



Metropolitan Transportation Authority

Long Island Committee Meeting

March 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

2 Broadway
20th Floor Board Room
New York, NY

Monday, 3/19/2018
9:30 - 10:30 AM ET

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Competitive

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Ratifications

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Next Committee Meeting: Joint MNR/LIRR Monday, April 23rd at 8:30 a.m. (LIRR goes first)

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Tuesday, February 20, 2018**

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

The following members were present:

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

The following member was not present:

Hon. Ira R. Greenberg

Representing Long Island Rail Road: Patrick A. Nowakowski, Dave Kubicek, Loretta Ebbighausen, Elisa Picca, Mark Young, Richard Mack, Deborah Chin and Mark D. Hoffer

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

Representing MTA Police: Chief Owen Monaghan

Metro-North Railroad Committee Chair Susan G. Metzger called the Joint Meeting of the Metro-North Committee and Long Island Rail Road Committee (“LIC”) 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 February 20, 2018, should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

PUBLIC COMMENTS

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

Orrin Getz, Vice Chair of the Metro-North Commuter Counsel spoke about Rockland County customer complaints and car shortages on the Pascack Valley line. He also spoke about New Jersey Transit's ("NJT") Meadowlands Maintenance Complex where Positive Train Control ("PTC") is being installed. He suggested that the Metro-North Committee visit the Meadowlands Maintenance Complex to make sure NJT is on target with PTC compliance.

Murray Bodin stated that LIRR and Metro-North should not spend money on PTC, an outdated technology, and that the red box at the Roaring Brook Road grade crossing is illegal.

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 2018 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the January 22, 2018 Long Island Rail Road Committee Meeting. There were no reported changes to the 2018 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported on LIRR's service problems in December 2017 and January 2018 and stated that service was not what LIRR customers expected or deserved. LIRR will be implementing a Performance Improvement Plan ("PIP") to address LIRR's need to prevent seasonal factors from impacting service, facilitate faster recovery and improve customer information. President Nowakowski discussed how seasonal factors, such as slippery rail, can be prevented by more brush cutting, rail cleaning, application of traction gel, and training of train crews as well as more wheel truing capacity for a faster recovery. During extreme cold weather and snow storms, President Nowakowski discussed preventative and recovery solutions such as increasing rail flaw detection and rail grinding; increasing de-icing capability; adding switch covers; decreasing reliance on air-powered switches which are adversely affected by the cold; adding switch heaters; replacing M-7 threshold plates and replacing M-3s with M-9s; completing Sandy Restoration projects; adding additional Right-of-Way plowing; positioning maintenance crews at critical areas; and having rescue trains ready to pull disabled trains out of the way. President Nowakowski stated that the PIP also includes improving the ways in which LIRR communicates with customers, such as having more GPS data points, closer together, to better track the progress of trains; providing station platforms with count-down clocks; providing additional training to staff regarding announcements and increasing the number of live

announcements compared to automated announcements. On-board communication can be improved by repairing the station stop digital displays in LIRR's double-decker cars and the public address system; replacing M-3s with M-9s; and providing training for crews in making announcements and giving them talking points. He stated that improvements to customer communications via social media should be made and that LIRR is working with MTA headquarters on an updated app, "My MTA." President Nowakowski also stated that LIRR needs to improve customer service by reaching out for suggestions by employees and communities served by LIRR. LIRR is working with MTA Headquarters regarding the resources needed to add a customer service position reporting to the Office of the President.

Board Member Charles G. Moerdler commented that some of these issues were inherited from the previous LIRR President. He asked Metro-North Committee Chair Susan G. Metzger and President Nowakowski to consider scheduling a review session in a few months and finding a way to fund some of these changes within the existing budget, if necessary by delaying East Side Access ("ESA").

President Nowakowski responded that in May he will have been here four years and this is not about his predecessor, it is his responsibility.

Long Island Rail Road Committee ("LIC") Chair Mitchell Pally commented that once LIRR gets everything in writing and has a list of action items, the Committee should conduct a review each month as part of the Work Plan, so that it can see when each item has been implemented and if not, why not, so that it has a running schedule.

Board Member Moerdler stated that this would satisfy him.

Board Member Tessitore commented that it sounds like LIRR has a lot of work to do. Everything on the President's list involves supporting the LIRR workforce: the men and women who work in the Engineering Department; in the shops and facilities; crews on board trains and crews in the field all need to be supported. Any improvements that are going to be made are going to be made through the workforce. LIRR employees always step up when things get rough, this is not the first rough patch the LIRR has ever seen and the workforce continues to deliver. The fact that President Nowakowski has made reference to the human factor, hearing from the workforce, is music to our ears as far as labor is concerned. The most important thing we need to do now is to prioritize service for our customers and get back to the basics of railroading. We support social media and technology but let's put resources back where they belong, back in the field. If it is the human factor that is going to fix the LIRR, this workforce is dedicated and will rise to the challenge.

President Nowakowski thanked Board Member Tessitore.

Board Member Veronica Vanterpool thanked President Nowakowski for his candor in describing the challenges and the areas for improvement moving forward. She also thanked him for being clear in the reports that he presents to the Board. She asked about the timeline for the PIP and when it will be released to the full Board. She also asked about the status of the Amtrak improvements announced in the spring, regarding an Amtrak-LIRR-NJT joint communications

center. Board Member Vanterpool also asked for more information regarding LIRR's focus and what may have taken its focus away from core issues such as being better prepared for possible winter service disruptions. She also asked about LIRR's needs, both capital and operating, to advance the PIP.

President Nowakowski responded that the PIP is 75% complete and that currently LIRR is working out dates and schedules. He wants the plan to have goals and a timeline for accomplishing those goals. He stated he would identify what can LIRR do with the resources that it has now and if the resources are not available, give the Committee a clearer picture of where we are so we all can work together to try to obtain some of the resources LIRR needs. He stated that Penn Station is one of the largest challenges LIRR faces. It is about capacity. There are only five tracks dedicated to LIRR and we share four tracks with Amtrak.

Board Member Vanterpool asked whether or not Amtrak is moving forward with the joint communications center.

President Nowakowski responded that there is no effort being made by Amtrak at this time to advance a joint communications center. There is an effort underway to ensure communications among the Amtrak Police Department, the MTA Police Department ("MTAPD"), and the New York City Police Department, as well as other law enforcement agencies at Penn Station.

Board Member Vanterpool commented that she would like to speak to President Nowakowski after the Committee meeting about last year's Amtrak press release.

Board Member Scott Rechler commented that according to a recent *Newsday* article, the On-Time Performance was the worst in the last two decades. He asked what has changed in terms of the way we operate. He stated that we need to make sure that customer communication is re-emphasized and that technology is critical in facilitating expedited improvements in this area.

President Nowakowski responded that he agrees. He commented that LIRR wants to share real time information with customers as much as possible.

Board Member Rechler commented that he agreed with President Nowakowski's point about additional training. Once the LIRR has its plan ready, the Chairman and President Nowakowski need to go out into the community and outline the plan and timeline.

President Nowakowski responded that he agreed with Board Member Rechler's comments.

Board Member Neal Zuckerman commented that MTA needs to develop its own viewpoint about the sustainability of its financing and asked how we as a Board suggest a sustainable model.

President Nowakowski responded that LIRR operates at maximum capacity every day and that we need to build more resiliency into the system to be able to recover more quickly as was outlined previously.

Board Member Andrew Saul commented that something has changed at MTA. Management time is increasingly taken up by large projects such as Third Track, East Side Access and Penn Station. He asked if this has taken management focus off of daily service issues. He suggested a review and assessment of what has happened over the last six months to one year. He suggested that perhaps LIRR has had too much thrown at it and there are only so many things that LIRR can do.

President Nowakowski responded that he agreed with Board Member Saul's suggestion concerning a review and assessment.

Board Member Norman Brown congratulated President Nowakowski on taking responsibility on these extensive issues. The mechanics seem basic and he does not think that LIRR needs to add a lot of training to address most of these issues. In his view, this is the first bad fall LIRR has had since the West Side Yards wheel truer has been down and he asked if LIRR has considered using a portable wheel truer. He also asked what happened to the LIRR's botanical strategy in terms of reducing the impact of leaves being deposited on the rails.

Metro-North Chair Metzger commented that LIRR has to put all of this in its report to the Board.

LIC Chair Pally thanked President Nowakowski, LIRR staff and our labor partners for laying out what needs to be done. The railroad is such an important part of Long Island. It is one of the few institutions that all Long Islanders believe is their own. Long Island is a community of communities. When the railroad does its job well, as it has been doing for many years, people start taking it for granted. When it starts to have a variety of issues, it gets attention because Long Islanders feel that the railroad is letting them down. The important thing is developing confidence that the Plan can be implemented and implemented quickly, so that service will get better quickly. That confidence is what has been lost over the last couple of months. When you lose that confidence and credibility it is very difficult to get it back quickly. It takes time to do so. Chair Pally commented that he is hopeful that LIRR can implement the Plan presented today with the management and labor communities working together and that we can have a monthly review of the Plan's progress. He stated that he and his fellow Board Members will be there to help with the resources that are necessary. This has to be done in a manner in which the people of Long Island feel they have confidence that it will be done quickly and efficiently.

President Nowakowski reported on the investigation by the National Transportation Safety Board ("NTSB") of the Queens Village and Atlantic Terminal incidents. Regarding Atlantic Terminal, the NTSB recommends that LIRR perform sleep apnea testing for all engineers and conduct a hazard analysis as part of its System Safety Plan. President Nowakowski noted that LIRR had started sleep apnea testing of engineers early last year; that approximately 80% of the engineers have been tested; and that LIRR's goal was to complete

testing in May. He also noted that LIRR has had a System Safety Plan in place for many years. With respect to Queens Village incident, the NTSB recommends that MTA audit LIRR to make sure train approach warning protection for track workers is in compliance with LIRR rules and federal regulations.

President Nowakowski reported on the recent class action lawsuit against New York & Atlantic Railway (“NYAR”) which was reported in *The New York Times*. The lawsuit alleges that NYAR violated anti-discrimination laws and committed numerous wage and safety violations. He stated that LIRR Vice President, General Counsel & Secretary Mark D. Hoffer wrote to the Commissioner of the New York State Department of Labor to investigate the wages and hours claims asserted by the plaintiffs, and that LIRR will be meeting with the MTA Inspector General to discuss the best way to evaluate the other allegations.

Metro-North Chair Metzger asked that LIRR report back to the Committee on this issue.

President Nowakowski responded in the affirmative.

President Nowakowski reported on the Belmont Park development and stated that LIRR has begun meeting with the selected team and that they are progressing their environmental analysis.

LIC Chair Pally commented that he is concerned about the present railroad configuration at Belmont. He noted that Long Islanders cannot get directly to Belmont by train from the east, and that LIRR needs to figure out a way to provide that service.

Board Member Moerdler commented that you cannot do everything at once. He suggested that this issue be addressed after the railroad gets itself in shape.

Board Member Rechler commented that if LIRR is not following its own safety procedures, this highlights Board Member Saul’s point about management priorities. He added that this is a warning sign, and suggested revisiting the railroad’s management and organizational structure. We need to look at the organizational structure and make sure that managers are not distracted from their core responsibilities.

Board Member Randy Glucksman commented that when he has ridden to Belmont Park, it is a very slow speed move. Anything to fix that situation is going to cost a lot of money and, as colleagues have said, he does not know if there is any money to address that issue at present.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR’s Safety Performance Report appears on Page 291 of the Committee Book, reporting through the end of December 2017.

Vice President Ebbighausen reported that at the corporate and department levels, LIRR is engaged with its labor partners and employees to strategically focus on the actions and the

conditions that have contributed to the increase in certain categories of injuries that LIRR experienced in 2017. LIRR continues to focus on prevention of strains and sprains, slips, trips and falls, material handling and struck by object. LIRR is continuing to work on ways to reduce injuries of this type and will hopefully see the benefit of that focus in future numbers.

Reporting on LIRR's Community Outreach Program, undertaken in collaboration with the MTAPD, Vice President Ebbighausen stated that LIRR's T.R.A.C.K.S. classroom presentations reached over 119,500 participants through the end of December 2017.

Board Member Moerdler commented that the grade crossing incidents have increased and LIRR is going to have to tell the local communities that they need to do something on their end to help stop these incidents.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber noted the importance of the East Side Access Project (ESA) which together with the Long Island Rail Road Third Track project will deliver a 45% capacity increase to Long Island Rail Road during peak hours. Mr. Lieber reported that the Third Track project is off to a good start. The required bonds and insurance are in place, a limited notice to proceed has been issued to the contractor, a co-located office has been established, and design and submittals are underway. In addition, the utility relocation process has been initiated and the outreach process, which has been ongoing since well before the Board approved the project, has resumed. The real estate acquisitions, which include over fifty separate parcels and represent significant risk to the project, are moving forward and are being closely monitored by the Third Track team. Importantly, MTA Capital Construction and LIRR, working together with our project management consultant, have created a truly integrated project management team.

Mr. Lieber stated that he will be reporting to the CPOC Committee on the East Side Access Project in March. Mr. Lieber noted that he had recently led a tour of the East Side Access project for some of the Board members and reported that he would be leading another tour for Board members that were unable to attend the first tour so that they could see the current status of the project in advance of the CPOC Committee meeting in March.

In response to an earlier comment from Commissioner Vanterpool, Mr. Lieber explained that any time that East Side Access work is performed within Amtrak territory, Amtrak supervisory personnel is required. In January, ESA productivity within the Amtrak territory fell significantly because Amtrak personnel were not available. Mr. Lieber and Ms. Hakim have raised concerns about this issue with Amtrak leadership and in the last two weeks there appears to have been a response from Amtrak to move Amtrak personnel to make them available to support the ESA project. These issues directly affect the costs of the project.

Randy Fleischer, Senior Vice President Operations for the East Side Access project gave a presentation on the East Side Access Project Passenger Experience. Mr. Fleischer reported that along with the construction of the third track and double track projects, the East Side Access project will provide more train choices not only for residents of Long Island traveling to

Manhattan and New York City residents who work on Long Island, but also for customers traveling between destinations in Nassau and Suffolk Counties. East Side Access will bring a new Long Island Rail Road terminal to Grand Central and overall passengers will see better reliability, and a shorter commute to the east side of Manhattan.

Passengers will be riding on a newly delivered fleet of cars with features including electrical outlets and USB ports, windows resistant to scratches and hazing, digital screens for information and advertising, and advanced safety and security features. In addition, the Grand Central Terminal will be finished with a modern architectural look, along with 21st century services and amenities.

MTA POLICE DEPARTMENT

MTAPD Chief Owen Monaghan reported that on January 31, 2018, 11 canine units joined the MTAPD, with additional dogs coming from the Peekskill and Poughkeepsie Police Departments and U.S. Park Police being trained at MTAPD's state-of-the art canine facility in Stormville, NY. Each dog is named after a fallen member of law enforcement, fire departments or the military. MTAPD looks forward to these officers and their canine partners contributing greatly to the MTAPD. Chief Monaghan reported that on February 13th a 17-year-old autistic teenager was reported missing from a group outing in Malvern, NY. With the efforts of the community, the Malvern and Nassau County Police Departments, MTAPD and others, Police Officer Doug Joseph, from MTAPD's canine unit, found the teen huddled up in a back yard under brush suffering from hypothermia. Chief Monaghan congratulated all those involved in finding the lost young man.

Chief Monaghan reported that MTAPD's newly informed Homeless Assistance Unit continues to make a difference. For the month of January, this new unit, consisting of a lieutenant, sergeant and seven officers, has had just under 1,000 contacts with homeless individuals, 33 of whom accepted services from MTA's homeless services provider, BSC.

Chief Monaghan reported on record low numbers for the MTAPD ending 2017, but during the month of January, there was an increase in crime. System-wide there was an increase in major felonies, 30 compared to 17 in 2017. This increase was driven by grand larcenies; of the 17 grand larcenies in January, 15 were from unattended property and two were from persons. Regarding hate crimes, there were five criminal mischief crimes compared to four in 2017: three were on the train; one in a waiting room; and one on a signal box alongside the tracks.

LONG ISLAND RAIL ROAD ACTION ITEM

- Amendment to Gateway Tunnel Agreement – Wheel Truing Machine, West Side Yard

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

LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD
JOINT INFORMATION ITEM

- Status Update on Positive Train Control (“PTC”)

Deborah Chin, LIRR Executive Director – PTC, on behalf of LIRR and MNR, presented a report on the status of PTC. She reported on the overall project status; safety layers of LIRR and MNR’s PTC system; 2018 hardware installation projections; project update from October 2017 to January 2018; common schedule of software/system developments and tests; line segment revenue service; project risks and railroad mitigations; and timeline from February 2018 to December 2018.

Board Member Rechler commented on recent press reports questioning whether LIRR will meet the PTC deadline. He asked if we file updates with the U.S. Department of Transportation (“USDOT”) and the Federal Railroad Administration (“FRA”), and if so, he requested these updates be provide to the Board for review.

Executive Director Chin responded that she has attended many meetings with the USDOT and the FRA and at times, for whatever reason, they seem not to fully grasp the progress made on LIRR’s project. She gave them a similar presentation to the one she just gave to the Committee. They were happy to hear that LIRR is on target and moving forward.

Board Member Rechler asked if LIRR could furnish the Committee with a copy of the FRA update reports.

Executive Director Chin responded in the affirmative and stated that the reports are the same reports given at the CPOC Committee meetings.

Board Member Rechler asked if there are formal filings.

President Nowakowski responded that LIRR has a quarterly report which is statistics oriented and only measures completion. Unlike the report just presented, this quarterly report does not measure progress.

Board Member Rechler asked if the Committee can see this report.

President Nowakowski responded that he can send it and also advise what is available on the FRA website.

Board Member Rechler commented that there are a lot of things here where we have to rely on other people and agencies to have things fall in place in order to be in a position to make the deadline. He asked for an estimate of the percentage chance of making the deadline. He

commented that at the beginning of the report, he felt we had a 100% chance of making it, but by the end of the report, he felt it was more like 50%.

Executor Director Chin responded that she was not able to give a precise estimate. The LIRR has a plan geared to completing the required tasks by the deadline and we intend to stick with that plan. The next few months will be critical.

Board Member Rechler commented that he appreciates the thoughtful plan.

Executor Director Chin responded that she is trying to be transparent. This is very much like a research and development project and therefore presents many risks.

Board Member Rechler asked what the repercussions are if LIRR does not make the deadline.

Executive Director Chin responded that LIRR can be fined up to \$27,000 per day.

LIC Chair Pally commented the he would be surprised if the FRA fined anyone for failure to meet the deadline and that he is confident that LIRR will meet the deadline.

Metro-North Chair Metzger stated that this project has been watched in CPOC for a number of years. She stated that she has developed confidence in the ability to meet the deadline and has seen a great deal of progress.

Metro-North Acting President Catherine Rinaldi commented that part of the purpose of having these in-person updates is to convey the challenges. Executive Director Chin has been very clear that this has been very, very difficult and that there are risks that we have some control over and risks that we have very little control over. The job of executive leadership is to try to identify the risks that we do have a measure of control over and develop staffing plans and other resources to mitigate those risks. The other purpose is to identify for the Committee those safety functionalities that we already have in place. We need to dispel the perception that PTC is this thing that you switch on at the end of the year and until you do, you do not have a safe system. That is not the case, which is why Metro-North has been emphasizing civil speed enforcement because it does protect against certain types of over speed derailments. We want the Committee to understand that there are incremental safety improvements that are being made short of full PTC which have made a tremendous difference to the overall safety of the railroad. Executive Director Chin expressed it very well: this is a very tight schedule and we are proceeding at risk and some of those risks are beyond our control. We are working as hard as we can and both railroads are making efforts to deliver this project as quickly and safely as possible. It is our top priority and we have PTC meetings every day.

Board Member Rechler responded that he thinks the point of going and briefing the FRA periodically is important, because as they see you are making the effort, they might be more inclined to relax some of the potential penalties.

Metro-North Acting President Rinaldi responded that we were called down to FRA about a month ago to meet with their new administrator. Each of the railroads met separately and they were positive meetings. The FRA was pleased by our progress and we had a good exchange of views with respect to the risks. Regarding fines, there are four interim milestones. If we meet those milestones, even if we are not fully implemented by the end of the year, we have the ability to apply for additional time and those fines will not be imposed. We have a high degree of confidence that we will not be fined by the end of this year.

Metro-North Chair Metzger responded that the Committee has taken the position that we will be in PTC compliance.

Metro-North Senior Vice President - Operations John Kesich commented with regards to the date of the Systems Integration (“SI”) contract, MTA had procurements since 2006, which is two years prior to the 2008 Rail Safety Improvement Act that required PTC. We equipped an entire fleet of M-8 vehicles for our New Haven Line with Access I at that time and have also equipped locomotives since then. Prior to the 2013 date, the biggest issue is that this is not off the shelf technology. Running PTC in a low traffic density area is a lot easier than running it in an environment where there are 700 daily trains at Metro North and another 700 daily trains at LIRR, plus adding Amtrak into the mix at Penn Station. It is a very complicated technological challenge which has gotten us to the point of having very little margin in the schedule. The schedule we have is achievable but the schedule relies on everything making its milestones and that is why you hear some of the concerns about these issues.

Board Member Moerdler asked if, when PTC is in effect, it will stop the train if there is a car on a grade crossing.

Metro-North Acting President Rinaldi responded in the negative.

Board Member Moerdler asked if PTC will stop the train if there is another train on the same track.

Senior Vice President Kesich responded it will not stop the train if there is another train ahead of it.

Board Member Moerdler asked if PTC would have stopped the train accident in Maryland where there was another train on the track.

Senior Vice President Kesich responded that while PTC would not have stopped that accident, cab signals and Automatic Train Control (“ATC”) would have, which is what we have here in the Northeast.

Board Member Moerdler asked if we have ATC in effect now.

Senior Vice President Kesich responded in the affirmative.

Board Member Moerdler asked if it is correct that we have it with Metro-North.

Senior Vice President Kesich responded that this is correct; Metro-North has had it in service since the 1980s.

Board Member Glucksman commented regarding the M-3s, that LIRR will be retiring all of them and he hopes that the M-9s are operative at that time and that Metro-North will equip all of the M-3s which it has with PTC.

Senior Vice President Kesich responded that Metro-North has an active fleet of 138 M-3s and is looking to have Bombardier equip PTC on 100 cars at Arch Street; the remaining 38 cars are being equipped at Harmon and North White Plains on property.

Board Member Glucksman thanked both railroads for their hard work.

Board Member Brown commented that there has been a lot of media attention about Amtrak refusing to allow other railroads to operate over its territory without their having a compatible PTC system fully in place. He asked if this could conceivably interfere with Penn Station and NJT coming into Sunnyside Yard.

President Nowakowski responded it is our plan to fully meet the date and that will become a non-issue.

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 above information item.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- LIRR Adopted Budget/Financial Plan 2018
- LIRR 2017 Annual Operating Results
- LIRR 2017 Annual Fleet Maintenance Report
- LIRR Diversity/EEO Report – 4th Quarter 2017
- LIRR 2018 February Timetable Change and Trackwork Programs

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

MTA LONG ISLAND RAIL ROAD

Procurement

LIRR Assistant Deputy Chief Contracting Officer Richard Mack presented the following procurement items to the Committee for approval.

Non Competitive:

- **Railware, Inc.** – LIRR requests MTA Board approval to award a Sole Source Miscellaneous Service contract to Railware, Inc. in the amount of \$249,025.05 to make software modifications to LIRR’s Divide Tower Signal Control System in Hicksville, NY to incorporate the Main Line Second Track from Farmingdale to Ronkonkoma, into the existing SCADA System.
- **Progress Rail Locomotive** – LIRR requests MTA Board approval to exercise a contract option with Progress Rail Locomotive (“PRL) to extend the period of performance of PRL’s contract by an additional two years through February 2020 and increase the funding by \$30,000,000.

Competitive:

- **Loram Maintenance of Way, Inc.** – LIRR requests MTA Board approval of a change order to add \$1,000,000 to the Joint Agency (LIRR and MNR) Contract for Specialty Excavation Services needed by the LIRR Track Department.

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

MTA CAPITAL CONSTRUCTION

Procurement

MTACC presented no procurement items to the Committee for approval.

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

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<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
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<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
<u>April 2018 (Joint Meeting with MNR)</u>	
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
<u>May 2018</u>	
Diversity/EEO Report – 1 st Q 2018	Administration/Diversity
PTC Status Report	Engineering
<u>June 2018 (Joint Meeting with MNR)</u>	
Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Summer Track Work	Service Planning
LIRR/MNR PTC Project Update	President
<u>July 2018</u>	
Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2018 Fall Construction Schedule Change	Service Planning
PTC Status Report	Engineering

September 2018

2019 Preliminary Budget (Public Comment)
2018 Mid-Year Forecast
Diversity/EEO Report – 2nd 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 – 3rd Q 2018
LIRR/MNR PTC Project Update

Management & Budget
Committee Chair & Members
Administration/Diversity
President

January 2019

Approval of 2019 Committee Work Plan
PTC Status Report

Committee Chair & Members
Engineering

February 2019 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2019
2018 Annual Operating Results
2018 Annual RCM Fleet Maintenance Report
Status Update on PTC
Diversity/EEO Report – 4th Q 2018
2019 Spring Schedule Change
LIRR/MNR PTC Project Update

Management & Budget
Operations
Operations
President/Sr. Staff
Administration/Diversity
Service Planning
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

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— 1st Quarter 2018

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

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– 2nd Quarter 2018

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

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– 3rd 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.

JANUARY 2019

Approval of 2019 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 2019 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2019

The Agency will present its revised 2019 Financial Plan. These plans will reflect the 2019 Adopted Budget and an updated Financial Plan for 2018 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget.

2018 Annual Operating Results

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

2018 Annual Fleet Maintenance Report

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

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– 4th 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 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 2019.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - March 2018

Expenditures thru February 2018; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,025.6	\$ 7,518.4	\$ 5,946.7
Design	\$ 735.9	\$ 739.6	\$ 722.0
Project Management	\$ 1,036.2	\$ 883.3	\$ 818.3
Real Estate	\$ 178.0	\$ 119.9	\$ 117.8
Rolling Stock†	\$ 202.0	\$ 3.2	\$ 0.1
Total	\$ 10,177.8	\$ 9,264.4	\$ 7,604.8

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

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/Forecast Award Date	Planned Completion at Award	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$58.2	Nov-2011	Nov-2011	Apr-2013	Mar-2018
CM006: Manhattan Northern Structures 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 GCT Constructors JV	\$463.6	\$446.8	\$16.9*	\$216.6	Dec-2014	Feb-2015	Aug-2018	May-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$662.2	\$50.2	\$217.0	Jul-2015	Apr-2016	Jan-2020	Jun-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$265.4	\$261.7	\$3.7	\$242.0	Aug-2011	Aug-2011	Aug-2014	Apr-2018
CQ033: Mid-Day Storage Yard Tutor Perini Corporation	\$308.0	\$294.0	\$14.1	\$53.0	N/A	Apr-2017	Aug-2020	Dec-2020
Harold Construction								
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.4	\$7.6	\$16.5	N/A	Nov-2016	May-2018	Jun-2018
CH057D: Harold Structures - Part 3, Trackwork CH058A: Harold Structures - Part 3A: B/C Approach**	In Procurement	In Design			N/A	Mar-2018	May-2019	Jun-2019
					Jul-2015	Jul-2018	N/A	Oct-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$565.0	\$41.9***	\$332.0	Mar-2014	Mar-2014	Dec-2019	Jan-2021
Systems Package 2: Signal Installation (CS086) Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$7.9	N/A	Apr-2018	N/A	Jan-2021
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$72.9	\$6.8	\$11.4	Sep-2014	Oct-2014	Dec-2019	Jan-2021

* 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.

