance) | (\$58.081) | (\$78.215) | (\$20.134) | (34.7) | (\$581.417) | (\$554.738) | \$26.679 | 4.6 |
| Subsidies | | | | | | | | |
| MTA | 58.081 | 77.745 | 19.664 | 33.9 | 581.417 | 554.738 | (26.679) | (4.6) |

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 | September 2017 | | | Year-to-Date as of September 30, 2017 | | |
|--|---|--------|--|---|-------|---|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Receipts | | | | | | |
| Farebox Revenue | (2.078) | (3.2) | Lower advance sales impact \$(1.511), lower ridership \$(0.296), lower MetroCard/AirTrain sales \$(0.192) and lower yields \$(0.079). | (2.142) | (0.4) | Lower yields \$(19.973), lower MetroCard/AirTrain sales \$(2.012) and lower advance sales impact \$(0.486), partially offset by higher ridership \$20.329. |
| Other Operating Revenue | (1.652) | (46.8) | Primarily the timing of NYCTA transportation pass quarterly reimbursement. | (1.428) | (4.1) | Primarily the timing of NYCTA transportation pass reimbursement and lower special service receipts, partially offset by the timing of rental receipts. |
| Capital and Other Reimbursements | (17.166) | (50.3) | Timing of activity and reimbursement for capital and other reimbursements. | (22.493) | (9.4) | Timing of activity and reimbursement for capital and other reimbursements. |
| Expenditures | | | | | | |
| Labor: | | | | | | |
| Payroll | (7.367) | (13.6) | Primarily due to the timing of Retro Wage Adjustments (RWA) payments, which include retroactive overtime wages, and intercompany reimbursements, partially offset by vacant positions and sick pay law claims. | 1.613 | 0.3 | Primarily due to vacant positions and sick pay law claims, partially offset by the timing of RWA payments, intercompany reimbursements and retiree sick/vacation buyout payments. |
| Overtime | (0.290) | (2.1) | Primarily due to higher project and maintenance overtime, partially offset by lower vacancy/absentee coverage. | (5.403) | (4.5) | 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 | 0.468 | 4.2 | Primarily due to vacant positions and intercompany reimbursements. | 4.191 | 4.3 | Primarily due to vacant positions and intercompany reimbursements. |
| OPEB Current Payment | 1.192 | 19.8 | Primarily due to fewer retirees/beneficiaries. | 6.540 | 12.7 | Primarily due to fewer retirees/beneficiaries. |
| Pensions | 0.066 | 0.4 | Due to intercompany reimbursements. | 2.254 | 1.6 | 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 | September 2017 | | | Year-to-Date as of September 30, 2017 | | |
|---|---|--------|--|---|--------|--|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Other Fringe Benefits | (0.602) | (4.2) | Primarily the timing of RWA associated Railroad Retirement Tax payments and higher payments for meals. | 0.492 | 0.4 | Primarily lower Railroad Retirement Tax payments which include higher intercompany reimbursements and offsets due to the timing of RWA associated payments, partially offset by higher FELA and meal payments. |
| Non-Labor: | | | | | | |
| Electric Power | 5.023 | 59.7 | Primarily due to the timing of the PSEG traction power payment. | 3.138 | 4.9 | Primarily due to the timing of payment of one month of PSEG traction power, partially offset by higher rates and consumption. |
| Fuel | 0.632 | 47.1 | Primarily due to the timing of payments, lower consumption and lower rates. | 1.962 | 15.3 | Primarily due to the timing of payments and lower rates. |
| Insurance | (1.018) | (64.9) | Timing of the catastrophic bond payment and the timing of a comprehensive automobile installment. | 1.400 | 5.7 | Primarily the timing of prior year Amtrak insurance reimbursements and lower catastrophic insurance, partially offset by an early comprehensive automobile insurance installment payment. |
| Claims | (0.671) | * | Higher claim payments. | (1.195) | (91.9) | Higher claim payments. |
| Maintenance and Other Operating Contracts | (1.905) | (20.5) | Timing of payments. | 11.998 | 13.5 | Primarily the timing of and lower payments for payments for Amtrak State of Good Repair operating services and the timing of joint facility, maintenance and construction payments. |
| Professional Service Contracts | (0.614) | (18.3) | Primarily the timing of MTA Chargeback service payments and the timing of intercompany reimbursements, partially offset by the timing of payments for other professional services. | 5.447 | 20.1 | Primarily the timing of MTA Chargeback services and other professional service payments, partially offset by the timing of intercompany reimbursements. |
| Materials and Supplies | 5.442 | 30.4 | Primarily the timing of program, production plan, and operating funded capital material and supplies. | 16.821 | 10.4 | Primarily the timing of program, production plan, and operating funded capital material and supplies. |
| Other Business Expenses | 0.324 | 15.9 | Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments. | 2.921 | 17.9 | Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card 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 | September 2017 | | | Year-to-Date as of September 30, 2017 | | |
|--|---|------|---|---|------|---|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Other Expenditure Adjustments | 0.306 | 17.9 | Lower MetroCard/AirTrain pass through payments. | 1.483 | 10.0 | Lower MetroCard/AirTrain pass through payments. |
| | | | | | | |

