



Metropolitan Transportation Authority

Long Island Committee Meeting

July 2018

Members

M. Pally, Chair

R. Glucksman

I. Greenberg

S. Metzger

C. Moerdler

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, 7/23/2018
9:30 - 10:30 AM ET**

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**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, June 18, 2018**

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

The following members were present:

Hon. Susan G. Metzger, Chair, Metro-North Committee
Hon. Mitchell H. Pally, Chair, Long Island Rail Road Committee
Hon. Norman Brown
Hon. Randy Glucksman
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. Scott Rechler
Hon. Andrew Saul
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke

The following member was not present:

Hon. Neal Zuckerman

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

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

Representing MTA Police: Chief Owen Monaghan

Metro-North Committee Chair Susan Metzger called the Joint Meeting of the Metro-North Committee and the Long Island Rail Road Committee (“LIC”) 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 June 18, 2018, should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

PUBLIC COMMENTS

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

Murray Bodin commented that the red box painted on the roadway at Roaring Brook Road grade crossing is illegal and blowing of train horns at Harlem 125th Street is not required. He requested the Joint Committee ask the President of Metro-North why they are buying married pair cars.

APPROVAL OF MINUTES AND 2018 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the May 21, 2018 Long Island Rail Road Committee Meeting. There were no reported changes to the 2018 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Eng reported that LIRR came off a 10-day non-stop period of playing a critical role in supporting a number of local and national events in New York City and on Long Island, in addition to daily operations. LIRR kicked off with the Subway Series at Citi Field and on Saturday June 9th, managed heavy ridership to the Belmont Stakes. This was followed by Long Island Pride at Long Beach, and the Puerto Rican Day Parade on Sunday, June 10th. Beginning Monday, June 11th, the U.S. Open at Shinnecock was underway and LIRR saw some large crowds throughout the week culminating with the final round on Sunday, June 17th.

President Eng reported that LIRR moved over 140,400 riders to these special events. On Saturday, June 16th LIRR handled 23,000 trips to and from Shinnecock Hills. President Eng thanked LIRR employees for their hard work in preparing and executing safe trips for fans and commuters throughout our system.

President Eng stated that this is not to say that LIRR did not face challenges. In the early afternoon on Saturday, June 9th, one of LIRR's signal components failed, at Queens Interlocking just east of Belmont. In leading up to our busy weekend, our engineering team inspected and tested all critical components along our Main Line and along the tracks to Belmont Park. The circuit board that failed serves the communication system for the Main Line as well as Belmont. It was tested during normal operations, peak and off peak, and visual inspections identifying the malfunctioning circuit board did not show which element of the board failed and why. That is why we sent it back to the manufacturer for a root cause analysis. While unfortunately, some fans traveling in the early afternoon were delayed getting to Belmont Park, thankfully our protocol and preparedness for that event dictated that we had track personnel staged right at Queens Interlocking and we were able to respond immediately. We were able to begin moving riders under emergency control while working to identify the cause. While this meant a slow

speed, without the preparation we would not have been able to get our riders to Belmont in time to witness history. Ultimately, we took local control, identified the faulty circuit board and restored full control prior to the PM exiting crowds. We recovered before the PM rush and safely moved over 23,000 fans back to Jamaica and Penn Station before 10PM.

To ensure improvements in the future, President Eng stated that LIRR is reviewing its communications, both internally and externally, with senior staff and staff at all levels. President Eng stated that he had discussed with senior management the procedures for these instances, and we are deconstructing each level of internal communication to ensure more seamless communication across sectors so that our customers receive the real-time updates that they deserve and expect. This is a critical part of the strategy he presented last month and the direction he will continue to give to staff.

President Eng reported that when it comes to system repairs under LIRR Forward, we are making good progress. We completed repairs on two critical switches and no failures have occurred since. We added two additional switches, moving down the list of our most problematic components in the next six months. Track circuit inspections at our busiest interlockings are also underway. We are making progress with PSEG Long Island (“PSEG”) and PSEG has replaced 37 of the 79 poles along the LIRR right of way identified for replacement, and looks to accelerate replacement of the remaining poles for completion this year.

President Eng stated that LIRR is also continuing to implement its system safety initiatives, with 150 grade crossing delineators having been installed throughout the system. This marks more than 50% of our 296 grade crossings, and we expect completion of the remainder before year’s end. On June 7th, International Level Crossing Awareness Day, we launched a successful pilot with Waze, incorporating warnings as drivers approach our crossings to avoid accidental turns onto our tracks. We are receiving feedback from customers on how notifications are displayed and hope to optimize this program further. This is an important partnership as we aim to avoid dangerous situations with vehicles on our tracks. I am also proud to report that since this initiative began in May we have had no cars anywhere on our tracks system wide.

A video clip was presented to the Joint Committee showing the notifications on Waze when drivers approach LIRR crossings. President Eng noted that that we believe that this will be a very critical component for aiding drivers as they cross tracks, being able to identify crossings more clearly.