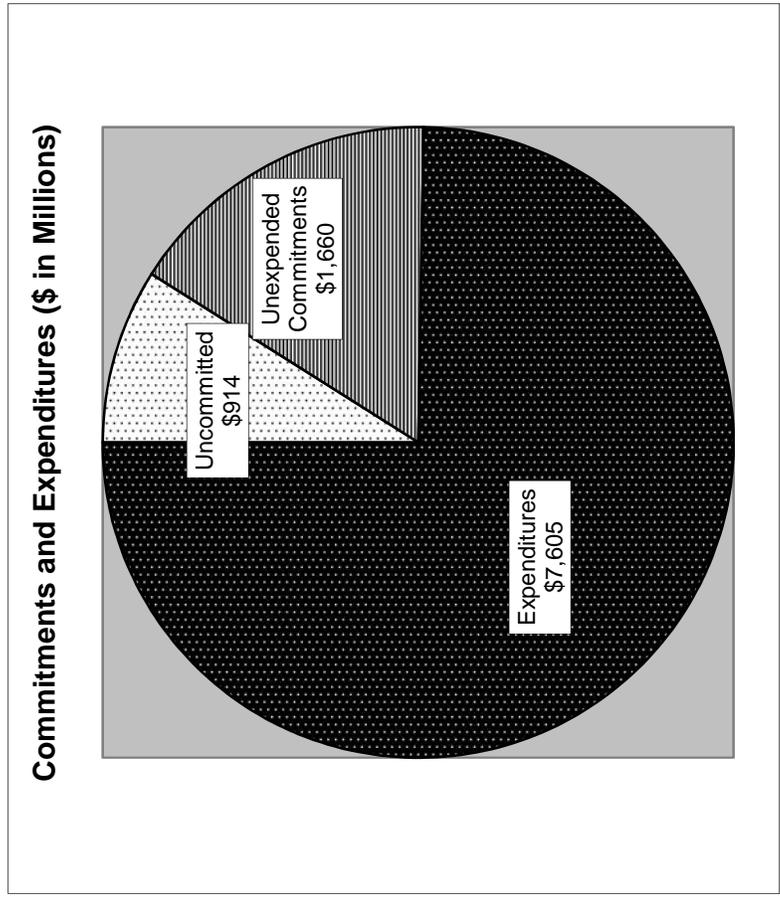
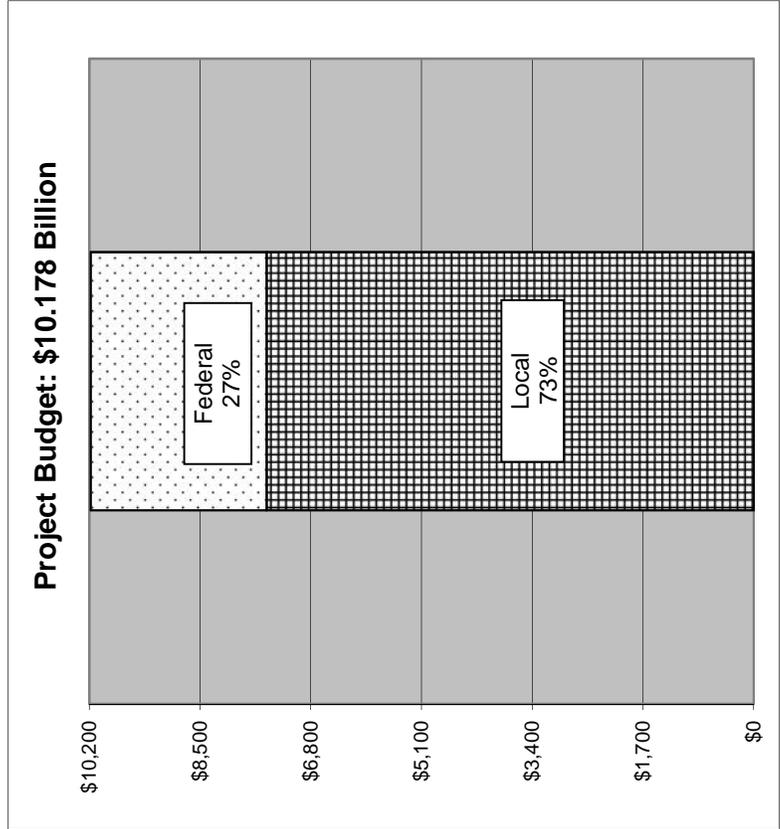
*** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status

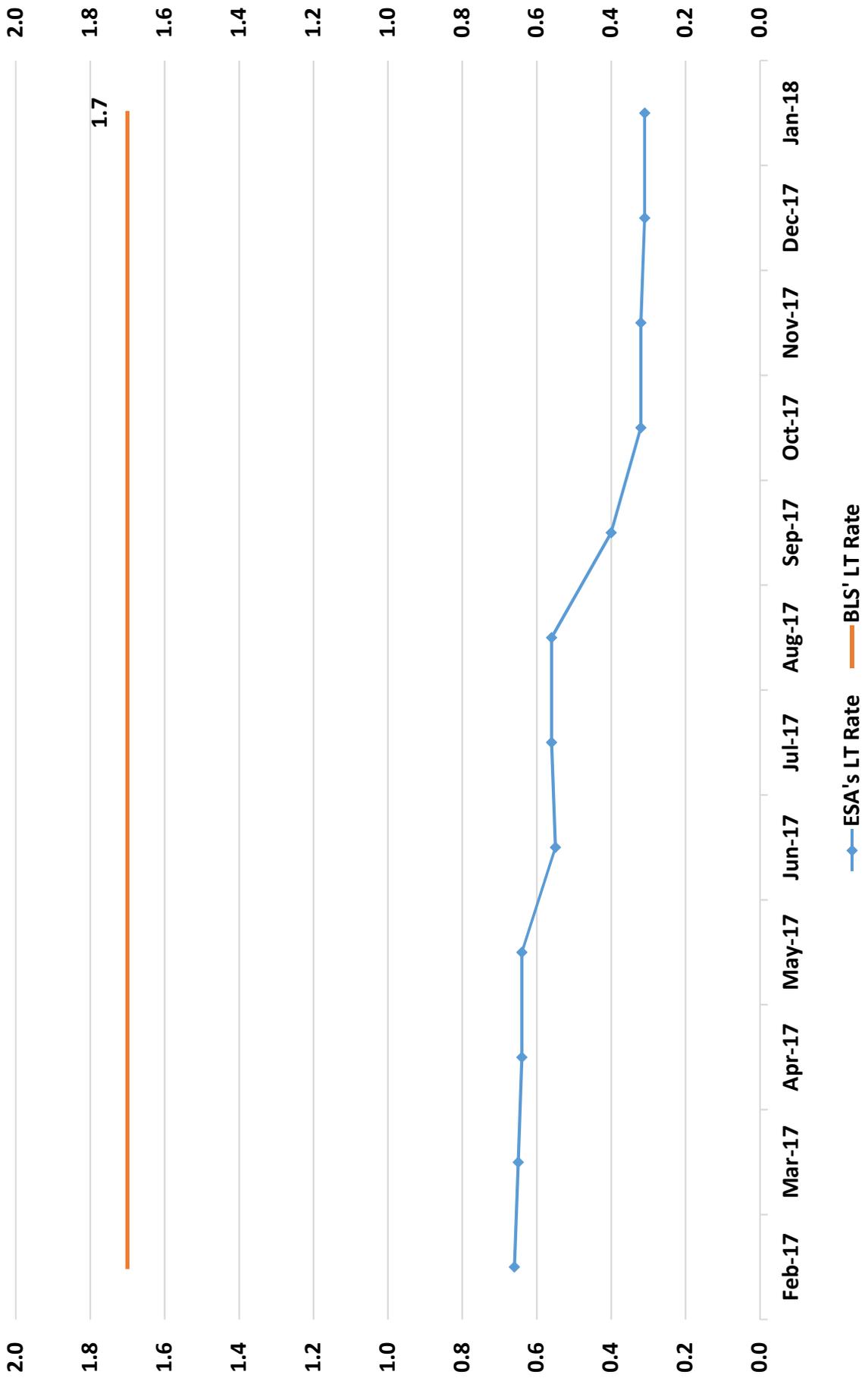
Report to the Railroad Committee - March 2018

data thru February 2018

MTA Capital Program \$ in Millions	Budgeted	Local Funding		Federal Funding Received		Status of Commitments		
		Funding	Funding	Federal	Federal	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	2,649
2010-2014	3,502	2,666	836	836		3,151	350	2,654
2015-2019	2,302	2,302	-	-		1,752	550	620
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699	\$	9,264	\$ 914	\$ 7,605



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





POLICE REPORT



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

February 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	6	-4	-67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	11	-7	-64%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	5	-3	-60%
Felony Assault	5	4	1	25%
Burglary	0	1	-1	-100%
Grand Larceny	9	10	-1	-10%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	16	21	-5	-24%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

February 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	5	3	2	67%
Burglary	5	2	3	150%
Grand Larceny	7	17	-10	-59%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	18	26	-8	-31%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	7	-1	-14%
Felony Assault	10	5	5	100%
Burglary	8	5	3	60%
Grand Larceny	25	24	1	4%
Grand Larceny Auto	0	2	-2	-100%
Total Major Felonies	49	43	6	14%

INDEX CRIME REPORT
Per Day Average
February 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	0	1	0
Fel. Assault	5	2	3	0
Burglary	5	0	5	0
Grand Larceny	7	2	5	0
GLA	0	0	0	0
Total	18	4	14	0
Crimes Per Day	0.64	0.14	0.50	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 2/28/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	9	4
Felony Assault	10	8
Burglary	8	1
Grand Larceny	6	3
Aggravated Harassment	1	0
Aggravated Unlicensed Operator	5	3
Assault-Misdemeanor	15	12
Breach of Peace	1	1
Criminal Contempt	2	3
Criminal Mischief	9	5
Criminal Possession Stolen Property	2	2
Criminal Tampering	0	3
Criminal Trespass	8	5
Disorderly Conduct	1	0
Drug Offenses	5	13
DUI Offenses	3	2
Forgery	11	4
Fraud	1	0
Graffiti	2	8
Make Terrorist Threat	2	0
Menacing	3	3
Obstruct Government	0	4
Petit Larceny	32	28
Public Lewdness	4	3
Reckless Endangerment	0	2
Resisting Arrest	5	4
Sex Offenses	3	2
Stalking	0	1
Theft of Services	35	34
Warrant Arrest	30	9
Weapons Offenses	3	1
Total Arrests	216	168

**Metropolitan Transportation Authority
Police Department**

Hate Crimes Report (January-February 2018)

Motivation	2018	2017	Diff	% Change
ASIAN	0	0	0	0%
BLACK	2	0	2	0%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	0	0	0	0%
MUSLIM	0	1	-1	-100%
OTHER	1	0	1	0%
ANTI-SEMITIC	2	8	-6	-75%
SEXUAL ORIENTATION	0	0	0	0%
WHITE	0	0	0	0%
TOTAL	5	9	-4	-44%

CRIME NAME	2018	2017	Diff	% Change
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	0	0	0	0%
Felony Assault	0	0	0	0%
Misd. Assault	0	1	-1	-100%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	5	8	-3	-38%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	5	9	-4	-44%



Long Island Rail Road

ACTION

ITEMS



Staff Summary

Subject Extension of Refund Period of Railroad Tickets Pursuant to Newly Adopted Public Authorities Law Section 1266-k	Date March 19, 2018
Department MNR and LIRR Finance Departments	Vendor Name
Department Head Name Kim Porcelain – MNR/Mark Young - LIRR <i>my KP</i>	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name	Table of Contents Ref#

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	3/19	X		
2	LIRR Committee	3/19	X		
3	Finance Committee	3/19	X		
4	MTA Board	3/21	X		

Internal Approvals			
Order	Approval	Date	Approval
2	MNR President	3/12/18	<i>Chenaldi</i>
4	LIRR President	3/9/18	<i>Patricia Howell</i>
1	MNR General Counsel	3/8/18	<i>RC</i>
3	LIRR General Counsel	3/7/18	<i>W. Duggan</i>

Purpose and Recommendation: To obtain approval to revise fare policy applicable to the MTA Commuter Railroads (Metro-North and LIRR) to extend the refund period for unused portions of one-way, round trip and ten trip tickets for an additional two year period, to bring the Railroads into compliance with a recent amendment to the Public Authorities Law.

Discussion: In December, 2017, the new PAL §1266-k became effective, which provides:

Notwithstanding any other provision of law to the contrary, the authority shall, within ninety days of the effective date of this section, establish an expired fare transfer policy that may be amended from time to time. *Such policy shall provide any person who purchases a fare the ability to transfer any remaining balance for two years after such fare is deemed expired.*

This law expires and is deemed repealed on December 31, 2022.

NYC Transit customers currently have the ability to transfer remaining balances in a manner that is compliant with the statute. However, the Railroads' ticket media do not allow for a similar fare balance transfer mechanism. In order to best comply with the requirements of the statute, the Railroads are recommending that fare policy be amended to extend the period during which customers can obtain refunds for unused tickets other than time-based tickets (*i.e.*, weeklies and monthlies).

Currently, Commuter Railroad one-ways and round trips are valid for 60 days, and the unused portions of such tickets are refundable for the same 60 day period. Ten trips are valid and refundable for 6 months. In order to best comply with the requirements of the law, Metro-North and LIRR recommend that the period during which a refund can be obtained be extended for an additional two years. Miscellaneous other ticket types (*e.g.*, group sales) would be similarly extended. The existing administrative fee of \$10 per transaction (not per ticket) will be applied to all refunds.



Staff Summary

The extended refund period would not be applicable to time-based tickets because in those cases the customer purchased unlimited rides for a set period of time, and there is no way to assess unused value at the end of the week or month. This is consistent with NYC Transit's policy with respect to their time-based instruments. The Railroads would continue to process refund requests for monthlies and weeklies made during their validity period as per existing policy.

With respect to mobile tickets, there needs to be further investigation with the Mobile Ticketing vendor about the feasibility of programming a Self-Service Refund of Expired Tickets (not already activated) and/or Exchange feature. The Railroads will seek a permanent solution for this issue with the vendor.

Upon approval of this policy change, the Railroads will act diligently to implement the new policy and inform customers of the change.

Alternatives: The Railroads must comply as best as possible with the new statutory requirements. The Railroads do not have the facilities or systems in place to handle this requirement in an alternative fashion.

Budget Impact: There will be an impact to revenues which is difficult to quantify at this time, but it is expected to be minimal. It is unknown how many unused, expired tickets are retained by customers beyond the current refund periods.



Long Island Rail Road

INFORMATION

ITEMS

**STRATEGIC INVESTMENTS AND
 PLANNING STUDIES**

STATUS UPDATE

March 2018

LONG ISLAND COMMITTEE



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3. Penn Station
4. Station Initiatives
5. Mets-Willets Point – LaGuardia AirTrain
6. 2015-2019 Capital Program
7. Service Enhancements
8. Huntington/Port Jefferson Branch Yard
9. East Yaphank Station
10. Transit Oriented Development
11. Hudson Yards/Tunnel Casement Agreement
12. Moynihan Station Project
13. Mobile Ticketing & New Fare Payment Systems

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2. Stations
3. Track
4. Line Structures
5. Communications
6. Signals
7. Shops & Yards
8. Power
9. Superstorm Sandy
10. East Side Access Readiness
11. Enterprise Asset Management

SECTION III Planning Studies

1. Network Strategy Study

INTRODUCTION

The Strategic Investments and Planning Studies Report provides an overview of active investments in the Long Island Rail Road's Capital Program and updates strategic initiatives and planning studies taking place at the railroad. The LIRR's strategic investment and planning goals seek to improve the railroad's operations by enhancing customer and employee safety, improving the customer experience and expanding the system's capacity to accommodate ridership growth.

This document details the ongoing capital projects in 2017, as well as current capital program initiatives and planning studies.

SECTION I Initiatives

1. Safety

The goal of the Long Island Rail Road's (LIRR) Corporate Safety Management System (SMS) Program is to work towards an accident-free workplace through the implementation of comprehensive, sustainable, and measurable safety initiatives designed to engage every level of the organization in promoting the value of safety. These initiatives are a collaborative effort between the Corporate Safety Department (CSD); all LIRR operating, support, and administrative departments; and, our Labor partners. Communication of safety as a core agency value begins at the highest executive levels, and is constantly reinforced to all employees.

The CSD develops and oversees the LIRR's comprehensive SMS Program Plan. One significant element of our SMS Program is the LIRR's System Safety Plan (SSP). Our SSP is in compliance with Federal Transit Administration (FTA) and New York State Department of Transportation requirements, and is being revised so as to be compliant with the pending Federal Railroad Administration's (FRA) System Safety Program regulations (49 CFR 270). For more than a decade, LIRR had voluntarily participated in a triennial audit of its SSP by the American Public Transportation Association (APTA), which had routinely recognized the strength of LIRR's safety program.

In spite of the strength of LIRR's existing program, the LIRR strives for continuous improvement. In this regard, key programmatic initiatives include:

- Quarterly "Safety FOCUS Days" attended by an average of approximately 4,000 employees each quarter. The President and Vice President of Corporate Safety also meet quarterly with frontline supervisors and managers to discuss how they and their employees are experiencing safety in the field. The goal of these sessions is to share challenges and best practices. Annual Safety, Health, and Wellness Events throughout the property on all tours focus on seasonal safety trends, personal protective equipment, fire extinguisher safety, physical fitness, fatigue, and electrical safety.
- The Confidential Close Call Reporting System (C3RS), a collaborative effort between management, labor, and the Federal Railroad Administration (FRA), provides a mechanism for employees to confidentially report "close calls" that could have resulted in operating and safety incidents. The Peer Review Team consisting of representatives from each of the LIRR's Labor organizations, management from the Operating Departments and Corporate Safety, and the FRA meet several times a month to review reports and brainstorm potential mitigations. Several corrective actions recommended by the Peer Review Team were implemented.
- Assessments of LIRR grade crossings with LIRR, New York State Department of Transportation, Nassau and Suffolk Counties, local government road authorities, and a third-party consultant to enhance safety and the award of a competitive FRA Infrastructure Safety Grant to implement enhancements at two crossings.

- Implementation of a new Enterprise Safety System (ESS) to replace LIRR's existing mainframe-based Accident Control System is currently underway. In addition to serving as the LIRR's FRA accident-reporting system (the official depository of accident and incident data), the new ESS has robust Business Intelligence functionality to facilitate trend analysis useful for data driven decision-making to improve safety performance.
- Expansion of the SMS model as the LIRR's overall safety program. The SMS approach, which has been endorsed by the United States Department of Transportation and the National Transportation Safety Board, supplements an engineering-centered process with increased attention to the "human element," data sharing, and measurements of safety performance.
- Customer Safety Awareness Days in partnership with New Jersey Transit, Amtrak, and New York City Transit at Penn Station. Messaging focuses on "Let's Travel Safely Together" highlighting how customer behaviors can help reduce customer accidents and injuries.
- Labor Management Partnership Committees at the Corporate and Department levels including: Mechanical Safety Partnership Meeting focusing on safety concerns related to Maintenance of Equipment Department responsibilities; Transportation Safety Committee focusing on Transportation Department employee concerns; Corporate Safety Personal Protective Equipment (PPE) Partnership Committee to review corporate needs for PPE, assist in developing specifications, and piloting potential new PPE; and On Track Safety Engineering Department Labor Management Partnership Committee focusing on the right of way safety concerns of Engineering Department employees.
- Installation of inward- and outward-facing cameras in the cabs of all rail fleets. The outward-facing cameras will be used to record track and wayside activities, and the inward-facing cameras will be used to record the engineer's control area while the train is in operation. In addition to the cab cameras, the two railroads have elected to incorporate passenger area cameras to improve passenger and crew safety by acting as a deterrent to crime and providing forensic investigative capability. This initiative responds to a recommendation made by the National Transportation Safety Board.

2. **LIRR Expansion (Main Line)**

The MTA Board approved the design/build contract award for the LIRR Expansion Project to 3rd Track Constructors (3TC), a joint venture of Dragados USA, Inc., John P. Picone, Inc., Halmar International LLC, and CCA Civil, Inc. The LIRR Expansion Project is a key initiative to transform and expand vital regional transportation infrastructure and will improve rail service, reliability, public safety, and quality of life by constructing approximately 10 miles of third track, eliminating seven grade crossings, installing sound attenuation walls, adding parking, and enhancing stations along the Main Line between Floral Park and Hicksville. Early construction activity, for example utility work, organizing staging areas, and clearing and grubbing, are expected to begin this winter with full construction ramping up by the end of the year.

3. Penn Station

A comprehensive effort is underway to re-imagine Penn Station through renovations that will transform the station into a state-of-the-art transportation hub, with improved passenger circulation and retail amenities. This initiative will vastly transform the MTA customer experience, including infusing the station with the latest technology, LED lighting, bright colors and permanent public artwork.

4. Station Initiatives

Station Initiatives will deploy best practices and architectural and design consultants to identify significant station upgrades at selected LIRR stations: Stewart Manor, Bayside, East Hampton, Port Jefferson, Wyandanch, Great Neck, Bellmore, Valley Stream, Baldwin, Merrick, Syosset, Farmingdale, Northport, Stony Brook, Deer Park, Brentwood, and Ronkonkoma. This includes new LED lighting, USB charging ports, Wi-Fi service, interactive digital kiosks and numerous other improvements to the station environments.

5. New Mets-Willets Point Station – (Coordinated with LaGuardia AirTrain)

During 2017, LIRR advanced environmental review and preliminary design for a new LIRR station and associated infrastructure at Mets-Willets Point. A new, modernized station facility will support future ridership demands and provide full ADA access.

6. 2015-2019 Capital Program

The LIRR's \$2.9B 2015-2019 Capital Program was approved by the MTA Board in May 2016. In July 2017, the Capital Program Review Board in Albany approved an amendment to the 2015-2019 Capital Program. The program makes crucial investments in rolling stock and infrastructure as the railroad looks to maintain and improve safety, reliability, and on-time performance. To be ready for East Side Access as well as future service demands—when the LIRR will begin operating trains directly to Grand Central Terminal—the LIRR will expand capacity in Jamaica and complete the construction of a second track on the Main Line between Farmingdale and Ronkonkoma. The railroad will purchase M-9 electric cars to replace its aging M-3 fleet and to expand service. The program also includes station upgrades in Brooklyn, Queens, Nassau and Suffolk counties. The 2015-2019 Capital Program reflects investments that renew LIRR assets, promoting a state of good repair with vision investments that enhance and expand the system in step with changing regional demands.

7. Service Enhancements

The Long Island Rail Road (LIRR) experienced one of its strongest ridership years in modern history, with 89.2 million customers in 2017. LIRR remains the busiest commuter railroad in North America. Annual commutation ridership in 2017 was 50.7 million customers, while non-commutation ridership during the year totaled 38.4 million. Strong local economic conditions and continuous growth in non-commutation travel, including trips to entertainment and sports venues, have contributed to these ridership numbers.

The LIRR continues to analyze ridership trends in order to respond to service needs. Market Research has revealed an increased reliance on the service—especially on the part of younger riders—for travel to work and other destinations.

East End Service Improvements - LIRR and East End officials from both the North Fork and the South Fork met throughout the year to discuss public transit improvements to East End communities. These meetings were highly productive and collaborative and resulted in the following service changes:

North Fork – Early morning weekday riders are now able to board a train from Ronkonkoma to Greenport (the “Fisherman’s Train”), which had previously operated as a non-passenger train; the “Jury Train,” which attracted light ridership, has been re-purposed and now departs from Ronkonkoma, rather than Deer Park, which allows a new westbound train to depart from Greenport mid-morning, making all local stops to Ronkonkoma, giving North Fork customers an opportunity for an early afternoon arrival in New York City. Additional service improvements will be phased in during 2018.

South Fork – LIRR will change the departure location from Speonk to Southampton for an AM Peak train, providing a new one-seat ride opportunity from Southampton, Hampton Bays, and Westhampton to Penn Station in 2018 when signal system improvements are complete. LIRR and South Fork officials agreed to continue planning for new service options to provide intra-island commuter rail service for communities east of Speonk to reduce congestion on local roads.

8. Huntington/Port Jefferson Branch Yard

In order to better address yard requirements on the Huntington/Port Jefferson Branch, LIRR is undertaking planning, environmental review, and preliminary design of a new electric train storage yard. The new yard will support westbound peak train service in the morning and will be designed to accommodate light interior cleaning, toilet servicing, inspection, light repairs, along with train storage. The LIRR will be evaluating potential yard locations. Undertaking this project will support construction of the yard in a future capital program and will address current and future service needs for this branch.

9. East Yaphank Station

This a proposal to invest in a new LIRR station in East Yaphank, in conjunction with smart investments being undertaken by New York State to create jobs and stimulate economic growth in Suffolk County. This project will perform site planning and environmental review for the design and construction of a new East Yaphank Station adjacent to Brookhaven National Laboratory. The exact location of the new station will be determined based upon an evaluation analysis.

10. Transit Oriented Development (TOD)

The LIRR is a strong supporter of TOD and continues to participate, as a resource and key stakeholder, in multiple TOD projects.

Wyandanch

- As a key stakeholder, the LIRR is participating in one of the most exciting and “transformative” TOD initiatives on Long Island – **Wyandanch Rising** – a development that is transforming the most economically distressed area on Long Island into a vibrant mixed-use development.
- This initiative included LIRR’s construction of a new 920 space structured parking facility, which opened in August 2015 and provides a significant increase in commuter parking along the parking-constrained Main Line. The additional parking capacity will provide additional parking capacity to support future ridership growth associated with the East Side Access Project. Also included in this initiative is LIRR’s construction of a new state-of-the-art station building to be completed in 2018.

Hicksville

- LIRR is supportive of the Town of Oyster Bay’s Hicksville Downtown Revitalization Action Plan that is proposing to rezone the area around LIRR’s Hicksville station. This rezoning will allow for a mix of multi-family housing, offices and a variety of retail uses in order to revitalize the downtown area.
- In conjunction with the above, the Town of Oyster Bay recently received a \$10M Downtown Revitalization Initiative (DRI) Grant from New York State. A planning committee, comprised of local and regional leaders, stakeholders, and community representatives, is tasked with establishing a community-based vision and implementation plan for revitalizing Hicksville’s downtown.
- The LIRR is continuing with its \$120M investment to rebuild and modernize the Hicksville Station. This station improvement project, which includes installation of new platforms, platform waiting rooms, canopies, elevators, escalators, stairways, signage, and other amenities (e.g., security cameras, WiFi, charging ports) will be completed in 2018. The Town hopes to use the LIRR Hicksville Station renovation to further leverage its revitalization efforts.

Copiapue

- LIRR is supportive of The Town of Babylon’s innovative new Copiapue Downtown Zoning Code which will allow redevelopment around the LIRR Copiapue station. The recently completed “Copiapue Commons”, a smart growth housing development adjacent to the station, includes two energy efficient four story apartment buildings providing residents an affordable and sustainable housing option.

Route 110 (East Farmingdale) / Republic Station

- LIRR is supportive of The Town of Babylon’s East Farmingdale Form Based Code and Regulating Plan whose goal is to create diverse housing choices, a vibrant business community and an overall welcoming place that will attract and retain young people. The vision is centered around a reopened LIRR Republic Station near the intersection of Route 110 & Conklin Street.
- The Town of Babylon’s Route 110 Bus Rapid Transit (BRT) initiative will provide attractive north-south mass transit along Route 110, home to Long Island’s largest job center, as well as connecting two LIRR branches (Babylon and Ronkonkoma). Besides

alleviating traffic congestion, the BRT system would enhance numerous TOD initiatives along the corridor and encourage economic development and job creation in the area.

- LIRR has included preliminary design and environmental review of a new Republic Station in its 2015-2019 Capital Program.

Baldwin

- The LIRR provided technical review and support for the Baldwin Downtown and Commercial Corridor Resiliency Study. This Study builds on existing local initiatives to develop an implementable plan that ensures economic and physical resiliency within the Baldwin community, including the area around LIRR's Baldwin Station. The Study evaluated the potential for downtown revitalization designed to promote new residential options and increase demand for local businesses. The Study goals focus on commercial and mixed use development opportunities as well as green infrastructure improvements.

Ronkonkoma

- LIRR is working with the Town of Brookhaven, the Town of Islip, and other area stakeholders to transform station area into a mixed-use TOD, leveraging the LIRR station and the nearby Long Island MacArthur Airport.
- The vision includes new residential development, retail, restaurants, office space, and new/replacement parking facilities.
- Another step toward spurring economic development in the Ronkonkoma Hub area is a study that evaluates transportation connectivity alternatives between LIRR's Ronkonkoma station and Long Island MacArthur Airport. Suffolk County received \$300K in Federal funds to conduct a plain-to-train connectivity study. Suffolk County's Department of Economic Development and Planning conducted several Stakeholder Workshops. A draft report is due during the 2nd quarter of 2018.
- LIRR continues to work with the Town of Brookhaven and its Master Developer to address current parking needs and future demands associated with future Hub redevelopment and planned service to Grand Central Terminal.

Hempstead

- LIRR is actively participating with the Village of Hempstead and its Master Developer to transform the area around the Hempstead station into a mixed-use TOD, leveraging the LIRR station and Rosa Parks Hempstead Transit Center.
- The vision includes residences, a hotel, shops, open space, parking and entertainment venues.
- LIRR continues to work with the Village (and its Master Developer) to address current parking needs and future demands associated with planned development and future service to Grand Central Terminal.

Farmingdale

- In 2016, Starbucks opened up on the bottom floor of a recently constructed mixed use building (called Jefferson Plaza). Jefferson Plaza at Farmingdale Station is located diagonally across the street from LIRR's Farmingdale station, and is also one block away from Farmingdale's Main Street retail corridor. The mixed-use TOD project consists of

154 residential units, ground floor retail space and below grade parking. The project also features 12 workforce housing units. In addition, a 42 unit apartment complex, known as the Cornerstone, was constructed 1 block from LIRR's Farmingdale Station in 2016. These two projects are a continuation of recent and on-going revitalization efforts in Farmingdale's once-struggling downtown.

- Farmingdale Station has been identified as one of LIRR's 17 Station Initiative projects. Improvements at the station will include station building renovations, platform, plaza, ADA, lighting upgrades, and additional customer service enhancements such as WiFi, charging stations, and digital interactive signs.

Freeport

- The LIRR is actively working with (and supporting) the Village of Freeport on a proposed mixed use (housing/retail) TOD project at the Freeport Station. The development, which would replace a site that has been vacant for a number of years, would enhance the LIRR station environment and would provide additional riders to the LIRR system.

Port Jefferson

- LIRR is actively participating with the Village of Port Jefferson to transform the area around the Port Jefferson station into a vibrant mixed-use TOD, leveraging the LIRR station and proximity to Port Jefferson's thriving waterfront community. Port Jefferson station has been identified as one of LIRR's 17 Station Initiative projects. As part of this initiative, improvements at the station will include station building renovations, platform, plaza, lighting upgrades, parking lot rehabilitation, and additional customer enhancements such as artwork, Wi-Fi, charging stations, and digital interactive signs.

Mineola

- The LIRR has supported numerous TOD in the vicinity of the Mineola station. Some of the major TOD projects recently completed include: an affordable senior housing development, a number of new rental apartment buildings, and conversion of a historic building into 1-bedroom apartments, with retail space below and residential parking spaces.
- Mineola is a key station within the LIRR system and provides direct access to a dense concentration of retail, employment, courts/government offices, universities, transportation and recreation. These TOD projects go a long way toward helping meet the demand for new housing in Nassau County by providing new opportunities for households who desire a vibrant suburban downtown with strong transit access.
- As part of LIRR's upcoming Main Line Expansion project, the Mineola station will receive various station improvements and modifications including enhanced ADA accessibility; enhanced pedestrian access; improved lighting, landscaping and other visual elements; and improved platforms and passenger waiting areas.

Huntington

- LIRR is working with the Town of Huntington and its Master Developer on their TOD initiative to revitalize the Huntington LIRR Station vicinity into a vibrant mixed-use development.

- LIRR is working with the Town of Huntington and its Master Developer to address the TOD impacts on commuter parking and future parking demands associated with planned service to Grand Central Terminal.

Nicolls Road Bus Rapid Transit

- LIRR is supportive of Suffolk County's Bus Rapid Transit (BRT) initiative which would provide attractive north-south transportation along Nicolls Road. The proposed BRT would also connect job centers between Stony Brook and Patchogue; connect three LIRR branches (Port Jefferson, Ronkonkoma and Montauk) and help support LIRR's Double Track initiative. Besides alleviating traffic congestion, the BRT system would also compliment numerous TOD initiatives along the corridor and encourage economic development and job creation in the area.

11. Hudson Yards/Tunnel Casement Agreement

As per existing agreements with MTA/LIRR, the Hudson Yards Developer is progressing the mixed-use commercial overbuild project over the LIRR's West Side Yard. The eastern portion of this development (between 11th Avenue and 10th Avenue, as bounded by 33rd and 30th Street) is currently underway and scheduled for completion in 2018. Amtrak has developed a conceptual program, known as the "Gateway Program," to build a new tunnel under the Hudson River from New Jersey through the west side of Manhattan to connect with Penn Station. Amtrak determined that only a single underground alignment under the LIRR West Side Yard facility between 10th and 11th Avenues in Manhattan (the East Rail Yard) can achieve a direct connection. Given the regional importance of the proposed Gateway Program to commuter transportation, and the need to preserve the Right Of Way so as not to have the Overbuild Project preclude the Gateway Program from going forward, MTA and LIRR have cooperated with this effort.

Amtrak's plans for the Tunnel Casement Project required the LIRR to vacate the Maintenance of Equipment facility in an expedited manner to allow for the demolition of that facility and certain tracks. MTA and LIRR facilitated the Tunnel Project by agreeing, among other things, to grant a temporary construction license and subsequently a permanent easement to accommodate the placement of a concrete casing in the Eastern Rail Yard. This project was originally planned for completion in October 2015. The Maintenance of Equipment Facility was returned to service on February 12, 2018.

