



**Metropolitan Transportation Authority**

# Long Island Committee Meeting

## May 2018

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### Members

**M. Pally, Chair**

**R. Glucksman**

**I. Greenberg**

**S. Metzger**

**C. Moerdler**

**J. Molloy**

**S. Rechler**

**V. Tessitore**

**V. Vanterpool**

**J. Vitiello**

**C. Wortendyke**

**N. Zuckerman**

# Long Island Rail Road Committee Meeting

2 Broadway  
20th Floor Board Room  
New York, NY

Monday, 5/21/2018  
9:30 - 10:30 AM ET

## 1. PUBLIC COMMENTS PERIOD

## 2. APPROVAL OF MINUTES - April 23, 2018

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## 3. 2018 WORK PLAN

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## 4. PRESIDENT'S REPORTS

### LIRR Report

- **LIRR Safety Report**

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### MTA Capital Construction Report

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### MTA Police Report

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## 5. INFORMATION ITEMS

### Diversity/EEO Report - 1st Quarter 2018

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### Summer Service & TrackWork Programs

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### PTC Status Update

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## 6. PROCUREMENTS

### LIRR Procurements

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- **LIRR Non-Competitive**

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- **LIRR Competitive**

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- **LIRR Ratifications (No Items)**

## **MTA CC Procurements**

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- **MTACC Non-Competitive (No Items)**
- **MTACC Competitive (No Items)**
- **MTACC Ratifications**

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## **7. PERFORMANCE SUMMARIES**

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### **Operations - Mechanical**

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### **Ridership**

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### **Capital Program**

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**Next Meeting: Joint with MNR Monday, June 18th at 8:30 am**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, April 23, 2018**

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

**The following members were present:**

Hon. Mitchell H. Pally, Chair, Long Island Rail Road Committee  
Hon. Susan G. Metzger, Chair, Metro-North 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 members were not present:

Hon. Ira R. Greenberg

**Representing Long Island Rail Road:** Phillip Eng, Dave Kubicek, Loretta Ebbighausen, Elisa Picca, Mark Young, Richard Mack, and Mark D. Hoffer

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

**Representing MTA Police: Chief Owen Monaghan**

Long Island Committee Chair Mitchell H. Pally called the Joint Meeting of the Long Island Rail Road Committee (“LIC”) and the Metro-North Committee to order.

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes

of the Metro-North Committee meeting of April 23, 2018, should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

### **PUBLIC COMMENTS**

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

Joshua Greenberg commented on the process used to apply for film permits. Chair Pally suggested that Mr. Greenberg forward his application to his attention and that he will direct it to the appropriate individual.

Jason Pinero welcomed Long Island Rail Road President Eng. He commented that track outages associated with work along the Right-of-Way be coordinated in a manner that will not affect service during special events.

Orrin Getz, Vice Chairman, Metro-North Railroad Commuter Council, commented on the recent cancellations of Pascack Valley express train #1606. He expressed his opinion that the service provided by New Jersey Transit (“NJT”) is deteriorating and that Metro-North needs to ensure that NJT operates trains that run properly and have the right number of cars. Mr. Getz commented that NJT approved a resolution to retain LTK Engineering to perform a study of the train equipment. Mr. Getz suggested that Metro-North get involved in that study because NJT uses some Metro-North equipment in providing West of Hudson service.

Murray Bodin commented on the design of certain Committee Books. He expressed his opinion that the red box painted on the roadway at the Roaring Brook Road crossing is illegal and that the boxes should be black and white. Mr. Bodin also commented that grade crossings should have traffic lights instead of red flashing lights, particularly at East Hampton where there are both.

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 March 19, 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**

Chair Pally welcomed the new LIRR President Phillip Eng and stated that the Committee looks forward to his report.

President Eng thanked Chair Pally, Members of the Committee and LIRR customers. He stated that he is honored and privileged to have this opportunity to lead the women and men of the LIRR.

President Eng stated that during his first week, many customers took the time to meet and talk with him at numerous stations and on trains throughout the system. He heard first-hand from riders about their experiences and the improvements they want to see. There were few surprises. LIRR customers, more than anything else, want and deserve reliable service and timely communication that is meaningful and helpful and which allows them to make informed decisions. They have been telling LIRR this for quite some time and now LIRR is creating a culture that puts our customers first. President Eng stated that each and every person that he met was willing to give LIRR a chance for the nation's busiest commuter railroad to also become the nation's best commuter railroad. As a native Long Islander, resident and LIRR commuter, President Eng stated this is a responsibility that he does not take lightly and that LIRR staff are energized by the opportunity in front of us.

President Eng promised that today is a new day for the LIRR. We are turning the page and closing the book on the past year. Lessons learned will aid us as we work together to write a new story, one in which the future of the LIRR is not only promising but will rise to the expectations of the public that we serve.

So how will LIRR do that? President Eng stated that over the past week, he has reviewed the draft Performance Improvement Plan ("PIP" or "Plan") to improve LIRR performance. While there are positive aspects to the Plan as it seeks to prevent incidents, improve response to system failures, and enhance communications, it needs to be more proactive. He stated that he had tasked Natasha Avanesian from MTA headquarters to lead the effort. Natasha played a key role in development of the Subway Action Plan and has now embedded herself with LIRR staff in rewriting the PIP to make LIRR's goals more aggressive, accelerate timeframes, and push LIRR to use its resources where they are needed most. Wherever LIRR can increase efficiency and productivity, LIRR is adjusting and now doing it. LIRR will take the necessary steps to earn its customers' trust.

President Eng assured everyone that while LIRR is reworking the Plan, we are not waiting until it is fully developed. This is about completing critical work now during the optimal construction season. We have all been waiting for spring to arrive but before we know it, it will be hurricane season, then fall and then winter. There is not a moment to spare. Our actions will demonstrate the sense of urgency we are trying to instill in everything we do.

For example, last Friday April 13, LIRR had a switch failure near Jamaica. LIRR maintenance crews were able to adjust a rod and restore the functionality of the switch. This particular switch has failed before. It is old and needs to be replaced. The PIP did not include switch repairs as they were to be performed as part of the Capital Program. We are not waiting for the switch to fail again. That switch replacement is being accelerated and we are adding other critical switch repairs to the Plan to be performed this year.

It is no longer business as usual. We know that we need to move quickly. If we find a need, we will make a prompt decision and we will get it done.

LIRR's communication improvements go both ways—we want our customers to know that no matter how they contact us, whether through our website, on social media or in person, their experiences are being read and listened to and are not being ignored or taken lightly. Feedback is being shared across all pertinent departments and action is being taken.

LIRR customers should know that we are taking their recommendations seriously. Last week, President Eng stated that he spoke with a commuter at the Mineola station. This customer noted the importance of information and noted how we could assist our riders if we could announce any subway service changes on the train before reaching Jamaica, so commuters could adjust their plans, perhaps by getting off at Jamaica and transferring to an alternate western destination such as Atlantic Terminal or Hunters Point. We adjusted our protocols within days. As of Friday, April 20, train crews began providing customers with pertinent subway information before arriving at our western terminals.

We have been conducting weekly operations meetings to review all major service disruptions and incidents that affect our riders. As of this week, these meetings will now incorporate a review of how LIRR communicated with its customers during these incidents: LIRR will review every tweet, every notification, and every announcement made (including at what frequency) for accuracy and consistency.

On Tuesday April 17, Amtrak had a switch defect affecting LIRR customers' morning commute. While we immediately tweeted out that service diversions would result, a customer tweeted back that it fell short as it did not include information on which trains were being affected. We had that information, made a decision and tweeted out the revised schedule. Here is what a customer wrote: "I thought this morning's communication regarding the delays in/out of Penn were far better than usual. I appreciated that there was a schedule posted, early indicating which trains would be cancelled, diverted or affected. It was a step in the right direction instead of the usual pretend this never happened before, leave everyone confused, and figure it out on the fly". He concludes with "Hopefully this will continue!!!"

On Wednesday April 18, LIRR encountered a rail defect on the Port Jefferson Branch requiring emergency repairs, which meant we would have to bus customers while those repairs were made. Our initial proposal was to bus customers between Huntington and Port Jefferson in both directions. President Eng stated that he knew we needed to do better and decided to extend train service further east to Smithtown station. As a result, we lessened the time and distance our customers would have to travel on busses to reach their destination.

That's the way we will think and act going forward. We will challenge ourselves to understand the impact to the customer and in every case of disruption strive to not only communicate better but to ensure we look to lessen the impacts to our customers.

The Plan will be more proactive. Not only will it accelerate needed work at critical locations and on priority components, but we are adding other customer-facing requests such as cleanliness of our trains and stations.

At Penn Station, Amtrak has started performing critical work on Track 18. President Eng stated that he knows first-hand how problems with Penn Station infrastructure can cause havoc for our customers' commute. He stated that there must be better coordination between our two organizations to improve communications and work together to get this work done more quickly and more efficiently, without creating additional burdens for our customers. President Eng began those discussions during last week's disruption and intends to keep them going regularly. He stated that there has to be a better partnership between Amtrak and the LIRR when it comes to Penn Station and our customers. He stated our systems are too interconnected and that he will work closely with Amtrak to not only complete the work on track 18, but to ensure that Amtrak can complete all the necessary infrastructure repairs in Penn Station.

President Eng stated that he also has been speaking to LIRR employees at all levels to hear about their challenges in performing their responsibilities. He has found a very professional and dedicated staff of women and men at the LIRR who take great pride in what they do. President Eng considers it his job to give them the right direction and tools they need to succeed and the vision for accomplishing LIRR's goals together. President Eng stated that he is proud to stand side by side with them as we rebuild the public trust. It is about serving the needs of our customers.

Board Member Andrew Saul thanked President Eng for his report, wished him the best of luck, and stated that he knows President Eng will do a great job for the riders of the LIRR. Board Member Saul expressed his concerns regarding Amtrak and the cost overruns associated with bringing LIRR into Grand Central Terminal. After listening to President Eng's report, he stated he is concerned that many of the Amtrak issues affecting LIRR operations are out of LIRR's control. Board Member Saul suggested that after meeting with Janno Lieber, LIRR should go back and take a look at the original Operating Agreements with Amtrak. LIRR is facing huge capital cost overruns as well as operating problems. Something needs to be done or LIRR will never get to where it needs to go; LIRR is incurring a huge expense which is Amtrak's responsibility. Board Member Saul suggested that the Board should be involved and work with LIRR in reviewing the original Operating Agreements with Amtrak.

President Eng responded that he fully agrees with Board Member Saul and stated that his philosophy is that it is important that LIRR and Amtrak both be successful. LIRR needs Amtrak to be a partner. We need to review the issues in the original Operating Agreements and determine how to accomplish what needs to get done for LIRR riders and to see where LIRR has the ability to rework those Agreements to drive Amtrak to complete its own work faster just as we are driving our own work faster.

Board Member Saul stated that the Chairs of the Long Island and Metro-North Committees should take a look at the Operating Agreements, put it on the Committees' work schedule, and establish a program to get to the bottom of what needs to be done about the relationship with Amtrak.

Chair Pally responded that he agreed and requested that a copy of the Operating Agreements between LIRR and Amtrak be provided to all the Committee Members for their review.

Board Member Vincent Tessitore congratulated President Eng and wished him the best of luck. He commended President Eng on making it a priority to get out into the system, visit with LIRR customers and reach out to LIRR employees. He encouraged President Eng to continue to reach out to LIRR employees. Board Member Tessitore stated that President Eng can learn a tremendous amount from the people on the front lines. Continued dialogue and relationships between employees and management will result in tremendous improvement to how LIRR moves forward on projects, service and scheduling.

President Eng responded that reaching out to the workforce is the best way to understand and solve problems. He has always made it a point to speak with staff at all levels, not to find fault but to find solutions.

Board Member James Vitiello welcomed President Eng. With respect to the Penn Station/Amtrak situation, he suggested that once the Committee reviews the Operating Agreements, LIRR may want to consider suing Amtrak to recover these costs. We pay significant dollars to Amtrak for things that LIRR owes but at some point LIRR should be looking at offsets and consider some of these things that we are doing at our expense that is their responsibility.

Board Member Randy Glucksman wished President Eng good luck in his new position.

President Eng thanked him.

Chair Pally commented that we all wish President Eng good luck; it is good for President Eng, for Long Island, for LIRR, and for the entire MTA when all of the transportation agencies are working efficiently and cooperatively together.

### **LIRR SAFETY REPORT**

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 241 of the Committee Book, reporting through the end of February 2018.

Vice President Ebbighausen reported that on Tuesday, April 3<sup>rd</sup> LIRR conducted its quarterly Safety Focus Day. LIRR's Customer Reportable Accident Rate has decreased 33% and LIRR Customer Reportable Injury Rate has increased 10%. The largest category of injury are soft tissue injuries. She reported that the emphasis for the April 3<sup>rd</sup> Safety Focus Day was Office and Work Site Ergonomics with an emphasis on strategies for identifying risk and preventing injuries.

Reporting on LIRR's Community Outreach Program, undertaken with the MTA Police Department ("MTAPD"), Vice President Ebbighausen stated that LIRR's T.R.A.C.K.S. classroom presentations reached over 16,500 participants through the end of February 2018.

Chair Pally expressed his concern about the significant increase in grade crossing incidents during the same time period; 15 compared to 8 in 2017. A grade crossing incident affects not only the people at the grade crossing; it also can result in significant delays for all our trains going each way. We need to figure out how to do something to reduce the number of incidents significantly and quickly because it is becoming a significant problem. Chair Pally asked if LIRR has done any analysis on the 15 incidents.

Vice President Ebbighausen responded LIRR targets its efforts by the three "Es", Engineering, Education and Enforcement. Every time there is an incident, LIRR deconstructs the incident to try to understand how to prevent it from happening in the future. The majority of incidents are people intentionally violating the grade crossing protection that is being provided to them; the second largest category are motorists turning on to the tracks. As part of the Plan, LIRR has prioritized the grade crossings where it sees the most incidents. With the help of MTA headquarters and an outside consultant, LIRR is working very closely and collaboratively with the local roadway authorities. As part of the Plan, LIRR will be installing flexible delineators at crossings as well as installing reflective material to help motorists avoid turning on to the tracks. LIRR works very closely with MTAPD and shares data with Chief Monaghan and his staff so they can monitor those crossings. Also through education and the outreach, LIRR continues to be creative and tries to focus on those communities with the most incidents. This is an ongoing challenge and LIRR is always looking for strategies to prevent grade crossing incidents.

President Eng added that the grade crossings are a significant area of focus for LIRR. At 65 locations where LIRR has parallel roads adjacent to the tracks, the Plan originally called for improvements to be made at 20 locations during 2018. However, LIRR has modified that and will now be making improvements at all 65 grade crossings this year. This is an example of how LIRR is taking a hard look at all the elements of the Plan to see how it can be improved.

Board Member Neal Zuckerman stated that there are too many dissimilarities in the reporting across the two railroads. He asked LIRR President Eng and Metro-North President Rinaldi to work together to achieve more commonality.

President Eng responded that both railroads agree.

Board Member Charles G. Moerdler commented that a camera should be installed at every grade crossing on both railroads and appropriate action taken against those who persist in violating the law and taking risks that are not appropriate.

Board Member Glucksman asked if there is data regarding the number of summonses that are issued to grade crossing violators across both railroads.

MTAPD Chief Owen Monaghan responded that there are different categories of police responses to activities observed at or in the vicinity of grade crossings. The work MTAPD does at

crossings involves details, which are observations of the crossings. For the Metro-North territory during March there were 128 details, which resulted in 30 pamphlets issued, 31 grade crossing violation summonses, 53 vicinity of crossings summonses, and 55 warnings. For the LIRR territory during March there were 106 details, which resulted in: 1,001 pamphlets issued, 106 grade crossing summonses, 29 grade crossing violation summonses, 87 vicinity of crossings summonses, and 48 warnings.

Chair Pally commented that Chief Monaghan should include the grade crossing data in his monthly report. He also asked if an officer has to observe the violation to issue a summons.

Chief Monaghan responded in the affirmative.

Chair Pally asked where there is no accident, what does the officer observe.

Chief Monaghan responded that it is likely that the officer observed a vehicle going around a gate in the down position, or stopped on the tracks in traffic. Stopping on the tracks bumper to bumper is a violation that MTAPD issues.

Board Member Brown commented that the economic weight of each one of these incidents falls entirely on the railroads and the automobile insurance companies have no obligation at all to pay for the performance of their operators. He asked for an accounting of how much the railroads have spent on grade crossing incidents.

Chair Pally commented that we have discussed in the past about the issue of litigation against drivers who go around the gates that cause personal injury or property damage. He asked if the attorneys for both railroads could give this Committee a status report on the outcome of that litigation over the years.

Metro-North Vice President - General Counsel Richard Gans and LIRR Vice President – General Counsel Mark Hoffer both responded that the railroads go after drivers and their insurance companies, and will work to provide the Committee with a report.

Chair Pally commented that the Committee needs to understand that whatever the penalty is for grade crossing violators, it is much too small in relation to the physical and time damage that the railroads have to contend with.

Board Member Moerdler commented it is time for the railroads to think outside the box. He noted the offense of reckless endangerment, a state crime under the Penal Law. He requested counsel to look into that and enforce it.

Board Member James E. Vitiello asked has it has been the case that the violators go around a gate and then the other gate closes, and they stop on the tracks because they do not know what to do.

Chief Monaghan responded that has been the case in certain instances. He stated that there are other components of getting hit, going around a gate, getting stuck between the gates, and that includes backing up into traffic.

Board Member Vitiello commented the drivers do not know what to do when they get stuck between the gates and when the traffic is backed up, drivers do not have anywhere to go. So, the vehicle sits on the tracks and it gets hit by a train instead of going through the other gate because the driver is afraid of breaking that other gate.

Chief Monaghan responded it is hard to tell if they are afraid to break a gate; the gates do break away. MTAPD has had several incidents where people have left the vehicle and left it on the tracks.

Board Member Vitiello asked if it makes sense to have notice posted on the back side of a gate to give an indication of what a driver should do if he gets stuck between gates.

Metro-North Vice President Chief Engineer Glenn Hayden responded that in Metro-North territory, there is no gate on the other side. You only have the gates on the entrance side so the exit is open.

Vice President Ebbighausen commented that violators think it is an easier move to make to go around the gate.

Chair Pally thanked the Committee for the interesting discussion and looks forward to the forthcoming information to help solve the problem.

### **MTA CAPITAL CONSTRUCTION**

MTA Chief Development Officer Janno Lieber welcomed Phillip Eng as the new President of Long Island Rail Road. Mr. Lieber noted that he would be reporting at length on the East Side Access Project at the CPOC meeting this afternoon.

With regard to the Third Track Project, Mr. Lieber noted that grade crossing eliminations is a significant benefit. Mr. Lieber reported that the project is proceeding well, design is advancing, offices have been established and community outreach is ongoing.

The Double Track Project is on schedule for August. Mr. Lieber reported that the Force Account support from Long Island Railroad has been tremendous.

The Penn Station Access Project is advancing and MTACC intends to bring the General Engineering Contract to the Board for approval in the next month or so. MTACC is scheduling negotiations with Amtrak to finalize a Memorandum of Understanding for the project as well as a Design Phase Agreement.

Chairperson Pally stated that he has received positive feedback from the community about the Third Track Project and the community outreach efforts.

Commissioner Saul expressed concern about the lack of competition among subcontractors for the electrical portion of the work associated with East Side Access Contract 14B – GCT Concourse and Facilities Fit-Out. He noted that lack of competition among subcontractors for significant aspects of work on major capital contracts should be brought to the Board’s attention at the time that award of the contract is presented to the Board for approval.

### **MTA POLICE DEPARTMENT**

Chief Monaghan reported that system-wide for the month of March, there were 24 major felonies compared to 22 in 2017; an increase of 9%. In 2018, system-wide there were 73 major felonies compared to 65 in 2017. System-wide during the month of March, there were 21 grand larcenies compared to 14 in 2017.

On the LIRR system during the month of March, there were 12 major felonies compared to 9 in 2017; an increase of 33%. Year-to-date there were 28 major felonies compared to 30 in 2017; a decrease of 7%.

On the Metro-North system during the month of March, there were 12 major felonies; the same amount compared to 2017. Year-to-date there were 44 major felonies compared to 33 in 2017.

Year-to-date, the total number of hate crimes decreased by five, six compared to 11 in 2017.

Board Member Moerdler asked about arrests for making terrorist threats. Chief Monaghan noted that making a terrorist threat includes threatening utterances, or taking actions to create fear. Year-to-date there have been three arrests for making terrorist threats, all of which involved utterances during an arrest.

The details of Chief Monaghan’s report are contained in the MTAPD report filed with the records of this meeting, which recording includes discussion regarding the MTAPD report.

### **LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD JOINT INFORMATION ITEM**

Two joint information items were presented to the Committee:

- MTA Homeless Outreach

Chief Monaghan responded to Board Member Moerdler’s question regarding homeless outreach efforts at Grand Central Terminal, Harlem 125<sup>th</sup> Street and Penn Station. He stated that Bowery Residents Committee (BRC) works alongside the MTAPD making contact with and to provide counseling to the homeless. The MTAPD also works on a daily basis with the Grand Central Terminal Alliance, hospitals such as Bellevue, and the Midtown Community Court/Center for Court Innovation. MTAPD meets with these organizations weekly, collaboratively looking for solutions.

Cynthia Wilson, MTA Assistant Director of Homeless Outreach commented she agrees with Chief Monaghan and that BRC works with Bellevue Hospital, especially with respect to discharge planning, so that homeless persons get the resources they need.

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

Metro-North President Rinaldi provided an overview of the report. During integrated systems testing, certain critical safety defects were discovered. Both railroads estimate that the resolution of these defects will add two months to certain interim milestones. The railroads estimate that pilot test completion and applications for Revenue Service Demonstration (“RSD”) has shifted back to August 2018. The railroads expect to be fully compliant with all federal requirements by the end of 2018, but the slippage of these interim milestones have made it risky for the railroads to have all lines equipped with PTC by the end of this year.

President Rinaldi then discussed the four basic PTC milestones: acquisition of radio spectrum, installation of hardware, training of employees, and RSD. Both railroads estimate that these key milestones will be met by the end of 2018 and that both railroads will be in compliance with PTC regulations and the statute. She discussed the concern that the railroads will not have the ability to fully roll out and implement PTC across their entire service territory. President Rinaldi stated that the railroads are working very closely with their system integrator to improve the schedule and continue to have an ongoing dialogue regarding the slippage. It is not acceptable to the railroads to place compliance in jeopardy. The railroads will continue to report to the Committee regarding this issue.

President Rinaldi reported that, overall, LIRR is 69% complete and Metro-North 68% and that the budget is unchanged.

Metro-North Committee Chair Susan Metzger asked President Rinaldi to explain what level of safety the railroads presently have and expect to have this year.

President Rinaldi responded that both railroads both have automatic train control. As a result of the Spuyten Duyvil derailment, one of the things that both railroads did was locate critical curves and movable bridges, where there was a risk of overspeed derailments. and have the existing signal system take over, so the railroad would not have the risk of such derailments. Metro-North has implemented Civil Speed Enforcement as an upgrade to its signal system. It is currently operating with Civil Speed Enforcement with its M-7 and M-8 fleets and is in the process of rolling this out to all of its fleets, which should be fully operational by September 2018. Metro-North also has the Enhanced Employee Protection System (“EEPS”) which was put into place after an employee fatality in 2013. LIRR does not have Civil Speed Enforcement, but does have a signal system that provides additional protection against overspeed derailments. President Rinaldi stated that our railroads are safe and that both railroads welcome PTC as providing an extra layer of protection.

Board Member Randy Glucksman asked if PTC is strictly East of Hudson.

President Rinaldi responded yes. She also stated that Pascack Valley is in the NJT Implementation Plan. Metro-North has been reporting on Port Jervis and will be installing a signal system there and PTC will be an overlay on that system. We have had communications with NJT and expect to be getting the hardware necessary to be compliant on Port Jervis as well.

LIRR Executive Director of PTC Deborah Chin provided an overview of the railroads' accomplishments, recent project challenges, software/system development and testing, April 2018 milestones, project risks and railroad mitigation, and the timeline going forward.

Board Member Rechler asked about the problems encountered during factory testing of software, and asked whether this was because the railroads were dealing with a new technology that has not been used before.

LIRR Executive Director Chin responded our system is based on the Advanced Civil Speed Enforcement System, which Amtrak is installing on its lines, and which LIRR is customizing for its operations. Regarding the software, one-third is approved, one-third is modified, and one-third is new. Although the railroads have adopted a technology that has been proven out in the field, the unique characteristics of LIRR and Metro-North require the railroads to significantly customize the technology for our operations.

Board Member Rechler commented that we appear to be paralyzed from moving forward until we resolve these factory testing issues.