Table 6

| MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) September 2017 (\$ in millions) | | | | | | | | |
|--|----------------------------|-------------------|-------------------|---------------|----------------------------|-------------------|-------------------|---------------|
| | Month | | | | Year-to-Date | | | |
| | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | |
| | Forecast | Actual | Variance | Percent | Forecast | Actual | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$1.629 | (\$0.074) | (\$1.703) | * | \$16.473 | \$13.975 | (\$2.498) | (15.2) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | (1.933) | (2.932) | (0.999) | (51.7) | (7.061) | (7.957) | (0.896) | (12.7) |
| Capital & Other Reimbursements | 2.563 | (20.510) | (23.073) | * | (32.089) | (66.531) | (34.442) | * |
| Total Receipts | \$2.259 | (\$23.516) | (\$25.775) | * | (\$22.677) | (\$60.513) | (\$37.836) | * |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$0.639 | (\$9.317) | (\$9.956) | * | \$17.798 | \$7.325 | (\$10.473) | (58.8) |
| Overtime | (0.750) | 0.042 | 0.792 | * | 0.725 | 3.630 | 2.905 | * |
| Health and Welfare | 0.000 | 0.144 | 0.144 | - | 1.419 | 3.019 | 1.600 | * |
| OPEB Current Payment | 0.000 | 0.011 | 0.011 | - | (0.003) | (0.050) | (0.047) | * |
| Pensions | 0.000 | 0.055 | 0.055 | - | 1.249 | 3.440 | 2.191 | * |
| Other Fringe Benefits | (1.820) | (2.161) | (0.341) | (18.8) | 2.044 | 0.006 | (2.038) | (99.7) |
| GASB | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenditures | (\$1.931) | (\$11.227) | (\$9.296) | * | \$23.232 | \$17.370 | (\$5.862) | (25.2) |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$0.000 | \$4.775 | \$4.775 | - | (\$0.297) | \$5.127 | \$5.424 | * |
| Fuel | 0.000 | 0.475 | 0.475 | - | (0.519) | 0.972 | 1.491 | * |
| Insurance | 0.910 | (0.161) | (1.071) | * | (2.089) | (2.126) | (0.037) | (1.8) |
| Claims | 0.219 | 1.047 | 0.828 | * | 1.969 | 5.087 | 3.118 | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | (1.021) | (2.457) | (1.436) | * | (1.926) | 2.372 | 4.298 | * |
| Professional Service Contracts | 0.809 | (1.045) | (1.854) | * | 0.837 | (1.099) | (1.936) | * |
| Materials & Supplies | 3.914 | 3.652 | (0.262) | (6.7) | (9.456) | (21.122) | (11.666) | * |
| Other Business Expenses | 0.188 | 2.887 | 2.699 | * | 1.059 | 3.214 | 2.155 | * |
| Total Non-Labor Expenditures | \$5.019 | \$9.174 | \$4.155 | 82.8 | (\$10.422) | (\$7.577) | \$2.845 | 27.3 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | |
| Other | (\$1.705) | (\$1.399) | \$0.306 | 17.9 | (\$14.885) | (\$13.402) | \$1.483 | 10.0 |
| Total Other Expenditure Adjustments | (\$1.705) | (\$1.399) | \$0.306 | 17.9 | (\$14.885) | (\$13.402) | \$1.483 | 10.0 |
| Total Expenditures before Depreciation | \$1.383 | (\$3.453) | (\$4.836) | * | (\$2.075) | (\$3.609) | (\$1.534) | (73.9) |
| Depreciation Adjustment | \$28.348 | \$27.724 | (\$0.624) | (2.2) | \$252.187 | \$253.173 | \$0.986 | 0.4 |
| Other Post Employment Benefits | 7.261 | 7.474 | 0.213 | 2.9 | 65.213 | 65.989 | 0.776 | 1.2 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.156 | 0.165 | 0.009 | 5.6 | 1.537 | 0.969 | (0.568) | (36.9) |
| Total Expenditures | \$37.148 | \$31.910 | (\$5.238) | (14.1) | \$316.862 | \$316.522 | (\$0.340) | (0.1) |
| Cash Timing and Availability Adjustment | 0.000 | (0.223) | (0.223) | - | 0.000 | (0.919) | (0.919) | - |
| Total Cash Conversion Adjustments | \$39.407 | \$8.171 | (\$31.236) | (79.3) | \$294.185 | \$255.090 | (\$39.095) | (13.3) |

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

| | September 2017 | | | | | | September Year-to-Date | | | | | |
|--|-------------------|-----------------|----------------|-----------------|--------------------|------------------|------------------------|------------------|------------------|------------------|--------------------|------------------|
| | Mid-Year Forecast | | Actuals | | Var. - Fav./Unfav) | | Mid-Year Forecast | | Actuals | | Var. - Fav./Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> ¹ | 30,366 | \$1.876 | 31,608 | \$1.948 | (1,242) | (\$0.072) | 266,857 | \$16.466 | 280,259 | \$17.332 | (13,401) | (\$0.866) |
| | | | | | -4.1% | -3.9% | | | | | -5.0% | -5.3% |
| <u>Unscheduled Service</u> | 9,131 | \$0.590 | 7,515 | \$0.473 | 1,616 | \$0.117 | 81,855 | \$5.138 | 77,438 | \$4.795 | 4,417 | \$0.343 |
| | | | | | 17.7% | 19.8% | | | | | 5.4% | 6.7% |
| <u>Programmatic/Routine Maintenance</u> ² | 56,869 | \$3.266 | 65,397 | \$3.766 | (8,528) | (\$0.500) | 512,082 | \$29.224 | 586,118 | \$33.686 | (74,036) | (\$4.462) |
| | | | | | -15.0% | -15.3% | | | | | -14.5% | -15.3% |
| <u>Unscheduled Maintenance</u> | 1,300 | \$0.078 | 898 | \$0.054 | 402 | \$0.024 | 14,901 | \$0.867 | 18,950 | \$1.107 | (4,049) | (\$0.240) |
| | | | | | 30.9% | 30.9% | | | | | -27.2% | -27.7% |
| <u>Vacancy/Absentee Coverage</u> ² | 62,662 | \$3.722 | 53,615 | \$2.970 | 9,048 | \$0.753 | 607,068 | \$35.967 | 540,549 | \$31.188 | 66,519 | \$4.779 |
| | | | | | 14.4% | 20.2% | | | | | 11.0% | 13.3% |
| <u>Weather Emergencies</u> | 2,073 | \$0.115 | 471 | \$0.038 | 1,602 | \$0.078 | 108,232 | \$6.378 | 100,837 | \$5.975 | 7,395 | \$0.403 |
| | | | | | 77.3% | 67.3% | | | | | 6.8% | 6.3% |
| <u>Safety/Security/Law Enforcement</u> ³ | - | \$0.000 | - | \$0.000 | - | \$0.000 | - | \$0.000 | - | \$0.000 | 0 | \$0.000 |
| | | | | | | | | | | | 0.0% | 0.0% |
| <u>Other</u> ⁴ | 2,557 | \$0.136 | 1,477 | \$0.175 | 1,079 | (\$0.039) | 22,015 | \$1.991 | 15,258 | \$2.563 | 6,756 | (\$0.572) |
| | | | | | 42.2% | * | | | | | 30.7% | * |
| NON-REIMBURSABLE OVERTIME | 164,958 | \$9.784 | 160,981 | \$9.424 | 3,977 | \$0.360 | 1,613,010 | \$96.030 | 1,619,409 | \$96.645 | (6,399) | (\$0.615) |
| | | | | | 2.4% | 3.7% | | | | | -0.4% | -0.6% |
| REIMBURSABLE OVERTIME | 55,854 | \$3.093 | 72,525 | \$4.536 | (16,671) | (\$1.443) | 449,440 | \$25.815 | 544,672 | \$33.508 | (95,233) | (\$7.693) |
| | | | | | -29.8% | -46.6% | | | | | -21.2% | -29.8% |
| TOTAL OVERTIME | 220,812 | \$12.877 | 233,506 | \$13.959 | (12,694) | (\$1.082) | 2,062,449 | \$121.845 | 2,164,081 | \$130.153 | (101,632) | (\$8.308) |
| | | | | | -5.7% | -8.4% | | | | | -4.9% | -6.8% |