12. Moynihan Station Project

The Moynihan Station Development Project to transform a portion of the Farley Post Office Building into Amtrak's new ticketing, waiting room and train boarding areas is underway with construction of the Phase I elements including expansion of the West End Concourse; installation of a platform ventilation system; and widening of the Connecting Corridor that connects Penn Station to the West End Concourse. Enhancements incorporated as part of the West End Concourse expansion include new LED lighting, digital information screens, way finding graphics, and ceiling-mounted LED displays. Phase I of this project achieved beneficial use in June of 2017.

Phase II of the project commenced in January 2017 and will provide for two escalators and one elevator leading to/from the train hall and Platforms 3, 4, 5, 6, 7, and 8. Work has begun on Platforms 5, 6, and 7 and is anticipated to be completed in late 2018 when work on Platforms 3, 4, and 8 will begin. Fit-out work of the train hall also began in January 2017 and will include new waiting areas, ticket offices for both Amtrak and Long Island Rail Road, rest rooms, wireless communications, LED Lighting, digital information screens, way finding graphics, and a full glass skylight above the train hall.

13. Mobile Ticketing & New Fare Payment Systems

Mobile Ticketing

Long Island Rail Road and Metro-North launched MTA eTix in June 2016, and system-wide deployment was achieved in August 2016. MTA eTix is a mobile ticketing application that lets customers purchase and display LIRR tickets directly on their smartphone or mobile devices for validation by train crews onboard. MTA eTix mobile ticketing has been a success and has been extremely popular with customers since it was launched. As of 12/31/2017, approximately 15.6 million tickets have been purchased via MTA eTix generating \$381 million in revenue. Market penetration has also been high. For example, in November 2017, 25.2% of LIRR tickets purchased were via MTA eTix. A pilot test of technology that would allow these same mobile devices to be accepted at NYCT turnstiles is scheduled to take place during 2018.

New Fare Payment System (NFPS)

The MTA's NFPS project achieved a critical milestone during October 2017 with the award of the contract to design/build an entirely new MTA-wide fare payment system to Cubic Transportation Systems, Inc. LIRR and MNR are contributing existing capital funds to the design phase of the project, which will benefit the commuter railroads as well as NYCT subway and bus. The cost to purchase and install ticket selling machines and other infrastructure will be covered in the 2020-2024 Capital Program.

MTA NFPS is based on open payment industry standards that will allow customers to purchase tickets using a wide variety of payment and purchasing methods in addition to enhanced ticket functionality while supporting interoperability amongst the MTA agencies.

SECTION II Capital Program – Project Highlights

1. Rolling Stock

MTA LIRR currently has a fleet of 836 M-7 EMU cars, 170 M-3 EMU cars, 45 locomotives, 134 bi-level coaches, and a fleet of work locomotives and other maintenance rolling stock. Rolling stock investments play a crucial role in the customer experience by improving on-time performance while providing a safe, reliable, and comfortable passenger environment. To ensure high-level reliable performance, the LIRR is proceeding with the procurement of new rail cars that will allow for reduced maintenance and repair costs.

Ongoing:

M9/M-9A Procurement

The procurement of the M-9/M-9A cars will enable the LIRR to provide cars for ESA Opening Day service and M-3 replacement using funds provided under two MTA Capital Programs for the M-9 cars and ESA Funds for the M-9A cars (Federal Procurement), as follows:

- A contract was awarded to Kawasaki Rail Car in September 2013 for a base order of 92 M-9 cars and up to 584 LIRR/MNR option cars. The award was in the amount of \$1.8B, including options. The project is currently in the Pilot Car Testing Phase. The LIRR exercised its first option for an additional 110-cars on July 13, 2017.
- The M-9A Phase 1 Request for Proposal (RFP) was advertised/released Tuesday, November 21, 2017 for the design, manufacturing, testing, and delivery of a minimum of 60 and up to 160 M-9A married-pair cars structured as a base order with options. The 160 M-9A cars are identified in the Full Funding Grant Agreement (FFGA) and funded by the ESA project.

Tier IV Low Emission Diesel Locomotives (LEDL) Procurement

The procurement of the LEDL's will enable the LIRR to replace its existing fleet of Work Locomotives, which are beyond their useful life.

- The LEDL Phase 1 Request for Proposal (RFP) for the design, manufacturing, testing, and delivery of up to 28 locomotives for use by the LIRR and for use by New York and Atlantic Railway (NYAR).
- The base order consists of 12 LIRR locomotives and 2 NYAR locomotives with options of 8 additional LIRR and 6 additional NYAR locomotives.
- Funding for the LIRR base locomotives is included in the MTA 2015 – 2019 Capital Program with options being funded in the MTA 2020-2024 Capital Program. Funding for the NYAR locomotives is provided through grant funds from the New York State Department of Transportation.

ESA Diesel Protect Locomotive Procurement

The procurement of the protect locomotives is essential to support rescue moves within the ESA tunnels. The locomotives will be designed to meet the height restriction requirements of the ESA tunnels.

- The project is in the Technical Specification Development Phase. The release of the Request for Proposal (RFP) for the design, manufacture, testing, and delivery of the locomotives is

anticipated in the first quarter of 2018. The locomotives are identified in the Full Funding Grant Agreement (FFGA) and funded by the ESA project.

2. Stations

The LIRR operates 11 rail branches and serves customers at 124 stations in Nassau and Suffolk Counties and New York City. Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system; it also recognizes the integral role stations play in defining communities across Long Island and neighborhoods in Queens and Brooklyn.

Ongoing:

Wantagh Platform Replacement - \$27.8M

- This project will replace the station platform along with other station components, including the platform waiting room, canopy, escalator, platform lighting, communications and security systems, and drainage. The scope also includes the installation of a new elevator which will make this station wheelchair accessible. Construction started in March 2016 and is scheduled for completion in September 2018.

New Elevators – Flushing-Main Street - \$24.6M

- This project designed and is constructing the following improvements at Flushing – Main Street station: two new hydraulic elevators (one to serve each platform), new platform railings, staircases, lighting, station plaza, tactile warning strips on platform edges, CCTV security cameras, and new ticket office. Construction began in March 2016, with construction completion forecasted for June 2018.

Nostrand Ave Station Rehabilitation - \$28.1M

- Station rehabilitation of the circa 1977 elevated Nostrand Ave Station. Work includes replacement of the station platforms, railings and canopy roofing system, replacement of the four overpasses and platform stairs, installation of two new elevators, along with replacement of and upgrades to the station lighting, electrical and communication systems, CCTV security cameras, and signage. Construction is currently underway and is forecasted for completion in March 2019.

Hicksville Station Rehabilitation - \$70.6M

- This project includes the demolition and construction of two new 12-car platforms; new platform waiting rooms; new platform canopy structures and associated drainage systems; new platform lighting, communications and CCTV systems; replacement of staircases and escalators, along with construction of new elevators. Construction began in July 2016 and is scheduled to be completed in August 2018.

Hicksville North Siding - \$50.6M

- This project will modify signal relays and install third rail power to connect existing north siding in Hicksville with station track #1 for main track operations; construction of approximately 6,200 linear feet of new track which will provide infrastructure to

support additional Manhattan-bound train trips from Hicksville, and provide an alternative routing in case of maintenance, construction or service disruption at Hicksville. Also, the existing North Track Siding will be upgraded to Main Line track standards. Construction began in July 2016 and is scheduled to be completed in September 2019.

Stations Initiatives - \$150.0M

- Under Construction: Stewart Manor, Wyandanch, Port Jefferson
- Phase 1A: East Hampton, Merrick, Bellmore
- Phase 1B: Deer Park, Brentwood, Farmingdale, Syosset, Stony Brook
- Phase 2: Bayside, Great Neck, Baldwin, Ronkonkoma, Valley Stream, Northport

The design phase began in July 2016 and design completion is forecasted for February 2018. Construction began in February 2017.

Murray Hill Station New Elevators - \$14.5M

- The project will construct two new elevators at this station, located on the Port Washington Branch in Queens. Work includes 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 area surrounding the elevators, CCTV security cameras, signage, and bird control. Construction began in December 2017, with construction completion anticipated for June 2019.

3. Track

MTA Long Island Rail Road has 515 miles of main line track and 156 miles of yard and siding track. Track investments are prioritized based upon the condition and utilization of the track components.

Ongoing:

East River Tunnel Track Rehabilitation - \$43.2M

- At the completion of this Amtrak-managed project, the track structure and drainage system in East River Tunnel (ERT) Lines 3 and 4 will be completely rehabilitated, reducing ponding water and bringing the entire track structure into a state of good repair. ERT Line 3 was completed in September 2016. No work took place in 2017 due to unavailability of weekend outages for this project. Priority outages were taken by the Moynihan and ESA Projects, and Amtrak State of Good Repair and maintenance.
- ERT Lines 3 and 4 will be renewed by removing and replacing the track with new continuous welded track rails and ballast, impedance bonds and insulated joints. The drainage troughs will be completely flushed out and new drain cover gratings will be installed.
- This effort will span multiple capital programs. Track infrastructure in Lines 1 and 2 is expected to be renovated as part of a future total interior tunnel rebuilding project, which will address Superstorm Sandy related infrastructure damage in these two tunnel lines. This track rehabilitation effort requires significant track outages and the

goal is to utilize outages scheduled for East Side Access construction and the Moynihan Station development, in order to progress work in the tunnels.

Annual Track Rehabilitation Program (2015-2019) - \$332.0M

The 2015-2019 Capital Program continues the LIRR's cyclical track rehabilitation efforts, which renews track components system-wide, include wood and concrete railroad ties, track, ballast, rail profiling, rail grinding, rail tampering, grade crossing renewals, and switch renewal and replacement.

In addition, work is ongoing as part of the LIRR's Jamaica Capacity Improvements Project – Phase I (\$301.7M), which includes upgrades to track and switches within Jamaica, including Johnson Avenue Yard, Dunton Interlocking and the track infrastructure which will support future Platform F operations.

Double Track Ronkonkoma Phase I –\$137.2M

Double Track Ronkonkoma Phase II - \$250.0M

This project involves design and construction of a Main Line second track for the 17 miles between Farmingdale and Ronkonkoma. The Main Line east of Farmingdale is mostly single track (13 miles) with passing sidings (4 miles) and double track at most stations. Single track along this critical stretch of LIRR network poses a significant risk to reliable service and on-time performance. The Double Track Project will enable LIRR to provide half-hourly off-peak service in both directions between Penn Station and Ronkonkoma. Single track also adversely impacts LIRR's ability to maintain and repair the infrastructure and increases costs when track is taken out of service and LIRR is required to bus customers.

The project consists of environmental assessment, survey, track alignment, and design of all wayside elements between Farmingdale and Ronkonkoma including preliminary design for Design-Build civil and site work packages for Phase I- Ronkonkoma to Central Islip, and Phase II- Central Islip to Farmingdale. Also included in Phase II is new platforms and station rehabilitation at Pinelawn and Wyandanch stations, and procurement, testing, and installation of signal equipment for the entire Farmingdale to Ronkonkoma segment.

Phase I construction began in December 2013 and Phase 1 track laying was completed in 2016. Phase II began construction in June 2016, with construction completion anticipated for later in 2018.

4. Line Structures

LIRR Line Structures are comprised of 640 bridges, 30 viaducts and 4 tunnels which allow for railroad travel across the region's waterways, highway crossings, and dense urban and suburban areas. Through a combined mix of capital and operating solutions, the LIRR cost-effectively preserves safe structural conditions in support of on-time performance and system reliability goals.

Ongoing:

Buckram Road Bridge Replacement - \$21.2M

- Replacement of Buckram Road Bridge, located in Locust Valley on the Oyster Bay Branch. The existing bridge was constructed in 1889 and carries one non-electrified track. With the current vertical clearance posted at 10'1", bridge strikes by vehicle have been a common occurrence. The project will replace the bridge with a new single span, with an increased vertical clearance under the bridge at the NYSDOT standard of 14'0" to reduce vehicular strikes, improve line of sight angles, and increase the load rating to the current Cooper E50 requirements. Construction began in May 2017 with construction completion forecasted for December 2018.

North Main Street and Accabonac Road Bridge Replacements - \$15.1M

- Project replaces two LIRR bridges over North Main Street and Accabonac Road in East Hampton on the Montauk Branch. These bridges each carry one railroad track over two lanes of vehicular traffic. Work includes new bridge structures, abutments, retaining walls, and site drainage. The new bridges and track will be installed at higher elevations to increase vertical roadway clearance. Construction began in May 2017 and is projected for completion in May 2019.

Webster Avenue Bridge Replacement - \$10.7M

- Replacement of the Webster Avenue vehicular bridge over the LIRR Port Washington Branch in Manhasset. Preliminary design start was November 2017 with the completion of the preliminary design forecasted for August 2018.

Wreck Lead Bridge Rehabilitation - \$2.0M

- Project entails the mechanical rehabilitation of the movable bridge components for the Wreck Lead Bridge over Reynolds Channel on the Long Beach Branch, between Island park and Long Beach. Design began during November 2017 and design completion is forecasted for October 2018.

5. Communications

The communication systems transmit information between trains and operational control centers including train dispatchers, train crews, tower operators and others involved in the movement of trains, while also providing information to LIRR customers. By investing in the communication infrastructure, including rehabilitation/replacement of assets based upon functionality, condition and technological obsolescence, the LIRR is able to ensure that the vital communication service, which contributes to safety, on-time performance and customer satisfaction, continues.

Ongoing:

Communications Pole Line Replacement - \$5.7M

Fiber Optic Network - \$34.5M

6. Signals

Signal assets allow the safe operation of trains system-wide at high speeds in close proximity – currently 740 scheduled trains each weekday. Previous investments have modernized high traffic interlockings in Queens and Valley Stream, going from 1930s relay technology to 21st century microprocessor technology. Signal modernization continues with additional planned microprocessor upgrades, emphasis on normal component replacement, as well as upgrading dark territory and automatic block territory to automatic speed control territory.

Ongoing:

Signal Normal Replacement Program - \$30.0M

As part of the 2015-2019 Capital Program, signal system normal replacement work is ongoing, which targets various elements of the signal infrastructure system-wide. This include replacement and upgrading of cables, batteries, switches, signals, huts and cases, grade crossing equipment, and other signal system components.

Centralized Train Control – \$17.9M

- The relocation of the Movement Bureau from the Jamaica Main Building into the Jamaica Central Control (JCC) is a critical first step towards realizing the LIRR’s vision for Centralized Train Control.
- This project will fit-out the space within the JCC to allow the Movement Bureau to be relocated into a modernized facility.

Construction is ongoing, with completion forecasted for September 2018.

Positive Train Control (PTC) - \$ 443.8M (Funded Over Multiple Capital Programs)

Positive Train Control System (PTC) is a system designed to prevent train-to-train collisions, over speed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position. In accordance with the Rail Safety Improvement Act of 2008 that was signed into law, an interoperable PTC system is required on all commuter railroad main-line tracks.

- Subsystem Designs have continued progressing and are in the process of being finalized.
- Pilot wayside installations have been completed for both Pilot lines with the exception of 46 transponders. On-board pilot installations continued including the completion of M7 pilots and the progression of DE/DM, C3, and E15 pilots (undercar scanner antenna, Mobile Communication Manager (MCP), OnBoard Computer (OBC), and roof top antennas). Non-pilot installations have continued. Overall installation status: WIUs 79% complete, transponders 74% complete, communications cases and antenna poles 84% complete, training 46% complete, M7s 100% complete to meet PTCIP goal and

minimum requirements for operations, with remaining fleet (C3, DE/DM, and E15) 7% complete.

- The segment of dark territory between Speonk and Montauk has been eliminated by installing Automatic Speed Control (ASC). Project beneficial use was achieved in November 2017.
- LIRR has acquired spectrum for all LIRR operating counties.

7. Shops & Yards

Currently, the LIRR operates 5 shops and 26 yards. These assets ensure proper storage, cleaning, inspection, repair and maintenance of the fleet in support of the Reliability Centered Maintenance (RCM) Program.

Ongoing:

Morris Park Diesel Locomotive Shop Improvements - \$102.3M

- Project provides for the replacement / upgrade of the Morris Park Shop in Queens, which is utilized to maintain and overhaul diesel locomotives. Work includes new maintenance bays and associated work areas, employee facilities, parts storage and wayside power for storage tracks. Site preparation work has been performed, in preparation for the effort that will be undertaken by a design-build contractor. Construction began during December 2017 with construction completion anticipated for March 2020.

Mid-Suffolk Yard - \$128.0M

- Project constructs a new Mid-Suffolk Yard, to inspect, repair, clean, maintain and store electric trains. The yard includes a new lead track interlocked signals, switches and crossovers and 11 electrified train storage tracks for 12-car consists. Also included is construction of a new employee facility. The Preliminary 30% Design for the new yard was completed in December 2016, with construction starting in December 2017. The construction completion is forecasted for March 2020.

8. Power

Train service within the LIRR's electric territory relies upon a network of infrastructure which includes 109 substations/breaker houses, and 353 miles of third rail system-wide to deliver the traction power supply necessary for train operations.

Ongoing:

Port Washington Substation - \$26.2M

- Installation of new prefabricated modular substation buildings and associated equipment and components, to replace the existing substation which is at the end of its useful life. Construction began in October 2016 and is anticipated to be completed in July 2018.

Richmond Hill Substation Replacement - \$16.6M

- Installation of a new substation and associated equipment and components to replace the existing substation which is at the end of its useful life. Construction began on during October 2015 and is scheduled to be completed in February 2020.

Penn Station Substation - \$38.2M

- New AC-DC traction power substation to replace the existing Penn Station Substation. Preliminary design for the new substation was completed in March 2017, with construction start anticipated for November 2018.

Substation Replacements - \$59.1M

- Project provides for the replacement of the following substations, which are operating beyond their useful life and are in need of replacement: Meadowbrook, Bellmore, Ocean Avenue, Murray Hill, and Queens Breaker House. Design work began in March 2016 and is ongoing, with Meadowbrook substation being the first substation to enter the construction phase. Construction of Meadowbrook Substation is ongoing.

9. Superstorm Sandy

On Monday, October 29, 2012, the New York region suffered the devastating effects of Superstorm Sandy. For MTA LIRR, damage and storm-related impacts were most pronounced in four key areas: East River Tunnels, West Side Yard, Long Island City Yard, and the Long Beach Branch. Infrastructure replacement and/or major rehabilitations are crucial to ensure the long term operational reliability of service in the parts of the Railroad that were heaviest hit by Superstorm Sandy. In 2013, restoration projects were added to the MTA’s 2010 – 2014 Capital Program.

Superstorm Sandy Restoration Projects

Restoration Projects	Cost (\$M)
East River Tunnel Signal System & Infrastructure	\$121.8M
Wreck Lead Bridge Systems	\$14.9M
Long Beach Branch Systems Restoration	\$68.7M
West Side Storage Yard Restoration	\$43.3M
Long Island City Yard Restoration	\$18.1M
Substation Replacements	\$50.2M
1st Avenue Substation Restoration	\$8.4M
Long Island City Substation	\$0.9M
Infrastructure / System Upgrades (various locations)	\$7.5M

Superstorm Sandy Resiliency Projects

The LIRR is currently progressing four Superstorm Sandy Resiliency projects:

River to River Rail Resiliency Project - \$108.0M (FTA Competitive Resiliency Funds)

- **West Side Yard Perimeter Protection**: Construct a barrier around the West End of the yard to prevent Hudson River floodwaters from entering the yard.
- **East River Tunnels Walls**: Queens Portal Flood Barriers: Construct flood barriers to protect the East River Tunnels entrance portals in Queens, near LIRR’s Hunterspoint Avenue Station.
- **East River Tunnels Resiliency Elements**: Work includes waterproofing and emergency generators at Vent Plant Building(s) and tunnels dewatering equipment.

Long Island City Yard Mitigation – \$21.6M (FTA Competitive Resiliency Funds & FTA Local Priority Resiliency Funds): Protects yard against flooding, storm surge and extreme weather – including installing sump pumps, retention manholes, drainage systems, and a flood wall.

Emergency Management Equipment – \$20.0M (FTA Local Priority Resiliency Funds): Purchase of Emergency Equipment that will improve LIRR’s preparedness and ability to recover following extreme weather events.

Atlantic Avenue Tunnel Mitigation – \$9.9M (FTA Local Priority Resiliency Funds): Mitigation of the infiltration of rain and flood water into the Atlantic Tunnel by elevating selected ventilation grates located in the roadway median of Atlantic Avenue in Brooklyn and Queens. In addition, the project will upgrade 14 underground pump rooms and replace/upgrade pumps throughout the length of the tunnel.

10. East Side Access Readiness

The LIRR is progressing capital projects aimed at supporting future train service to Grand Central Terminal. Identified for many years as East Side Access Readiness projects, these efforts will provide benefits for today’s commuters as well as those who in the next decade will travel to Grand Central. The projects include pocket tracks in Massapequa and Great Neck, a track extension project in Port Washington, a yard and construction of an additional platform in Jamaica. The LIRR’s readiness infrastructure improvements support current and future ridership growth opportunities, as shown:

Projects	Cost	Construction Starts
Jamaica Capacity Improvements (phase 1)	\$301.7 M	May 2014 (award)
Mid Suffolk Train Storage Yard	\$128.0 M*	September 2017
Great Neck Pocket Track	\$25.4 M	October 2014
Massapequa Pocket Track	\$19.6 M	June 2014
Port Washington Yard Track Extensions	\$12.1 M	Mid- 2019
TOTAL	\$445.3 M	

**Reflects funding in both the 2010-2014 and the 2015-2019 Capital Programs*

11. Enterprise Asset Management

LIRR is devoted to delivering safe, reliable and on time service in a sustained way. Enterprise Asset Management (EAM) provides key enablers including modern technologies to optimally manage train equipment and the infrastructure on which the trains traverse. EAM will provide agency decision makers with timely and accurate information regarding asset condition, cost, performance and reliability. This will ensure asset investments and maintenance efforts focus on areas of the transportation system that deliver the greatest benefits to customers.

SECTION III Planning Studies

1. Network Strategy Study

The Long Island Rail Road (LIRR) advanced the Network Strategy Study (NSS) during 2017, and completed the LIRR market analysis. The LIRR NSS vision begins with a LIRR of the future, under a 2025 timeframe, that operates to two midtown Manhattan terminals (Penn Station and Grand Central Terminal, following the completion of East Side Access), offers more reverse peak direction service (LIRR Expansion), and changes operations through Jamaica (JCI Phase 1). The NSS also leverages the powerful and transformative LIRR modernization improvements such as Second Track, Third Track, new pocket tracks, and expanded yard facilities.

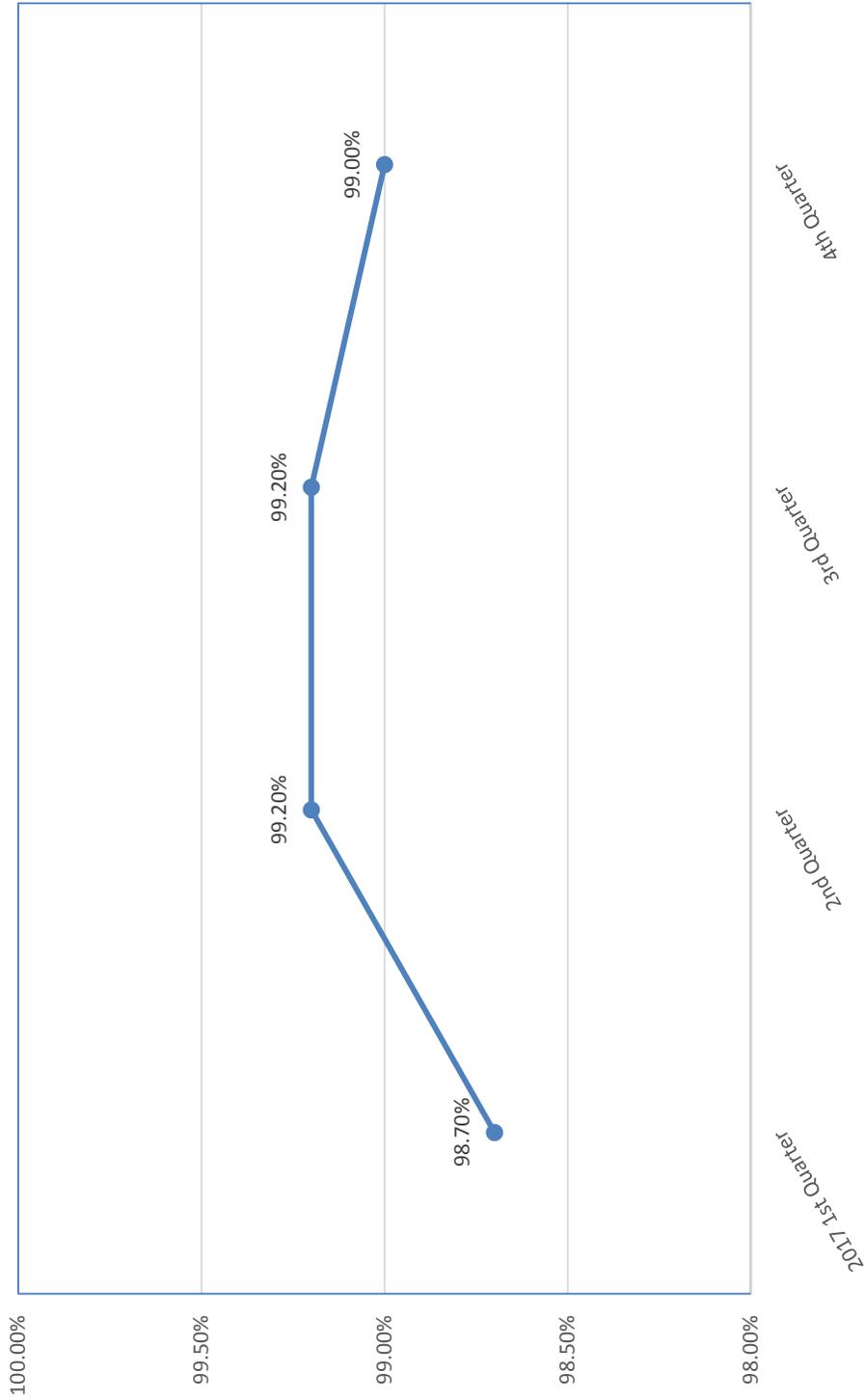
By 2025, many of these investments will be substantially realized and the LIRR will be in a position to transform the way in which it provides service and how it responds to customer needs. The NSS positions the LIRR to take a tiered approach to support capacity improvements and modernization efforts as well as links future investments to markets that demonstrate growth potential.

Long Island Rail Road Elevator/Escalator

2017 Annual Report



2017 Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

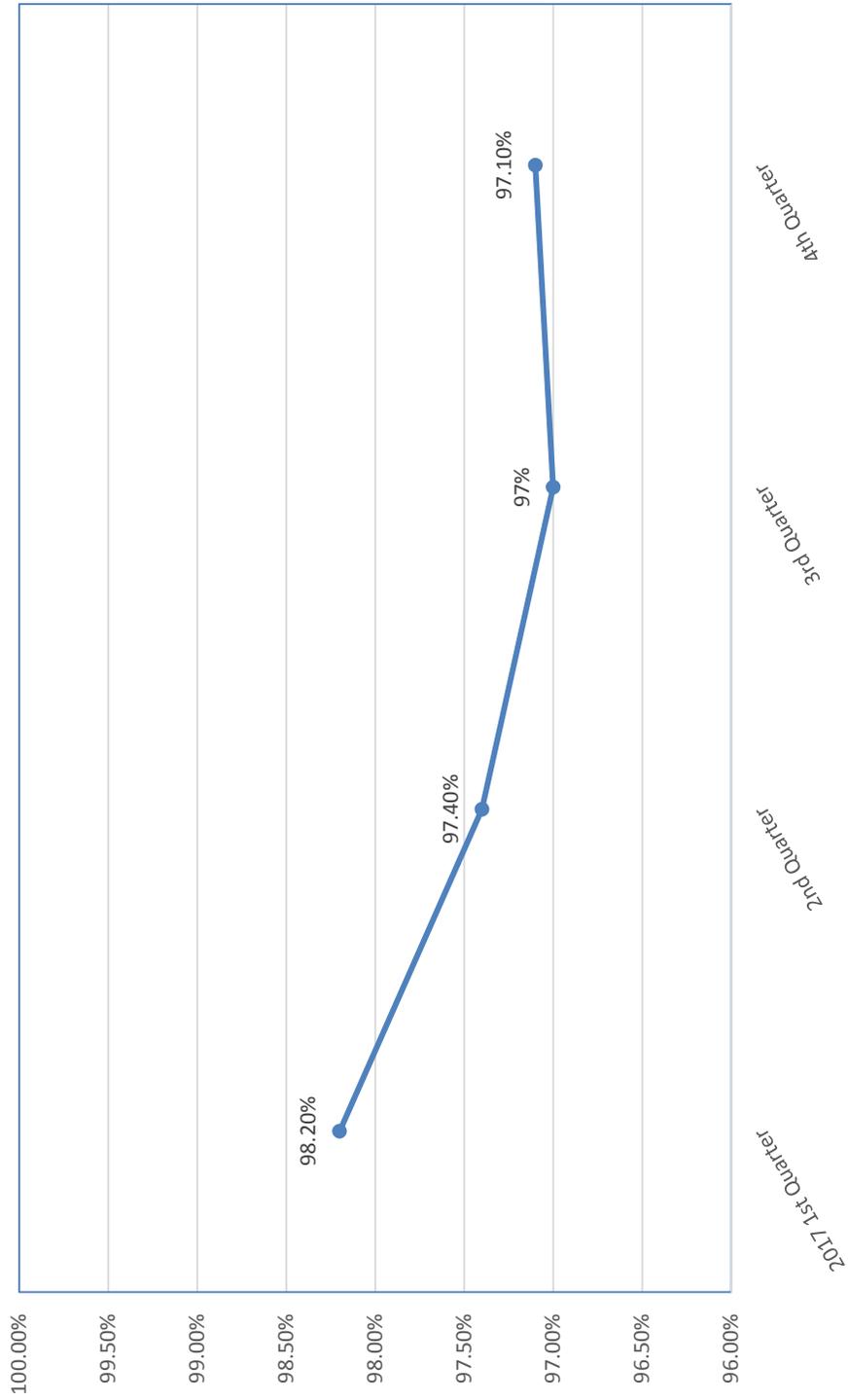
MTA Long Island Rail Road

2017 Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
BABYLON		HEMPSTEAD	
Babylon (A)	99.3%	Queens Village (A)	98.7%
Babylon (B)	99.0%	Queens Village (B)	99.4%
Seaford	98.9%	FAR ROCKAWAY	
Bellmore	98.9%	Valley Stream	99.0%
Merrick	99.4%	Rosedale	99.3%
Freeport	98.8%	PORT JEFFERSON	
Baldwin	99.1%	Hicksville (A)	99.4%
Rockville Centre	98.8%	Hicksville (B)	99.3%
Massapequa	99.4%	Mineola Garage 1	98.6%
		Mineola Garage 2	96.4%
PORT WASHINGTON		LONG BEACH	
Great Neck (A)	99.4%	Lynbrook (A)	99.1%
Great Neck (B)	99.3%	Lynbrook (B)	99.2%
Auburndale	99.3%	CITY TERMINAL	
		Atlantic Terminal 1	99.3%
RONKONKOMA		Atlantic Terminal 2	99.4%
Ronkonkoma (A)	99.4%	Woodside 415x	99.0%
Ronkonkoma (B)	99.5%	Woodside 418x	99.2%
Ronkonkoma (C)	99.6%	Woodside 419x	99.4%
Ronkonkoma Garage 1	99.3%	Penn 34S-ELV-P34 (1)	99.3%
Ronkonkoma Garage 2	99.1%	Penn CEN-ELV-P-7 (1)	93.5%
Wyandanch 1	99.3%	Penn CEN-ELV-P-8 (1)	98.7%
Wyandanch 2	98.8%	Penn CEN-ELV-P-9 (1)	100.0%
Wyandanch 3	99.2%	Penn CEN-ELV-P10 (1)	99.9%
		Penn CEN-ELV-P11 (1)	99.6%

(1) Penn Station data provided by Amtrak

2017 Passenger Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

MTA Long Island Rail Road

2017 Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION (1)	
Babylon A (W/B)	97.6%	Valley Stream	96.9%	Penn 34S-ESC-34A	99.2%
Babylon B (E/B)	96.9%	PORT JEFFERSON		Penn 34S-ESC-34B	97.6%
Lindenhurst	98.0%	Hicksville A (W/B)	97.8%	Penn 34S-ESC-34C	99.6%
Copiague	98.0% (2)	Hicksville B (E/B)	97.7%	Penn EXI-ESC-09E	100.0%
Amityville	97.4%	LONG BEACH		Penn EXI-ESC-10E	100.0%
Massapequa Park	97.8%	Lynbrook	91.7%	Penn EXI-ESC-10W	99.7%
Massapequa	97.4%	HEMPSTEAD		Penn EXI-ESC-7EW	99.8%
Seaford	98.3%	Floral Park	98.3%	Penn EXI-ESC-8EW	99.3%
Wantagh	95.8%			Penn MG-ESC-011	98.5%
Bellmore	95.6%			Penn MG-ESC-1MG	90.0%
Merrick	96.9%			Penn MG-ESC-2MG	99.7%
Freeport	97.5%			Penn MG-ESC-3MG	99.0%
Baldwin	93.6% (2)			Penn MG-ESC-7MG	99.94%
Rockville Center	99.6% (2)			Penn MG-ESC-8MG	89.5%
				Penn WEC-ESC-8WE	(3)

(1) Penn Station data provided by Amtrak

(2) Baldwin (4/7/17), Rockville Center (2/10/17) & Copiague (3/6/17) Escalators were placed in service after Capital Replacement.

