



**Metropolitan Transportation Authority**

# Long Island Committee Meeting

## January 2018

---

### 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

Monday, 1/22/2018

9:30 - 10:30 AM ET

2 Broadway

20th Floor Board Room

New York, NY

## 1. PUBLIC COMMENTS PERIOD

## 2. APPROVAL OF MINUTES - December 11, 2017

*Approval of Minutes - December 11, 2017 - Page 4*

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

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

**MTA Capital Construction Report**

*MTA Capital Construction Report - Page 23*

**MTA Police Report**

*MTA Police Report - Page 27*

## 4. ACTION ITEM

**Approval of LIRR 2018 Proposed Committee Work Plan**

*Approval of LIRR 2018 Proposed Committee Work Plan - Page 33*

## 5. INFORMATION ITEM

**PTC Status Report**

*PTC Status Report - Page 41*

## 6. PROCUREMENTS

**LIRR Procurements**

*LIRR Procurements - Page 57*

**Non-Competitive**

*LIRR Non-Competitive - Page 61*

**Competitive**

*LIRR Competitive - Page 64*

**Ratifications**

*LIRR Ratifications - Page 68*

**MTA CC Procurements**

*MTA CC Procurements - Page 73*

**Competitive**

*MTA CC Competitive - Page 76*

**Non-Competitive (No Items)**

**Ratifications**

*MTA CC Ratifications - Page 83*

**7. PERFORMANCE SUMMARIES**

**Operations - Transportation**

*Operations - Transportation Report - Page 85*

**Operations - Mechanical**

*Operations - Mechanical Report - Page 90*

**Operations - Safety**

*Operations - Safety Report - Page 95*

**Financial**

*Financial Report - Page 98*

**Ridership**

*Ridership Report - Page 122*

**Capital Program**

*Capital Program Report - Page 129*

**Next Committee Meeting: Joint MNR/LIRR Tuesday, February 20th at 8:30 a.m.**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, December 11, 2017**

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

**The following members were present:**

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

The following members were not present:

Hon. Scott Rechler  
Hon. Vincent Tessitore, Jr.

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

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

**Representing MTA Police: Not Present**

Long Island Committee Chair Mitchell H. Pally called the Joint Meeting of the Long Island Rail Road Committee (“LIC”) and Metro-North 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 December 11, 2017, should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

### **PUBLIC COMMENTS**

Mark D. Hoffer, LIRR 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.

William Henderson, Executive Director, Permanent Citizens Advisory Committee ("PCAC") to the MTA, commented that the PCAC is pleased to see the Design Build Contract for the LIRR Expansion Project on today's procurement agenda. PCAC has been supporting this project for the long term and without this project East Side Access ("ESA") will never be what it can be. On behalf of PCAC, he commended all the people, past and present, who have worked on this project.

Orrin Getz, Vice Chairman of the Metro-North Railroad Commuter Counsel commented that prior to today's Joint Committee Meeting, he gave Chair Pally, Metro-North Committee Chair Susan G. Metzger, LIRR President Nowakowski and Metro-North Acting President Rinaldi a packet of information containing a severe winter weather schedule for the New Jersey Transit ("NJT") Main, Bergen County, Pascack Valley and Port Jervis Lines. Mr. Getz commented that Metro-North is paying for express service that is not useful to its riders and suggested that Metro-North look at the schedules to see where service adjustments can be made. He also discussed an article about NJT experiencing an exodus of experienced management personnel in addition to a shortage of engineers. He commented that this is a serious problem and that he will be attending the Wednesday, December 13<sup>th</sup> NJT Board of Directors meeting to try to obtain more information regarding this issue. Mr. Getz then discussed NJT Executive Director Steven Santoro's reports at the October 11<sup>th</sup> and November 6<sup>th</sup> NJT Board meetings, stating that the information provided to the NJT Board was limited. Mr. Getz stated that he has shown the NJT Board of Directors a copy of the LIRR and Metro-North Committee Book and suggested that NJT provide its Board with similar content. Mr. Getz also discussed a *Trains Magazine* article regarding NJT and commented that Board Member Randy Glucksman is the best expert about NJT and LIRR and MNR should consult with him regarding NJT matters.

Omar Vera commented that he supported all the agenda and procurements items presented to the Joint Committee and that LIRR and MNR should install WiFi on all rail cars and at all stations. He wished the Joint Committee a Happy New Year.

Murray Bodin commented that the instructions given to public speakers at the beginning of the Joint Committee meeting are incorrect and should include the statement that such instructions reflect the personal opinion of the individual giving them and do not reflect MTA policy. Mr. Bodin expressed his opinion that the red box painted on the roadway at Metro-North's Roaring

Brook crossing is illegal; questioned why LIRR still uses red flashing red lights at the East Hampton railroad crossing instead of traffic lights; and questioned why LIRR is still ordering married pair rail cars.

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 November 13, 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 on Friday, December 8, 2017, LIRR announced the details of its service plan in response to Amtrak's winter track work program at Penn Station starting January 5, 2018. During the Amtrak Summer State of Good Repair Program, Amtrak was working on A Interlocking, which is the west interlocking from Penn Station, as well as one of the station tracks. In January, Amtrak intends to work on three station tracks at Penn Station, one at a time, which will impact 5% of LIRR service. These are Tracks 15, 18 and 19. Track 15 is shared, and Tracks 18 and 19 are solely used by the LIRR. During the morning peak service, five out of 98 LIRR trains will be diverted from Penn Station to other locations: three trains will be diverted to Atlantic Terminal; and two trains will be diverted to Hunterspoint Avenue. During the evening rush, three out of 86 LIRR peak hour trains will be affected: two trains will originate from Atlantic Terminal; and one train will originate from Jamaica Station. To enhance service for LIRR riders, LIRR will be adding shoulder peak trains to increase service into Penn Station and will lengthen a number of trains to increase capacity.

Board Member Charles G. Moerdler asked if it is possible for Amtrak to give LIRR a replacement track or platform during this period.

President Nowakowski responded that there is a sharing of tracks at Penn Station and LIRR will divert trains to tracks not normally used by LIRR. LIRR will also have customer ambassadors at Penn Station to direct riders.

Board Member Veronica Vanterpool asked for information regarding the anticipated costs to MTA and/or LIRR during the Amtrak Winter Track Work Program.

Francis Landers, LIRR Executive Director of Management & Budget, responded that LIRR is working with other departments regarding costs and that the costs should be minimal compared to the Amtrak Summer Work Track Program.

President Nowakowski also responded that LIRR will not be providing bus and ferry service, which were two of the higher cost items during the summer. In addition, LIRR will not be providing a fare reduction to Atlantic Terminal or Long Island City and will not be cross honoring tickets.

Board Member Andrew Saul asked how long it will take to complete the work.

President Nowakowski responded the work will commence on January 8, 2018, and end right before Memorial Day weekend. It will take Amtrak approximately seven to eight weeks to repair each track, starting with Track 15.

Chair Pally commented that LIRR hopes its customers are as great to LIRR as they were during the summer. He commented that LIRR customers were very patient and cooperative regarding LIRR's service changes. Chair Pally requested that LIRR keep the Committee up to date regarding ridership and that the Commuter Council keep the Committee apprised of other issues that arise.

President Nowakowski stated that LIRR will report back to the Committee during the program.

President Nowakowski reported that LIRR will be moving forward with the contract for the construction of the Third Main Line Track between Floral Park and Hicksville. This was an effort initiated two years ago which LIRR has tried to move forward for many years and it is critical to LIRR. MTACC Chief Development Officer Janno Leiber and LIRR Executive Vice President Elisa Picca will be presenting a PowerPoint presentation regarding the procurement. President Nowakowski stated that the Third Main Line Track project is a milestone project for the LIRR and LIRR is excited to bring this procurement before the Committee today.

President Nowakowski reported that two LIRR Holiday Express trains will run non-stop to Penn Station: the first from Ronkonkoma on Saturday, December 16th and the second from Babylon on Sunday, December 17<sup>th</sup>. The Holiday trains are sold out and feature reserve-style seating as well as holiday characters and festivities. LIRR customers participating in the event received a promotional discount to purchase tickets to the 1:00 pm performance of "Elf, the Musical" at Madison Square Garden.

President Nowakowski took a moment to acknowledge the service of the volunteer community on Long Island – the firefighters and the first responders who continuously answer the call of duty every day at every hour. He acknowledged the presence at the meeting of two special volunteer firefighters who are LIRR employees. On the evening of October 13, Firefighter Danielle Chernoff of the Sayville Fire Department, an LIRR Warehouse worker, and Gary Savino, Assistant Chief of the West Sayville Fire Department and a Machinist in our

Maintenance of Equipment Department, were traveling when a medical emergency arose near Islip. The conductor made an appeal for medical assistance. Danielle and Gary responded, saw a passenger bleeding from the nose and from their training as volunteer firefighters recognized that passenger was a possible victim of a drug overdose. They instructed the Conductor to make a plea over the public address system for Narcan®, a substance that can revive overdose victims. Fortunately, another passenger had Narcan®, which Danielle administered to the victim, saving his life. President Nowakowski honored Gary and Danielle and presented them each with a plaque commending their service.

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 stated that LIRR's Safety Performance Report is on Page 166 of the Committee Book, reporting through the end of September 2017.

Vice President Ebbighausen reported that on December 6<sup>th</sup>, LIRR conducted its final Quarterly Safety FOCUS Day for the year. The topics included Winter Safety and Personal Protective Equipment, Corporate Safety Rules, the Corporate Observation Program, and the last poster of LIRR's FOCUS Campaign – highlighting the letter "S", for Situational Awareness. FOCUS is an acronym for Fatigue, Outside Influences, Communication, Uncertainty, and Situational Awareness. The purpose of the campaign is to make employees aware of circumstances that may impact their ability to remain vigilant and keep safe.

Chair Pally commented that the Safety Committee will be discussing the significant increase of grade crossing incidents on Wednesday, December 13<sup>th</sup> and that one of the benefits of Third Track is to eliminate seven grade crossings.

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 reported that he would be presenting the Third Track procurement later in the meeting, which is related to the East Side Access Project. Mr. Lieber also reported that, with Amtrak's cooperation, the East Side Access project team has created a Regional Outage Master Schedule that accounts for the Amtrak outages and Force

Account services required to complete the East Side Access work scheduled for the first quarter of 2018. The team will be vigilant to ensure that this cooperation will continue throughout 2018.

Executive Vice President Bill Goodrich presented on some of the key elements of the East Side Access project. In Manhattan, the construction and fit-out of the concourse is steadily progressing. Of the four high-rise escalator wellways, installation of the escalators in Wellway 1 is now complete. This will bring the total to nine out of 17 wellway escalators that have been installed. In Wellways 3 and 4 the contractor is finishing with the installation of the custom designed ceiling panels and architectural finishes.

Temporary protective construction barriers have been installed in the Biltmore Room on the Upper Level of Grand Central Terminal. These barriers separate the area where the contractor is beginning work on floor openings for two future passenger escalators which will connect directly to the new LIRR concourse below.

The two 200-ton lifting capacity crawler cranes which lifted the multi-ton precast deck beams and deck panels into place have been demobilized and removed from the caverns having completed the installation of the largest pieces of precast concrete in both caverns. And as of last week, track installation is underway in all three of the revenue service tunnels beneath the Harold Interlocking.

In the Harold Interlocking, all six of the CIL pre-cutover testing weekends for 2017 were completed successfully. The final six testing weekends will resume in February of 2018, leading up to the crucial milestone in May 2018 where the CILs will be placed in service.

Mr. Goodrich noted that the East Side Access project is shifting from heavy civil construction to systems and finishes. Currently, the systems contractor is working in over 20 locations encompassing nearly the entire alignment from Harold Interlocking to 37th Street and Park Avenue. A key element of the Systems program is power and electrification. The energization of the B10 Substation is a crucial milestone for the project, as it will enable the future energization of seven substations and facilities between Roosevelt Island and into Harold Interlocking. In the first quarter of 2018, the contractor is expected to complete all required work and testing so that Con-Edison can make the connection and energize the B10 Substation.

Another key element of the Systems program is ventilation, which includes fans, ducts and damper systems that have been installed in the Plaza interlocking in Queens. Each fan weighs approximately 13,000 pounds, is seven feet in diameter, and is powered by a 300 horsepower motor. When in operation, each fan is capable of moving as much as 150,000 cubic feet of air per minute.

Mr. Goodrich welcomed questions from the board. Commissioner Zuckerman requested a tour of the East Side Access Project, which Chairperson Pally stated would be arranged.

Commissioner Metzger noted that the photographs in Mr. Goodrich's presentation were impressive. Commissioner Saul asked whether there was a final completion date for the project and whether there will be an updated budget presented to the board. Mr. Goodrich confirmed that the anticipated completion date remains December 2022 and that there is a comprehensive budget review underway. Chief Development Officer Janno Lieber noted that, as he reported to the CPOC Committee in October, he would be reporting to the Board on this review in the first quarter of 2018. Mr. Saul requested that Mr. Lieber report to both CPOC and this committee. Mr. Lieber said he would.

Chairperson Pally congratulated the East Side Access project team on the progress achieved.

### **MTA POLICE DEPARTMENT**

MTAPD did not report to the Joint Committee.

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

- 2018 Final Proposed Budget

President Nowakowski stated that on Wednesday, December 13<sup>th</sup> the Board will be asked to vote on the LIRR's 2018 budget and that today, the Joint Committee will be asked to approve moving the budget to the Finance Committee for approval and transmission to the full Board. He asked Executive Director Landers to give a report on the budget.

Mr. Landers stated that on Page 49 of the Committee Book there is a Staff Summary summarizing LIRR's 2018 proposed budget and four-year financial plan. The proposed budget contains funding to maintain LIRR's infrastructure to provide safer and reliable commuter rail service. It focuses on Reliability Centered Maintenance for rolling stock to ensure maximum fleet availability and on maintenance of the Right-of-Way to maintain a state of good repair. Funding and resources are included to maintain the new Positive Train Control ("PTC") system, both on board trains and along the Right of Way.

Board Member Vanterpool asked about the significant increase in expenditures on electric power from 2020 to 2021.

Executive Director Landers responded that the preliminary plan is to do East Side Access testing on the Right of Way and that may account for some of the increase. He indicated he would report back to Board Member Vanterpool with a more detailed response.

Board Member Vanterpool commented that over the years the MTA has embarked on a series of energy efficiency initiatives and asked as an agency will the MTA ever see a decrease in energy –related expenses. She stated her comment is an agency-wide question and receiving the details from LIRR would be helpful.

Chair Pally referred to the Staff Summary on Page 50 of the Committee Book which refers to activities included in the budget, particularly many of the safety requirements that this Committee has insisted on, including drug and alcohol testing, sleep apnea testing, Close Call Reporting, Roadway Worker Protection training for Conductors, and ramp-up costs for ESA. He is pleased that these items, which are essential to running a safe railroad, are included in the 2018 budget.

Upon motion duly made and seconded, the action item was moved to the Finance Committee for approval. The details of the action item 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 action item.

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

- 2018 Proposed Committee Work Plan
- Diversity/EEO Report – 3<sup>rd</sup> Quarter 2017
- Winter Track Work Programs

President Nowakowski reported on each of the information items. The first is the 2018 Proposed Committee Work Plan. This month both railroads propose a Work Plan to the Committee which will be voted on in January as an action item. President Nowakowski commented that in the past, this Committee has had discussions regarding the reporting frequency on PTC.LIRR and Metro-North are asking the Committee for their consideration and input going forward with the 2018 Work Plan.

Chair Pally asked the Board members to review the 2018 Proposed Committee Work Plan and contact him if there with any suggestions regarding proposed changes, increased reporting or any other aspect of the Work Plans.

Metro-North Acting President Rinaldi commented that in the past there was a discussion about providing a PTC report at the Joint Committee meetings and stated that it is not reflected in this month's Committee Book.

Mero-North Committee Chair Metzger commented that she believes that a PTC report should be presented to the Committee during joint meetings and more frequently on request by the Committee members.

Board Member Zuckerman commented that the railroads have one year to do this, that is a short window, and the more transparency we have as a Board helps everyone, the public, the railroads' management and the Board.

Chair Pally commented that a PTC report will be given every second month.

President Nowakowski reported that the 3<sup>rd</sup> Quarter 2017 Diversity/EEO Report will be presented at the Wednesday, December 13th Diversity Committee meeting and that the Winter Track Work Program is in the Committee Book.

Board Member Zuckerman compared the number of U.S. Equal Opportunity Commission ("EEOC") complaints by LIRR employees compared to complaints by Metro-North employees. Metro-North has twice as many complaints, 57 vs. 28, although the workforces of each railroad are similar in size and perform similar work.

President Nowakowski responded that both railroads will work with their Diversity Directors and report back to the Board.

Board Member Moerdler referred to Page 115 of the Committee Book which shows that gender is the most frequently cited basis for internal EEOC complaints. He then referred to Page 86 of the Committee Book which shows that females comprise only 15% of the workforce. This makes the case dramatically that a problem exists.

Board Member Zuckerman commented that he wanted to make sure that John Molloy as Chair of MTA's Diversity Committee and the Diversity Directors at all MTA Agencies are thinking about adopting a more uniform approach to dealing with complaints of gender bias.

Board Member Ira Greenberg commented that he too was struck by the numbers, especially with regard to Metro-North. He added that in looking through the various Board Committee agendas, he noted a report in the Transit Authority agenda showing that MTA Bus has many fewer complaints. He suggested that LIRR speak with MTA Bus about this issue.

Board Member Moerdler pointed out that when you have a lot of incumbents on your property and your property is already diverse, you gain acceptance from the whole population and you change the culture. He thinks this is something that will require hard work by MTA. He asked why the numbers of complaints are so high, and whether we should be comparing ourselves to other properties.

Board Member Moerdler also commented that when he joined this Board, there was the statement made that in the railroad industry it has frequently been a father and son type of operation where the son would take over the father's job as he prepared to retire. As some have pointed out, times have changed but if you look at statistics on new hires, they virtually parallel the statistics for the existing workforce: 15% of the workforce are women and only 16% of the

new hires are women. As Chair Metzger has pointed out, gender bias is an important policy issue that requires deep thought and deep planning to make sure equal opportunity is afforded at every level to every person regardless of race, creed, gender or religion. The sooner we get to it the faster it will be resolved because this just cannot continue.

Board Member Norman Brown also commented on how much things have changed on the railroad. Historically, there were apprenticeships in railroads where employees committed to a five-year training period to perform specific tasks. It did tend in those days, as it does today in the building trades, to be a father/son type of operation. However, this is long past and not relevant today. He stated that it is important to look at the statistics pertaining to the external labor market --- who is in the market for railroad jobs, and statistics pertaining to the internal labor market --- regarding what railroad jobs people hold after being hired. The railroad cannot control the external labor market and there are only so many females in a particular category in the external labor market. However, on the inside, there are many jobs listed which are skilled crafts. Skilled crafts have the lowest saturation rate of women within the internal labor market. The railroads in effect created these skilled crafts and have control over training to perform the skilled craft versus the external labor market where the railroad is very dependent on external factors to create a supply of labor. He would like to see more father/daughter or mother/daughter succession at the railroad and that should be included in our thinking on this issue.

Chair Pally commented that John Molloy, Chair of the Diversity Committee, will follow up on the comments at the Wednesday, December 13<sup>th</sup> Diversity Committee Meeting.

The details of the above items are contained in the 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 the following competitive item to the Committee for approval.

#### Competitive:

- LIRR requests MTA Board approval to award a firm fixed price contract to Railroad Construction Company, in the amount of \$107,950,000.00, to provide Design-Build Services for the New Mid-Suffolk Electric Yard.

Upon motion duly made and seconded, the above procurement item was approved for recommendation to the Board. The details of the procurement item are contained in the staff

summary and 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 Board Member comments and discussion regarding the proposed procurements.

MTACC Chief Development Officer Janno Lieber and LIRR Executive Vice President Elisa Picca presented the following competitive procurement item to the Committee for approval:

Competitive:

- LIRR requests MTA Board approval for MTACC to award a Public Works contract to 3<sup>rd</sup> Track Constructors (“3TC”) in the total amount of \$1,813,174,198.25 to provide Design-Build Services for the LIRR Expansion Project.

Chief Development Officer Lieber reported that MTACC and LIRR are recommending the selection of 3TC) to complete design and construction of the LIRR Expansion Project, also known as Third Track, which is crucial to LIRR’s modernization. 3TC is a consortium of expert firms including Dragados USA, John Picone, CCA Civil, and Halmar International. Stantec is the lead designer and Rubenstein Associates will be leading the community outreach team. Chief Development Officer . Lieber discussed the overview of the project, its elements and benefits. Executive Vice President Pica discussed the procurement process, the project cost and schedule.

Board Member Carl V. Wortendyke commented that when these types of projects are awarded, they consist of many elements. He expressed concern about a bidder submitting a very low bid; being awarded the project; and then subsequently turning around and asking for a change order because of a change in price for one of the elements. He asked how we protect ourselves from such an occurrence and whether we discuss a bidder’s price with the other bidders.

Executive Vice President Picca responded. She stated that LIRR utilized a Request for Proposal (“RFP”) process, which involved careful consideration of the technical approach and total costs, and obtained the best overall value for the agency. . The selected broad-based and integrated team will handle the entire project. Through a series of meetings with each of the three proposer teams in the spring, summer and fall, each of the three teams demonstrated their understanding of the complexity of the job and all of its elements and the result was a significant improvement of LIRR’s original concept. LIRR will be working closely with the selected team, reviewing designs as they are produced troubleshooting any problems..

Board Member Wortendyke asked if you have a bidder who is bidding very low, can you discuss it with them before you award the contract or can you put a note out to each one of the other contractors to discuss the price.

Chief Development Officer Lieber responded that the technical evaluations that took place was designed to analyze how they approached each element of the work. The bidders were evaluated for their talent and their suitability; their assumptions that went into the pricing and the actual components of the project were also part of the evaluations. There are no absolute guarantees but an analysis has been done on how they are approaching each element of the work.

Board Member Wortendyke asked whether, after bidders are interviewed, they have a chance to go back and review their bid without talking to the other bidders.

Executive Vice President Picca responded in the affirmative. She stated that LIRR worked closely with each proposer throughout the procurement process. Meetings were held with each proposer before proposals were submitted. After the proposals were received by LIRR and evaluated, the evaluations were presented to its selection committee, and staff was charged with entering into negotiations with each proposer asking for best and final proposals. LIRR further negotiated with the finalist team and was able to further reduce the finalist's price for the project.

Board Member Vanterpool commented she was happy that 3TC is moving forward and noted that LIRR has become an economic engine for Long Island. However, she expressed concern about the increase in the cost of the project. When the project started two years ago, the line item cost for the project was estimated at \$1.5 Billion. Today, the material presented to the Board projects the total cost to be \$2.6 Billion. While staff indicates the higher number is reflective of the true costs of the project, the elements making up true cost were always there. Ms. Vanterpool stated that she never heard from staff that the \$1.5 Billion estimate was likely to increase. She added that we need to do a better job with our initial project estimates, and noted that two working groups were looking into this issue: the working groups devoted to procurement reform and project costs.

Board Member Vanterpool also commented on value capture. She stated that MTA had missed an opportunity to negotiate with Long Island communities on measures that could capture some of the economic value created by the project and use that to reduce the costs of the project to the MTA. She recognizes that MTA cannot force the communities to adopt such measures and cannot impose a tax to capture value. However, t MTA can act as an advisor and a conveyor of information and assist the communities to understand the value of value capture. She added that this is important because we have a new Nassau County Executive and for the first time the Fiscal Control Board imposed \$17 million in cuts to Nassau County's budget to be implemented by elected officials. Board Member Vanderpool stated that this is an opportunity for MTA to work with municipalities and say this is how value capture would work and benefit you as well

as the MTA. We know that MTA can do this because it will be working with the municipalities on the construction of parking garages associated with the project. She also asked whether the cost to construct four garages really amounted to \$84 Million.

Executive Vice President Picca thanked Board Member Vanterpool for the support that she has shown for the project over the years. Executive Vice President Picca e stated that the garages are very expensive, with one being in the base scope of work, and four in the completion scope of work. She added that LIRR intends to be aggressive in pursuing avenues of value capture, including private sector participation in the completion of the garages. Ms. Picca agreed with Ms. Vanterpool's comments about doing a better job at updating cost estimates, and noted that the amended MTA Capital Program reflected an increased estimated project cost of \$1.95 billion; this includes \$450 million in funding coming from the New York State Department of Transportation ("NYSDOT") for the costs of grade crossing eliminations.

Board Member Andrew Saul asked about was the pricing from the other two unsuccessful bidders.

Chief Development Officer Lieber responded one was more or less the same although in the end they were judged from a technical standpoint to be less desirable than 3TC and one was significantly higher, meaning hundreds of millions of dollars more.

Board Member James Vitiello commented that he thought the total project cost was about \$2 billion, but he had never heard of the \$2.6 billion amount until a Board briefing a few days ago. This is not isolated to this project or to LIRR; it is the way that things work here at the MTA. He stated the current process does not give him an opportunity to step back and say "Wow, the project costs \$600 million more" and ask appropriate questions, including how many more riders this will generate for LIRR. He characterized the process as "inside baseball" and expressed concerns about where the process would lead. He added that he was not opposed to the concept of this particular project or most of the other ones being proposed but felt MTA is facing an ominous fiscal situation and each of these projects feels like it warrants real discussion and consideration including whether you can have value capture, and how many incremental riders is it going to generate. He stated that the Board doesn't have these conversations because projects come at us at a speed and in a sequence that discourage iterative discussions.

Board Member Moerdler commented that as this project has evolved and as the Governor has intervened to make it a viable project, we have taken pieces that were previously separate and added them to the overall project. For example, the issue of grade crossings has always been approached separately from the concept of Third Track. He asked for confirmation of his understanding that there are a variety of things that have been put into one package.

Executive Vice President Picca responded that grade crossing eliminations have always been discussed in the context of the Third Track project but never in the past have we discussed eliminating all grade crossings within the project corridor. This is why we have the \$450 million from NYSDOT for that type of work.

Board Member Brown commented that he and Board Member Vanterpool go way back on this project and he applauded her patience and fortitude. He asked whether sound walls were always part of the project or added of to this iteration of Third Track.

Executive Vice President Picca responded that retaining walls were always part of the project because through the use of retaining walls, we avoid certain property takings. Sound walls are in certain cases part of retaining walls.

Board Member Brown noted that sound walls are more prevalent in the case of highways as opposed to railroads, but recommended extending sound walls in appropriate areas within Queens and Nassau to reduce “Not in My Back Yard” opposition to the project. This would also “equalize” rail in comparison to roads.

Chair Metzger commented that she has been around a long time and has watched this project grow. She understands the need and the support the project has and that projects this big, that take this long to come to fruition, get changed a great deal. She added that she couldn't imagine what it must be like to for a new board member who comes in and gets blasted with a \$2.6 billion request. She suggested that it would be very helpful to the Board in evaluating major projects if a base document were prepared that would be updated and grow over time. This document would show where the project started; what its status was over time; the how many people are served by the project; what other connections are being created; and does it advance ESA. Board Member Vitiello, addressing Chief Development Officer Lieber, stated that he understood the Third Track project worked in concert with ESA, and asked whether we were going to have a conversation about any projected increased in the costs of ESA.

Chief Development Officer Lieber responded that he went through a process of evaluating what was going on with ESA, and reported to the Board in October that he saw significant problems and had six or seven potential approaches to address these problems from a budget and schedule standpoint. He added that he needed more time to evaluate how effective these approaches would be and that he would try to come back in the next few months and give the Board his best estimate of where things stand.

Board Member Vitiello asked if he had a sense as to whether that the problems amounted to \$100 million more or \$5 billion more.

Chief Development Officer Lieber responded it would not be fair to throw a number out, and that schedule is the major driver of the budget on ESA. At present, there are 20 months of “float” in the project schedule that have not been exhausted, but there is a risk because the project has fallen behind on systems testing. Right now we are shifting to systems testing to address that risk.

Board Member Vitiello asked him if he had a sense of what one month’s worth of delay would cost.

Chief Development Officer Lieber responded in the negative but that he not would be willing to look into it.

Board Member Greenberg stated that he was unclear about the amount of the increased cost of the Third Track project. He asked if the amount in the Capital Plan amendment that was recently approved included the NYSDOT funding.

Executive Vice President Picca responded in the affirmative.

Board Member Greenberg noted that the \$450 million if the cost includes the money we are going to get from NYSDOT for the project, the increase is almost \$1 billion and a portion of that is for parking garages.

Executive Vice President Picca responded that parking garages did not represent the entire story. The increase in costs reflects the totality of the work to be executed over a limited time frame; the complexity of the work taking place in the midst of an operating railroad; and the innovations that we are able to put into the project.

Chair Pally commented it is fair to say that the amount in MTA’s current 2015-2019 Capital Plan was intended to move the project along, not to finance the entire project. It was always the intention to have a component in the 2020-2024 plan. Part of the additional funding is that component which had not been identified yet because we have not gotten to the 2020-2024 plan.

Board Member Greenberg agreed that the project was always intended to span two Capital Plans. He stated that the Long Island Commuters Council strongly supports this project. As far as value capture, there will have to be a long term discussion with Long Island communities about zoning. He added that when you talk about reverse commuting you talk about jobs on Long Island, and I think it would be a great thing that people in Queens will be able to commute to jobs in Long Island. Regarding the proposed LIRR “scoot” service to/from Brooklyn, he urged that LIRR look at reverse commuting through service from Atlantic Terminal.

Board Member Zuckerman stated that he applauds the comments of other Board Members about value capture and that the Third Track project is great for Long Island. However, in light of other planned major projects such as Phase II of Second Avenue Subway and ESA, he is deeply concerned about the issue of sustainable funding for the MTA. He asked whether MTA is in for the whole cost of Third Track or whether there are activities which are separable and could be funded in the next Capital Plan.

Executive Vice President Picca responded that the costs of the Third Track project are in two buckets: one is track and finalization of systems; the other consists of the options for each garage.

Board Member Zuckerman commented that the first part does not sound separable but the second part does..

Executive Vice President Picca responded that LIRR will pursue public-private partnerships to defray some of the costs of the latter.

Chief Development Officer Lieber stated that by breaking out the garages, LIRR can have a dialogue with communities about value capture and Transit-Oriented Development. This is a highly developed corridor, not a green field. Value capture has to be done in collaboration with the local communities.

Board Member Saul stated that it was difficult for him to go ahead with Third Track without ESA information. In his view, one of the reasons the MTA is in the shape it is right now is the fact that these megaprojects are eating the Capital Budget alive. He added that he felt it was wrong to approve this project until we know how much we are ultimately going to spend on ESA. As fiduciaries of this organization, we need to really think about this issue.

Board Member Moerdler stated that he disagreed with Board Member Saul whose expertise and knowledge no one can question. It is time that we recognize that things change and that the people on Long Island are entitled to as much service as the people in the City of New York and Westchester County. Third Track is essential for the future of Long Island. Mr. Moerdler added that while the Third Track project will cost money, this is exactly why the MTA Chairman appointed Scott Rechler, who knows construction, to lead a working group that will look at how to make the project more cost efficient. The quest for the perfect should not prohibit the good.

Board Member Brown stated that the project corridor is a developed corridor and the railroad has been there since 1835. When it comes to value capture, perhaps we should be looking at capturing some of that value that is buried in the real estate values along the right of way. Mr. Brown added that he supports seeking out public-private partnerships for the parking

garages, and that parking is the single largest constraint on the growth of the LIRR. He asked how many additional spaces will be secured through the \$84 million investment in garages.

Executive Vice President Picca responded that she will get back to him with the number.

Chief Development Officer Lieber stated that we should not lose sight of the benefits we secured from an innovative Design-build procurement. This allowed us to encourage innovation by the private sector; led to an alignment that reduced the number of needed track outages; generated critical thinking about risk allocation; and generated a lot of the efficiencies which the Board has been pressing for.

Board Member Vitiello stated that while it might be discouraging to hear, and notwithstanding the good work that was done, he felt that he did not have all of the data he needed. He asked when the Board would receive an updated estimate on the cost of ESA.

Chief Development Officer Lieber responded that MTACC will come back in the first quarter of 2018 with its best estimate.

Chair Pally stated that he felt it was important to move this project forward today through the Committee and to the Board. He added that Chief Development Officer Lieber will come back in the 1<sup>st</sup> quarter of 2018 with updated information and recommendations regarding ESA. Third Track is a tremendously needed improvement and needs to move forward even if there wasn't an ESA because it provides necessary redundancy and improves safety.

Board Member Zuckerman asked if we are voting on only the part that is funded by the existing 2015-2019 Capital Plan or also voting on items that are part of the 2020-2024 Capital Plan.

Executive Vice President Picca responded the Board is voting on the total contract value, including an option that would, if exercised, be funded under the next Capital Program.

Chair Pally stated that this assumes that the 2020-2024 Capital Program contains funding for this option. .

Upon motion duly made and seconded, the above procurement item was approved for recommendation to the Board. Board Members Saul and Vitiello abstained. The details of the procurement item are contained in the staff summary and 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 Board Member comments and discussion regarding the proposed procurements.

Chair Pally stated that he had been working on this project for 45 years, and it represents a tremendous achievement for Long Island. He thanked his fellow Board members for their support and thanked LIRR staff for their tremendous work on the project.