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.

¹ Includes Tour Length and Holiday overtime.

² Reflects Equipment Department's re-classification of Jan-July actuals between Programmatic/Routine Maintenance (\$1.4m unfavorable) and Vacancy/Absentee Coverage (\$1.4m favorable) to accurately reflect the delayed headcount hiring for train cameras installation work, (audio visual recording machines).

³ Not Applicable

⁴ 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)

| | September 2017 | | | September Year-to-Date | | |
|---|---------------------|------------------|---|------------------------|------------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| <u>Scheduled Service</u> | (1,242) | (\$0.072) | Higher Crew book overtime within Transportation. | (13,401) | (\$0.866) | Higher Crew book overtime within Transportation, partially offset by lower Holiday overtime within the Equipment Department on Memorial Day & Independence day. |
| | -4.1% | -3.9% | | -5.0% | -5.3% | |
| <u>Unscheduled Service</u> | 1,616 | \$0.117 | Lower overtime needed to maintain on-time performance. | 4,417 | \$0.343 | Lower overtime needed to maintain on-time performance. |
| | 17.7% | 19.8% | | 5.4% | 6.7% | |
| <u>Programmatic/Routine Maintenance</u> | (8,528) | (\$0.500) | Higher maintenance efforts within the Engineering Department including Jay to Harold continuous welded rail (cwr), mud spot remediation along the Right of Way, Straight Path Crossing rehabilitation (North Lindenhurst) and timber/headsticks replacements. | (74,036) | (\$4.462) | Higher maintenance efforts within the Engineering Department including Jay to Harold continuous welded rail (cwr) drop, Harold support infrastructure maintenance, mud spot remediation along the Right of Way, Straight Path Crossing rehabilitation (North Lindenhurst), timber/headsticks replacements. Platform support at Woodside, 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 less MU running repair within the Equipment Department. The YTD actuals (Jan-Jul) includes Equipment's re-classification of (\$1.4m) from Vacancy/Absentee Coverage to accurately reflect the delayed headcount hiring for train cameras installation work. |
| | -15.0% | -15.3% | | -14.5% | -15.3% | |
| <u>Unscheduled Maintenance</u> | 402 | \$0.024 | | (4,049) | (\$0.240) | 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). |
| | 30.9% | 30.9% | | -27.2% | -27.7% | |
| <u>Vacancy/Absentee Coverage</u> | 9,048 | \$0.753 | Favorable savings driven by higher availability within Transportation and Equipment, partially offset by lower availability within Stations. | 66,519 | \$4.779 | Favorable savings driven by SOGR-Amtrak within Transportation and Stations along with higher availability within Transportation and Equipment. Partially offset by open jobs within Transportation and Stations Departments and lower availability within the Equipment Department. The YTD actuals (Jan-Jul) includes Equipment's re-classification of \$1.4m to Programmatic/Routine Maintenance to accurately reflect the delayed headcount hiring for train cameras installation work. |
| | 14.4% | 20.2% | | 11.0% | 13.3% | |
| <u>Weather Emergencies</u> | 1,602 | \$0.078 | Favorable weather conditions. | 7,395 | \$0.403 | Favorable weather conditions. |
| | 77.3% | 67.3% | | 6.8% | 6.3% | |
| <u>Safety/Security/Law Enforcement</u> | | | | | | |
| <u>Other</u> | 1,079 | (\$0.039) | | 6,756 | (\$0.572) | Unfavorable due to variance between actual and forecasted wage rates and double time impact and higher rated crafts. |
| | 42.2% | * | | 30.7% | * | |
| NON-REIMBURSABLE OVERTIME | 3,977 | \$0.360 | | (6,399) | (\$0.615) | |
| | 2.4% | 3.7% | | -0.4% | -0.6% | |
| REIMBURSABLE OVERTIME | (16,671) | (\$1.443) | Primarily due to Speonk to Montauk signal construction, East Side Access, East Rail Yard and Main Line Double track. | (95,233) | (\$7.693) | Over-run attributed to Main Line Double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard, Speonk to Montauk signal construction and Jamaica capacity improvements. |
| | -29.8% | -46.6% | | -21.2% | -29.8% | |
| TOTAL OVERTIME | (12,694) | (\$1.082) | | (101,632) | (\$8.308) | |
| | -5.7% | -8.4% | | -4.9% | -6.8% | |