(3) Penn WEC-ESC-8WE Escalator was taken out of service for the Moynihan Project

2017 Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Baldwin	0	0	2
Hicksville	0	0	2

MTA Long Island Rail Road

2017 Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Babylon	0	1
Baldwin	0	1
Floral Park	0	1
Freeport	0	1
Hicksville	0	3
Jamaica Station (1)	0	3
Lindenhurst	0	1
Lynbrook	0	2
Massapequa Park	0	1
Merrick	0	1
Penn Station (2)	0	16
Woodside	0	1

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2017.

(1) Jamaica elevators and escalators maintained by the Port Authority

(2) Penn Station elevators and escalators maintained by Amtrak

MTA Long Island Rail Road



Staff Summary

Subject SPRING TRACKWORK PROGRAMS						Date February 28, 2018			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
I	LI COMM	3/19/18				3	Sr VP – Eng.	1	President
						2	VP Mktg & PA		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules to support Spring trackwork programs on the Main Line, Port Washington, Long Beach, Montauk, and Atlantic Branches.

TRACK WORK PROGRAMS

- **Main Line Second Track Project** – Single Main Track between Farmingdale and Ronkonkoma will be out of service to support the Main Line Second Track Project for 48 hours on the weekend of March 24th-25th.
- **East Side Access Pre-Cutover Testing** – East Side Access Pre-cutover Testing for 48 hours on the weekend(s) of March 24th-25th, April 7th-8th, and April 14th-15th, in Harold Interlocking.
- **Port Washington Branch, Positive Train Control** – One of two main tracks will be out of service between Woodside and Bayside to support Positive Train Control Testing for 48 hours on the weekend(s) of March 24th-25th, April 7th-8th, and April 14th-15th.
- **Long Beach Branch, Wreck Lead Bridge Tie Replacement** – Single main track between Island Park and Long Beach will be out of service for a period of 48 hours to support the tie replacement project for 48 hours on the weekend(s) of April 7th-8th, 14th-15th, and 21st-22nd.
- **Montauk Branch, Track Surfacing** – One of two main tracks will be out of service between Jamaica and Valley Stream on the Montauk Branch for a period of 24 hours on March 31st.
- **Atlantic Branch, Emergency Rail Replacement** – One of two main tracks will be out of service between East New York and Atlantic Terminal for a period of 36 hours on March 31st through April 1st.

DISCUSSION:

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

- **Main Line Second Track Project** – On the weekend of March 24th-25th, train service will be suspended between Hicksville and Ronkonkoma for 48 hours for construction related to the Main Line Second Track Project. Eastbound customers traveling to stations Bethpage through Ronkonkoma will board buses at

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

- **East Side Access, Harold Interlocking – Signal Pre-Cutover Testing** – East Side Access will be taking various tracks in Harold Interlocking out of service for pre-testing of new signals and signal apparatus prior to the cutover of these new systems. These outages will occur on multiple weekends: March 24th-25th, April 7th-8th, and April 14th-15th. (Note: work will continue on additional weekends to be reported on subsequent months.) Service will be reduced from ½ hourly to hourly on the Huntington Branch and from 1 ½ hours to two hourly on the Port Jefferson Branch. Other train schedules throughout the system will have minor adjustments to prevent conflicts between Long Island Rail Road, Amtrak and NJ Transit trains within Harold Interlocking resulting from the decrease in available routes.
- **Port Washington Branch, Woodside to Bayside – PTC Testing** – One of two main tracks will be out of service between Woodside and Bayside to support Positive Train Control Testing for 48 hours on the weekend(s) of March 24th-25th, April 7th-8th, and April 14th-15th. Service will be reduced from ½ hourly to hourly on the Port Washington Branch.
- **Long Beach Branch, Wreck Lead Bridge Tie Replacement** – Single main track between Island Park and Long Beach will be out of service for a period of 48 hours to support the tie replacement on the weekends of April 7th-8th, 14th-15th, and 21st-22nd. Eastbound Long Beach Trains will terminate at Valley Stream and customers will be accommodated by busses from Valley Stream through Long Beach. Westbound Long Beach Trains will originate at Valley Stream. Customers between Long Beach and Lynbrook will be accommodated by busses to Valley Stream where they will transfer to train service for the remainder of their trip.
- **Montauk Branch, Track Surfacing** – One of two main tracks will be out of service between Jamaica and Valley Stream on the Montauk Branch for a period of 24 hours on March 30th through March 31st. Service on the Babylon Branch will be reduced to hourly. Service on the West Hempstead Branch will be suspended and customers will be accommodated by busses.
- **Atlantic Branch, Emergency Rail Replacement** – One of two main tracks will be out of service between East New York and Atlantic Terminal for a period of 36 hours on March 31st through April 1st. Mid-day train service will be reduced from ½ hourly to hourly. In addition, four westbound trains will terminate in Jamaica and two eastbound trains will originate in the overnight periods. Customers will be accommodated by subway between Jamaica, East New York, Nostrand Avenue, and Atlantic Terminal (cross-honoring will be in effect between the LIRR and NYCTA Subway). Normal train service will be restored at 5AM on Sunday (Easter Sunday).

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

IMPACT ON FUNDING

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

2017 Customer Satisfaction Survey

Long Island Rail Road



Overall Context

- Overall Customer Satisfaction declined on all branches; especially Montauk and Babylon branches experienced the largest drops as a result of extensive trackwork and signal improvements performed in 2017.
- Survey attributes related to “Communication During Unplanned Service Disruptions” received large declines in satisfaction scores, possibly influenced by several service disruptions.
- A number of significant service disruptions in the winter and spring impacted peak travel.
- Failing Penn Station infrastructure resulted in a cluster of service disruptions prior to the summer.
- Summer State of Good Repair (SOGR) program at Penn necessitated changes to customer commuting patterns.



Key Findings

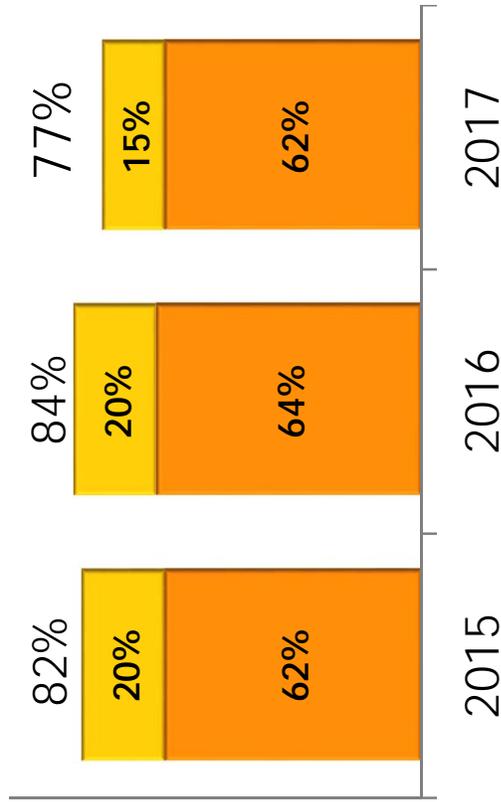
- Overall customer satisfaction decreased from 84% to 77%.
- The Overall LIRR satisfaction score in all daypart segments declined particularly affected in the peak periods: Peak (69% vs. 77%), Reverse Peak (79% vs. 87%), Weekday Off-Peak (77% vs. 80%) and Weekend Off-Peak (85% vs. 91%).
- The highest scoring satisfaction attributes in 2017 were related to “Professional Appearance of Conductors” and “Courtesy & Responsiveness of Conductors – both scored 92%.
- The satisfaction score for “On Time Performance” decreased to 73% from 79%. “Overall Train Service” also followed suit showing declines in satisfaction (76% vs. 82%), as OTP is significantly tied to train service operations.
- Boarding Station “Electronic/LED Signs with Train Schedules” and “Safety from Train Accidents” – both received a high score of 88%.



LIRR Overall Customer Satisfaction

LIRR Overall

Train Service Overall



Top Area = Very Satisfied / Bottom Area = Satisfied



LIRR Overall Customer Satisfaction: By Time Period



Top Area = Very Satisfied / Bottom Area = Satisfied



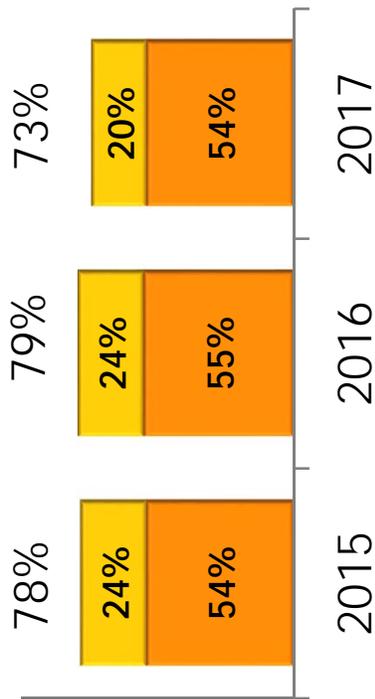
Overall Satisfaction By Branch

	2015	2016	2017
LIRR Overall Score	82%	84%	77%
Port Washington	87%	85%	81%
Hempstead	85%	81%	79%
West Hempstead	85%	84%	77%
Huntington	83%	82%	75%
Far Rockaway	81%	87%	81%
Montauk	81%	88%	74%
Oyster Bay	81%	84%	74%
Babylon	80%	82%	71%
Long Beach	78%	85%	81%
Ronkonkoma (Electric)	78%	81%	71%
Port Jefferson	73%	82%	76%

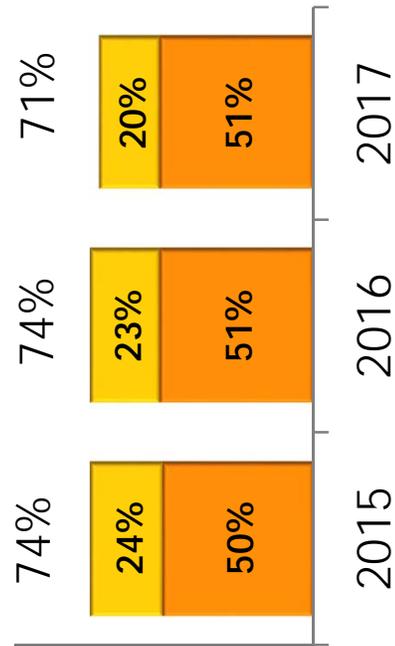


LIRR Train Service

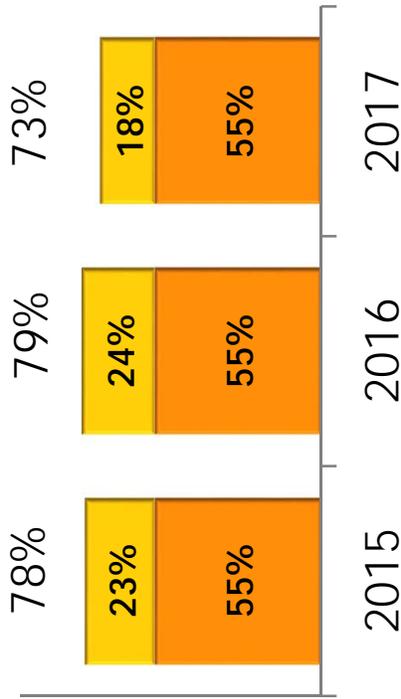
On-Time Performance



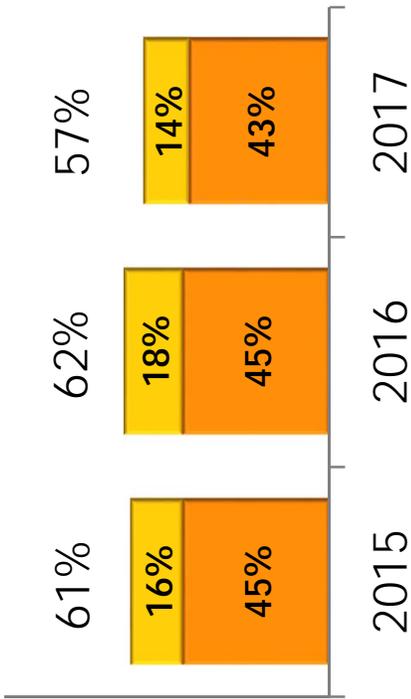
Availability of Seats



Overall Schedule Of Trains



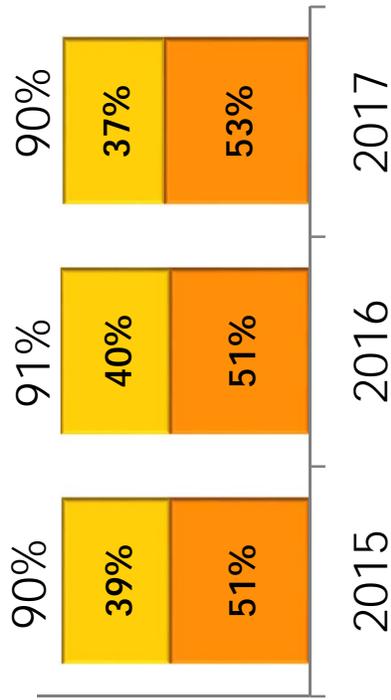
Value for the Money Using the Railroad



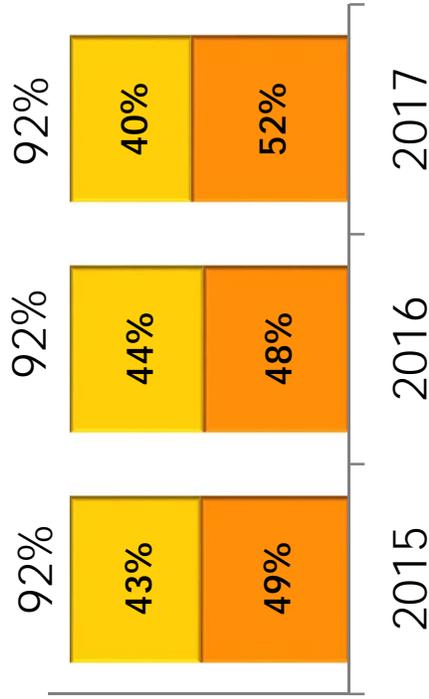
Top Area = Very Satisfied / Bottom Area = Satisfied

LIRR Employees – Courtesy and Responsiveness

Overall



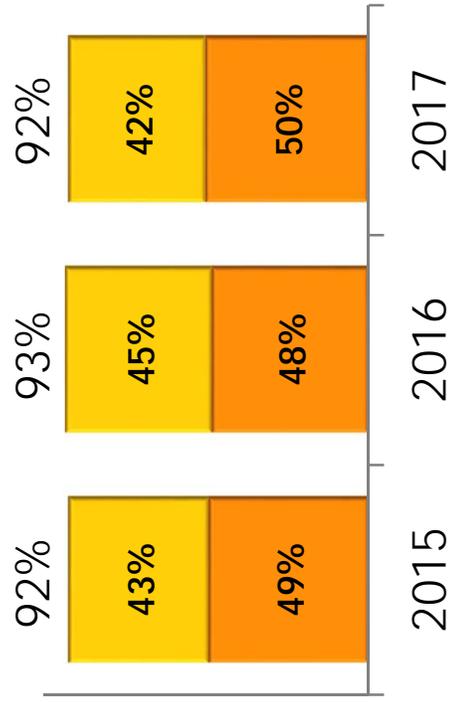
Train Conductors



Ticket Sellers



Professional Appearance of Conductors



Top Area = Very Satisfied / Bottom Area = Satisfied



Boarding Stations and Penn Station/Atlantic Terminal

Overall Home Boarding Station



Overall Penn Station



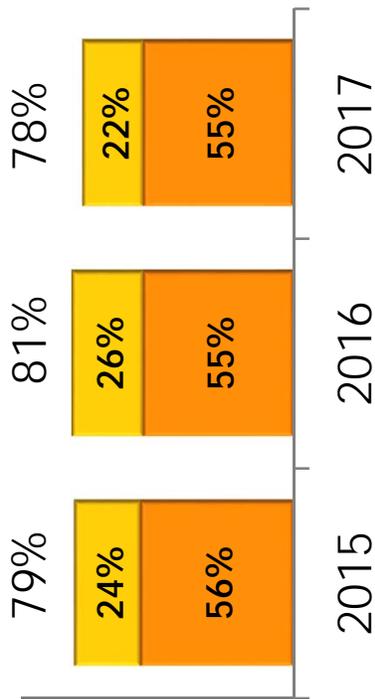
Overall Atlantic Terminal



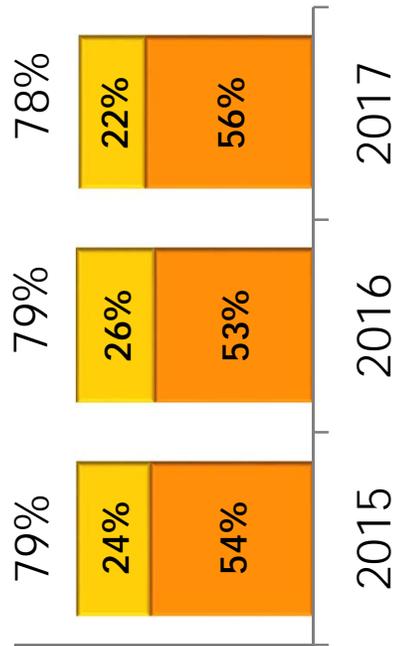
Top Area = Very Satisfied / Bottom Area = Satisfied

LIRR Boarding Station

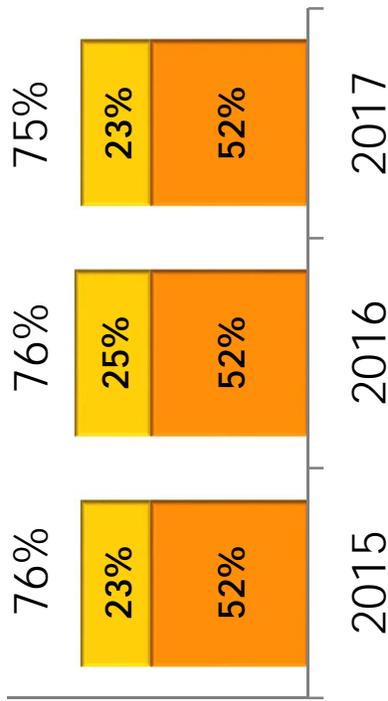
Maintenance of Station



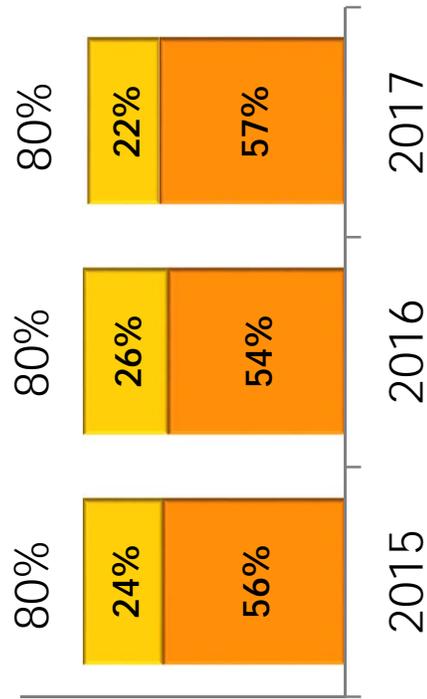
Cleanliness: Platforms & Shelters



Cleanliness: Inside the Station Building



Cleanliness: Track Area Around the Station

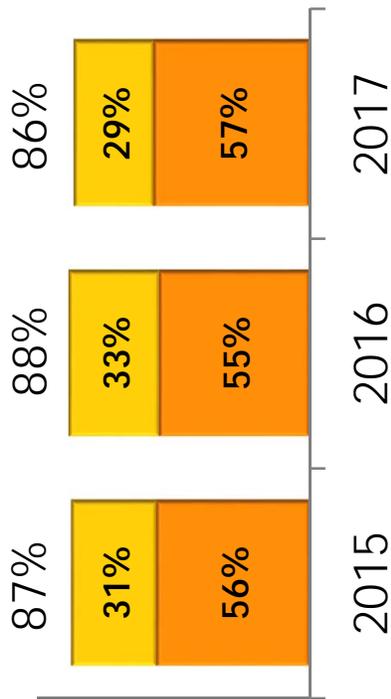


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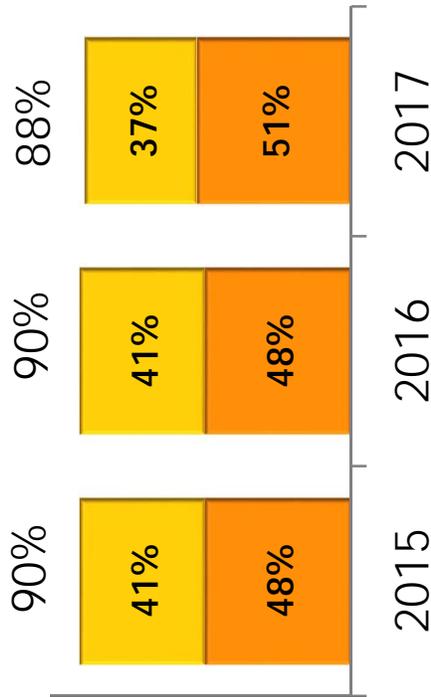


LIRR Boarding Station

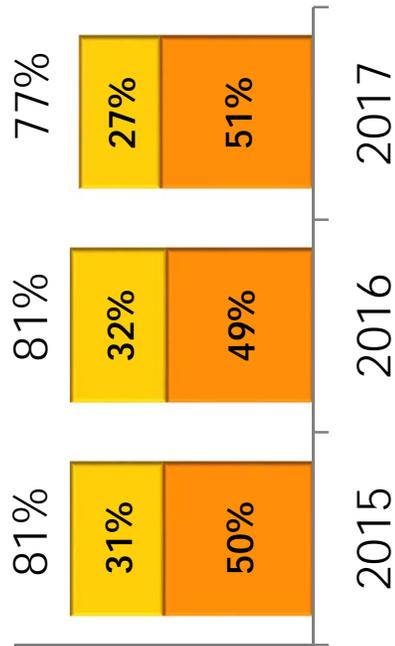
Station Signage



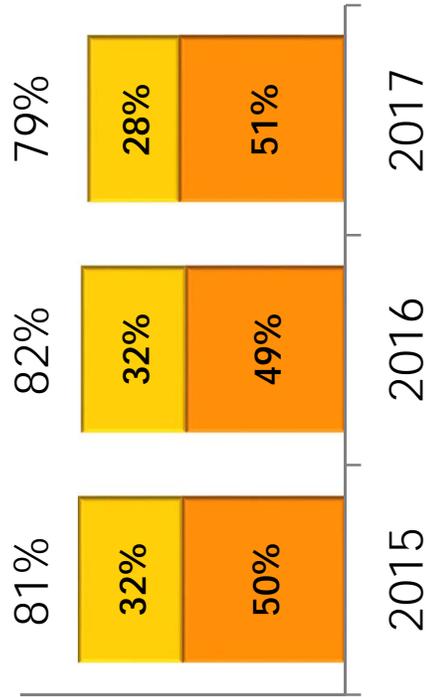
Electronic/LED Signs with Train Schedules



Sound Quality of Audio Announcements



Usefulness of Audio Announcements

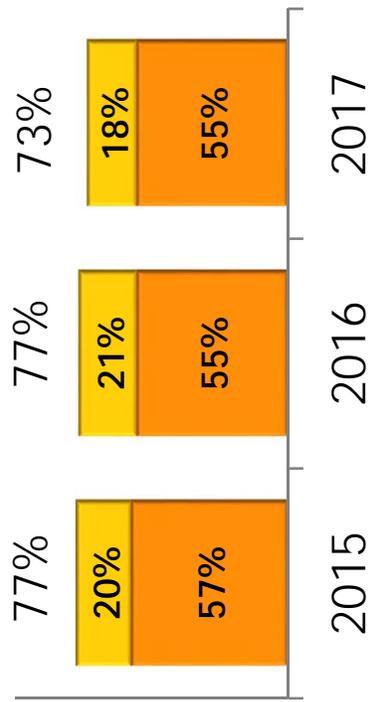


Top Area = Very Satisfied / Bottom Area = Satisfied

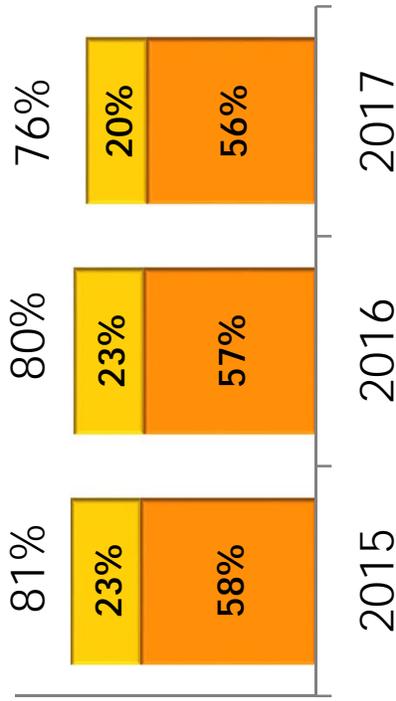


LIRR On-Board Conditions

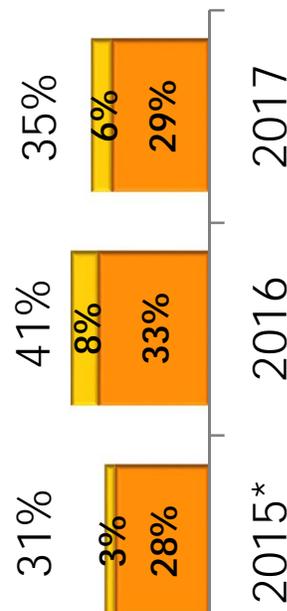
Train Interior Cleanliness



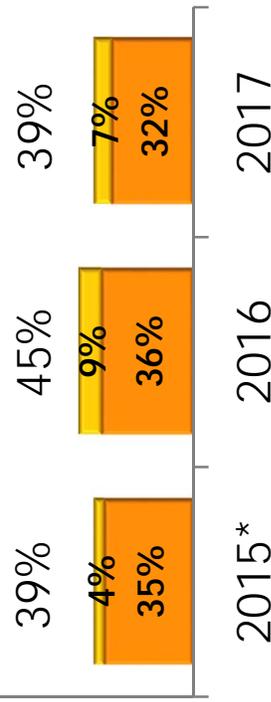
Train Interior Maintenance



Cleanliness of Restrooms



Physical Condition of Restrooms



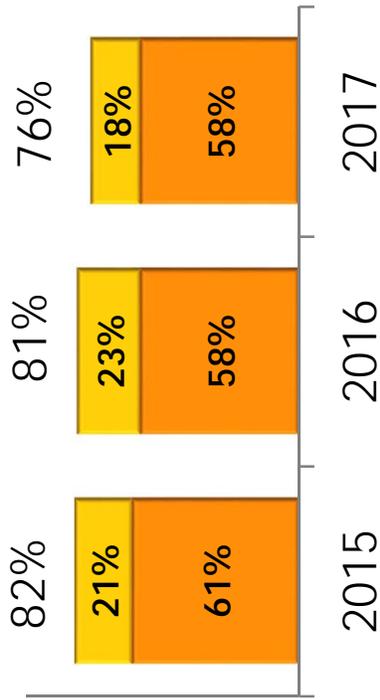
Top Area = Very Satisfied / Bottom Area = Satisfied

*2015 data reflects scores only for customers who used a restroom in the past 12 months.