LIRR Executive Director Chin responded the railroads are not paralyzed. We are still field testing preliminary versions of software, still testing in the factory and still testing in the field. There is a specific part of the project team that concentrates on the software development aspect and there is a specific part of the project team working on other aspects of the project to make sure we are going to be in compliance at the end of the year. There are people concentrating on the training programs and people concentrating on installations. She stated regarding installations we are at 80%. We had a little hiccup with the installation and delivery for the mobile communications package, which we were able to resolve in the last few weeks. If you look at our projections over May, June and July we should get the rest of our installation kits for the remaining fleet and we should be able to complete the installations for the rest of the railroad's different car types.

Board Member Rechler commented if the railroads do not resolve these software issues, even if everything else is done we ultimately will not make the year-end deadline.

LIRR Executive Director Chin responded that at this point in time, she has a high level of confidence that the railroads will overcome this issue and meet the FRA requirements to timely put our pilot lines in RSD.

President Rinaldi commented that the root cause has been discovered on this particular issue. The railroads have been working the system integrators on the solution to resolve the issue.

Board Member Rechler asked has the railroad communicated with the Federal Railroad Administration ("FRA") and has it received any feedback from the FRA about this issue.

President Rinaldi responded that the railroads work very closely with the FRA. The FRA is going to be really challenged at the end of the year because of its own resources. They will have to process these RSD applications and the railroads has built into their schedule a 60-day turnaround for the FRA to process the RSD applications. She stated that we all need to succeed together and the railroads expect to be compliant with the FRA requirements by the end of the year. She stated that there is a lot happening and she cannot convey to this Committee enough how hard people are working.

Board Member Neal Zuckerman commented that he appreciates the PTC updates; in his opinion it is better to do this right than fast; he is less worried about the FRA regulations. He commented that the Committees will continue to demand staff vigilance and having these conversations and updates which are essential. He expressed appreciation for what Executive Director Chin and President Rinaldi, and their respective staffs, have been doing.

Board Member Vitiello commented that the software codes we are working through are complex, and asked if we own these codes or are we working on codes that are the property of the contractor.

LIRR Executive Director Chin responded the railroads started off with legacy software which the vendor utilized in developing PTC for Amtrak, but it is being customized for our operations and she believes that the source code is ours.

Board Member Vitiello asked where does the depository of the source code sit, who has control over it, and if it is the vendor, what are the railroad's rights to keep it in escrow so that we can get to it if something happens or if we part ways with that vendor.

Metro-North General Counsel Richard Gans responded the railroads have the code under a broad license and have escrow rights and we will provide you with that information.

Board Member Saul commented that the question is when you get into this thing, why did we have to customize the software and why is that necessary.

LIRR Executive Director Chin responded that the bulk of the customization is to maintain the operational efficiency of our railroads.

Metro-North Senior Vice President Operations John Kesich responded that the original Advanced Civil Speed Enforcement System ("ACSES") that Amtrak implemented in 2000 on the Northeast Corridor for Acela service was not designed for operating in our high-density environment. That is why we have the challenges of developing spectrum and developing custom code to date that did not exist for the Amtrak operation. Regarding risk and the FRA, in 2013 when Congress came up with the current legislation with the 2018 date, Congress recognized the significant risk of developing new software to field PTC throughout the nation. That is why there are the four critical compliance tasks that railroads need to achieve in order to be able to request an additional two years to complete PTC.

Board Member Saul asked if all the other railroads are customizing the same software.

Metro-North Senior Vice President Kesich responded that various railroads need to customize the software to varying degrees. Most of the other railroads are nowhere near the size or complexity of LIRR and Metro-North.

Board Member Rechler asked whether to the extent the railroads timely achieve RSD on our pilot lines, and we comply with the other the factors you raised, then we would be in compliance with the legislation.

President Rinaldi responded in the affirmative.

Board Member Moerdler commented that he was disturbed by Metro-North Vice President - General Counsel Gans' response that we have only a license with respect to the software code. So that at the end of the term of the existing contract, should we decide to go elsewhere, or should we decide to go on our own, the license may be limited. He asked if this has been checked out by someone with intellectual property experience.

Vice President Gans responded the railroads have a broad license and the ability to customize it that is built into the contract and we can provide you with that information.

Board Member Moerdler asked do we have the ability to take it and go?

Metro-North Vice President - General Counsel Gans responded yes. There are always some limitations, but we have the ability to maintain this for the life of the project.

Board Member Moerdler asked if this is correct, then when the term of the contract is over, procurement will not say that we have to go with this entity because of the limitations of the license.

Metro-North Vice President - General Counsel Gans responded there are many reasons why we go back to the original contractor, including that they are most familiar with the software. We have rights to get it customized for ourselves.

Metro-North President Rinaldi commented that we will provide a summary of the salient terms of the license. If you have any questions, we can come back to it at the next Board meeting.

Board Member Vitiello asked if staff could also provide a copy of the actual license as an exhibit to the summary.

President Rinaldi responded in the affirmative.

Board Member Zuckerman commented that LIRR failed several test cases; we have 16 failed test procedures executed. He suggested that it would be helpful to have as an exhibit a detailed list of the nature of those failed tests.

Metro-North President Rinaldi responded that we can provide that information to the Committees.

The details of the joint information items are contained in reports filed with the records of this meeting, the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board members' comments and discussion regarding the joint information items.

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

- Final Review of 2017 Operating Budget Results
- 2017 Annual Ridership Report
- Annual Inventory Report
- May Timetable Change & Spring Trackwork Programs

President Eng spoke about the May Timetable Change which marks the start of the first daily AM peak one seat ride opportunity for our customers in Southampton, Hampton Bays and Westhampton. On May 21<sup>st</sup> the 5:08 am train from Speonk to Penn Station will originate at 4:41 am from South Hampton. This is possible because of recent signal upgrades LIRR made in the eastern portion of LIRR's service area.

Chair Pally thanked President Eng. He commented that the improved service is of great importance to the people of Westhampton and Southampton. Both Town Supervisors thanked LIRR for their tremendous work on making it happen and we look to additional improvements on the East End as signalization goes into effect for Double Track.

Board Member Vitiello commented in the retrospective here in 2017, you see a trend where you have lower payroll costs than budgeted and higher other post-employment benefits ("OPEB") because you have fewer retirees; higher overtime than expected; and lower health and welfare costs because of vacant positions. If we are having a problem filling vacant positions, can you please come back and let us know that.

President Eng responded absolutely. It is an area of focus we need to look at in order to be able to deliver our services and we need to make sure we are filling those vacancies and we are filling them appropriately and in a timely manner. We will report back on that.

Board Member Moerdler asked if there was a reason that Professional Service Contracts is significantly higher than in 2017. He also asked for background information on Claims.

LIRR Vice President-Management & Finance and Chief Financial Officer Mark Young responded that LIRR will provide the requested information.

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

Chief Procurement & Logistics Officer Dennis Mahon presented the following procurement item to the Committee for approval.

Competitive:

- **L.K. Comstock and Company Inc.** – LIRR requests Board approval to award a contract modification to L.K. Comstock in the not-to-exceed amount of \$2,473,852 to provide trench excavation and utility pole modifications between Central Islip and Farmingdale.

Board Member Saul commented we have a Design-Build contract which is supposed to help avoid extras. This procurement now has two extras, a prior change of \$3,000,000 and now we have another change of \$2,500,000. I do not understand why, if this was a Design –Build contract, things like the poles are now coming up as an extra.

Chief Procurement Officer Mahon responded that he believes the reason for the extra is a resource issue for the necessary trenching work. It was originally planned that LIRR forces would do that work but they are now otherwise subscribed to do other work therefore LIRR requires the contractor to do that work.

Board Member Saul asked what the prior extra in the amount of \$3,000,000 was for?

Chief Procurement Officer Mahon responded that he would provide that information to Board Member Saul.

Board Member Moerdler commented that he was mystified about the reference to Significant Adverse Information (“SAI”) in connection with this procurement, which says, “significant adverse information for Comstock has not be made part of the public record.” Board Member Moerdler added that because of this, he has no clue what the SAI entails. Chief Procurement Officer Mahon responded there was SAI that was presented by MTA New York City Transit (“NYCT”) approximately three or four years ago that was waived by the Chairman, and the vendor was deemed a responsible contractor and allowed to move forward. He will provide that information to Board Member Moerdler.

Board Member Veronica Vanterpool noted that the reason for the extra was a shortage of available LIRR support. She asked how significant that shortage is; and about whether the value of the work to which LIRR support has been reassigned exceeds the \$2,500,000 cost of this extra.

Chief Procurement Officer Mahon responded he will provide that information after conferring with LIRR’s Engineering Department.

Board Member Vanterpool commented that the point she is trying to make is asking whether it is worth it for LIRR to have the resources reassigned to this other work, as opposed to the work covered by the \$2,500,000 extra.

MTACC Chief Development Officer Janno Lieber responded, stating that there is a broad issue that is going on right now with the level of support that is necessary for LIRR to implement PTC in terms of its own forces working in the field. This is creating some personnel resource pressures on a lot of other projects. PTC is a huge priority for LIRR this year.

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

### **MTA CAPITAL CONSTRUCTION**

#### **Procurement**

MTA Capital Construction Chief Procurement Officer David Cannon requested approval to award two modifications to East Side Access Contract 14B – GCT Concourse and Facilities Fit-Out. Details of the items are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting:

- Modification No. 155 to resolve 31 differing site condition and related issues in the amount of \$933,000.
- Modification No. 157 to resolve 18 differing site condition and related issues in the amount of \$922,000.

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

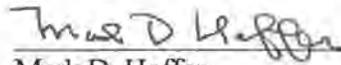
#### **LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program**

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,



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Mark D. Hoffer  
Secretary

## Long Island Rail Road Committee Work Plan

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<b>I. <u>RECURRING AGENDA ITEMS</u></b>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2018 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering
<b>II. <u>SPECIFIC AGENDA ITEMS</u></b>	<u>Responsibility</u>
<u>May 2018</u>	
Diversity/EEO Report – 1 <sup>st</sup> Q 2018	Administration/Diversity
Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering
<u>June 2018</u> (Joint Meeting with MNR)	
Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Track Work Programs	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
<u>September 2018</u>	
2019 Preliminary Budget (Public Comment)	Management & Budget
2018 Mid-Year Forecast	Administration/Diversity
Diversity/EEO Report – 2 <sup>nd</sup> Quarter 2018	Service Planning
Fall Trackwork Programs	Engineering
PTC Status Report	
<u>October 2018</u> (Joint Meeting with MNR)	
2019 Preliminary Budget (Public Comment)	President/Sr. Staff
Status Update on PTC	Service Planning
November Schedule Change	MTA
MTA Homeless Outreach	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President
LIRR/MNR PTC Project Update	

November 2018

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

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

December 2018 (Joint Meeting with MNR)

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

Management & Budget  
Committee Chair & Members  
Administration/Diversity  
President

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 – 4<sup>th</sup> Q 2018  
2019 Spring Schedule Change  
LIRR/MNR PTC Project Update

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

March 2019

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

Strategic Investments  
Engineering  
Service Planning  
Public Affairs  
Engineering

April 2019 (Joint Meeting with MNR)

Final Review of 2017/ Operating Budget Results  
2018 Annual Ridership Report  
Annual Inventory Report  
May Timetable Change & Spring Trackwork Programs  
MTA Homeless Outreach  
LIRR/MNR PTC Project Update

Management & Budget  
Finance/Marketing  
Procurement  
Service Planning  
MTA  
President

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 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

### **MAY 2018**

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

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

#### 2018 Summer Service and Trackwork Programs

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

#### PTC Status Report

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

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

#### Status Update on PTC

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

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

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

#### Project Update on PTC

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

### **JULY 2018**

#### Penn Station Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Penn Station.

#### PTC Status Report

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

#### Environmental Audit Report

The Committee will be briefed on the results of the 2017 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

#### 2018 Fall Construction Schedule Change

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

## **SEPTEMBER 2018**

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### 2018 Mid-Year Forecast

The agency will provide the 2018 Mid-Year Forecast financial information for revenue and expense by month.

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

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

### PTC Status Report

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

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

### 2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

### Project Update on PTC

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

### MTA Homeless Outreach

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

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

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

## **NOVEMBER 2018**

### Review Committee Charter

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

### East Side Access Support Projects Update

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

### Holiday Schedule

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

### PTC Status Report

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

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

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

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as

composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

#### 2019 Final Proposed Budget

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

#### Proposed 2019 Committee Work Plan

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

#### Project Update on PTC

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

### **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– 4<sup>th</sup> Quarter 2018

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

#### 2019 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.

## **MARCH 2019**

### 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 2019 (Joint Meeting with MNR)**

### Final Review of 2018 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.

### 2018 Annual Ridership 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.

### 2019 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.



# Long Island Rail Road

## Safety Report Highlights





# Long Island Rail Road

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## Safety Report Highlights

For the reporting period ending March 2018, the average Reportable Customer Injury Rate decreased thirty-nine percent from 4.35 injuries per million customers to 2.65 injuries per million customers. Slips, trips, and falls remain the largest category of injury for our customers. Station inspections as well as customer outreach emphasizing safe actions and behaviors are essential program elements for enhancing our customer safety performance. Our community outreach and education partnership with the MTA Police, TRACKS, reached over 25,000 participants through the end of March 2018.

There was a four percent increase in the average Reportable Employee Lost Time Injury Rate from 3.38 injuries per 200,000 hours worked to 3.52 injuries per 200,000 hours worked during the reporting period. Soft tissue injuries are the largest category of injury. On Tuesday April 3rd, the emphasis for the April FOCUS talks was Office and Work Site Ergonomics with an emphasis on strategies for identifying risk and preventing soft tissue injuries.

On the morning of Sunday, April 29, 2018 the MTA Long Island Rail Road and the Freeport Fire Department conducted a joint exercise simulating a low speed passenger train derailment just east of the Freeport Train Station. The exercise was staged to test interoperability with first responding agencies and the MTA Long Island Rail Road, as well as each organization's emergency procedures. Approximately 125 first responders from five Fire Departments, Emergency Medical Services (EMS) agencies, and law enforcement agencies, along with approximately 40 MTA Long Island Rail Road employees participated.

In addition to Freeport, Bellmore/Merrick EMS, Wantagh-Levittown Volunteer Ambulance Corps, Merrick Fire Department, and North Bellmore Fire Department participated in the exercise. Approximately 30 Junior Firefighter Volunteers simulated various injuries and portrayed self-evacuating passengers. Advance rescue techniques were used to rescue actors portraying mobility impaired and unconscious passengers unable to evacuate the train and/or traverse the steep terrain. Representatives from MTA Long Island Rail Road senior staff, the Federal Railroad Administration, the Public Transportation Safety Board, the Department of Homeland Security, and the Nassau County Fire Service Academy were present to facilitate as well as evaluate the operations.

**Lori Ebbighausen**  
**Vice President**  
**Corporate Safety**

# March Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	April 2015 - March 2016	April 2016 - March 2017	April 2017 - March 2018
FRA Reportable Customer Accident Rate per Million Customers	4.54	4.35	2.65
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.19	3.38	3.52
Grade Crossing Incidents <sup>1</sup>	11	10	13
Mainline FRA Reportable Train Derailments	0	3	0
Mainline FRA Reportable Train Collisions	2	2	4

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

Leading Indicators				
Focus on Safety Training	2017		2018	
	March	Year to Date	March	Year to Date
First Responders Trained	219	696	253	535
Employee Safety Training Courses	96	140	96	242
Employees Trained	1,290	2,453	991	2,936
Employee Safety Training Hours	27,550	64,802	27,283	69,122
Customer and Community: Focus on Grade Crossings	March	Year to Date	March	Year to Date
Broken Gates	8	23	4	18
MTA Police Details	52	150	106	336
Summons	159	480	116	315
Warnings	73	224	48	128
Arrests	1	1	0	0
Community Education and Outreach	6,364	24,019	7,936	25,002
	Completed	Total	% Complete	
Cameras on Rolling Stock	M7	8	1	
	C3 Cab	1	4	
	C3 Trailer	1	1	

### Definitions:

**First Responders Trained** - The number of first responders trained to assist in crisis events.

**Employee Safety Training Courses** - The number of distinct safety-related courses offered, including technical courses that have a safety element. Repeats are excluded so that each course is counted only once.

**Employees Trained** - The number of unique employees that attended one or more of these safety-related courses.

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

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

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

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

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

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

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

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

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
There were no elevator incidents reported in the month of April 2018			

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

**Definitions:**

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

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - May 2018

Expenditures thru April 2018; \$s in million

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 8,738.5	\$ 8,024.5	\$ 7,539.7	\$ 6,040.6
Design	\$ 871.8	\$ 739.6	\$ 739.6	\$ 728.0
Project Management	\$ 1,117.3	\$ 1,033.7	\$ 892.9	\$ 830.2
Real Estate	\$ 203.7	\$ 178.0	\$ 119.9	\$ 117.8
Rolling Stock†	\$ 202.0	\$ 202.0	\$ 3.2	\$ 0.1
<b>Total</b>	<b>\$ 11,133.3</b>	<b>\$ 10,177.8</b>	<b>\$ 9,295.3</b>	<b>\$ 7,716.7</b>

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

†† Budget Categories will be aligned with April 2018 CPOC report in June 2018 Committee report.

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$61.1	\$60.5	\$0.6	\$58.7	Nov-2011	Nov-2011	Apr-2013	Jun-2018
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$361.6	\$350.2	\$11.4	\$328.6	Mar-2014	Mar-2014	Nov-2016	Jun-2018
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$447.7	\$15.9*	\$231.7	Dec-2014	Feb-2015	Aug-2018	May-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$662.4	\$49.9	\$247.4	Jul-2015	Apr-2016	Jan-2020	Jun-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$265.4	\$261.5	\$4.0	\$242.0	Aug-2011	Aug-2011	Aug-2014	Jun-2018
CQ033: Mid-Day Storage Yard Tutor Perini Corporation	\$308.0	\$294.7	\$13.3	\$65.6	N/A	Apr-2017	Aug-2020	Dec-2020
<b>Harold Construction</b>								
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.4	\$7.5	\$20.6	N/A	Nov-2016	May-2018	Jun-2018
CH057D: Harold Structures - Part 3, Trackwork Railroad Construction Company	\$29.6	\$25.8	\$3.9	\$0.0	N/A	Apr-2018	Jul-2019	Jul-2019
CH058A: Harold Structures - Part 3A: B/C Approach**		In Procurement			Jul-2015	Aug-2018	N/A	Dec-2020
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$565.9	\$41.0***	\$346.9	Mar-2014	Mar-2014	Dec-2019	Jan-2021
Systems Package 2: Signal Installation (CS086)		In Procurement			N/A	Jun-2018	N/A	Jan-2021
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$8.6	Jun-2014	Jun-2014	Dec-2019	Jan-2021
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$79.7	\$72.9	\$6.8	\$12.3	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).

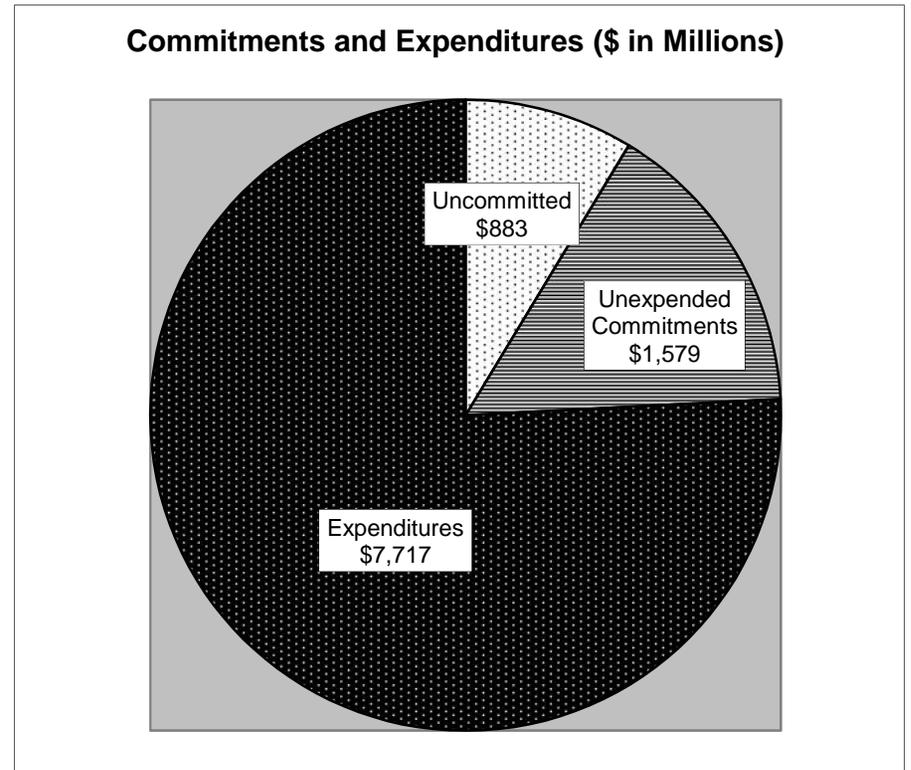
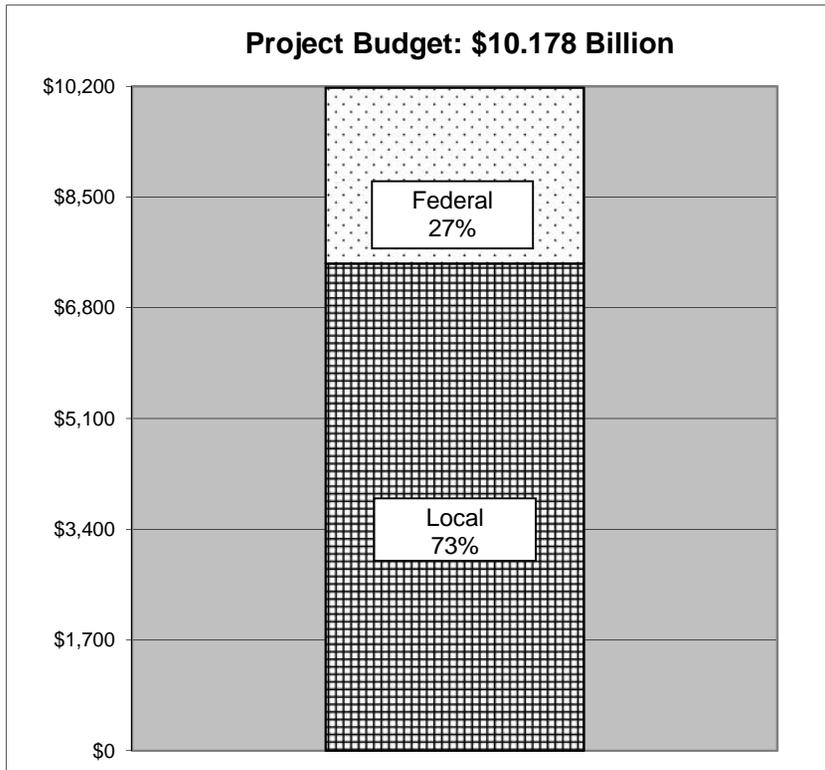
# East Side Access Status

## Report to the Railroad Committee - May 2018

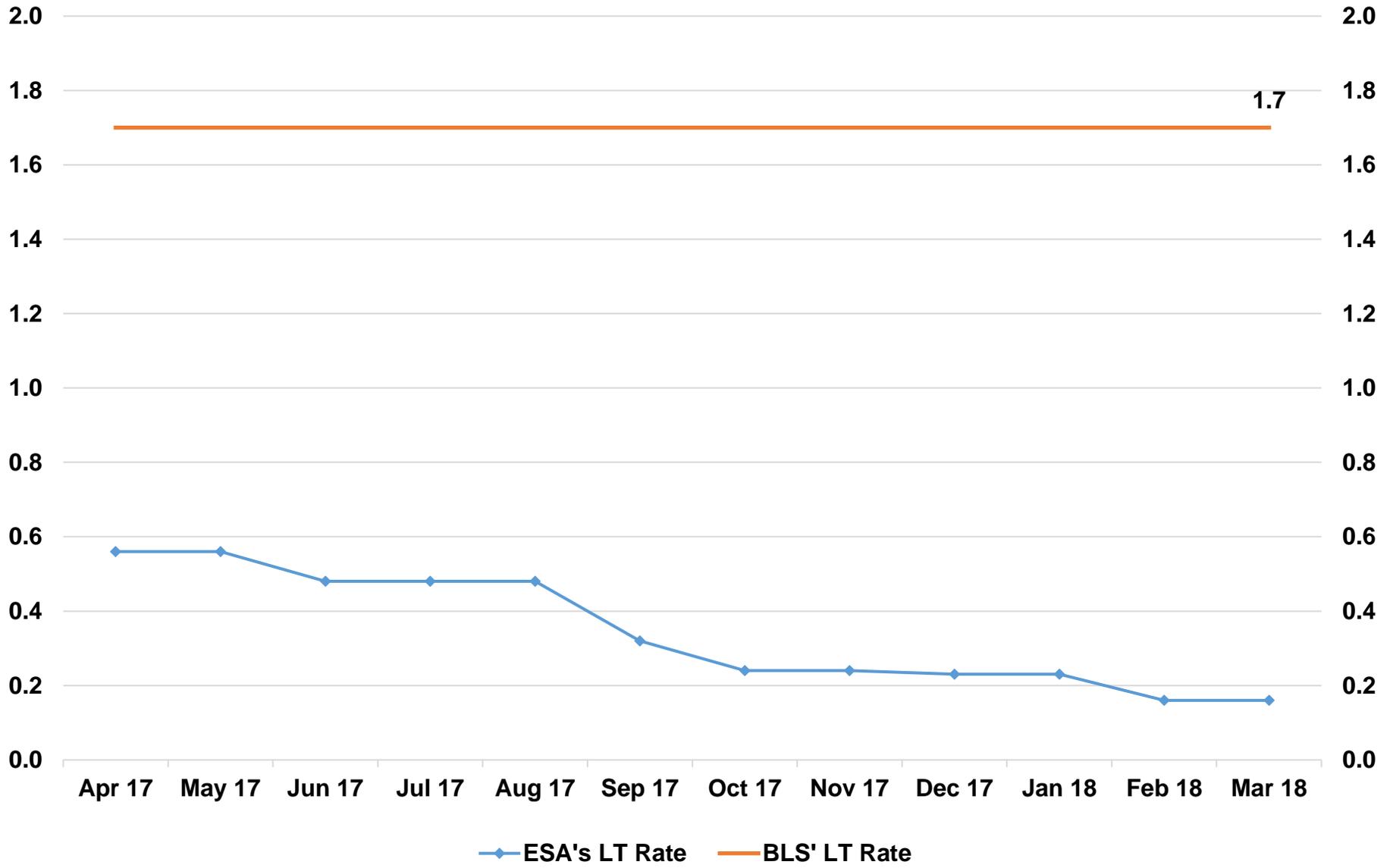
data thru April 2018

MTA Capital Program \$ in Millions	Budgeted	Local Funding	Funding Sources		Status of Commitments		
			Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,533	737	797	797	1,529	5	1,523
2005-2009	2,683	1,697	986	986	2,674	9	2,649
2010-2014	3,502	2,649	852	852	3,151	350	2,693
2015-2019	2,302	2,302	-	-	1,783	519	693
<b>Total</b>	<b>\$ 10,178 *</b>	<b>\$ 7,479</b>	<b>\$ 2,699</b>	<b>\$ 2,699</b>	<b>\$ 9,295</b>	<b>\$ 883</b>	<b>\$ 7,717</b>

\* April 2018 EAC forecast is \$11.133 billion.