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
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 SEPTEMBER 2017

| | Mid-Year Forecast | Actual | Favorable/ (Unfavorable) Variance |
|--|----------------------|--------------|---|
| Administration | | | |
| Executive VP | 2 | 2 | 0 |
| Enterprise Asset Management | 7 | 6 | 1 |
| Sr. Vice President - Engineering | 2 | 2 | 0 |
| Labor Relations | 19 | 17 | 2 |
| Procurement & Logistics (excl. Stores) | 74 | 64 | 10 |
| Human Resources | 34 | 33 | 1 |
| Sr VP Administration | 2 | 1 | 1 |
| Strategic Investments | 18 | 14 | 4 |
| President | 4 | 3 | 1 |
| VP & CFO | 4 | 3 | 1 |
| Information Technology | 0 | 0 | 0 |
| Controller | 43 | 37 | 6 |
| Management & Budget | 21 | 17 | 4 |
| BPM, Controls & Compliance | 7 | 6 | 1 |
| Market Dev. & Public Affairs | 71 | 64 | 7 |
| Gen. Counsel & Secretary | 33 | 33 | 0 |
| Diversity Management | 3 | 3 | 0 |
| Security | 13 | 10 | 3 |
| System Safety | 37 | 36 | 1 |
| Training | 67 | 63 | 4 |
| Service Planning | 25 | 23 | 2 |
| Rolling Stock Programs | 17 | 10 | 7 |
| Sr Vice President - Operations | 2 | 2 | 0 |
| Total Administration | 505 | 449 | 56 |
| Operations | | | |
| Transportation Services - Train Operations | 2,252 | 2,208 | 44 |
| Customer Services | 305 | 304 | 1 |
| Total Operations | 2,556 | 2,512 | 44 |
| Maintenance | | | |
| Engineering | 2,011 | 1,981 | 30 |
| Equipment | 2,115 | 2,088 | 27 |
| Procurement (Stores) | 97 | 100 | (3) |
| Total Maintenance | 4,223 | 4,169 | 54 |
| Engineering/Capital | | | |
| Department of Program Management | 152 | 132 | 20 |
| Special Projects/East Side Access | 46 | 43 | 3 |
| Positive Train Control | 11 | 11 | - |
| Total Engineering/Capital | 209 | 186 | 23 |
| Baseline Total Positions | 7,493 | 7,316 | 177 |
| <i>Non-Reimbursable</i> | 6,162 | 6,060 | 102 |
| <i>Reimbursable</i> | 1,331 | 1,256 | 75 |
| Total Full-Time | 7,493 | 7,316 | 177 |
| Total Full-Time-Equivalents | | | |

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 SEPTEMBER 2017**

| Explanation of Variances |
|---|
| |
| NON-REIMBURSABLE POSITIONS - Favorable 102 positions due to the vacancies in Engineering, Maintenance of Equipment, Station Operations and Train Operations. |
| |
| REIMBURSABLE POSITIONS - Favorable 75 positions primarily due to vacancies in Department of Project Management, Train Operations and Maintenance of Equipment. |
| |

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 SEPTEMBER 2017

| | Mid-Year Forecast | Actual | Favorable/ (Unfavorable) Variance |
|-----------------------------------|----------------------|--------------|---|
| Administration | | | |
| Managers/Supervisors | 255 | 236 | 19 |
| Professional, Technical, Clerical | 143 | 101 | 42 |
| Operational Hourlies | 107 | 112 | (5) |
| Total Administration | 505 | 449 | 56 |
| Operations | | | |
| Managers/Supervisors | 298 | 294 | 4 |
| Professional, Technical, Clerical | 98 | 89 | 9 |
| Operational Hourlies | 2,160 | 2,129 | 31 |
| Total Operations | 2,556 | 2,512 | 44 |
| Maintenance | | | |
| Managers/Supervisors | 788 | 705 | 83 |
| Professional, Technical, Clerical | 282 | 248 | 34 |
| Operational Hourlies | 3,153 | 3,216 | (63) |
| Total Maintenance | 4,223 | 4,169 | 54 |
| Engineering/Capital | | | |
| Managers/Supervisors | 140 | 126 | 14 |
| Professional, Technical, Clerical | 69 | 60 | 9 |
| Operational Hourlies | - | - | - |
| Total Engineering/Capital | 209 | 186 | 23 |
| Total Positions | | | |
| Managers/Supervisors | 1,481 | 1,361 | 120 |
| Professional, Technical, Clerical | 592 | 498 | 94 |
| Operational Hourlies | 5,420 | 5,457 | (37) |
| Total Positions | 7,493 | 7,316 | 177 |