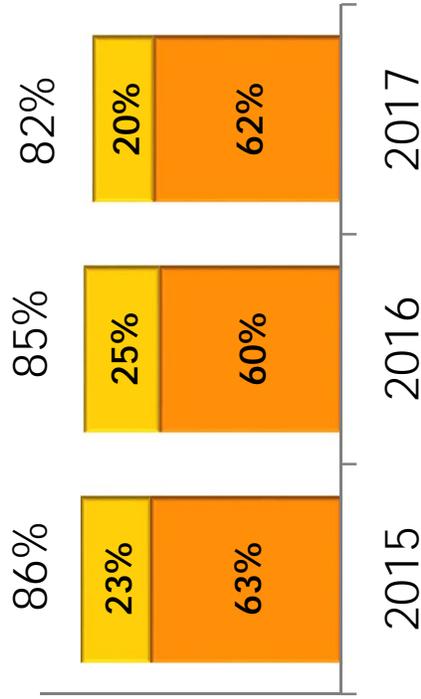


LIRR Customer Communication

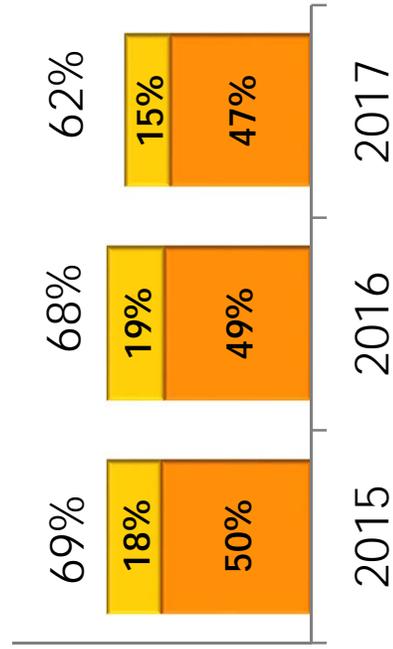
Overall Communication



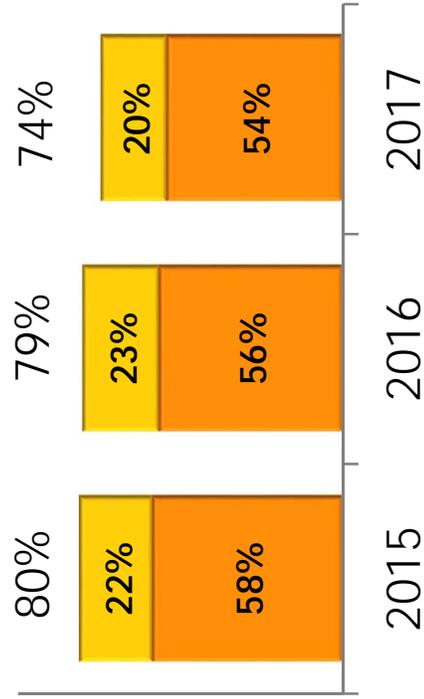
Normal Service



Unplanned Service Disruptions



Planned Service Changes



Top Area = Very Satisfied / Bottom Area = Satisfied



Appendix

- Methodology
- Full Set of Attribute Ratings



Methodology

The LIRR survey used an onboard distribution methodology among a sample of trains. A total of 13,472 surveys were completed and tabulated, as follows:

		LIRR Survey		
	Total	AM Peak	Off-Peak	Reverse Peak
Completed Surveys	13,472	8,936	3,964	572
Survey dates	September to November	September to October	October	October to November
Trains sampled	110	80	22	8

The sample selection allowed for maximum representation of lines while keeping data collection as cost efficient as possible.

Survey data were first weighted to actual ridership levels within line segments by time period. Weighting survey data helps ensure representativeness of results.

Margin of error: $\pm 1.4\%$ at the 95% level of statistical confidence for a total satisfaction rating of 77% overall. At a 50% total satisfaction level, the margin of error is $\pm 1.7\%$.



SERVICE ATTRIBUTE RATINGS 2013-2017



	TOTAL SATISFIED					
	2013	2014	2015	2016	2017	
	%	%	%	%	%	%
1. Long Island Rail Road overall	84	84	82	84	77	
Home Boarding Station						
2. Your boarding station overall	88	86	86	86	84	
3. Personal security	85	85	85	84	83	
4. Cleanliness inside the station building (excluding restrooms)	79	78	76	76	75	
5. Maintenance of station	82	80	79	81	78	
6. Station signage	88	88	87	88	86	
7. Sound quality of audio announcements	80	80	81	81	77	
8. Usefulness of audio announcements	NA	NA	81	82	79	
9. Electronic or LED signs with train schedules	89	90	90	90	88	
10. Availability of parking on weekdays	62	61	58	57	55	
11. Security of your car while parked at the station	79	80	78	78	79	
12. Cleanliness of platforms and outdoor shelters	81	81	79	79	78	
13. Cleanliness of the track area around the station	81	81	80	80	80	



	TOTAL SATISFIED					
	2013	2014	2015	2016	2017	
	%	%	%	%	%	%
Your Train (AM & PM)						
14. LIRR train service overall	84	84	82	82	76	
15. On-time performance	82	80	78	79	73	
16. Availability of seats	78	76	74	74	71	
17. Condition of seats	82	79	75	75	71	
18. Train interior maintenance – lights, floors, windows, etc. (excluding seats)	85	83	81	80	76	
19. The temperature on the train	87	88	86	88	84	
20. Personal security	90	89	88	88	85	
21. Cleanliness of train's interior (excluding restrooms)	80	78	77	77	73	
22. Safety from train accidents	92	92	91	92	88	
23. Value for the money using the railroad	59	61	61	62	57	
24. Sound quality of audio announcements	79	78	78	77	72	
25. Usefulness of audio announcements	NA	NA	81	81	77	



	TOTAL SATISFIED					
	2013	2014	2015	2016	2017	
	%	%	%	%	%	%
Courtesy and Responsiveness of Our Employees						
26. The overall courtesy and responsiveness of our employees	90	90	90	91	90	90
27. Conductors	92	92	92	92	92	92
28. Ticket Sellers	88	88	89	89	88	88
29. Customer Service Ambassadors	NA	NA	89	89	88	88
30. Information booth and customer service office	NA	NA	88	88	87	87
31. Personnel at Penn Station	NA	NA	85	85	83	83
32. Customer service call center representatives	NA	NA	82	82	78	78
33. MTA Police	NA	NA	87	89	86	86
34. Professional appearance of conductors	NA	NA	92	93	92	92



	TOTAL SATISFIED					
	2013	2014	2015	2016	2017	
	%	%	%	%	%	%
Train Scheduling						
35. Overall schedule of trains	79	80	78	79	73	
36. The weekday AM and PM peak schedule to and from your station	81	81	79	79	76	
37. The weekday off-peak schedule to and from your station (including late night train service)	75	76	76	75	71	
38. The weekend schedule to and from your station	75	77	77	76	72	
Overall Communication						
39. Overall communication to you	83	82	82	81	76	
40. Overall communication during normal service conditions	86	85	86	85	82	
41. Overall communication during unplanned service disruptions	71	70	69	68	62	
42. Overall communication during planned service disruptions (track work, etc.)	80	79	80	79	74	



	TOTAL SATISFIED				
	2013	2014	2015	2016	2017
	%	%	%	%	%
Communication (During Normal Service Conditions)					
43. At your boarding station	87	86	87	85	82
44. On board your trains	87	86	86	85	81
45. At your destination station	88	87	88	87	83
46. At our website (www.mta.info/liirr)	86	86	86	86	82
47. Through the "service status" box on web	NA	NA	85	84	80
48. Via our e-mail alerts (if you subscribe)	NA	NA	85	83	78
49. Via our social media sites (Facebook/Twitter)	NA	NA	85	83	78
50. Through the Train Time Mobile App. (if used)	NA	NA	86	85	81
51. With the Automated Phone System (Schedules, Fares, etc.)	82	83	82	80	74



	TOTAL SATISFIED					
	2013	2014	2015	2016	2017	
	%	%	%	%	%	%
Communication (During Unplanned Service Disruptions)						
52. At your boarding station	69	69	70	67	62	
53. On board your trains	71	71	71	69	64	
54. At your destination station	73	73	74	71	66	
55. At our website (www.mta.info/lirr)	74	75	76	73	68	
56. Through the "service status" box on web	NA	NA	77	74	68	
57. Via our e-mail alerts (if you subscribe)	75	76	77	74	67	
58. Via our social media sites (Facebook/Twitter)	NA	NA	78	74	67	
59. Through the TrainTime Mobile App. (if used)	NA	NA	77	74	69	
60. With the Automated Phone System (Schedules, Fares, etc.)	73	75	75	73	66	



	TOTAL SATISFIED				
	2013	2014	2015	2016	2017
	%	%	%	%	%
Destination Station					
61. LIRR destination station overall	82	81	81	79	76
62. Cleanliness of destination station/waiting room (excluding restrooms)	72	72	72	72	68
63. Personal security	80	80	82	80	78
64. Signs providing directions to and from LIRR trains	87	86	85	86	83
65. Signs providing directions to and from connecting buses or subways	83	83	82	83	80
66. Presence of MTA Police	82	80	84	84	82
67. Sound quality of audio announcements	80	79	79	80	75
68. Usefulness of audio announcements	NA	NA	81	81	77
69. Electronic or LED signs with train schedules	87	86	87	88	86



	TOTAL SATISFIED					
	2013	2014	2015	2016	2017	
	%	%	%	%	%	%
Restroom Facilities*						
70. Home Boarding Station - Cleanliness of restroom	60	60	49	52	47	
71. Home Boarding Station - Physical condition of restroom	63	63	54	55	51	
72. On Board - Cleanliness of restroom	56	55	31	41	35	
73. On Board - Physical condition of restroom	59	58	39	45	39	
74. Destination Station - Cleanliness of restroom	62	61	46	48	40	
75. Destination Station - Physical condition of restroom	65	63	51	50	43	
Miscellaneous						
76. Quiet commute car program	NA	NA	76	74	74	
77. Mobile tickets	NA	NA	NA	NA	89	

*2015 data reflects scores only for customers who used a restroom in the past 12 months.
2016 data excludes station scores for West Hempstead customers.





2017 CUSTOMER SATISFACTION SURVEY

Dear Customer:

Please take a few minutes to fill out the Long Island Rail Road Customer Satisfaction Survey. Your answers to the survey will guide our efforts to provide better service to you.

Please answer each question based upon your experience with the Long Island Rail Road. Your responses will be tabulated and reported back to you.

Several survey specialists will be assigned to your train for today's trip. They are there to distribute and collect your completed questionnaire. If they miss you, or if you need more time, the questionnaire can also be returned by mail - no postage necessary.

Thank you for helping us serve you better and for riding the Long Island Rail Road.

INSTRUCTIONS:

In the first portion of this survey, please tell us how satisfied you have been with various aspects of our services over the past 12 months, beginning with the overall rating, then environment of your home station and ending when you leave the train.

Please circle one of the numbers in the scale on the next page that best reflects your opinion of our service. Circle numbers 9 or 10 to indicate you are "very satisfied" with our services and performance. Circle numbers 6, 7 or 8 if you are generally "satisfied" with our services and performance. Circle numbers 3, 4, or 5 to indicate you are generally "dissatisfied" with our services and performance. Circle numbers 1 or 2 if you are "very dissatisfied" with our services and performance.

If you are not familiar with a particular aspect, please circle NA.

2017 CUSTOMER SATISFACTION SURVEY OVER THE PAST 12 MONTHS, HOW SATISFIED ARE YOU WITH:

LONG ISLAND RAIL ROAD OVERALL		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
1.	Long Island Rail Road overall	1	2	3	4	5

YOUR HOME BOARDING STATION		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
2.	Your boarding station overall	1	2	3	4	5

YOUR TRAIN (AM & PM)		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
14.	LIRR train service overall	1	2	3	4	5
15.	On-time performance	1	2	3	4	5
16.	Availability of seats	1	2	3	4	5
17.	Condition of seats	1	2	3	4	5
18.	Train interior maintenance - lights, floor, windows, etc. (excluding seats)	1	2	3	4	5
19.	The temperature on the train	1	2	3	4	5
20.	Personal security	1	2	3	4	5
21.	Cleanliness of train's interior (excluding restrooms)	1	2	3	4	5
22.	Safety from train accidents	1	2	3	4	5
23.	Value for the money using the railroad	1	2	3	4	5
24.	Sound quality of audio announcements	1	2	3	4	5
25.	Usefulness of audio announcements	1	2	3	4	5

COURTESY AND RESPONSIVENESS OF EMPLOYEES		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
26.	The overall courtesy and responsiveness of our employees	1	2	3	4	5
27.	Conductors	1	2	3	4	5
28.	Ticket Sellers	1	2	3	4	5
29.	Customer Service Ambassadors	1	2	3	4	5
30.	Information Booth and Customer Service Office	1	2	3	4	5

TRAIN SCHEDULING		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
31.	Personnel at Penn Station	1	2	3	4	5
32.	Customer Service Call Center Representatives	1	2	3	4	5
33.	MIA Police	1	2	3	4	5
34.	Professional appearance of conductors	1	2	3	4	5

COMMUNICATION		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
35.	Overall schedule of trains	1	2	3	4	5
36.	The weekday AM and PM peak schedule to and from your station	1	2	3	4	5
37.	The weekday off-peak schedule to and from your station (including late night train service)	1	2	3	4	5
38.	The weekend schedule to and from your station	1	2	3	4	5

COMMUNICATION DURING UNPLANNED SERVICE CONDITIONS		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
39.	Overall communication to you	1	2	3	4	5
40.	Overall communications during normal service conditions	1	2	3	4	5
41.	Overall communications during unplanned service disruptions	1	2	3	4	5
42.	Overall communications during planned service disruptions (track work, etc.)	1	2	3	4	5

YOUR DESTINATION STATION		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
61.	LIRR destination station overall	1	2	3	4	5
62.	Cleanliness of destination station/waiting room (excluding restrooms)	1	2	3	4	5
63.	Personal security	1	2	3	4	5
64.	Signs providing directions to and from LIRR trains	1	2	3	4	5
65.	Signs providing directions to and from connecting buses or subways	1	2	3	4	5
66.	Presence of MTA Police	1	2	3	4	5
67.	Sound quality of audio announcements	1	2	3	4	5
68.	Usefulness of audio announcements	1	2	3	4	5
69.	Electronic or LED signs with train schedule	1	2	3	4	5

RESTROOM FACILITIES		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
70.	Cleanliness	1	2	3	4	5
71.	Physical condition	1	2	3	4	5

QUIET COMMUTE CAR PROGRAM		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
76.	Are you aware that LIRR trains contain a Quiet Commute Car during AM and PM peak periods?	1	2	3	4	5

MOBILE TICKETS		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
77.	The Quiet Commute Car Program	1	2	3	4	5

IMPORTANCE OF SERVICE FACTORS		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
78.	Are you aware of MIA, MIA's mobile ticketing app that lets you purchase and display LIRR tickets directly on your smartphone or mobile device?	1	2	3	4	5

IMPORTANCE OF SERVICE FACTORS		Very Satisfied	Satisfied	Neutral	Dissatisfied	Very Dissatisfied
79.	MIA app	1	2	3	4	5

Please tell us which are the 5 most important aspects of the LIRR service in rank order with item 1 being most important

1. _____
2. _____
3. _____
4. _____
5. _____



2017 CUSTOMER SATISFACTION SURVEY



Si usted prefiere completar esta encuesta en español, dígaselo al encargado.

Study #22653



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 193 JAMAICA NY
POSTAGE WILL BE PAID BY ADDRESSEE

MARKET RESEARCH DEPT 1995
MTA LONG ISLAND RAIL ROAD
144-41 94TH AVE
JAMAICA NY 11435-4401

81. At what station did you board this train today? (Please write in station name) 81.6
82. At what time is your train scheduled to depart from your boarding station today? (Please circle AM or PM) 82.4
 AM / PM
83. How frequently do you travel on the LIRR? 83.6
 1 - 2 days per week
 3 - 4 days per week
 5 - 6 days per week
 7 - 8 days per week
 Other: (Please write in)
84. What type of LIRR ticket are you using today? (Check one box only) 84.4
 Monthly (purchased at station)
 Monthly (Mail/360)
 Monthly Uniflick
 Weekly
 Weekly Uniflick
 One-Way Flink
 Other: (Please write in)
85. At which station will you end this trip today? (Check one box only) 85.4
 Penn Station
 Atlantic Terminal (Brooklyn)
 Hunterspoint Avenue
 Other: (Please write in station name)
86. What is the final destination location of your trip today? (Not the LIRR train station, but for example your office location, etc.) 86
 Zip Code: _____
 Address/Nearest Intersection: _____
 City/Borough/Town: _____
87. How do you typically receive your train information? (Check all that apply) 87.9
 TrainTime Mobile App
 Social Media
 Email alerts
 Facebook
 Twitter
 Customer Service Call Center
 At our website (www.mta.info/llr)
 Representatives
 Other: _____
88. Do you use paper timetables for train schedule information? 88
 Always
 Never
 Sometimes
 Often
 Other
89. Where do you typically get your LIRR paper timetables? (Check all that apply) 89
 Penn Station
 Atlantic Terminal
 Some Other Home Boarding Station
 Jamaica
90. Which of the following categories include your age? (Check one box only) 90.6
 Under 18
 18-24
 25-34
 35-44
 45-54
 55-64
 65 and over
91. Are you? 91.6
 Male
 Female
92. What is your home zip code? 92.6
93. What county or borough do you reside in? (Check one box only) 93.6
 Nassau
 Manhattan
 Bronx
 Queens
 Staten Island
 Brooklyn
 Other: (Please write in)
94. What is the last grade of school you completed? (Check one box only) 94.6
 Less than high school graduate
 Some college
 High school graduate
 College graduate
 Post graduate
 Technical/vocational/business school
 Not graduate
95. Are you of Hispanic origin? 95.6
 Yes
 No
96. Are you: 96.6
 White
 Black or African American
 Native Hawaiian or other Pacific Islanders
 Asian
 Other: (Please write in)
97. In what country/countries were you born? 97.6
 USA
 USA
 Other: _____
 Other: _____
 Your parents/ancestors born: USA USA Other: _____
 Other: _____
98. Which language would be most helpful to you when receiving written or electronically displayed information from the LIRR? 98.6
 English
 Spanish
 Another Language (specify): _____
 No Preference
99. Which language would be most helpful to you to understand announcements (or converse with LIRR personnel e.g. to ask for travel directions)? 99.6
 English
 Spanish
 Another Language (specify): _____
 No Preference
100. What is the primary language spoken in your home? 100.6
 English
 Spanish
 Another Language (specify): _____
 No Preference
101. How well do you speak English? 101.6
 Very well
 Well
 Not very well
 Not at all
102. Including yourself, how many people live in your household? 102.6
 1-2
 3-4
 5-6
 7-8
 9 or more
103. What is your approximate annual household income? (Check one box only) 103.9
 Under \$12,500
 \$12,500-\$24,999
 \$25,000-\$37,499
 \$37,500-\$49,999
 \$50,000-\$74,999
 \$75,000-\$99,999
 \$100,000-\$149,999
 \$150,000-\$199,999
 \$200,000-\$299,999
 \$300,000 or more
104. The Long Island Rail Road wants your input on what we can do to improve. If you are not satisfied with our performance in any of the areas in questions 1 through 79, please explain why below. Please also include any other comments or service suggestions. 104.9
- Name: _____
 Street Address: _____
 Town or City: _____ Zip Code: _____
 Home Phone: (____) _____
 Business Phone: (____) _____
 Email Address: _____

THANK YOU FOR PARTICIPATING



March 2018 LIRR Committee Meeting Monthly PTC Project Update

March 19, 2018

(Data through 2/28/2018)



PTC Project Status

Item	Comments
Schedule	PTC operating on all lines before December 31, 2018
% Complete	LIRR - 66%
Budget	\$450 M – Budget Additional need of \$40 M pending Board approval in April as part of 2015-2019 Plan Amendment



LIRR Project Progress Dashboard

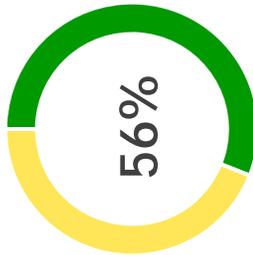
Radio
Spectrum



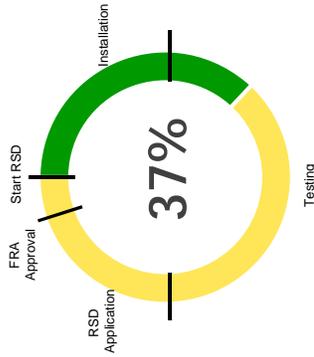
Installation of
Hardware



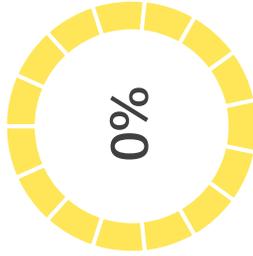
Employees
Trained



PTC Operations
(RSD) Pilot Lines



PTC Operations (RSD)
15 Non-Pilot Segments



LIRR PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through Feb 2018	% Complete FRA Goal	Remaining To meet FRA Goals	18-Feb		18-Mar	18-Apr	18-May	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast									
Transponders	3186	3186	2397	75%	789	5	9	88	162	163	163	163	0	50	0	0	0
WIUS	151	145	117	81%	28	2	2	0	0	0	2	7	10	9	0	0	5*
C-Cases	111	108	107	99%	1	4	8	0	0	0	0	0	1	0	0	0	0
M7	418	240	406	100%	0	16	16	12	0	0	0	0	0	0	0	0	0
DE/DM	45	30	6	20%	24	4	1	9	10	10	10	0	0	0	0	0	0
C3	23	17	2	12%	15	0	0	6	5	5	5	0	0	0	0	0	0
E15	16	5	0	0%	5	0	0	0	4	6	6	0	0	0	0	0	0
TC-82	1	1	0	0%	1	0	0	0	1	0	0	0	0	0	0	0	0

 Month when FRA goal is met

* For future PTC in ESA tunnels



M7 installations complete to meet FRA goals and minimum operational needs

LIRR Project Update (February Accomplishments)

- ▣ Completed LIRR Office FAT (January 15th to February 2nd)
 - ▣ 82% success rate for core functionality
- ▣ Completed Integrated System pre-FAT

Total test procedures executed	passed	failed	deferred	% passed	% failed	% complete
53	32	19	2	60	36	96

- ▣ Continued installation of wayside and on-board equipment
 - ▣ Met monthly target with the exception of DE/DMs
 - ▣ DE/DM installations delayed due to late MCP bumper deliveries from the Contractor
 - ▣ This delay will have no impact to completing all installations by the end of 2018
- ▣ Continued preliminary Site Performance Testing on Port Washington (pilot line 2)
- ▣ Completed transponder Site Installation Testing on Babylon to Patchogue (pilot line 1)
- ▣ Completed installation of safety barrier and ordered brackets/cables for Atlantic tunnel work to install PTC cables.



LIRR March 2018 Look-Ahead

- Complete Integrated System FAT
 - March 12th to 30th (3 weeks)
- Achieve Final Design Review (FDR) Milestone (at risk)
 - Complete review of all design-related documents, focusing on software and Interface Control Documents, (ICDs)
 - 27 documents still pending initial submission
- Complete equipment installations/programming and facility set-up on West Hempstead line to support Locomotive Engineering training
 - This will supplement classroom training and ensure training goal is met
- Continue preliminary Site Performance Testing on pilot lines
- Resolve and close priority test variances from Office and Subsystem FATs to ensure a robust version of software to start SPT
- Complete draft of RSD application to share with FRA



LIRR March 2018 Look-Ahead (continued)

- ❑ Finalize agreement with Amtrak on interoperability
- ❑ Agree upon the conditions outlined in the Letter of Understanding
- ❑ Establish operational workarounds as contingencies for late implementation of agreed upon designs
- ❑ Continue installation of M7 on-board software
- ❑ Start installation of on-board software for DE/DM and C3s
- ❑ Commence installation of brackets in Atlantic tunnel to install PTC cables
- ❑ Complete upgrade of electrical and HVAC at Primary Control Center to support office subsystem
- ❑ Continue Database Verification & Validation of 5 non-pilot lines (4 in April, 4 in May)
- ❑ West Hempstead, Main line MP 10-15, Montauk M1BW (*Jamaica to Babylon*), Main line MP 49-94, Oyster Bay



LIRR Project Risks and Railroad Mitigations

- Proceeding with Integrated System FAT and pilot testing with open test variances Identify and focus on the required testing to meet the FRA PTC goals
 - There are 7 open Office FAT variances to be addressed prior to SPT; Other non-core variances to be addressed in subsequent releases.
 - Maximize the factory test environment to expedite test corrections and continue to conduct Integrated System tests.
 - Remotely witness test cases in order to expedite variance closure.
 - Expedite the delivery of the contractually required test lab to be utilized in New York to support testing.
 - The Contractor is providing a cloud based solution to allow the joint Railroad/Contractor team to access the Requirements Traceability Matrix (RTM) tool to support real-time Verification & Validation activities.
 - Implement shadow mode testing to provide input to and accelerate the completion of the SIST testing period and provide an initial view of system performance.
 - Witnessed preliminary testing of core RWPS functionality



LIRR Project Risks and Railroad Mitigations (cont'd)

- Systems Integration challenges as a result of the application of ACSES on high density operations can only be discovered during field operational testing.
- The Railroads are in the process of procuring additional radio spectrum to minimize potential interference issues.
- The Contractor assembled and are utilizing portable test equipment that mimics train communications with the wayside in a compact package (trunk train) to speed up discovery of wayside communications issues without utilizing a real train.
- System Integrator's (SI) difficulty in the acquisition and retainage of PTC knowledgeable resources to support the project to meet PTC deadline.
- Ronald Birkelbach has been named as the new Bombardier Executive for Regional Americas
- The Contractor has added staff and are acquiring additional outside support for their design, testing and requirements work.
- Railroads are utilizing their own consultants to bridge technical and operational gaps in the SI's PTC team.



LIRR Project Risks and Railroad Mitigations (cont'd)

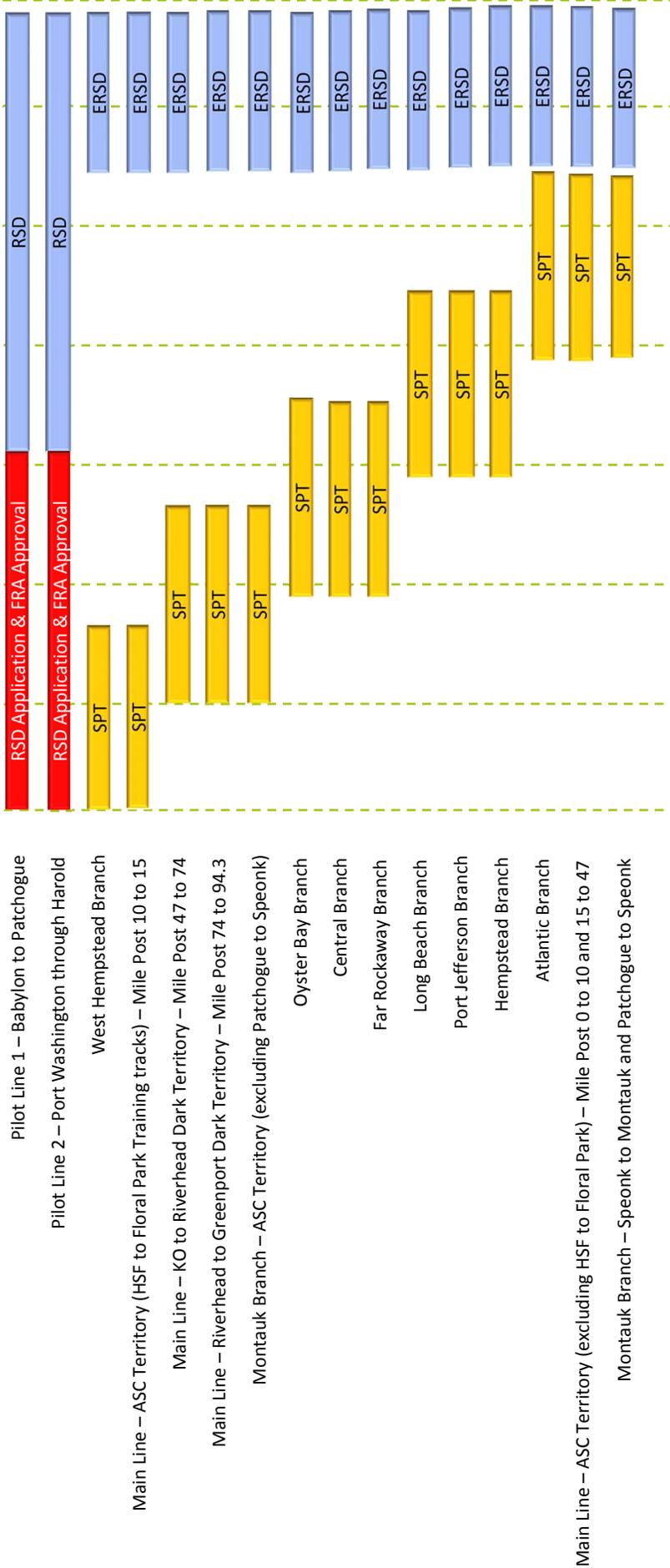
- Finalization of agreement with Amtrak for interoperability design and implementation
 - Elevated attention within Amtrak after intervention of MTA Managing Director
 - Overdue meeting scheduled this month with Amtrak to finalize Letter of Understanding
- Timely approvals of RSD applications by FRA due to a significant number of applications requiring FRA review at the same time.