### **MTA CAPITAL CONSTRUCTION**

#### **Procurement**

MTA Capital Construction Chief Procurement Officer David Cannon presented four 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:

- Award of a competitively solicited and negotiated personal service contract, PS 868 – Project Management Consulting Services for the Long Island Rail Road Mainline 3<sup>rd</sup> Track Expansion Project in the amount of \$99,996,196.
- Modification to East Side Access Contract 98-040-01R – General Engineering Consultant Services for the East Side Access Project to provide staff and services for Project Management and Project Controls through December 2018 in the amount of \$2,984,571.
- Modification to East Side Access Contract CM005 – Manhattan South Structures to incorporate changes to the contract drawings and specifications, compensate the contractor for those changes, and resolve and close-out all remaining claims in the amount of \$1,269,507.
- Ratification of a modification to contract VQ033 –Mid Day Storage Yard Signal Central Instrument Location and Supervisory Control System for the East Side Access Project to add redundant microprocessors in each of the eight Central Instrument Locations in the Mid-Day Storage Yard, to extend the Mid-Day Storage Yard's signal limits, and to reconfigure the west end track alignment in the amount of \$2,900,000.

Commissioner Moerdler stated that he would be voting reluctantly for the procurement ratification item to be awarded to Ansaldo, and strongly suggested and requested a monitor to be appointed for this contractor.

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

Commissioner Moerdler stated that he would be voting reluctantly for the procurement ratification item to be awarded to Ansaldo, and strongly suggested and requested a monitor to be appointed for this contractor.

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

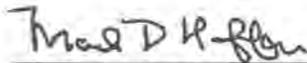
**LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program**

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

**Adjournment**

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

Respectfully submitted,



---

Mark D. Hoffer  
Secretary

**MTA CAPITAL CONSTRUCTION**

**PROJECT UPDATE**

**EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - January 2018

Expenditures thru December 2017; \$s in million

|                    | Budget             | Committed         | Expenditures      |
|--------------------|--------------------|-------------------|-------------------|
| Construction       | \$ 8,025.6         | \$ 7,515.0        | \$ 5,877.3        |
| Design             | \$ 735.9           | \$ 735.9          | \$ 718.6          |
| Project Management | \$ 1,036.2         | \$ 881.3          | \$ 811.5          |
| Real Estate        | \$ 178.0           | \$ 119.9          | \$ 117.7          |
| Rolling Stock†     | \$ 202.0           | \$ 3.2            | \$ 0.0            |
| <b>Total</b>       | <b>\$ 10,177.8</b> | <b>\$ 9,255.3</b> | <b>\$ 7,525.1</b> |

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

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

| Project Description  | Budget<br>(Bid +<br>Contingency) | Current Contract<br>(Bid + Approved<br>AWOs) | Remaining<br>Budget | Expenditures | 2014 Replan<br>Award Date | Actual/<br>Forecast<br>Award Date | Planned<br>Completion<br>at Award | Forecast<br>Completion |
|--|----------------------------------|--|---------------------|--------------|---------------------------|-----------------------------------|-----------------------------------|------------------------|
| <b>Manhattan Construction</b>  |                                  |  |                     |              |                           |                                   |                                   |                        |
| CM014A: GCT Concourse Finishes Early Work<br>Yonkers Contracting   | \$61.1                           | \$60.5                                       | \$0.6               | \$58.2       | Nov-2011                  | Nov-2011                          | Apr-2013                          | Feb-2018               |
| CM006: Manhattan Northern Structures<br>Frontier Kemper Constructors, Inc.   | \$361.6                          | \$350.2                                      | \$11.4              | \$328.6      | Mar-2014                  | Mar-2014                          | Nov-2016                          | Mar-2018               |
| CM014B: GCT Concourse & Cavern Fit-Out<br>GCT Constructors JV  | \$463.6                          | \$445.7                                      | \$18.0*             | \$211.9      | Dec-2014                  | Feb-2015                          | Aug-2018                          | May-2020               |
| CM007: Manhattan Cavern Structure & Facilities Fit-Out<br>Tutor Perini Corporation   | \$712.3                          | \$663.4                                      | \$48.9              | \$198.6      | Jul-2015                  | Apr-2016                          | Jan-2020                          | Jun-2020               |
| <b>Queens Construction</b>   |                                  |  |                     |              |                           |                                   |                                   |                        |
| CQ032: Plaza Substation & Queens Struct Construction<br>Tutor Perini Corporation   | \$265.4                          | \$261.5                                      | \$3.9               | \$242.0      | Aug-2011                  | Aug-2011                          | Aug-2014                          | Apr-2018               |
| CQ033: Mid-Day Storage Yard<br>Tutor Perini Corporation  | \$308.0                          | \$291.8                                      | \$16.3              | \$35.7       | N/A                       | Apr-2017                          | Aug-2020                          | Dec-2020               |
| <b>Harold Construction</b>   |                                  |  |                     |              |                           |                                   |                                   |                        |
| CH057A: Harold Structures - Part 3: West Bound Bypass<br>Harold Structures JV  | \$142.8                          | \$121.3                                      | \$21.5              | \$85.9       | Nov-2013                  | Nov-2013                          | Feb-2016                          | Nov-2017               |
| CH061A: Harold Tunnel A Cut and Cover Structures<br>Michels Corp.  | \$42.0                           | \$34.3                                       | \$7.7               | \$13.1       | N/A                       | Nov-2016                          | May-2018                          | May-2018               |
| CH057D: Harold Structures - Part 3, Trackwork  |                                  | In Procurement                               |                     |              | N/A                       | Feb-2018                          | May-2019                          | May-2019               |
| CH058A: Harold Structures - Part 3A: B/C Approach**  |                                  | In Design                                    |                     |              | Jul-2015                  | Jun-2018                          | N/A                               | Oct-2020               |
| <b>Systems Contracts</b>   |                                  |  |                     |              |                           |                                   |                                   |                        |
| Systems Package 1: Tunnel Ventilation, Facility Power,<br>Communications, Controls, Security, Fire Detection (CS179)<br>Tutor Perini Corporation | \$606.9                          | \$552.6                                      | \$54.4***           | \$318.7      | Mar-2014                  | Mar-2014                          | Dec-2019                          | Nov-2020               |
| Systems Package 2: Signal Installation (CS086)   |                                  | In Procurement                               |                     |              | N/A                       | Feb-2018                          | N/A                               | Nov-2020               |
| Systems Package 3: Signal Equipment (VS086)<br>Ansaldo STS USA Inc.  | \$21.8                           | \$19.9                                       | \$1.9               | \$7.9        | Jun-2014                  | Jun-2014                          | Dec-2019                          | Nov-2020               |
| Systems Package 4: Traction Power (CS084)<br>E-J Electrical Installation Company   | \$79.7                           | \$73.0                                       | \$6.8               | \$10.1       | 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.

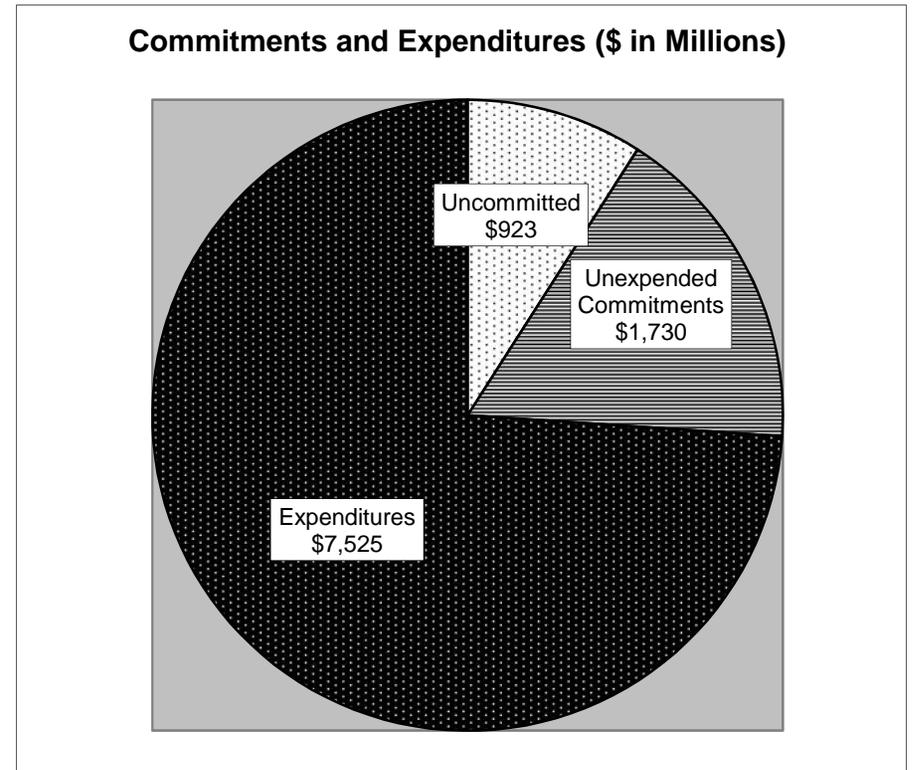
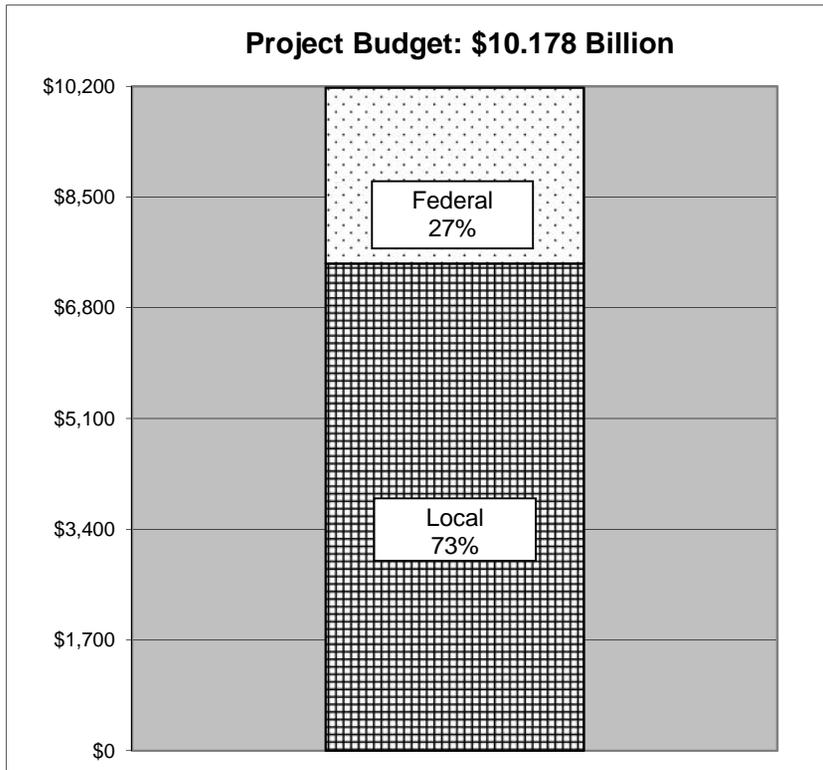
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

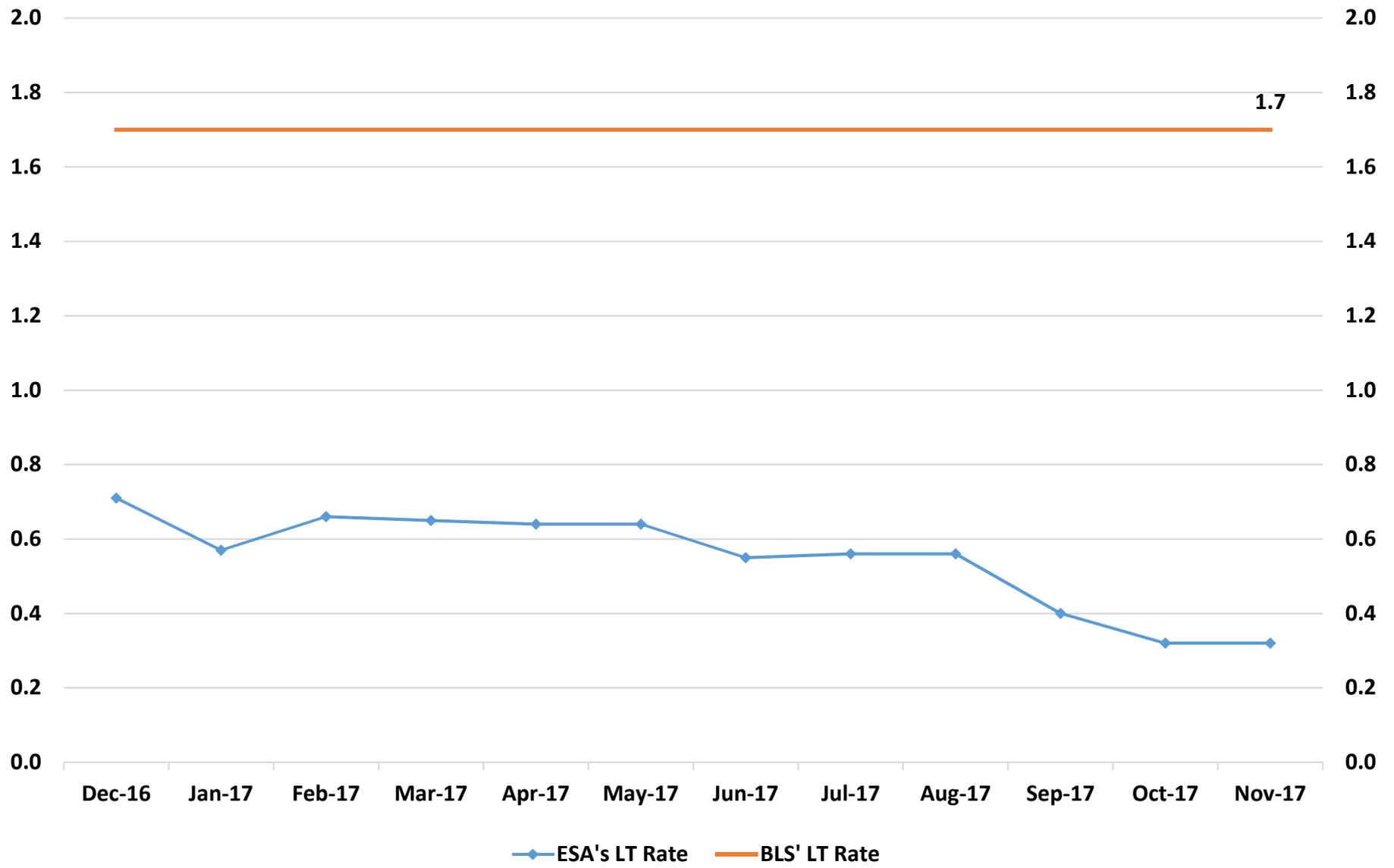
## Report to the Railroad Committee - January 2018

data thru December 2017

| MTA Capital Program<br>\$ in Millions | Budgeted         | Funding Sources |                 |                  | Status of Commitments |               |                 |
|---------------------------------------|------------------|-----------------|-----------------|------------------|-----------------------|---------------|-----------------|
|                                       |                  | Local Funding   | Federal Funding | Federal Received | Committed             | Uncommitted   | Expended        |
| 1995-1999                             | \$ 158           | \$ 94           | \$ 64           | \$ 64            | \$ 158                | \$ -          | \$ 158          |
| 2000-2004                             | 1,533            | 742             | 792             | 792              | 1,529                 | 5             | 1,523           |
| 2005-2009                             | 2,683            | 1,675           | 1,008           | 1,008            | 2,674                 | 9             | 2,648           |
| 2010-2014                             | 3,502            | 2,666           | 836             | 836              | 3,148                 | 353           | 2,632           |
| 2015-2019                             | 2,302            | 2,302           | -               | -                | 1,746                 | 556           | 564             |
| <b>Total</b>                          | <b>\$ 10,178</b> | <b>\$ 7,479</b> | <b>\$ 2,699</b> | <b>\$ 2,699</b>  | <b>\$ 9,255</b>       | <b>\$ 923</b> | <b>\$ 7,525</b> |



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





# **POLICE REPORT**



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Long Island Rail Road**

**December 2017 vs. 2016**

|                             | <b>2017</b> | <b>2016</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Felony Assault</b>       | <b>1</b>    | <b>3</b>    | <b>-2</b>   | <b>-67%</b>     |
| <b>Burglary</b>             | <b>2</b>    | <b>2</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Grand Larceny</b>        | <b>8</b>    | <b>4</b>    | <b>4</b>    | <b>100%</b>     |
| <b>Grand Larceny Auto</b>   | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Total Major Felonies</b> | <b>11</b>   | <b>10</b>   | <b>1</b>    | <b>10%</b>      |

**Year to Date 2017 vs. 2016**

|                             | <b>2017</b> | <b>2016</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>22</b>   | <b>20</b>   | <b>2</b>    | <b>10%</b>      |
| <b>Felony Assault</b>       | <b>15</b>   | <b>17</b>   | <b>-2</b>   | <b>-12%</b>     |
| <b>Burglary</b>             | <b>4</b>    | <b>11</b>   | <b>-7</b>   | <b>-64%</b>     |
| <b>Grand Larceny</b>        | <b>63</b>   | <b>74</b>   | <b>-11</b>  | <b>-15%</b>     |
| <b>Grand Larceny Auto</b>   | <b>2</b>    | <b>4</b>    | <b>-2</b>   | <b>-50%</b>     |
| <b>Total Major Felonies</b> | <b>106</b>  | <b>126</b>  | <b>-20</b>  | <b>-16%</b>     |



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
System Wide**

**December 2017 vs. 2016**

|                             | <b>2017</b> | <b>2016</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Felony Assault</b>       | <b>7</b>    | <b>5</b>    | <b>2</b>    | <b>40%</b>      |
| <b>Burglary</b>             | <b>3</b>    | <b>3</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Grand Larceny</b>        | <b>14</b>   | <b>16</b>   | <b>-2</b>   | <b>-13%</b>     |
| <b>Grand Larceny Auto</b>   | <b>0</b>    | <b>1</b>    | <b>-1</b>   | <b>-100%</b>    |
| <b>Total Major Felonies</b> | <b>24</b>   | <b>26</b>   | <b>-2</b>   | <b>-8%</b>      |

**Year to Date 2017 vs. 2016**

|                             | <b>2017</b> | <b>2016</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------------|-------------|-------------|-------------|-----------------|
| <b>Murder</b>               | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Rape</b>                 | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0%</b>       |
| <b>Robbery</b>              | <b>44</b>   | <b>42</b>   | <b>2</b>    | <b>5%</b>       |
| <b>Felony Assault</b>       | <b>40</b>   | <b>35</b>   | <b>5</b>    | <b>14%</b>      |
| <b>Burglary</b>             | <b>17</b>   | <b>37</b>   | <b>-20</b>  | <b>-54%</b>     |
| <b>Grand Larceny</b>        | <b>160</b>  | <b>185</b>  | <b>-25</b>  | <b>-14%</b>     |
| <b>Grand Larceny Auto</b>   | <b>10</b>   | <b>8</b>    | <b>2</b>    | <b>25%</b>      |
| <b>Total Major Felonies</b> | <b>271</b>  | <b>307</b>  | <b>-36</b>  | <b>-12%</b>     |

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

|                       | <b>Systemwide</b> | <b>LIRR</b> | <b>MNRR</b> | <b>SIRT</b> |
|-----------------------|-------------------|-------------|-------------|-------------|
| <b>Murder</b>         | 0                 | 0           | 0           | 0           |
| <b>Rape</b>           | 0                 | 0           | 0           | 0           |
| <b>Robbery</b>        | 0                 | 0           | 0           | 0           |
| <b>Fel. Assault</b>   | 7                 | 1           | 6           | 0           |
| <b>Burglary</b>       | 3                 | 2           | 1           | 0           |
| <b>Grand Larceny</b>  | 14                | 8           | 5           | 1           |
| <b>GLA</b>            | 0                 | 0           | 0           | 0           |
| <b>Total</b>          | <b>24</b>         | <b>11</b>   | <b>12</b>   | <b>1</b>    |
| <b>Crimes Per Day</b> | <b>0.77</b>       | <b>0.35</b> | <b>0.39</b> | <b>0.03</b> |



# MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 12/31/2017

| Arrest Classification               | Total Arrests |              |
|-------------------------------------|---------------|--------------|
|                                     | 2017          | 2016         |
| Robbery                             | 34            | 34           |
| Felony Assault                      | 48            | 37           |
| Burglary                            | 10            | 29           |
| Grand Larceny                       | 59            | 67           |
| Grand Larceny Auto                  | 2             | 6            |
| Aggravated Harassment               | 4             | 4            |
| Aggravated Unlicensed Operator      | 18            | 17           |
| Assault-Misdemeanor                 | 66            | 48           |
| Breach of Peace                     | 10            | 13           |
| Child Endangerment                  | 2             | 6            |
| Criminal Contempt                   | 7             | 4            |
| Criminal Impersonation              | 11            | 9            |
| Criminal Mischief                   | 66            | 48           |
| Criminal Possession Stolen Property | 22            | 14           |
| Criminal Tampering                  | 9             | 4            |
| Criminal Trespass                   | 38            | 35           |
| Disorderly Conduct                  | 3             | 6            |
| Drug Offenses                       | 110           | 56           |
| DUI Offenses                        | 7             | 10           |
| Failure to Appear                   | 1             | 0            |
| Falsely Reporting an Incident       | 7             | 4            |
| Forgery                             | 54            | 65           |
| Fraud                               | 1             | 8            |
| Graffiti                            | 27            | 17           |
| Harassment                          | 5             | 0            |
| Identity Theft                      | 0             | 1            |
| Issue a Bad Check                   | 0             | 1            |
| Menacing                            | 12            | 6            |
| Obstruct Government                 | 10            | 15           |
| Official Misconduct                 | 0             | 5            |
| Panhandling                         | 0             | 1            |
| Petit Larceny                       | 132           | 190          |
| Public Lewdness                     | 21            | 105          |
| Reckless Endangerment               | 8             | 5            |
| Resisting Arrest                    | 37            | 38           |
| Sex Offenses                        | 19            | 14           |
| Stalking                            | 1             | 0            |
| Theft of Services                   | 192           | 166          |
| Unlawful Fleeing a Police Officer   | 1             | 1            |
| Unlawful Imprisonment/Kidnapping    | 0             | 1            |
| VTL Offenses                        | 0             | 3            |
| Warrant Arrest                      | 56            | 49           |
| Weapons Offenses                    | 7             | 10           |
| Unauthorized Use Vehicle            | 1             | 0            |
| <b>Total Arrests</b>                | <b>1,118</b>  | <b>1,152</b> |

**Metropolitan Transportation Authority  
Police Department**

**Hate Crimes Report (January thru December)**

| <b>Motivation</b>  | <b>2017</b> | <b>2016</b> | <b>Diff</b> | <b>% Change</b> |
|--------------------|-------------|-------------|-------------|-----------------|
| ASIAN              | 4           | 0           | 4           | 0%              |
| BLACK              | 6           | 6           | 0           | 0%              |
| ETHNIC             | 0           | 0           | 0           | 0%              |
| GENDER             | 0           | 0           | 0           | 0%              |
| HISPANIC           | 0           | 0           | 0           | 0%              |
| MUSLIM             | 1           | 3           | -2          | -67%            |
| OTHER              | 0           | 0           | 0           | 0%              |
| SEMITIC            | 17          | 12          | 5           | 42%             |
| SEXUAL ORIENTATION | 0           | 0           | 0           | 0%              |
| WHITE              | 1           | 1           | 0           | 0%              |
| <b>TOTAL</b>       | <b>29</b>   | <b>22</b>   | <b>7</b>    | <b>32%</b>      |

| <b>CRIME NAME</b>     | <b>2017</b> | <b>2016</b> | <b>Diff</b> | <b>% Change</b> |
|-----------------------|-------------|-------------|-------------|-----------------|
| Agg. Harassment # 1   | 0           | 0           | 0           | 0%              |
| Agg. Harassment # 2   | 0           | 0           | 0           | 0%              |
| Felony Assault        | 1           | 0           | 1           | 0%              |
| Misd. Assault         | 1           | 1           | 0           | 0%              |
| Criminal Mischief # 3 | 0           | 0           | 0           | 0%              |
| Criminal Mischief # 4 | 27          | 21          | 6           | 29%             |
| Grand Larceny # 4     | 0           | 0           | 0           | 0%              |
| Menacing # 2          | 0           | 0           | 0           | 0%              |
| Robbery # 2           | 0           | 0           | 0           | 0%              |
| <b>Total</b>          | <b>29</b>   | <b>22</b>   | <b>7</b>    | <b>32%</b>      |



# Long Island Rail Road

**ACTION**

**ITEMS**

## Long Island Rail Road Committee Work Plan

---

|  |                           |
|--|---------------------------|
| <b>I. <u>RECURRING AGENDA ITEMS</u></b>          | <u>Responsibility</u>     |
| Approval of Minutes                              | Committee Chair & Members |
| 2018 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         |
| <br>   |                           |
| <b>II. <u>SPECIFIC AGENDA ITEMS</u></b>          | <u>Responsibility</u>     |
| <u>January 2018</u>                              |                           |
| Approval of 2018 Committee Work Plan             | Committee Chair & Members |
| PTC Status Report                                | Engineering               |
| <br>   |                           |
| <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 <sup>th</sup> Q 2017    | Administration/Diversity  |
| 2018 Spring Schedule Change                      | Service Planning          |
| LIRR/MNR PTC Project Update                      | President                 |
| <br>   |                           |
| <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            |
| PTC Status Report                                | Engineering               |
| <br>   |                           |
| <u>April 2018</u> (Joint Meeting with MNR)       |                           |
| Final Review of 2017 Operating Results           | Management & Budget       |
| 2017 Annual Ridership/Marketing Plan Report      | Finance/Marketing         |
| Annual Inventory Report                          | Procurement               |
| May Timetable Change & Spring Trackwork Programs | Service Planning          |
| MTA Homeless Outreach                            | MTA                       |
| LIRR/MNR PTC Project Update                      | President                 |
| <br>   |                           |
| <u>May 2018</u>                                  |                           |
| Diversity/EEO Report – 1 <sup>st</sup> Q 2018    | Administration/Diversity  |
| PTC Status Report                                | Engineering               |

June 2018 (Joint Meeting with MNR)  
Status Update on PTC  
Bi-Annual Report on M-9 Procurement  
Summer Track Work  
LIRR/MNR PTC Project Update

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

July 2018

Penn Station Retail Development  
Environmental Audit  
2018 Fall Construction Schedule Change  
PTC Status Report

MTA Real Estate  
Corporate Safety  
Service Planning  
Engineering

September 2018

2019 Preliminary Budget (Public Comment)  
2018 Mid-Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Quarter 2018  
Fall Trackwork Programs  
PTC Status Report

Management & Budget  
Administration/Diversity  
Service Planning  
Engineering

October 2018 (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  
LIRR/MNR PTC Project Update

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

November 2018

Review of Committee Charter  
East Side Access Support Projects Update  
2018 Holiday Schedule & Trackwork  
PTC Status Report

Committee Chair & Members  
President/Sr. Staff  
Service Planning  
Engineering

December 2018 (Joint Meeting with MNR)

2019 Final Proposed Budget  
2019 Proposed Committee Work Plan  
Diversity/EEO Report – 3<sup>rd</sup> Q 2018  
LIRR/MNR PTC Project Update

Management & Budget  
Committee Chair & Members  
Administration/Diversity  
President

# 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.

#### 2018 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

### JANUARY 2018

#### Approval of 2018 Committee Work Plan

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.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### 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.

#### 2017 Annual Operating Results

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

#### 2017 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.

#### Project Update on PTC

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

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

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

#### 2018 Spring/Summer Construction Schedule Changes

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

### MARCH 2018

#### Annual Strategic Investments & Planning Study

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

#### Annual Elevator/Escalator Report

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

#### Customer Satisfaction Survey Report

The committee will be informed on the results of the 2017 survey distributed to customers on the Hudson, Harlem and New Haven Lines and West of Hudson service.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### **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.

#### Project 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.

### **MAY 2018**

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2018

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

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### **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.

### Project 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.

## **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.

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

### 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 2018 Mid-Year Forecast financial information for revenue and expense by month.

### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2018

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

### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

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

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### Project 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.

#### 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.

### **NOVEMBER 2018**

#### 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.

#### PTC Status Report

A monthly status report will be provided that highlights the accomplishments, schedule, challenges and risk associated with the PTC implementation.

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

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2018

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

#### 2019 Final Proposed Budget

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

#### Proposed 2019 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.

#### Project 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.



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Monthly Update to LIRR Committee LIRR PTC Project Update

January 2018  
(Status as of December 31, 2017)



# Long Island Rail Road (LIRR)



- ❑ Chartered on April 24, 1834
- ❑ Busiest commuter railroad in North America
- ❑ Operates 24 hours a day, 7 days a week
- ❑ Average of 301,000 customers each weekday on 735 daily trains
- ❑ 700 miles of track on 11 different branches
- ❑ Serves 124 stations in Nassau, Suffolk, Queens, Brooklyn & Manhattan
- ❑ Various signaling systems – Automatic Speed Control (ASC), Automatic Block Signaling (ABS), Controlled Manual Block (CMB) & Manual Block Signaling (MBS)



# LIRR Positive Train Control (PTC)

- LIRR adopted the PTC ACSES II system, similar to other Railroads such as NJ Transit, Metro North and Amtrak on the North East Corridor.
- ACSES II is an overlay to LIRR's existing signaling system(s).
- LIRR's Automatic Speed Control (ASC) signaling systems alone provide a high level of the safety required for PTC compliance and was improved to address all critical curves throughout the railroad network after the MNR Spuyten-Duyvil accident.
- When fully implemented, LIRR's PTC system will:
  - Prevent train-to-train collisions
  - Prevent over-speed derailments
  - Prevent incursions into established work zones
  - Prevent movement over switch in wrong position
  - Provide enforcement when the grade crossing warning system is reported malfunctioned

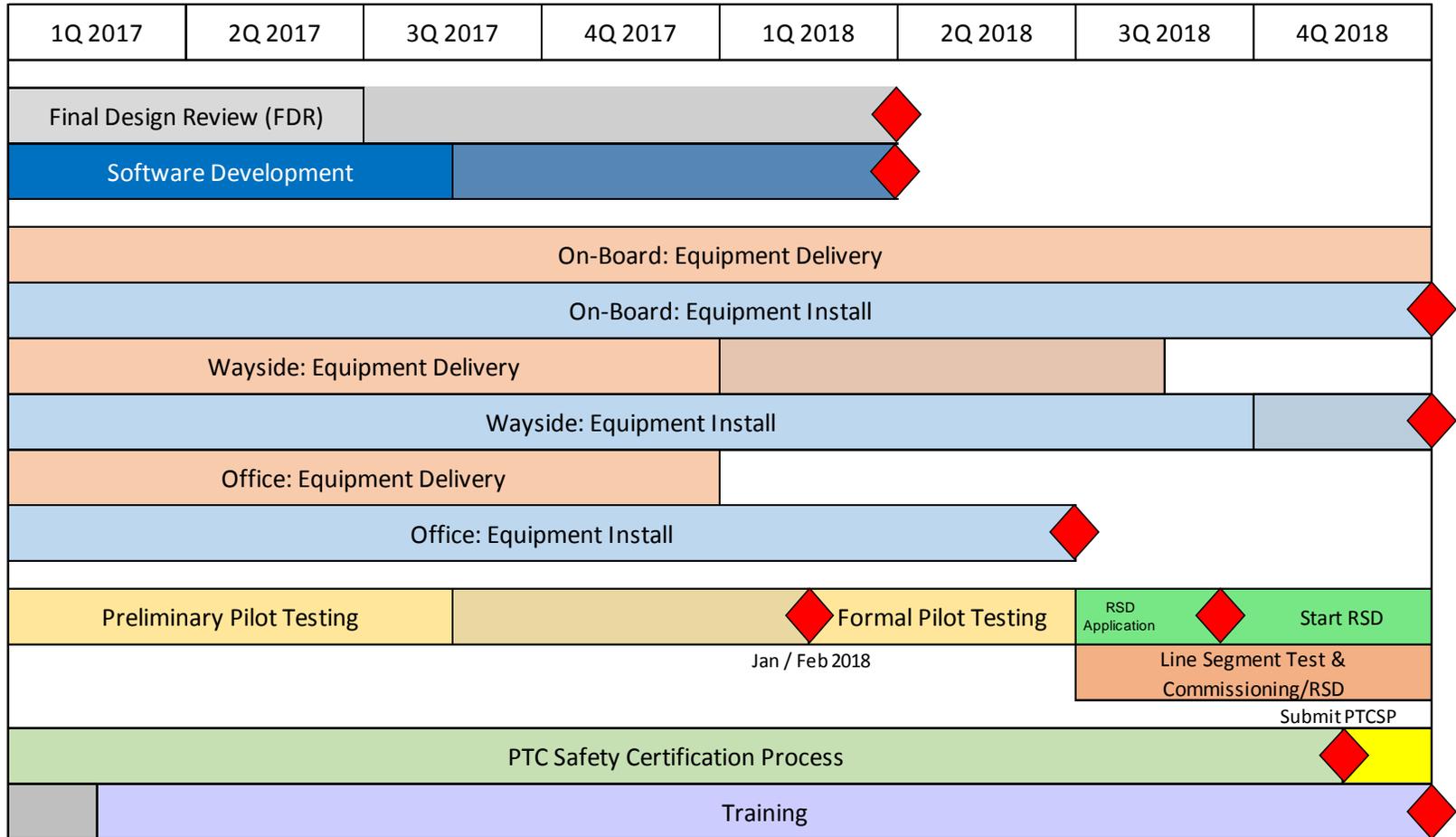


# Safety Layers of LIRR's PTC System

| What does PTC Prevent  | LIRR's current situation   | PTC Complete   |
|--|--|--|
| <b>Train to train collisions</b>                                       | ATC addresses situation at speeds greater than 15 mph  | Will stop trains at interlocking signals when needed regardless of speed   |
| <b>Overspeed derailments</b>   | Cab signal system (CSS) modified for critical curves.<br><br>Additional CSS aspects provide for additional MAS enforcement | Limits train speeds for permanent and temporary speed limits   |
| <b>Incursion into work zones</b>                                       | Track blocking prevents clearing routes into tracks with work zones. Signaling does not enforce stop signals.              | Enforced track blocking and Roadway Worker Protection System (RWPS) lets field personnel put in protection for the work zone     |
| <b>Movement of train through main line switch in improper position</b> | Protected by CSS/ATC at speeds greater than 15 mph   | a. Interlockings: Will stop train regardless of speed (less than 15 mph)<br>b. Outside interlockings: Will limit speed to 15 mph |



# PTC Summary Schedule



*Pilot Lines*

MNR: Hudson Line

LIRR: Port Washington and Montauk ABS territory



# Project Update

- Project is 61% complete.
- Expended \$203.5 of \$370.8 Budget or 54.9%.
- Project's critical path flows through Office Software development – Site Performance Testing – Wayside installations – RSD - Commissioning
- Updated LIRR PTC Implementation Plan and submitted to the FRA with revised Appendix B, Deployment Schedule.
- Implemented a dedicated test track for static and low-speed dynamic testing.
- Completed the on-board installations for M7 to meet FRA goal and minimum operational needs.