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

| SEPTEMBER 2017 | | | | | | | |
|-----------------------|--------------|--------------|--------------|----------------|--------------|---------------|--------------|
| Month | | | Variance | | | | |
| | Actual | Adjusted* | | | Adjusted* | | |
| Mid Year | 2017 | 2016 | Mid Year | | 2016 | | |
| | | | # | % | # | % | |
| Monthly | 4.072 | 3.898 | 4.042 | | -0.144 | -3.6% | |
| Weekly | 0.156 | 0.165 | 0.160 | | 0.005 | 3.0% | |
| Total Commutation | 4.228 | 4.064 | 4.203 | (0.164) | -3.9% | -0.139 | -3.3% |
| One-Way Full Fare | 0.752 | 0.777 | 0.759 | 0.024 | 3.2% | 0.018 | 2.3% |
| One-Way Off-Peak | 1.554 | 1.643 | 1.538 | 0.089 | 5.7% | 0.105 | 6.8% |
| All Other | 0.914 | 0.930 | 0.918 | 0.016 | 1.7% | 0.012 | 1.3% |
| Total Non-Commutation | 3.221 | 3.350 | 3.216 | 0.129 | 4.0% | 0.135 | 4.2% |
| Total | 7.449 | 7.414 | 7.418 | (0.035) | -0.5% | -0.005 | -0.1% |

| SEPTEMBER YEAR TO DATE 2017 | | | | | | | |
|-----------------------------|---------------|---------------|---------------|--------------|-------------|---------------|--------------|
| YTD | | | Variance | | | | |
| | Actual | Adjusted* | | | Adjusted* | | |
| Mid Year | 2017 | 2016 | Mid Year | | 2016 | | |
| | | | # | % | # | % | |
| Monthly | 35.704 | 36.610 | 37.187 | 0.906 | 2.5% | -0.577 | -1.6% |
| Weekly | 1.355 | 1.442 | 1.452 | 0.087 | 6.4% | -0.010 | -0.7% |
| Total Commutation | 37.060 | 38.052 | 38.639 | 0.993 | 2.7% | -0.587 | -1.5% |
| One-Way Full Fare | 6.145 | 6.630 | 6.398 | 0.485 | 7.9% | 0.232 | 3.6% |
| One-Way Off-Peak | 13.242 | 13.960 | 13.457 | 0.719 | 5.4% | 0.503 | 3.7% |
| All Other | 7.772 | 7.992 | 8.038 | 0.219 | 2.8% | -0.047 | -0.6% |
| Total Non-Commutation | 27.159 | 28.582 | 27.894 | 1.423 | 5.2% | 0.688 | 2.5% |
| Total | 64.219 | 66.634 | 66.533 | 2.415 | 3.8% | 0.102 | 0.2% |

*Prior year adjusted to reflect current year calendar.

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

| | | MONTH | | | VARIANCE | |
|--|-------------------------|---------------------|------------------------|--------------------|------------------------|--------------------|
| | | Actual | Mid-Year | Actual | vs. | vs. |
| | | <u>2017</u> | <u>Forecast</u> | <u>2016</u> | <u>Forecast</u> | <u>2016</u> |
| Farebox Operating Ratio | | | | | | |
| | Standard ⁽¹⁾ | 52.5% | 47.5% | 51.4% | 5.0% | 1.1% |
| | Adjusted ⁽²⁾ | 61.3% | 56.1% | 60.5% | 5.2% | 0.8% |
| Cost Per Passenger | | | | | | |
| | Standard ⁽¹⁾ | \$16.20 | \$17.95 | \$15.61 | \$1.75 | (\$0.59) |
| | Adjusted ⁽²⁾ | \$14.87 | \$16.44 | \$14.32 | \$1.57 | (\$0.55) |
| Passenger Revenue/Passenger ⁽³⁾ | | \$8.51 | \$8.53 | \$8.02 | (\$0.02) | \$0.49 |
| | | YEAR-TO-DATE | | | VARIANCE | |
| | | Actual | Mid-Year | Actual | vs. | vs. |
| | | <u>2017</u> | <u>Forecast</u> | <u>2016</u> | <u>Forecast</u> | <u>2016</u> |
| Farebox Operating Ratio | | | | | | |
| | Standard ⁽¹⁾ | 50.4% | 47.1% | 52.4% | 3.3% | -2.0% |
| | Adjusted ⁽²⁾ | 59.1% | 55.3% | 61.6% | 3.8% | -2.5% |
| Cost Per Passenger | | | | | | |
| | Standard ⁽¹⁾ | \$16.17 | \$17.94 | \$15.27 | \$1.77 | (\$0.90) |
| | Adjusted ⁽²⁾ | \$14.79 | \$16.41 | \$13.95 | \$1.62 | (\$0.84) |
| Passenger Revenue/Passenger ⁽³⁾ | | \$8.15 | \$8.46 | \$8.00 | (\$0.31) | \$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

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

SEPTEMBER 2017

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

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

| | September 2017 | % Change vs. 2016 |
|---------------------------|-------------------|----------------------|
| Total Rail Ridership | 7.414 | -0.1% ▼ |
| Commutation Ridership | 4.064 | -3.3% ▼ |
| Non-Commutation Ridership | 3.350 | 4.2% ▲ |
| Rail Revenue | \$62.8 | 3.6% ▲ |