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





# **POLICE REPORT**



# Long Island Rail Road

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## **April 2018 Highlights: MTA Police Report**

- Long Island Rail Road experienced a decrease in major felonies (5 vs 9) for the month of April compared to the same period last year.
- Year to date Long Island Rail Road is down 6 crimes (33 vs 39).
- There was one Hate Crimes on Long Island Rail Road for the month of April

**Owen Monaghan**  
Chief of Police



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### April 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	5	-5	-100%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	3	3	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	9	-4	-44%

### Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	11	-9	-82%
Felony Assault	8	6	2	33%
Burglary	1	1	0	0%
Grand Larceny	22	20	2	10%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	33	39	-6	-15%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**April 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>5</b>	<b>-4</b>	<b>-80%</b>
<b>Felony Assault</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>25%</b>
<b>Burglary</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>25%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>19</b>	<b>17</b>	<b>2</b>	<b>12%</b>

**Year to Date 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>7</b>	<b>15</b>	<b>-8</b>	<b>-53%</b>
<b>Felony Assault</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>31%</b>
<b>Burglary</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>140%</b>
<b>Grand Larceny</b>	<b>56</b>	<b>46</b>	<b>10</b>	<b>22%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>3</b>	<b>-3</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>92</b>	<b>82</b>	<b>10</b>	<b>12%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**April 2018**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	1	0	1	0
<b>Fel. Assault</b>	5	2	2	1
<b>Burglary</b>	3	0	3	0
<b>Grand Larceny</b>	10	3	7	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>19</b>	<b>5</b>	<b>13</b>	<b>1</b>
<b>Crimes Per Day</b>	<b>0.63</b>	<b>0.17</b>	<b>0.43</b>	<b>0.03</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 4/30/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	14	9
Felony Assault	17	16
Burglary	12	2
Grand Larceny	16	9
Grand Larceny Auto	1	1
Aggravated Harassment	3	2
Aggravated Unlicensed Operator	10	7
Assault-Misdemeanor	33	21
Breach of Peace	5	2
Child Endangerment	0	1
Criminal Contempt	4	3
Criminal Impersonation	0	3
Criminal Mischief	18	20
Criminal Possession Stolen Property	8	5
Criminal Tampering	0	7
Criminal Trespass	14	12
Disorderly Conduct	2	2
Drug Offenses	23	34
DUI Offenses	4	2
Falsely Reporting an Incident	0	1
Forgery	21	18
Fraud	1	0
Graffiti	3	13
Make Terrorist Threat	3	0
Menacing	6	4
NYC Admin Code	2	0
Obstruct Government	4	5
Petit Larceny	66	45
Public Lewdness	6	8
Reckless Endangerment	1	3
Resisting Arrest	15	13
Sex Offenses	6	5
Stalking	0	1
Theft of Services	82	67
Warrant Arrest	50	14
Weapons Offenses	6	1
<b>Total Arrests</b>	<b>456</b>	<b>356</b>

**Metropolitan Transportation Authority  
Police Department**

**Hate Crimes Report (January-April 2018)**

<b>Motivation</b>	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
ASIAN	0	0	0	0%
BLACK	3	0	3	0%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	1	0	1	0%
MUSLIM	0	1	-1	-100%
OTHER	1	0	1	0%
ANTI-SEMITIC	2	11	-9	-82%
SEXUAL ORIENTATION	0	0	0	0%
WHITE	0	0	0	0%
<b>TOTAL</b>	<b>7</b>	<b>12</b>	<b>-5</b>	<b>-42%</b>

<b>CRIME NAME</b>	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	1	0	1	0%
Felony Assault	0	0	0	0%
Misd. Assault	1	1	0	0%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	5	11	-6	-54%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
<b>Total</b>	<b>7</b>	<b>12</b>	<b>-5</b>	<b>-42%</b>



# Long Island Rail Road

## **INFORMATION**

## **ITEMS**

# Executive Summary

## **MTA Long Island Rail Road (LIRR)**

May 21, 2018



# EEO 1<sup>st</sup> Quarter 2018 Executive Summary

- ❑ MTA Long Island Rail Road's ("LIRR") overall workforce is currently comprised of **7,519** employees; of which **1,137 (15%)** are females,\* **2,705 (36%)** are minorities and **516 (7%)** are veterans.\*\*
- ❑ The percentage of females in the workforce has **remained constant** compared to the representation of females in first quarter 2017. As it relates to race and ethnicity, the percentage of minorities has **remained constant** compared to the first quarter 2017.
- ❑ LIRR conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing LIRR **March 31, 2018** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market.
- ❑ Based on the availability analysis, **Females, Asians, Blacks** and **Hispanics** were underrepresented in some of the job categories at LIRR. A majority of the underrepresentation occurred within the Skilled Craft and Service Maintenance job categories.

\*Includes minorities, non-minorities, and Veterans.

\*\*Includes minorities, non-minorities.



# EEO 1<sup>st</sup> Quarter 2018 Executive Summary

- ❑ LIRR hired **188** employees, of which **27 (14%)** were females,\* **72 (38%)** were minorities; and **13 (7%)** were veterans.\*\*
- ❑ Females were **hired at a lower** percentage compared to their current representation of **15%** in the workforce. Minorities were **hired at a higher** percentage compared to their current representation of **36%** in the workforce. Human Resources will continue to identify and recruit from female and minority based organizations in an effort to address the underutilization.
- ❑ LIRR handled a total of **27** EEO complaints; of which **14** were internal and **13** were external. In the first quarter 2017, LIRR handled a total of **13** EEO complaints; of which **4** were internal and **9** were external.
- ❑ LIRR handled a total of **3** Title VI complaints. In the first quarter 2017, LIRR handled a total of **4** Title VI complaints.

\*Includes minorities, non-minorities, and Veterans

\*\* Includes minorities, non-minorities.

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



# EEO 1<sup>st</sup> Quarter 2018 Executive Summary

The table below is a snapshot as of March 31, 2018 of LIRR's numbers of employees, percentage of Race/Ethnicity, Gender and Veterans.

JOB CATEGORY	TOTAL <sup>1</sup>		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>1,357</b>		450	33%	<b>907</b>	67%	<b>164</b>	12%	<b>134</b>	10%	<b>84</b>	6%	<b>8</b>	1%	<b>1</b>	0%	<b>59</b>	4%	<b>95</b>	7%
F	267	20%	129	10%	138	10%	58	4%	32	2%	24	2%	0	0%	0	0%	15	1%	8	8%
M	1,090	80%	321	24%	769	57%	106	8%	102	8%	60	4%	8	1%	1	0%	44	3%	87	92%
<b>Professionals</b>	<b>339</b>		139	41%	<b>200</b>	59%	<b>46</b>	14%	<b>33</b>	10%	<b>47</b>	14%	<b>0</b>	0%	<b>1</b>	0%	<b>12</b>	4%	<b>21</b>	6%
F	62	18%	29	9%	33	10%	11	3%	6	2%	9	3%	0	0%	1	0%	2	1%	1	5%
M	277	82%	110	32%	167	49%	35	10%	27	8%	38	11%	0	0%	0	0%	10	3%	20	95%
<b>Technicians</b>	<b>14</b>		6	43%	<b>8</b>	57%	<b>0</b>	0%	<b>2</b>	14%	<b>3</b>	21%	<b>1</b>	7%	<b>0</b>	0%	<b>0</b>	0%	<b>1</b>	7%
F	2	14%	2	14%	0	0%	0	0%	0	0%	2	14%	0	0%	0	0%	0	0%	0	0%
M	12	86%	4	29%	8	57%	0	0%	2	14%	1	7%	1	7%	0	0%	0	0%	1	100%
<b>Administrative Support</b>	<b>376</b>		193	51%	<b>183</b>	49%	<b>116</b>	31%	<b>50</b>	13%	<b>13</b>	3%	<b>2</b>	1%	<b>0</b>	0%	<b>12</b>	3%	<b>14</b>	4%
F	197	52%	119	32%	78	21%	77	20%	26	7%	9	2%	1	0%	0	0%	6	2%	2	14%
M	179	48%	74	20%	105	28%	39	10%	24	6%	4	1%	1	0%	0	0%	6	2%	12	86%
<b>Skilled Craft</b>	<b>4,575</b>		1506	33%	<b>3,069</b>	67%	<b>731</b>	16%	<b>506</b>	11%	<b>134</b>	3%	<b>7</b>	0%	<b>1</b>	0%	<b>127</b>	3%	<b>346</b>	8%
F	446	10%	199	4%	247	5%	137	3%	36	1%	13	0%	1	0%	0	0%	12	0%	10	3%
M	4,129	90%	1307	29%	2,822	62%	594	13%	470	10%	121	3%	6	0%	1	0%	115	3%	336	97%
<b>Service Maintenance</b>	<b>858</b>		411	48%	<b>447</b>	52%	<b>228</b>	27%	<b>134</b>	16%	<b>17</b>	2%	<b>5</b>	1%	<b>1</b>	0%	<b>26</b>	3%	<b>39</b>	5%
F	163	19%	109	13%	54	6%	71	8%	31	4%	1	0%	0	0%	0	0%	6	1%	4	10%
M	695	81%	302	35%	393	46%	157	18%	103	12%	16	2%	5	1%	1	0%	20	2%	35	90%
<b>Total</b>	<b>7,519</b>		2,705	36%	4,814	64%	1,285	17%	859	11%	298	4%	23	0%	4	0%	236	3%	516	7%

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



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# MTA Long Island Rail Road

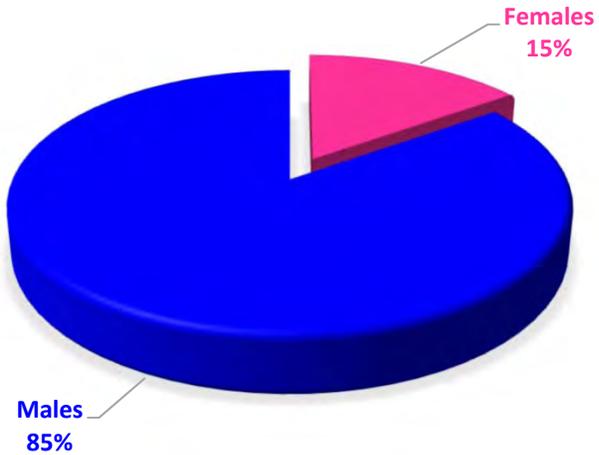
## **Workforce**

As of March 31, 2018

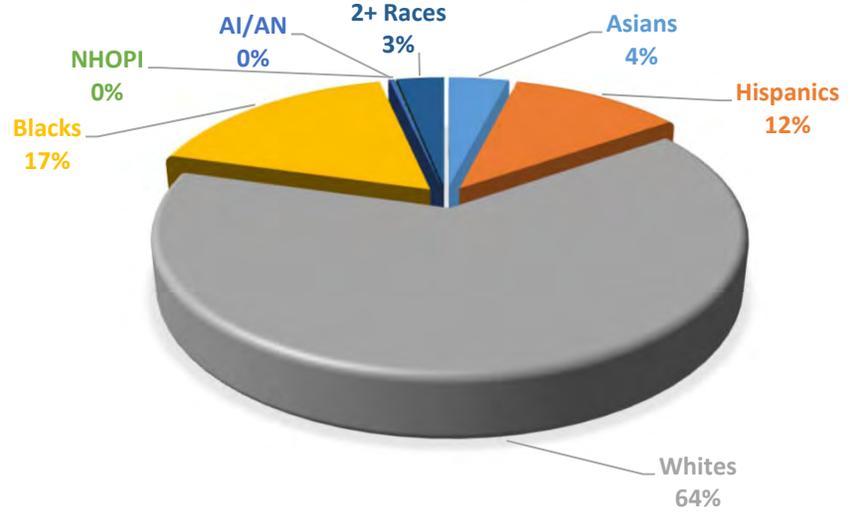


# MTA Long Island Rail Road Workforce as of March 31, 2018

### WORKFORCE BY GENDER



### WORKFORCE BY RACE/ETHNICITY



LIRR's workforce consists of **7,519** employees.

- ❑ **15%** females, **36%** minorities, and **7%** veterans.
- ❑ The percentage of females employed **remained constant** since the prior quarter.
- ❑ The percentage of minorities **did not change** as it relates to race and ethnicity since the prior quarter.



# MTA Long Island Rail Road's Underutilization Analysis Overview

LIRR has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing LIRR's March 31, 2018 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause analysis for any identified underutilization.

In general, as of March 31, 2018, females, Asians, Blacks and Hispanics were underrepresented in some of the job categories at the Agencies. A majority of the underrepresentation occurred within the Skilled Craft and Service Maintenance job categories.

The following charts provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for each agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



# Definitions of EEO Job Categories

## **Officials & Administrators**

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

## **Professionals**

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

## **Technicians**

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

## **Protective Services**

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

## **Paraprofessionals**

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

## **Administrative Support**

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

## **Skilled Craft**

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

## **Service Maintenance**

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



# MTA Long Island Rail Road Underutilization Analysis

LIRR has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing LIRR's March 31, 2018 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	4%	2%	2%	1%	2%	0%	0%	0%	0%	1%	1%	11%	10%
	M	7%	8%	6%	8%	3%	4%	0%	1%	0%	0%	1%	3%		
Professionals	F	3%	3%	2%	2%	2%	3%	0%	0%	0%	0%	0%	1%	14%	10%
	M	6%	10%	5%	8%	6%	11%	0%	0%	0%	0%	1%	3%		
Technicians	F	3%	0%	3%	0%	2%	14%	0%	0%	0%	0%	0%	0%	6%	0%
	M	10%	0%	9%	14%	8%	7%	0%	7%	0%	0%	0%	0%		

\*American Indian/Alaskan Native  
 \*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



# MTA Long Island Rail Road Underutilization Analysis

LIRR has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing LIRR's March 31, 2018 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Administrative Support	F	13%	20%	10%	7%	4%	2%	0%	0%	0%	0%	1%	2%	26%	21%
	M	5%	10%	4%	6%	2%	1%	0%	0%	0%	0%	1%	2%		
Skilled Craft	F	5%	3%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
	M	14%	13%	11%	10%	4%	3%	0%	0%	1%	0%	2%	3%		
Service Maintenance	F	6%	8%	5%	4%	1%	0%	0%	0%	0%	0%	0%	1%	6%	6%
	M	13%	18%	16%	12%	2%	2%	0%	1%	0%	0%	1%	2%		

\*American Indian/Alaskan Native

\*\*Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



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# MTA Long Island Rail Road

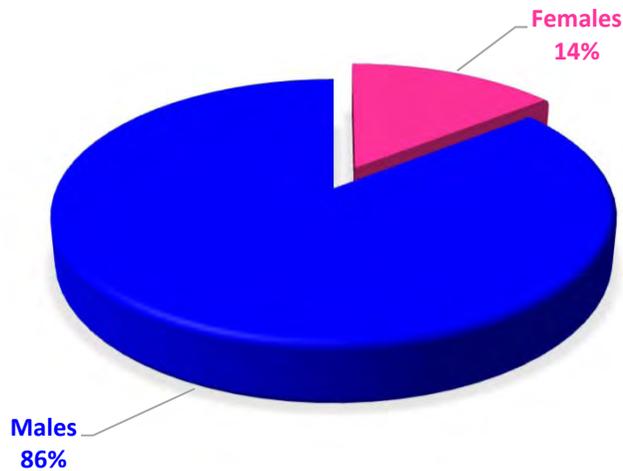
## **New Hires and Veterans**

May 21, 2018

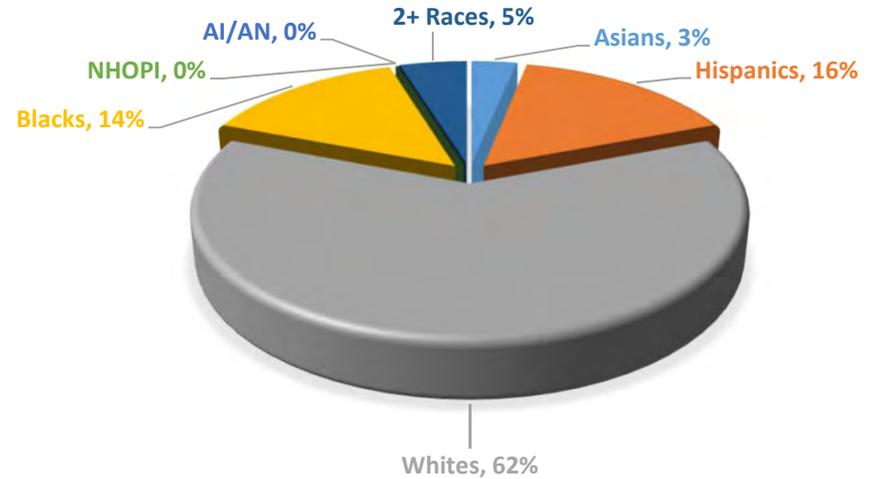


# MTA Long Island Rail Road's New Hires and Veterans By Gender and Race/Ethnicity January 1, 2018 to March 31, 2018

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



LIRR hired **188** employees including **13 (7%)** veterans.

- ❑ **14%** females in which **4%** were female veterans.
- ❑ Females were **hired at a lower** percentage compared to their current representation of **15%** in the workforce.
- ❑ Human Resources will continue to identify and recruit from female based organizations in an effort to address the underutilization.
- ❑ **38%** minorities in which **4%** were minority veterans.
- ❑ Minorities were **hired at a higher** percentage compared to their current representation of **36%** in the workforce.



# MTA Long Island Rail Road

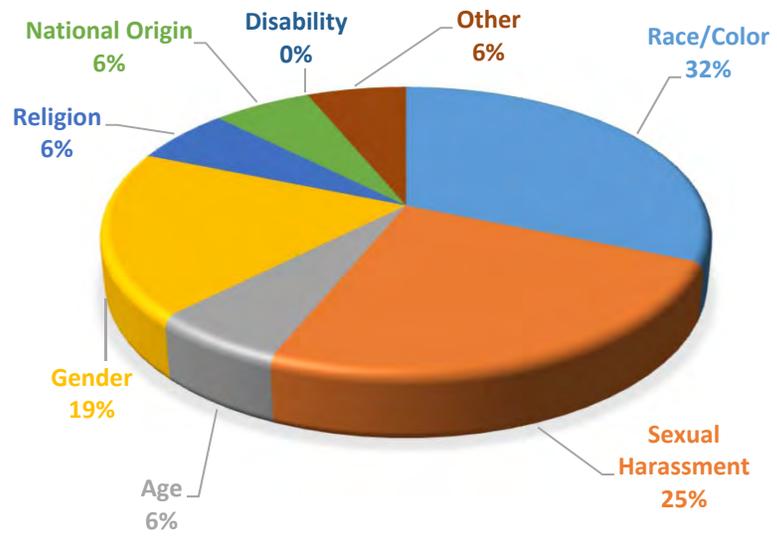
## **Complaints and Lawsuits**

May 21, 2018

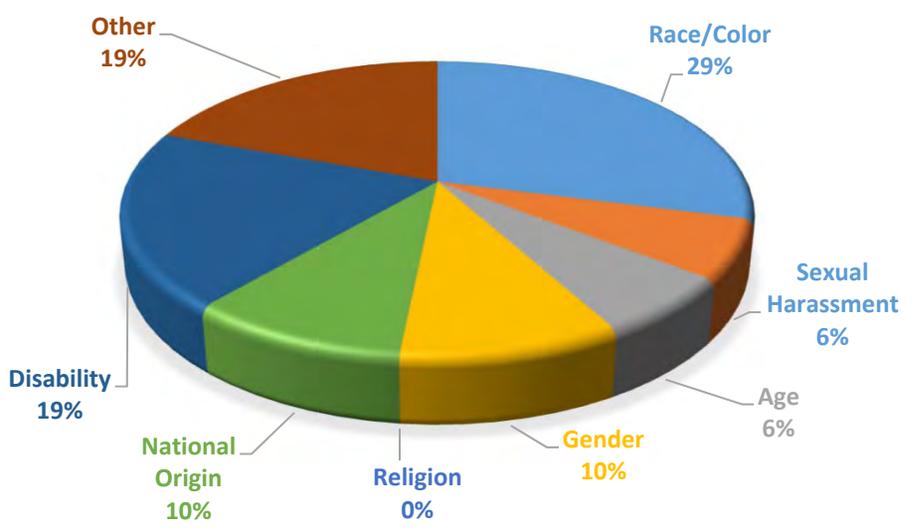


# MTA Long Island Rail Road's Internal/External EEO Complaints and Lawsuits January 1, 2018 to March 31, 2018

### INTERNAL EEO COMPLAINTS



### EXTERNAL EEO COMPLAINTS



LIRR handled **27** EEO complaints, citing **47** separate allegations, and **9** lawsuits.

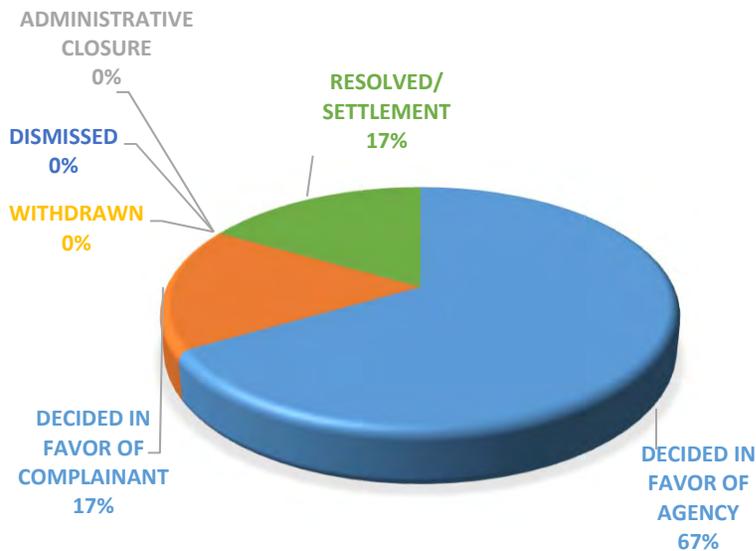
- ❑ **14** filed internal complaints.
- ❑ **13** filed external complaints.
- ❑ The most frequently cited basis internally and externally was Race/Color.