# Project Update

- Completed the hardware installation of both the primary and back up office computer centers.
- Completed all the installations on the Port Washington pilot line; the second pilot segment (Babylon to Patchogue) has only the installations of 46 transponders pending.
- Started preliminary Site Performance Testing on the Port Washington line, successfully demonstrating PTC functionality with the train and wayside elements (w/o office).
- Acquired all required spectrum
- Trained 40% of total required employees on different parts of the PTC system.



# Project Update

- Completed On-Board Software FAT
- Completed Pre-FAT of PTC Office system and on target to conduct formal FAT from January 15-29, 2018.
- Exercised option under Third Party Systems Integrator contract to design and deploy system-wide Roadway Worker Protection System (RWPS).
- On target to complete all installations to meet FRA compliance by the end of 2018.
- On target to place all lines in RSD by the end of 2018.



## LIRR Hardware Installation Progress (as of 12/31/2017)

| Equipment                         | Contract Goal | FRA (updated IP) Goal | Installed 4 <sup>th</sup> Quarter 2017 | Actuals Installed through end of 2017 | % Complete FRA Goal |
|-----------------------------------|---------------|-----------------------|--|---------------------------------------|---------------------|
| Transponders                      | 3192          | n/a                   | 67                                     | 2354                                  | 74%*                |
| Wayside Interface Units (WIU)     | 151           | 145                   | 13                                     | 115                                   | 79%                 |
| Radio Communication Cases         | 111           | 108                   | 23                                     | 91                                    | 84%                 |
| M7                                | 418           | 240                   | 87                                     | 374                                   | 100%                |
| Diesel Electric/Dual Mode (DE/DM) | 45            | 30                    | 3                                      | 4                                     | 13%                 |
| Diesel (C3)                       | 23            | 17                    | 1                                      | 2                                     | 12%                 |
| E15                               | 16            | 5                     | 0                                      | 0                                     | 0%                  |

\* Note: % complete is based upon the Contract goals because transponders are not specifically identified in the PTC Implementation Plan .



# LIRR Project Risks/Concerns

- Acquisition and retainage of PTC knowledgeable resources to support the project to meet PTC deadline.
- Finalization of agreement with Amtrak for interoperability design and implementation.
- Possibility of re-work due to starting software development prior to the achievement of FDR.
- Timely correction of software variances to support field testing timeline.
- System application to LIRR has substantial R&D with inherent unknown technical issues.
- Timely approvals by FRA of RSD applications to meet PTC deadline.



# LIRR PTC Timeline and Look-ahead

## Jan 2018

Complete Office FAT

## Mar 2018

Achieve Final Design Review (FDR)

Complete Integrated System Pre-FAT

Start Site Performance Testing on Pilot lines

## Apr 2018

Complete Integrated System FAT

Complete all on-board installations required for PTC compliance

## Jun 2018

Submit Revenue Service Demonstration (RSD) application for pilot lines

Start Site Performance Testing on non-pilot lines (3 lines simultaneously)



# LIRR PTC Timeline and Look-ahead

## July 2018

SI to complete Train-the-trainer courses

## Aug 2018

Obtain approval of RSD on pilot lines

## Sep 2018

Complete all required training

Request expansion of RSD approval to non-pilot track segments

Complete all wayside installations required for PTC compliance

## Dec 2018

Submit PTC Safety Plan to FRA for approval

All lines in Revenue Service Demonstration (RSD)



# LIRR PTC – 2018 Hardware Installation Projections

| PTC Subsystem       |          | System Req't | Installs through Dec-17 | 2018 Goals | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 |
|---------------------|----------|--------------|-------------------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Transponders        | Delivery |              |                         | 470        | 0      | 5      | 136    | 258    | 21     | 50     | 0      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 3192         | 2354                    | 838        | 46     | 0      | 41     | 250    | 250    | 151    | 100    | 0      | 0      | 0      | 0      | 0      |
| WIUs                | Delivery |              |                         | 23         | 1      | 0      | 8      | 1      | 0      | 7      | 6      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 151          | 115                     | 36         | 0      | 3      | 0      | 4      | 5      | 6      | 7      | 6      | 5      | 0      | 0      | 0      |
| Communication Cases | Delivery |              |                         | 8          | 5      | 0      | 3      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 111          | 91                      | 20         | 3      | 3      | 3      | 3      | 3      | 2      | 0      | 1      | 0      | 0      | 3      | 0      |
| M7                  | Delivery |              |                         | 0          | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 418          | 374                     | 47         | 28     | 19     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| DE/DM               | Delivery |              |                         | 41         | 21     | 20     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 45           | 4                       | 41         | 11     | 10     | 10     | 10     | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| C3                  | Delivery |              |                         | 21         | 5      | 5      | 5      | 6      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 23           | 2                       | 21         | 5      | 5      | 5      | 6      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| E15                 | Delivery |              |                         | 16         | 5      | 5      | 5      | 1      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 16           | 0                       | 16         | 1      | 5      | 5      | 5      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
| TC-82               | Delivery |              |                         | 1          | 1      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |
|                     | Install  | 1            | 0                       | 1          | 1      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      | 0      |



## LIRR Pilot 1 (Babylon to Patchogue)

| PTC Equipment                    | Target Quantity | Actuals to Date | Remaining | % Complete |
|----------------------------------|-----------------|-----------------|-----------|------------|
| Transponders                     | 381             | 335             | 46        | 87.9%      |
| Wayside Interface Unit Locations | 17              | 17              | 0         | 100.0%     |
| Communication Cases              | 7               | 7               | 0         | 100.0%     |
| Poles / Antennas                 | 7               | 7               | 0         | 100.0%     |

## LIRR Pilot 2 (Port Washington to Harold)

| PTC Equipment                    | Target Quantity | Actuals to Date | Remaining | % Complete |
|----------------------------------|-----------------|-----------------|-----------|------------|
| Transponders                     | 177             | 177             | 0         | 100.0%     |
| Wayside Interface Unit Locations | 11              | 11              | 0         | 100.0%     |
| Communication Cases              | 8               | 8               | 0         | 100.0%     |
| Poles / Antennas                 | 8               | 8               | 0         | 100.0%     |

## LIRR System Total

| PTC Equipment                    | Target Quantity | Actuals to Date | Remaining | % Complete |
|----------------------------------|-----------------|-----------------|-----------|------------|
| Transponders                     | 3192            | 2354            | 838       | 73.7%      |
| Wayside Interface Unit Locations | 151             | 115             | 36        | 76.2%      |
| Communication Cases              | 111             | 91              | 20        | 82.0%      |
| Poles / Antennas                 | 111             | 91              | 20        | 82.0%      |

# PTC Appendix - LIRR On-Board Equipment Installation Tracking (as of 12/31/17)

| Car Type      | Vehicles Total |            | LIRR Pilot 1 Location<br>(Babylon to Patchogue) |          | LIRR Pilot 2 Location<br>(Port Washington to Harold) |          |
|---------------|----------------|------------|---|----------|--|----------|
|               | Planned        | Actual     | Planned   | Actual   | Planned  | Actual   |
| M7            | 418            | 374        | NA  | NA       | 4  | 4        |
| DE / DM       | 45             | 4          | 4   | 4        | NA   | NA       |
| C3            | 23             | 2          | 4   | 1        | NA   | NA       |
| E15           | 25             | 0          | 6   | 0        | NA   | NA       |
| NYAR          | 8              | 0          | 4   | 0        | NA   | NA       |
| TC-82         | 1              | 0          | NA  | NA       | NA   | NA       |
| <b>Totals</b> | <b>520</b>     | <b>380</b> | <b>18</b>                                       | <b>5</b> | <b>4</b>   | <b>4</b> |

| On-Board Partial Installation Tracking |                             |                  |              |     |
|--|-----------------------------|------------------|--------------|-----|
| Train Type                             | Undercar Scanner<br>Antenna | OBC / Completion | Roof Antenna | MCP |
| M7                                     | 376                         | 374              | 388          | 382 |
| DE / DM                                | 31                          | 31               | 16           | 4   |



**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**January 24, 2018**

# Staff Summary



|   |              |             |                 |             |              |                                 |                         |              |                 |
|---|--------------|-------------|-----------------|-------------|--------------|---------------------------------|-------------------------|--------------|-----------------|
| <b>Subject : Request for Authorization to Award Various Procurements</b>                |              |             |                 |             |              | <b>Date</b><br>January 24, 2018 |                         |              |                 |
| <b>Department</b><br>Procurement and Logistics  |              |             |                 |             |              |                                 |                         |              |                 |
| <b>Department Head Name</b><br>Dennis L. Mahon, Chief Procurement and Logistics Officer |              |             |                 |             |              |                                 |                         |              |                 |
| <b>Department Head Signature</b><br>  |              |             |                 |             |              |                                 |                         |              |                 |
| <b>Board Action</b>   |              |             |                 |             |              | <b>Internal Approvals</b>       |                         |              |                 |
| <b>Order</b>  | <b>To</b>    | <b>Date</b> | <b>Approval</b> | <b>Info</b> | <b>Other</b> | <b>Order</b>                    | <b>Approval</b>         | <b>Order</b> | <b>Approval</b> |
| 1   | LI Committee | 1.22.18     |                 |             |              | 2                               | President <i>PKM</i>    |              |                 |
| 2   | MTA Board    | 1.24.18     |                 |             |              | 1                               | Executive VP <i>CPD</i> |              |                 |
|   |              |             |                 |             |              |                                 |                         |              |                 |
|   |              |             |                 |             |              |                                 |                         |              |                 |

**PURPOSE:**

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

**DISCUSSION:**

**LIRR proposes to award Non-Competitive Procurements in the following categories:**      # of Actions      \$ Amount

Schedules Requiring Two-Thirds Vote

|   |   |              |
|---|---|--------------|
| Schedule A:      Non-Competitive Purchases and Public Works | 1 | \$18,325,000 |
| <b>SUBTOTAL:</b>  | 1 | \$18,325,000 |

**LIRR proposes to award Competitive Procurements in the following categories:**      # of Actions      \$ Amount

Schedules Requiring Two-Thirds Vote

|   |   |              |
|---|---|--------------|
| Schedule C:      Competitive Requests for Proposals (Award) | 1 | \$80,350,000 |
| <b>SUBTOTAL:</b>  | 1 | \$80,350,000 |

**LIRR proposes to award Ratifications in the following categories:**      # of Actions      \$ Amount

Schedules Requiring Two-Thirds Vote

|  |   |           |
|--|---|-----------|
| Schedule D:      Ratification of Completed Procurement Actions | 1 | \$380,000 |
|--|---|-----------|

Schedules Requiring Majority Vote

|  |   |             |
|--|---|-------------|
| Schedule K:      Ratification of Completed Procurement Actions | 1 | \$4,396,690 |
| <b>SUBTOTAL:</b>   | 2 | \$4,776,690 |

**TOTAL:                      4                      \$103,451,690**

**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.

**JANUARY 2018**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

**Schedule A: Non-Competitive Purchases and Public Work Contracts**

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

- |    |                                    |                                     |                                      |
|----|------------------------------------|-------------------------------------|--------------------------------------|
| 1. | <b>Ansaldo STS USA, Inc.</b>       | <b>\$6,000,000 - MNR</b>            | <i><u>Staff Summary Attached</u></i> |
|    | <b>Non-Competitive/Sole Source</b> | <b>\$5,325,000 - LIRR</b>           |                                      |
|    | <b>Contract No. TBD</b>            | <b><u>\$7,000,000 - NYCT</u></b>    |                                      |
|    |                                    | <b>\$18,325,000 - Not-to-Exceed</b> |                                      |

This is an omnibus approval request for Long Island Rail Road (LIRR), Metro-North Railroad (MNR), and New York City Transit (NYCT), for items identified as obtainable only from Ansaldo STS USA, Inc. (Ansaldo). LIRR, MNR and NYCT (“the Agencies”) request MTA Board approval in an aggregate amount not-to-exceed of \$18.325M (\$5.325M – LIRR; \$6M – MNR; \$7M – NYCT) over a 36-month period to purchase services and/or parts required to support LIRR’s, MNR’s and NYCT’s current inventory of equipment designed and manufactured by Ansaldo.

Ansaldo, the Original Equipment Manufacturer (OEM) and designer of various wayside switch and signal systems installed and operated by the Agencies, provides approximately 225 different replacement parts for LIRR, 120 for MNR and 1,100 for NYCT. The Agencies will procure these items on an “as required” basis, in various quantities during the 36-month term of this Omnibus Approval to allow the Agencies to operate and maintain the numerous switch and signals designed and manufactured by Ansaldo.

**Schedule A: Non-Competitive Purchases and Public Works**

**Staff Summary**



Item Number: 1

|  |
|--|
| <b>Vendor Name</b><br>Ansaldo STS USA, Inc. - Batesburg, SC  |
| <b>Description</b><br>Various Signal, Switch, Car Borne Parts and Services   |
| <b>Contract Term (including Options, if any)</b><br>3 Years  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                               |
| <b>Procurement Type</b><br><input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive                          |
| <b>Solicitation Type</b><br><input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source |

|  |   |
|--|---|
| <b>Contact Number</b><br>TBD   | <b>Renewal?</b><br><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No                            |
| <b>Total Amount:</b>   | \$18,325,000 (Not-to-Exceed)<br>LIRR = \$5,325,000 (NTE);<br>MNR = \$6,000,000(NTE);<br>NYCT = \$7,000,000 (NTE). |
| <b>Funding Source</b><br><input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:   |   |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Maintenance of Way – Christopher Calvagna, Chief Engineer<br>Maintenance of Equipment – Craig Daly, CMO<br>Special Projects/East Side Access – Afshin Hezarkhani, Chief Engineer |   |
| <b>Contract Manager:</b><br>John Latterner/Jim Lorig   |   |

**Discussion:**

This is an omnibus approval request for Long Island Rail Road (LIRR), Metro-North Railroad (MNR), and New York City Transit (NYCT), for items identified as obtainable only from Ansaldo STS USA, Inc. (Ansaldo). LIRR, MNR and NYCT (“the Agencies”) request MTA Board approval in an aggregate amount not-to-exceed of \$18.325M (\$5.325M – LIRR; \$6M – MNR; \$7M – NYCT) over a 36-month period to purchase services and/or parts required to support LIRR’s, MNR’s, and NYCT’s current inventory of equipment designed and manufactured by Ansaldo.

Ansaldo, the Original Equipment Manufacturer (OEM) and designer of various wayside switch and signal systems installed and operated by the Agencies, provides approximately 225 different replacement parts for LIRR, 120 for MNR and 1,100 for NYCT. The Agencies will procure these items on an “as required” basis, in various quantities during the 36-month term of this Omnibus Approval to allow the Agencies to operate and maintain the numerous switch and signals designed and manufactured by Ansaldo.

Ansaldo is also the OEM for the Automatic Speed Control (ASC) systems installed on LIRR’s entire fleet of rolling stock and various MNR cars. The ASC system is a vital safety system that is fully integrated with associated wayside systems. In support of LIRR and MNR rolling stock, Ansaldo provides approximately 75 different parts to allow each railroad to operate and maintain the ASC systems installed on their respective fleets.

In addition to the hardware discussed above, LIRR and MNR require the services, on an as required basis, of Ansaldo engineers and technicians to assist with trouble shooting and non-warranty repairs of the Ansaldo parts and systems. This work, if and when required, will be performed on a time and material basis at rates to be negotiated.

The parts and services discussed above are only available from Ansaldo, as they possess the design information, requisite expertise, and the proprietary software required to operate and maintain this equipment by the Agencies.

## Staff Summary



LIRR advertised the Ansaldo sole source items in the New York State Contract Reporter, New York Post and the LIRR web site and no other firm expressed an interest in participating in this procurement. In addition the Agencies also advertise Ansaldo sole source items at a minimum of once every twelve months to seek competition and a list of Ansaldo's sole source items, as well as the intention of the Agencies to buy items on the list without competitive bidding, is available for download from the Agency's website at any time by any prospective vendor. Ansaldo is the only known responsible source to obtain these parts and services.

The parts and services discussed above, pursuant to the omnibus approval process, will be ordered on an as required basis and a determination of price reasonableness will be made prior to issuing any individual Purchase Orders resulting from this omnibus approval. NYCT Procurement performed an analysis on 58 NYCT items issued during the term of the previous Ansaldo Omnibus Approval that exceeded the \$15,000 threshold. Of the 58 contracts, 27 items with a comparative history represents approximately 47.6%, or \$2,833,672.26 of the total expenditures made pursuant to the previous omnibus approval prior to contract increases. A price analysis of these contracts revealed an annual weighted average price increase of 0.94% that compares favorably to the PPI average annual increase of 1.0%. The NYCT Cost/Price Analysis Unit had found Ansaldo's price offerings fair and reasonable. The Agencies are committed to ensure that through the use of these joint procurements, Ansaldo is offering each agency more beneficial prices than if each agency was to procure the same items individually. There is no obligation for the Agencies to procure any minimum quantity of parts under these contracts.

In connection with a previous contract modification issued to Ansaldo by MTA Capital Construction (MTACC), Ansaldo was found to be responsible notwithstanding Significant Adverse Information pursuant to the MTA All-Agency Responsibility Guidelines. Such responsibility finding was approved by the MTACC President in November 2017. A subsequent review of the Contractor's responsibility since the prior modification was conducted by LIRR in connection with this award and new SAI was found in terms of one matter being settled. Therefore the new responsibility findings were approved by the MTA Managing Director in January 2018.

The parts and services identified above will be funded via the Agencies' applicable Operating, Capital or Federal funds on a per order basis.

**JANUARY 2018**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

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

(Staff Summaries only required for items requiring Board approval)

- |           |  |                     |                                      |
|-----------|--|---------------------|--------------------------------------|
| <b>2.</b> | <b>Citnalta/Scalamandre JV<br/>Competitive RFP<br/>Contract No. 6289</b> | <b>\$80,350,000</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|--|---------------------|--------------------------------------|

Long Island Rail Road (“LIRR”) requests MTA Board approval to award a competitively solicited and negotiated design-build contract in the amount of \$80,350,000 to Citnalta/Scalamandre JV to complete the design and construction services for station enhancements at 8 out of 14 various LIRR stations. A subsequent MTA Board request to award a second contract for the 6 remaining stations shall follow this initial request. This Contract is an integral part of the Enhanced Station Initiative (ESI) program for the Long Island Rail Road to improve and upgrade the customer experience.

Staff Summary



| Item Number: 2  |                |         |                          |      |       |
|---|----------------|---------|--------------------------|------|-------|
| Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon                    |                |         |                          |      |       |
| Department Head Signature & Date  |                |         |                          |      |       |
| Division & Division Head Name: Department of Program Management – Paul Diettlin |                |         |                          |      |       |
| Division Head Signature & Date  |                |         |                          |      |       |
| <b>Board Reviews</b>  |                |         |                          |      |       |
| Order   | To             | Date    | Approval                 | Info | Other |
| 1   | LI Committee   | 1.22.18 |                          |      |       |
| 2   | MTA Board      | 1.24.18 |                          |      |       |
| <b>Internal Approvals</b>   |                |         |                          |      |       |
| Order   | Approval       | Order   | Approval                 |      |       |
| 6   | President      | 3       | SVP Engineering          |      |       |
| 5   | Executive VP   | 2       | VP and CFO               |      |       |
| 4   | SVP Operations | 1       | VP/Gen'l Counsel & Sec'y |      |       |

| SUMMARY INFORMATION   |   |
|---|---|
| Vendor Name   | Contract Number   |
| Citnalta/Scalamandre JV   | 6289  |
| Description LIRR Enhanced Station Initiative - Design-Build   |   |
| Total Amount  |   |
| \$80,350,000.00   |   |
| Contract Term (including Options, if any)   |   |
| 365 calendar days   |   |
| Options(s) included in Total Amount:  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Renewal?  | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Procurement Type  |   |
| <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive  |   |
| Solicitation Type   |   |
| <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:  |   |
| Funding Source  |   |
| <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |   |

Narrative

**I. PURPOSE/RECOMMENDATION:**

Long Island Rail Road (“LIRR”) requests MTA Board approval to award a competitively solicited and negotiated design-build contract in the amount of \$80,350,000 to Citnalta/Scalamandre JV to complete the design and construction services for station enhancements at 8 out of 14 various LIRR stations. A subsequent MTA Board request to award a second contract for the 6 remaining stations shall follow this initial request. This Contract is an integral part of the Enhanced Station Initiative (ESI) program for the Long Island Rail Road to improve and upgrade the customer experience.

**II. DISCUSSION:**

The LIRR requires the services of a design/build contractor to provide design, engineering, and construction services for ESI. RFP 6289 will require the contractor to provide Design/Build Services at the following eight stations; LIRR’s Deer Park, Brentwood, Merrick, Stony Brook, Syosset, East Hampton, Bellmore and Farmingdale Stations. The overall project goal is to enhance the appearance, function, safety and the customer’s experience at each of these stations. Each station has unique elements; the items described below represent overall scope but may not apply to each individual location.

- Platform renovation work includes repair of concrete slabs, new tactile edge warning strips, new railings, shelter sheds, stairs, ramps, overpass modifications, signage, lighting and communications systems
- Interior Station Building Renovation work includes new floor, wall, and ceiling finishes, new doors and windows, new Americans with Disabilities Act (“ADA”)compliant restrooms, new lighting, communications systems, HVAC systems, signage, benches, and information screens. Exterior renovation includes new pavers, painting, brick masonry, lighting, digital and static signage, corporate signage, bird deterrents and selective roof repair/ replacement
- ESI amenities include free customer Wi-Fi, USB charging ports, CCTV Cameras, totems, art, trash receptacles, and digital LED information screens (dashboards)

## Staff Summary

The ESI Project allows LIRR to better serve its existing customers and to accommodate future customers

At its April 2017 meeting, the MTA Board approved the use of a two-step “Request for Proposal” method to procure this design-build contract. The first step included the Request for Proposals (RFP) which was prepared and advertised in the New York State Contract Reporter and LIRR’s website to develop and pre-qualify a short list of firms. 21 firms picked up the RFP packages and on September 9, 2017, 6 firms submitted a formal proposal for pre-qualification. The pre-qualification criteria were as follows:

- 1) Record of performance on past projects;
- 2) Demonstrated experience of proposer and design / build team;
- 3) Proposer’s demonstrated financial capability;
- 4) Diversity practices

The LIRR’s three person Technical Evaluation Committee (TEC) comprised of members of LIRR’s Department of Program Management, Engineering and Stations departments determined that all 6 firms were technically competent and therefore, were asked to develop and submit Step 2 proposals. Those firms were: Aurora/ Loduca JV, Lipsky Enterprises Inc., FORTE Inc, Railroad Construction Company (RCC), Citnalta/Scalamandre JV, and EE Cruz & Company.

Step 2 RFP packages were sent to each of the six pre-qualified firms. A total of 8 addenda were issued to answer vendor queries, and revise the specifications and renderings. On December 15, 2017, proposals were received from four of the six firms. Based upon price alone both EE Cruz and Aurora / Loduca (joint venture) were excluded from consideration because their total proposed price was outside of the competitive range of the Engineers Estimate.

On December 28, 2017, the LIRR Technical Evaluation Committee (“TEC”) met individually with each of the remaining two proposing firms to hear each firm’s oral presentation, discuss and further evaluate each firm’s technical capability and to identify proposal items that each firm may wish to consider in their “best and final offer” (BAFO). LIRR requested that each firm submit a BAFO (cost, schedule and technical) that together would constitute “best value” to the LIRR.

On 01/02/18, the LIRR received BAFOs from the two remaining firms Citnalta/Scalamandre JV and Forte Construction. Based upon the evaluation criteria listed below, LIRR determined that Citnalta/Scalamandre JV submitted a proposal offering “best value” in terms of total cost, schedule and technical qualifications:

- 1) Planning & scheduling;
- 2) Technical approach to the work;
- 3) Demonstrated experience of proposer / design – build team;
- 4) Cost

In terms of cost, Citnalta/Scalamandre JV’s total cost was evaluated in conjunction with the LIRR’s internal estimate. The total proposed cost is 13.92% more than the LIRR’s internal estimate of \$69,163,787.00, however Citnalta/Scalamandre price was \$500,000.00 less than Forte Construction.

A responsibility review of the Citnalta/Scalamandre JV was conducted and no adverse or significant adverse information was found. In addition, a financial review for Citnalta/Scalamandre JV by LIRR Capital Accounting Department yielded favorable results.

## Staff Summary



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

The MTA Department of Diversity and Civil Rights (DDCR) has established MBE WBE and SDVOB goals for this procurement at 15% MBE, 15% WBE and 6% SDVOB respectively, and is awaiting the submission of Citnalta/Scalamandre's final MBE/WBE/SDVOB Utilization Plan. An award will not be made until DDCR approval of the MBE/WBE/SDVOB utilization plan is obtained. Citnalta has achieved its MBE/WBE or DBE goals on previous MTA Contracts and indicated on their January 2, 2018 BAFO Technical Response that they are committed to meeting the MBE/WBE/SDVOB participation goals assigned to this Contract.

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

This contract will be funded by the LIRR's 2015-2019 Capital Program.

### **V. ALTERNATIVES:**

LIRR does not have the ability to fully undertake the design-build services for the LIRR Enhanced Station Initiative project with in-house forces.

JANUARY 2018

MTA LONG ISLAND RAIL ROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

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

- |           |  |  |                               |
|-----------|--|--|-------------------------------|
| <b>3.</b> | <b>Harsco Metro Rail, LLC</b><br><b>Non-Competitive/Emergency</b><br><b>Contract No. PO 4000109126</b> | <b>\$380,000</b><br><b>Not-to-Exceed</b> | <u>Staff Summary Attached</u> |
|-----------|--|--|-------------------------------|

Pursuant to an Emergency Declaration, LIRR requests MTA Board ratification of a contract to Harsco Metro Rail, LLC (Harsco) in the Not to Exceed amount of \$380,000 to provide all equipment and labor necessary for the repair of a Harsco Spreader/Ditcher Model LI4230 which is required to clear snow drifts that are up to 12 feet high from the right of way.

On March 3, 2017, the Spreader/Ditcher was struck by an out of control automobile which became airborne and cleared an outside fence to land in LIRR's Ronkonkoma yard, causing damage to the Harsco Spreader/Ditcher. Harsco is the manufacturer of the Spreader/Ditcher and does not have distributors to provide replacement parts or repair services. Harsco also holds all proprietary rights to their drawings, specifications and exact dimensional details of their equipment. Repair of the Spreader/Ditcher (based upon Harsco's inspection) requires a new cab, windows, electronics, heating system and controls. Harsco will provide technicians and all necessary components to repair the Spreader/Ditcher on site at LIRR's Facility as it would be both dangerous and expensive to have the unit transported to Harsco's facility in South Carolina.

Procurements Requiring Majority Vote

**Schedule K: Ratification of Completed Procurement Actions (Involving Schedule E-J)**

(Staff Summaries required for items requiring Board approval)

4. **Skanska-Posillico II (Jt Venture) \$56,015,000 - Orig. Amt** *Staff Summary Attached*  
**Competitive RFP \$ 4,702,974 - Prior Mod**  
**Contract No. 6229 \$ 0 - Prior Budget Increases**  
**\$60,717,974 - Current Amount**  
**\$ 4,396,690 - This Request**

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (“ION”), made by the Chief Procurement & Logistics Officer, waiving formal competitive bidding pursuant to Article III Paragraph A of the All Agency Procurement Guidelines and Public Authorities Law Section 1265a subsection 4(a) and approve a contract modification to Skanska-Posillico II (JV) (“SPII JC”) for Construction Management Services for the new Second Track – located on LIRR’s Ronkonkoma Branch. The estimated period of performance is sixteen months from Notice of Award (“NOA”).

Long Island Rail Road’s (“LIRR”) fast-tracked Design-Build Double Track Project will improve service on the Main Line between Farmingdale and Ronkonkoma, which currently consists of a single electrified at-grade track, with limited passing sidings. The total length of the corridor is 17.9 miles, with single track segments totaling 12.6 miles. Operation of a full Double Track will allow for more reliable LIRR Main Line service and faster recovery time following service disruptions. This investment will also allow for more frequent, half-hourly, mid-day service along this corridor. For the Farmingdale to Ronkonkoma segment of the LIRR, the construction of the Double Track is the key to improving service reliability and on-time performance and increasing service during off-peak and weekend periods. The project has two geographic phases, with SPII JV responsible for both Phase I and Phase II under two individual contracts (LIRR #6119 and #6229).

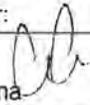
**Schedule D: Ratification of Completed Procurement Actions**

**Staff Summary**



Item Number: 3

|  |
|--|
| <b>Vendor Name (&amp; Location)</b><br>Harsco Metro Rail, LLC – West Columbia, SC  |
| <b>Description</b><br>Emergency Repair of LIRR-owned Harsco Spreader/Ditcher   |
| <b>Contract Term (including Options, if any)</b><br>Until Repair is accomplished   |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |
| <b>Procurement Type</b><br><input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive                                    |
| <b>Solicitation Type</b><br><input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Emergency Procurement |

|  |  |
|--|--|
| <b>Contact Number</b><br>PO 4000109126   | <b>Renewal?</b><br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| <b>Total Amount:</b>   | NTE \$380,000  |
| <b>Funding Source</b><br><input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:                     |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Chief Engineer, Engineering Christopher Calvagna  |  |
| <b>Contract Manager:</b><br>Jack Lattener – Manager, MoW Procurements  |  |

**Discussion:**

Pursuant to an Emergency Declaration, LIRR requests MTA Board ratification of a contract to Harsco Metro Rail, LLC (Harsco) in the Not to Exceed amount of \$380,000 to provide all equipment and labor necessary for the repair of a Harsco Spreader/Ditcher Model LI4230 which is required to clear snow drifts that are up to 12 feet high from the right of way.

On March 3, 2017, the Spreader/Ditcher was struck by an out of control automobile which became airborne and cleared an outside fence to land in LIRR’s Ronkonkoma yard, causing damage to the Harsco Spreader/Ditcher. Harsco is the manufacturer of the Spreader/Ditcher and does not have distributors to provide replacement parts or repair services. Harsco also holds all proprietary rights to their drawings, specifications and exact dimensional details of their equipment. Repair of the Spreader/Ditcher (based upon Harsco’s inspection) requires a new cab, windows, electronics, heating system and controls. Harsco will provide technicians and all necessary components to repair the Spreader/Ditcher on site at LIRR’s Facility as it would be both dangerous and expensive to have the unit transported to Harsco’s facility in South Carolina.

The Spreader/Ditcher is an integral piece of LIRR’s snow fighting and roadway maintenance equipment. The snow clearing work performed by this machine helps to quickly restore service following heavy snowfalls and the ditching/drainage work it accomplishes helps the roadbed to hold its surface longer.

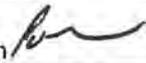
Harsco estimates that it will take up to 1200 hours to manufacture and assemble the new cab, alone. Published Labor rates proposed by Harsco have been held constant since 2013 and are consistent with rates charged for similar services to other rail customers in the USA and Canada, including Amtrak, CSX, NS, UP, and MNR. Parts and equipment prices were most favored customer rates. The NTE price of \$380,000 is therefore fair and reasonable.

This contract is funded through LIRR’s Operating Budget. The estimated replacement cost of this equipment is estimated at over \$1,500,000 with a lead time of up to two years. This unit is LIRR’s only unit of its kind, was commissioned in 2013, and has an expected remaining useful life of 20-25 years. It is therefore recommended that the MTA Board ratify this award to Harsco Metro Rail, LLC in the Not to Exceed amount of \$380,000.