Key Factors Impacting September Ridership

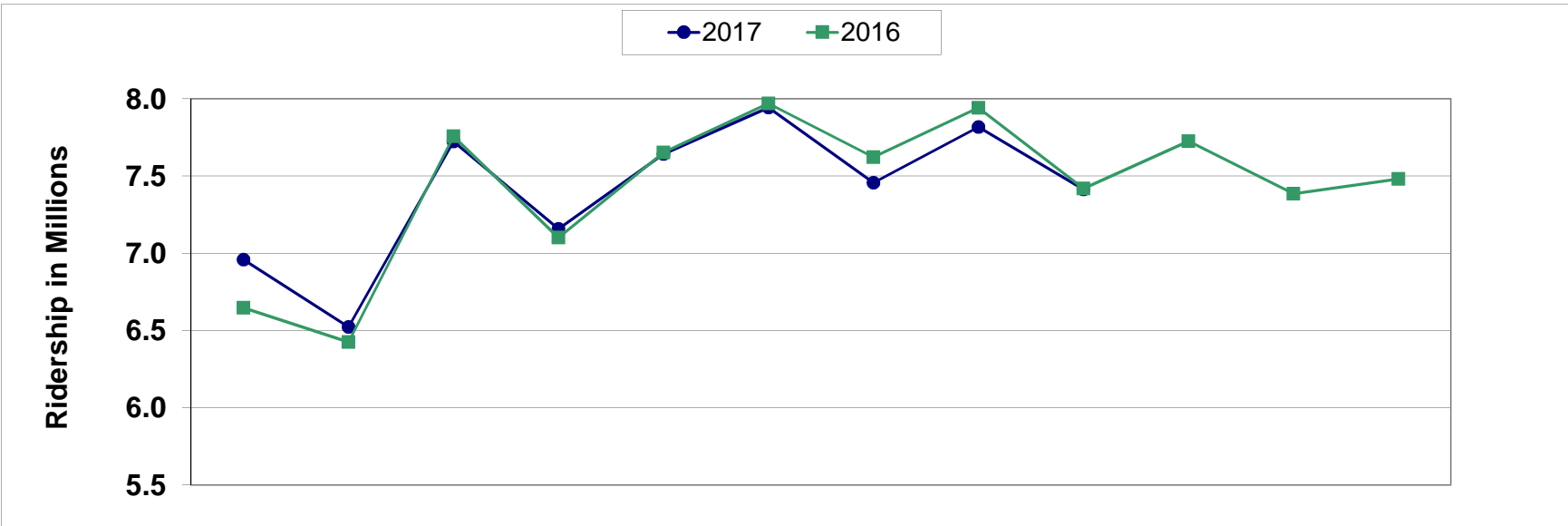
- Ridership may have been influenced by the calendar difference of the Jewish holidays falling in September this year, as compared to October last year.

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

| | September 2017 | % Change vs. 2016 | Comparison to Mid Year |
|---------------------------|-------------------|----------------------|---------------------------|
| Total Rail Ridership | 66.634 | 0.2% ▲ | 3.8% ▲ |
| Commutation Ridership | 38.052 | -1.5% ▼ | 2.7% ▲ |
| Non-Commutation Ridership | 28.582 | 2.5% ▲ | 5.2% ▲ |
| Rail Revenue | \$540.9 | 1.7% ▲ | 0.1% ▲ |

SEPTEMBER RIDERSHIP

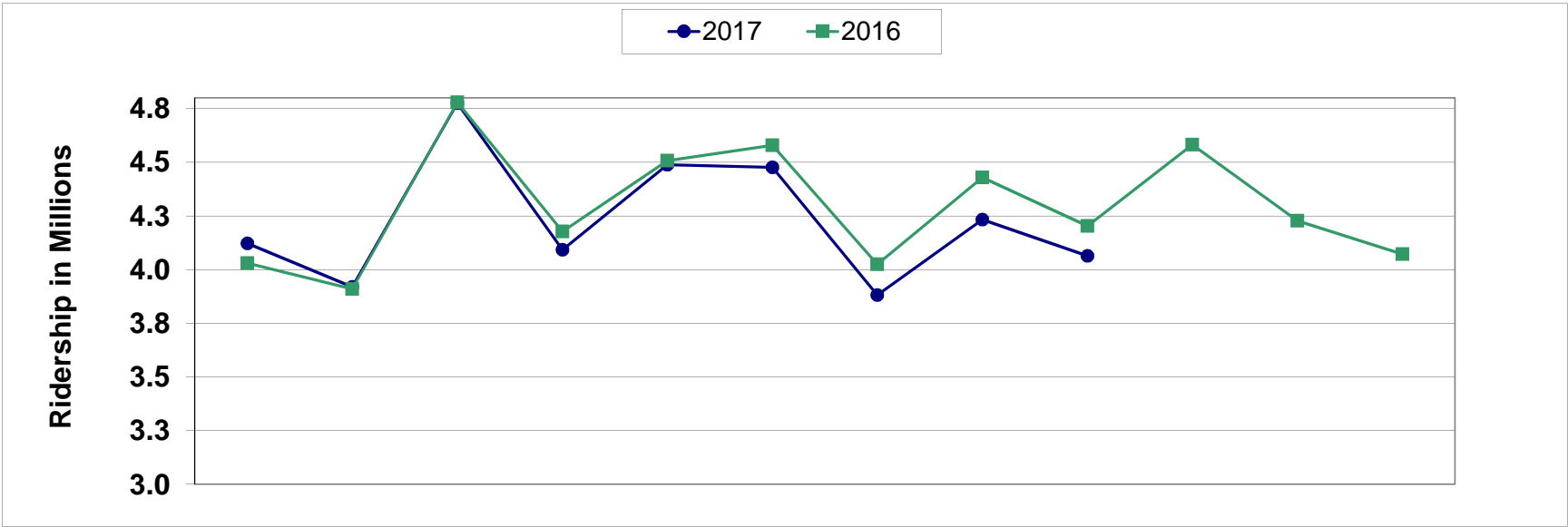
•September's Total Ridership was -0.1% below '16 and -0.5% below Mid-Year Forecast.



| | 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 | 7.8 | 7.4 | | | | 66.6 |
| 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 | 66.5 |
| PCT CHG. | 4.7% | 1.5% | -0.4% | 0.8% | -0.1% | -0.3% | -2.2% | -1.6% | -0.1% | | | | 0.2% |