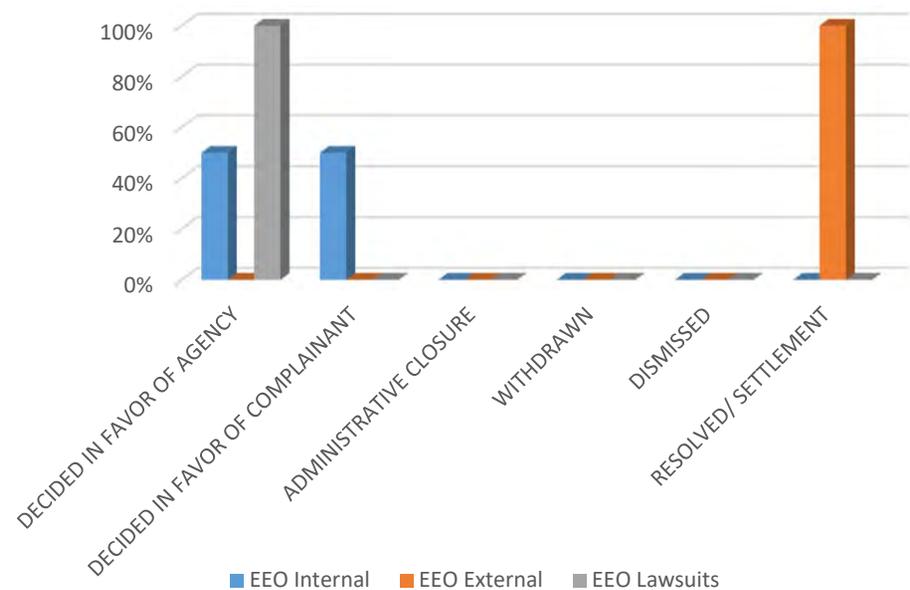
These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

# MTA Long Island Rail Road's EEO Complaint and Lawsuits Dispositions January 1, 2018 to March 31, 2018

**OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



**EEO COMPLAINTS AND LAWSUITS DISPOSITIONS**



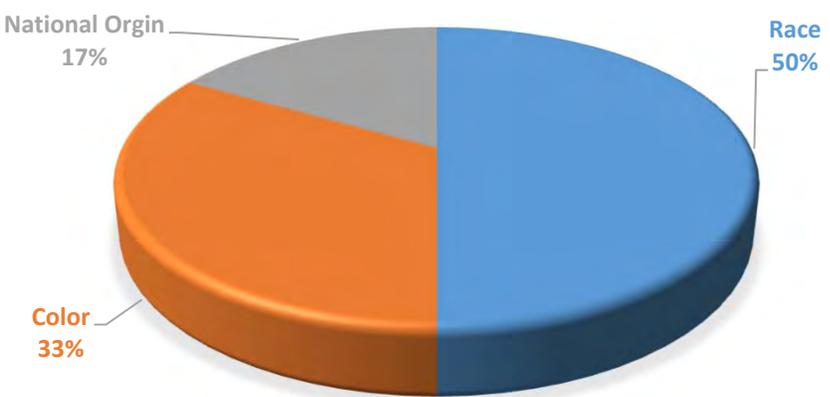
LIRR disposed of **3** EEO complaints and 3 EEO lawsuits.

- ❑ **67%** complaints/lawsuits decided in favor of the agency.
- ❑ **17%** complaints /lawsuits decided in favor of the complainant.
- ❑ **17%** complaints/lawsuits were resolved/settled.

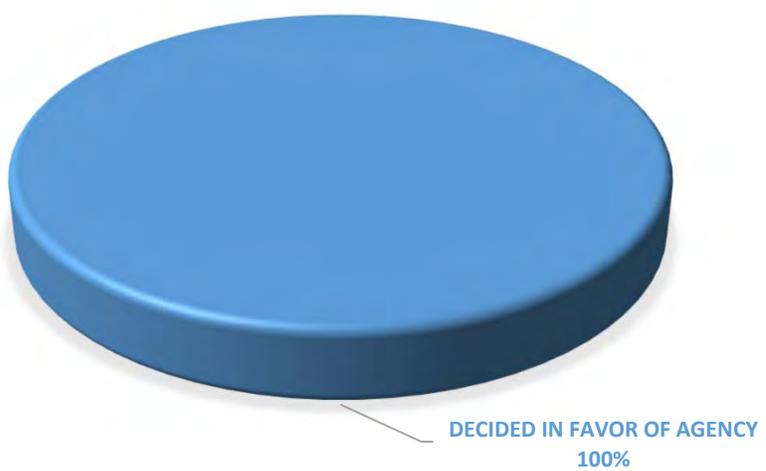


# MTA Long Island Rail Road's Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2018 to March 31, 2018

### TITLE VI DISCRIMINATION COMPLAINTS



### TITLE VI DISPOSITIONS

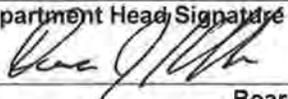


LIRR handled **3** Title VI Complaints, citing **6** separate allegations and **0** Title VI lawsuits. Agency disposed of **3** complaints and **0** lawsuits.

- 100% complaints/lawsuits decided in favor of the agency.



# Staff Summary

<b>Subject</b> SUMMER SERVICE & TRACKWORK PROGRAMS						<b>Date</b> May 4, 2018			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> D. KUBICEK						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	5/21/18				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 implement seasonal Summer service improvements, added service provided for the U.S. Open at Shinnecock golf tournament and a series of major events on June 9-10 (Belmont Stakes, Long Island Pride, Mets-Yankees Subway Series, and Puerto Rican Day Parade), and to adjust schedules to support trackwork programs.

**SUMMER SERVICE IMPROVEMENTS**

*Annual Summer Service*

- As previously reported, summer service partially resumed on May 5, with the seasonal restoration of a weekend roundtrip to Montauk, and the introduction of new weekend service opportunities to Greenport. Full summer service resumes starting May 25, 2018.
  - Main Line – Weekend summer service between Ronkonkoma and Greenport increased from 2 trains in each direction to 4 trains in each direction beginning on Saturday, May 5<sup>th</sup>.
  - Extra Friday getaway trains, including the famed *Cannonball* from Penn Station to Montauk along with three additional extra trains to Montauk, and one additional service opportunity to Greenport. The Greenport extra, the *Cannonball* and two other of these extra Montauk trains will also operate on Tuesday, July 3, for the Independence Day holiday.
  - An extra Friday night train from Greenport, making stops from Greenport to Ronkonkoma, then Jamaica, where connections to Western terminals will be available. This train will also run on Tuesday, July 3.
  - On Fridays, two extra trains will operate to Patchogue, operating in advance of two through Montauk trains. The extra trains will make stops at Bay Shore, Sayville and Patchogue and

provide relief of crowding on the through trains to Montauk. The first extra will depart Jamaica at 8:08 AM for Patchogue after receiving connections from Western terminals. After operating to Patchogue, the train will then return to Babylon, where it will connect with an extra train from Penn Station and make another trip to Patchogue at 12:02 PM. The Montauk through trains will not stop at Bay Shore or Sayville on Fridays. Customers wishing to travel from Bay Shore or Sayville to points east on either of those trains will use the extra train from their station and transfer at Patchogue to the through Montauk train.

- Five additional westbound service opportunities from the Hamptons/Montauk on Sundays and Holidays, including the Westbound *Cannonball* to Penn Station, and one train serving Hunterspoint Avenue and Long Island City on Sunday & Holiday evenings.
- One additional midday weekday service opportunity to and from Speonk.
- One additional westbound service opportunity on Monday mornings from Montauk to Hunterspoint Avenue. This additional train will also operate on Tuesday, May 29<sup>th</sup>, Thursday, July 5<sup>th</sup>, and Tuesday, September 4<sup>th</sup>.
- Three additional weekend beach roundtrips between Penn Station and Long Beach.
- Weekend Freeport extra trains, serving dual-purpose as Jamaica connections to/from Montauk Branch diesels, and allowing transfer to buses for Jones Beach.

#### **ADDED SERVICE**

- June 9 & 10 is a major event weekend for Long Island – and the entire metropolitan area – with the 150<sup>th</sup> running of the Belmont Stakes at Belmont Park, the Long Island Pride Festival in Long Beach, a Mets-Yankees Subway Series at CitiField, and New York City’s Puerto Rican Day Parade. And the MTA Long Island Rail Road will be doing its part to serve the region and partner in these events with extra trains and extra service. The Belmont Stakes, the third race in the series that makes up racing’s famed “Triple Crown,” takes place on Saturday, June 9, at Belmont Park, a special event station on the LIRR. The event brings in very large crowds, with the LIRR typically carrying up to 35,000 customers when the possibility of a Triple Crown exists, and a still-robust 15,000-20,000 when there is no Triple Crown possibility. The LIRR will run more than 20 extra trains in each direction to serve patrons of the event, taking cars off the road and making for a great day out for horse racing fans. Concurrent with the Stakes, the Long Island LGBTQ Pride Festival will be taking place in Long Beach on June 9 & 10, and the LIRR will once again be providing extra service on the Long Beach Branch to accommodate attendees, allowing for a car-free experience in keeping with the spirit of Long Beach’s seaside, walkable attractions. Additionally, the Mets-Yankees Subway Series heats up, with the first game on Friday night, June 8, as well as games on Saturday and Sunday nights, June 9 & 10. Of course, the LIRR remains the best way to go to the game for Long Islanders, with convenient half-hourly service to and from the Mets-Willets Point stop on our Port Washington Branch, and easy transfers to other branches at Woodside. Rounding out an event-filled weekend, the LIRR will be providing extra service for customers attending the NYC Puerto Rican Day Parade in Manhattan. With the heavy focus on fundraising and recovery from the devastating hurricane that struck Puerto Rico, this is expected to be a larger event than usual, and the LIRR will make it easier for Long Islanders to attend and show their support, with added trains on the Ronkonkoma Branch. It will be a challenging weekend, with extra service and extra staffing at various locations, but the LIRR is prepared and ready to remind customers that the best way to and from these events is via the MTA Long Island Rail Road.

- Shinnecock Hills in Southampton will host the United States Open Golf Tournament from June 11<sup>th</sup> through June 17<sup>th</sup>. This high profile tournament, recognized throughout the world, is expected to have a positive impact on Long Island’s economy. This is the first time the U.S. Open has returned to Shinnecock Hills since 2004. To accommodate the large number of fans expected to attend and to help ease traffic congestion, the Long Island Rail Road will implement a special service plan. This plan is designed to serve the needs of the customer while ensuring that costs are minimized for this week-long event. A temporary station referred to as “Shinnecock Hills” will be constructed in Southampton to service the events patrons. The 2004 U.S. Open in Shinnecock saw the Long Island Rail Road carry over 74,000 customers to and from Shinnecock station in Southampton.

In addition to our regularly scheduled service, we will add 44 extra trains throughout the week and weekend to accommodate the expected customer flow.

**On-Time Performance:** The capacity of this portion of the Montauk Branch will be strained to provide the level of service required to support this event, primarily due to the single track characteristics of the physical plant. In addition to this challenge, there will be greater congestion in Jamaica Station due to the operation of additional reverse peak trains and additional customer traffic. The operation of these extra trains will contribute additional train traffic on already crowded tracks.

The extra train service will result in congestion and delays to some regular trains of up to 10 minutes. Due to the nature of the event and travel patterns, it is not possible to identify specific trains that will be delayed. The LIRR will alert customers to the potential delays of approximately 10 minutes that they may experience during the U.S. Open week.

The Chairman has approved an exception to the rules for calculating and reporting of on-time performance, by excluding any train that arrives at its final terminal up to 10 minutes late from June 11 through June 17, 2018, due to the U.S. Open Golf Tournament program. Similar relief was granted at the 2002 U.S. Open at Bethpage State Park, the 2004 U.S. Open at Shinnecock Hills, and the 2009 U.S. Open at Bethpage State Park.

## **TRACK WORK PROGRAMS**

*Construction Activities* (Short-term trackwork items requiring a special program)

- **Main Line Second Track Project** – Main track between Farmingdale and Ronkonkoma on the weekend of June 2<sup>nd</sup>-3<sup>rd</sup> will be out of service to support the Main Line Second Track Project and Wyandanch Station Rehabilitation for a period of approximately 48 hours.
  - **Service Impacts:** On the weekend of June 2<sup>nd</sup>-3<sup>rd</sup>, eastbound customers will transfer at Hicksville for bus service from Bethpage through Ronkonkoma. 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. Trains between Ronkonkoma and Greenport will operate on normal schedules. Customers traveling eastbound from Penn Station to stations east of Ronkonkoma will board earlier trains for Hicksville, then transfer to buses to Ronkonkoma, where Greenport train service will resume on normal schedules.
- **East Side Access Signal Pre-Cutover Testing** – East Side Access Pre-cutover testing for 48 hours on the weekend of June 2<sup>nd</sup>-3<sup>rd</sup>, in Harold Interlocking.

- **Service Impacts:** On the weekend of June 2<sup>nd</sup>-3<sup>rd</sup>, East Side Access will be taking various tracks in Harold Interlocking out of service for pre-testing of new signals and signal apparatus prior to the cutover of these new systems next year. This work will continue on additional weekends to be reported on next month. Half-hourly service will remain on the Huntington branch with every other train originating/terminating in Jamaica station. Ninety-minute service will remain in effect on the Pt. 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.

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.

# May 2018 LIRR Committee Meeting Monthly PTC Project Update

May 21, 2018



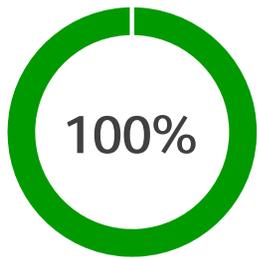
# PTC Overall Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"> <li data-bbox="415 423 1430 467">❑ Compliance with all federal requirements still on target.</li> <li data-bbox="415 526 1923 570">❑ The goal of placing all lines in PTC operations by 12/31/18 remains at significant risk.</li> <li data-bbox="415 628 1913 768">❑ The root cause of some of the safety critical variances discovered last month during Integrated System FAT have been fixed and are being tested in the Lab, and will also be tested in the field.</li> <li data-bbox="415 829 1913 922">❑ Completion of Pilot Testing required for submission of RSD application and test data slipped to September 2018 timeframe.</li> <li data-bbox="415 984 1923 1123">❑ We understand, per the Federal Railroad Administration, nearly all commuter and freight railroads will need to submit an alternative schedule to meet interoperability certification requirements. Interoperability is not required for RSD.</li> </ul>
% Complete	LIRR - 72%
Budget	\$449.9M; Additional need of \$40M in Plan Amendment pending approval by Albany

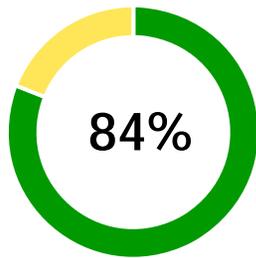


# LIRR Project Progress Dashboard

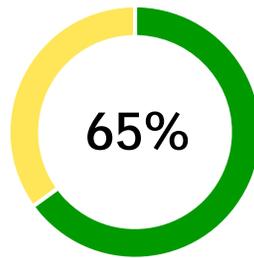
Radio Spectrum



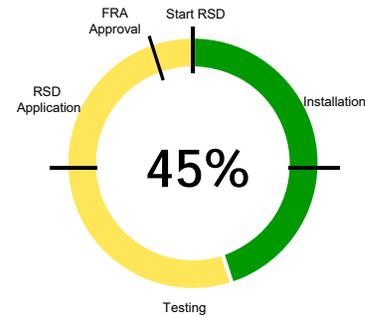
Installation of Hardware



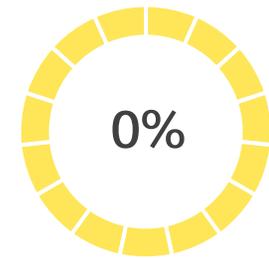
Employees Trained



PTC Operations (RSD) Pilot Lines



PTC Operations (RSD) 15 Non-Pilot Segments



Pilot Lines:  
L1 – Port Washington line  
L2 – Babylon to Patchogue



# LIRR PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through April 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Apr		18-May	18-Jun	18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast							
Transponders	3367	3367	2586	77%	781	116	112	28	163	183	193	214	0	0	0
WIUs	151	145	118	81%	27	0	0	0	2	6	10	10	0	0	5*
C-Cases	111	108	107	99%	1	0	0	0	0	0	1	0	0	3*	0
M7	418	240	414	100%	0	0**	0	0	0	0	0	0	0	0	0
DE/DM	45	30	16	53%	14	10	5	10	10	9	0	0	0	0	0
C3	23	17	2	12%	15	3	0	6	6	6	3	0	0	0	0
E15	16	5	1	20%	4	1	1	5	5	5	0	0	0	0	0

Data date April 30, 2018

\* For future PTC in ESA tunnels

\*\* Four M7 pairs are out of service and installs will be completed prior to return to service.

Note: A limited number of M3s will be PTC equipped due to potential delays in M9 deliveries.

 Month when FRA goal is met



# LIRR Project Update (April Accomplishments)

- Continued to support testing in the Integrated System lab
  - 6 of 7 core Office test variances were tested and closed by LIRR
  - Root cause of several on-board variances have been identified with proposed resolution.
  - To date there are 43 variances still under development and require resolution for RSD. Additional variances may be discovered during Integrated System FAT.

Subsystem	# of Variances required for RSD	# of Variances Ready for Test	# of Variances still in Development
Comms	6	2	4
Office	30	21	9
OBC	34	20	14
RWSP	2	0	2
Transponder	20	6	14
WIU	2	2	0
<b>TOTAL</b>	<b>94</b>	<b>51</b>	<b>43</b>

- Continued review/approval of Final Design Review documents.



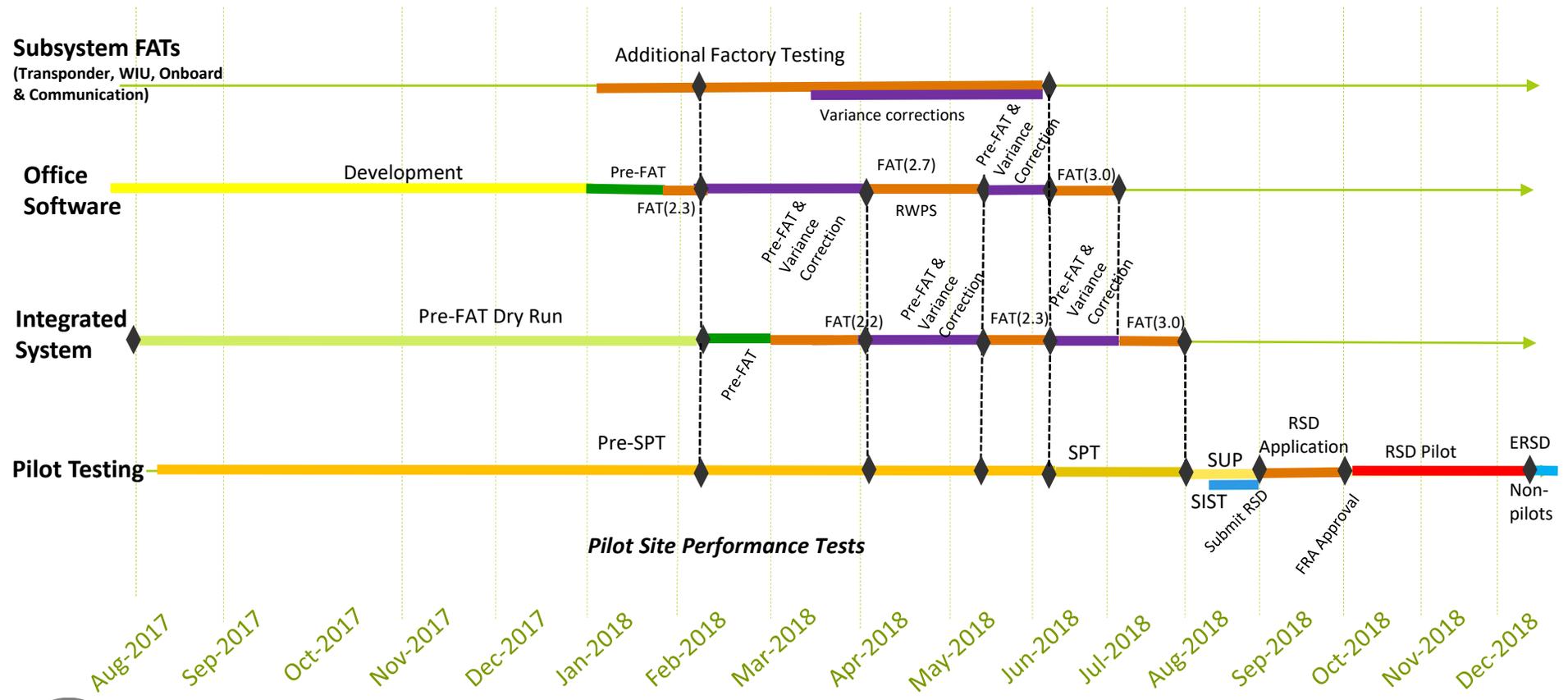
# LIRR Project Update (April Accomplishments) cont'd

- Completed equipment installations/programming and facility set-up on West Hempstead line to support Locomotive Engineering training
- Continued preliminary Site Performance Testing on Port Washington line (Pilot Line 2).
- Commenced preliminary Site Performance Testing from Babylon to Patchogue (Pilot Line 1).
- Completed installations of transponders on Montauk Line from Hall to Amityville, and completed programming of transponders on the Central Branch.
- Continued to develop the RSD application for FRA approval.
- Finalizing technical agreements for interoperability with Amtrak; lawyers reviewing LOU for sign-off by agency heads.
- Commenced pilot installations of E15s
- Continued equipment installations and loading of on-board software for M7, DE/DM and C3 fleets.
- Completed installation of 4,140 brackets, and 20,700 feet of PTC cable in Atlantic tunnel (1<sup>st</sup> phase - ENY to Dunton).
- Completed upgrade of the electrical and HVAC infrastructure to support the office subsystem at Primary Computer Center except for minor punch list.
- Continued Database Verification & Validation of non-pilot lines.



# LIRR Schedule Software/System Development & Test

- RSD Application - Sep 2018
- Start of Pilot RSD – Oct 2018



SPT = Site Performance Tests      SUP = Site Update Period  
 SIST = Site Integrated System Test      RSD = Revenue Service Demonstration      ERSD = Extended Revenue Service Demonstration

# LIRR Project Risks and Railroad Mitigations

- Risk: Completion by December 2018 seriously threatened by the discovery of critical software variances during LIRR Integrated System FAT.
- Mitigations
  - Continue to test the system both in the factory and in the field to capture as many variances as possible.
  - Perform testing on multiple shifts to increase test time – The Contractor is currently in the process of hiring additional resources.
  - Improve the factory test environment to automate some of the testing – Contractor raised concerns that this effort will divert resources from “real work”; Instead will increase test time by working multiple shifts and during weekends.
  - Expedite the delivery of the contractually required test lab to be utilized within Bombardier’s New York office to support testing – still in progress.
  - The Contractor is providing a cloud based solution to allow the joint Railroad/Contractor team access to the Requirements Traceability Matrix (RTM) tool to support real-time Verification & Validation activities – MNR has remote access from 5 workstations/LIRR’s implementation is still pending.



## LIRR Project Risks and Railroad Mitigations (contd.)

- The SI will perform shadow mode testing to provide input to and accelerate the completion of the SIST testing period and provide an initial view of system performance – The Contractor is scheduled to submit the SIST test plans in late May.
- Risk: Systems Integration issues due to the application of ACSES in our high density operations will be discovered too late in the process and jeopardize PTC compliance
  - Mitigation
    - Perform regression testing of all corrected variances in the integration lab and conduct parallel tests in the field.
    - Procure additional radio spectrum to minimize potential interference issues – RFP proposals expected at the end of this month.
    - System Integrator has 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.
    - Complete installation of TC-82 (still pending installation of roof-top antenna) to support additional wayside communications testing.



## LIRR Project Risks and Railroad Mitigations (contd.)

- **Risk:** System Integrator's (SI) difficulty in the acquisition and retainage of PTC knowledgeable resources to support the project to meet the deadline.
  - **Mitigation:**
    - Railroads are adding additional Subject Matter Experts from the consultants to bridge technical and operational gaps in the SI's PTC team.
    - The Contractor is partnering with third party entities to expand their resources, and instituting an employee retainage program to ensure continuity of resources on project.
- **Risk:** Finalization of agreement with Amtrak for interoperability design and implementation.
  - **Mitigation**
    - Holding weekly meetings to finalize agreements between Amtrak and LIRR to implement network connectivity and equipment placement to support interoperability.
    - Finalizing operational agreements with Amtrak at Penn Station Control Center (PSCC) for Harold interlocking area for the placement and management of Temporary Speed Restrictions (TSRs).