**Schedule K: Ratification of Completed Procurement Actions  
Staff Summary**



Item Number: 4

|  |  |
|--|--|
| <b>Vendor Name (&amp; Location)</b><br>Skanska-Posillico II (Joint Venture)  |  |
| <b>Description</b><br>Design/Build Services for Mainline Double Track Ronkonkoma Branch Phase II   |  |
| <b>Contract Term (including Options, if any)</b><br>16 months  |  |
| <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |  |
| <b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive   |  |
| <b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Immediate Operating Need                               |  |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:                 |  |
| <b>Requesting Dept/Div &amp; Dept/Div Head Name:</b><br>Department of Project Management, Paul Dietlin  |  |

|  |                                |
|--|--------------------------------|
| <b>Contact Number</b><br>6229  | <b>AWO/Modificaiton #</b><br>5 |
| <b>Original Amount:</b>  | \$56,015,000                   |
| <b>Prior Modifications:</b>  | \$ 4,702,974                   |
| <b>Prior Budgetary Increases:</b>                                      | \$ 0                           |
| <b>Current Amount:</b>   | \$ 60,717,974                  |
| <b>This Request:</b>   | \$4,396,690                    |
| <b>% of This Request to Current Amount:</b>                            | 7.2 %                          |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 16.2%                          |

**Discussion:**

It is requested that the Board formally ratify the declaration of an Immediate Operating Need (“ION”), made by the Chief Procurement & Logistics Officer, waiving formal competitive bidding pursuant to Article III Paragraph A of the All Agency Procurement Guidelines and Public Authorities Law Section 1265a subsection 4(a) and approve a contract modification to Skanska-Posillico II (JV) (“SPII JC”) for Construction Management Services for the new Second Track – located on LIRR’s Ronkonkoma Branch. The estimated period of performance is sixteen months from Notice of Award (“NOA”).

Long Island Rail Road’s (“LIRR”) fast-tracked Design-Build Double Track Project will improve service on the Main Line between Farmingdale and Ronkonkoma, which currently consists of a single electrified at-grade track, with limited passing sidings. The total length of the corridor is 17.9 miles, with single track segments totaling 12.6 miles. Operation of a full Double Track will allow for more reliable LIRR Main Line service and faster recovery time following service disruptions. This investment will also allow for more frequent, half-hourly, mid-day service along this corridor. For the Farmingdale to Ronkonkoma segment of the LIRR, the construction of the Double Track is the key to improving service reliability and on-time performance and increasing service during off-peak and weekend periods. The project has two geographic phases, with SPII JV responsible for both Phase I and Phase II under two individual contracts (LIRR #6119 and #6229).

To date, SPII JV was the sole contractor on this overall project. Subsequently, new contracts for further work elements in Phase II territory were awarded to LK Comstock for Track and System Installation and to STALCO for the Wyandanch Station building. In addition, Ansaldo STS USA is responsible for the design/manufacture and delivery of signal equipment for all phases. Hence, work on this project is now, and increasingly will be, progressed under a number of independent contracts with multiple vendors working in contiguous areas throughout the project corridor. This produces a need for overall field oversight and coordination of all the vendors working on this project to ensure its timely and efficient completion.



The scope of this contract modification provides for SPII JV to perform construction management services to oversee and coordinate existing and upcoming construction. This work will include coordination, tracking, work trend analysis and providing a master schedule which integrates all construction work (Force Account and Third Party Contractors) with major material deliveries, signal equipment deliveries, and commissioning activities. These construction management services and integrated schedule will identify potential impacts in time for remedial action to be taken to help ensure successful completion of the fast track schedule.

Negotiations with SPII JV were held that focused on technical and schedule concerns, including design, equipment delivery schedule, and LIRR support. SKII JV's original proposal of \$6,012,803 was reduced by \$1,616,113 to a final negotiated price of \$4,396,690 for the construction management work. Reductions were achieved through elimination of non-essential tasks, reduction of staffing levels, elimination of some field expenses, and reduction in some field overhead costs and mark-ups. The final negotiated price is 12% less than the LIRR internal estimate \$4,975,927, and therefore deemed fair and reasonable.

In connection with a previous contract awarded to Skanska, Skanska was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. No new SAI has been found relating to Skanska and Skanska was found to be responsible.

The MTA Department of Diversity and Civil Rights (DDCR) has established MBE/WBE goals of 15%/15% for the contract which will remain in effect for this modification.

This contract is funded in the LIRR 2015-2019 Capital Budget.

The only other alternative to achieving the oversight and coordination work required under this contract modification would be to solicit proposals for this work from other contractors. Contracting with another contractor would not be in the best interest of the LIRR for the following reasons:

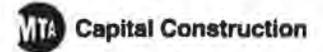
- LIRR would lose the benefit of SKII JV's three and one half years of knowledge of the project gained through the design and construction of the civil, sitework and trackbed preparation at Phase 1 and Phase 2 which could result in the inability to identify potential impacts and problems that might hamper the progress of the work.
- There would be significant duplication of effort by a new contractor, who would have to become familiar with the constructability and site access limitations of the 18 mile site. The increased time resulting from the learning curve of a new contractor would adversely impact this fast track project.

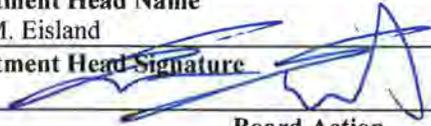
**LONG ISLAND RAIL ROAD  
COMMITTEE**

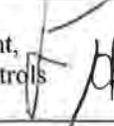
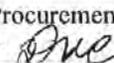
**MTA BOARD**

**PROCUREMENT PACKAGE  
JANURY 2018**

Staff Summary



| <b>Subject</b> Request for Authorization to Award Various Procurements   |                |         |          |      |       |
|--|----------------|---------|----------|------|-------|
| <b>Department</b> Law and Procurement  |                |         |          |      |       |
| <b>Department Head Name</b><br>Evan M. Eisland   |                |         |          |      |       |
| <b>Department Head Signature</b>  |                |         |          |      |       |
| Board Action   |                |         |          |      |       |
| Order  | To             | Date    | Approval | Info | Other |
| 1  | LIRR Committee | 1/22/18 | X        |      |       |
| 2  | Board          | 1/24/18 | X        |      |       |
|  |                |         |          |      |       |

| <b>Date:</b> January 17, 2018           |  |   |  |
|---|--|---|--|
| <b>Vendor Name</b><br>Various           |  |   |  |
| <b>Contract Number</b><br>Various       |  |   |  |
| <b>Contract Manager Name</b><br>Various |  |   |  |
| Internal Approvals                      |  |   |  |
|   | Approval   |   | Approval   |
| 3                                       | Vice President, Program Controls  | 5 | President                 |
| 2                                       | Chief Financial Officer           | 4 | Executive Vice President  |
| 1                                       | Chief Procurement Officer         |   |  |

**PURPOSE**

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

**DISCUSSION**

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

|   |                     |                      |
|---|---------------------|----------------------|
| <u>Schedules Requiring Majority Vote:</u>       | <u># of Actions</u> | <u>\$ Amount</u>     |
| Schedule F - Competitive Requests for Proposals | 29                  | \$ 61,000,000        |
|   | <b>SUBTOTAL</b>     | <b>\$ 61,000,000</b> |

MTA Capital Construction proposes to award Ratifications in the following category

|   |                     |                     |
|---|---------------------|---------------------|
|   | <u># of Actions</u> | <u>\$ Amount</u>    |
| Schedule K - Ratifications of Completed Procurement Actions | 1                   | \$ 2,768,000        |
|   | <b>SUBTOTAL</b>     | <b>\$ 2,768,000</b> |
|   | <b>TOTAL</b>        | <b>\$63,768,000</b> |

**Budget Impact:**

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

**Recommendation:**

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

**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

January 2018

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule F. Personal Service Contracts**

**(Staff Summaries required for all greater than: \$100K Sole Source; \$250K other Noncompetitive; \$1M Competitive)**

|               |  |                         |                                      |
|---------------|--|-------------------------|--------------------------------------|
| <b>1 - 26</b> | <b>Various Firms<br/>Contract No. PS866<br/>Five Years</b> | <b>NTE \$56,000,000</b> | <b><u>Staff Summary Attached</u></b> |
|---------------|--|-------------------------|--------------------------------------|

In accordance with Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC is seeking Board approval on behalf of itself, Long Island Rail Road (“LIRR”) and Metro North Railroad (“MNR”) to enter into competitively solicited personal service contracts with twenty six firms to provide professional staffing and services on an as-needed basis.

|                |   |                         |                                      |
|----------------|---|-------------------------|--------------------------------------|
| <b>27 - 29</b> | <b>Various Firms<br/>Contract Nos. PS862A – PS862C<br/>Four Years</b> | <b>NTE \$ 5,000,000</b> | <b><u>Staff Summary Attached</u></b> |
|----------------|---|-------------------------|--------------------------------------|

In accordance with Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC seeks Board approval to enter into competitively solicited and negotiated personal service contracts with three firms to provide independent compliance monitoring on projects managed by MTACC on an as-needed basis.

| <b>Item Number 1 - 26</b>                 |   |         |   |      |       |
|---|---|---------|---|------|-------|
| <b>Dept &amp; Dept Head Name: Various</b> |   |         |   |      |       |
| <b>Division &amp; Division Head Name:</b> |   |         |   |      |       |
| Board Reviews                             |   |         |   |      |       |
| Order                                     | To  | Date    | Approval  | Info | Other |
| 1   | LIRR Committee                                      | 1/22/18 | X   |      |       |
| 2   | Board   | 1/24/18 | X   |      |       |
| Internal Approvals                        |   |         |   |      |       |
| Order                                     | Approval  | Order   | Approval  |      |       |
| 3   | Vice President, Program Controls <i>[Signature]</i> | 6       | President <i>[Signature]</i>                            |      |       |
| 2   | Chief Financial Officer <i>[Signature]</i>          | 5       | Executive Vice President <i>[Signature]</i>             |      |       |
| 1   | Chief Procurement Officer <i>[Signature]</i>        | 4       | Sr. Vice President & General Counsel <i>[Signature]</i> |      |       |

| SUMMARY INFORMATION  |                                 |
|--|---------------------------------|
| <b>Vendor Name</b><br>Various  | <b>Contract Number</b><br>PS866 |
| <b>Description</b><br>Professional Staffing and Services   |                                 |
| <b>Total Amount</b><br>Aggregate Not-To-Exceed \$56,000,000<br>(MTACC \$36,000,000, LIRR \$10,000,000 MNR \$10,000,000)  |                                 |
| <b>Contract Term</b><br>Five Years   |                                 |
| <b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A                              |                                 |
| <b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |                                 |
| <b>Procurement Type</b><br><input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |                                 |
| <b>Solicitation Type</b><br><input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:   |                                 |
| <b>Funding Source</b><br><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |                                 |

**I. PURPOSE/RECOMMENDATION**

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Capital Construction ("MTACC") is seeking Board approval on behalf of itself, Long Island Rail Road ("LIRR") and Metro North Railroad ("MNR") to enter into competitively solicited personal service contracts with the following firms to provide professional staffing and services on an as-needed basis:

- |                                       |  |                              |
|---------------------------------------|--|------------------------------|
| 1. A.G Consulting Engineers (DBE)     | 10. Haider Engineering (DBE)                 | 19. Nova Link Sol            |
| 2. Aptim Engineering of New York      | 11. Hill International Inc.                  | 20. Penda Aiken, Inc. (DBE)  |
| 3. Arcadis of New York Inc.           | 12. Info Systems International               | 21. PMA Consultants          |
| 4. Armand Corporation (DBE)           | 13. Infojini, Inc.                           | 22. Popli Design Group (DBE) |
| 5. CARIAN Group                       | 14. Management Concepts Systems & Svcs (DBE) | 23. SI Engineering (DBE)     |
| 6. Di Domenico + Partners             | 15. Mott MacDonald                           | 24. SJH Engineering (DBE)    |
| 7. Dvirka & Bartilucci Engineering    | 16. MP Engineers (DBE)                       | 25. Tectonic Engineering     |
| 8. FS Consulting Consulting LLC (DBE) | 17. Naik Consulting Group (DBE)              | 26. Ty Lin International     |
| 9. Faithful+Gould                     | 18. Net2source Inc                           |                              |

**II. DISCUSSION**

This procurement will provide MTACC, LIRR and MNR with a pool of consultants to provide professional staffing and services to support the planning and management of MTA projects. As each agency identifies specific needs, it will issue a request for proposals to those selected consultants that have the resources to meet those needs. The agency will then issue a task order containing a detailed scope of work and expected deliverables to the consultant whose proposal will provide the best value. Task Orders will be written against zero-dollar based contracts with each of the consultants.

The types of professionals available under these contracts include:

|                              |   |                              |
|------------------------------|---|------------------------------|
| Accountants                  | General Management Services                 | Quality Assurance Engineers  |
| Administrative Support       | Geotechnical Engineers                      | Railroad Engineers           |
| Archaeologists               | Government Affairs Manager                  | Railroad Signal Experts      |
| Architects                   | Graphic Artist                              | Risk Managers                |
| Art Administrators           | Graphic Designers                           | Safety Engineers             |
| Blasting Experts             | Historical Resources Expertise              | Security Assessment Experts  |
| Budget Analyst               | HVAC Designers                              | Service Planner              |
| CADD Operators               | I & C Engineers                             | Signage Designers            |
| Civil Engineers              | Industrial Engineers                        | Signals Engineers            |
| Claims and Changes Managers  | Information Management Services             | Space Planners               |
| Communications               | Interior Designers                          | Specification Writers        |
| Communications Engineers     | Landscape Architects                        | Structural Engineers         |
| Communications Manager       | Marketing Manager                           | Structural Engineers         |
| Community Affairs Manager    | Marketing Services                          | Surveyors                    |
| Concrete Experts             | Mechanical Engineers                        | Sustainable Design Expertise |
| Construction Inspectors      | Model Makers                                | System Integration Engineers |
| Construction Managers        | Operations Planner                          | Technical Trainers           |
| Contract Administrators      | Outreach Coordinator                        | Technicians                  |
| Contract Managers            | Photographer                                | Traffic Engineers            |
| Copy Writer                  | Plumbing Designers                          | Transportation Engineer      |
| Cost Control Experts         | Procurement Specialists                     | Transportation Planner       |
| Cultural Resources Expertise | Project Managers                            | Tunneling Experts            |
| Electrical Engineers         | Project Planners                            | Value Engineers              |
| Environmental Engineers      | Project Schedulers                          | Web Designer                 |
| Estimators                   | Property Managers                           | Web Developer                |
| Financial Analyst            | Public Affairs and Public Relations Manager | Webmaster                    |

### **III. PROCUREMENT PROCESS**

The Request for Proposal (RFP) was advertised in The New York Post, The New York State Contract Reporter and Minority Commerce Weekly. Forty five (45) firms requested a copy of the RFP and proposals were received from twenty-eight (28) firms. A selection committee evaluated the proposals based on the following criteria as outlined in the RFP documents and listed in the order of relative importance:

1. Knowledge and experience
2. Technical qualifications
3. Demonstrated ability to obtain qualified professional staff
4. Past performance on MTA or other contracts
5. Management approach
6. Recruitment methods and retainage of personnel
7. Other relevant matters
8. Quality of written proposals

The selection committee determined that all of the proposers possess the capacity, understanding, experience and commitment to perform the subject work and recommended that the Agencies be authorized to enter into contracts with all of the proposing firms.

Full responsibility vetting is currently in process for all twenty-six firms. No firm with significant adverse information pursuant to the All-Agency Responsibility Guidelines will be awarded a Contract unless they are found to be responsible notwithstanding the significant adverse information and such finding is approved by the MTA Managing Director in consultation with the MTA General Counsel.

### **IV. D/M/WBE**

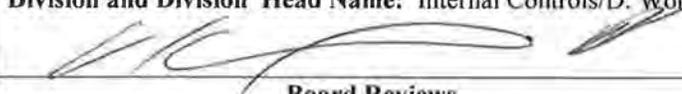
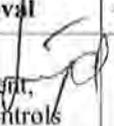
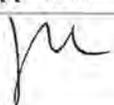
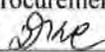
This Contract is federally funded and is therefore is governed by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26 – Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs. The Department of Diversity and Civil Rights reviewed the requirements of the Contract and after undertaking a thorough analysis established a goal of 20% for this contract based on the nature of the work and the availability of Disadvantaged Business Enterprises capable of performing the work. All of the Proposers have pledged to meet the 20% goal.

**V. IMPACT ON FUNDING**

The total aggregate contract values are \$36,000,000 for MTACC, \$10,000,000 for LIRR and \$10,000,000 for MNR. These values are based upon current projections and are being used for budgeting purposes only. Actual costs and sources of funding for these services will be determined on a case by case basis at the time of issuance of a Task Order. Funding will be available from each Agencies Capital Program and from the FTA.

**VI. ALTERNATIVES**

The alternative would be to perform these services in-house but these services will be utilized when the Agencies do not have the in house resources available.

|   |  |         |  |      |       |   |  |
|---|--|---------|--|------|-------|---|--|
| Item Numbers 27 - 29  |  |         |  |      |       | <b>SUMMARY INFORMATION</b>  |  |
| Dept & Dept Head Name: MTA Corporate Compliance/L. Kearsse<br>    |  |         |  |      |       | Vendor Name: Various  |  |
| Division and Division Head Name: Internal Controls/D. Worrell<br> |  |         |  |      |       | Contract Number: PS862A - PS862C  |  |
| <b>Board Reviews</b>  |  |         |  |      |       | Description: Independent Compliance Monitor   |  |
| Order   | To   | Date    | Approval   | Info | Other | Total Amount: Aggregate Not-To-Exceed \$5,000,000   |  |
| 1   | LI Committee   | 1/22/18 | X  |      |       | Contract Term: Four Years   |  |
| 2   | Board  | 1/24/18 | X  |      |       | Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |  |
|   |  |         |  |      |       | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No  |  |
| <b>Internal Approvals</b>   |  |         |  |      |       | Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive  |  |
| Order   | Approval   | Order   | Approval   |      |       | Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:   |  |
| 3.  | Vice President, Program Controls             | 6       | President                              |      |       | Funding Source: <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: |  |
| 2   | Chief Financial Officer                     | 5       | Executive Vice President              |      |       |   |  |
| 1   | Sr. Director and Chief Procurement Officer  | 4       | Sr. Vice President & General Counsel  |      |       |   |  |

**I. PURPOSE/RECOMMENDATION:**

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests Board approval to award competitively solicited and negotiated personal service Contracts PS862A through PS862C in the aggregate not-to-exceed amount of \$5,000,000 to the following firms:

1. Ankura Consulting, LP
2. Exiger LLC
3. K2 Intelligence LLC

These contracts are to provide as-needed independent compliance monitoring on projects managed by MTACC. These are zero dollar based contracts and do not obligate MTACC to commit any minimum dollar amount. The term of each contract is four years.

**II. DISCUSSION:**

Based on the scope and aggregate value of several of the MTA's expansion and mobility projects (the "Mega-projects"), in 2005 the MTA hired an Integrity Compliance Monitor to ensure compliance with laws, rules, regulations and contract requirements. In 2011, based on findings that were uncovered by the original monitor and the investigation by the MTA Office of the Inspector General (MTAOIG), the MTA decided to continue the program and fund successor contracts (PS833-1 through PS833-3) to perform Compliance Monitoring. These contracts PS862A through PA862C, will replace those contracts.

The scope under these contract include monitoring contractor compliance with laws, rules and contractual requirements in the areas of (i) Disadvantaged Business Enterprise (DBE); (ii) payments to Subcontractors and Suppliers (iii) payment of prevailing wages to workers and (iv) other areas of potential fraud as identified by the MTA's Chief Compliance Officer. As described below, through a competitive Request for Proposal (RFP) process three Monitors have been selected. MTA's Chief Compliance Officer, in consultation with MTACC and the MTAOIG, will issue "task orders" against base contracts with these three firms to perform specific investigative services.

The Request for Proposal (RFP) was advertised on March 17, 2017. The advertisement appeared in the New York State Contract Reporter, the New York Post, Engineering News-Record, Minority Commerce Weekly and on the MTA Website. Twenty-one firms requested the RFP documents and the following thirteen entities submitted technical proposals:

1. Ankura Holdings, LP
2. Armand Resource Group, Inc.
3. Baker Tilly Beers & Cutler, PL
4. BDO Consulting
5. Berkeley Research Group
6. Exiger LLC
7. Guidepost Solutions LLC
8. K2 Intelligence LLC
9. KPMG LLC
10. Kroll Associates, Inc.
11. Navigant Consulting, Inc.
12. Price Waterhouse Cooper Public
13. Talson Solutions LLC

The Selection Committee for this Contract was composed of representatives from MTAHQ and MTACC. The selection committee evaluated the technical proposals based on the following criteria as outlined in the RFP documents and listed in the order of relative importance:

1. Project Management
2. Past/Similar Experience
3. Knowledge
4. Quality
5. Proposers Diversity Practices Questionnaire
6. Other Relevant Matters

Based on the technical evaluations the following firms were deemed to be in a competitive range and were invited to provide oral presentations:

1. Ankura Consulting, LP
2. BDO Consulting
3. Exiger LLC
4. Guidepost Solutions LLC
5. K2 Intelligence LLC
6. Kroll Associates, Inc.

Following the Oral Presentations, the Selection Committee rescored the Technical Proposals and unanimously determined that Ankura Consulting, LP and Exiger LLC and K2 Intelligence LLC, were the highest rated firms and within a competitive range. Therefore, the Selection Committee determined that MTACC should enter into negotiations with all three firms.

Negotiations focused primarily on hourly rates and skill sets. The rates of all three entities were deemed fair and reasonable when compared to the internal estimate. Accordingly, the Selection Committee recommended awarding contracts to all three firms. The services to be provided under these contracts will be awarded on a Task Order basis at the negotiated billing labor rates which will be fixed for a period of four (4) years from the Notice of Award.

Responsibility reviews were performed on all three firms. No significant adverse information as defined in the All-Agency Responsibility Guidelines was found. Therefore all three firms are deemed to be responsible.

**III. MBE/WBE/SDVOB INFORMATION:**

The Department of Diversity and Civil Rights reviewed the requirements of the contracts and after undertaking a thorough analysis established a goal of 15% MBE and 15% WBE based on the nature of the work and the availability of MBEs and WBEs capable of performing the work. Ankura Consulting, LP, Exiger LLC and K2 Intelligence, have all indicated that they will meet the M/WBE Goal.

In connection with past experience meeting D/M/WBE goals, Ankura Consulting, LP, Exiger LLC and K2 Intelligence have no performance history with D/M/WBE goals on MTA Contracts.

**IV. IMPACT ON FUNDING:**

Funding for this Contract is available in the 2015-2019 Capital Program.

**V. ALTERNATIVES:**

The alternative would be to perform the compliance monitoring services in-house but neither MTA nor MTACC have the in-house resources available to undertake this work.

January 2018

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

|     |   |              |                                      |
|-----|---|--------------|--------------------------------------|
| 30. | Tutor Perini Corporation<br>Contract No. CS179<br>Modification No. 74 | \$ 2,768,000 | <i><u>Staff Summary Attached</u></i> |
|-----|---|--------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC is requesting the Board ratify a modification to the contract to implement repairs and upgrades to prevent water infiltration into multiple Queens Facilities.

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

Item Number 30

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

| Contract Number  | AWO/Modification # |             |
|--|--------------------|-------------|
| CS179  | 74                 |             |
| <b>Original Amount:</b>  | \$                 | 333,588,000 |
| <b>Prior Modifications:</b>  | \$                 | 14,288,142  |
| <b>Exercised Options:</b>  | \$                 | 216,800,001 |
| <b>Current Amount:</b>   | \$                 | 564,676,143 |
| <b>This Request</b>  | \$                 | 2,768,000   |
| <b>% of This Request to Current Amount:</b>                            | 0.4 %              |             |
| <b>% of Modifications (including This Request) to Original Amount:</b> | 5 %                |             |

**Discussion:**

This Contract provides the systems for the East Side Access (ESA) project, including fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC requests that the Board ratify a contract modification to implement repairs and upgrades to prevent water infiltration into multiple Queens Facilities.

The 12th St., 23rd St., 29th St., and Roosevelt Ave. Ventilation Facilities were constructed in the 1970s as part of construction of the 63rd St Tunnel. Upon commencement of CS179 contract work, the Contractor and the Construction Manager observed water infiltration within these facilities. The facilities require a dry environment in order to install the electrical equipment. Without remedial action to reduce and manage the water infiltration, the rooms with electrical equipment would be exposed to excessive moisture and cause premature deterioration and component failure. The Designer performed surveys of the facilities and determined the cause of the water infiltration was through the street level hatches as well as cracks in certain walls.

Under this modification, the Contractor will complete the various types of repairs to address water infiltration issues at the 29th Street, 23rd Street, 12th Street, and Roosevelt Island Facilities. The work includes hatch repairs, additional drainage systems, crack repairs and painting

In order not to delay the installation work and to protect the equipment, the President approved a Retroactive Memorandum and the Contractor was directed to proceed with the remedial work in April of 2016 up to a Not-To-Exceed work value of \$2,121,055. As the work pursuant to the Retroactive Memorandum proceeded, further conditions causing leaks and requiring remedial work were discovered, necessitating repeated inspections, assessments and revisions to the work to be performed, delaying the negotiation of a final modification. To date, the Contractor has performed approximately 80% of the required remedial work, having reached the NTE value of the work.

The Contractor submitted a cost proposal for the work in the amount of \$3,238,434, while MTACC's approved estimate is \$3,273,353. It was subsequently determined, based on the work performed to date, that the work can be completed at a substantially lower cost than originally estimated by either party. Negotiations were held and the parties agreed to a cost of \$2,768,000, which is considered fair and reasonable.

In connection with a previous contract awarded to Tutor Perini Corporation (TPC), TPC was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in February 2017. No new SAI has been found relating to TPC and TPC was found to be responsible.



---

---

# LONG ISLAND RAIL ROAD



## Monthly Operating Report December 2017

Patrick Nowakowski  
President

---

01/22/18 \*\*\*\*\*

---

**Performance Summary**

| Performance Summary  | System                | Overall           | 2017 Data    |              |              | 2016 Data    |              |
|--|-----------------------|-------------------|--------------|--------------|--------------|--------------|--------------|
|  |                       |                   | Annual       | YTD thru     |              | YTD thru     |              |
|  |                       |                   | Goal         | Dec          | Dec          | Dec          | Dec          |
| <b>On Time Performance</b><br><i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> |                       |                   | <b>94.0%</b> | <b>89.7%</b> | <b>91.4%</b> | <b>91.4%</b> | <b>92.7%</b> |
|  |                       | AM Peak           |              | 86.8%        | 91.1%        | 89.1%        | 92.6%        |
|  |                       | PM Peak           |              | 86.5%        | 86.2%        | 89.5%        | 90.0%        |
|  |                       | <b>Total Peak</b> |              | <b>86.7%</b> | <b>88.8%</b> | <b>89.3%</b> | <b>91.4%</b> |
|  |                       | Off Peak Weekday  |              | 87.8%        | 91.2%        | 91.2%        | 92.7%        |
|  |                       | Weekend           |              | 95.5%        | 94.8%        | 94.5%        | 94.5%        |
|  | <b>Babylon Branch</b> | <b>Overall</b>    | <b>93.9%</b> | <b>87.9%</b> | <b>90.4%</b> | <b>90.8%</b> | <b>91.9%</b> |
|  |                       | AM Peak           |              | 84.4%        | 92.1%        | 90.3%        | 93.7%        |
|  |                       | PM Peak           |              | 84.1%        | 84.5%        | 86.5%        | 88.6%        |
|  |                       | <b>Total Peak</b> |              | <b>84.2%</b> | <b>88.6%</b> | <b>88.6%</b> | <b>91.3%</b> |
|  | Off Peak Weekday      |                   | 86.3%        | 90.4%        | 90.5%        | 91.9%        |              |
|  | Weekend               |                   | 95.9%        | 93.1%        | 95.4%        | 92.6%        |              |
| <b>Far Rockaway Branch</b>   | <b>Overall</b>        | <b>96.6%</b>      | <b>96.3%</b> | <b>95.6%</b> | <b>95.5%</b> | <b>96.5%</b> |              |
|  | AM Peak               |                   | 92.7%        | 91.7%        | 89.7%        | 93.5%        |              |
|  | PM Peak               |                   | 95.6%        | 93.9%        | 96.5%        | 96.3%        |              |
|  | <b>Total Peak</b>     |                   | <b>94.0%</b> | <b>92.7%</b> | <b>92.7%</b> | <b>94.8%</b> |              |
|  | Off Peak Weekday      |                   | 95.5%        | 95.9%        | 96.1%        | 96.7%        |              |
|  | Weekend               |                   | 99.6%        | 98.1%        | 97.0%        | 97.6%        |              |
| <b>Huntington Branch</b>   | <b>Overall</b>        | <b>92.5%</b>      | <b>89.5%</b> | <b>90.2%</b> | <b>89.6%</b> | <b>91.1%</b> |              |
|  | AM Peak               |                   | 85.7%        | 90.8%        | 88.8%        | 91.6%        |              |
|  | PM Peak               |                   | 83.6%        | 81.5%        | 86.7%        | 88.5%        |              |
|  | <b>Total Peak</b>     |                   | <b>84.7%</b> | <b>86.3%</b> | <b>87.8%</b> | <b>90.1%</b> |              |
|  | Off Peak Weekday      |                   | 86.9%        | 89.5%        | 89.2%        | 90.1%        |              |
|  | Weekend               |                   | 95.3%        | 94.6%        | 91.7%        | 93.4%        |              |
| <b>Hempstead Branch</b>  | <b>Overall</b>        | <b>96.5%</b>      | <b>92.8%</b> | <b>93.8%</b> | <b>93.8%</b> | <b>95.7%</b> |              |
|  | AM Peak               |                   | 90.5%        | 93.9%        | 89.1%        | 95.8%        |              |
|  | PM Peak               |                   | 90.0%        | 87.6%        | 91.9%        | 92.3%        |              |
|  | <b>Total Peak</b>     |                   | <b>90.3%</b> | <b>90.9%</b> | <b>90.4%</b> | <b>94.2%</b> |              |
|  | Off Peak Weekday      |                   | 90.1%        | 93.5%        | 94.1%        | 96.4%        |              |
|  | Weekend               |                   | 99.0%        | 97.2%        | 96.7%        | 96.0%        |              |
| <b>Long Beach Branch</b>   | <b>Overall</b>        | <b>95.9%</b>      | <b>92.7%</b> | <b>93.5%</b> | <b>94.4%</b> | <b>94.9%</b> |              |
|  | AM Peak               |                   | 89.2%        | 93.1%        | 92.8%        | 94.8%        |              |
|  | PM Peak               |                   | 92.7%        | 89.7%        | 95.5%        | 93.1%        |              |
|  | <b>Total Peak</b>     |                   | <b>90.9%</b> | <b>91.5%</b> | <b>94.1%</b> | <b>94.0%</b> |              |
|  | Off Peak Weekday      |                   | 90.9%        | 93.3%        | 93.9%        | 94.8%        |              |
|  | Weekend               |                   | 97.0%        | 96.1%        | 96.0%        | 96.1%        |              |
| <b>Montauk Branch</b>  | <b>Overall</b>        | <b>90.8%</b>      | <b>83.9%</b> | <b>88.8%</b> | <b>92.3%</b> | <b>90.2%</b> |              |
|  | AM Peak               |                   | 84.4%        | 89.0%        | 83.5%        | 87.7%        |              |
|  | PM Peak               |                   | 79.3%        | 86.0%        | 91.2%        | 90.0%        |              |
|  | <b>Total Peak</b>     |                   | <b>82.0%</b> | <b>87.6%</b> | <b>87.2%</b> | <b>88.8%</b> |              |
|  | Off Peak Weekday      |                   | 81.9%        | 89.9%        | 93.9%        | 91.1%        |              |
|  | Weekend               |                   | 88.0%        | 87.8%        | 93.9%        | 90.0%        |              |
| <b>Oyster Bay Branch</b>   | <b>Overall</b>        | <b>94.1%</b>      | <b>89.0%</b> | <b>91.8%</b> | <b>91.3%</b> | <b>92.5%</b> |              |
|  | AM Peak               |                   | 88.6%        | 92.3%        | 90.3%        | 93.8%        |              |
|  | PM Peak               |                   | 79.2%        | 82.9%        | 90.2%        | 85.8%        |              |
|  | <b>Total Peak</b>     |                   | <b>84.2%</b> | <b>88.0%</b> | <b>90.2%</b> | <b>90.1%</b> |              |
|  | Off Peak Weekday      |                   | 89.1%        | 92.5%        | 90.9%        | 93.7%        |              |
|  | Weekend               |                   | 93.8%        | 95.4%        | 93.9%        | 93.1%        |              |