LIRR Schedule – Line Segment Revenue Service

All Lines in Revenue Service by December 2018

Pilot Lines in Revenue Service Demonstration by September 2018



SPT = Site Performance Tests RSD = Revenue Service Demonstration ERSD = Extended Revenue Service Demonstration



LIRR PTC Timeline and Look-ahead

Feb 2018

✓ Completed Office FAT with open variances

Mar 2018

Achieve Final Design Review (FDR)

Complete Integrated System Pre-FAT

Complete Integrated System FAT

April 2018

Start Site Performance Testing on Pilot lines (previously March)

Jun 2018

Submit RSD application for pilot lines

Complete all on-board installations

Start Site Performance Testing on non-pilot lines



LIRR PTC Timeline and Look-ahead

July 2018

System Integrator (SI) to complete delivery of Train-the-trainer courses

Aug 2018

LIRR to obtain FRA approval to start RSD on pilot lines

Sep 2018

LIRR to complete all required training to employees

LIRR to request expansion of RSD approval to non-pilot track segments

LIRR to complete all wayside installations (with the exception of ESA tunnels)

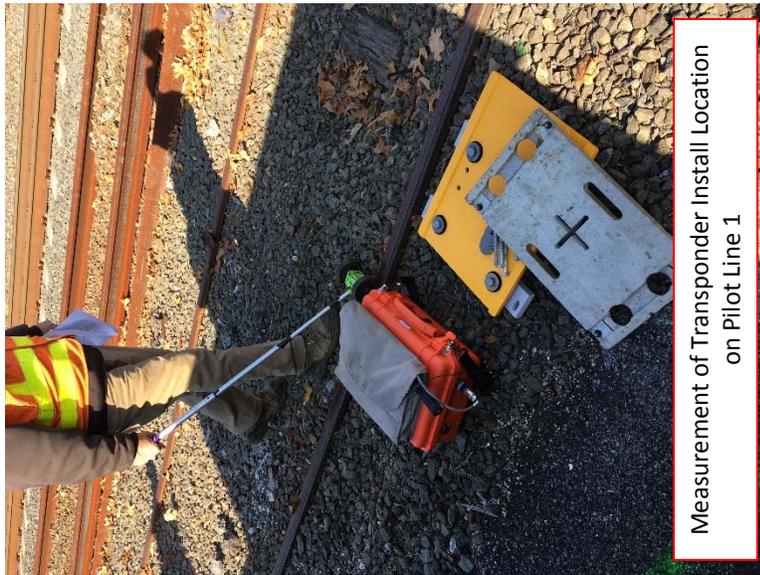
Dec 2018

LIRR to submit PTC Safety Plan to FRA for approval

LIRR to place all lines in PTC Operations (RSD)



LIRR PTC Installation Photos Transponders



Measurement of Transponder Install Location
on Pilot Line 1



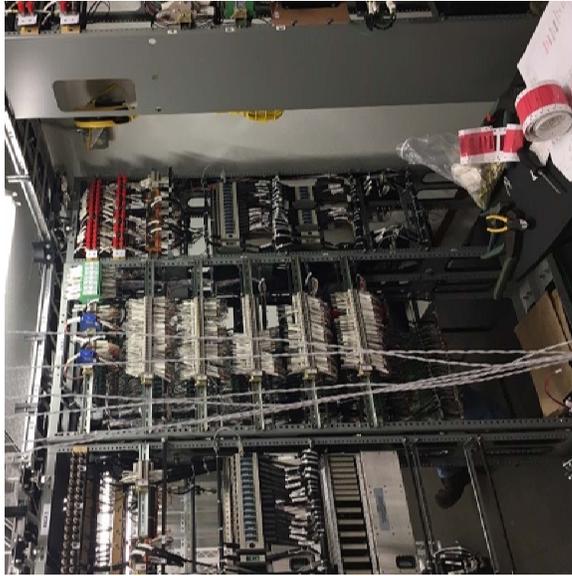
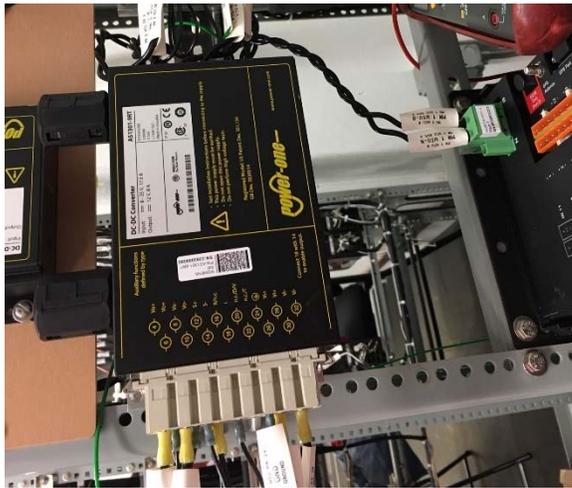
Pilot Line 1 Transponder Installation on
Wooden Tie



Post Transponder Installation Programming on
Pilot Line 1



LIRR PTC Installation Photos Wayside Interface Units



WIU Installation at Southampton on the
Montauk Branch



LIRR PTC Installation Photos Communication Cases



C-Case Site Installation Testing on Pilot Line 2



C-Case Site Installation Testing on Pilot Line 2



C-Case Site Installation Testing on Pilot Line 2



LIRR PTC Installation Photos Primary Control Center – Office Equipment



Electrical Panel Installation in PCC location in JCC Building



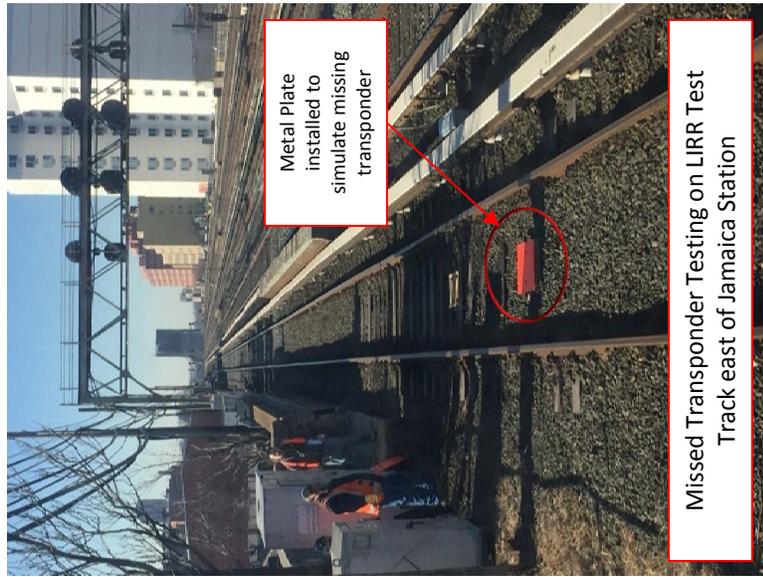
Electrical Panels mounted on wall in PCC location in JCC Building



HVAC Unit #1 installation progress in PCC location in JCC Building

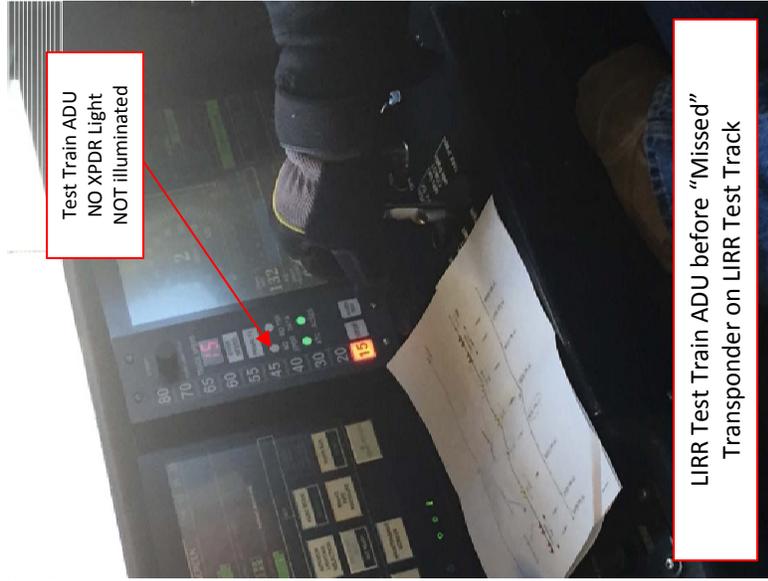


LIRR PTC Photos Preliminary Site Performance Testing



Metal Plate installed to simulate missing transponder

Missed Transponder Testing on LIRR Test Track east of Jamaica Station



Test Train ADU NO XPDR Light NOT Illuminated

LIRR Test Train ADU before "Missed" Transponder on LIRR Test Track



Test Train ADU NO XPDR Light illuminated

LIRR Test Train ADU after "Missed" Transponder on LIRR Test Track



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

March 21, 2018

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date March 21, 2018			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	3.19.18				2	President		<i>PLM</i>
2	MTA Board	3.21.18				1	Executive VP		<i>EXP</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:

	<u># of Actions</u>	<u>\$ Amount</u>
None	0	\$0

LIRR proposes to award Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule C: Competitive Requests for Proposals (Award)	1	\$13,400,000
<u>Schedules Requiring Majority Vote</u>		
Schedule G: Miscellaneous Service Contracts	1	\$5,000,000
Schedule I: Modifications to Purchase and Public Work	1	\$3,102,008
SUBTOTAL:	3	\$21,502,008

LIRR proposes to award Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule D: Ratification of Completed Procurement Actions	1	\$9,873,192.50
SUBTOTAL:	1	\$9,873,192.50
TOTAL:	4	\$31,375,200.50

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.

MARCH 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)

- | | | | |
|----|--|---------------------|--------------------------------------|
| 1. | Forte Construction Corp.
Competitive RFP
Contract No. 6289B | \$13,400,000 | <i><u>Staff Summary Attached</u></i> |
|----|--|---------------------|--------------------------------------|

LIRR requests MTA Board approval to award a contract to Forte Construction Corp. to perform the design and construction services to complete the station renovation, including amenities, at Northport Station and provide station amenities at five additional station locations. A previous MTA Board application was submitted and approved for an award to Citnalta/Scalamandre for 8 other LIRR stations. The proposed contract for station improvements is part of the LIRR's Capital Program and will improve and upgrade the customer experience.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement)

- | | | | |
|----|--|--------------------------------------|--------------------------------------|
| 2. | AB Oil Service
Island Pump & Tank
Competitive RFP
Contract No. 6287 | \$5,000,000
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|----|--|--------------------------------------|--------------------------------------|

LIRR requests MTA Board approval to award blanket contracts to AB Oil Service ("AB Oil") and Island Pump & Tank (IP&T), for hazardous and non-hazardous waste removal and disposal services from various LIRR locations on an on call basis for a period of five (5) years from Notice of Award. The firms will be awarded separate contracts for the services in the aggregate not-to-exceed amount of \$5,000,000. Under the contracts, LIRR will order services on an as-needed basis, and LIRR will not be obligated to purchase any minimum amount. Each firm will be called out using established LIRR protocols based on costs and available resources.

Procurements Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

3. **L.K. Comstock** **\$3,102,008** Staff Summary Attached
 Contract Modification
 Contract No. 6257

LIRR requests MTA Board approval to award a contract modification to L.K. Comstock in the amount of \$3,102,008 to provide design and construction of all civil and electrical infrastructure support work required for two new Motor Generator (MG) Buildings at Deer Park and Ronkonkoma, as well as similar work for one new Motor Generator Set at Bethpage for the new second track – Farmingdale to Ronkonkoma on LIRR’s Ronkonkoma Branch project. The estimated period of performance is six months from Notice of Award. The MG Buildings and sets themselves will be provided under a separate contract.

Staff Summary



Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Department of Program Management – Paul Dietlin					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.19.18			
2	MTA Board	3.21.18			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	SVP Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP and CFO <i>[Signature]</i>		
4	SVP Operations <i>[Signature]</i>	1	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Forte Construction Corp.	6289B
Description Station Improvements at Six LIRR Stations	
Total Amount	
\$13,400,000	
Contract Term (including Options, if any)	
269 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:

LIRR requests MTA Board approval to award a contract to Forte Construction Corp. to perform the design and construction services to complete the station renovation, including amenities, at Northport Station and provide station amenities at five additional station locations. A previous MTA Board application was submitted and approved for an award to Citnalta/Scalamandre for 8 other LIRR stations. The proposed contract for station improvements is part of the LIRR’s Capital Program and will 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 station improvements at six 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 below items describe overall scope but may not apply to each individual station.

This contract will require the contractor to provide Design/Build Services at LIRR’s Northport Station for Station Building Renovation.

- Station Renovation work includes new floor, wall, and ceiling finishes, new doors and windows, new 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, selective roof repair/replacement, and art.

Staff Summary

The contractor shall also provide Design/Build Services for amenities at LIRR's Great Neck, Valley Stream, Northport, Baldwin, Bayside, and Ronkonkoma (6 Stations).

- Amenities include free customer Wi-Fi, charge ports, CCTV cameras, totems, trash receptacles, and digital LED information screens (dashboards)

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. A Step 1 Request for Proposals (RFP) 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 Step 1 RFP Packages but on 9/9/17, only 6 firms submitted a formal proposal for pre-qualification. Step 1 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, should be 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 E.E. Cruz & Company.

Step 2 RFP Packages were sent to each of the six aforementioned, pre-qualified firms. A total of 8 addenda were issued to answer vendor queries, and revise the specs and renderings. On December 15, 2017, proposals were received from four of the six pre-qualified firms. On 01/24/18, the MTA Board approved Citnalta/Scalamandre JV as the awardee for the first group of station improvements.

On December 21, 2017, a second RFP for the second group of station improvements were sent to the same six pre-qualified firms. A total of 6 addenda were issued to answer vendor queries, and revise the specs and cost proposal sheet. On February 1, 2018, proposals were received from two of the six pre-qualified firms (E.E. Cruz and Forte). Both firms were invited in for oral presentations of their proposals and, following discussions, both firms were instructed to submit revised proposals based on Station renovation work at Northport Station, and amenities at all 6 stations.

Upon receipt of revised proposals from both firms, and based upon applying the below Step 2 evaluation criteria, Forte was determined to have submitted a proposal offering "best value" to the LIRR 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

Staff Summary



In terms of cost, the awardee's total cost was evaluated in conjunction with the LIRR's internal estimate. The awardee's total proposed cost of \$13,400,000 is 6% less than the LIRR's internal estimate of \$14,224,763 and 8% less than E.E. Cruz's price of \$14,465,000, and it is therefore deemed fair and reasonable.

A responsibility review of the awardee firm was conducted whereby no adverse or significant adverse information was found. In addition, a financial review of the awardee firm by LIRR's Capital Accounting Department yielded favorable results.

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 Forte'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.

IV. IMPACT ON FUNDING:

Funding for this contract is included in LIRR's Capital Budget.

V. ALTERNATIVES:

The alternative is for LIRR not to progress these station improvements. Additionally, LIRR does not have the ability to fully undertake the design build services for these station improvements with in-house forces.

Schedule G: Miscellaneous Service Contracts

Staff Summary



Item Number: 2

Vendor Name (& Location) AB Oil Service (Bohemia, NY) Island Pump & Tank (East Northport, NY)
Description Hazardous & Non-Hazardous Waste Removal & Disposal
Contract Term (including Options, if any) April 1, 2018 – March 31, 2023
Option(s) included in Total Amount? <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:

Contact Number 6287	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$5,000,000 Not To Exceed	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Corporate Safety –Environmental Planning & Compliance L. Ebbighausen	
Contract Manager: Richard Mack	

Discussion:

LIRR requests MTA Board approval to award blanket contracts to AB Oil Service (“AB Oil”) and Island Pump & Tank (IP&T), for hazardous and non-hazardous waste removal and disposal services from various LIRR locations on an on call basis for a period of five (5) years from Notice of Award. The firms will be awarded separate contracts for the services in the aggregate not-to-exceed amount of \$5,000,000. Under the contracts, LIRR will order services on an as-needed basis, and LIRR will not be obligated to purchase any minimum amount. Each firm will be called out using established use LIRR protocols based on costs and available resources.

The awards are made pursuant to a Competitive Request for Proposal (RFP) process to afford LIRR the ability to evaluate criteria such as contractor experience, resources, technical expertise, safety record, as well as price. The RFP was advertised in the New York State Contract Reporter, New York Post, and on the MTA Website on 9/14/17. Copies of the RFP were mailed to twenty-eight (28) companies. In response to the RFP, four proposals were received from the following firms; AB Oil, ACV Environmental, IP&T, and Clean Harbors. Due to the diverse and complex nature of the work, LIRR has historically retained multiple contractors for the different services. Additionally, because each firm may provide a specified service at differing prices, awarding contracts to multiple firms will be cost effective.

Based on an evaluation conducted by a Technical Evaluation Committee, two firms, AB Oil and IP&T, were deemed qualified and responsible. They all carry Part 364 hazardous and non-hazardous waste transporter permits for their equipment to transport hazardous and non-hazardous waste, as well as Part 360 Solid Waste Management Facility permits. Their employees’ certificates and other OSHA training certificates were provided, in addition to a comprehensive list of proposed and specialized equipment and material owned or leased including evidence of the age of the equipment as well as current road equipment registration and titles.

LIRR’s not to exceed value of \$5,000,000.00 is based on estimates of the frequency and nature of specific events requiring waste removal that will be encountered over the five-year life of the contract. The proposed prices were used for evaluation purposes only. However, the proposed unit prices for each category of Work will become the basis of cost for the contract. Work will be authorized on an “on-call, as required” basis and will be awarded to the firm determined from the contract prices that can perform the work at the lowest aggregate cost. In this regard, if it cannot be reasonably determined by the contracts’ unit prices which of the

Staff Summary



firms can provide the overall lowest cost, an informal competitive process will be used among the firms to insure that the Work is awarded to the lowest priced firm. Since the work will be defined on an as needed basis, LIRR will award two separate Indefinite Quantity Contracts in equal NTE amounts to the two firms. As work is authorized to each firm, LIRR may be required to reallocate the authorized funds among the two firms, depending on which firm can adequately and timely perform the work at the lowest cost and as required and determined by actual usage.

The negotiated prices offered for the most utilized items in the proposals were on average 4% higher than prices in our current contracts, which is reasonable based on industry market of 3% escalation per year. These increases are due to a number of factors. Collection, treatment, and waste material costs have increased since 2010. EPA fines for violations have increased due to the 2015 Inflation Adjustment Act and new requirements from NYSDEC for disposal of hazardous materials have been established. All these factors have played a major role in the proposed cost by all vendors. LIRR has determined that the prices offered are fair and reasonable.

Funding for these contracts is included in either LIRR's Operating and/or Capital Budgets, depending upon the nature of the work.

Staff Summary



Item Number: 3
Vendor Name (& Location) L.K. Comstock and Company, Inc.
Description Main Line Second Track Phase II
Contract Term (including Options, if any) 572 consecutive calendar days
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Change Order
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Program Management, Paul Dietlin

SUMMARY INFORMATION	
Contact Number 6257	AWO/Modification # #2
Original Amount:	\$66,530,000
Prior Modifications:	7/27/17 No cost
Prior Budgetary Increases:	
Current Amount:	\$66,530,000
This Request:	\$3,102,008 NTE
% of This Request to Current Amount:	4.67%
% of Modifications (including This Request) to Original Amount:	4.67%

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to award a contract modification to L.K. Comstock in the amount of \$3,102,008 to provide design and construction of all civil and electrical infrastructure support work required for two new Motor Generator (MG) Buildings at Deer Park and Ronkonkoma, as well as similar work for one new Motor Generator Set at Bethpage for the new second track – Farmingdale to Ronkonkoma on LIRR’s Ronkonkoma Branch project. The estimated period of performance is six months from Notice of Award. The MG Buildings and sets themselves will be provided under a separate contract.

II. DISCUSSION

This change order is a modification to Contract #6257 with L.K. Comstock for the Design-Build Track and Systems Installation for the new second track on the Main Line Ronkonkoma Branch.

To support the LIRR's Main Line Second Track project, LIRR requires upgraded signal MG capacity to provide additional signal power to support the additional loads created by this new Main Line Second Track service. The existing system as is cannot provide sufficient power to run multiple trains at one time through the new second track area and with the necessary operating redundancies to all of the new signal components that will be installed for the Main Line Second Track. Upgrading the existing MGs along the Main Line Second Track will allow for proper signal power and reliability to commission and operate the new Second Track system.

During the analysis of the final signal design of the project, the design-builder analyzed the cutover plan of the new two track system for Main Line Second Track as well as the load on the current system. At that time, the design-builder determined that the existing signal power system needs to be upgraded to allow for functionality and reliability of the new two track system. Accordingly, the three (3) signal power MGs along the Main Line Second Track (at Bethpage, Deer Park, and Ronkonkoma) require an upgrade. This will result in an increase in the LIRR's operational flexibility and mitigate overcrowding and/or cancellation of trains if an operational issue occurs. Additionally, signal power system capacity MG upgrades will prevent low voltage conditions that could result in potential damage to the electrical/signal equipment and impact reliability of service to LIRR customers.

Staff Summary

Under the proposed change order, L.K. Comstock will be responsible for providing the civil and electrical infrastructure support for the MG Buildings and sets. L.K. Comstock will also provide necessary design services and construction work including the following: foundations, site conduits, cable, fencing, abatement, grounding, and utility work required for two new MG Buildings at Deer Park & Ronkonkoma, as well as installation of conduits, and miscellaneous civil work for one new MG at Bethpage.

The negotiated price for L.K. Comstock's scope of work is NTE \$3,102,008, which is 14.5% less than LIRR's internal estimate of \$3,630,993. Accordingly, LIRR deems the price fair and reasonable.

LIRR conducted another responsibility review of L.K. Comstock and determined that the firm remains a responsible contractor.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has established MBE/WBE goals of 15%/15% for this contract.

IV. IMPACT ON FUNDING

This change order will be funded by the LIRR 2015-2019 Capital Budget.

V. ALTERNATIVES

The only other alternative to achieving the design and construction work for the MG upgrade work would be for LIRR 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: (a) LIRR would lose the benefit of L.K. Comstock's existing knowledge of the project gained so far through their design and construction work and the associated related costs savings from that knowledge; (b) there would be significant duplication of effort in utilizing a new contractor who is unfamiliar with the project since that new contractor would have to mobilize to the area, become familiar with the project including the many technical issues that L.K. Comstock is already familiar with; and (c) the increased time resulting from the learning curve of a new contractor would adversely impact the completion schedule of this fast track project.

MARCH 2018

MTA LONG ISLAND RAIL ROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule D: Ratification of Completed Procurement Actions

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

- 4. Power Resources International \$9,873,192.50 Staff Summary Attached**
Competitive/Emergency
Contract No. 6305

It is requested that the Board formally ratify the “Declaration of Emergency,” made by the Chief Procurement and Logistics Officer, waiving formal competitive bidding pursuant to Article III Paragraph B 1 of the All Agency Procurement Guidelines and Section 1265-a of the Public Authorities Law subsection 4(a), and approve award of a contract to Power Resources International (PRI) for Main Line Second Track Motor Generator (MG) upgrades. The estimated period of performance is 475 consecutive calendar days from the Notice of Award.

Staff Summary



Item Number: 4

Vendor Name (& Location) Power Resources International (New York)
Description Main Line Second Track Motor Generator Replacements
Contract Term (including Options, if any) 475 consecutive calendar days
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contact Number 6305	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$9,873,192.50
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Program Management, Paul Dietlin	
Contract Manager: Joseph Famiglietti	

Discussion:

It is requested that the Board formally ratify the “Declaration of Emergency,” made by the Chief Procurement and Logistics Officer, waiving formal competitive bidding pursuant to Article III Paragraph B 1 of the All Agency Procurement Guidelines and Section 1265-a of the Public Authorities Law subsection 4(a), and approve award of a contract to Power Resources International (PRI) for Main Line Second Track Motor Generator (MG) upgrades. The estimated period of performance is 475 consecutive calendar days from the Notice of Award.

To support the LIRR's Main Line Second Track project, the LIRR requires upgraded signal motor generator capacity to provide additional signal power to support the additional loads created by this new service. This is in support of the LIRR’s fast-tracked Design-Build New Second Track between Farmingdale and Ronkonkoma Project. Currently, this area 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 Second Track will allow for more reliable LIRR Main Line service and faster recovery for the Farmingdale to Ronkonkoma segment of the LIRR. The completion of the Second Track is the key to improving service reliability and on-time performance and allow for increased capacity on the corridor. Without having the Second Track system operational, the LIRR does not have the operational flexibility and redundancy to provide improved passenger service.

During the analysis of the final signal design, performed as the design-builder of the signal system progressed the final design, and analysis of the cutover plan of the new two track system for Main Line Second Track, as well as analysis of the load on the current system, it was determined that the existing signal power system needs to be upgraded to allow for functionality and reliability of the new two track system. Three (3) signal power motor generators along the Main Line Second Track corridor (at Bethpage, Deer Park, and Ronkonkoma) require upgrade. This will result in an increase in the LIRR's operational flexibility and mitigate overcrowding and/or cancellation of trains if an operational issue occurs. Additionally, signal power system capacity MG upgrades will prevent low voltage conditions at equipment that could result in potential damage to the effected electrical/signal equipment and impact reliability of service to LIRR customers.

Staff Summary



Manufacturing of the MGs had to begin by March 1, 2018, in order to ensure coordination of the overall work completion and schedule of the full Second Track project. Full open competitive procurement for this equipment would add 4 to 6 months to the process and create potential impacts as mentioned above. Therefore limited competitive bidding was undertaken, under a “Declaration of Emergency.”

Three firms that have previously supplied this kind of equipment to LIRR were asked to bid. One bid was received, from PRI, in the amount of \$9,873,192.50, which is 3% less than the LIRR estimate, and is deemed to be fair and reasonable. The other two bidders declined to bid, citing the accelerated schedule of the work to be completed.

The contract has 5% combined MBE/WBE goals assigned to it by the MTA Department of Diversity and Civil Rights.

PRI has been reviewed and determined to be a responsible vendor.
Funding for the contract is included in LIRR’s 2015 – 2019 Capital Program.



LONG ISLAND RAIL ROAD



Monthly Operating Report February 2018

Patrick Nowakowski
President

03/19/18 *****

Performance Summary

			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	Feb	Feb	Feb	Feb
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	93.2%	88.4%	89.2%	90.9%
		AM Peak		93.7%	83.3%	83.1%	88.3%
		PM Peak		86.4%	79.9%	79.9%	84.2%
		Total Peak		90.3%	81.7%	81.5%	86.4%
		Off Peak Weekday		93.8%	89.3%	89.3%	90.6%
		Weekend		95.5%	94.0%	97.3%	96.3%
	Babylon Branch	Overall	93.9%	93.2%	86.8%	87.6%	90.0%
		AM Peak		93.6%	82.4%	82.9%	88.4%
		PM Peak		84.6%	77.9%	76.3%	82.1%
		Total Peak		89.4%	80.3%	79.8%	85.5%
		Off Peak Weekday		94.4%	89.5%	88.7%	90.3%
	Weekend		96.6%	90.8%	97.4%	96.5%	
Far Rockaway Branch	Overall	96.6%	96.3%	92.2%	92.8%	93.8%	
	AM Peak		94.3%	83.9%	84.2%	89.5%	
	PM Peak		93.6%	88.3%	86.0%	89.2%	
	Total Peak		93.9%	85.9%	85.0%	89.4%	
	Off Peak Weekday		97.4%	93.5%	93.8%	93.7%	
	Weekend		96.3%	95.6%	98.0%	98.0%	
Huntington Branch	Overall	92.5%	91.8%	87.7%	87.3%	89.8%	
	AM Peak		94.4%	83.8%	78.9%	87.2%	
	PM Peak		81.4%	75.2%	74.4%	79.8%	
	Total Peak		88.3%	79.8%	76.8%	83.6%	
	Off Peak Weekday		93.5%	88.6%	86.8%	88.9%	
	Weekend		92.4%	92.6%	96.2%	95.6%	
Hempstead Branch	Overall	96.5%	92.7%	88.5%	90.3%	91.6%	
	AM Peak		91.6%	81.0%	82.6%	88.2%	
	PM Peak		86.0%	81.7%	82.5%	84.7%	
	Total Peak		88.9%	81.3%	82.5%	86.6%	
	Off Peak Weekday		94.1%	89.3%	90.4%	91.1%	
	Weekend		93.4%	93.4%	97.2%	97.0%	
Long Beach Branch	Overall	95.9%	94.3%	89.5%	90.5%	91.5%	
	AM Peak		89.5%	80.6%	85.5%	89.8%	
	PM Peak		91.9%	84.1%	84.7%	86.6%	
	Total Peak		90.6%	82.3%	85.1%	88.3%	
	Off Peak Weekday		95.4%	90.2%	90.0%	90.4%	
	Weekend		96.3%	96.4%	97.6%	97.3%	
Montauk Branch	Overall	90.8%	94.0%	87.8%	88.9%	90.3%	
	AM Peak		97.4%	88.1%	80.3%	84.1%	
	PM Peak		87.3%	76.8%	83.2%	85.4%	
	Total Peak		92.7%	82.8%	81.7%	84.7%	
	Off Peak Weekday		93.0%	88.3%	87.9%	91.0%	
	Weekend		96.5%	90.9%	96.0%	93.7%	
Oyster Bay Branch	Overall	94.1%	93.4%	88.8%	90.0%	91.6%	
	AM Peak		99.2%	89.3%	83.5%	88.2%	
	PM Peak		78.9%	73.3%	82.5%	86.2%	
	Total Peak		89.9%	81.9%	83.0%	87.3%	
	Off Peak Weekday		94.7%	90.6%	91.1%	92.5%	
	Weekend		94.9%	93.8%	96.5%	95.0%	

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	Feb	Feb	Feb	Feb
Port Jefferson Branch	Overall	90.9%	89.0%	85.8%	86.1%	89.7%
	AM Peak		91.4%	83.1%	83.6%	85.9%
	PM Peak		83.5%	77.9%	75.9%	85.4%
	Total Peak		87.7%	80.7%	80.0%	85.7%
	Off Peak Weekday		86.8%	84.0%	83.1%	87.7%
	Weekend		94.6%	95.2%	98.4%	97.8%
Port Washington Branch	Overall	95.3%	95.4%	91.4%	92.3%	91.8%
	AM Peak		97.4%	88.8%	90.9%	94.2%
	PM Peak		93.0%	83.8%	84.5%	83.9%
	Total Peak		95.2%	86.3%	87.6%	88.9%
	Off Peak Weekday		94.0%	90.5%	91.2%	90.5%
	Weekend		98.4%	98.0%	99.0%	97.0%
Ronkonkoma Branch	Overall	91.6%	90.3%	84.5%	85.5%	88.8%
	AM Peak		92.0%	79.2%	76.9%	84.4%
	PM Peak		81.4%	78.7%	75.4%	85.0%
	Total Peak		87.3%	79.0%	76.2%	84.7%
	Off Peak Weekday		91.0%	85.4%	86.0%	88.5%
	Weekend		93.7%	93.5%	96.2%	94.5%
West Hempstead Branch	Overall	95.8%	94.0%	89.8%	92.2%	93.5%
	AM Peak		87.4%	77.5%	86.3%	89.0%
	PM Peak		89.5%	80.8%	81.6%	85.4%
	Total Peak		88.5%	79.3%	83.7%	87.0%
	Off Peak Weekday		96.1%	92.8%	94.2%	94.9%
	Weekend		96.3%	96.8%	98.8%	98.8%
Operating Statistics	Trains Scheduled		18,791	39,550	18,905	39,869
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.7	14.5	-15.7	14.1
	Trains Over 15 min. Late excluding trains canceled or terminated		181	989	258	671
	Trains Canceled		71	424	210	283
	Trains Terminated		40	175	41	130
	Percent of Scheduled Trips Completed		99.4%	98.5%	98.7%	99.0%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		98.8%			
	PM Peak		97.9%			
	Total Peak		98.4%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		Jan	Feb	YTD Thru Feb	Feb	YTD Thru Feb	
Engineering (Scheduled)	0.9%	16	11	27	51	98	(71)
Engineering (Unscheduled)	13.9%	457	177	619	360	520	99
Maintenance of Equipment	14.7%	204	187	391	224	439	(48)
Transportation	1.6%	32	20	61	196	243	(182)
Capital Projects	6.4%	41	81	122	2	7	115
Weather and Environmental	4.6%	1,339	59	1,400	760	1,111	289
Police	23.1%	181	294	475	78	339	136
Customers	22.4%	420	285	709	246	530	179
Other	6.1%	190	78	268	40	157	111
3rd Party Operations	6.3%	453	80	533	90	192	341
Total	100.0%	3,333	1,272	4,605	2,047	3,636	969