## LIRR Project Risks and Railroad Mitigations (contd.)

- **Risk:** Completion by December 2018 requires simultaneous commissioning of multiple line segments making it challenging with constraints of resources.
  - **Mitigation**
    - Assuming we are given RSD approval on the pilots, LIRR is in the process of increasing their field test team and requesting track access/outages in advance.
- **Risk:** Timely approvals of RSD applications by FRA due to a significant number of applications requiring FRA review at the same time.
  - **Mitigation**
    - Working with APTA who is taking the lead to compile the schedules from all Commuter Railroads of when they plan to submit their RSD applications so that the FRA can plan ahead.
    - LIRR is exploring the “alternate criteria” option from the FRA to be in PTC compliance sooner.
      - The “alternate criteria” is in lieu of meeting the criteria to have “one subdivision in RSD” by the deadline. This option per verbal clarification from the FRA requires operational subsystem interfaces and a confirmation that the PTC hardware installed does not need to be changed. A separate request to the FRA is required for approval of this option.



# LIRR Project May/June 2018 Look-Ahead

- Resume Integrated System FAT and continue to resolve and re-test critical PTC variances in the Lab.
- Conduct field testing to ensure some of the safety critical variances were corrected.
- Achieve Final Design Review milestone in May.
- Exercise contract option for M3 design and equipment due to potential delays in the delivery of the M9s.
- Complete installation and programming of transponders on Montauk Line from Hall to Amityville, Main Line Hollis to Floral Park, Oyster Bay, and Main Line from Ronkonkoma to Greenport.
- Continue installation of on-board software and commissioning of M7, DE/DM, and C3 production vehicles.
- Commence PTC cable installation in Atlantic Tunnel – (2<sup>nd</sup> phase - Dunton to Brook 2)
- Obtain Amtrak/LIRR concurrence on technical agreements and LOU.
- Continue preliminary Site Performance Testing on Pilot Lines 1 and 2.
- Continue Database Verification & Validation of non-pilot lines.
- Commence locomotive engineer training on West Hempstead.

# LIRR PTC Timeline and Look-ahead

## **May 2018**

- ❑ LIRR to achieve Final Design Review (FDR) (previously March 2018)

## **June 2018**

- ❑ LIRR to start Site Performance Testing on Pilot Lines (previously April 2018)

## **July 2018**

- ❑ LIRR to complete all on-board installations (Previously June 2018)
- ❑ System Integrator (SI) to complete delivery of Train-the-trainer courses.

## **August 2018**

- ❑ LIRR to complete Integrated System FAT (previously April 2018)
- ❑ LIRR to start Site Performance Testing on non-pilot segments (previously June 2018)



# LIRR PTC Timeline and Look-ahead

## **September 2018**

- ❑ LIRR to submit RSD application for pilot lines (previously August 2018)
- ❑ LIRR to complete all wayside installations (with the exception of ESA tunnels)

## **October 2018**

- ❑ LIRR to complete all required training to employees. (previously September 2018)
- ❑ LIRR to obtain FRA approval to start RSD on pilot lines (previously August 2018)

## **December 2018**

- ❑ LIRR was to submit PTC Safety Plan to FRA for approval but will postpone until after 2018 per FRA request.
- ❑ LIRR starts to request expansion of RSD approval to non-pilot track segments (previously November 2018)
- ❑ LIRR begins to place all lines in PTC Operations (RSD).



**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**May 23, 2018**

# Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date May 23, 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	5.21.18				2	President <i>D L Mahon</i>		
2	MTA Board	5.23.18				1	Executive VP <i>D L Mahon</i>		

**PURPOSE:**

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

**DISCUSSION:**

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

Schedules Requiring Two-Thirds Vote

Schedule A:    Non-Competitive Purchases and Public Works	2	\$865,200
SUBTOTAL:	2	\$865,200

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

Schedules Requiring Majority Vote

Schedule I:    Modifications to Purchase and Public Work Contracts	1	\$3,271,600
SUBTOTAL:	1	\$3,271,600

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

None		
SUBTOTAL:		
<b>TOTAL:</b>	<b>3</b>	<b>\$4,136,800</b>

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

MAY 2018

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

**Schedule A: Non-Competitive Purchase and Public Works Contracts**

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

1. **LB Foster Rail Technologies, Inc. \$377,200 – LIRR** *Staff Summary Attached*  
**Sole Source** \$ 73,000 – MNR  
**Contract No. TBD** **\$450,200 – Not-to-Exceed**

Long Island Rail Road (LIRR), on behalf of itself, and Metro-North Railroad (MNR) requests approval to award separate Sole Source estimated quantity contracts, to LB Foster Rail Technologies, Inc. (LB Foster), each for a three-year period in the following amounts: LIRR - not-to-exceed \$377,200, and MNR - not-to-exceed \$73,000. Under the Contracts, LIRR and MNR, (collectively the Agencies) will issue their own individual purchase orders to LB Foster on an as-needed basis to supply complete rail lubrication and traction applicators, as well as replacement parts required to allow each Agency to repair and maintain its existing respective rail lubrication and friction management systems manufactured by Portec Rail Products, Inc. (Portec). LIRR continues to seek competition for all its procurements. To that end, LIRR advertised its intent to award a Joint Sole Source Procurement to LB Foster Rail Technologies, Inc. in the NYS Contract Reporter and the New York Post to seek additional potential vendors capable of providing lubricating and traction applicator spare parts. No other vendor expressed interest in competing for this procurement.

2. **North American Equipment Sales \$415,000** *Staff Summary Attached*  
**Sole Source** **Not-to-Exceed**  
**Contract No. IFB 194969-E99**

Long Island Rail Road (LIRR) requests MTA Board approval to award a sole source contract for a 36-month period to North American Equipment Sales (North American) in a total amount not-to-exceed \$415,000 for replacement parts required by the Long Island Railroad to operate and maintain various pieces of Little Giant/Badger cranes, Teleweld rail heaters and Airtec impact tools. LIRR continues to seek competition for all its procurements. To that end, LIRR advertised its intent to award a sole source contract to North American Equipment Sales in the NYS Contract Reporter on December 19, 2017 and in the New York Post on December 21, 2017 to seek additional potential vendors capable of providing these critical spare parts. No other manufacturer expressed an interest in competing for this contract. North American is the exclusive distributor of these highly specialized pieces of equipment, which must be maintained in good operating condition to support on-going infrastructure maintenance programs.



## Staff Summary

Item Number: 1

<b>Vendor Name</b> LB Foster Rail Technologies, Inc. Pittsburgh, PA
<b>Description</b> Spare Parts Required to Perform Maintenance and Repairs of LB Foster Lubricators and Traction Gel Applicators
<b>Contract Term (including Options, if any)</b> 3 Years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contact Number</b> TBD	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	LIRR \$377,200 MNR \$73,000 Not-to-Exceed \$450,200
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance of Way – Glenn Greenberg Deputy Chief Engineer	
<b>Contract Manager:</b> John Latterner	

### Discussion:

Long Island Rail Road (LIRR), on behalf of itself, and Metro-North Railroad (MNR) requests approval to award separate Sole Source estimated quantity contracts, to LB Foster Rail Technologies, Inc. (LB Foster), each for a three-year period in the following amounts: LIRR - not-to-exceed \$377,200, and MNR - not-to-exceed \$73,000. Under the Contracts, LIRR and MNR, (collectively the Agencies) will issue their own individual purchase orders to LB Foster on an as-needed basis to supply complete rail lubrication and traction applicators, as well as replacement parts required to allow each Agency to repair and maintain its existing respective rail lubrication and friction management systems manufactured by Portec Rail Products, Inc. (Portec). At the end of December 2010, LB Foster acquired Portec and its catalog of track lubricating and friction management equipment.

LIRR continues to seek competition for all its procurements. To that end, LIRR advertised its intent to award a Joint Sole Source Procurement to LB Foster Rail Technologies, Inc. in the NYS Contract Reporter and the New York Post to seek additional potential vendors capable of providing lubricating and traction applicator spare parts. No other vendor expressed interest in competing for this procurement. LIRR's not-to-exceed estimate is significantly greater than MNR's due to the fact that LIRR operates a greater number of rail lubricators and applicators. Further, due to the congestion of train activity on LIRR's system, the applicators and lubricators operate more frequently, therefore requiring more maintenance to keep them in a state of good repair.

LB Foster is the Original Equipment Manufacturer (OEM) of Rail Lubricators and Traction Applicators installed on LIRR equipment. They do not use 3<sup>rd</sup> party distributors for any of their equipment or parts. LB Foster maintains all proprietary rights to drawings and specifications for these pieces of equipment.

The prices submitted by LB Foster were reviewed and compared to the Producer Price Index (PPI) for pumping parts and attachments - Series Id: PCU33391433391415. Since 2016, LB Foster's overall prices have increased by 5%, which is in line with the PPI index which showed an increase of 5% over the same time period. The LB Foster price list will be firm fixed for the three year term of the contract. LB Foster has certified that all prices offered to the Agencies are equal to or not greater than prices charged to their most favored transit customer or any other commuter railroad or transit agency. As a result of the above, prices have been determined to be fair and reasonable.



## Staff Summary

A vendor responsibility check was done in April 2018 and returned no adverse information against LB Foster. Google searches on the vendor returned no derogatory information on key search terms and phrases. Additionally, a LexisNexis search did not find any information that could be deemed Adverse Information (AI) or Significant Adverse Information (SAI). Based upon the foregoing, LB Foster is considered a responsive and responsible supplier.

Staff Summary



Item Number: 2

<b>Vendor Name (&amp; Location)</b> North American Equipment Sales
<b>Description</b> Replacement Parts for Various Maintenance Of Way Equipment
<b>Contract Term (including Options, if any)</b> 3 Years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contact Number</b> IFB#194969-E99	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	LIRR:                    \$ 415,000
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Maintenance of Way Repair Shop – Joseph Savoretti, Assistant Manager	
<b>Contract Manager :</b> Arlen Turnier	

**Discussion:**

Long Island Rail Road (LIRR) requests MTA Board approval to award a sole source contract for a 36-month period to North American Equipment Sales (North American) in a total amount not-to-exceed \$415,000 for replacement parts required by the Long Island Rail Road to operate and maintain various pieces of Little Giant/Badger cranes, Teleweld rail heaters and Airtec impact tools.

LIRR continues to seek competition for all its procurements. To that end, LIRR advertised its intent to award a sole source contract to North American Equipment Sales in the NYS Contract Reporter on December 19, 2017 and in the New York Post on December 21, 2017 to seek additional potential vendors capable of providing these critical spare parts. No other manufacturer expressed an interest in competing for this contract. North American is the exclusive distributor of these highly specialized pieces of equipment, which must be maintained in good operating condition to support on-going infrastructure maintenance programs.

North American offered list price plus delivery cost for the Teleweld and Airtec replacement parts, and a 5% discount off the list price on Little Giant/Badger replacement parts along with delivery cost for the contract term. North American is to provide a new price book 15 days prior to any price increase. A comparison of the price list being offered for Airtec replacement parts in this solicitation to the last price list of the prior contract 04\_0904 for the same material reflects an average price increase of 5%, whereas the PPI for the power-driven hand tool manufacturing industry showed an increase of 14.5% during the course of contract 04\_0904. Also, looking at the last list pricing of Little Giant/Badger replacement parts to the price list that North America is offering, there is minimal change in pricing. Lastly, North American, Teleweld pricing for this contract remains the same as it was in the prior contract.

A vendor responsibility check was done in February 2018 and returned no adverse information against North American Equipment Sales. Google searches on the vendor returned no derogatory information on key search terms and phrases. Additionally, a LexisNexis search did not find any information that could be deemed Adverse Information or Significant Adverse Information. Based upon the foregoing, North American Equipment Sales is considered a responsive and responsible supplier.

MAY 2018

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

*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)

- |           |   |                                      |                                      |
|-----------|---|--------------------------------------|--------------------------------------|
| <b>3.</b> | <b>Harsco Rail<br/>Competitive Bid<br/>Contract No. 400000000001223</b> | <b>\$3,271,600<br/>Not-to-Exceed</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--------------------------------------|--------------------------------------|

Long Island Rail Road (LIRR) requests MTA Board approval to issue a contract modification in the amount of \$3,271,600 to Harsco Rail (Harsco) for additional use of the Track Laying Machine (TLM) and Tie Rack Car Rental Service in support of the annual State of Good Repair Track Program and Port Jefferson Branch concrete tie replacement program, thus extending the contract through 12/31/18.

LIRR's Maintenance of Way unit utilizes Harsco TLM & Tie Rack Car Rental Services for New Track Installments and Tie Replacement applications, under a current contract competitively procured and awarded in March 2016.

This modification request is to add funding to allow for the additional use of the TLM on the State of Good Repair Track Program (\$2,075,800) and for concrete tie replacement on the Port Jefferson branch (\$1,195,800).

Staff Summary



Item Number: 3

<b>Vendor Name (&amp; Location)</b> Harsco Rail – W. Columbia, SC
<b>Description</b> Track Laying Machine (TLM) & Tie Rack Car Rental Services
<b>Contract Term (including Options, if any)</b> March 7,2016 – July 1, 2018
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering/Glenn Greenberg-Chief Engineer

<b>Contact Number</b> 40000000001223	<b>AWO/Modificaion #</b> 1
<b>Original Amount:</b>	\$7,750,134
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 0
<b>This Request:</b>	\$3,271,600
<b>% of This Request to Current Amount:</b>	42%
<b>% of Modifications (including This Request) to Original Amount:</b>	42%

**Narrative:**

**I. PURPOSE/RECOMMENDATION:**

Long Island Rail Road (LIRR) requests MTA Board approval to issue a contract modification in the amount of \$3,271,600 to Harsco Rail (Harsco) for additional use of the Track Laying Machine (TLM) and Tie Rack Car Rental Service in support of the annual State of Good Repair Track Program and Port Jefferson Branch concrete tie replacement program, thus extending the contract through 12/31/18.

**II. DISCUSSION:**

LIRR’s Maintenance of Way unit utilizes Harsco Track Laying Machine (TLM) & Tie Rack Car Rental Services for New Track Installments and Tie Replacement applications, under a current contract competitively procured and awarded in March 2016.

This modification request is to add funding to allow for the additional use of the TLM on the State of Good Repair Track Program (\$2,075,800) and for concrete tie replacement on the Port Jefferson branch (\$1,195,800).

Although a follow-on procurement is planned, and funding is in place for additional TLM work, it is anticipated that the new contract will not be in place until August 2018, while the State of Good Repair work associated with both the track and concrete tie projects is planned for June 2018, during scheduled outages. Under this modification, Harsco has agreed to maintain the current contract price structure, terms and conditions as provided in the current contract which commenced in March of 2016. By utilizing this contract, LIRR will also avoid mobilization charges.

A vendor responsibility check was done in April 2018 and returned no adverse information against Harsco. Google searches on the vendor returned no derogatory information on key search terms and phrases. Additionally, a LexisNexis search did not find any information that could be deemed Adverse Information (AI) or Significant Adverse Information (SAI). Based upon the foregoing, Harsco is considered a responsive and responsible supplier.

**LONG ISLAND RAIL ROAD  
COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE  
May 2018**

**Staff Summary**



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Law and Procurement					
<b>Department Head Name</b> Evan M. Eisland					
<b>Department Head Signature</b> 					
Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	5/21/18	X		
2	Board	5/23/18	X		

<b>Date:</b> May 15, 2018			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<b>Contract Manager Name</b> Various			
Internal Approvals			
	Approval		Approval
3 <i>LJD</i>	Vice President, Program Controls	5	President <i>M</i>
2 <i>AC for AK</i>	Vice President & Chief Financial Officer	4	Executive Vice President <i>AD</i>
1 <i>gme</i>	Vice President & Chief Procurement Officer		

**PURPOSE**

To obtain the approval of the Board to award contract modifications and, to inform the Long Island Rail Road Committee of these procurement actions.

**DISCUSSION**

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

Schedules Requiring Majority Vote:	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K – Ratifications of Completed Procurement Actions	2	\$ 1,900,000
<b>TOTAL</b>	<b>2</b>	<b>\$ 1,900,000</b>

**Budget Impact:**

The approval of the contract modifications will obligate MTA Capital Construction capital funds in the amounts listed. Funds are available in the capital budget for this purpose.

**Recommendation:**

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

**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

May 2018

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule I. Modification To Purchase and Public Work Contracts**

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

- |                               |                    |                                      |
|-------------------------------|--------------------|--------------------------------------|
| <b>1. Michels Corporation</b> | <b>\$1,030,000</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract No. CH061A</b>    |                    |                                      |
| <b>Modification No. 11</b>    |                    |                                      |

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification for the additional costs due to a Differing Site Condition encountered during the excavation for the Track A Approach Structure.

- |                                    |                   |                                      |
|------------------------------------|-------------------|--------------------------------------|
| <b>2. Tutor Perini Corporation</b> | <b>\$ 870,000</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract No. CQ033</b>          |                   |                                      |
| <b>Modification No. 11</b>         |                   |                                      |

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to furnish and install two new catenary structures and modify fourteen existing catenary structures.

Item Number 1

<b>Vendor Name (&amp; Location)</b> Michels Corporation (Brownsville, Wisconsin)	
<b>Description</b> Track A Cut and Cover Structure for the ESA Project	
<b>Contract Term (including Options, if any)</b> 16 Months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich, P.E.	

Contract Number	AWO/Modification #
CH061A	11
<b>Original Amount:</b>	\$ 34,074,520
<b>Prior Modifications:</b>	\$ 372,924
<b>Prior Budgetary Increases:</b>	\$ -0-
<b>Current Amount:</b>	\$ 34,447,444
<b>This Request</b>	\$ 1,030,000
<b>% of This Request to Current Amount:</b>	3 %
<b>% of Modifications (including This Request) to Original Amount:</b>	4 %

**Discussion:**

This Contract is for the construction of the Track A Approach Structure in the Harold Interlocking, the installation of catenary structures and the relocation of electrical, sewer and communication systems. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification for the additional costs due to a Differing Site Condition (“DSC”) encountered during the excavation for the Track A Approach Structure.

The excavation and construction of the Track A Approach Structure could not be completed, as originally planned, by prior contractors because of delays associated with the design and construction of the new 12Kv ductbank in the area of the Track A Approach Structure. Accordingly, after the prior contractors installed soldier piles for the support of excavation (SOE), which includes the placement of fill to stabilize the piles prior to completion of the SOE, the remainder of the work, including completion of the SOE, was transferred to the CH061A Contract. To complete the installation of SOE and provide lateral support during excavation, the CH061A contractor was required to remove fill material placed around the soldier piles by the prior contractors and install timber lagging between the soldier piles.

CH061A Contract Drawings indicated that the fill that needed to be excavated was temporary Controlled Low Strength Material, which, according to Contract specification and industry standards, should have a compressive strength of 100-300 psi. The CH061A Contractor performed sampling of the fill material and all the samples taken were shown to be substantially above the specified strength, averaging approximately 1,800 psi. Excavating the harder CLSM required additional labor, equipment and time on the Contract Schedule. To the extent that this additional work was required as a result of non-compliant work by the previous Contractors that installed the fill material, MTACC intends to seek compensation for any resulting damages.

The Contractor submitted a cost proposal of \$1,112,043 for this additional work. The MTACC’s project estimate was \$1,205,110. Negotiations were held and the parties agreed to direct costs of \$1,030,000. The time impacts as a result of this DSC will be addressed in a separate modification that will be negotiated to recover the Contract schedule due to both MTACC and Contractor-caused delays, and to maintain the substantial completion date.

Michels Corporation does not have any Significant Adverse Information (“SAI”) as defined in the All-Agency Responsibility Guidelines and they have been found to be responsible.

Item Number 2

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation	
<b>Description</b> Mid-Day Storage Yard for the East Side Access Project	
<b>Contract Term (including Options, if any)</b> 1,217 Days	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich, P.E.	

<b>Contract Number</b> CQ033	<b>AWO/Modification #</b> 11
<b>Original Amount:</b>	\$ 291,503,430
<b>Prior Modifications:</b>	\$ 1,989,566
<b>Options:</b>	\$ 1,873,000
<b>Current Amount:</b>	\$ 34,599,694
<b>This Request</b>	\$ 870,000
<b>% of This Request to Current Amount:</b>	.3%
<b>% of Modifications (including This Request) to Original Amount:</b>	1 %

**Discussion:**

This Contract is for the demolition and removal of the existing catenary structures, railroad buildings, the Montauk Cutoff Bridge and ramp and the construction of the Mid-Day Storage Yard (“Yard”) in the Harold Interlocking. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to furnish and install two new catenary structures and modify fourteen existing catenary structures.

The catenary structure work that is the subject of this modification was originally planned as part of Contract CH057A which, as previously reported, was terminated in 2017. The work consists of moving catenary wires to allow for the realignment of track during the North-East Quadrant Outage. This work must be completed before the start of the outage, currently scheduled for late July 2018. The CQ033 Contractor is working in the area of these catenary structures and possesses the requisite experience, labor and equipment to perform the work.

The Contractor submitted a cost proposal of \$922,821 while the MTACC project estimate was \$918,660. Negotiations were held and the parties agreed to a cost of \$870,000, which is considered fair and reasonable. In order to not delay the installation of catenary structures, the President authorized a limited scope of work to proceed in the not-to-exceed amount of \$200,000 in April 2018. Authorization to proceed with the remainder of this Work will be issued upon Board ratification of this Modification.

In connection with previous contracts awarded, the Tutor Perini Corporation was found to be responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. No new significant adverse information has been found relating to Tutor Perini Corporation. Therefore, Tutor Perini Corporation has been determined to be responsible.



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# LONG ISLAND RAIL ROAD



## Monthly Operating Report April 2018

Phillip Eng  
President

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5/21/18 \*\*\*\*\*

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# Long Island Rail Road

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## Transportation Report Highlights

### **April 2018 Highlights: Operations Report**

April On-time performance (OTP) was on goal at 94.0%, with 6 out of 11 branches operating at or above goal. During three AM Peak periods, we operated at 100% on time: April 9, 20 and 24.

Our Year to date (YTD) performance has improved to 89.7%, which is a 1.4% increase since last month.

Eleven events resulted in 10 or more late trains, unfavorably impacting our OTP by approximately 1.1%.

- Weather and environmental factors were the cause of three events, totaling 68 late trains.
- Infrastructure issues caused four incidents resulting in 51 late trains. Delays were attributable to signal and third rail malfunctions.
- Equipment related issues caused two incidents, resulting in 80 late trains.
- Amtrak incidents occurred in JO Interlocking on two occasions, resulting in 25 late trains. The cause of the delays were identified as power and track conditions.