President Eng noted that LIRR involves local school districts in promoting safety awareness each year by inviting students to participate in our Annual LIRR Safety Contest. One winner is chosen from each of the elementary, middle school and high school levels. This year’s high school essay winner was Wyandanch High’s James Gustave, a 10th grader. We brought him in to shoot a Public Service Announcement (“PSA”) which we are happy to share with you today. A video clip was presented to the Joint Committee.

President Eng reported that our enhanced car cleaning program has also received positive feedback from customers and we will continue to dispatch more appearance maintainers throughout our system in the upcoming months. Further, 65% of our fleet has GPS equipment

installed and our team is underway configuring the location data to push out real-time information for our customers.

President Eng was pleased to note that the first in a series of customer appreciation programs we plan to roll out has proven a great success. Through the Summer Saturdays initiative, we increased family fare tickets by 29% on our first weekend, amounting to 3,462 riders, and saw a 64% increase in the 2nd weekend. This weekend's ticket sales will be available soon. As summer continues, we expect riders will continue to take advantage of this program for Getaways and leave their cars at home. In addition, we have received positive feedback on the Atlantic Ticket. As of last Wednesday, we sold nearly 5,000 tickets.

President Eng reported that this month we also launched our Customer Conversations series, hosting one forum in Nassau County at Adelphi University and one in Suffolk County at Islip MacArthur Airport. Commuters had the opportunity to meet our senior management from all divisions and ask questions about our capital projects, safety initiatives, operations and public affairs strategies. We heard some great feedback from riders at each of these forums and are working to address concerns across the board. Beginning next month, we will begin our "Meet Your Station Managers" program. Our customers will have a dedicated time to meet their station and branch line managers to answer questions and provide feedback at a more local level. This is a great opportunity for both customer and community engagement.

President Eng stated that we continue to base every decision we make on our riders' safety and convenience. This is our guiding philosophy and it will continue to govern our work as we restore the system and make it worthy of our customers.

Board Member Charles G. Moerdler, on behalf of Bronx Borough President Rubin Diaz, congratulated President Eng on the Atlantic Ticket Program and stated that he looks forward to a Bronx ticket program on Metro-North. Board Member Moerdler asked how LIRR is doing on the repairs and refitting at the Hicksville Station.

President Eng responded that the Hicksville Station repairs are progressing and that repairs are scheduled to be completed by August 1, 2018.

Board Member Moerdler commented that is a slippage from the original June date.

Board Member Veronica Vanterpool commented that the student PSA was great and the partnership with the local high schools and middle schools is fantastic. She asked President Rinaldi if Metro-North had a similar partnership with Westchester schools.

President Rinaldi, commending LIRR's program, responded in the affirmative. Metro-North also has a T.R.A.C.K.S. program, a good portion of which relates to school partnerships and the importance of teaching rail safety. Metro-North does not have a comparable contest but Metro-North partners with schools at every level throughout the territory.

Board Member Vincent Tessitore commented that the LIRR workforce has been working very hard, providing additional service, and that five days a week is no longer enough for an

LIRR worker. While LIRR has major challenges, the LIRR workforce is spending time away from their families, moving all these people to these events and still doing important work at Harold Interlocking to move capital projects along. He commented that he is proud of the workforce's dedication and sacrifice. He also commended Senior Vice President - Operations Dave Kubicek for communicating with labor and our organization on the progress of these events as they are going on. It is very helpful for us to get word out to our members and keep people motivated to work and we are eager to keep working.

Chair Metzger thanked Board Member Tessitore for his comments. LIRR has had an incredibly busy time and handled it incredibly well. She agreed that the PSA was terrific, and that the high school contest winner James Gustave is to be congratulated.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 45 of the Committee Book, reporting through the end of April 2018.

Vice President Ebbighausen reported that on May 9th, in partnership with MTA Police Department ("MTAPD"), LIRR visited the two contest winners of the 2017-2018 Schools Safety Contest. One is Mrs. Spinella's First Grade Class from Bayview Elementary School in West Islip; their station banner slogan is "Look Left and Right, it Might Save your Life." The other winner is Janine Saraceno, Eighth Grade student, St. Aidan School in Williston Park; her station banner slogan is "Don't Be Safety Blinded, Be Safety Minded." The winners were presented with a replica copy of the winning slogan station banners for display at their schools. Bayview Elementary School's banner is hanging at Babylon Station. Miss Saraceno's banner is hanging at Mineola Station. This is the second year for the LIRR School Safety Contest. LIRR's program may have more longevity than Metro-North but we work together to build the programs on both properties based on our shared experiences.

For the reporting period ending April 2018, the average Reportable Customer Injury Rate decreased 42% over the same period in the prior year; there was a one percent increase in the average Reportable Employee Lost Time Injury Rate during the same reporting period.