| Performance Summary           |  | 2017 Data    |               |                | 2016 Data     |                |
|-------------------------------|--|--------------|---------------|----------------|---------------|----------------|
|                               |  | Annual       | YTD thru      |                | YTD thru      |                |
|                               |  | Goal         | Dec           | Dec            | Dec           | Dec            |
| <b>Port Jefferson Branch</b>  | <b>Overall</b>   | <b>90.9%</b> | <b>85.5%</b>  | <b>90.4%</b>   | <b>87.5%</b>  | <b>89.9%</b>   |
|                               | AM Peak  |              | 80.6%         | 88.8%          | 87.5%         | 89.6%          |
|                               | PM Peak  |              | 84.3%         | 87.0%          | 87.0%         | 89.7%          |
|                               | <b>Total Peak</b>  |              | <b>82.3%</b>  | <b>88.0%</b>   | <b>87.3%</b>  | <b>89.7%</b>   |
|                               | Off Peak Weekday   |              | 79.4%         | 88.3%          | 85.4%         | 87.3%          |
|                               | Weekend  |              | 98.1%         | 97.5%          | 92.1%         | 95.4%          |
| <b>Port Washington Branch</b> | <b>Overall</b>   | <b>95.3%</b> | <b>91.8%</b>  | <b>91.1%</b>   | <b>91.6%</b>  | <b>93.1%</b>   |
|                               | AM Peak  |              | 91.9%         | 90.7%          | 91.2%         | 93.5%          |
|                               | PM Peak  |              | 87.1%         | 83.6%          | 84.7%         | 87.0%          |
|                               | <b>Total Peak</b>  |              | <b>89.5%</b>  | <b>87.1%</b>   | <b>87.8%</b>  | <b>90.2%</b>   |
|                               | Off Peak Weekday   |              | 89.0%         | 90.1%          | 90.8%         | 92.2%          |
|                               | Weekend  |              | 98.3%         | 97.3%          | 98.0%         | 98.2%          |
| <b>Ronkonkoma Branch</b>      | <b>Overall</b>   | <b>91.6%</b> | <b>85.3%</b>  | <b>88.9%</b>   | <b>87.3%</b>  | <b>90.4%</b>   |
|                               | AM Peak  |              | 82.2%         | 87.8%          | 84.3%         | 89.2%          |
|                               | PM Peak  |              | 88.6%         | 89.2%          | 93.0%         | 91.6%          |
|                               | <b>Total Peak</b>  |              | <b>85.1%</b>  | <b>88.4%</b>   | <b>88.3%</b>  | <b>90.3%</b>   |
|                               | Off Peak Weekday   |              | 83.6%         | 88.2%          | 86.1%         | 90.4%          |
|                               | Weekend  |              | 88.5%         | 91.1%          | 88.6%         | 90.6%          |
| <b>West Hempstead Branch</b>  | <b>Overall</b>   | <b>95.8%</b> | <b>93.5%</b>  | <b>94.9%</b>   | <b>95.1%</b>  | <b>96.4%</b>   |
|                               | AM Peak  |              | 88.0%         | 91.1%          | 91.8%         | 94.9%          |
|                               | PM Peak  |              | 86.7%         | 88.1%          | 91.7%         | 92.2%          |
|                               | <b>Total Peak</b>  |              | <b>87.3%</b>  | <b>89.4%</b>   | <b>91.7%</b>  | <b>93.4%</b>   |
|                               | Off Peak Weekday   |              | 95.0%         | 96.9%          | 96.4%         | 97.8%          |
|                               | Weekend  |              | 97.5%         | 97.5%          | 96.9%         | 97.2%          |
| <b>Operating Statistics</b>   | <b>Trains Scheduled</b>  |              | <b>20,829</b> | <b>248,215</b> | <b>21,251</b> | <b>247,073</b> |
|                               | <b>Avg. Delay per Late Train (min)</b><br>excluding trains canceled or terminated  |              | -13.6         | -12.3          | -13.8         | -13.2          |
|                               | <b>Trains Over 15 min. Late</b><br>excluding trains canceled or terminated   |              | 429           | 3,443          | 371           | 3,254          |
|                               | <b>Trains Canceled</b>   |              | 158           | 1,376          | 131           | 1,269          |
|                               | <b>Trains Terminated</b>   |              | 68            | 767            | 89            | 567            |
|                               | <b>Percent of Scheduled Trips Completed</b>  |              | 98.9%         | 99.1%          | 99.0%         | 99.3%          |
|                               | <b>Consist Compliance</b><br><i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i> |              |               |                |               |                |
|                               | AM Peak  |              | 98.0%         |                |               |                |
|                               | PM Peak  |              | 98.6%         |                |               |                |
|                               | <b>Total Peak</b>  |              | 98.3%         |                |               |                |

| System Categories Of Delay       | % Total       | 2017  | 2017 Data |                 | 2016 Data |                 | YTD 2017<br>Vs 2016 |
|----------------------------------|---------------|-------|-----------|-----------------|-----------|-----------------|---------------------|
|                                  |               | Nov   | Dec       | YTD Thru<br>Dec | Dec       | YTD Thru<br>Dec |                     |
| <b>Engineering (Scheduled)</b>   | <b>1.1%</b>   | 24    | 23        | 578             | 75        | 821             | (243)               |
| <b>Engineering (Unscheduled)</b> | <b>20.0%</b>  | 255   | 429       | 2,731           | 308       | 2,180           | 551                 |
| <b>Maintenance of Equipment</b>  | <b>5.6%</b>   | 127   | 120       | 1,875           | 114       | 1,505           | 370                 |
| <b>Transportation</b>            | <b>1.1%</b>   | 67    | 24        | 831             | 16        | 486             | 345                 |
| <b>Capital Projects</b>          | <b>1.4%</b>   | 68    | 30        | 527             | 16        | 473             | 54                  |
| <b>Weather and Environmental</b> | <b>28.7%</b>  | 209   | 614       | 2,692           | 226       | 2,119           | 1                   |
| <b>Police</b>                    | <b>7.1%</b>   | 235   | 152       | 1,905           | 269       | 2,079           | (174)               |
| <b>Customers</b>                 | <b>20.4%</b>  | 489   | 437       | 5,413           | 397       | 4,799           | 614                 |
| <b>Other</b>                     | <b>7.8%</b>   | 107   | 168       | 1,435           | 126       | 2,026           | (591)               |
| <b>3rd Party Operations</b>      | <b>6.7%</b>   | 102   | 144       | 3,375           | 272       | 1,463           | 1,912               |
| <b>Total</b>                     | <b>100.0%</b> | 1,683 | 2,141     | 21,362          | 1,819     | 17,951          | 3,411               |

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

| Date            | Day   | DESCRIPTION OF EVENT                                   | AM Peak |    |    | PM Peak |    |   | Off Peak |    |    | TOTAL |      |      |
|-----------------|-------|--|---------|----|----|---------|----|---|----------|----|----|-------|------|------|
|                 |       |  | L       | C  | T  | L       | C  | T | L        | C  | T  | Late  | Cxld | Term |
| 1-Dec           | Fri   | Heavy holiday loading                                  | 1       |    |    | 1       |    |   | 9        |    |    | 11    |      |      |
| 2-Dec           | Sat   | Motor vehicle on tracks at Willis Avenue               |         |    |    |         |    |   | 11       | 6  |    | 11    | 6    |      |
| 3-Dec           | Sun   | Wire hanging across both tracks east of Lynbrook       |         |    |    |         |    |   | 8        | 1  | 2  | 8     | 1    | 2    |
| 4-Dec           | Mon   | Trespasser strike at Massapequa Park                   |         |    |    |         |    |   | 12       | 6  | 1  | 12    | 6    | 1    |
| 5-Dec           | Tues  | Broken rail east of Westbury                           |         |    |    |         |    |   | 10       |    |    | 10    |      |      |
| 5-Dec           | Tues  | Low adhesion system wide                               | 39      |    |    | 64      | 7  | 1 | 142      | 1  | 1  | 245   | 8    | 2    |
| 6-Dec           | Wed   | Broken rail east of Westbury                           |         |    |    |         |    |   | 11       |    |    | 11    |      |      |
| 6-Dec           | Wed   | Low adhesion system wide                               | 2       | 3  |    | 2       | 3  |   | 14       |    | 1  | 18    | 6    | 1    |
| 6-Dec           | Wed   | Trespasser strike east of Brentwood                    |         |    |    | 1       |    | 6 | 3        |    | 2  | 4     |      | 8    |
| 7-Dec           | Thurs | Broken rail in Valley Interlocking                     |         |    |    |         |    |   | 7        | 4  |    | 7     | 4    |      |
| 8-Dec           | Fri   | Low adhesion system wide                               | 3       | 2  |    |         | 5  |   |          |    |    | 3     | 7    |      |
| 10-Dec          | Sun   | Broken rail at Nassau Interlocking                     |         |    |    |         |    |   | 12       |    |    | 12    |      |      |
| 11-Dec          | Mon   | Track circuit failure at Valley Stream                 |         |    |    |         |    |   | 11       |    |    | 11    |      |      |
| 11-Dec          | Mon   | Low adhesion system wide                               | 2       | 2  | 1  | 2       | 4  |   | 7        |    |    | 11    | 6    | 1    |
| 12-Dec          | Tues  | Low adhesion system wide                               | 5       | 2  |    | 2       | 4  |   | 2        |    |    | 9     | 6    |      |
| 13-Dec          | Wed   | Low adhesion system wide                               | 7       |    | 2  | 1       | 2  |   | 3        |    | 1  | 11    | 2    | 3    |
| 14-Dec          | Thurs | Weather loading  | 23      |    |    |         |    |   | 24       |    |    | 47    |      |      |
| 14-Dec          | Thurs | Low adhesion system wide                               | 7       |    |    | 2       | 3  |   | 5        |    |    | 14    | 3    |      |
| 14-Dec          | Thurs | Code trouble at Wood Interlocking                      | 16      |    |    |         |    |   | 1        |    |    | 17    |      |      |
| 14-Dec          | Thurs | Switch trouble in Mineola                              |         |    |    | 7       |    |   | 5        |    |    | 12    |      |      |
| 15-Dec          | Fri   | Amtrak related loss of catenary power in Line 3        |         |    |    |         |    |   | 10       |    |    | 10    |      |      |
| 15-Dec          | Fri   | Inclement weather                                      |         |    |    | 39      | 1  |   | 34       | 1  |    | 73    | 2    |      |
| 15-Dec          | Fri   | Heavy holiday loading                                  | 1       |    |    |         |    |   | 12       |    |    | 13    |      |      |
| 16-Dec          | Sat   | Broken rail at Beth Interlocking                       |         |    |    |         |    |   | 9        | 4  |    | 9     | 4    |      |
| 18-Dec          | Mon   | Amtrak related broken rail in Line 3                   | 26      |    | 7  |         |    |   | 13       |    | 2  | 39    |      | 9    |
| 19-Dec          | Tues  | Slow holiday unloading                                 |         |    |    |         |    |   | 11       |    |    | 11    |      |      |
| 20-Dec          | Wed   | Train 2737 with equipment trouble in Jamaica           | 10      |    |    |         |    |   |          |    |    | 10    |      |      |
| 22-Dec          | Fri   | Amtrak related track circuit failure at C interlocking | 8       |    |    |         |    |   | 5        |    |    | 13    |      |      |
| 22-Dec          | Fri   | Heavy holiday loading                                  |         |    |    |         |    |   | 23       |    |    | 23    |      |      |
| 26-Dec          | Tues  | Heavy holiday loading                                  | 1       |    |    | 1       |    |   | 15       |    |    | 17    |      |      |
| 27-Dec          | Wed   | Heavy holiday loading                                  |         |    |    | 1       |    |   | 12       |    |    | 13    |      |      |
| 28-Dec          | Thurs | Smoke condition in Line 4                              |         |    |    | 12      | 14 |   | 11       |    | 5  | 23    | 14   | 5    |
| 28-Dec          | Thurs | Broken rail at Queens Interlocking                     | 53      | 15 | 1  | 6       | 3  |   | 76       | 13 | 4  | 135   | 31   | 5    |
| 28-Dec          | Thurs | Derailment in Babylon Yard due to a broken rail        | 9       | 6  |    | 12      | 6  |   | 28       | 2  |    | 49    | 14   |      |
| 28-Dec          | Thurs | Extreme cold   |         |    |    |         |    |   | 12       |    |    | 12    |      |      |
| 29-Dec          | Fri   | Tipped third rail between Hall and Valley Interlocking | 22      |    | 1  |         |    |   | 9        |    |    | 31    |      | 1    |
| 29-Dec          | Fri   | Heavy holiday loading                                  |         |    |    |         |    |   | 21       |    |    | 21    |      |      |
| TOTAL FOR MONTH |       |  | 235     | 30 | 12 | 153     | 52 | 7 | 598      | 38 | 19 | 986   | 120  | 38   |
|                 |       |  |         |    |    |         |    |   |          |    |    |       | 1144 |      |



# Long Island Rail Road

## **OPERATIONS**

## **MECHANICAL REPORT**

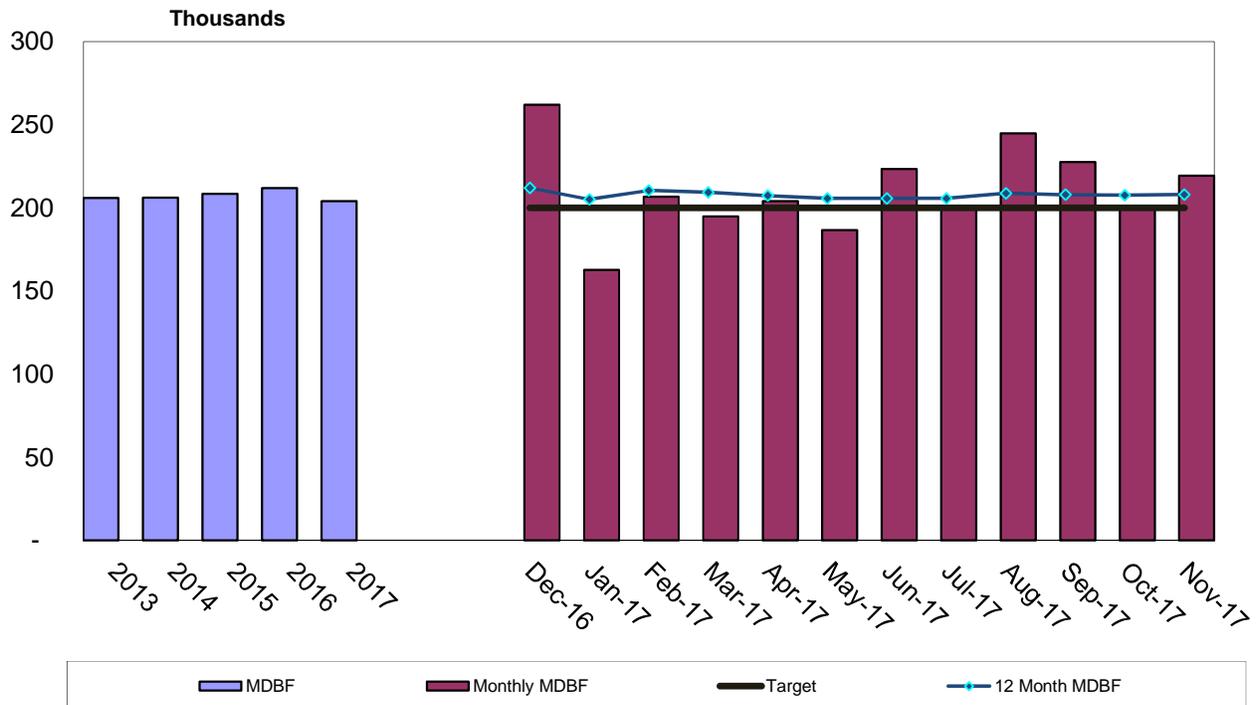
# Long Island Rail Road

## MEAN DISTANCE BETWEEN FAILURES - NOVEMBER 2017

|                                       |                 |                  | 2017 Data         |                       |                                  |                                |                                   | 2016 Data             |                                  |                                |
|---------------------------------------|-----------------|------------------|-------------------|-----------------------|----------------------------------|--------------------------------|-----------------------------------|-----------------------|----------------------------------|--------------------------------|
|                                       | Equip-ment Type | Total Fleet Size | MDBF Goal (miles) | November MDBF (miles) | November No. of Primary Failures | YTD MDBF thru November (miles) | 12 month MDBF Rolling Avg (miles) | November MDBF (miles) | November No. of Primary Failures | YTD MDBF thru November (miles) |
| <b>Mean Distance Between Failures</b> | M-3             | 150              | 67,000            | 72,807                | 8                                | 74,066                         | 72,576                            | 57,856                | 9                                | 64,946                         |
|                                       | M-7             | 836              | 440,000           | 620,591               | 8                                | 452,383                        | 480,125                           | 340,568               | 15                               | 419,605                        |
|                                       | C-3             | 134              | 122,000           | 131,529               | 5                                | 135,761                        | 135,913                           | 213,671               | 3                                | 161,960                        |
|                                       | DE              | 24               | 22,000            | 42,641                | 2                                | 19,055                         | 19,062                            | 44,307                | 2                                | 22,813                         |
|                                       | DM              | 21               | 22,000            | 12,035                | 6                                | 24,881                         | 25,493                            | 68,782                | 1                                | 27,158                         |
|                                       | Diesel          | 179              | 65,000            | 62,703                | 13                               | 67,000                         | 67,337                            | 133,069               | 6                                | 77,594                         |
|                                       | <b>Fleet</b>    | <b>1,165</b>     | <b>200,000</b>    | <b>219,390</b>        | <b>29</b>                        | <b>204,097</b>                 | <b>208,075</b>                    | <b>214,254</b>        | <b>30</b>                        | <b>208,198</b>                 |

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

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





Standee Report

East Of Jamaica

|                         |                               |                  | 2017 Data  |            |
|-------------------------|-------------------------------|------------------|------------|------------|
|                         |                               |                  | December   |            |
|                         |                               |                  | AM Peak    | PM Peak    |
| <b>Daily</b>            | <b>Babylon Branch</b>         | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 76         | 35         |
|                         |                               |                  | <b>76</b>  | <b>35</b>  |
| Average                 | <b>Far Rockaway Branch</b>    | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 0          | 0          |
|                         |                               |                  | <b>0</b>   | <b>0</b>   |
|                         | <b>Huntington Branch</b>      | Program Standees | 40         | 0          |
|                         |                               | Add'l Standees   | 162        | 1          |
|                         |                               |                  | <b>202</b> | <b>1</b>   |
|                         | <b>Hempstead Branch</b>       | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 7          | 0          |
|                         |                               |                  | <b>7</b>   | <b>0</b>   |
|                         | <b>Long Beach Branch</b>      | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 3          | 1          |
|                         |                               |                  | <b>3</b>   | <b>1</b>   |
|                         | <b>Montauk Branch</b>         | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 0          | 0          |
|                         |                               |                  | <b>0</b>   | <b>0</b>   |
|                         | <b>Oyster Bay Branch</b>      | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 3          | 0          |
|                         |                               |                  | <b>3</b>   | <b>0</b>   |
|                         | <b>Port Jefferson Branch</b>  | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 7          | 0          |
|                         |                               |                  | <b>7</b>   | <b>0</b>   |
|                         | <b>Port Washington Branch</b> | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 165        | 169        |
|                         |                               |                  | <b>165</b> | <b>169</b> |
|                         | <b>Ronkonkoma Branch</b>      | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 151        | 75         |
|                         |                               |                  | <b>151</b> | <b>75</b>  |
|                         | <b>West Hempstead Branch</b>  | Program Standees | 0          | 0          |
|                         |                               | Add'l Standees   | 0          | 0          |
|                         |                               |                  | <b>0</b>   | <b>0</b>   |
| <b>System Wide PEAK</b> |                               |                  | <b>614</b> | <b>281</b> |

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

|                      |                               | 2017 Data               |            |            |
|----------------------|-------------------------------|-------------------------|------------|------------|
|                      |                               | AM Peak                 | PM Peak    |            |
| <b>Daily Average</b> | <b>Babylon Branch</b>         | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 105        | 73         |
|                      |                               | <b>Total Standees</b>   | <b>105</b> | <b>73</b>  |
|                      | <b>Far Rockaway Branch</b>    | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 15         | 0          |
|                      |                               | <b>Total Standees</b>   | <b>15</b>  | <b>0</b>   |
|                      | <b>Huntington Branch</b>      | Program Standees        | 40         | 0          |
|                      |                               | Add'l Standees          | 119        | 130        |
|                      |                               | <b>Total Standees</b>   | <b>159</b> | <b>130</b> |
|                      | <b>Hempstead Branch</b>       | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 13         | 122        |
|                      |                               | <b>Total Standees</b>   | <b>13</b>  | <b>122</b> |
|                      | <b>Long Beach Branch</b>      | Program Standees        | 28         | 0          |
|                      |                               | Add'l Standees          | 51         | 2          |
|                      |                               | <b>Total Standees</b>   | <b>79</b>  | <b>2</b>   |
|                      | <b>Montauk Branch</b>         | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 0          | 0          |
|                      |                               | <b>Total Standees</b>   | <b>0</b>   | <b>0</b>   |
|                      | <b>Oyster Bay Branch</b>      | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 0          | 0          |
|                      |                               | <b>Total Standees</b>   | <b>0</b>   | <b>0</b>   |
|                      | <b>Port Jefferson Branch</b>  | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 0          | 0          |
|                      |                               | <b>Total Standees</b>   | <b>0</b>   | <b>0</b>   |
|                      | <b>Port Washington Branch</b> | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 165        | 169        |
|                      |                               | <b>Total Standees</b>   | <b>165</b> | <b>169</b> |
|                      | <b>Ronkonkoma Branch</b>      | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 87         | 49         |
|                      |                               | <b>Total Standees</b>   | <b>87</b>  | <b>49</b>  |
|                      | <b>West Hempstead Branch</b>  | Program Standees        | 0          | 0          |
|                      |                               | Add'l Standees          | 33         | 0          |
|                      |                               | <b>Total Standees</b>   | <b>33</b>  | <b>0</b>   |
|                      |                               | <b>System Wide PEAK</b> | <b>655</b> | <b>545</b> |

**Definitions**

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

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

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

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

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

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR THE MONTH OF DECEMBER 2017**

| <b>Elevator Availability</b> |                               | <b>2017</b>     |                     | <b>2016</b>     |                     |
|------------------------------|-------------------------------|-----------------|---------------------|-----------------|---------------------|
|                              |                               | <b>December</b> | <b>Year to Date</b> | <b>December</b> | <b>Year to Date</b> |
| <b>Branch</b>                | <b>Babylon Branch</b>         | 99.5%           | 99.0%               | 97.9%           | 98.7%               |
|                              | <b>Far Rockaway Branch</b>    | 99.3%           | 99.1%               | 99.4%           | 98.9%               |
|                              | <b>Hempstead Branch</b>       | 99.5%           | 99.1%               | 99.2%           | 99.0%               |
|                              | <b>Long Beach Branch</b>      | 99.8%           | 99.1%               | 99.3%           | 99.2%               |
|                              | <b>Port Jefferson Branch</b>  | 94.1%           | 98.3%               | 99.2%           | 97.0%               |
|                              | <b>Port Washington Branch</b> | 99.0%           | 99.3%               | 96.8%           | 98.5%               |
|                              | <b>Ronkonkoma Branch</b>      | 99.2%           | 99.3%               | 99.5%           | 99.3%               |
|                              | <b>City Terminal Stations</b> | 100.0%          | 98.8%               | 99.6%           | 98.7%               |
|                              | <b>Overall Average</b>        | 99.0%           | 99.0%               | 98.9%           | 98.7%               |

(XX - Hicksville escalators out of service for replacement)

| <b>Escalator Availability</b> |                              | <b>2017</b>     |                     | <b>2016</b>     |                     |
|-------------------------------|------------------------------|-----------------|---------------------|-----------------|---------------------|
|                               |                              | <b>December</b> | <b>Year to Date</b> | <b>December</b> | <b>Year to Date</b> |
| <b>Branch</b>                 | <b>Babylon Branch</b>        | 98.7%           | 97.2%               | 97.3%           | 97.5%               |
|                               | <b>Far Rockaway Branch</b>   | 98.5%           | 96.9%               | 92.2%           | 97.9%               |
|                               | <b>Hempstead Branch</b>      | 99.2%           | 98.3%               | 99.0%           | 98.0%               |
|                               | <b>Long Beach Branch</b>     | 96.8%           | 91.7%               | 93.5%           | 96.0%               |
|                               | <b>Port Jefferson Branch</b> | XX              | 97.7%               | 97.2%           | 97.3%               |
|                               | <b>City Terminal</b>         | 99.5%           | 98.0%               | 99.3%           | 98.8%               |
|                               | <b>Overall Average</b>       | 97.8%           | 97.4%               | 98.0%           | 98.1%               |



# Long Island Rail Road

## **OPERATIONS SAFETY REPORT**

# November Safety Report

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

| Performance  |                               |                               |                               |
|--|-------------------------------|-------------------------------|-------------------------------|
| Performance Indicator  | 12-Month Average              |                               |                               |
|  | December 2014 - November 2015 | December 2015 - November 2016 | December 2016 - November 2017 |
| FRA Reportable Customer Accident Rate per Million Customers            | 4.17                          | 3.37                          | 4.11                          |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 3.54                          | 3.00                          | 3.72                          |
| Grade Crossing Incidents <sup>1</sup>                                  | 11                            | 7                             | 17                            |
| Mainline FRA Reportable Train Derailments                              | 0                             | 2                             | 1                             |
| Mainline FRA Reportable Train Collisions                               | 3                             | 1                             | 2                             |

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

| Leading Indicators               |  |              |          |              |
|----------------------------------|--|--------------|----------|--------------|
| Focus on Safety Training         | 2016   |              | 2017     |              |
|                                  | Year End   |              | November | Year to Date |
| First Responders Trained         | 1,537  |              | 116      | 1,478        |
| Employee Safety Training Courses | 210  |              | 80       | 678          |
| Employees Trained                | 6,013  |              | 888      | 9,816        |
| Employee Safety Training Hours   | 223,736  |              | 18,284   | 241,407      |
| Customer and Community:          | November   | Year to Date | November | Year to Date |
| Broken Gates                     | 19   | 127          | 7        | 105          |
| MTA Police Details               | 37   | 464          | 189      | 1,072        |
| Summons                          | 74   | 1,625        | 118      | 1,707        |
| Warnings                         | 53   | 793          | 78       | 814          |
| Arrests                          | 0  | 5            | 0        | 1            |
| Community Education and Outreach | 7,355  | 109,266      | 12,746   | 112,132      |
|                                  | 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 THE MONTH OF DECEMBER 2017**

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

| Escalators | Mechanical Injury | Human Factor Injury |
|------------|-------------------|---------------------|
| Lynbrook   | 0                 | 1                   |

**Definitions:**

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



# **Long Island Rail Road**

## **Monthly Financial Report**

**November 2017**

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

**SUMMARY**

November YTD operating results were favorable by \$96.9 or 9.1% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through November were \$0.7 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 rental and miscellaneous revenue. Total Non-Reimbursable expenses through November were \$97.6 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 \$29.5 higher than the Mid-Year Forecast due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$1,085.9 were \$28.8 or 2.7% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.5 favorable to forecast due to higher ridership, partially offset by lower yield per passenger. Ridership through November was 81.8 million. This was 0.2% above 2016 (adjusted for same number of calendar work days) and 3.1% higher than forecast.
- **Y-T-D Other Operating Revenues** were \$(1.2) unfavorable to forecast due to lower advertising and special services revenue, partially offset by higher rental and miscellaneous revenue.
- **Y-T-D Capital and Other Reimbursements** were \$29.5 favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date November **Total Expenses** (including depreciation and other) of \$2,053.7 were favorable to the Mid-Year Forecast by \$68.1 or 3.2%.

**Labor Expenses**, \$13.1 favorable Y-T-D.

- **Payroll**, \$16.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(16.8) unfavorable Y-T-D (higher capital project activity, maintenance and scheduled service, partially offset by lower vacancy/absentee coverage, unscheduled service and weather-related overtime).
- **Health & Welfare**, \$2.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$8.7 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$1.9 favorable Y-T-D (lower Railroad Retirement Taxes, partially offset higher FELA Indemnity payments,).

**Non-Labor Expenses**, \$55.1 favorable Y-T-D.

- **Electric Power**, \$(2.5) unfavorable Y-T-D (higher rates and consumption).
- **Fuel**, \$0.1 favorable Y-T-D (lower rates).
- **Insurance**, \$1.6 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**, \$12.2 favorable Y-T-D (Primarily timing of vegetation management, construction services, TVM maintenance, janitorial and custodial services, 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 elevator/escalator maintenance and higher non-revenue vehicle repairs, HVAC maintenance and equipment rental).
- **Professional Services**, \$10.9 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**, \$35.4 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).
- **Other Business Expense**, \$1.6 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**, \$(0.1) unfavorable Y-T-D (primarily Other Post-Employment Benefits, partially offset by lower Environmental Remediation and Depreciation).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through November of \$668.6 was \$35.6 favorable to the Mid-Year Forecast due to lower expenditures.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 51.4%, 4.0 percentage points above the Mid-Year Forecast resulting from lower expenses and higher revenue.
- Through November, the Adjusted Farebox Operating Ratio was 60.1%, which is favorable to the Mid-Year Forecast due to lower expenses.
- Through November, the Adjusted Cost per Passenger was \$14.52, which is lower than the Mid-Year Forecast due to lower expenses and higher passengers.
- Through November, the Revenue per Passenger was \$8.17, 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**  
**November 2017**  
(\$ in millions)