SEPTEMBER COMMUTATION RIDERSHIP

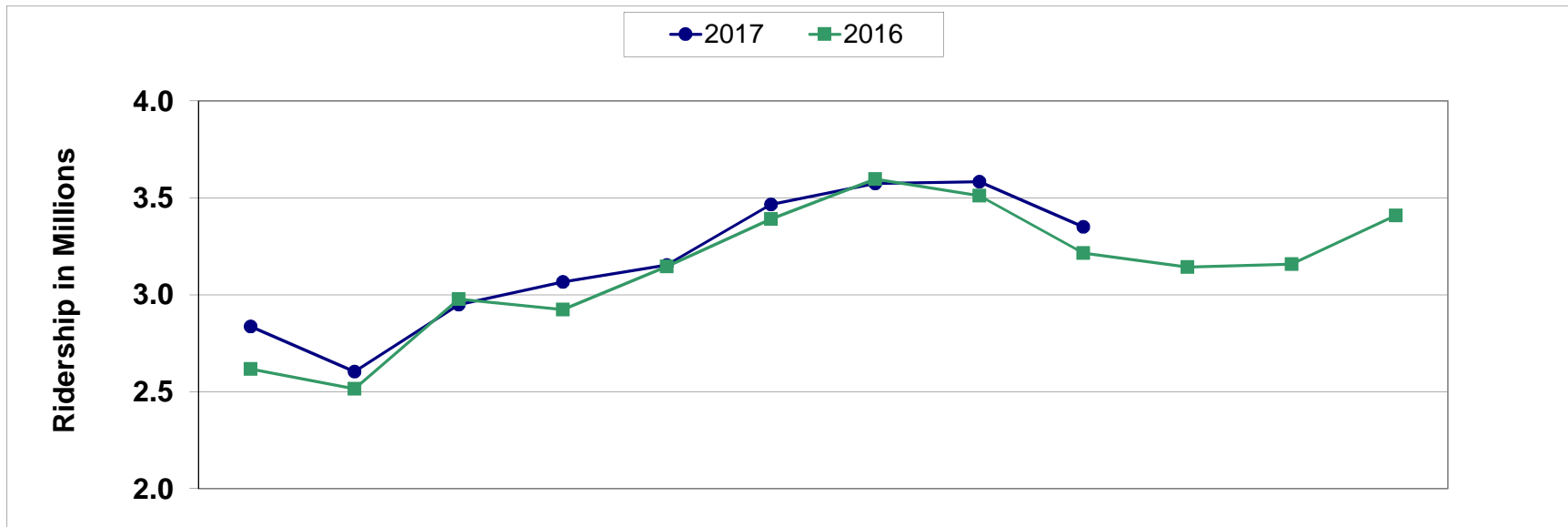
•September's Commutation Ridership was -3.3% below '16 and -3.9% below Mid-Year Forecast.



| | 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 | 4.2 | 4.1 | | | | 38.1 |
| 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 | 38.6 |
| PCT CHG. | 2.3% | 0.2% | -0.1% | -2.0% | -0.4% | -2.2% | -3.6% | -4.4% | -3.3% | | | | -1.5% |

SEPTEMBER NON-COMMUTATION RIDERSHIP

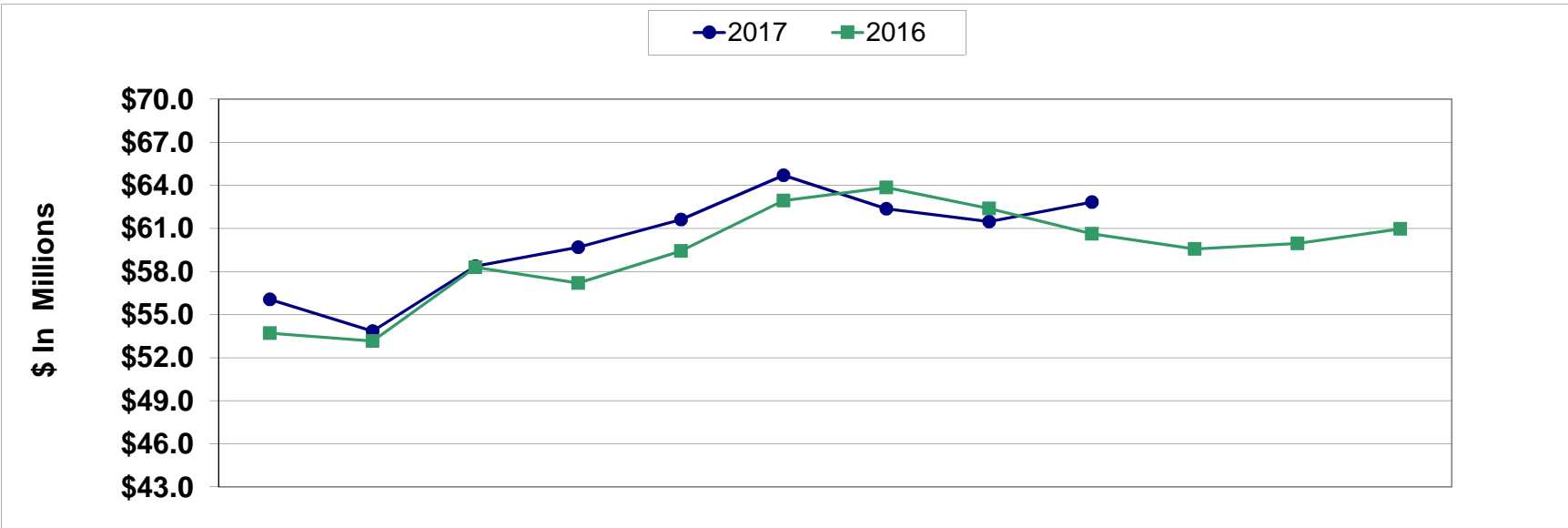
- September's Non-Commutation Ridership was 4.2 above '16 and 4.0% above Mid-Year Forecast.



| | 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 | 3.6 | 3.4 | | | | 28.6 |
| 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 | 27.9 |
| PCT CHG. | 8.3% | 3.5% | -1.0% | 4.9% | 0.3% | 2.2% | -0.6% | 2.0% | 4.2% | | | | 2.5% |

SEPTEMBER REVENUE

•September's Total Revenue was 3.6% above '16 and -0.6% below 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 | \$61.5 | \$62.8 | | | | \$540.9 |
| 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 | \$531.6 |
| PCT CHG. | 4.3% | 1.3% | 0.1% | 4.3% | 3.7% | 2.8% | -2.3% | -1.5% | 3.6% | | | | 1.7% |

*Fare increase was implemented in March 2017.