Performance Summary			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	Apr	Apr	Apr	Apr
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>94.0%</b>	<b>89.7%</b>	<b>90.3%</b>	<b>90.7%</b>
		AM Peak		93.7%	87.5%	90.7%	89.8%
		PM Peak		92.4%	83.4%	77.4%	82.5%
		<b>Total Peak</b>		<b>93.1%</b>	<b>85.6%</b>	<b>84.4%</b>	<b>86.3%</b>
		Off Peak Weekday		94.0%	90.5%	91.9%	91.1%
		Weekend		95.0%	93.1%	93.4%	95.2%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>94.7%</b>	<b>89.0%</b>	<b>85.4%</b>	<b>89.1%</b>
		AM Peak		94.8%	87.1%	91.1%	90.3%
		PM Peak		91.5%	81.6%	72.7%	80.0%
		<b>Total Peak</b>		<b>93.2%</b>	<b>84.5%</b>	<b>82.5%</b>	<b>85.5%</b>
	Off Peak Weekday		94.6%	90.6%	90.2%	90.8%	
	Weekend		97.5%	92.9%	79.2%	91.0%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>97.0%</b>	<b>93.8%</b>	<b>94.5%</b>	<b>94.5%</b>	
	AM Peak		95.2%	88.3%	90.5%	90.7%	
	PM Peak		96.8%	91.2%	83.9%	89.0%	
	<b>Total Peak</b>		<b>96.0%</b>	<b>89.6%</b>	<b>87.5%</b>	<b>89.9%</b>	
	Off Peak Weekday		96.9%	94.5%	95.8%	94.9%	
	Weekend		98.3%	96.7%	98.2%	98.2%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>92.5%</b>	<b>88.4%</b>	<b>88.9%</b>	<b>89.1%</b>	
	AM Peak		94.0%	87.5%	88.3%	88.1%	
	PM Peak		94.1%	80.6%	70.7%	75.8%	
	<b>Total Peak</b>		<b>94.0%</b>	<b>84.3%</b>	<b>79.8%</b>	<b>82.2%</b>	
	Off Peak Weekday		92.9%	89.0%	89.7%	88.5%	
	Weekend		89.6%	91.4%	94.7%	95.5%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>94.5%</b>	<b>89.9%</b>	<b>93.7%</b>	<b>92.5%</b>	
	AM Peak		95.2%	85.8%	97.0%	91.4%	
	PM Peak		88.4%	82.2%	73.9%	82.1%	
	<b>Total Peak</b>		<b>92.0%</b>	<b>84.1%</b>	<b>86.1%</b>	<b>87.0%</b>	
	Off Peak Weekday		96.0%	91.2%	94.1%	92.4%	
	Weekend		93.8%	92.9%	99.3%	97.7%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>95.1%</b>	<b>91.5%</b>	<b>93.5%</b>	<b>92.2%</b>	
	AM Peak		95.2%	87.1%	91.7%	91.4%	
	PM Peak		93.1%	87.0%	82.7%	84.7%	
	<b>Total Peak</b>		<b>94.2%</b>	<b>87.1%</b>	<b>87.4%</b>	<b>88.2%</b>	
	Off Peak Weekday		94.9%	91.9%	94.5%	92.1%	
	Weekend		96.8%	96.2%	98.1%	97.2%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>94.7%</b>	<b>90.2%</b>	<b>91.9%</b>	<b>90.9%</b>	
	AM Peak		92.9%	88.4%	94.4%	89.8%	
	PM Peak		92.3%	82.2%	90.3%	87.1%	
	<b>Total Peak</b>		<b>92.6%</b>	<b>85.6%</b>	<b>92.4%</b>	<b>88.5%</b>	
	Off Peak Weekday		96.0%	90.8%	93.9%	92.1%	
	Weekend		94.1%	92.9%	88.5%	91.0%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.2%</b>	<b>88.9%</b>	<b>90.6%</b>	<b>90.6%</b>	
	AM Peak		93.9%	91.0%	93.6%	90.2%	
	PM Peak		88.9%	75.7%	67.5%	79.5%	
	<b>Total Peak</b>		<b>91.6%</b>	<b>84.0%</b>	<b>81.5%</b>	<b>85.3%</b>	
	Off Peak Weekday		93.3%	90.3%	92.2%	91.4%	
	Weekend		95.5%	92.6%	98.2%	96.1%	

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	Apr	Apr	Apr	Apr
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>90.6%</b>	<b>86.4%</b>	<b>91.3%</b>	<b>89.4%</b>
	AM Peak		89.3%	85.7%	91.9%	88.6%
	PM Peak		89.1%	79.9%	82.9%	83.5%
	<b>Total Peak</b>		<b>89.2%</b>	<b>83.0%</b>	<b>87.7%</b>	<b>86.2%</b>
	Off Peak Weekday		89.0%	84.6%	89.8%	87.1%
	Weekend		96.6%	94.3%	97.9%	97.7%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.1%</b>	<b>90.9%</b>	<b>89.7%</b>	<b>91.2%</b>
	AM Peak		95.2%	92.7%	88.3%	91.7%
	PM Peak		90.2%	86.1%	68.4%	80.9%
	<b>Total Peak</b>		<b>92.8%</b>	<b>89.5%</b>	<b>78.1%</b>	<b>86.2%</b>
	Off Peak Weekday		92.2%	91.3%	91.7%	90.9%
	Weekend		96.3%	91.7%	97.5%	97.4%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>92.1%</b>	<b>86.4%</b>	<b>89.2%</b>	<b>88.9%</b>
	AM Peak		91.2%	83.5%	85.8%	86.0%
	PM Peak		96.5%	83.9%	90.3%	87.0%
	<b>Total Peak</b>		<b>93.6%</b>	<b>83.7%</b>	<b>87.9%</b>	<b>86.5%</b>
	Off Peak Weekday		91.8%	86.5%	88.4%	88.6%
	Weekend		90.3%	91.4%	92.4%	92.7%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.1%</b>	<b>91.5%</b>	<b>94.9%</b>	<b>94.1%</b>
	AM Peak		88.6%	83.6%	96.0%	92.0%
	PM Peak		96.0%	85.5%	85.8%	85.5%
	<b>Total Peak</b>		<b>92.6%</b>	<b>84.7%</b>	<b>90.5%</b>	<b>88.5%</b>
	Off Peak Weekday		97.5%	94.5%	96.8%	95.8%
	Weekend		97.5%	93.9%	96.7%	97.9%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>19,870</b>	<b>80,260</b>	<b>20,106</b>	<b>81,280</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-10.6	-14.0	-11.1	-13.0
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		138	1,560	234	1,386
	<b>Trains Canceled</b>		34	857	202	646
	<b>Trains Terminated</b>		45	498	123	376
	<b>Percent of Scheduled Trips Completed</b>		99.6%	98.3%	98.4%	98.7%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.2%			
	PM Peak		97.6%			
	<b>Total Peak</b>		98.4%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		Mar	Apr	YTD Thru Apr	Apr	YTD Thru Apr	
Engineering (Scheduled)	2.6%	21	31	79	27	184	(105)
Engineering (Unscheduled)	12.7%	100	152	870	136	1,064	(194)
Maintenance of Equipment	17.2%	155	206	752	126	736	16
Transportation	2.6%	53	31	145	85	365	(220)
Capital Projects	8.2%	58	98	281	174	216	65
Weather and Environmental	7.5%	996	90	2,486	28	1,454	1,032
Police	7.8%	257	94	827	147	614	213
Customers	24.9%	335	299	1,290	259	1,091	199
Special Events	4.5%	68	54	172	78	130	42
Other	4.8%	275	58	601	57	352	249
3rd Party Operations	7.3%	168	87	788	842	1,324	(536)
<b>Total</b>	<b>100.0%</b>	<b>2,486</b>	<b>1,200</b>	<b>8,291</b>	<b>1,959</b>	<b>7,530</b>	<b>761</b>

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
2-Apr	Mon	Winter weather	9						7			16		
4-Apr	Wed	Tree down west of Kew Gardens Station				1			27	3		28	3	
8-Apr	Sun	Track circuit failure east of Queens Interlocking							15			15		
9-Apr	Mon	Signal trouble in Brook Interlocking				3	4	2	4	1		7	5	2
11-Apr	Wed	Tipped third rail at Douglaston Station	3		1				7			10		1
13-Apr	Fri	Signal trouble east of Hunt Interlocking				3	1	1	5		1	8	1	2
13-Apr	Fri	Damaged signal trouble at Harold Interlocking				37	2		8			45	2	
16-Apr	Mon	Weather loading	16					5				21		
17-Apr	Tues	Amtrak related switch trouble in JO Interlocking	5	1	7							5	1	7
18-Apr	Wed	Equipment train 4608 disabled in Queens Interlocking	25	2					5		1	30	2	1
23-Apr	Mon	Amtrak related power loss in JO Interlocking	9						3			12		
<b>TOTAL FOR MONTH</b>			<b>67</b>	<b>3</b>	<b>8</b>	<b>44</b>	<b>7</b>	<b>8</b>	<b>81</b>	<b>4</b>	<b>2</b>	<b>197</b>	<b>14</b>	<b>13</b>
												<b>224</b>		



# Long Island Rail Road

## **OPERATIONS**

## **MECHANICAL REPORT**

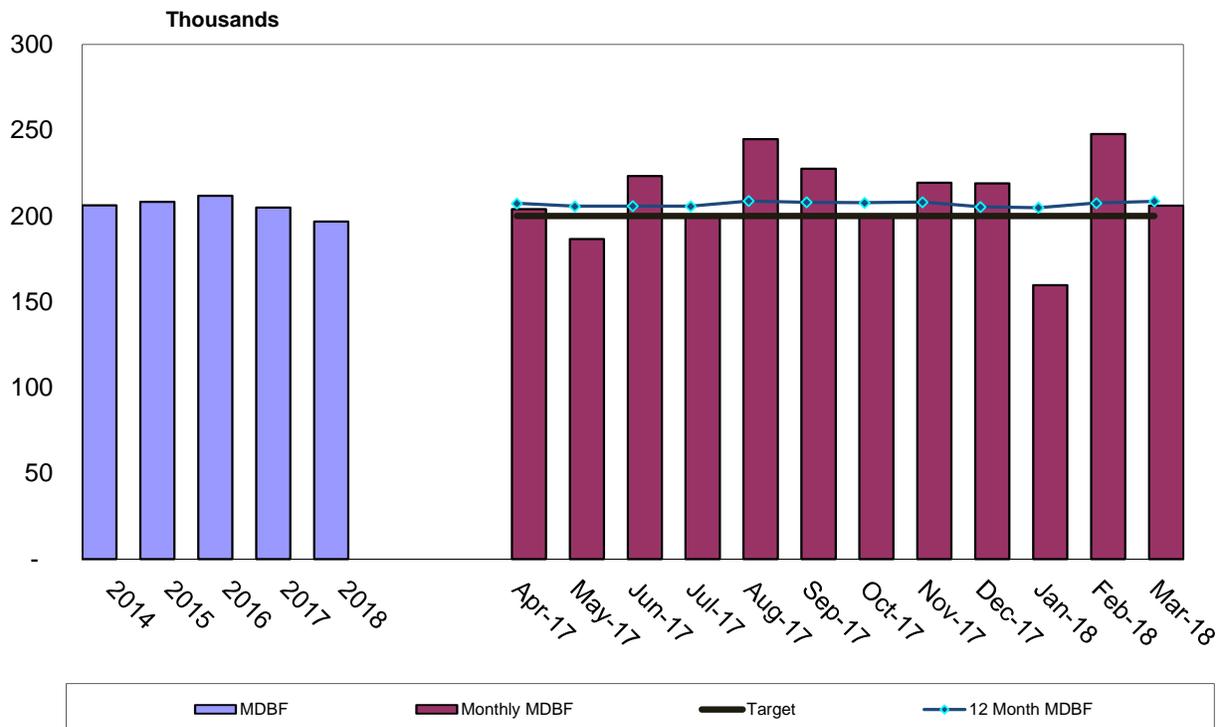
# Long Island Rail Road

## MEAN DISTANCE BETWEEN FAILURES - MARCH 2018

			2018 Data					2017 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
<b>Mean Distance Between Failures</b>	M-3	154	67,000	63,234	10	70,564	77,993	49,643	13	56,372
	M-7	836	440,000	511,624	10	533,055	484,166	483,554	11	424,474
	C-3	134	122,000	171,749	4	83,197	115,463	230,439	3	123,918
	DE	24	22,000	20,319	5	20,627	19,014	29,567	3	21,940
	DM	21	22,000	20,018	3	26,294	28,500	15,512	5	21,771
	Diesel	179	65,000	70,721	12	54,879	64,349	77,961	11	64,834
	<b>Fleet</b>	<b>1,169</b>	<b>200,000</b>	<b>206,164</b>	<b>32</b>	<b>196,790</b>	<b>208,573</b>	<b>194,915</b>	<b>35</b>	<b>185,641</b>

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

### ALL FLEETS Mean Distance Between Failure 2014 - 2018





Standee Report

East Of Jamaica			2018 Data	
			April	
			AM Peak	PM Peak
<b>Daily</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	8	10
			<b>Total Standees</b>	<b>10</b>
Average	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	4
			<b>Total Standees</b>	<b>4</b>
	<b>Huntington Branch</b>	Program Standees	70	0
		Add'l Standees	37	0
			<b>Total Standees</b>	<b>107</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
			<b>Total Standees</b>	<b>1</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	4	0
			<b>Total Standees</b>	<b>4</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	13	61
			<b>Total Standees</b>	<b>61</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	14	39
			<b>Total Standees</b>	<b>39</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
			<b>System Wide PEAK</b>	<b>114</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

		2018 Data		
		April		
		AM Peak	PM Peak	
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	0	15
		<b>Total Standees</b>	<b>0</b>	<b>15</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	4
		<b>Total Standees</b>	<b>0</b>	<b>4</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	6	53
		<b>Total Standees</b>	<b>46</b>	<b>53</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	82
		<b>Total Standees</b>	<b>0</b>	<b>82</b>
	<b>Long Beach Branch</b>	Program Standees	28	0
		Add'l Standees	14	0
		<b>Total Standees</b>	<b>42</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	13	61
		<b>Total Standees</b>	<b>13</b>	<b>61</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	15	33
		<b>Total Standees</b>	<b>15</b>	<b>33</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	14	0
		<b>Total Standees</b>	<b>14</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>129</b>	<b>248</b>

**Definitions**

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

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

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

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

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

**ELEVATOR AND ESCALATOR OPERATING REPORT  
FOR THE MONTH OF APRIL 2018**

<b>Elevator Availability</b>		<b>2018</b>		<b>2017</b>	
		<b>April</b>	<b>Year to Date</b>	<b>April</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>99.0%</b>	<b>98.5%</b>	<b>99.0%</b>	<b>99.0%</b>
	<b>Far Rockaway Branch</b>	<b>99.6%</b>	<b>99.3%</b>	<b>99.3%</b>	<b>99.0%</b>
	<b>Hempstead Branch</b>	<b>99.5%</b>	<b>99.5%</b>	<b>99.6%</b>	<b>99.3%</b>
	<b>Long Beach Branch</b>	<b>99.6%</b>	<b>99.4%</b>	<b>99.2%</b>	<b>98.7%</b>
	<b>Port Jefferson Branch</b>	<b>99.4%</b>	<b>98.4%</b>	<b>98.6%</b>	<b>98.9%</b>
	<b>Port Washington Branch</b>	<b>99.4%</b>	<b>99.5%</b>	<b>99.1%</b>	<b>99.3%</b>
	<b>Ronkonkoma Branch</b>	<b>99.2%</b>	<b>99.3%</b>	<b>99.1%</b>	<b>98.9%</b>
	<b>City Terminal Stations</b>	<b>99.4%</b>	<b>99.5%</b>	<b>99.4%</b>	<b>98.2%</b>
	<b>Overall Average</b>	<b>99.4%</b>	<b>99.1%</b>	<b>99.1%</b>	<b>98.8%</b>

<b>Escalator Availability</b>		<b>2018</b>		<b>2017</b>	
		<b>April</b>	<b>Year to Date</b>	<b>April</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	<b>96.1%</b>	<b>95.5%</b>	<b>96.2%</b>	<b>97.0%</b>
	<b>Far Rockaway Branch</b>	<b>99.3%</b>	<b>94.3%</b>	<b>98.9%</b>	<b>98.7%</b>
	<b>Hempstead Branch</b>	<b>89.0%</b>	<b>96.1%</b>	<b>99.1%</b>	<b>98.9%</b>
	<b>Long Beach Branch</b>	<b>99.4%</b>	<b>98.0%</b>	<b>91.7%</b>	<b>91.2%</b>
	<b>Port Jefferson Branch</b>	<b>99.7%</b>	<b>99.0%</b>	<b>97.4%</b>	<b>97.6%</b>
	<b>City Terminal</b>	<b>94.9%</b>	<b>97.9%</b>	<b>97.9%</b>	<b>99.1%</b>
	<b>Overall Average</b>	<b>95.6%</b>	<b>96.8%</b>	<b>97.0%</b>	<b>97.9%</b>



# Long Island Rail Road

## *Financial Report Highlights*

The Long Island Rail Road's Monthly Financial Report provides year-to-date fiscal information comparing actual revenues, expenses and staffing levels to Budget and key financial performance indicators.

### **March 2018 Highlights**

- Total revenue of \$287.0 million was \$18.7 million higher than Budget. This was due primarily to the timing of reimbursements for capital activity.
- Through March, total 2018 ridership was 20.8 million, which was 2.0% less than 2017 and 0.7% below Budget. Commutation ridership of 12.6 million was 2.0% less than 2017 and 1.1% below Budget. Non-Commutation ridership of 8.2 million was 2.1% less than 2017 and 0.2% below Budget. Consequently, Farebox Revenue of \$170.5 million was \$2.2 million less than Budget.
- Total expenses before non-cash liability adjustments of \$477.8 million were \$7.2 million (1.5%) below Budget. The primary drivers of this favorable variance are vacant positions including associated fringe costs and timing of material usage.

Financial Results for Year-to-Date (YTD) March 2018 are presented in the table below and compared to Budget.

<b><u>Category (\$ in Millions)</u></b>	<b><u>Budget</u></b>	<b><u>Actual</u></b>	<b><u>Variance</u></b>
<b>Total Revenue</b>	\$268.4	\$287.0	\$18.7
<b>Total Expenses Before Non-Cash Liabilities</b>	485.0	477.8	7.2
<b>Net Surplus/(Deficit) Before Non-Cash Liabilities</b>	<b>(\$216.6)</b>	<b>(\$190.8)</b>	<b>\$25.9</b>
<b>Other Non-Cash Liabilities</b>	108.3	124.6	(16.3)
<b>Net Surplus/(Deficit) After Non-Cash Liabilities</b>	<b>(\$325.0)</b>	<b>(\$315.4)</b>	<b>\$9.6</b>
<b>Cash Adjustments</b>	70.9	141.9	71.0
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$254.1)</b>	<b>(\$173.5)</b>	<b>\$80.6</b>



# Long Island Rail Road

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## *Financial Report Highlights*

### **NON-REIMBURSABLE SUMMARY**

March YTD operating results were favorable by \$9.6 or 3.0% lower than the Adopted Budget.

Non-Reimbursable revenues through March were \$(3.3) unfavorable to the Adopted Budget. Other Operating Revenues were unfavorable due to timing of advertising revenue. Farebox Revenue was unfavorable as a result of lower ridership. Total Non-Reimbursable expenses through March were \$12.9 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials, partially offset by higher FELA Indemnity reserves and overtime.

YTD capital and other reimbursable expenditures (and reimbursements) were \$22.0 higher than the Adopted Budget due to timing of capital and other reimbursements.

### **REVENUE/RIDERSHIP**

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$287.0 were \$18.7 or 7.0% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$(2.2) unfavorable to budget due to lower ridership and yield per passenger. Ridership through March was 20.8 million. This was 2.0% lower than 2017 (adjusted for same number of calendar work days) and 0.7% lower than the Adopted Budget.
- **Y-T-D Other Operating Revenues** were \$(1.1) unfavorable to budget due to timing of advertising, partially offset by the timing of freight revenue and higher special services revenue.
- **Y-T-D Capital and Other Reimbursements** were \$22.0 favorable due to timing of capital activity and interagency reimbursements.

### **EXPENSES**

Year-to-date March **Total Expenses** (including depreciation and other) of \$602.4 were unfavorable to the Adopted Budget by \$(9.1) or 1.5%.

**Labor Expenses**, \$(4.1) unfavorable Y-T-D.

- **Payroll**, \$8.9 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(11.0) unfavorable Y-T-D (primarily higher capital project activity, vacancy/absentee coverage and weather-related overtime).
- **Health & Welfare**, \$2.1 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$3.2 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(7.3) unfavorable Y-T-D (higher FELA Indemnity reserves and Railroad Retirement Taxes).

**Non-Labor Expenses**, \$11.2 favorable Y-T-D.

- **Electric Power**, \$1.3 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$(0.8) unfavorable Y-T-D (higher rates, partially offset by lower consumption).
- **Insurance**, \$0.6 favorable Y-T-D (lower Force Account and liability Insurance, partially offset by higher property insurance).



# Long Island Rail Road

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## *Financial Report Highlights*

- **Claims**, \$(0.6) unfavorable Y-T-D (increase in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$(2.3) unfavorable Y-T-D (Primarily higher capital project activity and timing of accruals adjustments).
- **Professional Services**, \$1.9 favorable Y-T-D (Primarily timing of activities/payments for M7 propulsion consultant, MTA chargebacks and other professional services, partially offset by higher capital project activity).
- **Materials and Supplies**, \$10.3 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**, \$0.8 favorable Y-T-D (higher restitution of property damage and lower bad debt reserves).

**Depreciation and Other**, \$(16.3) unfavorable Y-T-D (higher Depreciation and Other Post-Employment Benefits based on latest actuarial estimates).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through March of \$173.5 was \$80.6 favorable to the Adopted Budget due to higher receipts and lower expenditures.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 46.1%, 3.0 percentage points above the Adopted Budget resulting from lower expenses.
- Through March, the Adjusted Farebox Operating Ratio was 52.0%, which is above the Adopted Budget due to lower expenses.
- Through March, the Adjusted Cost per Passenger was \$16.59, which is lower than the Adopted Budget due to lower expenses.
- Through March, the Revenue per Passenger was \$8.23, which was above the Adopted Budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**MARCH 2018**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$61.066	\$58.723	(\$2.343)	(3.8)	\$0.000	\$0.000	\$0.000	-	\$61.066	\$58.723	(\$2.343)	(3.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.879	3.915	0.036	0.9	0.000	0.000	0.000	-	3.879	3.915	0.036	0.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	30.611	36.377	5.766	18.8	30.611	36.377	5.766	18.8
<b>Total Revenue</b>	<b>\$64.945</b>	<b>\$62.638</b>	<b>(\$2.306)</b>	<b>(3.6)</b>	<b>\$30.611</b>	<b>\$36.377</b>	<b>\$5.766</b>	<b>18.8</b>	<b>\$95.556</b>	<b>\$99.016</b>	<b>\$3.459</b>	<b>3.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$46.856	\$44.305	\$2.551	5.4	\$10.960	\$10.325	\$0.635	5.8	\$57.816	\$54.630	\$3.187	5.5
Overtime	9.696	14.531	(4.835)	(49.9)	3.373	5.340	(1.968)	(58.3)	13.069	19.871	(6.802)	(52.0)
Health and Welfare	10.080	9.254	0.826	8.2	2.386	2.643	(0.256)	(10.7)	12.467	11.897	0.569	4.6
OPEB Current Payment	6.342	5.528	0.814	12.8	0.000	0.000	0.000	-	6.342	5.528	0.814	12.8
Pensions	10.910	10.899	0.011	0.1	3.877	3.888	(0.011)	(0.3)	14.787	14.787	0.000	0.0
Other Fringe Benefits	12.703	12.595	0.107	0.8	2.440	2.844	(0.403)	(16.5)	15.143	15.439	(0.296)	(2.0)
Reimbursable Overhead	(2.395)	(4.143)	1.747	72.9	2.395	4.143	(1.747)	(72.9)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$94.192</b>	<b>\$92.970</b>	<b>\$1.222</b>	<b>1.3</b>	<b>\$25.433</b>	<b>\$29.182</b>	<b>(\$3.750)</b>	<b>(14.7)</b>	<b>\$119.624</b>	<b>\$122.152</b>	<b>(\$2.528)</b>	<b>(2.1)</b>
<i>Non-Labor:</i>												
Electric Power	\$7.749	\$7.872	(\$0.123)	(1.6)	\$0.000	\$0.054	(\$0.054)	-	\$7.749	\$7.926	(\$0.177)	(2.3)
Fuel	1.418	1.786	(0.368)	(26.0)	0.000	0.000	0.000	-	1.418	1.786	(0.368)	(26.0)
Insurance	1.776	1.706	0.070	3.9	0.827	0.635	0.192	23.2	2.603	2.341	0.262	10.1
Claims	0.364	0.414	(0.050)	(13.7)	0.000	0.000	0.000	-	0.364	0.414	(0.050)	(13.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.018	3.663	2.356	39.1	1.259	2.317	(1.057)	(84.0)	7.278	5.979	1.298	17.8
Professional Service Contracts	2.883	(0.276)	3.158	*	0.059	(0.830)	0.889	*	2.942	(1.106)	4.047	*
Materials & Supplies	15.681	8.829	6.852	43.7	3.000	5.014	(2.014)	(67.1)	18.682	13.843	4.838	25.9
Other Business Expenses	1.582	1.435	0.146	9.3	0.033	0.004	0.029	88.9	1.615	1.439	0.176	10.9
<b>Total Non-Labor Expenses</b>	<b>\$37.470</b>	<b>\$25.428</b>	<b>\$12.041</b>	<b>32.1</b>	<b>\$5.179</b>	<b>\$7.195</b>	<b>(\$2.016)</b>	<b>(38.9)</b>	<b>\$42.649</b>	<b>\$32.623</b>	<b>\$10.026</b>	<b>23.5</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$131.662</b>	<b>\$118.398</b>	<b>\$13.264</b>	<b>10.1</b>	<b>\$30.611</b>	<b>\$36.377</b>	<b>(\$5.766)</b>	<b>(18.8)</b>	<b>\$162.273</b>	<b>\$154.775</b>	<b>\$7.498</b>	<b>4.6</b>
Depreciation	\$28.407	\$33.874	(\$5.467)	(19.2)	\$0.000	\$0.000	\$0.000	-	\$28.407	\$33.874	(\$5.467)	(19.2)
Other Post Employment Benefits	7.539	20.386	(12.846)	*	0.000	0.000	0.000	-	7.539	20.386	(12.846)	*
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	0.257	(0.090)	(54.0)	0.000	0.000	0.000	-	0.167	0.257	(0.090)	(54.0)
<b>Total Expenses</b>	<b>\$167.774</b>	<b>\$172.914</b>	<b>(\$5.140)</b>	<b>(3.1)</b>	<b>\$30.611</b>	<b>\$36.377</b>	<b>(\$5.766)</b>	<b>(18.8)</b>	<b>\$198.386</b>	<b>\$209.291</b>	<b>(\$10.906)</b>	<b>(5.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$102.829)</b>	<b>(\$110.276)</b>	<b>(\$7.446)</b>	<b>(7.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$102.829)</b>	<b>(\$110.276)</b>	<b>(\$7.446)</b>	<b>(7.2)</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.407	\$33.874	\$5.467	19.2	\$0.000	\$0.000	\$0.000	-	28.407	\$33.874	\$5.467	19.2
Operating/Capital	(0.433)	(0.292)	0.141	32.6	0.000	0.000	0.000	-	(0.433)	(0.292)	0.141	32.6
Other Cash Adjustments	(16.534)	25.570	42.104	*	0.000	0.000	0.000	-	(16.534)	25.570	42.104	*
<b>Total Cash Conversion Adjustments</b>	<b>\$11.439</b>	<b>\$59.152</b>	<b>\$47.712</b>	<b>*</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$11.439</b>	<b>\$59.152</b>	<b>\$47.712</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$91.390)</b>	<b>(\$51.124)</b>	<b>\$40.266</b>	<b>44.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$91.390)</b>	<b>(\$51.124)</b>	<b>\$40.266</b>	<b>44.1</b>