|  | Nonreimbursable   |                   |                            |               | Reimbursable    |                 |                            |               | Total             |                   |                            |               |
|--|-------------------|-------------------|----------------------------|---------------|-----------------|-----------------|----------------------------|---------------|-------------------|-------------------|----------------------------|---------------|
|  | Forecast          | Actual            | Favorable<br>(Unfavorable) |               | Forecast        | Actual          | Favorable<br>(Unfavorable) |               | Forecast          | Actual            | Favorable<br>(Unfavorable) |               |
|  |                   |                   | Variance                   | Percent       |                 |                 | Variance                   | Percent       |                   |                   | Variance                   | Percent       |
| <b>Revenue</b>   |                   |                   |                            |               |                 |                 |                            |               |                   |                   |                            |               |
| Farebox Revenue  | \$61.869          | \$61.927          | \$0.058                    | 0.1           | \$0.000         | \$0.000         | \$0.000                    | -             | \$61.869          | \$61.927          | \$0.058                    | 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  | 3.905             | 3.802             | (0.103)                    | (2.6)         | 0.000           | 0.000           | 0.000                      | -             | 3.905             | 3.802             | (0.103)                    | (2.6)         |
| Capital & Other Reimbursements   | 0.000             | 0.000             | 0.000                      | -             | 33.372          | 33.808          | 0.436                      | 1.3           | 33.372            | 33.808            | 0.436                      | 1.3           |
| <b>Total Revenue</b>   | <b>\$65.774</b>   | <b>\$65.729</b>   | <b>(\$0.045)</b>           | <b>(0.1)</b>  | <b>\$33.372</b> | <b>\$33.808</b> | <b>\$0.436</b>             | <b>1.3</b>    | <b>\$99.146</b>   | <b>\$99.537</b>   | <b>\$0.391</b>             | <b>0.4</b>    |
| <b>Expenses</b>  |                   |                   |                            |               |                 |                 |                            |               |                   |                   |                            |               |
| <i>Labor:</i>  |                   |                   |                            |               |                 |                 |                            |               |                   |                   |                            |               |
| Payroll  | \$45.842          | \$45.542          | \$0.300                    | 0.7           | \$10.910        | \$9.392         | \$1.518                    | 13.9          | \$56.752          | \$54.933          | \$1.819                    | 3.2           |
| Overtime   | 10.773            | 11.198            | (0.425)                    | (3.9)         | 2.806           | 5.285           | (2.479)                    | (88.3)        | 13.579            | 16.483            | (2.904)                    | (21.4)        |
| Health and Welfare   | 8.823             | 8.822             | 0.001                      | 0.0           | 2.280           | 2.389           | (0.109)                    | (4.8)         | 11.103            | 11.210            | (0.107)                    | (1.0)         |
| OPEB Current Payment   | 6.028             | 4.903             | 1.125                      | 18.7          | 0.000           | 0.000           | 0.000                      | -             | 6.028             | 4.903             | 1.125                      | 18.7          |
| Pensions   | 11.684            | 11.597            | 0.087                      | 0.7           | 3.704           | 3.781           | (0.077)                    | (2.1)         | 15.388            | 15.377            | 0.011                      | 0.1           |
| Other Fringe Benefits  | 7.475             | 4.915             | 2.560                      | 34.3          | 2.331           | 2.701           | (0.370)                    | (15.9)        | 9.806             | 7.616             | 2.190                      | 22.3          |
| Reimbursable Overhead  | (2.066)           | (3.986)           | 1.920                      | 92.9          | 2.066           | 3.986           | (1.920)                    | (92.9)        | 0.000             | 0.000             | 0.000                      | -             |
| <b>Total Labor Expenses</b>  | <b>\$88.559</b>   | <b>\$82.989</b>   | <b>\$5.570</b>             | <b>6.3</b>    | <b>\$24.097</b> | <b>\$27.533</b> | <b>(\$3.436)</b>           | <b>(14.3)</b> | <b>\$112.656</b>  | <b>\$110.523</b>  | <b>\$2.133</b>             | <b>1.9</b>    |
| <i>Non-Labor:</i>  |                   |                   |                            |               |                 |                 |                            |               |                   |                   |                            |               |
| Electric Power   | \$6.196           | \$6.532           | (\$0.336)                  | (5.4)         | \$0.012         | \$0.054         | (\$0.042)                  | *             | \$6.208           | \$6.586           | (\$0.378)                  | (6.1)         |
| Fuel   | 1.365             | 1.359             | 0.006                      | 0.4           | 0.000           | 0.000           | 0.000                      | -             | 1.365             | 1.359             | 0.006                      | 0.4           |
| Insurance  | 1.721             | 1.724             | (0.003)                    | (0.2)         | 0.810           | 0.659           | 0.151                      | 18.6          | 2.531             | 2.383             | 0.148                      | 5.8           |
| Claims   | 0.368             | 0.623             | (0.255)                    | (69.4)        | 0.000           | 0.000           | 0.000                      | -             | 0.368             | 0.623             | (0.255)                    | (69.4)        |
| 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                                      | 7.675             | 5.178             | 2.497                      | 32.5          | 1.396           | 1.516           | (0.120)                    | (8.6)         | 9.071             | 6.694             | 2.377                      | 26.2          |
| Professional Service Contracts   | 5.791             | 2.374             | 3.417                      | 59.0          | 0.052           | 0.123           | (0.071)                    | *             | 5.843             | 2.497             | 3.346                      | 57.3          |
| Materials & Supplies   | 15.745            | 11.618            | 4.127                      | 26.2          | 6.973           | 3.786           | 3.187                      | 45.7          | 22.718            | 15.405            | 7.313                      | 32.2          |
| Other Business Expenses  | 2.000             | 1.864             | 0.136                      | 6.8           | 0.032           | 0.136           | (0.104)                    | *             | 2.032             | 2.000             | 0.032                      | 1.6           |
| <b>Total Non-Labor Expenses</b>  | <b>\$40.861</b>   | <b>\$31.273</b>   | <b>\$9.588</b>             | <b>23.5</b>   | <b>\$9.275</b>  | <b>\$6.275</b>  | <b>\$3.000</b>             | <b>32.3</b>   | <b>\$50.136</b>   | <b>\$37.548</b>   | <b>\$12.588</b>            | <b>25.1</b>   |
| <i>Other Expense Adjustments:</i>  |                   |                   |                            |               |                 |                 |                            |               |                   |                   |                            |               |
| Other  | \$0.000           | \$0.000           | \$0.000                    | -             | \$0.000         | \$0.000         | \$0.000                    | -             | \$0.000           | \$0.000           | \$0.000                    | -             |
| <b>Total Other Expense Adjustments</b>   | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>             | <b>-</b>      | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>-</b>      | <b>\$0.000</b>    | <b>\$0.000</b>    | <b>\$0.000</b>             | <b>-</b>      |
| <b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b> | <b>\$129.420</b>  | <b>\$114.262</b>  | <b>\$15.158</b>            | <b>11.7</b>   | <b>\$33.372</b> | <b>\$33.808</b> | <b>(\$0.436)</b>           | <b>(1.3)</b>  | <b>\$162.792</b>  | <b>\$148.070</b>  | <b>\$14.722</b>            | <b>9.0</b>    |
| Depreciation   | \$28.348          | \$27.694          | \$0.654                    | 2.3           | \$0.000         | \$0.000         | \$0.000                    | -             | \$28.348          | \$27.694          | \$0.654                    | 2.3           |
| Other Post Employment Benefits   | 7.261             | 7.418             | (0.157)                    | (2.2)         | 0.000           | 0.000           | 0.000                      | -             | 7.261             | 7.418             | (0.157)                    | (2.2)         |
| GASB 68 Pension Expense Adjustment   | 0.000             | 0.000             | 0.000                      | -             | 0.000           | 0.000           | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Environmental Remediation  | 0.156             | 0.167             | (0.011)                    | (6.8)         | 0.000           | 0.000           | 0.000                      | -             | 0.156             | 0.167             | (0.011)                    | (6.8)         |
| <b>Total Expenses</b>  | <b>\$165.185</b>  | <b>\$149.541</b>  | <b>\$15.644</b>            | <b>9.5</b>    | <b>\$33.372</b> | <b>\$33.808</b> | <b>(\$0.436)</b>           | <b>(1.3)</b>  | <b>\$198.557</b>  | <b>\$183.349</b>  | <b>\$15.208</b>            | <b>7.7</b>    |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$99.411)</b> | <b>(\$83.812)</b> | <b>\$15.599</b>            | <b>15.7</b>   | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>-</b>      | <b>(\$99.411)</b> | <b>(\$83.812)</b> | <b>\$15.599</b>            | <b>15.7</b>   |
| <i>Cash Conversion Adjustments</i>   |                   |                   |                            |               |                 |                 |                            |               |                   |                   |                            |               |
| Depreciation   | \$28.348          | \$27.694          | (\$0.654)                  | (2.3)         | \$0.000         | \$0.000         | \$0.000                    | -             | \$28.348          | \$27.694          | (\$0.654)                  | (2.3)         |
| Operating/Capital  | (5.233)           | (0.514)           | 4.719                      | 90.2          | 0.000           | 0.000           | 0.000                      | -             | (5.233)           | (0.514)           | 4.719                      | 90.2          |
| Other Cash Adjustments   | 11.893            | (9.019)           | (20.911)                   | *             | 0.000           | 0.000           | 0.000                      | -             | 11.893            | (9.019)           | (20.911)                   | *             |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$35.008</b>   | <b>\$18.162</b>   | <b>(\$16.846)</b>          | <b>(48.1)</b> | <b>0.000</b>    | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>-</b>      | <b>\$35.008</b>   | <b>\$18.162</b>   | <b>(\$16.846)</b>          | <b>(48.1)</b> |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$64.403)</b> | <b>(\$65.650)</b> | <b>(\$1.247)</b>           | <b>(1.9)</b>  | <b>\$0.000</b>  | <b>\$0.000</b>  | <b>\$0.000</b>             | <b>-</b>      | <b>(\$64.403)</b> | <b>(\$65.650)</b> | <b>(\$1.247)</b>           | <b>(1.9)</b>  |

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

TABLE 2

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

|  | Nonreimbursable      |                    |                            |               | Reimbursable     |                  |                            |              | Total                |                    |                            |               |
|--|----------------------|--------------------|----------------------------|---------------|------------------|------------------|----------------------------|--------------|----------------------|--------------------|----------------------------|---------------|
|  | Forecast             | Actual             | Favorable<br>(Unfavorable) |               | Forecast         | Actual           | Favorable<br>(Unfavorable) |              | Forecast             | Actual             | Favorable<br>(Unfavorable) |               |
|  |                      |                    | Variance                   | Percent       |                  |                  | Variance                   | Percent      |                      |                    | Variance                   | Percent       |
| <b>Revenue</b>   |                      |                    |                            |               |                  |                  |                            |              |                      |                    |                            |               |
| Farebox Revenue  | \$664.966            | \$665.492          | \$0.526                    | 0.1           | \$0.000          | \$0.000          | \$0.000                    | -            | \$664.966            | \$665.492          | \$0.526                    | 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  | 50.003               | 48.761             | (1.242)                    | (2.5)         | \$0.000          | \$0.000          | 0.000                      | -            | \$50.003             | \$48.761           | (1.242)                    | (2.5)         |
| Capital & Other Reimbursements   | 0.000                | 0.000              | 0.000                      | -             | \$342.108        | \$371.632        | 29.524                     | 8.6          | \$342.108            | \$371.632          | 29.524                     | 8.6           |
| <b>Total Revenue</b>   | <b>\$714.969</b>     | <b>\$714.252</b>   | <b>(\$0.717)</b>           | <b>(0.1)</b>  | <b>\$342.108</b> | <b>\$371.632</b> | <b>\$29.524</b>            | <b>8.6</b>   | <b>\$1,057.077</b>   | <b>\$1,085.884</b> | <b>\$28.807</b>            | <b>2.7</b>    |
| <b>Expenses</b>  |                      |                    |                            |               |                  |                  |                            |              |                      |                    |                            |               |
| <i>Labor:</i>  |                      |                    |                            |               |                  |                  |                            |              |                      |                    |                            |               |
| Payroll  | \$475.288            | \$466.834          | \$8.454                    | 1.8           | \$117.729        | \$109.785        | \$7.944                    | 6.7          | \$593.017            | \$576.619          | \$16.398                   | 2.8           |
| Overtime   | 117.206              | 119.564            | (2.358)                    | (2.0)         | \$31.635         | \$46.073         | (14.438)                   | (45.6)       | 148.841              | \$165.637          | (16.796)                   | (11.3)        |
| Health and Welfare   | 95.575               | 91.367             | 4.208                      | 4.4           | \$25.565         | \$26.976         | (1.411)                    | (5.5)        | 121.140              | \$118.343          | 2.797                      | 2.3           |
| OPEB Current Payment   | 63.537               | 54.841             | 8.696                      | 13.7          | \$0.000          | \$0.000          | 0.000                      | -            | 63.537               | \$54.841           | 8.696                      | 13.7          |
| Pensions   | 128.321              | 127.184            | 1.137                      | 0.9           | \$40.914         | \$41.966         | (1.052)                    | (2.6)        | 169.235              | \$169.150          | 0.085                      | 0.1           |
| Other Fringe Benefits  | 126.457              | 121.149            | 5.308                      | 4.2           | \$26.484         | \$29.874         | (3.390)                    | (12.8)       | 152.941              | \$151.023          | 1.918                      | 1.3           |
| Reimbursable Overhead  | (29.675)             | (42.722)           | 13.047                     | 44.0          | \$29.675         | \$42.722         | (13.047)                   | (44.0)       | 0.000                | \$0.000            | 0.000                      | -             |
| <b>Total Labor Expenses</b>  | <b>\$976.709</b>     | <b>\$938.217</b>   | <b>\$38.492</b>            | <b>3.9</b>    | <b>\$272.002</b> | <b>\$297.396</b> | <b>(\$25.394)</b>          | <b>(9.3)</b> | <b>\$1,248.711</b>   | <b>\$1,235.613</b> | <b>\$13.098</b>            | <b>1.0</b>    |
| <i>Non-Labor:</i>  |                      |                    |                            |               |                  |                  |                            |              |                      |                    |                            |               |
| Electric Power   | \$75.803             | \$77.230           | (\$1.427)                  | (1.9)         | \$0.529          | \$1.567          | (1.038)                    | *            | \$76.332             | \$78.797           | (\$2.465)                  | (3.2)         |
| Fuel   | 15.065               | 14.898             | 0.167                      | 1.1           | \$0.000          | \$0.047          | (0.047)                    | -            | 15.065               | \$14.944           | 0.121                      | 0.8           |
| Insurance  | 19.458               | 18.934             | 0.524                      | 2.7           | \$8.246          | \$7.172          | 1.074                      | 13.0         | 27.704               | \$26.106           | 1.598                      | 5.8           |
| Claims   | 4.005                | 8.344              | (4.339)                    | *             | \$0.000          | \$0.000          | 0.000                      | -            | 4.005                | \$8.344            | (4.339)                    | *             |
| 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                                      | 91.400               | 80.370             | 11.030                     | 12.1          | \$13.973         | \$12.830         | 1.143                      | 8.2          | 105.373              | \$93.200           | 12.173                     | 11.6          |
| Professional Service Contracts   | 36.593               | 24.273             | 12.320                     | 33.7          | \$1.046          | \$2.458          | (1.412)                    | *            | 37.639               | \$26.732           | 10.907                     | 29.0          |
| Materials & Supplies   | 149.191              | 110.701            | 38.490                     | 25.8          | \$45.874         | \$48.938         | (3.064)                    | (6.7)        | 195.065              | \$159.639          | 35.426                     | 18.2          |
| Other Business Expenses  | 21.007               | 18.574             | 2.433                      | 11.6          | \$0.438          | \$1.224          | (0.786)                    | *            | 21.445               | \$19.797           | 1.648                      | 7.7           |
| <b>Total Non-Labor Expenses</b>  | <b>\$412.522</b>     | <b>\$353.324</b>   | <b>\$59.198</b>            | <b>14.4</b>   | <b>\$70.106</b>  | <b>\$74.236</b>  | <b>(\$4.130)</b>           | <b>(5.9)</b> | <b>\$482.628</b>     | <b>\$427.560</b>   | <b>\$55.068</b>            | <b>11.4</b>   |
| Other Expense Adjustments  |                      |                    |                            |               |                  |                  |                            |              |                      |                    |                            |               |
| Other  | \$0.000              | \$0.000            | \$0.000                    | -             | \$0.000          | \$0.000          | \$0.000                    | -            | 0.000                | \$0.000            | \$0.000                    | -             |
| <b>Total Other Expense Adjustments</b>   | <b>\$0.000</b>       | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>      | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>\$0.000</b>       | <b>\$0.000</b>     | <b>\$0.000</b>             | <b>-</b>      |
| <b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b> | <b>\$1,389.231</b>   | <b>\$1,291.541</b> | <b>\$97.690</b>            | <b>7.0</b>    | <b>\$342.108</b> | <b>\$371.632</b> | <b>(\$29.524)</b>          | <b>(8.6)</b> | <b>\$1,731.339</b>   | <b>\$1,663.173</b> | <b>\$68.166</b>            | <b>3.9</b>    |
| Depreciation   | \$308.883            | \$308.561          | 0.322                      | 0.1           | \$0.000          | \$0.000          | \$0.000                    | -            | \$308.883            | \$308.561          | \$0.322                    | 0.1           |
| Other Post Employment Benefits   | 79.735               | 80.683             | (0.948)                    | (1.2)         | 0.000            | 0.000            | 0.000                      | -            | 79.735               | \$80.683           | (0.948)                    | (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  | 1.849                | 1.303              | 0.546                      | 29.6          | 0.000            | 0.000            | 0.000                      | -            | 1.849                | \$1.303            | 0.546                      | 29.6          |
| <b>Total Expenses</b>  | <b>\$1,779.698</b>   | <b>\$1,682.088</b> | <b>\$97.610</b>            | <b>5.5</b>    | <b>\$342.108</b> | <b>\$371.632</b> | <b>(\$29.524)</b>          | <b>(8.6)</b> | <b>\$2,121.806</b>   | <b>\$2,053.719</b> | <b>\$68.087</b>            | <b>3.2</b>    |
| <b>Net Surplus/(Deficit)</b>   | <b>(\$1,064.729)</b> | <b>(\$967.835)</b> | <b>\$96.894</b>            | <b>9.1</b>    | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>(\$1,064.729)</b> | <b>(\$967.835)</b> | <b>\$96.894</b>            | <b>9.1</b>    |
| <i>Cash Conversion Adjustments</i>   |                      |                    |                            |               |                  |                  |                            |              |                      |                    |                            |               |
| Depreciation   | \$308.883            | \$308.561          | (\$0.322)                  | (0.1)         | \$0.000          | \$0.000          | \$0.000                    | -            | \$308.883            | \$308.561          | (\$0.322)                  | (0.1)         |
| Operating/Capital  | (20.967)             | (8.499)            | 12.468                     | 59.5          | 0.000            | 0.000            | 0.000                      | -            | (20.967)             | (\$8.499)          | 12.468                     | 59.5          |
| Other Cash Adjustments   | 72.647               | (0.798)            | (73.445)                   | *             | 0.000            | 0.000            | 0.000                      | -            | 72.647               | (\$0.798)          | (73.445)                   | *             |
| <b>Total Cash Conversion Adjustments</b>                                       | <b>\$360.563</b>     | <b>\$299.264</b>   | <b>(\$61.299)</b>          | <b>(17.0)</b> | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>\$360.563</b>     | <b>\$299.264</b>   | <b>(\$61.299)</b>          | <b>(17.0)</b> |
| <b>Net Cash Surplus/(Deficit)</b>  | <b>(\$704.166)</b>   | <b>(\$668.571)</b> | <b>\$35.595</b>            | <b>5.1</b>    | <b>\$0.000</b>   | <b>\$0.000</b>   | <b>\$0.000</b>             | <b>-</b>     | <b>(\$704.166)</b>   | <b>(\$668.571)</b> | <b>\$35.595</b>            | <b>5.1</b>    |

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

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

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

| November 2017                       |                      |                                   |        | Year-to-Date November 2017   |                                   |        |   |
|-------------------------------------|----------------------|-----------------------------------|--------|--|-----------------------------------|--------|---|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance |        | Reason for Variance  | Favorable/ (Unfavorable) Variance |        | Reason for Variance   |
|                                     |                      | \$                                | %      |  | \$                                | %      |   |
| <b>Revenue</b>                      |                      |                                   |        |  |                                   |        |   |
| Farebox Revenue                     | Non Reimb.           | 0.058                             | 0.1    | Higher ridership \$0.110, partially offset by lower yield per passenger \$(0.052).   | 0.526                             | 0.1    | Higher ridership \$20.433, partially offset by lower yield per passenger \$(19.907).  |
| Other Operating Revenue             | Non Reimb.           | (0.103)                           | (2.6)  | Primarily the due to lower advertising revenue, special services and timing of miscellaneous revenue, partially offset by higher rental and freight revenue. | (1.242)                           | (2.5)  | Primarily due to lower advertising and special services revenue, partially offset by higher rental revenue and the timing of miscellaneous and freight revenue.   |
| Capital & Other Reimbursements      | Reimb.               | 0.436                             | 1.3    | Timing of capital project activity and interagency reimbursements.   | 29.524                            | 8.6    | Timing of capital project activity and interagency reimbursements.  |
| <b>Expenses</b>                     |                      |                                   |        |  |                                   |        |   |
| Payroll                             | Non Reimb.           | 0.300                             | 0.7    | Primarily due to vacant positions, partially offset by Engineering field forces working on maintenance activities instead of capital project activity.       | 8.454                             | 1.8    | 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.               | 1.518                             | 13.9   | Primarily due to timing of project activity.   | 7.944                             | 6.7    | Primarily due to timing of project activity.  |
| Overtime                            | Non Reimb.           | (0.425)                           | (3.9)  | Higher maintenance, scheduled services and vacancy/absentee coverage overtime, partially offset by lower weather-related overtime.                           | (2.358)                           | (2.0)  | Higher maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, weather-related overtime and unscheduled service.   |
|                                     | Reimb.               | (2.479)                           | (88.3) | Primarily due to Speonk to Montauk signal construction, 2017 Annual track program, East Side Access, East Rail Yard and Main Line Double track.              | (14.438)                          | (45.6) | Primarily Main Line Double track, Babylon branch concrete ties replacements, Hicksville Station Improvements, East Side Access projects, East Rail Yard, 2017 Annual track program, Speonk to Montauk signal construction and Jamaica capacity improvements.                                    |
| Health and Welfare                  | Non Reimb.           | 0.001                             | 0.0    | Vacant positions.  | 4.208                             | 4.4    | Vacant positions.   |
|                                     | Reimb.               | (0.109)                           | (4.8)  | Primarily due to timing of project activity.   | (1.411)                           | (5.5)  | Primarily due to timing of project activity.  |

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

| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | November 2017                     |        | Reason for Variance  | Year-to-Date November 2017        |        | Reason for Variance   |
|-------------------------------------|----------------------|-----------------------------------|--------|--|-----------------------------------|--------|---|
|                                     |                      | Favorable/ (Unfavorable) Variance |        |  | Favorable/ (Unfavorable) Variance |        |   |
|                                     |                      | \$                                | %      |  | \$                                | %      |   |
| OPEB Current Payment                | Non Reimb.           | 1.125                             | 18.7   | Fewer retirees/beneficiaries.  | 8.696                             | 13.7   | Fewer retirees/beneficiaries.   |
| Pensions                            | Non Reimb.           | 0.087                             | 0.7    | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. | 1.137                             | 0.9    | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.      |
|                                     | Reimb.               | (0.077)                           | (2.1)  | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. | (1.052)                           | (2.6)  | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.      |
| Other Fringe Benefits               | Non Reimb.           | 2.560                             | 34.3   | Due to lower FELA indemnity reserves and lower Railroad Retirement taxes.  | 5.308                             | 4.2    | Primarily due to lower Railroad Retirement taxes, partially offset by higher FELA indemnity reserves and meal allowances. |
|                                     | Reimb.               | (0.370)                           | (15.9) | Primarily due to timing of project activity.   | (3.390)                           | (12.8) | Primarily due to timing of project activity.  |
| Reimbursable Overhead               | Reimb                | (1.920)                           | (92.9) | Primarily due to timing of project activity.   | (13.047)                          | (44.0) | Primarily due to timing of project activity.  |
|                                     | Non Reimb.           | 1.920                             | 92.9   | Primarily due to timing of project activity.   | 13.047                            | 44.0   | Primarily due to timing of project activity.  |
| Electric Power                      | Non Reimb.           | (0.336)                           | (5.4)  | Primarily due to the timing of accrual adjustments, partially offset by lower consumption and rates.                 | (1.427)                           | (1.9)  | Higher rates and consumption, partially offset by the timing of accrual adjustments.                                      |
|                                     | Reimb.               | (0.042)                           | *      | VD Yard  | (1.038)                           | *      | VD Yard   |
| Fuel                                | Non Reimb.           | 0.006                             | 0.4    | Primarily due to lower rates and consumption, partially offset by the timing of accrual adjustments.                 | 0.167                             | 1.1    | Primarily due to lower rates and consumption, partially offset by the timing of accrual adjustments.                      |
|                                     | Reimb.               | 0.000                             | -      |  | (0.047)                           | -      |   |
| Insurance                           | Non Reimb.           | (0.003)                           | (0.2)  | Lower Liability insurance, partially offset by higher property insurance.  | 0.524                             | 2.7    | Lower Liability and Property insurance.   |
|                                     | Reimb.               | 0.151                             | 18.6   | Force Account Insurance associated with project activity.  | 1.074                             | 13.0   | Force Account Insurance associated with project activity.   |
| Claims                              | Non Reimb.           | (0.255)                           | (69.4) | Higher non-employee claims, partially offset by lower public liability reserves.                                     | (4.339)                           | *      | Higher public liability reserves and non-employee claims.   |

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

| November 2017                           |                      |                                   |       | Year-to-Date November 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.           | 2.497                             | 32.5  | Primarily due to the timing of payments/activities for TVM Maintenance, vegetation management, security services, elevator/escalator and various other maintenance and other operating contracts, partially offset by higher vehicle lease payments and equipment rentals and the timing of payments for construction services and uniform purchases. | 11.030                            | 12.1  | 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 higher vehicle lease payments, non-revenue vehicle repairs, escalator/elevator and HVAC maintenance.   |
|   | Reimb.               | (0.120)                           | (8.6) | Primarily due to timing of project activity.  | 1.143                             | 8.2   | Primarily due to timing of project activity.  |
| Professional Service Contracts          | Non Reimb.           | 3.417                             | 59.0  | Primarily due to timing of M7 propulsion consultant, homeless outreach, medical and drug testing services, market research and MTA Chargebacks, partially offset by higher right of way initiatives and legal fees for state Initiatives.   | 12.320                            | 33.7  | 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.               | (0.071)                           | *     | Primarily due to timing of project activity.  | (1.412)                           | *     | Primarily due to timing of project activity.  |
| Materials & Supplies                    | Non Reimb.           | 4.127                             | 26.2  | 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) program and various Security projects, partially offset by general Engineering department materials.                   | 38.490                            | 25.8  | 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, lower miscellaneous inventory adjustments and Security projects, partially offset by advance payments made for WILD and general Engineering department materials. |
|   | Reimb.               | 3.187                             | 45.7  | Primarily due to timing of project activity.  | (3.064)                           | (6.7) | Primarily due to timing of project activity.  |

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

| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | November 2017                     |       | Reason for Variance  | Year-to-Date November 2017        |       | Reason for Variance  |
|-------------------------------------|----------------------|-----------------------------------|-------|--|-----------------------------------|-------|--|
|                                     |                      | Favorable/ (Unfavorable) Variance |       |  | Favorable/ (Unfavorable) Variance |       |  |
|                                     |                      | \$                                | %     |  | \$                                | %     |  |
| Other Business Expenses             | Non Reimb.           | 0.136                             | 6.8   | Timing of beneficial use of various NYPA loans and Rolling Stock decommissioning, partially offset by higher credit/debit card fees. | 2.433                             | 11.6  | Timing of beneficial use of various NYPA loans and Rolling Stock decommissioning, higher restitution on property damage 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.               | (0.104)                           | *     | Primarily due to timing of project activity.   | (0.786)                           | *     | Primarily due to timing of project activity.   |
| Depreciation                        | Non Reimb.           | 0.654                             | 2.3   | Timing   | 0.322                             | 0.1   | Timing   |
| Other Post Employment Benefits      | Non Reimb.           | (0.157)                           | (2.2) |  | (0.948)                           | (1.2) | Latest actuarial estimates   |
| GASB 68 Pension Expense Adj.        | Non Reimb.           | 0.000                             | -     |  | 0.000                             | -     |  |
| Environmental Remediation           | Non Reimb.           | (0.011)                           | (6.8) |  | 0.546                             | 29.6  | Reserve adjustments  |

Table 4

| MTA LONG ISLAND RAIL ROAD                              |                            |                   |                  |              |                            |                    |                   |              |
|--|----------------------------|-------------------|------------------|--------------|----------------------------|--------------------|-------------------|--------------|
| JULY FINANCIAL PLAN - 2017 MID-YEAR FORECAST           |                            |                   |                  |              |                            |                    |                   |              |
| CASH RECEIPTS and EXPENDITURES                         |                            |                   |                  |              |                            |                    |                   |              |
| November 2017  |                            |                   |                  |              |                            |                    |                   |              |
| (\$ in millions)                                       |                            |                   |                  |              |                            |                    |                   |              |
|  | Month                      |                   |                  |              | Year-to-Date               |                    |                   |              |
|  | Forecast                   | Actual            | Variance         | Percent      | Forecast                   | Actual             | Variance          | Percent      |
|  | Favorable<br>(Unfavorable) |                   |                  |              | Favorable<br>(Unfavorable) |                    |                   |              |
| <b>Receipts</b>  |                            |                   |                  |              |                            |                    |                   |              |
| Farebox Revenue  | \$63.498                   | \$64.499          | \$1.001          | 1.6          | \$684.696                  | \$684.333          | (\$0.363)         | (0.1)        |
| Vehicle Toll Revenue                                   | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000             | -            |
| Other Operating Revenue                                | 1.972                      | 1.387             | (0.585)          | (29.7)       | 39.086                     | 37.012             | (2.074)           | (5.3)        |
| Capital & Other Reimbursements                         | 34.208                     | 30.093            | (4.115)          | (12.0)       | 308.525                    | 277.942            | (30.583)          | (9.9)        |
| <b>Total Receipts</b>                                  | <b>\$99.678</b>            | <b>\$95.979</b>   | <b>(\$3.699)</b> | <b>(3.7)</b> | <b>\$1,032.307</b>         | <b>\$999.287</b>   | <b>(\$33.020)</b> | <b>(3.2)</b> |
| <b>Expenditures</b>                                    |                            |                   |                  |              |                            |                    |                   |              |
| <i>Labor:</i>  |                            |                   |                  |              |                            |                    |                   |              |
| Payroll  | \$58.602                   | \$54.900          | \$3.702          | 6.3          | \$579.796                  | \$566.414          | \$13.382          | 2.3          |
| Overtime   | 15.763                     | 19.700            | (3.937)          | (25.0)       | 149.270                    | 161.044            | (11.774)          | (7.9)        |
| Health and Welfare                                     | 11.102                     | 10.407            | 0.695            | 6.3          | 119.720                    | 114.477            | 5.243             | 4.4          |
| OPEB Current Payment                                   | 6.028                      | 4.907             | 1.121            | 18.6         | 63.540                     | 54.849             | 8.691             | 13.7         |
| Pensions   | 15.388                     | 14.684            | 0.704            | 4.6          | 167.986                    | 164.709            | 3.277             | 2.0          |
| Other Fringe Benefits                                  | 9.033                      | 10.102            | (1.069)          | (11.8)       | 150.024                    | 149.176            | 0.848             | 0.6          |
| GASB   | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000             | -            |
| Reimbursable Overhead                                  | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000             | -            |
| <b>Total Labor Expenditures</b>                        | <b>\$115.916</b>           | <b>\$114.700</b>  | <b>\$1.216</b>   | <b>1.0</b>   | <b>\$1,230.336</b>         | <b>\$1,210.669</b> | <b>\$19.667</b>   | <b>1.6</b>   |
| <i>Non-Labor:</i>                                      |                            |                   |                  |              |                            |                    |                   |              |
| Electric Power   | \$6.208                    | \$11.149          | (\$4.941)        | (79.6)       | \$76.629                   | \$80.393           | (\$3.764)         | (4.9)        |
| Fuel   | 1.365                      | 2.503             | (1.138)          | (83.4)       | 15.584                     | 15.122             | 0.462             | 3.0          |
| Insurance  | 3.533                      | 1.916             | 1.617            | 45.8         | 28.488                     | 28.833             | (0.345)           | (1.2)        |
| Claims   | 0.149                      | 0.074             | 0.075            | 50.6         | 1.598                      | 2.657              | (1.059)           | (66.3)       |
| Paratransit Service Contracts                          | 0.000                      | 0.000             | 0.000            | -            | 0.000                      | 0.000              | 0.000             | -            |
| Maintenance and Other Operating Contracts              | 12.203                     | 10.424            | 1.779            | 14.6         | 113.563                    | 93.376             | 20.187            | 17.8         |
| Professional Service Contracts                         | 5.033                      | 4.100             | 0.933            | 18.5         | 36.474                     | 26.869             | 9.605             | 26.3         |
| Materials & Supplies                                   | 15.957                     | 13.705            | 2.252            | 14.1         | 195.142                    | 176.323            | 18.819            | 9.6          |
| Other Business Expenses                                | 2.012                      | 2.043             | (0.031)          | (1.5)        | 20.364                     | 16.699             | 3.665             | 18.0         |
| <b>Total Non-Labor Expenditures</b>                    | <b>\$46.460</b>            | <b>\$45.914</b>   | <b>\$0.546</b>   | <b>1.2</b>   | <b>\$487.842</b>           | <b>\$440.271</b>   | <b>\$47.571</b>   | <b>9.8</b>   |
| <i>Other Expenditure Adjustments:</i>                  |                            |                   |                  |              |                            |                    |                   |              |
| Other  | \$1.705                    | \$1.471           | \$0.234          | 13.7         | \$18.295                   | \$16.312           | \$1.983           | 10.8         |
| <b>Total Other Expenditure Adjustments</b>             | <b>\$1.705</b>             | <b>\$1.471</b>    | <b>\$0.234</b>   | <b>13.7</b>  | <b>\$18.295</b>            | <b>\$16.312</b>    | <b>\$1.983</b>    | <b>10.8</b>  |
| <b>Total Expenditures</b>                              | <b>\$164.081</b>           | <b>\$162.085</b>  | <b>\$1.996</b>   | <b>1.2</b>   | <b>\$1,736.473</b>         | <b>\$1,667.252</b> | <b>\$69.221</b>   | <b>4.0</b>   |
| Cash Timing and Availability Adjustment                | 0.000                      | 0.456             | 0.456            | -            | 0.000                      | (0.606)            | (0.606)           | -            |
| <b>Net Cash Deficit<br/>(excludes opening balance)</b> | <b>(\$64.403)</b>          | <b>(\$65.650)</b> | <b>(\$1.247)</b> | <b>(1.9)</b> | <b>(\$704.166)</b>         | <b>(\$668.571)</b> | <b>\$35.595</b>   | <b>5.1</b>   |
| <b>Subsidies</b>                                       |                            |                   |                  |              |                            |                    |                   |              |
| MTA  | 64.403                     | 65.650            | 1.247            | 1.9          | 704.166                    | 668.571            | (35.595)          | (5.1)        |

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 JULY MID-YEAR FORECAST AND ACTUAL CASH BASIS**

**Table 5**

| Generic Revenue<br>or Expense Category | November 2017                           |        |  | Year-to-Date as of November 30, 2017    |       |   |
|--|---|--------|--|---|-------|---|
|  | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   | Favorable/<br>(Unfavorable)<br>Variance |       | Reason<br>for Variance  |
|  | \$                                      | %      |  | \$                                      | %     |   |
| <b>Receipts</b>                        |   |        |  |   |       |   |
| Farebox Revenue                        | 1.001                                   | 1.6    | Higher advance sales impact \$1.142 and higher ridership \$0.110, partially offset by lower MetroCard/AirTrain sales \$(0.199) and lower yields \$(0.052).   | (0.363)                                 | (0.1) | Lower yields \$(19.907) and lower MetroCard/AirTrain sales \$(2.371), partially offset by higher ridership \$20.433 and higher advance sales impact \$1.482.  |
| Other Operating Revenue                | (0.585)                                 | (29.7) | Primarily the timing of rental receipts and miscellaneous revenue and lower special services revenue.  | (2.074)                                 | (5.3) | Primarily the timing of NYCTA transportation pass reimbursement, rental and freight revenue and lower special service receipts.   |
| Capital and Other Reimbursements       | (4.115)                                 | (12.0) | Timing of activity and reimbursement for capital and other reimbursements.   | (30.583)                                | (9.9) | Timing of activity and reimbursement for capital and other reimbursements.  |
| <b>Expenditures</b>                    |   |        |  |   |       |   |
| Labor:                                 |   |        |  |   |       |   |
| Payroll                                | 3.702                                   | 6.3    | Primarily due to vacant positions and the timing of intercompany reimbursements.   | 13.382                                  | 2.3   | Primarily due to vacant positions and sick pay law claims, partially offset by the recording of overtime Retro Wage Adjustment actuals in payroll, intercompany reimbursements and retiree sick/vacation buyout payments.                               |
| Overtime                               | (3.937)                                 | (25.0) | Primarily due to higher project, maintenance, scheduled services and vacancy/absentee coverage overtime, partially offset by lower weather-related overtime. | (11.774)                                | (7.9) | Primarily due to higher project, maintenance and scheduled service overtime, partially offset by lower vacancy/absentee coverage, the recording of overtime Retro Wage Adjustment actuals in payroll, weather-related and unscheduled service overtime. |
| Health and Welfare                     | 0.695                                   | 6.3    | Primarily due to vacant positions and intercompany reimbursements.   | 5.243                                   | 4.4   | Primarily due to vacant positions and intercompany reimbursements.  |
| OPEB Current Payment                   | 1.121                                   | 18.6   | Primarily due to fewer retirees/beneficiaries.   | 8.691                                   | 13.7  | Primarily due to fewer retirees/beneficiaries.  |