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-Feb	Thu	Broken rail at East New York	6		1						6	6		7
2-Feb	Fri	Broken rail east of Central Islip						6	1	3	6	1	3	
2-Feb	Fri	Pedestrian strike at Seaford Station				18	7		11	4	1	29	11	1
6-Feb	Tues	Pedestrian strike east of Huntington Station	3	7	1				5	1		8	8	1
7-Feb	Wed	Switch trouble at Queens Interlocking				14			2			16		
7-Feb	Wed	Slow weather loading	2			4			5			11		
8-Feb	Thu	Amtrak related-switch trouble in F Interlocking				4	1		5			9	1	
9-Feb	Fri	Amtrak related-smoke condition in Line 1	8						2			10		
16-Feb	Fri	Motor vehicle on the tracks at Willis Avenue Crossing				23	1	2	10			33	1	2
17-Feb	Sat	Trespasser strike east of Hollis							29	10	2	29	10	2
20-Feb	Mon	Train 819 with equipment trouble in Valley Stream	13		1				2			15		1
20-Feb	Mon	Unauthorized person on the tracks at Westbury				40	4	1	17			57	4	1
21-Feb	Wed	Switch trouble at Hall Interlocking				11	2		1			12	2	
23-Feb	Fri	Train 2743 with equipment trouble west of Jamaica				4	3		9		1	13	3	1
23-Feb	Fri	Weather loading				7			3			10		
23-Feb	Fri	Low adhesion system wide				4			5		1	9		1
28-Feb	Wed	Track circuit failure at Brook Interlocking				17	6	6	5	1	4	20	7	10
TOTAL FOR MONTH			32	7	3	146	24	9	117	17	18	295	48	30
												373		



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

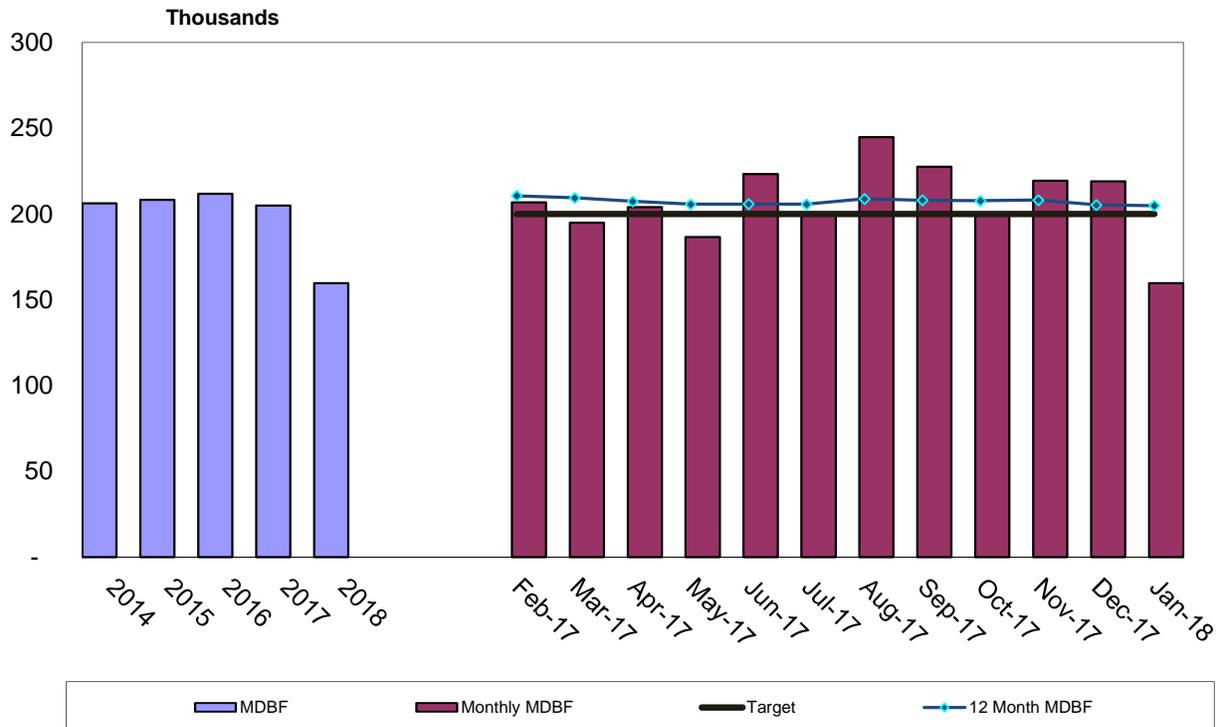
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - JANUARY 2018

			2018 Data					2017 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean Distance Between Failures	M-3	162	67,000	58,810	9	58,810	70,583	84,671	7	84,671
	M-7	836	440,000	645,253	8	645,253	482,576	349,014	15	349,014
	C-3	134	122,000	43,056	16	43,056	118,648	67,966	10	67,966
	DE	24	22,000	23,792	4	23,792	19,667	18,294	5	18,294
	DM	21	22,000	17,328	4	17,328	26,885	18,492	4	18,492
	Diesel	179	65,000	35,557	24	35,557	65,169	44,479	19	44,479
	Fleet	1,177	200,000	159,627	41	159,627	204,935	162,757	41	162,757

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 2014 - 2018





Standee Report

East Of Jamaica			2018 Data	
			February	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	7
		Total Standees	6	7
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	29	2
		Total Standees	69	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	11	0
		Total Standees	11	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	5
		Total Standees	0	5
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	12	62
		Total Standees	12	62
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	29	27
		Total Standees	29	27
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			126	104

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

		2018 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	17	16
		Total Standees	17	16
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	9	24
		Total Standees	49	24
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	11	75
		Total Standees	11	75
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	25	7
		Total Standees	53	7
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	12	62
		Total Standees	12	62
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	11	17
		Total Standees	11	17
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	25	0
		Total Standees	25	0
		System Wide PEAK	180	201

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 FEBRUARY 2018**

Elevator Availability		2018		2017	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	99.5%	99.1%	99.0%	99.1%
	Far Rockaway Branch	99.3%	99.3%	98.5%	98.8%
	Hempstead Branch	99.2%	99.5%	99.3%	99.3%
	Long Beach Branch	98.8%	99.2%	98.2%	98.3%
	Port Jefferson Branch	99.4%	97.4%	99.4%	99.1%
	Port Washington Branch	99.6%	99.6%	99.6%	99.6%
	Ronkonkoma Branch	99.6%	99.4%	99.1%	98.9%
	City Terminal Stations	99.6%	99.8%	99.5%	96.9%
	Overall Average	99.5%	99.2%	99.2%	98.5%

(XX - Hicksville escalators out of service for replacement)

Escalator Availability		2018		2017	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	98.4%	94.1%	96.7%	97.5%
	Far Rockaway Branch	99.7%	99.2%	99.0%	98.4%
	Hempstead Branch	98.7%	98.8%	99.0%	99.1%
	Long Beach Branch	97.4%	97.9%	91.6%	91.1%
	Port Jefferson Branch	100.0%	100.0%	98.0%	97.6%
	City Terminal	99.9%	99.7%	99.9%	99.2%
	Overall Average	99.2%	97.2%	98.2%	98.2%



Long Island Rail Road

OPERATIONS SAFETY REPORT

January Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	February 2015- January 2016	February 2016- January 2017	February 2017 - January 2018
FRA Reportable Customer Accident Rate per Million Customers	4.41	4.47	2.93
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.43	3.10	3.79
Grade Crossing Incidents ¹	13	8	15
Mainline FRA Reportable Train Derailments	0	2	1
Mainline FRA Reportable Train Collisions	2	2	1

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

Leading Indicators				
Focus on Safety Training	2017		2018	
	January	Year to Date	January	Year to Date
First Responders Trained	64	64	42	42
Employee Safety Training Courses	58	58	69	69
Employees Trained	894	894	992	992
Employee Safety Training Hours	18,585	18,585	21,005	21,005
Customer and Community:	January 2017	Year to Date	January 2018	Year to Date
Broken Gates	8	8	7	7
MTA Police Details	41	41	124	124
Summons	123	123	82	82
Warnings	52	52	43	43
Arrests	0	0	0	0
Community Education and Outreach	7,313	7,313	8,026	8,026
	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.

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR THE MONTH OF FEBRUARY 2018**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
There were no elevator incidents reported in the month of February 2018			

Escalators	Mechanical Injury	Human Factor Injury
Wantagh	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

January 2018

**MTA LONG ISLAND RAIL ROAD
JANUARY 2018 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ In Millions)**

SUMMARY

January YTD operating results were favorable by \$7.4 or 6.5% lower than the Adopted Budget.

Non-Reimbursable revenues through January were \$1.6 unfavorable to the Adopted Budget. Farebox Revenue was unfavorable as a result of lower ridership. Other Operating Revenues were unfavorable due to timing of advertising revenue. Total Non-Reimbursable expenses through January were \$9.0 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials and professional services contracts, partially offset by higher FELA Indemnity reserves and overtime.

YTD capital and other reimbursable expenditures (and reimbursements) were \$6.4 higher than the Adopted Budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date January **Total Revenues** (including Capital and Other Reimbursements) of \$93.0 were \$4.8 or 5.4% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$(0.3) unfavorable to forecast due to lower ridership and yield per passenger. Ridership through January was 6.9 million. This was 3.4% lower than 2017 (adjusted for same number of calendar work days) and 0.4% lower than the Adopted Budget.
- **Y-T-D Other Operating Revenues** were \$(1.3) unfavorable to budget due to timing of advertising and rental revenue, partially offset by higher special services revenue.
- **Y-T-D Capital and Other Reimbursements** were \$6.4 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date January **Total Expenses** (including depreciation and other) of \$199.7 were favorable to the Adopted Budget by \$2.6 or 1.3%.

Labor Expenses, \$(2.2) unfavorable Y-T-D.

- **Payroll**, \$3.5 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(2.8) unfavorable Y-T-D (primarily higher capital project activity and vacancy/absentee).
- **Health & Welfare**, \$0.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$1.3 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(5.1) unfavorable Y-T-D (higher FELA Indemnity reserves and timing of Railroad Retirement Taxes).

Non-Labor Expenses, \$3.8 favorable Y-T-D.

- **Electric Power**, \$0.4 favorable Y-T-D (lower consumption).
- **Fuel**, \$(0.4) unfavorable Y-T-D (timing of accruals).
- **Insurance**, \$0.2 favorable Y-T-D (lower Force Account and liability Insurance, partially offset by higher property insurance).
- **Claims**, \$0.3 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$(0.2) unfavorable Y-T-D (Primarily timing of prior period accrual reversals).
- **Professional Services**, \$0.5 favorable Y-T-D (Primarily timing of activities/payments for Enterprise Asset Management, MTA chargebacks and other professional services contracts, partially offset by higher capital project activity).
- **Materials and Supplies**, \$2.4 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments, partially offset by higher capital project activity).
- **Other Business Expense**, \$0.6 favorable Y-T-D (higher restitution of property damage and timing of bad debt reserves).

Depreciation and Other, \$1.0 favorable Y-T-D (lower Depreciation and Other Post-Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through January of \$49.9 was \$31.1 favorable to the Adopted Budget due to higher receipts and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 43.4%, 2.5 percentage points above the Adopted Budget resulting from lower expenses.
- Through January, the Adjusted Farebox Operating Ratio was 48.3%, which is favorable to the Adopted Budget due to lower expenses.
- Through January, the Adjusted Cost per Passenger was \$17.42, which is lower than the Adopted Budget due to lower expenses.
- Through January, the Revenue per Passenger was \$8.19, which was above the Adopted Budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
JANUARY 2018
(\$ in millions)**

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Budget	Actual	Percent	Budget	Actual	Percent	Budget	Actual	Percent
Revenue									
Farebox Revenue	\$56,425	\$56,153	(0.5)	\$0,000	\$0,000	-	\$56,425	\$56,153	(0.5)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Other Operating Revenue	3,058	1,720	(43.7)	0,000	0,000	-	3,058	1,720	(43.7)
Capital & Other Reimbursements	0,000	0,000	-	28,698	35,096	22.3	28,698	35,096	22.3
Total Revenue	\$59,483	\$57,873	(1.609)	\$28,698	\$35,096	22.3	\$88,181	\$92,969	4.789
Expenses									
Labor:									
Payroll	\$49,210	\$46,002	6.5	\$11,220	\$10,914	2.7	\$60,430	\$56,915	(5.8)
Overtime	12,365	13,744	(11.2)	2,416	3,797	(57.2)	14,781	17,541	(18.7)
Health and Welfare	10,027	8,820	12.0	2,325	2,696	(16.0)	12,352	11,516	6.8
OP&B Current Payment	6,342	5,084	19.8	0,000	0,000	-	6,342	5,084	19.8
Pensions	11,010	10,906	0.9	3,777	3,881	(2.7)	14,787	14,787	0.0
Other Fringe Benefits	14,037	18,660	(32.9)	2,377	2,834	(19.2)	16,414	21,493	(30.9)
Reimbursable Overtime	(2,276)	(3,943)	1.667	2,276	3,943	(73.3)	0,000	0,000	-
Total Labor Expenses	\$100,716	\$99,272	1.444	\$24,391	\$28,065	(15.1)	\$125,107	\$127,337	(1.8)
Non-Labor:									
Electric Power	\$8,014	\$7,561	5.7	\$0,000	\$0,044	-	\$8,014	\$7,604	5.1
Fuel	1,598	1,970	(23.3)	0,000	0,000	-	1,598	1,970	(23.3)
Insurance	1,761	1,699	0.62	0,740	0,588	20.6	2,502	2,287	8.6
Claims	0,364	0,048	86.8	0,000	0,000	-	0,364	0,048	86.8
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Maintenance and Other Operating Contracts	6,263	6,150	(0.255)	1,203	1,155	4.0	7,467	7,673	(2.8)
Professional Service Contracts	2,606	1,550	1.057	0,046	0,643	(2.652)	2,652	2,193	17.3
Materials & Supplies	14,677	9,933	4.744	2,265	4,671	(2.386)	16,962	14,604	13.9
Other Business Expenses	1,460	0,933	0.526	0,032	(0,070)	*	1,492	0,863	42.1
Total Non-Labor Expenses	\$36,743	\$30,212	\$6,531	\$4,307	\$7,031	(63.2)	\$41,050	\$37,243	9.3
Other Expense Adjustments:									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses before Depreciation & Other Post Employment Benefits	\$137,459	\$129,484	\$7,975	\$28,698	\$35,096	(22.3)	\$166,157	\$164,580	0.9
Depreciation	\$28,407	\$27,692	0.715	\$0,000	\$0,000	-	\$28,407	\$27,692	2.5
Other Post Employment Benefits	7,539	7,236	0.303	0,000	0,000	-	7,539	7,236	4.0
GASB 68 Pension Expense Adjustment	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Environmental Remediation	0,167	0,167	0.000	0,000	0,000	-	0,167	0,167	0.0
Total Expenses	\$173,572	\$164,579	\$8,993	\$28,698	\$35,096	(22.3)	\$202,270	\$199,675	1.3
Net Surplus/(Deficit)	(\$114,089)	(\$106,705)	\$7,384	\$0,000	\$0,000	-	(\$114,089)	(\$106,705)	6.5
Cash Conversion Adjustments									
Depreciation	\$28,407	\$27,692	0.715	\$0,000	\$0,000	-	28,407	\$27,692	(2.5)
Operating/Capital	(0,433)	(0,328)	0.105	0,000	0,000	-	(0,433)	(0,328)	24.3
Other Cash Adjustments	5,205	29,483	24.3	0,000	0,000	-	5,205	29,483	5.205
Total Cash Conversion Adjustments	\$33,178	\$56,846	\$23,668	\$0,000	\$0,000	\$0,000	\$33,178	\$56,846	\$23,668
Net Cash Surplus/(Deficit)	(\$80,911)	(\$49,859)	\$31,052	\$0,000	\$0,000	-	(\$80,911)	(\$49,859)	\$31,052

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 JANUARY Year-To-Date
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total						
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent				
	Budget	Actual		Variance	Budget		Actual	Variance		Budget	Actual	Variance	
Revenue													
Freight Revenue	\$56,425	\$56,153	(\$0,271)	\$0,000	\$0,000	-	\$0,000	\$0,000	(\$0,271)	(0.5)			
Vehicle Toll Revenue	0,000	0,000	0,000	0,000	0,000	-	0,000	0,000	0,000	-			
Other Operating Revenue	3,058	1,720	(1,338)	0,000	0,000	-	0,000	0,000	(1,338)	(43.7)			
Capital & Other Reimbursements	0,000	0,000	0,000	28,698	35,096	6,398	22.3	28,698	35,096	6,398	22.3		
Total Revenue	\$59,483	\$57,873	(\$1,609)	\$28,698	\$35,096	\$6,398	22.3	\$88,181	\$92,969	\$4,789	5.4		
Expenses													
Labor:													
Payroll	\$49,210	\$46,002	\$3,209	\$11,220	\$10,914	\$0,306	2.7	\$60,430	\$56,915	\$3,515	5.8		
Overtime	12,365	13,744	(1,379)	2,416	3,797	(1,382)	(57.2)	14,781	17,541	(2,760)	(18.7)		
Health and Welfare	10,027	8,820	1,208	2,325	2,696	(0,371)	(16.0)	12,352	11,516	0,837	6.8		
OPER Current Payment	6,342	5,006	1,258	0,000	0,000	0,000	-	6,342	5,084	1,258	19.8		
Pensions	11,010	10,906	0,103	3,777	3,881	(0,103)	(2.7)	14,787	14,787	0,000	0.0		
Other Fringe Benefits	14,037	18,660	(4,622)	2,377	2,834	(0,457)	(19.2)	16,414	21,493	(5,079)	(30.9)		
Reimbursable Overhead	(2,276)	(3,943)	1,667	2,276	3,943	(1,667)	(73.3)	0,000	0,000	0,000	-		
Total Labor Expenses	\$100,716	\$99,272	\$1,444	\$24,391	\$28,065	(\$3,674)	(15.1)	\$125,107	\$127,337	(\$2,230)	(1.8)		
Non-Labor:													
Electric Power	\$8,014	\$7,561	\$0,453	\$0,000	\$0,044	(\$0,044)	-	\$8,014	\$7,604	\$0,410	5.1		
Fuel	1,598	1,970	(0,372)	0,000	0,000	0,000	-	1,598	1,970	(0,372)	(23.3)		
Insurance	1,761	1,699	0,062	0,740	0,588	0,152	20.6	2,502	2,287	0,214	8.6		
Claims	0,364	0,048	0,316	0,000	0,000	0,000	-	0,364	0,048	0,316	86.8		
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	-	0,000	0,000	0,000	-		
Maintenance and Other Operating Contracts	6,263	6,518	(0,255)	1,203	1,155	0,048	4.0	7,467	7,673	(0,207)	(2.8)		
Professional Service Contracts	2,606	1,550	1,057	0,046	0,643	(0,597)	*	2,652	2,193	0,459	17.3		
Materials & Supplies	14,677	9,933	4,744	2,285	4,671	(2,386)	*	16,962	14,604	2,358	13.9		
Other Business Expenses	1,460	0,933	0,526	0,032	(0,070)	0,102	*	1,492	0,863	0,629	42.1		
Total Non-Labor Expenses	\$36,743	\$30,212	\$6,531	\$4,307	\$7,031	(\$2,724)	(63.2)	\$41,050	\$37,243	\$3,807	9.3		
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-		
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-		
Total Expenses before Depreciation & Other Post Employment Benefits	\$137,459	\$129,484	\$7,975	\$28,698	\$35,096	(\$6,398)	(22.3)	\$166,157	\$164,580	\$1,577	0.9		
Depreciation	\$28,407	\$27,692	0,715	\$0,000	\$0,000	\$0,000	-	\$28,407	\$27,692	\$0,715	2.5		
Other Post Employment Benefits	7,539	7,236	0,303	0,000	0,000	0,000	-	7,539	7,236	0,303	4.0		
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	-	0,000	0,000	0,000	-		
Environmental Remediation	0,167	0,167	0,000	0,000	0,000	0,000	-	0,167	0,167	0,000	0.0		
Total Expenses	\$173,572	\$164,579	\$8,993	\$28,698	\$35,096	(\$6,398)	(22.3)	\$202,270	\$199,675	\$2,595	1.3		
Net Surplus/(Deficit)	(\$114,089)	(\$106,705)	\$7,384	\$0,000	\$0,000	(\$0,000)	-	(\$114,089)	(\$106,705)	\$7,384	6.5		
Cash Conversion Adjustments													
Depreciation	\$28,407	\$27,692	(\$0,715)	\$0,000	\$0,000	\$0,000	-	28,407	\$27,692	(\$0,715)	(2.5)		
Operating/Capital	(0,433)	(0,328)	0,105	0,000	0,000	0,000	-	(0,433)	(0,328)	0,105	24.3		
Other Cash Adjustments	5,205	29,483	24,278	0,000	0,000	0,000	-	5,205	29,483	24,278	*		
Total Cash Conversion Adjustments	\$33,178	\$56,846	\$23,668	\$0,000	\$0,000	\$0,000	-	\$33,178	\$56,846	\$23,668	71.3		
Net Cash Surplus/(Deficit)	(\$80,911)	(\$49,859)	\$31,052	\$0,000	\$0,000	\$0,000	-	(\$80,911)	(\$49,859)	\$31,052	38.4		

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

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**
(\$ in millions)

		January 2018				Year-to-Date January 2018			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Revenue									
Farebox Revenue	Non Reimb.	(0.271)	(0.5)	Lower ridership \$(0.0219) and lower yield per passenger \$(0.052).	(0.271)	(0.5)			
Other Operating Revenue	Non Reimb.	(1.338)	(43.7)	Primarily due to timing of advertising, rentals, miscellaneous and freight revenue, partially offset by higher special services revenue.	(1.338)	(43.7)			
Capital & Other Reimbursements	Reimb.	6.398	22.3	Timing of capital project activity and interagency reimbursements.	6.398	22.3			
Expenses									
Payroll	Non Reimb.	3.209	6.5	Primarily vacant positions.	3.209	6.5			
	Reimb.	0.306	2.7	Primarily due to timing of project activity.	0.306	2.7			
Overtime	Non Reimb.	(1.379)	(11.2)	Primarily higher due to vacancy/absentee coverage, unscheduled maintenance and scheduled service.	(1.379)	(11.2)			
	Reimb.	(1.382)	(57.2)	Over-run attributed to timing of Main Line Double Track phase 2 improvements, East Rail Yard and Annual Track program.	(1.382)	(57.2)			
Health and Welfare	Non Reimb.	1.208	12.0	Vacant positions.	1.208	12.0			
	Reimb.	(0.371)	(16.0)	Primarily due to timing of project activity.	(0.371)	(16.0)			
OPEB Current Payment	Non Reimb.	1.258	19.8	Fewer retirees/beneficiaries.	1.258	19.8			
Pensions	Non Reimb.	0.103	0.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.103	0.9			
	Reimb.	(0.103)	(2.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.103)	(2.7)			

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2018		Year-to-Date January 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Other Fringe Benefits	Non Reimb.	(4.622)	(32.9)	(4.622)	(32.9)	Higher FELA indemnity reserves and Railroad Retirement Taxes.
	Reimb.	(0.457)	(19.2)	(0.457)	(19.2)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.667	73.3	1.667	73.3	Primarily due to timing of project activity.
	Reimb.	(1.667)	(73.3)	(1.667)	(73.3)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.453	5.7	0.453	5.7	Primarily timing of accrual adjustments and lower consumption.
	Reimb.	(0.044)	-	(0.044)	-	
Fuel	Non Reimb.	(0.372)	(23.3)	(0.372)	(23.3)	Primarily timing of accrual adjustments.
Insurance	Non Reimb.	0.062	3.5	0.062	3.5	Lower liability insurance, partially offset by higher property insurance.
	Reimb.	0.152	20.6	0.152	20.6	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.316	86.8	0.316	86.8	Primarily a decrease in non-employee reserves.
Maintenance & Other Operating Contracts	Non Reimb.	(0.255)	(4.1)	(0.255)	(4.1)	Timing of prior year accruals not reversed out for Elevator/Escalator maintenance, security services, Hazardous waste cleanup and Equipment/Vehicle rentals, partially offset by timing of vegetation management and Engineering maintenance & repairs.
	Reimb.	0.048	4.0	0.048	4.0	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**
(\$ in millions)

		January 2018			Year-to-Date January 2018		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	1,057	40.5	Primarily timing of payments/activities for MTA Chargebacks, Enterprise Asset Management and rolling stock decommissioning .	1,057	40.5	
	Reimb.	(0.597)	*		(0.597)	*	
Materials & Supplies	Non Reimb.	4,744	32.3	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments.	4,744	32.3	
	Reimb.	(2,386)	*		(2,386)	*	
Other Business Expenses	Non Reimb.	0.526	36.1	Primarily higher restitution of property damages and timing of bad debt reserves, partially offset by higher debit/credit card fees.	0.526	36.1	
	Reimb.	0.102	*		0.102	*	
Depreciation	Non Reimb.	0.715	2.5	Based on certain capital assets being fully depreciated.	0.715	2.5	
Other Post Employment Benefits	Non Reimb.	0.303	4.0	Latest actuarial estimates	0.303	4.0	
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	0.000	0.0		0.000	0.0	

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES January 2018 (\$ in millions)												
	Month			Year-to-Date			Favorable (Unfavorable)					
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)					
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts												
Farebox Revenue	\$57.925	\$60.219	\$2.294	4.0	\$57.925	\$60.219	\$2.294	4.0	\$57.925	\$60.219	\$2.294	4.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.000	1.571	(0.429)	(21.5)	2.000	1.571	(0.429)	(21.5)	2.000	1.571	(0.429)	(21.5)
Capital & Other Reimbursements	24.375	40.118	15.743	64.6	24.375	40.118	15.743	64.6	24.375	40.118	15.743	64.6
Total Receipts	\$84.300	\$101.907	\$17.607	20.9	\$84.300	\$101.907	\$17.607	20.9	\$84.300	\$101.907	\$17.607	20.9
Expenditures												
<i>Labor:</i>												
Payroll	\$52.163	\$50.452	\$1.711	3.3	\$52.163	\$50.452	\$1.711	3.3	\$52.163	\$50.452	\$1.711	3.3
Overtime	13.744	14.781	(1.037)	(7.5)	13.744	14.781	(1.037)	(7.5)	13.744	14.781	(1.037)	(7.5)
Health and Welfare	12.352	11.147	1.205	9.8	12.352	11.147	1.205	9.8	12.352	11.147	1.205	9.8
OPEB Current Payment	6.342	5.001	1.341	21.2	6.342	5.001	1.341	21.2	6.342	5.001	1.341	21.2
Pensions	14.787	14.154	0.633	4.3	14.787	14.154	0.633	4.3	14.787	14.154	0.633	4.3
Other Fringe Benefits	15.242	15.281	(0.039)	(0.3)	15.242	15.281	(0.039)	(0.3)	15.242	15.281	(0.039)	(0.3)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$114.630	\$110.815	\$3.815	3.3	\$114.630	\$110.815	\$3.815	3.3	\$114.630	\$110.815	\$3.815	3.3
<i>Non-Labor:</i>												
Electric Power	\$8.014	\$7.472	\$0.542	6.8	\$8.014	\$7.472	\$0.542	6.8	\$8.014	\$7.472	\$0.542	6.8
Fuel	1.598	0.769	0.829	51.9	1.598	0.769	0.829	51.9	1.598	0.769	0.829	51.9
Insurance	9.816	3.515	6.301	64.2	9.816	3.515	6.301	64.2	9.816	3.515	6.301	64.2
Claims	0.146	0.098	0.048	33.2	0.146	0.098	0.048	33.2	0.146	0.098	0.048	33.2
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	7.467	5.416	2.051	27.5	7.467	5.416	2.051	27.5	7.467	5.416	2.051	27.5
Professional Service Contracts	3.596	3.244	0.352	9.8	3.596	3.244	0.352	9.8	3.596	3.244	0.352	9.8
Materials & Supplies	16.731	17.524	(0.793)	(4.7)	16.731	17.524	(0.793)	(4.7)	16.731	17.524	(0.793)	(4.7)
Other Business Expenses	1.713	1.448	0.265	15.5	1.713	1.448	0.265	15.5	1.713	1.448	0.265	15.5
Total Non-Labor Expenditures	\$49.081	\$39.484	\$9.597	19.6	\$49.081	\$39.484	\$9.597	19.6	\$49.081	\$39.484	\$9.597	19.6
<i>Other Expenditure Adjustments:</i>												
Other	\$1.500	\$1.500	(\$0.000)	(0.0)	\$1.500	\$1.500	(\$0.000)	(0.0)	\$1.500	\$1.500	(\$0.000)	(0.0)
Total Other Expenditure Adjustments	\$1.500	\$1.500	(\$0.000)	(0.0)	\$1.500	\$1.500	(\$0.000)	(0.0)	\$1.500	\$1.500	(\$0.000)	(0.0)
Total Expenditures	\$165.211	\$151.800	\$13.411	8.1	\$165.211	\$151.800	\$13.411	8.1	\$165.211	\$151.800	\$13.411	8.1
Cash Timing and Availability Adjustment	0.000	0.034	0.034	-	0.000	0.034	0.034	-	0.000	0.034	0.034	-
Net Cash Deficit (excludes opening balance)	(\$80.911)	(\$49.859)	\$31.052	38.4	(\$80.911)	(\$49.859)	\$31.052	38.4	(\$80.911)	(\$49.859)	\$31.052	38.4
Subsidies												
MTA	80.911	59.923	(20.988)	(25.9)	80.911	59.923	(20.988)	(25.9)	80.911	59.923	(20.988)	(25.9)

Table 5

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Generic Revenue or Expense Category	January 2018		Year-to-Date as of January 31, 2018	
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance	
	\$	%	\$	%
Receipts				
Farebox Revenue	2.294	4.0	2.294	4.0
Other Operating Revenue	(0.429)	(21.5)	(0.429)	(21.5)
Capital and Other Reimbursements	15.743	64.6	15.743	64.6
Expenditures				
Labor:				
Payroll	1.711	3.3	1.711	3.3
Overtime	(1.037)	(7.5)	(1.037)	(7.5)
Health and Welfare	1.205	9.8	1.205	9.8
OPEB Current Payment	1.341	21.2	1.341	21.2
Pensions	0.633	4.3	0.633	4.3
Other Fringe Benefits	(0.039)	(0.3)	(0.039)	(0.3)
Non-Labor:				
Electric Power	0.542	6.8	0.542	6.8
Fuel	0.829	51.9	0.829	51.9