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**  
**MARCH Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$172.651	\$170.461	(\$2.191)	(1.3)	\$0.000	\$0.000	\$0.000	-	\$172.651	\$170.461	(\$2.191)	(1.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	9.950	8.852	(1.098)	(11.0)	0.000	0.000	0.000	-	9.950	8.852	(1.098)	(11.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	85.771	107.736	21.965	25.6	85.771	107.736	21.965	25.6
<b>Total Revenue</b>	<b>\$182.601</b>	<b>\$179.312</b>	<b>(\$3.289)</b>	<b>(1.8)</b>	<b>\$85.771</b>	<b>\$107.736</b>	<b>\$21.965</b>	<b>25.6</b>	<b>\$268.372</b>	<b>\$287.048</b>	<b>\$18.676</b>	<b>7.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$138.572	\$130.093	\$8.479	6.1	\$32.318	\$31.872	\$0.446	1.4	\$170.891	\$161.965	\$8.925	5.2
Overtime	33.933	39.164	(5.231)	(15.4)	8.196	13.943	(5.747)	(70.1)	42.129	53.107	(10.977)	(26.1)
Health and Welfare	30.423	27.212	3.211	10.6	6.838	7.987	(1.149)	(16.8)	37.261	35.199	2.062	5.5
OPEB Current Payment	19.027	15.799	3.228	17.0	0.000	0.000	0.000	-	19.027	15.799	3.228	17.0
Pensions	33.251	32.699	0.552	1.7	11.110	11.662	(0.552)	(5.0)	44.361	44.361	0.000	0.0
Other Fringe Benefits	39.544	45.304	(5.760)	(14.6)	6.993	8.525	(1.532)	(21.9)	46.537	53.829	(7.292)	(15.7)
Reimbursable Overhead	(6.596)	(12.251)	5.655	85.7	6.596	12.251	(5.655)	(85.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$288.154</b>	<b>\$278.019</b>	<b>\$10.134</b>	<b>3.5</b>	<b>\$72.052</b>	<b>\$86.241</b>	<b>(\$14.189)</b>	<b>(19.7)</b>	<b>\$360.205</b>	<b>\$364.260</b>	<b>(\$4.054)</b>	<b>(1.1)</b>
<i>Non-Labor:</i>												
Electric Power	\$23.073	\$21.522	\$1.551	6.7	\$0.000	\$0.241	(\$0.241)	-	\$23.073	\$21.763	\$1.310	5.7
Fuel	4.406	5.183	(0.776)	(17.6)	0.000	0.000	0.000	-	4.406	5.183	(0.776)	(17.6)
Insurance	5.298	5.109	0.189	3.6	2.233	1.856	0.377	16.9	7.531	6.966	0.566	7.5
Claims	1.093	1.653	(0.560)	(51.3)	0.000	0.000	0.000	-	1.093	1.653	(0.560)	(51.3)
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	19.324	19.419	(0.095)	(0.5)	3.629	5.799	(2.170)	(59.8)	22.952	25.218	(2.266)	(9.9)
Professional Service Contracts	8.312	6.394	1.918	23.1	0.152	0.215	(0.063)	(41.8)	8.464	6.609	1.855	21.9
Materials & Supplies	45.054	29.018	16.036	35.6	7.611	13.344	(5.734)	(75.3)	52.665	42.362	10.303	19.6
Other Business Expenses	4.518	3.762	0.756	16.7	0.095	0.039	0.056	58.6	4.612	3.801	0.812	17.6
<b>Total Non-Labor Expenses</b>	<b>\$111.077</b>	<b>\$92.059</b>	<b>\$19.018</b>	<b>17.1</b>	<b>\$13.720</b>	<b>\$21.495</b>	<b>(\$7.776)</b>	<b>(56.7)</b>	<b>\$124.797</b>	<b>\$113.554</b>	<b>\$11.243</b>	<b>9.0</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$399.231</b>	<b>\$370.078</b>	<b>\$29.153</b>	<b>7.3</b>	<b>\$85.771</b>	<b>\$107.736</b>	<b>(\$21.965)</b>	<b>(25.6)</b>	<b>\$485.002</b>	<b>\$477.814</b>	<b>\$7.188</b>	<b>1.5</b>
Depreciation	\$85.220	\$89.257	(4.037)	(4.7)	\$0.000	\$0.000	\$0.000	-	\$85.220	\$89.257	(\$4.037)	(4.7)
Other Post Employment Benefits	22.617	34.756	(12.138)	(53.7)	0.000	0.000	0.000	-	22.617	34.756	(12.138)	(53.7)
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	0.500	0.590	(0.090)	(18.0)	0.000	0.000	0.000	-	0.500	0.590	(0.090)	(18.0)
<b>Total Expenses</b>	<b>\$507.568</b>	<b>\$494.681</b>	<b>\$12.888</b>	<b>2.5</b>	<b>\$85.771</b>	<b>\$107.736</b>	<b>(\$21.965)</b>	<b>(25.6)</b>	<b>\$593.340</b>	<b>\$602.417</b>	<b>(\$9.077)</b>	<b>(1.5)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$324.967)</b>	<b>(\$315.368)</b>	<b>\$9.599</b>	<b>3.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$324.967)</b>	<b>(\$315.368)</b>	<b>\$9.599</b>	<b>3.0</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$85.220	\$89.257	\$4.037	4.7	\$0.000	\$0.000	\$0.000	-	85.220	\$89.257	\$4.037	4.7
Operating/Capital	(1.300)	(1.214)	0.086	6.6	0.000	0.000	0.000	-	(1.300)	(1.214)	0.086	6.6
Other Cash Adjustments	(13.051)	53.857	66.908	*	0.000	0.000	0.000	-	(13.051)	53.857	66.908	*
<b>Total Cash Conversion Adjustments</b>	<b>\$70.869</b>	<b>\$141.900</b>	<b>\$71.031</b>	<b>*</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$70.869</b>	<b>\$141.900</b>	<b>\$71.031</b>	<b>*</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$254.098)</b>	<b>(\$173.468)</b>	<b>\$80.630</b>	<b>31.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$254.098)</b>	<b>(\$173.468)</b>	<b>\$80.630</b>	<b>31.7</b>

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

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

March 2018				Year-to-Date March 2018			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	(2.343)	(3.8)	Lower ridership \$(1.486) and lower yield per passenger \$(0.857).	(2.191)	(1.3)	Lower ridership \$(1.236) and lower yield per passenger \$(0.955).
Other Operating Revenue	Non Reimb.	0.036	0.9	Primarily due to timing of freight revenue and higher special services revenue, partially offset by lower advertising and rental revenue.	(1.098)	(11.0)	Primarily due to lower advertising revenue, partially offset by timing of freight revenue and higher special services and rental revenue, partially offset by lower station privileges revenue.
Capital & Other Reimbursements	Reimb.	5.766	18.8	Timing of capital project activity and interagency reimbursements.	21.965	25.6	Timing of capital project activity and interagency reimbursements.
<b>Expenses</b>							
Payroll	Non Reimb.	2.551	5.4	Primarily vacant positions.	8.479	6.1	Primarily vacant positions.
	Reimb.	0.635	5.8	Primarily due to timing of project activity.	0.446	1.4	Primarily due to timing of project activity.
Overtime	Non Reimb.	(4.835)	(49.9)	Primarily higher weather-related overtime and vacancy/absentee coverage, partially offset by lower maintenance overtime.	(5.231)	(15.4)	Primarily due to higher vacancy/absentee coverage and weather-related overtime, partially offset by lower maintenance overtime.
	Reimb.	(1.968)	(58.3)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Hicksville & Wantagh Station Improvements and Annual Track program.	(5.747)	(70.1)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Hicksville & Wantagh Station Improvements and Annual Track program.
Health and Welfare	Non Reimb.	0.826	8.2	Vacant positions.	3.211	10.6	Vacant positions.
	Reimb.	(0.256)	(10.7)	Primarily due to timing of project activity.	(1.149)	(16.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.814	12.8	Fewer retirees/beneficiaries.	3.228	17.0	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.011	0.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.552	1.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.011)	(0.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.552)	(5.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	March 2018		Reason for Variance	Year-to-Date March 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.107	0.8	Lower FELA Indemnity reserves, partially offset by higher Railroad Retirement Taxes.	(5.760)	(14.6)	Higher FELA indemnity reserves and Railroad Retirement Taxes.
	Reimb.	(0.403)	(16.5)	Primarily due to timing of project activity.	(1.532)	(21.9)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.747	72.9	Primarily due to timing of project activity.	5.655	85.7	Primarily due to timing of project activity.
	Reimb.	(1.747)	(72.9)	Primarily due to timing of project activity.	(5.655)	(85.7)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.123)	(1.6)	Higher rates, partially offset by lower consumption.	1.551	6.7	Primarily lower consumption and lower rates.
	Reimb.	(0.054)	-		(0.241)	-	
Fuel	Non Reimb.	(0.368)	(26.0)	Higher rates, partially offset by lower consumption.	(0.776)	(17.6)	Higher rates, partially offset by lower consumption.
Insurance	Non Reimb.	0.070	3.9	Lower liability insurance, partially offset by higher property insurance.	0.189	3.6	Lower liability insurance, partially offset by higher property insurance.
	Reimb.	0.192	23.2	Force Account Insurance associated with project activity.	0.377	16.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.050)	(13.7)	Increase in non-employee reserves.	(0.560)	(51.3)	Increase in non-employee reserves and medical payments.
Maintenance & Other Operating Contracts	Non Reimb.	2.356	39.1	Timing of vegetation management, security services, parking garage maintenance, HVAC maintenance, equipment/vehicle rentals, joint facilities and various other maintenance and other operating contracts, partially offset by timing of uniform purchases.	(0.095)	(0.5)	Primarily timing.
	Reimb.	(1.057)	(84.0)	Primarily due to timing of project activity.	(2.170)	(59.8)	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)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	March 2018		Reason for Variance	Year-to-Date March 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	3.158	*	Primarily timing of payments/activities for MTA Chargebacks, M7 Propulsion consultant, legal fees and other professional service contracts.	1.918	23.1	Primarily timing of payments/activities for MTA Chargebacks, M7 Propulsion consultant and other professional service contracts.
	Reimb.	0.889	*	Primarily due to timing of project activity.	(0.063)	(41.8)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	6.852	43.7	Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet and lower miscellaneous inventory adjustments.	16.036	35.6	Primarily timing of fleet modification initiatives, cameras, M7 observer seat, 15 year diesel propulsion and other initiatives under the Reliability Centered Maintenance (RCM) program and lower miscellaneous inventory adjustments.
	Reimb.	(2.014)	(67.1)	Primarily due to timing of project activity.	(5.734)	(75.3)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.146	9.3	Primarily due to lower debit/credit card fees, tuition reimbursements for employees and timing of invoices for printing timetables.	0.756	16.7	Primarily higher restitution of property damages and lower bad debt reserves, partially offset by timing of invoices for printing timetables.
	Reimb.	0.029	88.9	Primarily due to timing of project activity.	0.056	58.6	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(5.467)	(19.2)	Based on certain capital assets being fully depreciated.	(4.037)	(4.7)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(12.846)	*	Latest actuarial estimates.	(12.138)	(53.7)	Latest actuarial estimates.
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	(0.090)	(54.0)		(0.090)	(18.0)	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
March 2018								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
			Favorable (Unfavorable)				Favorable (Unfavorable)	
<b>Receipts</b>								
Farebox Revenue	\$62.566	\$59.640	(\$2.926)	(4.7)	\$177.151	\$176.335	(\$0.816)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.817	1.836	(0.981)	(34.8)	6.769	12.346	5.577	82.4
Capital & Other Reimbursements	20.649	62.983	42.334	*	64.276	118.686	54.410	84.7
<b>Total Receipts</b>	<b>\$86.032</b>	<b>\$124.459</b>	<b>\$38.427</b>	<b>44.7</b>	<b>\$248.196</b>	<b>\$307.367</b>	<b>\$59.171</b>	<b>23.8</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$64.077	\$59.247	\$4.830	7.5	\$168.333	\$160.538	\$7.795	4.6
Overtime	15.974	22.045	(6.071)	(38.0)	43.997	50.996	(6.999)	(15.9)
Health and Welfare	12.467	10.851	1.616	13.0	37.261	33.767	3.494	9.4
OPEB Current Payment	6.342	5.544	0.798	12.6	19.026	15.729	3.297	17.3
Pensions	14.787	14.073	0.714	4.8	44.361	42.994	1.367	3.1
Other Fringe Benefits	17.714	19.513	(1.799)	(10.2)	47.597	48.275	(0.678)	(1.4)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$131.361</b>	<b>\$131.274</b>	<b>\$0.087</b>	<b>0.1</b>	<b>\$360.575</b>	<b>\$352.299</b>	<b>\$8.276</b>	<b>2.3</b>
<i>Non-Labor:</i>								
Electric Power	\$7.748	\$4.540	\$3.208	41.4	\$23.072	\$19.361	\$3.711	16.1
Fuel	1.418	2.761	(1.343)	(94.7)	4.407	5.961	(1.554)	(35.3)
Insurance	0.000	0.262	(0.262)	-	9.816	5.347	4.469	45.5
Claims	0.146	0.438	(0.292)	*	0.438	0.808	(0.370)	(84.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.278	6.562	0.716	9.8	22.954	20.404	2.550	11.1
Professional Service Contracts	1.864	3.306	(1.442)	(77.3)	7.253	9.960	(2.707)	(37.3)
Materials & Supplies	24.283	23.483	0.800	3.3	64.006	56.841	7.165	11.2
Other Business Expenses	1.824	1.890	(0.066)	(3.6)	5.273	4.968	0.305	5.8
<b>Total Non-Labor Expenditures</b>	<b>\$44.561</b>	<b>\$43.242</b>	<b>\$1.319</b>	<b>3.0</b>	<b>\$137.219</b>	<b>\$123.650</b>	<b>\$13.569</b>	<b>9.9</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.500	\$1.246	\$0.254	16.9	\$4.500	\$4.072	\$0.428	9.5
<b>Total Other Expenditure Adjustments</b>	<b>\$1.500</b>	<b>\$1.246</b>	<b>\$0.254</b>	<b>16.9</b>	<b>\$4.500</b>	<b>\$4.072</b>	<b>\$0.428</b>	<b>9.5</b>
<b>Total Expenditures</b>	<b>\$177.422</b>	<b>\$175.763</b>	<b>\$1.659</b>	<b>0.9</b>	<b>\$502.294</b>	<b>\$480.021</b>	<b>\$22.273</b>	<b>4.4</b>
Cash Timing and Availability Adjustment	0.000	0.180	0.180	-	0.000	(0.814)	(0.814)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$91.390)</b>	<b>(\$51.124)</b>	<b>\$40.266</b>	<b>44.1</b>	<b>(\$254.098)</b>	<b>(\$173.468)</b>	<b>\$80.630</b>	<b>31.7</b>
<b>Subsidies</b>								
MTA	91.390	53.073	(38.317)	(41.9)	254.098	175.417	(78.681)	(31.0)

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

**Table 5**

Generic Revenue or Expense Category	March 2018			Year-to-Date as of March 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(2.926)	(4.7)	Lower ridership \$(1.486), lower yields \$(0.857), lower advance sales impact \$(0.401) and lower MetroCard/AirTrain sales \$(0.182).	(0.816)	(0.5)	Lower ridership \$(1.236), lower yields \$(0.955) and lower MetroCard/AirTrain sales \$(0.616), partially offset by higher advance sales impact \$1.991.
Other Operating Revenue	(0.981)	(34.8)	Primarily due to the timing of rental and freight receipts, partially offset by unbudgeted special services receipts.	5.577	82.4	Primarily due to the timing of rental receipts and unbudgeted special services receipts, partially offset by the timing of freight receipts.
Capital and Other Reimbursements	42.334	*	Timing of activity and reimbursement for capital and other reimbursements.	54.410	84.7	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	4.830	7.5	Primarily due to vacant positions and the timing of intercompany reimbursements.	7.795	4.6	Primarily due to vacant positions and the timing of intercompany reimbursements, partially offset by the timing of prior year Retroactive Wage Adjustment payments.
Overtime	(6.071)	(38.0)	Primarily due to higher weather-related emergencies, project overtime and vacancy/absentee coverage, partially offset by lower programmatic/routine maintenance.	(6.999)	(15.9)	Primarily due to higher project overtime, vacancy/absentee coverage and weather-related emergencies, partially offset by lower programmatic/routine maintenance.
Health and Welfare	1.616	13.0	Primarily due to vacant positions and intercompany reimbursements.	3.494	9.4	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.798	12.6	Primarily due to fewer retirees/beneficiaries.	3.297	17.3	Primarily due to fewer retirees/beneficiaries.
Pensions	0.714	4.8	Due to intercompany reimbursements.	1.367	3.1	Due to intercompany reimbursements.

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

**Table 5**

Generic Revenue or Expense Category	March 2018			Year-to-Date as of March 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(1.799)	(10.2)	Primarily due to higher FELA, meal and Railroad Retirement Tax payments, partially offset by the timing of intercompany reimbursements.	(0.678)	(1.4)	Primarily due to higher FELA and meal payments, partially offset by lower Railroad Retirement Tax payments and the timing of intercompany reimbursements.
Non-Labor:						
Electric Power	3.208	41.4	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.	3.711	16.1	Primarily due to the timing of payments, lower consumption and lower rates.
Fuel	(1.343)	(94.7)	Primarily due to the timing of payments and higher rates, partially offset by lower consumption.	(1.554)	(35.3)	Primarily due to the timing of payments and higher rates, partially offset by lower consumption.
Insurance	(0.262)	-	Timing of insurance premium payments.	4.469	45.5	Timing of insurance premium payments and lower station liability and force account insurance installment payments.
Claims	(0.292)	*	Higher claim payments.	(0.370)	(84.5)	Timing of payment for claims.
Maintenance and Other Operating Contracts	0.716	9.8	Timing of payments.	2.550	11.1	Timing of payments.
Professional Service Contracts	(1.442)	(77.3)	Primarily the timing of payments.	(2.707)	(37.3)	Primarily the timing of payments.
Materials and Supplies	0.800	3.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.	7.165	11.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.066)	(3.6)	Primarily higher credit/debit card fees payments.	0.305	5.8	Primarily the timing of payments, partially offset by higher credit/debit card fees payments.
Other Expenditure Adjustments	0.254	16.9	Lower MetroCard/AirTrain pass through payments.	0.428	9.5	Lower MetroCard/AirTrain pass through payments.

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**March 2018**  
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.500	\$0.916	(\$0.583)	(38.9)	\$4.500	\$5.874	\$1.374	30.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.062)	(2.079)	(1.018)	(95.8)	(3.181)	3.494	6.675	*
Capital & Other Reimbursements	(9.962)	26.606	36.569	*	(21.495)	10.950	32.446	*
<b>Total Receipts</b>	<b>(\$9.524)</b>	<b>\$25.443</b>	<b>\$34.967</b>	<b>*</b>	<b>(\$20.176)</b>	<b>\$20.319</b>	<b>\$40.495</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$6.261)	(\$4.617)	\$1.643	26.2	\$2.558	\$1.427	(\$1.130)	(44.2)
Overtime	(2.905)	(2.174)	0.731	25.2	(1.868)	2.111	3.978	*
Health and Welfare	(0.000)	1.046	1.046	*	(0.000)	1.433	1.433	*
OPEB Current Payment	0.000	(0.016)	(0.016)	*	0.001	0.070	0.069	*
Pensions	0.000	0.714	0.714	*	0.000	1.367	1.367	*
Other Fringe Benefits	(2.571)	(4.075)	(1.504)	(58.5)	(1.060)	5.554	6.614	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$11.737)</b>	<b>(\$9.122)</b>	<b>\$2.615</b>	<b>22.3</b>	<b>(\$0.370)</b>	<b>\$11.961</b>	<b>\$12.330</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.001	\$3.386	\$3.385	*	\$0.001	\$2.401	\$2.400	*
Fuel	0.000	(0.975)	(0.975)	*	(0.001)	(0.779)	(0.778)	*
Insurance	2.603	2.079	(0.524)	(20.1)	(2.285)	1.619	3.904	*
Claims	0.218	(0.024)	(0.242)	*	0.655	0.845	0.190	29.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	(0.583)	(0.582)	*	(0.002)	4.815	4.816	*
Professional Service Contracts	1.078	(4.411)	(5.489)	*	1.211	(3.351)	(4.562)	*
Materials & Supplies	(5.601)	(9.640)	(4.039)	(72.1)	(11.341)	(14.479)	(3.138)	(27.7)
Other Business Expenses	(0.209)	(0.451)	(0.242)	*	(0.661)	(1.167)	(0.507)	(76.7)
<b>Total Non-Labor Expenditures</b>	<b>(\$1.912)</b>	<b>(\$10.619)</b>	<b>(\$8.707)</b>	<b>*</b>	<b>(\$12.422)</b>	<b>(\$10.096)</b>	<b>\$2.326</b>	<b>18.7</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.500)	(\$1.246)	\$0.254	16.9	(\$4.500)	(\$4.072)	\$0.428	9.5
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.500)</b>	<b>(\$1.246)</b>	<b>\$0.254</b>	<b>16.9</b>	<b>(\$4.500)</b>	<b>(\$4.072)</b>	<b>\$0.428</b>	<b>9.5</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$15.149)</b>	<b>(\$20.988)</b>	<b>(\$5.839)</b>	<b>(38.5)</b>	<b>(\$17.292)</b>	<b>(\$2.207)</b>	<b>\$15.085</b>	<b>87.2</b>
Depreciation Adjustment	\$28.407	\$33.874	\$5.467	19.2	\$85.220	\$89.257	\$4.037	4.7
Other Post Employment Benefits	7.539	20.386	12.846	*	22.617	34.756	12.138	53.7
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.257	0.090	54.0	0.500	0.590	0.090	18.0
<b>Total Expenditures</b>	<b>\$20.964</b>	<b>\$33.528</b>	<b>\$12.565</b>	<b>59.9</b>	<b>\$91.046</b>	<b>\$122.395</b>	<b>\$31.350</b>	<b>34.4</b>
Cash Timing and Availability Adjustment	0.000	0.180	0.180	-	0.000	(0.814)	(0.814)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$11.439</b>	<b>\$59.152</b>	<b>\$47.712</b>	<b>*</b>	<b>\$70.869</b>	<b>\$141.900</b>	<b>\$71.031</b>	<b>*</b>

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

	March 2018						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	15,407	\$1.026	19,026	\$1.241	(3,619)	(\$0.215)	105,151	\$6.647	109,636	\$6.930	(4,485)	(\$0.283)
					-23.5%	-21.0%					-4.3%	-4.3%
<u>Unscheduled Service</u>	8,404	\$0.559	7,011	\$0.461	1,392	\$0.099	24,438	\$1.619	21,994	\$1.437	2,444	\$0.182
					16.6%	17.6%					10.0%	11.2%
<u>Programmatic/Routine Maintenance</u>	77,241	\$4.571	54,915	\$3.218	22,326	\$1.353	189,799	\$11.173	168,876	\$9.921	20,924	\$1.253
					28.9%	29.6%					11.0%	11.2%
<u>Unscheduled Maintenance</u>	472	\$0.028	2,695	\$0.162	(2,223)	(\$0.133)	1,677	\$0.101	7,993	\$0.481	(6,316)	(\$0.380)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	41,928	\$2.495	62,802	\$3.739	(20,874)	(\$1.244)	110,611	\$6.578	172,232	\$10.257	(61,621)	(\$3.678)
					-49.8%	-49.9%					-55.7%	-55.9%
<u>Weather Emergencies</u>	16,394	\$0.891	84,434	\$5.395	(68,041)	(\$4.504)	132,429	\$7.437	153,201	\$9.574	(20,772)	(\$2.137)
					*	*					-15.7%	-28.7%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	2,301	\$0.126	2,172	\$0.316	129	(\$0.190)	6,903	\$0.378	6,534	\$0.565	369	(\$0.187)
					5.6%	*					5.3%	-49.6%
<b>NON-REIMBURSABLE OVERTIME</b>	162,145	\$9.696	233,056	\$14.531	(70,911)	(\$4.835)	571,009	\$33.933	640,467	\$39.164	(69,458)	(\$5.231)
					-43.7%	-49.9%					-12.2%	-15.4%
<b>REIMBURSABLE OVERTIME</b>	59,841	\$3.373	81,679	\$5.340	(21,838)	(\$1.968)	142,075	\$8.196	215,358	\$13.943	(73,283)	(\$5.747)
					-36.5%	-58.3%					-51.6%	-70.1%
<b>TOTAL OVERTIME</b>	<b>221,987</b>	<b>\$13.069</b>	<b>314,735</b>	<b>\$19.871</b>	<b>(92,749)</b>	<b>(\$6.802)</b>	<b>713,083</b>	<b>\$42.129</b>	<b>855,825</b>	<b>\$53.107</b>	<b>(142,742)</b>	<b>(\$10.977)</b>
					-41.8%	-52.0%					-20.0%	-26.1%

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

<sup>2</sup> Not Applicable

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

Totals may not add due to rounding.