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

**Table 5**

| Generic Revenue<br>or Expense Category    | November 2017                           |        |   | Year-to-Date as of November 30, 2017    |        |  |
|---|---|--------|---|---|--------|--|
|   | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance  | Favorable/<br>(Unfavorable)<br>Variance |        | Reason<br>for Variance   |
|   | \$                                      | %      |   | \$                                      | %      |  |
| Pensions                                  | 0.704                                   | 4.6    | Due to intercompany reimbursements.   | 3.277                                   | 2.0    | Due to intercompany reimbursements.  |
| Other Fringe Benefits                     | (1.069)                                 | (11.8) | Primarily higher FELA and meal payments, partially offset by lower Railroad Retirement Tax payments which include higher intercompany reimbursements. | 0.848                                   | 0.6    | Primarily lower Railroad Retirement Tax payments which include higher intercompany reimbursements, partially offset by higher FELA and meal payments.  |
| Non-Labor:                                |   |        |   |   |        |  |
| Electric Power                            | (4.941)                                 | (79.6) | Primarily due to a catch up payment for PSEG traction power.  | (3.764)                                 | (4.9)  | Primarily due to higher rates and consumption.   |
| Fuel                                      | (1.138)                                 | (83.4) | Primarily due to the timing of payments and higher rates, partially offset by lower consumption.  | 0.462                                   | 3.0    | Primarily due to lower rates and lower consumption.  |
| Insurance                                 | 1.617                                   | 45.8   | Primarily due to the timing of payments.  | (0.345)                                 | (1.2)  | Primarily the timing of payments.  |
| Claims                                    | 0.075                                   | 50.6   | Timing of claim payments.   | (1.059)                                 | (66.3) | Higher claim payments.   |
| Maintenance and Other Operating Contracts | 1.779                                   | 14.6   | Primarily the timing of payments.   | 20.187                                  | 17.8   | Primarily the timing of joint facility payments, the timing of maintenance and construction services activities and payments, and lower payments for Amtrak State of Good Repair operating services, partially offset by higher lease & rental payments. |
| Professional Service Contracts            | 0.933                                   | 18.5   | Primarily the timing of payments.   | 9.605                                   | 26.3   | Primarily the timing of MTA Chargeback services, lower Amtrak State of Good Repair services and the timing of and payment for other professional services.   |
| Materials and Supplies                    | 2.252                                   | 14.1   | Primarily the timing of program, production plan, and operating funded capital material and supplies.   | 18.819                                  | 9.6    | Primarily the timing of program, production plan, and operating funded capital material and supplies.  |

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

Table 5

| Generic Revenue<br>or Expense Category | November 2017                           |       |   | Year-to-Date as of November 30, 2017    |      |  |
|--|---|-------|---|---|------|--|
|  | Favorable/<br>(Unfavorable)<br>Variance |       | Reason<br>for Variance  | Favorable/<br>(Unfavorable)<br>Variance |      | Reason<br>for Variance   |
|  | \$                                      | %     |   | \$                                      | %    |  |
| Other Business Expenses                | (0.031)                                 | (1.5) | Higher credit/debit card payments, partially offset by the timing of payments for other business expense and delays in NYPA loan repayment. | 3.665                                   | 18.0 | Timing of payments for other business expense and delays in NYPA loan repayment, partially offset by credit/debit card payments. |
| Other Expenditure Adjustments          | 0.234                                   | 13.7  | Lower MetroCard/AirTrain pass through payments.   | 1.983                                   | 10.8 | 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)**  
**November 2017**  
(\$ in millions)

|   | Month            |                   |                            |               | Year-to-Date      |                   |                            |               |
|---|------------------|-------------------|----------------------------|---------------|-------------------|-------------------|----------------------------|---------------|
|   | Forecast         | Actual            | Favorable<br>(Unfavorable) |               | Forecast          | Actual            | Favorable<br>(Unfavorable) |               |
|   |                  |                   | Variance                   | Percent       |                   |                   | Variance                   | Percent       |
| <b>Receipts</b>                               |                  |                   |                            |               |                   |                   |                            |               |
| Farebox Revenue                               | \$1.629          | \$2.572           | \$0.943                    | 57.9          | \$19.730          | \$18.841          | (\$0.889)                  | (4.5)         |
| Vehicle Toll Revenue                          | 0.000            | 0.000             | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Other Operating Revenue                       | (1.933)          | (2.415)           | (0.482)                    | (24.9)        | (10.917)          | (11.748)          | (0.831)                    | (7.6)         |
| Capital & Other Reimbursements                | 0.836            | (3.715)           | (4.551)                    | *             | (33.583)          | (93.690)          | (60.107)                   | *             |
| <b>Total Receipts</b>                         | <b>\$0.532</b>   | <b>(\$3.559)</b>  | <b>(\$4.091)</b>           | <b>*</b>      | <b>(\$24.770)</b> | <b>(\$86.597)</b> | <b>(\$61.827)</b>          | <b>*</b>      |
| <b>Expenditures</b>                           |                  |                   |                            |               |                   |                   |                            |               |
| <i>Labor:</i>                                 |                  |                   |                            |               |                   |                   |                            |               |
| Payroll                                       | (\$1.850)        | \$0.034           | \$1.884                    | *             | \$13.221          | \$10.205          | (\$3.016)                  | (22.8)        |
| Overtime                                      | (2.184)          | (3.217)           | (1.033)                    | (47.3)        | (0.429)           | 4.593             | 5.022                      | *             |
| Health and Welfare                            | 0.001            | 0.803             | 0.802                      | *             | 1.420             | 3.866             | 2.446                      | *             |
| OPEB Current Payment                          | 0.000            | (0.004)           | (0.004)                    | -             | (0.003)           | (0.008)           | (0.005)                    | *             |
| Pensions                                      | 0.000            | 0.693             | 0.693                      | -             | 1.249             | 4.441             | 3.192                      | *             |
| Other Fringe Benefits                         | 0.773            | (2.486)           | (3.259)                    | *             | 2.917             | 1.847             | (1.070)                    | (36.7)        |
| 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                      | -             |
| <b>Total Labor Expenditures</b>               | <b>(\$3.260)</b> | <b>(\$4.178)</b>  | <b>(\$0.918)</b>           | <b>(28.2)</b> | <b>\$18.375</b>   | <b>\$24.944</b>   | <b>\$6.569</b>             | <b>35.8</b>   |
| <i>Non-Labor:</i>                             |                  |                   |                            |               |                   |                   |                            |               |
| Electric Power                                | \$0.000          | (\$4.563)         | (\$4.563)                  | -             | (\$0.297)         | (\$1.596)         | (\$1.299)                  | *             |
| Fuel  | 0.000            | (1.144)           | (1.144)                    | -             | (0.519)           | (0.178)           | 0.341                      | 65.8          |
| Insurance                                     | (1.002)          | 0.467             | 1.469                      | *             | (0.784)           | (2.726)           | (1.942)                    | *             |
| Claims  | 0.219            | 0.550             | 0.331                      | *             | 2.407             | 5.688             | 3.281                      | *             |
| Paratransit Service Contracts                 | 0.000            | 0.000             | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Maintenance and Other Operating Contracts     | (3.132)          | (3.729)           | (0.597)                    | (19.1)        | (8.190)           | (0.176)           | 8.014                      | 97.9          |
| Professional Service Contracts                | 0.810            | (1.603)           | (2.413)                    | *             | 1.165             | (0.137)           | (1.302)                    | *             |
| Materials & Supplies                          | 6.761            | 1.700             | (5.061)                    | (74.9)        | (0.077)           | (16.684)          | (16.607)                   | *             |
| Other Business Expenses                       | 0.020            | (0.043)           | (0.063)                    | *             | 1.081             | 3.099             | 2.018                      | *             |
| <b>Total Non-Labor Expenditures</b>           | <b>\$3.676</b>   | <b>(\$8.366)</b>  | <b>(\$12.042)</b>          | <b>*</b>      | <b>(\$5.214)</b>  | <b>(\$12.711)</b> | <b>(\$7.497)</b>           | <b>*</b>      |
| <i>Other Expenditure Adjustments:</i>         |                  |                   |                            |               |                   |                   |                            |               |
| Other   | (\$1.705)        | (\$1.471)         | \$0.234                    | 13.7          | (\$18.295)        | (\$16.312)        | \$1.983                    | 10.8          |
| <b>Total Other Expenditure Adjustments</b>    | <b>(\$1.705)</b> | <b>(\$1.471)</b>  | <b>\$0.234</b>             | <b>13.7</b>   | <b>(\$18.295)</b> | <b>(\$16.312)</b> | <b>\$1.983</b>             | <b>10.8</b>   |
| <b>Total Expenditures before Depreciation</b> | <b>(\$1.289)</b> | <b>(\$14.015)</b> | <b>(\$12.726)</b>          | <b>*</b>      | <b>(\$5.134)</b>  | <b>(\$4.079)</b>  | <b>\$1.055</b>             | <b>20.5</b>   |
| Depreciation Adjustment                       | \$28.348         | \$27.694          | (\$0.654)                  | (2.3)         | \$308.883         | \$308.561         | (\$0.322)                  | (0.1)         |
| Other Post Employment Benefits                | 7.261            | 7.418             | 0.157                      | 2.2           | 79.735            | 80.683            | 0.948                      | 1.2           |
| GASB 68 Pension Expense Adjustment            | 0.000            | 0.000             | 0.000                      | -             | 0.000             | 0.000             | 0.000                      | -             |
| Environmental Remediation                     | 0.156            | 0.167             | 0.011                      | 6.8           | 1.849             | 1.303             | (0.546)                    | (29.6)        |
| <b>Total Expenditures</b>                     | <b>\$34.476</b>  | <b>\$21.264</b>   | <b>(\$13.212)</b>          | <b>(38.3)</b> | <b>\$385.333</b>  | <b>\$386.467</b>  | <b>\$1.134</b>             | <b>0.3</b>    |
| Cash Timing and Availability Adjustment       | 0.000            | 0.456             | 0.456                      | -             | 0.000             | (0.606)           | (0.606)                    | -             |
| <b>Total Cash Conversion Adjustments</b>      | <b>\$35.008</b>  | <b>\$18.162</b>   | <b>(\$16.846)</b>          | <b>(48.1)</b> | <b>\$360.563</b>  | <b>\$299.264</b>  | <b>(\$61.299)</b>          | <b>(17.0)</b> |

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

|  | November 2017     |                 |                |                 |                     |                  | November Year-to-Date |                  |                  |                  |                     |                   |
|--|-------------------|-----------------|----------------|-----------------|---------------------|------------------|-----------------------|------------------|------------------|------------------|---------------------|-------------------|
|  | Mid-Year Forecast |                 | Actuals        |                 | Var. - Fav./(Unfav) |                  | Mid-Year Forecast     |                  | Actuals          |                  | Var. - Fav./(Unfav) |                   |
|  | Hours             | \$              | Hours          | \$              | Hours               | \$               | Hours                 | \$               | Hours            | \$               | Hours               | \$                |
| <b>NON-REIMBURSABLE OVERTIME</b>                     |                   |                 |                |                 |                     |                  |                       |                  |                  |                  |                     |                   |
| <u>Scheduled Service</u> <sup>1</sup>                | 54,215            | \$3.236         | 59,619         | \$3.552         | (5,403)             | (\$0.316)        | 357,834               | \$21.958         | 379,424          | \$23.318         | (21,590)            | (\$1.360)         |
|  |                   |                 |                |                 | -10.0%              | -9.8%            |                       |                  |                  |                  | -6.0%               | -6.2%             |
| <u>Unscheduled Service</u>                           | 9,040             | \$0.571         | 7,311          | \$0.466         | 1,729               | \$0.105          | 102,298               | \$6.444          | 94,046           | \$5.852          | 8,252               | \$0.593           |
|  |                   |                 |                |                 | 19.1%               | 18.4%            |                       |                  |                  |                  | 8.1%                | 9.2%              |
| <u>Programmatic/Routine Maintenance</u> <sup>2</sup> | 54,244            | \$3.069         | 61,164         | \$3.479         | (6,920)             | (\$0.411)        | 633,477               | \$36.148         | 728,625          | \$41.659         | (95,148)            | (\$5.511)         |
|  |                   |                 |                |                 | -12.8%              | -13.4%           |                       |                  |                  |                  | -15.0%              | -15.2%            |
| <u>Unscheduled Maintenance</u>                       | 100               | \$0.006         | 1,727          | \$0.104         | (1,627)             | (\$0.098)        | 15,201                | \$0.885          | 22,171           | \$1.300          | (6,970)             | (\$0.415)         |
|  |                   |                 |                |                 | *                   | *                |                       |                  |                  |                  | -45.9%              | -46.9%            |
| <u>Vacancy/Absentee Coverage</u> <sup>2</sup>        | 51,478            | \$3.067         | 55,518         | \$3.252         | (4,039)             | (\$0.185)        | 710,261               | \$42.140         | 659,307          | \$38.280         | 50,954              | \$3.860           |
|  |                   |                 |                |                 | -7.8%               | -6.0%            |                       |                  |                  |                  | 7.2%                | 9.2%              |
| <u>Weather Emergencies</u>                           | 11,922            | \$0.684         | 517            | \$0.032         | 11,405              | \$0.652          | 125,074               | \$7.365          | 102,484          | \$6.075          | 22,589              | \$1.291           |
|  |                   |                 |                |                 | 95.7%               | 95.4%            |                       |                  |                  |                  | 18.1%               | 17.5%             |
| <u>Safety/Security/Law Enforcement</u> <sup>3</sup>  | -                 | \$0.000         | -              | \$0.000         | -                   | \$0.000          | -                     | \$0.000          | -                | \$0.000          | 0                   | \$0.000           |
|  |                   |                 |                |                 |                     |                  |                       |                  |                  |                  | 0.0%                | 0.0%              |
| <u>Other</u> <sup>4</sup>                            | 2,557             | \$0.140         | 2,028          | \$0.313         | 529                 | (\$0.173)        | 27,128                | \$2.265          | 18,529           | \$3.080          | 8,599               | (\$0.814)         |
|  |                   |                 |                |                 | 20.7%               | *                |                       |                  |                  |                  | 31.7%               | *                 |
| <b>NON-REIMBURSABLE OVERTIME</b>                     | 183,556           | \$10.773        | 187,882        | \$11.198        | (4,326)             | (\$0.425)        | 1,971,273             | \$117.206        | 2,004,586        | \$119.564        | (33,313)            | (\$2.358)         |
|  |                   |                 |                |                 | -2.4%               | -3.9%            |                       |                  |                  |                  | -1.7%               | -2.0%             |
| <b>REIMBURSABLE OVERTIME</b>                         | 50,734            | \$2.806         | 86,141         | \$5.285         | (35,407)            | (\$2.479)        | 554,683               | \$31.635         | 748,865          | \$46.073         | (194,182)           | (\$14.438)        |
|  |                   |                 |                |                 | -69.8%              | -88.3%           |                       |                  |                  |                  | -35.0%              | -45.6%            |
| <b>TOTAL OVERTIME</b>                                | <b>234,290</b>    | <b>\$13.579</b> | <b>274,023</b> | <b>\$16.483</b> | <b>(39,733)</b>     | <b>(\$2.904)</b> | <b>2,525,955</b>      | <b>\$148.841</b> | <b>2,753,451</b> | <b>\$165.637</b> | <b>(227,496)</b>    | <b>(\$16.796)</b> |
|  |                   |                 |                |                 | -17.0%              | -21.4%           |                       |                  |                  |                  | -9.0%               | -11.3%            |

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

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

<sup>2</sup> 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).

<sup>3</sup> Not Applicable

<sup>4</sup> Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

\* Exceeds 100%

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

|   | November 2017       |                  |   | November Year-to-Date |                   |  |
|---|---------------------|------------------|---|-----------------------|-------------------|--|
|   | Var. - Fav./(Unfav) |                  | Explanations  | Var. - Fav./(Unfav)   |                   | Explanations   |
|   | Hours               | \$               |   | Hours                 | \$                |  |
| <b>NON-REIMBURSABLE OVERTIME</b>        |                     |                  |   |                       |                   |  |
| <u>Scheduled Service</u>                | (5,403)             | (\$0.316)        | Greater than expected holiday coverage within Transportation and Equipment Departments.   | (21,590)              | (\$1.360)         | Higher Crew book overtime within Transportation, partially offset by lower Holiday overtime within the Equipment Department on Memorial Day & Independence Day.  |
|   | -10.0%              | -9.8%            |   | -6.0%                 | -6.2%             |  |
| <u>Unscheduled Service</u>              | 1,729               | \$0.105          | Lower overtime needed to maintain on-time performance.  | 8,252                 | \$0.593           | Lower overtime needed to maintain on-time performance.   |
|   | 19.1%               | 18.4%            |   | 8.1%                  | 9.2%              |  |
| <u>Programmatic/Routine Maintenance</u> | (6,920)             | (\$0.411)        | Higher maintenance efforts within the Engineering Department including timber & headstick replacements (bracket), thermite welding-third crew and replacement of defective rails discovered by the Sperry rail initiatives on the Right of Way. | (95,148)              | (\$5.511)         | The majority of the higher maintenance efforts within the Engineering Department are driven by Jay to Harold continuous welded rail (cwr) drop, Harold support infrastructure maintenance, mud spot remediation along the Right of Way, timber/headstick (bracket) replacements, thermite welding - 3rd crew, removal of rails, ties and debris from the Right of Way, additional gang on standby for State of Good Repair Amtrak Summer maintenance program, and 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 camera installation work. |
|   | -12.8%              | -13.4%           |   | -15.0%                | -15.2%            |  |
| <u>Unscheduled Maintenance</u>          | (1,627)             | (\$0.098)        | Primarily driven by multiple broken rail mitigation along the main line branch.   | (6,970)               | (\$0.415)         | Emergency repairs along main line corridor (Montauk & Port Jefferson Branches), Stony Brook road bridge emergency repair, Silvermere road repairs (Greenport) within the track discipline, signal hut fire on the Right of Way at JJD (Mastic-Shirley interlocking) and broken rail mitigation.  |
|   | *                   | *                |   | -45.9%                | -46.9%            |  |
| <u>Vacancy/Absentee Coverage</u>        | (4,039)             | (\$0.185)        | Unfavorable performance driven by lower availability within Equipment and Stations, partially offset by higher Train service availability within Transportation.  | 50,954                | \$3.860           | 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.   |
|   | -7.8%               | -6.0%            |   | 7.2%                  | 9.2%              |  |
| <u>Weather Emergencies</u>              | 11,405              | \$0.652          | Favorable weather conditions.   | 22,589                | \$1.291           | Favorable weather conditions.  |
|   | 95.7%               | 95.4%            |   | 18.1%                 | 17.5%             |  |
| <u>Safety/Security/Law Enforcement</u>  |                     |                  |   |                       |                   |  |
| <u>Other</u>                            | 529                 | (\$0.173)        | Unfavorable due to variance between actual and forecasted wage rates.   | 8,599                 | (\$0.814)         | Unfavorable due to variance between actual and forecasted wage rates and double time impact and higher rated crafts.   |
|   | 20.7%               | *                |   | 31.7%                 | *                 |  |
| <b>NON-REIMBURSABLE OVERTIME</b>        | <b>(4,326)</b>      | <b>(\$0.425)</b> |   | <b>(33,313)</b>       | <b>(\$2.358)</b>  |  |
|   | -2.4%               | -3.9%            |   | -1.7%                 | -2.0%             |  |
| <b>REIMBURSABLE OVERTIME</b>            | <b>(35,407)</b>     | <b>(\$2.479)</b> | Primarily due to Speonk to Montauk signal construction, 2017 Annual track program, East Side Access, East Rail Yard and Main Line Double track.   | <b>(194,182)</b>      | <b>(\$14.438)</b> | Over-run attributed to Main Line Double track, Hicksville Station Improvements, East Side Access projects, East Rail Yard, Speonk to Montauk signal construction, 2017 Annual track program, Babylon branch concrete ties replacements and Jamaica capacity improvements.  |
|   | -69.8%              | -88.3%           |   | -35.0%                | -45.6%            |  |
| <b>TOTAL OVERTIME</b>                   | <b>(39,733)</b>     | <b>(\$2.904)</b> |   | <b>(227,496)</b>      | <b>(\$16.796)</b> |  |
|   | -17.0%              | -21.4%           |   | -9.0%                 | -11.3%            |  |

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

|  | Mid-Year<br>Forecast | Actual       | Favorable/<br>(Unfavorable)<br>Variance |
|--|----------------------|--------------|---|
| <b>Administration</b>                      |                      |              |   |
| 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                   | 63           | 11                                      |
| Human Resources                            | 35                   | 34           | 1                                       |
| Sr VP Administration                       | 2                    | 2            | 0                                       |
| Strategic Investments                      | 18                   | 15           | 3                                       |
| President                                  | 4                    | 3            | 1                                       |
| VP & CFO                                   | 4                    | 3            | 1                                       |
| Information Technology                     | 0                    | 0            | 0                                       |
| Controller                                 | 43                   | 41           | 2                                       |
| Management & Budget                        | 21                   | 17           | 4                                       |
| BPM, Controls & Compliance                 | 7                    | 6            | 1                                       |
| Market Dev. & Public Affairs               | 71                   | 66           | 5                                       |
| Gen. Counsel & Secretary                   | 33                   | 33           | 0                                       |
| Diversity Management                       | 3                    | 3            | 0                                       |
| Security                                   | 13                   | 10           | 3                                       |
| System Safety                              | 37                   | 36           | 1                                       |
| Training                                   | 67                   | 64           | 3                                       |
| Service Planning                           | 25                   | 24           | 1                                       |
| Rolling Stock Programs                     | 17                   | 10           | 7                                       |
| Sr Vice President - Operations             | 2                    | 2            | 0                                       |
| <b>Total Administration</b>                | <b>506</b>           | <b>459</b>   | <b>47</b>                               |
| <b>Operations</b>                          |                      |              |   |
| Transportation Services - Train Operations | 2,212                | 2,219        | (7)                                     |
| Customer Services                          | 303                  | 295          | 8                                       |
| <b>Total Operations</b>                    | <b>2,515</b>         | <b>2,514</b> | <b>1</b>                                |
| <b>Maintenance</b>                         |                      |              |   |
| Engineering                                | 2,011                | 1,999        | 12                                      |
| Equipment                                  | 2,105                | 2,084        | 21                                      |
| Procurement (Stores)                       | 97                   | 101          | (4)                                     |
| <b>Total Maintenance</b>                   | <b>4,213</b>         | <b>4,184</b> | <b>29</b>                               |
| <b>Engineering/Capital</b>                 |                      |              |   |
| Department of Program Management           | 156                  | 131          | 25                                      |
| Special Projects/East Side Access          | 46                   | 40           | 6                                       |
| Positive Train Control                     | 11                   | 10           | 1                                       |
| <b>Total Engineering/Capital</b>           | <b>213</b>           | <b>181</b>   | <b>32</b>                               |
| <b>Baseline Total Positions</b>            | <b>7,447</b>         | <b>7,338</b> | <b>109</b>                              |
| <i>Non-Reimbursable</i>                    | <b>6,032</b>         | <b>6,075</b> | <b>(43)</b>                             |
| <i>Reimbursable</i>                        | <b>1,415</b>         | <b>1,263</b> | <b>152</b>                              |
| <b>Total Full-Time</b>                     | <b>7,447</b>         | <b>7,338</b> | <b>109</b>                              |
| <b>Total Full-Time-Equivalents</b>         |                      |              |   |

Note: Totals may not add due to rounding

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

| Explanation of Variances   |
|--|
| <b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 43 positions due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by vacancies in Maintenance of Equipment, Customer Service and Administrative departments. |
| <b>REIMBURSABLE POSITIONS</b> - Favorable 152 positions primarily due to the timing of project activity in the Engineering department, and vacancies in Department of Project Management, Maintenance of Equipment and Administrative departments.                         |

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

|                                   | Mid-Year<br>Forecast | Actual       | Favorable/<br>(Unfavorable)<br>Variance |
|-----------------------------------|----------------------|--------------|---|
| <b>Administration</b>             |                      |              |   |
| Managers/Supervisors              | 256                  | 242          | 14                                      |
| Professional, Technical, Clerical | 143                  | 104          | 39                                      |
| Operational Hourlies              | 107                  | 113          | (6)                                     |
| <b>Total Administration</b>       | <b>506</b>           | <b>459</b>   | <b>47</b>                               |
| <b>Operations</b>                 |                      |              |   |
| Managers/Supervisors              | 297                  | 293          | 4                                       |
| Professional, Technical, Clerical | 95                   | 91           | 4                                       |
| Operational Hourlies              | 2,123                | 2,130        | (7)                                     |
| <b>Total Operations</b>           | <b>2,515</b>         | <b>2,514</b> | <b>1</b>                                |
| <b>Maintenance</b>                |                      |              |   |
| Managers/Supervisors              | 788                  | 710          | 78                                      |
| Professional, Technical, Clerical | 282                  | 247          | 35                                      |
| Operational Hourlies              | 3,143                | 3,227        | (84)                                    |
| <b>Total Maintenance</b>          | <b>4,213</b>         | <b>4,184</b> | <b>29</b>                               |
| <b>Engineering/Capital</b>        |                      |              |   |
| Managers/Supervisors              | 144                  | 124          | 20                                      |
| Professional, Technical, Clerical | 69                   | 57           | 12                                      |
| Operational Hourlies              | -                    | -            | -                                       |
| <b>Total Engineering/Capital</b>  | <b>213</b>           | <b>181</b>   | <b>32</b>                               |
| <b>Total Positions</b>            |                      |              |   |
| Managers/Supervisors              | 1,485                | 1,369        | 116                                     |
| Professional, Technical, Clerical | 589                  | 499          | 90                                      |
| Operational Hourlies              | 5,373                | 5,470        | (97)                                    |
| <b>Total Positions</b>            | <b>7,447</b>         | <b>7,338</b> | <b>109</b>                              |

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

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

| NOVEMBER 2017 |              |              |              |                |              |               |              |
|---------------|--------------|--------------|--------------|----------------|--------------|---------------|--------------|
| Month         |              |              | Variance     |                |              |               |              |
|               | Actual       | Adjusted*    |              |                | Adjusted*    |               |              |
| Mid Year      | 2017         | 2016         | Mid Year     |                | 2016         |               |              |
|               |              |              | #            | %              | #            | %             |              |
|               | 4.135        | 4.059        | 4.114        | (0.076)        | -1.8%        | -0.055        | -1.3%        |
|               | 0.122        | 0.108        | 0.114        | (0.014)        | -11.6%       | -0.005        | -4.7%        |
|               | <b>4.257</b> | <b>4.168</b> | <b>4.228</b> | <b>(0.090)</b> | <b>-2.1%</b> | <b>-0.060</b> | <b>-1.4%</b> |
|               | 0.677        | 0.725        | 0.713        | 0.049          | 7.2%         | 0.013         | 1.8%         |
|               | 1.537        | 1.568        | 1.548        | 0.031          | 2.0%         | 0.020         | 1.3%         |
|               | 0.893        | 0.916        | 0.897        | 0.023          | 2.6%         | 0.019         | 2.2%         |
|               | <b>3.106</b> | <b>3.209</b> | <b>3.158</b> | <b>0.103</b>   | <b>3.3%</b>  | <b>0.052</b>  | <b>1.6%</b>  |
|               | <b>7.364</b> | <b>7.377</b> | <b>7.386</b> | <b>0.013</b>   | <b>0.2%</b>  | <b>-0.009</b> | <b>-0.1%</b> |

| NOVEMBER YEAR TO DATE 2017 |               |               |               |              |             |               |              |
|----------------------------|---------------|---------------|---------------|--------------|-------------|---------------|--------------|
| YTD                        |               |               | Variance      |              |             |               |              |
|                            | Actual        | Adjusted*     |               |              | Adjusted*   |               |              |
| Mid Year                   | 2017          | 2016          | Mid Year      |              | 2016        |               |              |
|                            |               |               | #             | %            | #           | %             |              |
|                            | 44.354        | 45.067        | 45.721        | 0.713        | 1.6%        | -0.653        | -1.4%        |
|                            | 1.634         | 1.720         | 1.728         | 0.086        | 5.3%        | -0.008        | -0.5%        |
|                            | <b>45.987</b> | <b>46.787</b> | <b>47.449</b> | <b>0.800</b> | <b>1.7%</b> | <b>-0.662</b> | <b>-1.4%</b> |
|                            | 7.572         | 8.115         | 7.834         | 0.543        | 7.2%        | 0.281         | 3.6%         |
|                            | 16.262        | 17.076        | 16.514        | 0.814        | 5.0%        | 0.562         | 3.4%         |
|                            | 9.569         | 9.851         | 9.845         | 0.282        | 2.9%        | 0.006         | 0.1%         |
|                            | <b>33.403</b> | <b>35.042</b> | <b>34.193</b> | <b>1.639</b> | <b>4.9%</b> | <b>0.849</b>  | <b>2.5%</b>  |
|                            | <b>79.390</b> | <b>81.829</b> | <b>81.642</b> | <b>2.439</b> | <b>3.1%</b> | <b>0.187</b>  | <b>0.2%</b>  |

\*Prior year adjusted to reflect current year calendar.