Table 5

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Generic Revenue or Expense Category	January 2018		Year-to-Date as of January 31, 2018		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Insurance	6.301	64.2	6.301	64.2	Timing of insurance premium payments and lower station liability and force account insurance installment payments.
Claims	0.048	33.2	0.048	33.2	Timing of payment for claims.
Maintenance and Other Operating Contracts	2.051	27.5	2.051	27.5	Timing of payments.
Professional Service Contracts	0.352	9.8	0.352	9.8	Primarily the timing of payments for MTA Chargebacks and other consulting services.
Materials and Supplies	(0.793)	(4.7)	(0.793)	(4.7)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.265	15.5	0.265	15.5	Primarily the timing of payments, partially offset by higher credit/debit card fees.
Other Expenditure Adjustments	(0.000)	(0.0)	(0.000)	(0.0)	

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) January 2018 (\$ in millions)									
	Month			Year-to-Date					
	Favorable (Unfavorable)			Favorable (Unfavorable)					
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	
Receipts									
Farebox Revenue	\$1,500	\$4,065	\$2,565	*	\$1,500	\$4,065	\$2,565	*	
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Other Operating Revenue	(1,058)	(0,150)	0,908	85.9	(1,058)	(0,150)	0,908	85.9	
Capital & Other Reimbursements	(4,323)	5,022	9,345	*	(4,323)	5,022	9,345	*	
Total Receipts	(\$3,881)	\$8,938	\$12,818	*	(\$3,881)	\$8,938	\$12,818	*	
Expenditures									
<i>Labor:</i>									
Payroll	\$8,267	\$6,463	(\$1,804)	(21.8)	\$8,267	\$6,463	(\$1,804)	(21.8)	
Overtime	1,037	2,761	1,724	*	1,037	2,761	1,724	*	
Health and Welfare	0,000	0,368	0,368	*	0,000	0,368	0,368	*	
OPEB Current Payment	0,000	0,083	0,083	*	0,000	0,083	0,083	*	
Pensions	0,000	0,633	0,633	*	0,000	0,633	0,633	*	
Other Fringe Benefits	1,172	6,213	5,040	*	1,172	6,213	5,040	*	
GASB	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Total Labor Expenditures	\$10,477	\$16,522	\$6,045	57.7	\$10,477	\$16,522	\$6,045	57.7	
<i>Non-Labor:</i>									
Electric Power	\$0,000	\$0,132	\$0,132	*	\$0,000	\$0,132	\$0,132	*	
Fuel	(0,000)	1,201	1,201	*	(0,000)	1,201	1,201	*	
Insurance	(7,314)	(1,228)	6,087	83.2	(7,314)	(1,228)	6,087	83.2	
Claims	0,218	(0,049)	(0,268)	*	0,218	(0,049)	(0,268)	*	
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Maintenance and Other Operating Contracts	(0,000)	2,258	2,258	*	(0,000)	2,258	2,258	*	
Professional Service Contracts	(0,944)	(1,051)	(0,107)	(11.3)	(0,944)	(1,051)	(0,107)	(11.3)	
Materials & Supplies	0,231	(2,920)	(3,151)	*	0,231	(2,920)	(3,151)	*	
Other Business Expenses	(0,221)	(0,584)	(0,363)	*	(0,221)	(0,584)	(0,363)	*	
Total Non-Labor Expenditures	(\$8,031)	(\$2,241)	\$5,789	72.1	(\$8,031)	(\$2,241)	\$5,789	72.1	
<i>Other Expenditure Adjustments:</i>									
Other	(\$1,500)	(\$1,500)	(\$0,000)	0.0	(\$1,500)	(\$1,500)	(\$0,000)	0.0	
Total Other Expenditure Adjustments	(\$1,500)	(\$1,500)	(\$0,000)	0.0	(\$1,500)	(\$1,500)	(\$0,000)	0.0	
Total Expenditures before Depreciation	\$0,946	\$12,780	\$11,834	*	\$0,946	\$12,780	\$11,834	*	
Depreciation Adjustment	\$28,407	\$27,692	(\$0,715)	(2.5)	\$28,407	\$27,692	(\$0,715)	(2.5)	
Other Post-Employment Benefits	7,539	7,236	(0,303)	(4.0)	7,539	7,236	(0,303)	(4.0)	
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	-	0,000	0,000	0,000	-	
Environmental Remediation	0,167	0,167	0,000	0.0	0,167	0,167	0,000	0.0	
Total Expenditures	\$37,059	\$47,875	\$10,816	29.2	\$37,059	\$47,875	\$10,816	29.2	
Cash Timing and Availability Adjustment	0,000	0,034	0,034	-	0,000	0,034	0,034	-	
Total Cash Conversion Adjustments	\$33,178	\$56,846	\$23,668	71.3	\$33,178	\$56,846	\$23,668	71.3	

MTA LONG ISLAND RAIL ROAD
2018 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January 2018				January Year-to-Date							
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	48,435	\$3,023	50,473	\$3,137	(2,038)	(\$0,114)	48,435	\$3,023	50,473	\$3,137	(2,038)	(\$0,114)
					-4.2%	-3.8%					-4.2%	-3.8%
<u>Unscheduled Service</u>	8,414	\$0,556	8,291	\$0,539	123	\$0,017	8,414	\$0,556	8,291	\$0,539	123	\$0,017
					1.5%	3.0%					1.5%	3.0%
<u>Programmatic/Routine Maintenance</u>	55,834	\$3,276	54,748	\$3,223	1,086	\$0,052	55,834	\$3,276	54,748	\$3,223	1,086	\$0,052
					1.9%	1.6%					1.9%	1.6%
<u>Unscheduled Maintenance</u>	645	\$0,039	2,700	\$0,161	(2,055)	(\$0,123)	645	\$0,039	2,700	\$0,161	(2,055)	(\$0,123)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	31,703	\$1,865	53,440	\$3,127	(21,737)	(\$1,262)	31,703	\$1,865	53,440	\$3,127	(21,737)	(\$1,262)
					-68.6%	-67.7%					-68.6%	-67.7%
<u>Weather Emergencies</u>	61,505	\$3,480	57,182	\$3,517	4,323	(\$0,037)	61,505	\$3,480	57,182	\$3,517	4,323	(\$0,037)
					7.0%	-1.1%					7.0%	-1.1%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0,000	-	\$0,000	-	\$0,000	-	\$0,000	-	\$0,000	0	\$0,000
											0.0%	0.0%
<u>Other</u> ³	2,301	\$0,126	2,800	\$0,038	(499)	\$0,088	2,301	\$0,126	2,800	\$0,038	(499)	\$0,088
					-21.7%	69.9%					-21.7%	69.9%
NON-REIMBURSABLE OVERTIME	208,837	\$12,365	229,635	\$13,744	(20,797)	(\$1,379)	208,837	\$12,365	229,635	\$13,744	(20,797)	(\$1,379)
					-10.0%	-11.2%					-10.0%	-11.2%
REIMBURSABLE OVERTIME	41,269	\$2,416	56,808	\$3,797	(15,539)	(\$1,382)	41,269	\$2,416	56,808	\$3,797	(15,539)	(\$1,382)
					-37.7%	-57.2%					-37.7%	-57.2%
TOTAL OVERTIME	250,106	\$14,781	286,442	\$17,541	(36,336)	(\$2,760)	250,106	\$14,781	286,442	\$17,541	(36,336)	(\$2,760)
					-14.5%	-18.7%					-14.5%	-18.7%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
2018 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January 2018		January Year-to-Date	
	Var. - Fav. / (Unfav)	Explanations	Var. - Fav. / (Unfav)	Explanations
	Hours		Hours	
	\$		\$	
NON-REIMBURSABLE OVERTIME				
<u>Scheduled Service</u>	(2,038)	Higher Crew book overtime within Transportation and higher Holiday overtime within Equipment, partially offset by lower Holiday overtime within Stations department.	(2,038)	(\$0.114)
	-4.2%		-4.2%	-3.8%
<u>Unscheduled Service</u>	123		123	\$0.017
	1.5%		1.5%	3.0%
<u>Programmatic/Routine Maintenance</u>	1,086	Lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation, partially offset by Winter Amtrak service plan, timber & headstick replacement, thermite welding-third crew, installation of Wheel Impact Load Detector (WILD) hut at Queens interlocking, Sperry rail car initiative and replacement of defective rails within Engineering department.	1,086	\$0.052
	1.9%		1.9%	1.6%
<u>Unscheduled Maintenance</u>	(2,055)	Unfavorable performance driven by highway crossing emergency track rehabilitation at Westbury crossing and broken rail mitigation along the Main Line and Port Washington branches within the Engineering department.	(2,055)	(\$0.123)
	*		*	*
<u>Vacancy/Absentee Coverage</u>	(21,737)	Open jobs & lower availability within the Equipment Department and lower availability in Engine Service.	(21,737)	(\$1.262)
	-68.6%		-68.6%	-67.7%
<u>Weather Emergencies</u>	4,323		4,323	(\$0.037)
	7.0%		7.0%	-1.1%
<u>Safety/Security/Law Enforcement</u>				
<u>Other</u>	(499)		(499)	\$0.088
	-21.7%		-21.7%	69.9%
NON-REIMBURSABLE OVERTIME	(20,797)		(20,797)	(\$1.379)
	-10.0%		-10.0%	-11.2%
REIMBURSABLE OVERTIME	(15,539)	Over-run attributed to timing of Main Line Double Track phase 2 improvements, East Rail Yard and Annual Track program.	(15,539)	(\$1.362)
	-37.7%		-37.7%	-57.2%
TOTAL OVERTIME	(36,336)		(36,336)	(\$2.760)
	-14.5%		-14.5%	-18.7%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
 2018 Overtime Reporting
 Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH JANUARY 2018

	Budget	Actual	Favorable/ (Unfavorable)	Variance
Administration				
Executive VP	2	2		0
Enterprise Asset Management	7	5		2
Sr. Vice President - Engineering	2	1		1
Labor Relations	19	17		2
Procurement & Logistics (excl. Stores)	76	67		9
Human Resources	35	35		0
Sr VP Administration	2	2		0
Strategic Investments	18	17		1
President	4	3		1
VP & CFO	4	3		1
Information Technology	0	-		0
Controller	44	42		2
Management & Budget	21	17		4
BPM, Controls & Compliance	7	6		1
Market Dev. & Public Affairs	71	70		1
Gen. Counsel & Secretary	33	33		0
Diversity Management	3	3		0
Security	13	10		3
System Safety	37	33		4
Training	68	66		2
Service Planning	26	24		2
Rolling Stock Programs	17	10		7
Sr Vice President - Operations	2	2		0
Total Administration	511	468		43
Operations				
Transportation Services - Train Operations	2,215	2,263		(48)
Customer Services	303	297		6
Total Operations	2,518	2,560		(42)
Maintenance				
Engineering	2,051	2,000		51
Equipment	2,188	2,091		97
Procurement (Stores)	97	98		(1)
Total Maintenance	4,336	4,189		147
Engineering/Capital				
Department of Program Management	156	133		23
Special Projects/East Side Access	46	40		6
Positive Train Control	12	11		1
Total Engineering/Capital	214	184		30
Baseline Total Positions	7,579	7,401		178
<i>Non-Reimbursable</i>	<i>6,289</i>	<i>6,233</i>		<i>56</i>
<i>Reimbursable</i>	<i>1,290</i>	<i>1,168</i>		<i>122</i>
Total Full-Time	7,579	7,401		178
Total Full-Time-Equivalents				

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JANUARY 2018

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 56 positions due to the vacancies in Maintenance of Equipment, Department of Program Management and administrative departments, offset by unfavorable positions in Engineering and Train Operations.
REIMBURSABLE POSITIONS - Favorable 122 positions primarily due to the timing of project activity in the Engineering, Maintenance of Equipment and Department of Program Management.

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH JANUARY 2018

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	258	243	15
Professional, Technical, Clerical	147	114	32
Operational Hourlies	106	110	(4)
Total Administration	511	468	43
Operations			
Managers/Supervisors	299	298	1
Professional, Technical, Clerical	96	93	3
Operational Hourlies	2,123	2,169	(46)
Total Operations	2,518	2,560	(42)
Maintenance			
Managers/Supervisors	813	721	92
Professional, Technical, Clerical	296	262	34
Operational Hourlies	3,227	3,206	21
Total Maintenance	4,336	4,189	147
Engineering/Capital			
Managers/Supervisors	145	129	16
Professional, Technical, Clerical	69	55	14
Operational Hourlies	0	0	0
Total Engineering/Capital	214	184	30
Total Positions			
Managers/Supervisors	1,515	1,391	124
Professional, Technical, Clerical	608	524	83
Operational Hourlies	5,456	5,485	(29)
Total Positions	7,579	7,401	178

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
 RIDERSHIP
 (In Millions)

	JANUARY 2018						JANUARY YEAR TO DATE 2018					
	Month			Variance			Month			Variance		
	Adopted Budget	Actual 2018	Adjusted* 2017	Adopted Budget	%	Adjusted* 2017	Adopted Budget	Actual 2018	Adjusted* 2017	Adopted Budget	%	Adjusted* 2017
RIDERSHIP												
Monthly	4.090	4.060	4.156	(0.031)	-0.7%	(0.096)	4.090	4.060	4.156	(0.031)	-0.7%	(0.096)
Weekly	0.138	0.136	0.135	(0.002)	-1.8%	0.001	0.138	0.136	0.135	(0.002)	-1.8%	0.001
Total Commutation	4.229	4.196	4.290	(0.033)	-0.8%	(0.095)	4.229	4.196	4.290	(0.033)	-0.8%	(0.095)
One-Way Full Fare	0.615	0.620	0.638	0.004	0.7%	(0.018)	0.615	0.620	0.638	0.004	0.7%	(0.018)
One-Way Off-Peak	1.326	1.289	1.382	(0.036)	-2.7%	(0.093)	1.326	1.289	1.382	(0.036)	-2.7%	(0.093)
All Other	0.740	0.778	0.816	0.038	5.1%	(0.038)	0.740	0.778	0.816	0.038	5.1%	(0.038)
Total Non-Commutation	2.681	2.687	2.836	0.006	0.2%	(0.149)	2.681	2.687	2.836	0.006	0.2%	(0.149)
Total	6.910	6.883	7.126	(0.027)	-0.4%	(0.243)	6.910	6.883	7.126	(0.027)	-0.4%	(0.243)

*Prior year adjusted to reflect current year calendar.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
 January 2018

	MONTH			VARIANCE	
	Actual 2018	Adopted Budget	Actual 2017	vs. Budget	vs. 2017
Farebox Operating Ratio					
Standard ⁽¹⁾	43.4%	40.9%	47.4%	2.5%	-4.0%
Adjusted ⁽²⁾	48.3%	47.0%	53.6%	1.3%	-5.4%
Cost Per Passenger					
Standard ⁽¹⁾	\$18.86	\$19.96	\$17.08	\$1.10	(\$1.78)
Adjusted ⁽²⁾	\$17.42	\$18.33	\$15.60	\$0.91	(\$1.82)
Passenger Revenue/Passenger ⁽³⁾	\$8.19	\$8.17	\$8.09	\$0.02	\$0.10
	YEAR-TO-DATE			VARIANCE	
	Actual 2018	Adopted Budget	Actual 2017	vs. Budget	vs. 2017
Farebox Operating Ratio					
Standard ⁽¹⁾	43.4%	40.9%	47.4%	2.5%	-4.0%
Adjusted ⁽²⁾	48.3%	47.0%	53.6%	1.3%	-5.4%
Cost Per Passenger					
Standard ⁽¹⁾	\$18.86	\$19.96	\$17.08	\$1.10	(\$1.78)
Adjusted ⁽²⁾	\$17.42	\$18.33	\$15.60	\$0.91	(\$1.82)
Passenger Revenue/Passenger ⁽³⁾	\$8.19	\$8.17	\$8.09	\$0.02	\$0.10

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

JANUARY 2018

**JANUARY 2018 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

January Ridership and Revenue (millions)

	January 2018	% Change vs. 2017
Total Rail Ridership	6.883	-3.4% ▼
Commutation Ridership	4.196	-2.2% ▼
Non-Commutation Ridership	2.687	-5.2% ▼
Rail Revenue	\$56.2	0.2% ▲

Key Factors Impacting January Ridership

- January was a slow month from a ridership perspective, with more snowfall & colder temperatures influencing the Non-Commutation ridership.

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

	January 2018	% Change vs. 2017	Comparison to Budget
Total Rail Ridership	6.883	-3.4% ▼	-0.4% ▼
Commutation Ridership	4.196	-2.2% ▼	-0.8% ▼
Non-Commutation Ridership	2.687	-5.2% ▼	0.2% ▲
Rail Revenue	\$56.2	0.2% ▲	-0.5% ▼

JANUARY RIDERSHIP

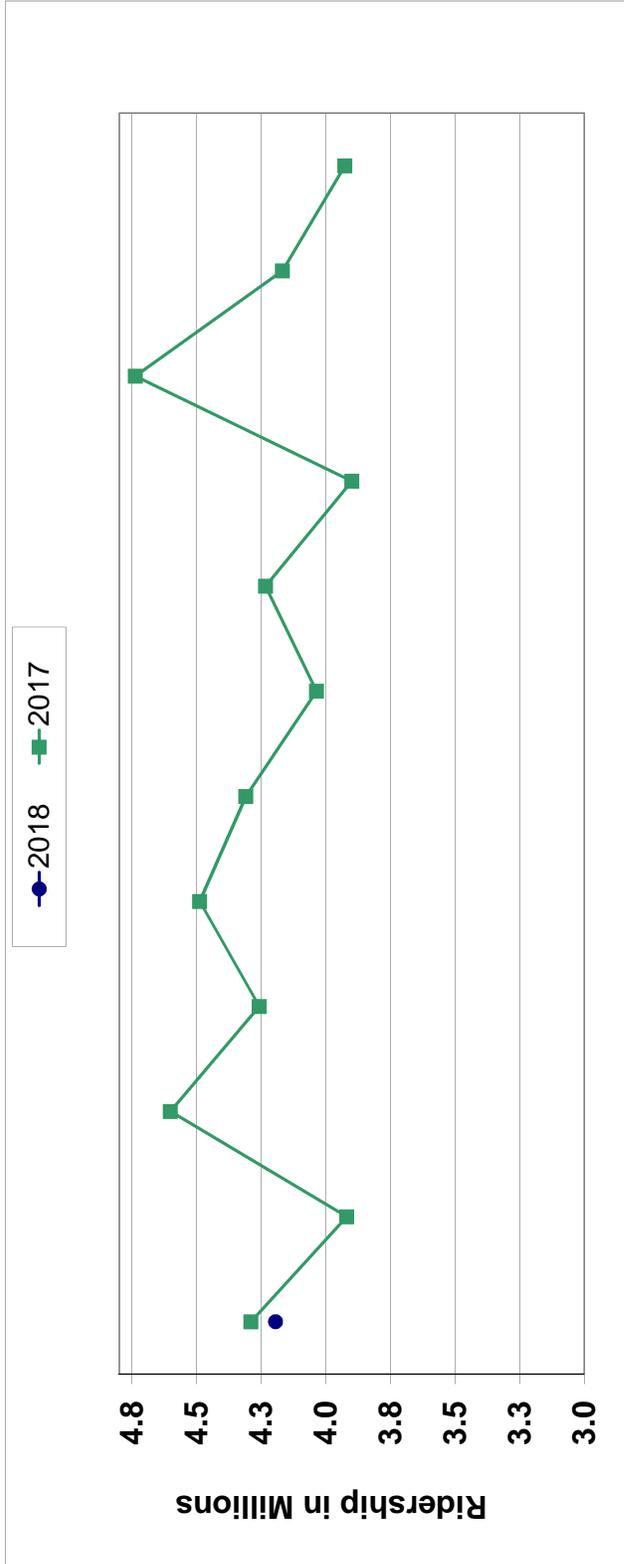
- January's Total Ridership was -3.4% below '17 and -0.4% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2018	6.9												6.9
2017	7.1	6.5	7.6	7.3	7.6	7.8	7.6	7.8	7.2	8.0	7.4	7.3	7.1
PCT CHG.	-3.4%												-3.4%

JANUARY COMMUTATION RIDERSHIP

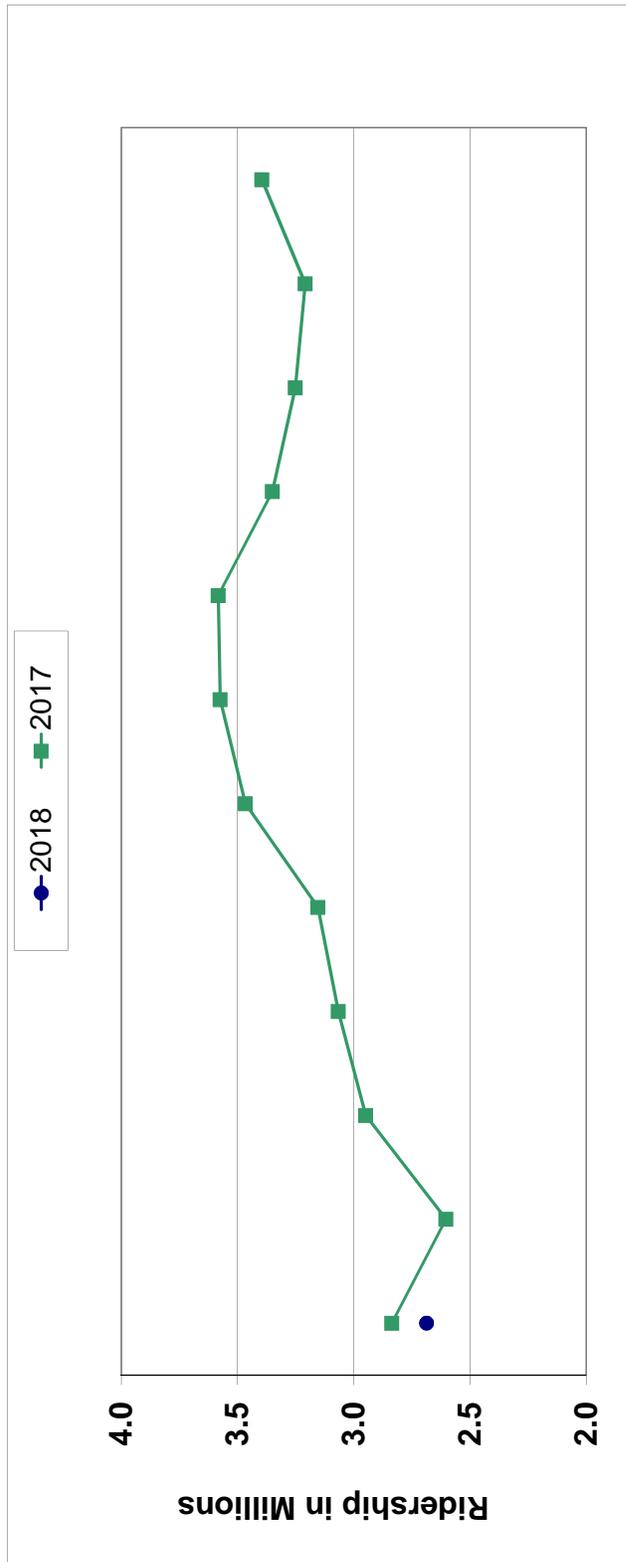
- January's Commutation Ridership was -2.2% below '17 and -0.8% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2018	4.2												4.2
2017	4.3	3.9	4.6	4.3	4.5	4.3	4.0	4.2	3.9	4.7	4.2	3.9	4.3
PCT CHG.	-2.2%												-2.2%

JANUARY NON-COMMUTATION RIDERSHIP

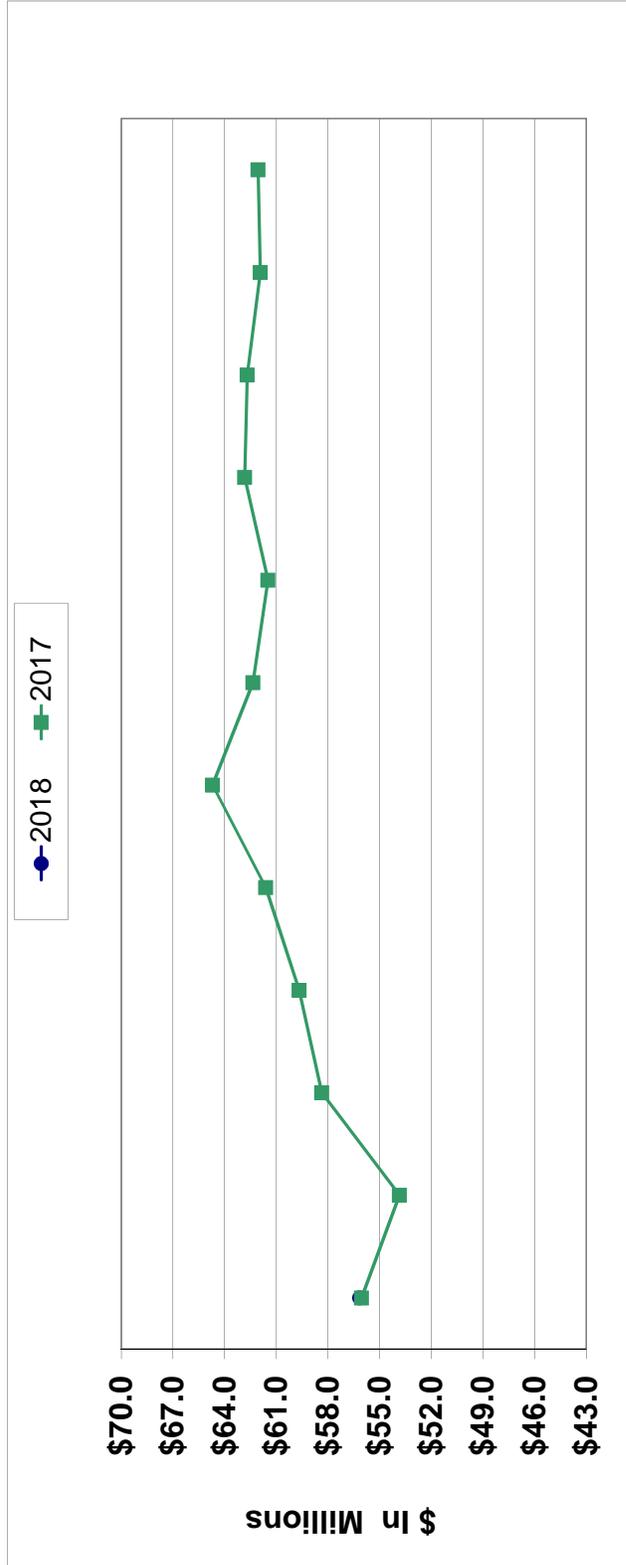
• January's Non-Commutation Ridership was -5.2% below '17 and 0.2% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2018	2.7												2.7
2017	2.8	2.6	2.9	3.1	3.2	3.5	3.6	3.6	3.4	3.3	3.2	3.4	2.8
PCT CHG.	-5.2%												-5.2%

JANUARY REVENUE

• January's Total Revenue was 0.2% above '17 and -0.5% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2018	\$56.2												\$56.2
2017	\$56.0	\$53.8	\$58.4	\$59.7	\$61.6	\$64.7	\$62.4	\$61.5	\$62.8	\$62.7	\$61.9	\$62.0	\$56.0
PCT CHG.	0.2%												0.2%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
JANUARY 2018**

TICKET TYPE/SERVICE	JANUARY 2018	JANUARY 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,195,725	4,290,286	(94,561)	-2.2%
NON-COMMUTATION RIDERSHIP	2,687,223	2,835,748	(148,525)	-5.2%
TOTAL RIDERSHIP	6,882,948	7,126,034	(243,086)	-3.4%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2018 YEAR-TO-DATE**

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* 2017 ridership numbers were adjusted using 2018 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
JANUARY 2018**

REVENUE	JANUARY 2018	JANUARY 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,016,352	\$30,480,047	\$536,305	1.8%
NON-COMMUTATION REVENUE	\$25,136,998	\$25,567,525	(\$430,526)	-1.7%
TOTAL REVENUE	\$56,153,350	\$56,047,571	\$105,779	0.2%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
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Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
FEBRUARY 2018**

HIGHLIGHTS

L70204V5: STATION INITIATIVES PHASE 1 [8 STATIONS]

Project Budget: \$93.62M

Milestone: Contract Award \$80,350,000 [Package 1]

A Design-Build contract to complete the design and construction for station enhancements at eight LIRR stations was awarded to Citnalta/Scalamandre JV for \$80,350,000. The Design-Build Contractor will provide design, engineering, and construction services at Deer Park, Brentwood, Merrick, Stony Brook, Syosset, East Hampton, Bellmore, and Farmingdale stations with the goal of enhancing the appearance, function, safety, and customer experience. The overall project work is dependent on each station's needs but may include platform replacement/renewal, interior and exterior station building renovations, site work, and enhancements such as customer Wi-Fi, USB charging ports, CCTV cameras, and digital LED information screens.

EL0602ZL: LONG ISLAND CITY YARD RESTORATION [SANDY PROGRAM]

L509048E: LIC YARD REMEDIATION

Project Budget: \$24.27M EL0602ZL; \$5.22M L509048E

Milestone: Contract Award \$16,879,145

A Construction Contract for infrastructure reconstruction and mitigation measures in Long Island City Yard was awarded to J-Track LLC for \$16,879,145. The work includes the removal and remediation of tracks 9 through 12, restoration of the non-electrified tracks 9 and 10, and installation of a third rail system with a fueling safety interlock on tracks 7 and 8. This project will also include repairs and replacement of underground systems, switch heaters, and other wayside equipment, and a new drainage system, as well as soil remediation work within the yard.

L70604YV: HILLSIDE FACILITY / UPPER HOLBAN IMPROVEMENTS

Project Budget: \$3.36M

Milestone: Contract Award \$1,190,789

A Design Consultant Contract for the rehabilitation and replacement of aging elements at various employee facilities was awarded to Parsons Transportation Group of NY for \$1,190,789. The design consultant will provide 100% design for various items including replacement of windows and doors, asphalt and concrete renewal of driveways and sidewalks, improvements to facilities drainage and stormwater drainage sewer tie-ins, replacement of stairwells and ADA ramps, improvements to HVAC systems, train fleet maintenance systems, and other facility-specific tasks. Decisions on construction sequencing will be made during and after design preparation. Design Completion is planned for Q2 2020.

SMALL BUSINESS MENTOR PROGRAM

- The total number of current ongoing contracts in the construction phase is eight.
- The new project awarded this month is:
 - Group H – Roofing, Waterproofing Glass Block at Oyster Bay / Babylon Yard awarded for \$472,000.

2018 LIRR Capital Program Goals