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

| TICKET TYPE/SERVICE | SEPTEMBER 2017 | SEPTEMBER 2016 | CHANGE VS. 2016 | |
|---------------------------|-------------------|-------------------|-----------------|--------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 4,063,634 | 4,202,729 | (139,095) | -3.3% |
| NON-COMMUTATION RIDERSHIP | 3,350,188 | 3,215,648 | 134,540 | 4.2% |
| TOTAL RIDERSHIP | 7,413,822 | 7,418,377 | (4,555) | -0.1% |

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

| TICKET TYPE/SERVICE | SEPTEMBER 2017 | SEPTEMBER 2016 | CHANGE VS. 2016 | |
|---------------------------|-------------------|-------------------|-----------------|-------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 38,052,236 | 38,639,151 | (586,915) | -1.5% |
| NON-COMMUTATION RIDERSHIP | 28,581,954 | 27,893,528 | 688,426 | 2.5% |
| TOTAL RIDERSHIP | 66,634,190 | 66,532,679 | 101,511 | 0.2% |

* 2016 ridership numbers were adjusted using 2017 factors.

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

| REVENUE | SEPTEMBER 2017 | SEPTEMBER 2016 | CHANGE VS. 2016 | |
|-------------------------|---------------------|---------------------|--------------------|-------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$31,283,229 | \$31,242,270 | \$40,959 | 0.1% |
| NON-COMMUTATION REVENUE | \$31,545,324 | \$29,386,933 | \$2,158,391 | 7.3% |
| TOTAL REVENUE | \$62,828,553 | \$60,629,203 | \$2,199,350 | 3.6% |

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

| REVENUE | SEPTEMBER 2017 | SEPTEMBER 2016 | CHANGE VS. 2016 | |
|-------------------------|----------------------|----------------------|--------------------|-------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$274,975,996 | \$276,242,678 | (\$1,266,682) | -0.5% |
| NON-COMMUTATION REVENUE | \$265,909,795 | \$255,341,718 | \$10,568,078 | 4.1% |
| TOTAL REVENUE | \$540,885,791 | \$531,584,396 | \$9,301,396 | 1.7% |



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

HIGHLIGHTS

L70401BR: POST AVENUE BRIDGE

Project Budget: \$20.00M

Milestone: Bridge Installation

On the weekend of October 21-22, Post Avenue Bridge in Westbury was replaced with a new bridge span that increases the clearance above Post Avenue by more than two feet and is expected to significantly reduce the number of train delays caused by oversized trucks hitting and damaging the bridge. Demolition of the old span and installation of the new improved bridge required a 48-hour suspension of Main Line train service between Hicksville and Mineola and the use of alternate bus service and train diversions. Replacement of the Post Avenue Bridge is central to the LIRR's service expansion plans as the railroad continues to implement strategies for future service growth.

L70204UJ: ENHANCED STATION INITIATIVES - WYANDANCH

Project Budget: \$146.24M

Milestone: Contract Award \$4,747,704

A Construction Contract for a new station building and enhancements at Wyandanch on the Main Line Ronkonkoma Branch in Suffolk County, was awarded to Stalco Construction, Inc for \$4,747,704. Work will include construction of a new one-story station building with new LED lighting, HVAC, plumbing, life safety systems, stairs, handrails and ADA ramps, and new decorative station identification. Station amenities will include digital panels/signs, WI-FI hot spots, interactive display kiosks, and USB charging stations. The sidewalks around the new building will be modified to provide ADA access with curb cuts and accessible ramps. This project is part of the LIRR's efforts to improve the customer experience and support the Town of Babylon's efforts to create a pedestrian-friendly downtown environment centered around Wyandanch Station.

L70409NJ: ROCKAWAY BEACH BRANCH / JFK AIRPORT ONE-SEAT RIDE STUDY

Project Budget: \$7.50M

Milestone: Contract Award \$864,203

A Contract for a planning and feasibility study was awarded to Systra Engineering for \$864,203. The Consultant will evaluate the operational and physical feasibility of providing one-seat rail transportation access between the Midtown Manhattan Central Business District and JFK International Airport. The work also includes preparation of a white paper on potential rail uses [subway or LIRR] of the former Rockaway Beach Branch between Northern Queens and the Rockaway Peninsula. Improved airport access is critical to the global economic growth of New York City, and the use of the public transportation system to facilitate that access is a critical element in providing service quality to JFK.

L70701XR: NEW SUBSTATIONS – POWER LOAD STUDY

Project Budget: \$5.00M

Milestone: Contract Award \$1,353,895

A Contract for a Traction Power Load Study was issued to Gannett Fleming Transit & Rail Systems for \$1,353,895. This study will facilitate the railroad's efforts to develop a substation and power strategy that will meet the needs of the current operating fleet as well as future operations and system expansions.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Stations Air Conditioning Installations: Phase I work completed.
- Morris Park Site Preparation: Work continued. Procurement process continued.
- HSF Substation Roof: Substantially Complete.
- Little Neck, Gibson, and Cedarhurst Parking: Cedarhurst substantially complete. Work continued on Little Neck and Gibson.
- Ronkonkoma Bus Loop: Work to commence.
- Penn Station Lost and Found: Contract awarded.
- Woodhaven Blvd Bridge Painting: Work to commence.
- PTC HVAC: Contract awarded and work commenced.
- Morris Park Comm Building Interior Fitout: Contract awarded.
- Platform Rehabilitation Laurelton Station: Procurement continued.

2017 LIRR Capital Program Goals