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

\* Exceeds 100%

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

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	March 2018				March Year-to-Date			
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations		
	Hours	\$		Hours	\$			
<b>NON-REIMBURSABLE OVERTIME</b>								
<u>Scheduled Service</u>	(3,619)	(\$0.215)	Higher Crew Book tours and Winter Amtrak SOGR overtime within Transportation.	(4,485)	(\$0.283)	Increased Crew Books tours, Winter Amtrak SOGR and additional collectors to cover Holiday assignments within Transportation. Holiday overtime within Equipment, partially offset by lower Holiday overtime within Stations and Engineering departments.		
	-23.5%	-21.0%		-4.3%	-4.3%			
<u>Unscheduled Service</u>	1,392	\$0.099	Less operational support required to fulfill on time performance.	2,444	\$0.182	Less operational support required to fulfill on time performance.		
	16.6%	17.6%		10.0%	11.2%			
<u>Programmatic/Routine Maintenance</u>	22,326	\$1.353	Less than anticipated maintenance efforts within the Engineering department due to winter weather conditions along with delayed camera work within the Equipment department.	20,924	\$1.253	Lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation, partially offset by additional track night time emergency crew, lay rail-bolted joints maintenance, installation of hydraulic bumper block at terminal end-points and Winter Amtrak SOGR overtime within Engineering.		
	28.9%	29.6%		11.0%	11.2%			
<u>Unscheduled Maintenance</u>	(2,223)	(\$0.133)	Electrical and signal damage due to Recycling Plant fire adjacent to tracks.	(6,316)	(\$0.380)	Unfavorable due to electrical and signal damage as a result of Recycling Plant fire adjacent to tracks, highway crossing emergency track rehabilitation (Montauk, Westbury, School Street) and broken rail mitigation along the Main Line and Port Washington branches within the Engineering department.		
	*	*		*	*			
<u>Vacancy/Absentee Coverage</u>	(20,874)	(\$1.244)	Primarily driven by open jobs & lower availability within the Equipment Department	(61,621)	(\$3.678)	Open jobs & lower availability within the Equipment Department and lower availability in Engine and Train Service.		
	-49.8%	-49.9%		-55.7%	-55.9%			
<u>Weather Emergencies</u>	(68,041)	(\$4.504)	Adverse weather conditions due to three March Nor'easters.	(20,772)	(\$2.137)	Adverse weather conditions.		
	*	*		-15.7%	-28.7%			
<u>Safety/Security/Law Enforcement</u>								
<u>Other</u>	129	(\$0.190)	Unfavorable due to variance between actual and forecasted wage rates.	369	(\$0.187)			
	5.6%	*		5.3%	-49.6%			
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(70,911)</b>	<b>(\$4.835)</b>		<b>(69,458)</b>	<b>(\$5.231)</b>			
	-43.7%	-49.9%		-12.2%	-15.4%			
<b>REIMBURSABLE OVERTIME</b>	<b>(21,838)</b>	<b>(\$1.968)</b>	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Hicksville & Wantagh Station Improvements and Annual Track program.	<b>(73,283)</b>	<b>(\$5.747)</b>	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Hicksville & Wantagh Station Improvements and Annual Track program.		
	-36.5%	-58.3%		-51.6%	-70.1%			
<b>TOTAL OVERTIME</b>	<b>(92,749)</b>	<b>(\$6.802)</b>		<b>(142,742)</b>	<b>(\$10.977)</b>			
	-41.8%	-52.0%		-20.0%	-26.1%			

**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 <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

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

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	76	67	9
Human Resources	35	34	1
Sr VP Administration	2	2	0
Strategic Investments	18	16	2
President	4	3	1
VP & CFO	4	2	2
Information Technology	0	0	0
Controller	44	43	1
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	32	5
Training	68	66	2
Service Planning	26	25	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
<b>Total Administration</b>	<b>511</b>	<b>465</b>	<b>46</b>
<b>Operations</b>			
Transportation Services - Train Operations	2,233	2,277	(44)
Customer Services	303	295	8
<b>Total Operations</b>	<b>2,536</b>	<b>2,572</b>	<b>(36)</b>
<b>Maintenance</b>			
Engineering	2,051	2,056	(5)
Equipment	2,192	2,106	86
Procurement (Stores)	97	96	1
<b>Total Maintenance</b>	<b>4,340</b>	<b>4,258</b>	<b>82</b>
<b>Engineering/Capital</b>			
Department of Program Management	156	134	22
Special Projects/East Side Access	46	40	6
Positive Train Control	12	12	-
<b>Total Engineering/Capital</b>	<b>214</b>	<b>186</b>	<b>28</b>
<b>Baseline Total Positions</b>	<b>7,601</b>	<b>7,481</b>	<b>120</b>
<i>Non-Reimbursable</i>	<b>6,229</b>	<b>6,406</b>	<b>(177)</b>
<i>Reimbursable</i>	<b>1,372</b>	<b>1,075</b>	<b>297</b>
<b>Total Full-Time</b>	<b>7,601</b>	<b>7,481</b>	<b>120</b>
<b>Total Full-Time-Equivalents</b>			

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 MARCH 2018**

<b>Explanation of Variances</b>
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 177 positions primarily due to Engineering workforce working on maintenance activity instead of capital project activity, partially offset by vacant positions in Maintenance of Equipment.
<b>REIMBURSABLE POSITIONS</b> - Favorable 297 positions primarily due to the timing of project activity in Engineering, Department of Program Management and the Maintenance of Equipment departments, partially offset by unfavorable positions in Train Operations.

**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 MARCH 2018**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	259	237	22
Professional, Technical, Clerical	147	119	28
Operational Hourlies	106	109	(3)
<b>Total Administration</b>	<b>511</b>	<b>465</b>	<b>46</b>
<b>Operations</b>			
Managers/Supervisors	299	300	(1)
Professional, Technical, Clerical	96	88	8
Operational Hourlies	2,141	2,184	(43)
<b>Total Operations</b>	<b>2,536</b>	<b>2,572</b>	<b>(36)</b>
<b>Maintenance</b>			
Managers/Supervisors	813	723	90
Professional, Technical, Clerical	303	258	45
Operational Hourlies	3,224	3,277	(53)
<b>Total Maintenance</b>	<b>4,340</b>	<b>4,258</b>	<b>82</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	145	130	15
Professional, Technical, Clerical	69	56	13
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>214</b>	<b>186</b>	<b>28</b>
<b>Total Positions</b>			
Managers/Supervisors	1,516	1,390	126
Professional, Technical, Clerical	615	521	94
Operational Hourlies	5,471	5,570	(99)
<b>Total Positions</b>	<b>7,601</b>	<b>7,481</b>	<b>120</b>

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

	MARCH 2018								MARCH YEAR TO DATE 2018								
	Month			Variance					YTD			Variance					
	Adopted	Actual	Adjusted*	Adopted		Adjusted*			Adopted	Actual	Adjusted*	Adopted		Adjusted*			
	Budget	2018	2017	Budget		2017			Budget	2018	2017	Budget		2017			
			#	%	#	%					#	%	#	%			
<b>RIDERSHIP</b>																	
Monthly	4.427	4.378	4.478	(0.049)	-1.1%	(0.100)	-2.2%	12.267	12.160	12.438	(0.107)	-0.9%	(0.278)	-2.2%			
Weekly	0.153	0.140	0.124	(0.013)	-8.2%	0.016	13.2%	0.428	0.398	0.373	(0.030)	-6.9%	0.026	6.9%			
Total Commutation	<b>4.580</b>	<b>4.518</b>	<b>4.602</b>	<b>(0.061)</b>	<b>-1.3%</b>	<b>(0.083)</b>	<b>-1.8%</b>	<b>12.695</b>	<b>12.558</b>	<b>12.811</b>	<b>(0.137)</b>	<b>-1.1%</b>	<b>(0.253)</b>	<b>-2.0%</b>			
One-Way Full Fare	0.710	0.673	0.700	(0.037)	-5.2%	(0.026)	-3.8%	1.922	1.913	1.926	(0.009)	-0.5%	(0.013)	-0.7%			
One-Way Off-Peak	1.432	1.401	1.376	(0.032)	-2.2%	0.024	1.8%	3.955	3.925	4.004	(0.030)	-0.8%	(0.079)	-2.0%			
All Other	0.875	0.820	0.873	(0.055)	-6.3%	(0.053)	-6.1%	2.349	2.375	2.458	0.026	1.1%	(0.083)	-3.4%			
Total Non-Commutation	<b>3.017</b>	<b>2.894</b>	<b>2.949</b>	<b>(0.124)</b>	<b>-4.1%</b>	<b>(0.055)</b>	<b>-1.9%</b>	<b>8.226</b>	<b>8.213</b>	<b>8.388</b>	<b>(0.013)</b>	<b>-0.2%</b>	<b>(0.175)</b>	<b>-2.1%</b>			
Total	<b>7.597</b>	<b>7.412</b>	<b>7.551</b>	<b>(0.185)</b>	<b>-2.4%</b>	<b>(0.139)</b>	<b>-1.8%</b>	<b>20.921</b>	<b>20.771</b>	<b>21.199</b>	<b>(0.150)</b>	<b>-0.7%</b>	<b>(0.428)</b>	<b>-2.0%</b>			

\*Prior year adjusted to reflect current year calendar.

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

	<b>MONTH</b>			<b>VARIANCE</b>	
	<b>Actual 2018</b>	<b>Adopted Budget</b>	<b>Actual 2017</b>	<b>vs. Budget</b>	<b>vs. 2017</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	49.6%	46.2%	51.8%	3.4%	-2.2%
Adjusted <sup>(2)</sup>	57.2%	53.7%	62.6%	3.5%	-5.4%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$16.01	\$17.39	\$14.65	\$1.37	(\$1.36)
Adjusted <sup>(2)</sup>	\$14.78	\$15.91	\$13.30	\$1.14	(\$1.47)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.95	\$8.04	\$7.59	(\$0.09)	\$0.36
	<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
	<b>Actual 2018</b>	<b>Adopted Budget</b>	<b>Actual 2017</b>	<b>vs. Budget</b>	<b>vs. 2017</b>
Farebox Operating Ratio					
Standard <sup>(1)</sup>	46.1%	43.1%	47.5%	3.0%	-1.4%
Adjusted <sup>(2)</sup>	52.0%	49.8%	55.7%	2.2%	-3.7%
Cost Per Passenger					
Standard <sup>(1)</sup>	\$17.88	\$19.14	\$16.76	\$1.27	(\$1.11)
Adjusted <sup>(2)</sup>	\$16.59	\$17.53	\$15.27	\$0.94	(\$1.33)
Passenger Revenue/Passenger <sup>(3)</sup>	\$8.23	\$8.25	\$7.97	(\$0.02)	\$0.26

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**MARCH 2018**



# Long Island Rail Road

## Ridership Report Highlights

### March Ridership and Revenue (millions)

	March 2018	% Change vs. 2017
Total Rail Ridership	7.412	-1.8% ▼
Commutation Ridership	4.518	-1.8% ▼
Non-Commutation Ridership	2.894	-1.9% ▼
Rail Revenue	\$58.7	0.6% ▲

### Key Factors Impacting March Ridership

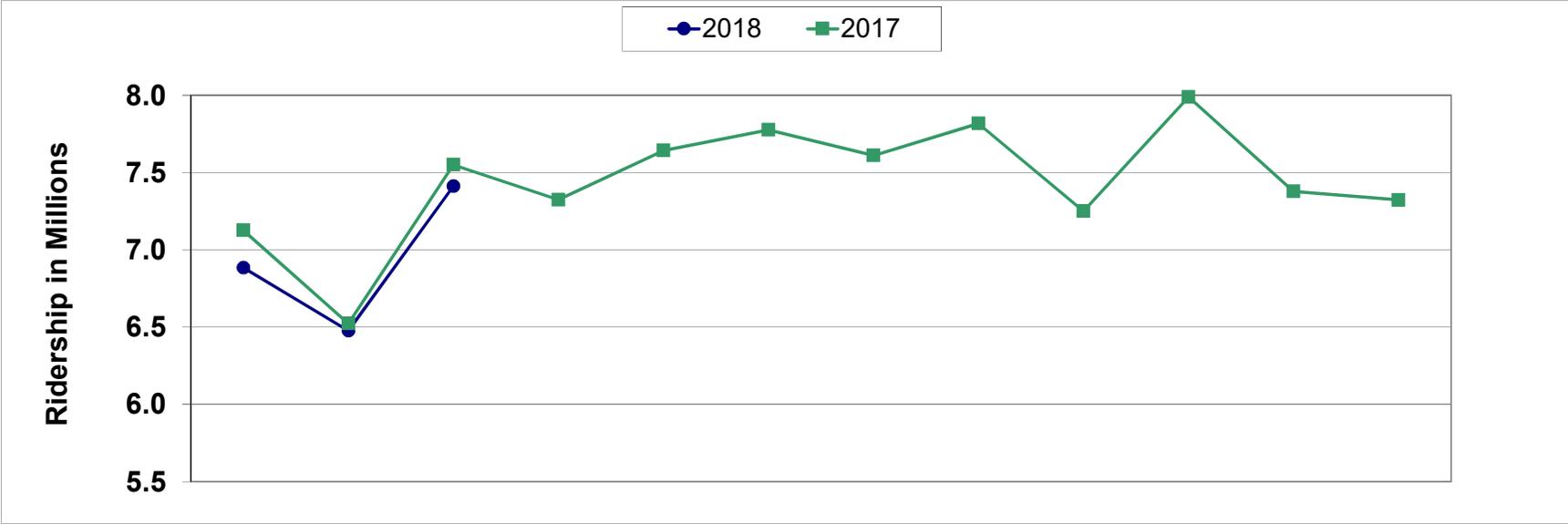
- The LIRR experienced four Nor'easter storms in March 2018, causing a high number of train delays/cancellations associated with high winds and snow, which impacted negatively both Commutation and Non-Commutation ridership.
- Good Friday and the beginning of Passover falling on the last two days of March affected ridership due to businesses being closed or people taking off.
- The St. Patrick's Day Parade provided 56,000 additional customers over normal ridership, despite colder than normal temperatures.

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

	March 2018	% Change vs. 2017	Comparison to Budget
Total Rail Ridership	20.771	-2.0% ▼	-0.7% ▼
Commutation Ridership	12.558	-2.0% ▼	-1.1% ▼
Non-Commutation Ridership	8.213	-2.1% ▼	-0.2% ▼
Rail Revenue	\$170.5	1.3% ▲	-1.3% ▼

# MARCH RIDERSHIP

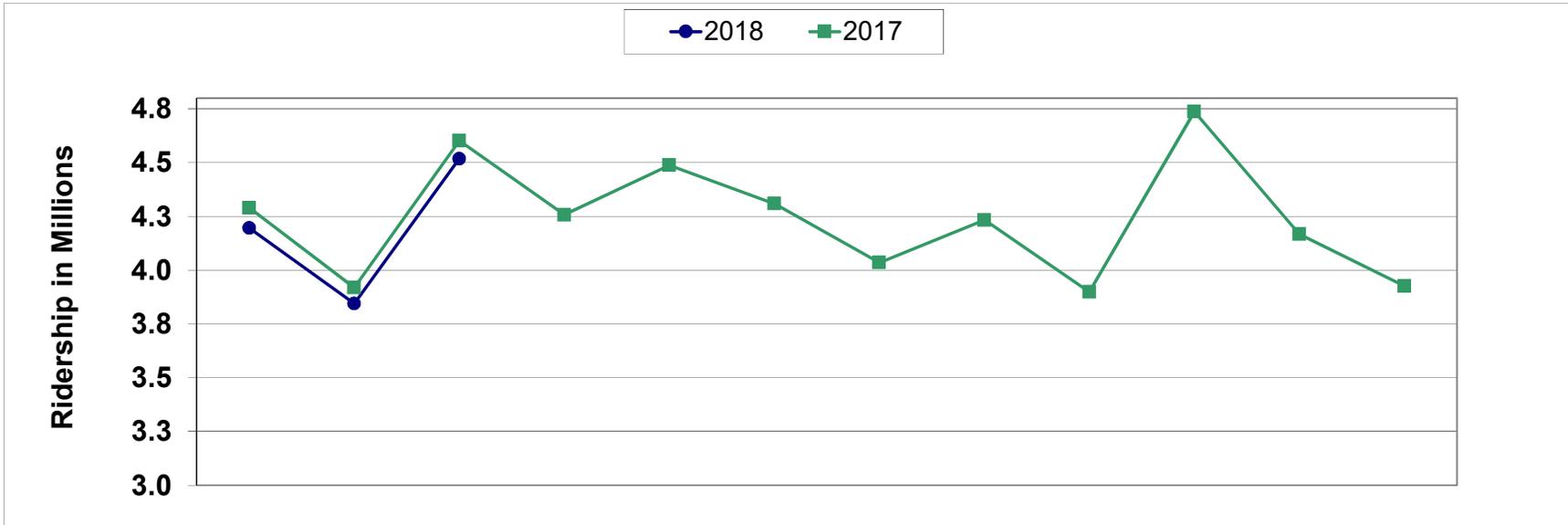
•March's Total Ridership was -1.8% below '17 and -2.4% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2018</b>	6.9	6.5	7.4										20.8
<b>2017</b>	7.1	6.5	7.6	7.3	7.6	7.8	7.6	7.8	7.2	8.0	7.4	7.3	21.2
<b>PCT CHG.</b>	-3.4%	-0.7%	-1.8%										-2.0%

# MARCH COMMUTATION RIDERSHIP

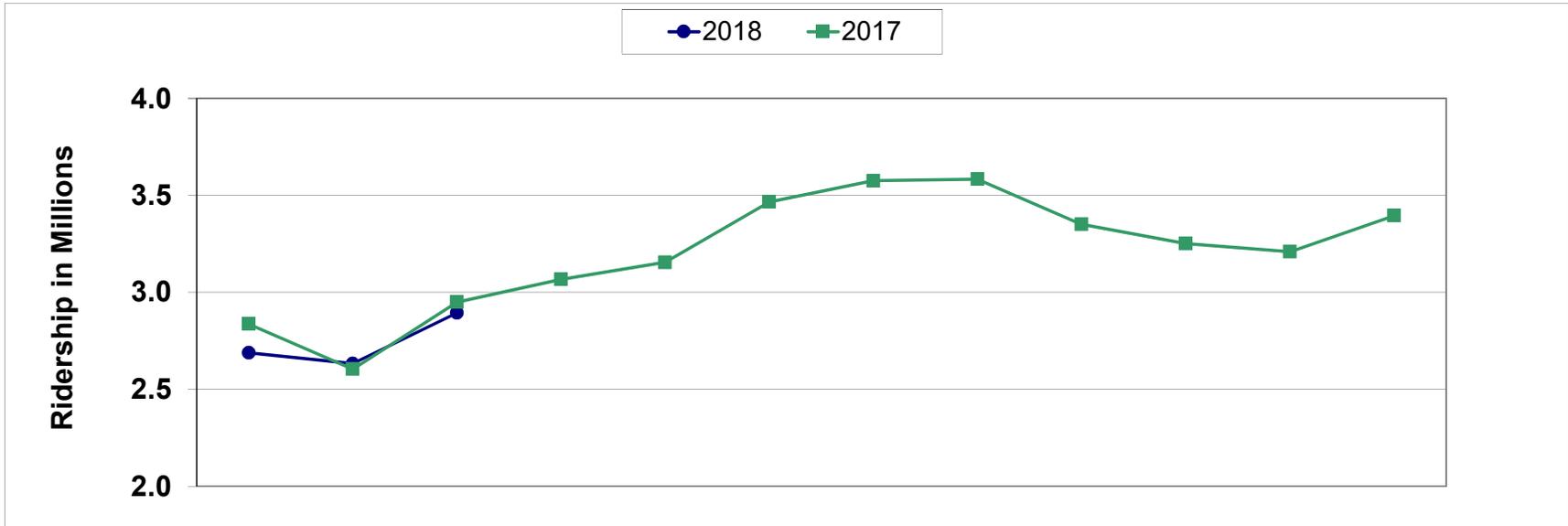
•March's Commutation Ridership was -1.8% below '17 and -1.3% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.2	3.8	4.5										12.6
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	12.8
PCT CHG.	-2.2%	-1.9%	-1.8%										-2.0%

# MARCH NON-COMMUTATION RIDERSHIP

•March's Non-Commutation Ridership was -1.9% below '17 and -4.1% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.6	2.9										8.2
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	8.4
PCT CHG.	-5.2%	1.1%	-1.9%										-2.1%



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

TICKET TYPE/SERVICE	MARCH 2018	MARCH 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,518,386	4,601,715	(83,330)	-1.8%
NON-COMMUTATION RIDERSHIP	2,893,615	2,948,832	(55,217)	-1.9%
<b>TOTAL RIDERSHIP</b>	<b>7,412,001</b>	<b>7,550,547</b>	<b>(138,547)</b>	<b>-1.8%</b>

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

TICKET TYPE/SERVICE	MARCH 2018	MARCH 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	12,558,395	12,811,218	(252,823)	-2.0%
NON-COMMUTATION RIDERSHIP	8,212,804	8,387,762	(174,958)	-2.1%
<b>TOTAL RIDERSHIP</b>	<b>20,771,199</b>	<b>21,198,980</b>	<b>(427,781)</b>	<b>-2.0%</b>

\* 2017 ridership numbers were adjusted using 2018 factors.

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

REVENUE	MARCH 2018	MARCH 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,882,858	\$31,272,395	\$610,463	2.0%
NON-COMMUTATION REVENUE	\$26,840,405	\$27,087,981	(\$247,575)	-0.9%
<b>TOTAL REVENUE</b>	<b>\$58,723,263</b>	<b>\$58,360,375</b>	<b>\$362,888</b>	<b>0.6%</b>

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

REVENUE	MARCH 2018	MARCH 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$94,018,723	\$92,334,745	\$1,683,977	1.8%
NON-COMMUTATION REVENUE	\$76,441,882	\$75,913,795	\$528,087	0.7%
<b>TOTAL REVENUE</b>	<b>\$170,460,605</b>	<b>\$168,248,540</b>	<b>\$2,212,064</b>	<b>1.3%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**



# Long Island Rail Road

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## Capital Program Report Highlights

### **L60502LF, L70205LQ: CENTRALIZED TRAIN CONTROL – THEATER FITOUT**

**Milestone: Contract Award \$8,548,000**

Project Budgets: L60502LF - \$17.90M; L70205LQ - \$10.00M

A Construction Contract for the architectural fit-out of the Centralized Train Control [CTC] facility in Jamaica was awarded to LoDuca Associates Inc for a total of \$8,548,000 [Base Contract Work \$6,144,000 and an Option for a Video Wall LED Display for \$2,404,000]. Fit-out and construction of the Jamaica Central Control [JCC] Theater and relocation of the LIRR's Movement Bureau, Signal Desk, Engineering Systems Operations, and Incident Command Center to the JCC Building are critical elements in the railroad's strategy to exercise centralized control of all aspects of train operations. The CTC facility in Jamaica will facilitate comprehensively informed traffic control decisions. CTC will streamline the current process of train operations that involves numerous radio, telephone, and internet communications with multiple remote towers, field crews, and response teams. Fit-out of the JCC Theater is planned for completion by Q4 2018. Systems Migration for full implementation of CTC will be incremental and will be funded in a future Capital Program.

### **L70204V9: STATION INITIATIVES PHASE II [6 STATIONS - Package 2]**

**Milestone: Contract Award \$13,400,000**

Project Budget: \$23.71M

A Design-Build Contract to provide design, engineering, and construction services for station improvements at six stations was awarded to Forte Construction Corp. for \$13,400,000. Project work includes interior and exterior renovations to Northport Station, and station amenities at Northport, Great Neck, Valley Stream, Baldwin, Bayside, and Ronkonkoma, including WiFi, charge ports, CCTV, and LED information screens. This project is part of the Station Initiatives strategy with the goal of enhancing the appearance, function, safety, and customer experience at each of these LIRR stations. Project completion is planned for Q4 2018.

### **SMALL BUSINESS MENTOR PROGRAM**

- The new project awarded this month is:
  - Stewart Manor – Port Jefferson Station Improvements awarded for \$769,299.

# 2018 LIRR Capital Program Goals