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

|  |                         | <u>MONTH</u>           |                              |                        | <u>VARIANCE</u>         |                     |
|--|-------------------------|------------------------|------------------------------|------------------------|-------------------------|---------------------|
|  |                         | <u>Actual<br/>2017</u> | <u>Mid-Year<br/>Forecast</u> | <u>Actual<br/>2016</u> | <u>vs.<br/>Forecast</u> | <u>vs.<br/>2016</u> |
| Farebox Operating Ratio                    | Standard <sup>(1)</sup> | 54.2%                  | 46.2%                        | 52.3%                  | 8.0%                    | 1.9%                |
|  | Adjusted <sup>(2)</sup> | 67.2%                  | 53.3%                        | 60.7%                  | 13.9%                   | 6.5%                |
| Cost Per Passenger                         | Standard <sup>(1)</sup> | \$15.56                | \$18.29                      | \$15.58                | \$2.73                  | \$0.02              |
|  | Adjusted <sup>(2)</sup> | \$14.19                | \$16.76                      | \$14.22                | \$2.57                  | \$0.02              |
| Passenger Revenue/Passenger <sup>(3)</sup> |                         | \$8.43                 | \$8.44                       | \$8.15                 | (\$0.01)                | \$0.28              |
|  |                         | <u>YEAR-TO-DATE</u>    |                              |                        | <u>VARIANCE</u>         |                     |
|  |                         | <u>Actual<br/>2017</u> | <u>Mid-Year<br/>Forecast</u> | <u>Actual<br/>2016</u> | <u>vs.<br/>Forecast</u> | <u>vs.<br/>2016</u> |
| Farebox Operating Ratio                    | Standard <sup>(1)</sup> | 51.4%                  | 47.4%                        | 52.5%                  | 4.0%                    | -1.1%               |
|  | Adjusted <sup>(2)</sup> | 60.1%                  | 55.4%                        | 61.6%                  | 4.7%                    | -1.5%               |
| Cost Per Passenger                         | Standard <sup>(1)</sup> | \$15.89                | \$17.76                      | \$15.25                | \$1.88                  | (\$0.63)            |
|  | Adjusted <sup>(2)</sup> | \$14.52                | \$16.24                      | \$13.92                | \$1.72                  | (\$0.60)            |
| Passenger Revenue/Passenger <sup>(3)</sup> |                         | \$8.17                 | \$8.42                       | \$8.01                 | (\$0.25)                | \$0.16              |

(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**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2017 YEAR-TO-DATE**  
**(\$ in millions)**

|   | November Year-to-Date |                   |                | Favorable(Unfavorable) Variance |            |                   |            |
|---|-----------------------|-------------------|----------------|---------------------------------|------------|-------------------|------------|
|   | Mid-Year Forecast     | November Forecast | Actual         | Mid-Year Forecast               |            | November Forecast |            |
|   | \$                    | \$                | \$             | \$                              | %          | \$                | %          |
| Total Revenue                                 | 715.0                 | 715.5             | 714.3          | (0.7)                           | (0.1)      | (1.3)             | (0.2)      |
| Total Expenses before Non-Cash Liability Adjs | 1,389.2               | 1,319.7           | 1,291.5        | 97.7                            | 7.0        | 28.2              | 2.1        |
| Depreciation                                  | 308.9                 | 308.5             | 308.6          | 0.3                             | 0.1        | (0.1)             | (0.0)      |
| OPEB Obligation                               | 79.7                  | 80.5              | 80.7           | (0.9)                           | (1.2)      | (0.2)             | (0.2)      |
| GASB 68 Pension Expense Adjustment            | -                     | -                 | -              | -                               | -          | -                 | -          |
| Environmental Remediation                     | 1.8                   | 1.7               | 1.3            | 0.5                             | 29.6       | 0.4               | 24.6       |
| Total Expenses                                | 1,779.7               | 1,710.4           | 1,682.1        | 97.6                            | 5.5        | 28.4              | 1.7        |
| <b>Net Surplus/(Deficit)</b>                  | <b>(1,064.7)</b>      | <b>(994.9)</b>    | <b>(967.8)</b> | <b>96.9</b>                     | <b>9.1</b> | <b>27.1</b>       | <b>2.7</b> |

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**2017 NOVEMBER YEAR-TO-DATE**  
**(\$ in millions)**

|                | <u>Favorable/(Unfavorable)</u> |                | <u>Variance Explanation</u>  |
|----------------|--------------------------------|----------------|--|
|                | <u>Variance</u>                | <u>Percent</u> |  |
| Total Revenue  | (\$1.3)                        | (0.2)          | Lower farebox revenue, advertising, special services and timing of miscellaneous revenue, partially offset by higher rental and freight revenue.   |
| Total Expenses | \$28.4                         | 1.7            | Delayed RCM DE/DM 12 year Diesel propulsion and non-recurring engineering costs (cameras and MFU/TODS), timing of activities/payments for Enterprise Asset Management, lower Amtrak State of Good Repair Penn Station Mitigation efforts, timing of MTA Chargebacks, timing of payments for medical and drug testing services, favorable labor expenses due to vacant positions, lower pay rates and associated fringe costs (Health & Welfare and Railroad Retirement Taxes) and lower security services, partially offset by higher public liability expenses, bad debt reserves, FELA Indemnity reserves, equipment/vehicle rental payments, maintenance overtime expenses, higher charge-outs of materials for the Engineering department and timing of payments for joint facilities and Wheel Impact Load Detector (WILD). |

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

---

**MTA LONG ISLAND RAIL ROAD**

---

**MONTHLY RIDERSHIP REPORT**

**NOVEMBER 2017**

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

**EXECUTIVE SUMMARY**

**November Ridership and Revenue (millions)**

|                           | November<br>2017 | % Change<br>vs. 2016 |
|---------------------------|------------------|----------------------|
| Total Rail Ridership      | 7.377            | -0.1% ▼              |
| Commutation Ridership     | 4.168            | -1.4% ▼              |
| Non-Commutation Ridership | 3.209            | 1.6% ▲               |
| Rail Revenue              | \$61.9           | 3.3% ▲               |

**Key Factors Impacting November Ridership**

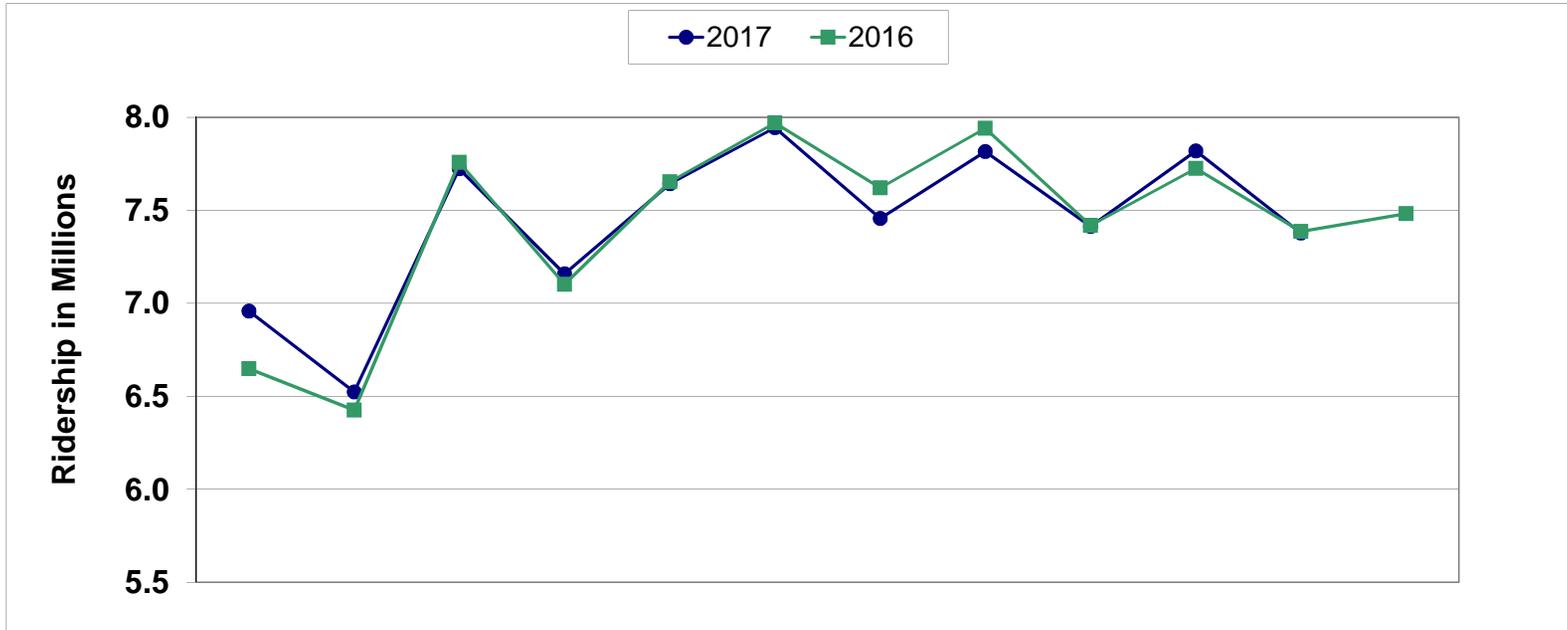
- Non-Commutation ridership grew by 1.6%, showing continued growth for the fourth consecutive month.

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

|                           | November<br>2017 | % Change<br>vs. 2016 | Comparison<br>to Mid Year |
|---------------------------|------------------|----------------------|---------------------------|
| Total Rail Ridership      | 81.829           | 0.2% ▲               | 3.1% ▲                    |
| Commutation Ridership     | 46.787           | -1.4% ▼              | 1.7% ▲                    |
| Non-Commutation Ridership | 35.042           | 2.5% ▲               | 4.9% ▲                    |
| Rail Revenue              | \$665.5          | 2.2% ▲               | 0.1% ▲                    |

# NOVEMBER RIDERSHIP

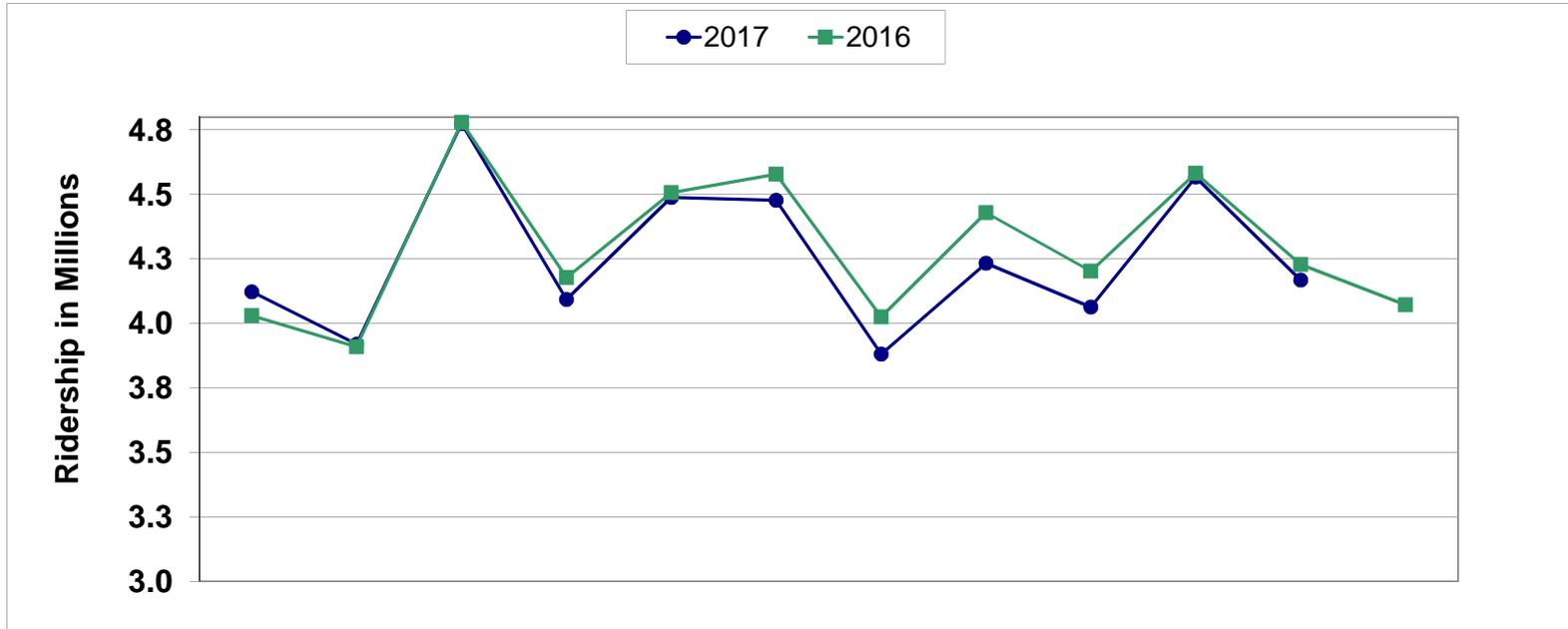
•November's Total Ridership was -0.1% below '16 and 0.2% above Mid-Year Forecast.



|                 | Jan  | Feb  | Mar   | Apr  | May   | Jun   | Jul   | Aug   | Sep   | Oct  | Nov   | Dec | Y-T-D Total |
|-----------------|------|------|-------|------|-------|-------|-------|-------|-------|------|-------|-----|-------------|
| <b>2017</b>     | 7.0  | 6.5  | 7.7   | 7.2  | 7.6   | 7.9   | 7.5   | 7.8   | 7.4   | 7.8  | 7.4   |     | <b>81.8</b> |
| <b>2016</b>     | 6.6  | 6.4  | 7.8   | 7.1  | 7.7   | 8.0   | 7.6   | 7.9   | 7.4   | 7.7  | 7.4   | 7.5 | <b>81.6</b> |
| <b>PCT CHG.</b> | 4.7% | 1.5% | -0.4% | 0.8% | -0.1% | -0.3% | -2.2% | -1.6% | -0.1% | 1.2% | -0.1% |     | <b>0.2%</b> |

# NOVEMBER COMMUTATION RIDERSHIP

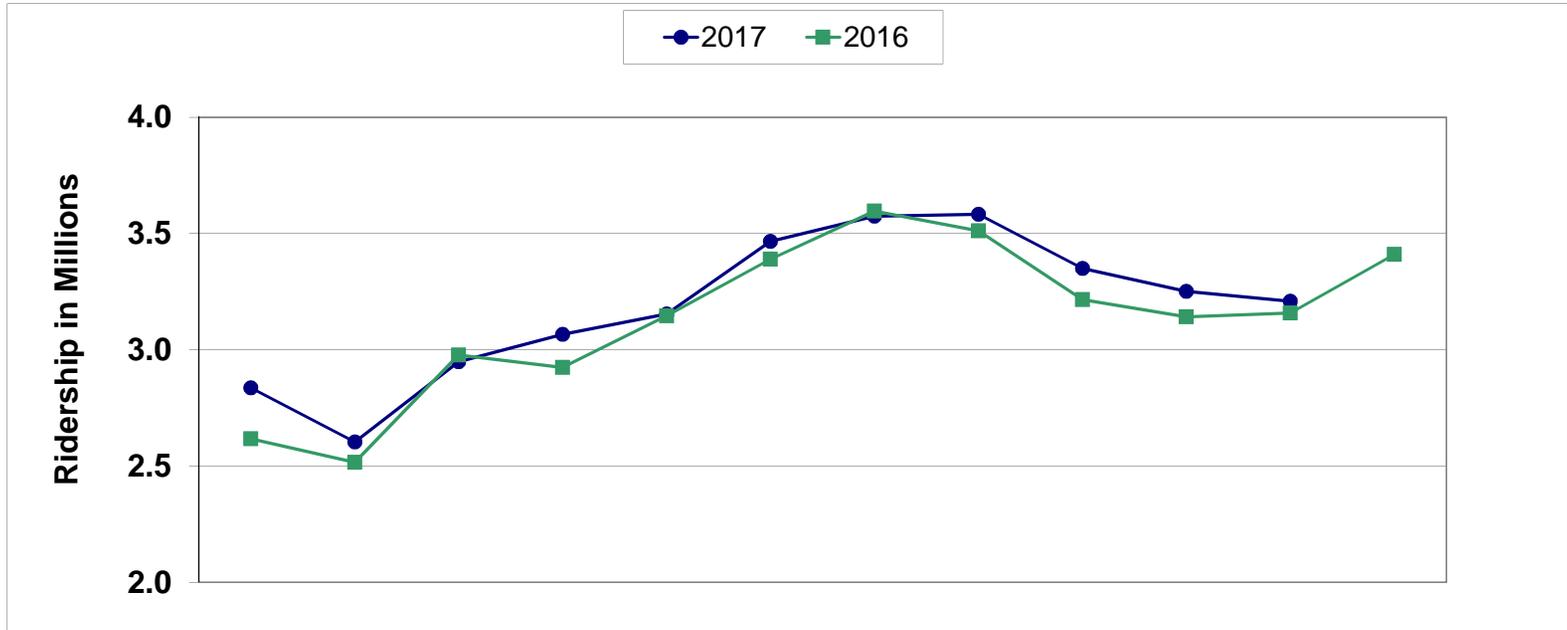
•November's Commutation Ridership was -1.4% below '16 and -2.1% below Mid-Year Forecast.



|                 | Jan  | Feb  | Mar   | Apr   | May   | Jun   | Jul   | Aug   | Sep   | Oct   | Nov   | Dec | Y-T-D Total |
|-----------------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------------|
| <b>2017</b>     | 4.1  | 3.9  | 4.8   | 4.1   | 4.5   | 4.5   | 3.9   | 4.2   | 4.1   | 4.6   | 4.2   |     | 46.8        |
| <b>2016</b>     | 4.0  | 3.9  | 4.8   | 4.2   | 4.5   | 4.6   | 4.0   | 4.4   | 4.2   | 4.6   | 4.2   | 4.1 | 47.4        |
| <b>PCT CHG.</b> | 2.3% | 0.2% | -0.1% | -2.0% | -0.4% | -2.2% | -3.6% | -4.4% | -3.3% | -0.3% | -1.4% |     | -1.4%       |

# NOVEMBER NON-COMMUTATION RIDERSHIP

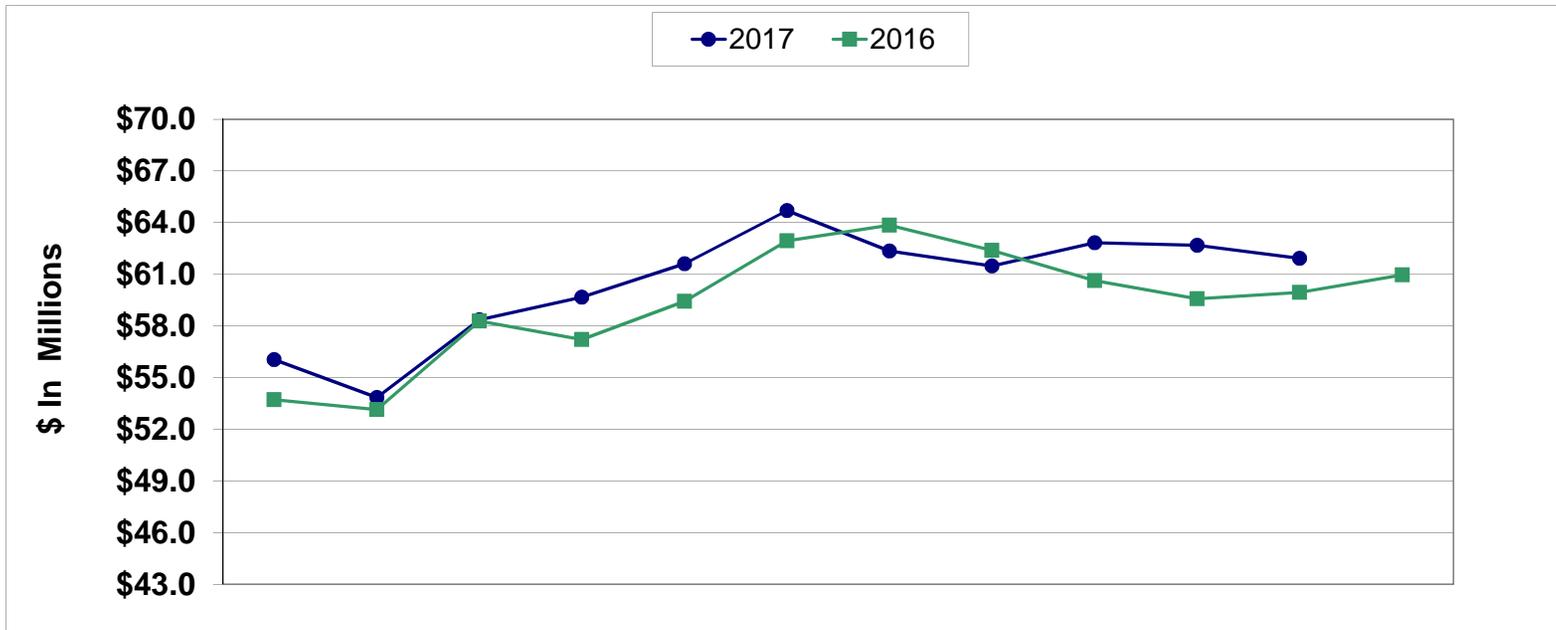
•November's Non-Commutation Ridership was 1.6% above '16 and 3.3% above Mid-Year Forecast.



|                 | Jan  | Feb  | Mar   | Apr  | May  | Jun  | Jul   | Aug  | Sep  | Oct  | Nov  | Dec | Y-T-D Total |
|-----------------|------|------|-------|------|------|------|-------|------|------|------|------|-----|-------------|
| <b>2017</b>     | 2.8  | 2.6  | 2.9   | 3.1  | 3.2  | 3.5  | 3.6   | 3.6  | 3.4  | 3.3  | 3.2  |     | 35.0        |
| <b>2016</b>     | 2.6  | 2.5  | 3.0   | 2.9  | 3.1  | 3.4  | 3.6   | 3.5  | 3.2  | 3.1  | 3.2  | 3.4 | 34.2        |
| <b>PCT CHG.</b> | 8.3% | 3.5% | -1.0% | 4.9% | 0.3% | 2.2% | -0.6% | 2.0% | 4.2% | 3.5% | 1.6% |     | 2.5%        |

# NOVEMBER REVENUE

•November's Total Revenue was 3.3% above '16 and 0.1% above Mid-Year Forecast.



|                 | Jan    | Feb    | Mar    | Apr    | May    | Jun    | Jul    | Aug    | Sep    | Oct    | Nov    | Dec    | Y-T-D Total |
|-----------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------------|
| <b>2017</b>     | \$56.0 | \$53.8 | \$58.4 | \$59.7 | \$61.6 | \$64.7 | \$62.4 | \$61.5 | \$62.8 | \$62.7 | \$61.9 |        | \$665.5     |
| <b>2016</b>     | \$53.7 | \$53.1 | \$58.3 | \$57.2 | \$59.4 | \$62.9 | \$63.9 | \$62.4 | \$60.6 | \$59.6 | \$60.0 | \$61.0 | \$651.1     |
| <b>PCT CHG.</b> | 4.3%   | 1.3%   | 0.1%   | 4.3%   | 3.7%   | 2.8%   | -2.3%  | -1.5%  | 3.6%   | 5.2%   | 3.3%   |        | 2.2%        |

\*Fare increase was implemented in March 2017.

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

| TICKET TYPE/SERVICE       | NOVEMBER<br>2017 | NOVEMBER<br>2016 | CHANGE VS. 2016 |              |
|---------------------------|------------------|------------------|-----------------|--------------|
|                           |                  |                  | NUMBER          | PERCENT      |
| COMMUTATION RIDERSHIP     | 4,167,580        | 4,227,970        | (60,390)        | -1.4%        |
| NON-COMMUTATION RIDERSHIP | 3,209,354        | 3,157,578        | 51,776          | 1.6%         |
| <b>TOTAL RIDERSHIP</b>    | <b>7,376,934</b> | <b>7,385,548</b> | <b>(8,614)</b>  | <b>-0.1%</b> |

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

| TICKET TYPE/SERVICE       | NOVEMBER<br>2017  | NOVEMBER<br>2016  | CHANGE VS. 2016 |             |
|---------------------------|-------------------|-------------------|-----------------|-------------|
|                           |                   |                   | NUMBER          | PERCENT     |
| COMMUTATION RIDERSHIP     | 46,787,448        | 47,449,081        | (661,634)       | -1.4%       |
| NON-COMMUTATION RIDERSHIP | 35,042,052        | 34,193,381        | 848,671         | 2.5%        |
| <b>TOTAL RIDERSHIP</b>    | <b>81,829,500</b> | <b>81,642,462</b> | <b>187,037</b>  | <b>0.2%</b> |

\* 2016 ridership numbers were adjusted using 2017 factors.

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

| REVENUE                 | NOVEMBER<br>2017    | NOVEMBER<br>2016    | CHANGE VS. 2016    |             |
|-------------------------|---------------------|---------------------|--------------------|-------------|
|                         |                     |                     | AMOUNT             | PERCENT     |
| COMMUTATION REVENUE     | \$31,943,790        | \$31,367,774        | \$576,016          | 1.8%        |
| NON-COMMUTATION REVENUE | \$29,982,976        | \$28,588,342        | \$1,394,634        | 4.9%        |
| <b>TOTAL REVENUE</b>    | <b>\$61,926,766</b> | <b>\$59,956,117</b> | <b>\$1,970,649</b> | <b>3.3%</b> |

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

| REVENUE                 | NOVEMBER<br>2017     | NOVEMBER<br>2016     | CHANGE VS. 2016     |             |
|-------------------------|----------------------|----------------------|---------------------|-------------|
|                         |                      |                      | AMOUNT              | PERCENT     |
| COMMUTATION REVENUE     | \$339,210,075        | \$338,895,133        | \$314,942           | 0.1%        |
| NON-COMMUTATION REVENUE | \$326,281,690        | \$312,220,234        | \$14,061,456        | 4.5%        |
| <b>TOTAL REVENUE</b>    | <b>\$665,491,765</b> | <b>\$651,115,367</b> | <b>\$14,376,397</b> | <b>2.2%</b> |



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

---

**HIGHLIGHTS**

**L60604YN & L70601YR: NEW MID-SUFFOLK ELECTRIC YARD**

Project Budget: \$128.03 Total [\$80.45M & \$47.58M]

Milestone: Contract Award \$107,853,831

A Design-Build Contract for a new Mid-Suffolk Electric Train Yard, to be located south of and adjacent to the existing Ronkonkoma Storage Yard, was awarded to Railroad Construction Company for \$107,853,831 [Base \$105,699,651 and 4 Options \$2,154,180). The Mid-Suffolk Electric Yard project is a key infrastructure improvement that will support LIRR's future East Side Access and service expansion needs across the LIRR network. The new yard will provide additional storage capacity with the construction of 11 new layup tracks, each able to accommodate a 12-car electric train set. The yard will be utilized for storage, light interior cleaning, toilet servicing, inspection and brake tests, and light repairs. Work will include a new lead track with a new signal system and associated infrastructure and systems, new substations, and high security fencing. A new employee facility within the yard will include offices, break rooms, locker rooms, storage, parking, and walkways. This project is critical to the LIRR's efforts to meet existing service needs as well as adding functionality and capacity for future service improvements and ridership growth. Project Beneficial Use is planned for Q1 2020.

**L70601YG: DIESEL LOCOMOTIVE SHOP IMPROVEMENTS**

Project Budget: \$102.26M

Milestone: Contract Award \$89,859,236

A Design-Build Contract for the new Morris Park Locomotive Shop and Employee Facility project was awarded to Railroad Construction Co and AMCC Corp [joint venture] for \$89,859,236. The existing 125 year old Morris Park Round House will be replaced by a new facility better equipped to maintain the current and future diesel locomotive fleet used in revenue service as well as the current work diesels. The new heavy repair and overhaul diesel locomotive shop and supporting facilities will provide improved locomotive reliability and facilitate on-time performance. Project Beneficial Use is planned for Q1 2020.

**JAMAICA CAPACITY IMPROVEMENTS [JCI] PHASE II DESIGN**

Project Budget: L60304TU \$301.65M and L70304WU \$72.49M

Milestone: Contract Award: \$44,931,719 [L60304TU \$33,410,572 and L70304WU \$11,521,147]

A Design Contract for JCI Phase II was awarded to HNTB New York Engineering and Architecture, P.C. for \$44,931,719. JCI Phase II design will address infrastructure reconfiguration/modification of Jamaica's interlockings and upgrades to track/civil/structural/MEP and signal systems and structures. Phase II work includes extension of E-Yard to enable additional parallel routes through Jamaica, extension of existing Jamaica Platforms A through E to accommodate 12-car train consists, full reconfiguration of Jay and Hall interlockings with new turnouts, electric switches, third-rail and power infrastructure that will accommodate higher speeds and additional parallel routes, and the design and construction of a new wayside signal system. Jamaica reconfiguration will result in an increase in overall capacity, a reduction in travel time, and improvements to system reliability through the upgrade of key elements of the infrastructure.

**L70502LK: POSITIVE TRAIN CONTROL [PTC]**

Project Budget: \$126.00M

Milestone: Contract Award \$18,481,000

A Contract to furnish, install, and test Atlantic Avenue Cables was awarded to TC Electric, LLC for \$18,481,000. The work includes installation and testing of approximately 35,000 LF of four cables and associated hardware in the Atlantic Ave tunnels that will provide PTC communication capabilities. The project is divided into two phases to accommodate available track outages: East New York to Dunton and Brook 2 to East New York. This cable work supports the overall Positive Train Control Project as the LIRR installs and integrates PTC throughout the railroad system.

### **L70204UM: MURRAY HILL STATION NEW ELEVATORS**

Project Budget: \$11.12M

Milestone: Contract Award \$8,633,000

A Construction Contract for new elevators at Murray Hill Station, located in Queens on the Port Washington Branch, was awarded to LoDuca Associates, Inc for \$8,633,000. Murray Hill is a below grade station with two 4-car platforms, an overpass, and two sets of stairs for each of the below street level platforms. The project work includes installation of two new elevators for the eastbound and westbound platforms, and street level improvements to support ADA compliance. Work elements also include two new elevator shafts, machine rooms, associated cut-back and reinstallation of retaining walls, new ADA compliant tactile warning strips on platform edges, lighting in areas surrounding the elevators, CCTV cameras, signage, and bird control. Project Beneficial Use is planned for Q2 2019.

### **L60701AR: RICHMOND HILL SUBSTATION REPLACEMENT**

Project Budget: \$16.62M

Milestone: Contract Award \$6,974,771

A Contract for a new substation at Richmond Hill to replace the existing substation was awarded to Myers Controlled Power LLC for \$6,974,771. The new prefabricated modular substation houses new pre-installed AC and DC switchgear, rectifiers, control cabinets, and associated equipment. New transformers will be installed outside the modular building. Other substation components include high tension feeders, fiber optic cables for the Programmable Logic Controller [PLC], and a fire alarm system. This project will maintain a State of Good Repair, reduce maintenance and power issues, and support LIRR performance goals. Project Beneficial Use is planned for 2Q 2020.

### **L70301WC: 2017 ANNUAL TRACK PROGRAM**

Project Budget: \$75.00M

Milestone: Beneficial Use

The annual life cycle replacement and upgrade of select track structures for 2017 is complete. Track structure renewal included 62 miles of track surfacing, 42,145 mechanized wood ties, 24,816 concrete ties, 813 field welds, 14 grade crossings, 3 switches, and 26,879 LF of continuous welded rail. The Annual Track Program facilitates the LIRR's efforts to provide reliable service and maintain a State of Good Repair throughout the railroad's track infrastructure.

### **L60502LF: CENTRALIZED TRAFFIC CONTROL - FITOUT**

Project Budget: \$17.90M

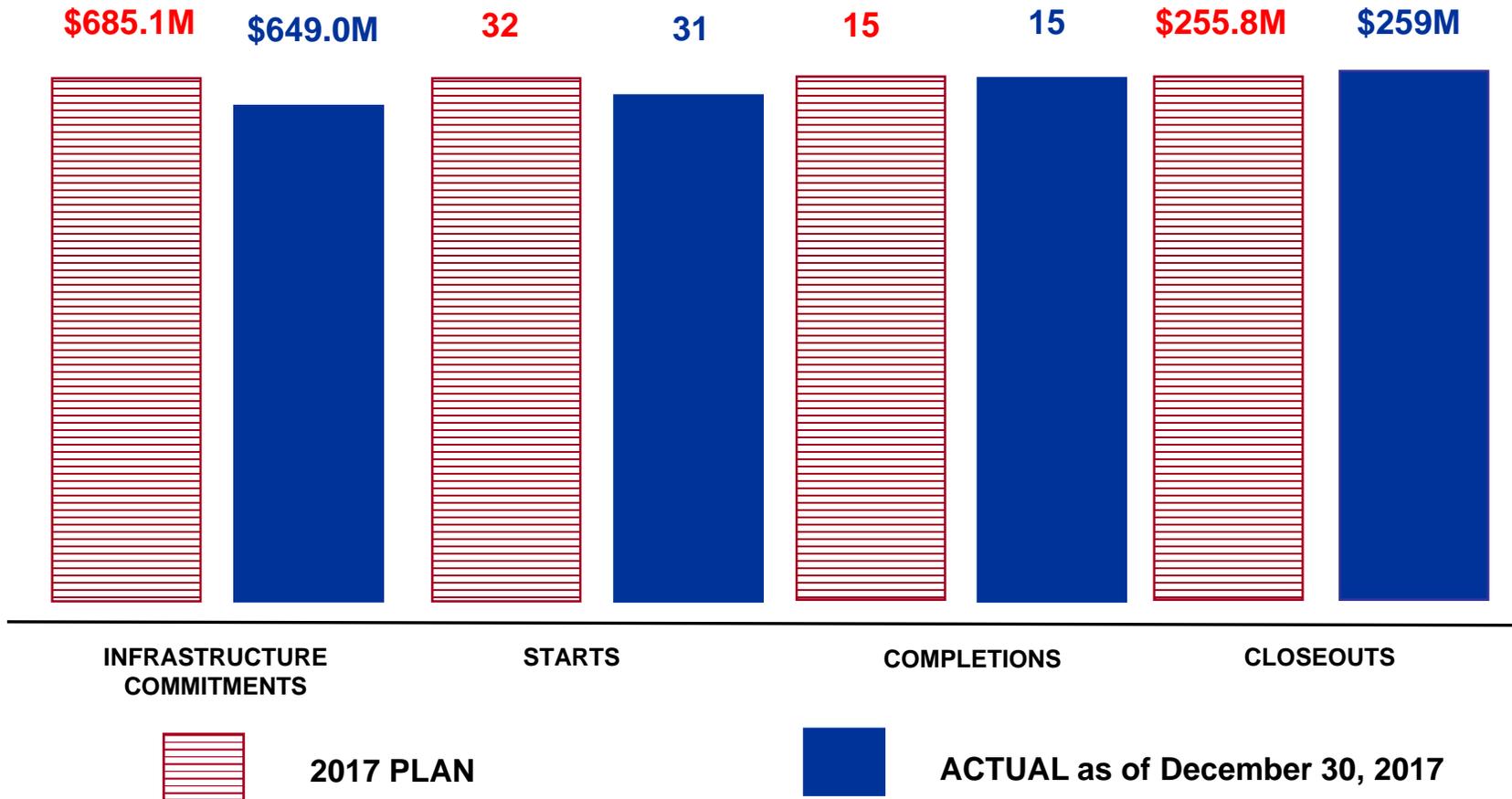
Milestone: Design Completion

The Phase 2 Design effort for the architectural fit-out of the Centralized Traffic Control [CTC] facility in Jamaica is complete. The design included flooring, ceiling, electrical, security, communication, fire suppression systems, and a new HVAC system; interior finishes, walls, doors, and windows; a new staircase; acoustic treatments; and console furniture. This project is critical to the implementation of the CTC facility in Jamaica that will provide the LIRR with a central location for monitoring and controlling train operations, and thus a quicker response time to operational situations. Phase 2 Construction is planned to commence in Q3 2018. The systems required for CTC Tower Migration will be funded and executed in a future phase.

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

- Stations Air Conditioning Installations: Work completed.
- Morris Park Site Preparation: Work continued.
- Little Neck, Gibson, and Cedarhurst Parking: Work continued on Little Neck. Gibson completed.
- Ronkonkoma Bus Loop: Work continued.
- Penn Station Lost and Found: Work to commence.
- Woodhaven Blvd Bridge Painting: Work continued.
- PTC HVAC: Work continued.
- Morris Park Comm Building Interior Fitout: Work to commence.
- Platform Rehabilitation Laurelton Station: Procurement continued.
- Lynbrook Station Improvements: Procurement continued.
- 150<sup>th</sup> Street Bridge Painting: Procurement continued.
- Paving, Painting, & Sewer Connection HSF, Far Rockaway, Farmingdale: Procurement continued.

# 2017 LIRR Capital Program Goals



† Does not include \$107M Moynihan Station/Penn Station, \$276M Rolling Stock.