Vice President Ebbighausen invited everyone to attend LIRR's next Customer Safety Awareness Event on Thursday, June 28th from 3pm-7pm at Penn Station. Twice a year we partner with Amtrak, New Jersey Transit, and MTA New York City Transit to conduct safety outreach throughout Penn Station. Our message is, "Let's Travel Together Safely". All agencies will be participating in this event.

Reporting on LIRR's Community Outreach Program, undertaken with the MTAPD, Vice President Ebbighausen stated that LIRR's T.R.A.C.K.S. classroom presentations reached over 31,000 participants through the end of April 2018.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber informed the board that he will be reporting to the CPOC committee this month on the status of the Third Track Project.

Mr. Lieber noted that, under Phillip Eng's leadership, LIRR is simultaneously and effectively supporting the Double Track project, the East Side Access project and the Third Track project, and driving towards an August completion date for the Double Track project.

Mr. Lieber discussed the progress on the East Side Access project ("ESA"). LIRR and ESA forces have completed the necessary testing of the Central Instrument Locations for Harold Interlocking. Over the course of the June 22-24 weekend, and the July 4th weekend, the new Harold signals system and the permanent Main Line 4 track will be put into service. This is a very significant milestone not only for the project, but for those who have been looking forward to improvements and flexibility and reliability that ESA can and will deliver. This milestone enables LIRR to move from any line into any of the tunnels, and that flexibility will have real benefits. Mr. Lieber acknowledged and thanked the LIRR team in accomplishing this milestone.

Mr. Lieber provided an Amtrak resource update. There has been improvement in Amtrak's show-up rate on ESA. The Amtrak rate for support for ESA has increased from 30-40% in January to 80% in June.

Board Member Andrew Saul asked whether the claims against Amtrak arising from lack of support are being analyzed by the MTACC legal team. Mr. Lieber confirmed that they were and that he would provide the analysis to the Committee in an executive session, which Chairperson Metzger stated would be scheduled.

Board Member James E. Vitiello asked whether Amtrak participation is trending to a place that will support the ESA schedule. Mr. Lieber stated that if Amtrak can sustain the numbers from the past month, he is hopeful that the ESA critical path can be maintained. Mr. Lieber stated that in the past month, ESA has performed all scheduled work that depends on Amtrak support.

Mr. Lieber also reported to the board that the change order backlog has been reduced by 20%, which is a positive sign. ESA has created a group to directly address change order management.

Board Member Saul asked about the pricing of change orders. Mr. Lieber explained that MTACC performs estimates for each change. Mr. Lieber further explained that often, when a change order takes significant time to resolve, it is because thorough scoping hasn't been performed in advance of the negotiations to determine expectations of what the change includes. For that, ESA has been making a concerted effort to perform more thorough scoping.

Board Member Moerdler asked for data on the increased costs from change orders over the past several months, which Mr. Lieber agreed to provide. Board Member Moerdler also

asked why there has been an increase in the lost time injury rate. Mr. Lieber referred this question to MTACC's Chief Safety and Resiliency Officer Peter Kohner who explained that the uptick is attributable to a change in the project operations involving more subcontractors. ESA is working to help the subcontractors to subscribe to the prime contractor's safety plans. ESA has met with Tutor Perini management to address this.

Board Member Moerdler stated that this may be an opportunity to look at fundamental causes of lost time injuries. Mr. Lieber noted that ESA has taken significant steps to address this issue.

Board Member Vitiello asked whether contractors are being paid to determine the scopes of change orders. Mr. Lieber answered that contractors are only paid for the change, not the scoping. Board Member Vitiello suggested that ESA consider paying contractors for the creation of the scope of the change in the larger change orders in order to encourage competitive and thorough statements of work. Mr. Lieber explained that a similar approach in the form of a proposer stipend was used on the Third Track project. Board Member Vitiello also suggested that Mr. Lieber and others start thinking about more creative and collaborative ways to resolve issues with Amtrak.

Mr. Lieber noted that one of the procurement items being presented is a new contract for the installation and testing of the ESA signal equipment. This is a complicated contract and requires coordination across five contracts. MTACC received only one proposal for this work but was able to negotiate a final price that it is fair and reasonable.

Board Member Saul stated he has tremendous confidence in Mr. Lieber and that Mr. Lieber is clearly working in the best interest of New York State, and thanked Mr. Lieber for his hard work.

MTA POLICE DEPARTMENT

Chief Monaghan reported the past 10 days have been a very busy period. He acknowledged the outstanding work performed by the members of the MTAPD and the Office of Security in working alongside our partners in the railroad resulting in very positive and safe outcomes.

Chief Monaghan reported that during the month of May system-wide there was a 41% decrease in total major felonies, 16 compared to 27 in 2017. LIRR experienced a 30% decrease in total major felonies, seven compared to 10 in 2017, two of which were closed by arrests. Metro-North experienced a 65% decrease in total major felonies, six compared to 17 in 2017, three of which were closed by arrests.

Chief Monaghan reported that year-to-date, system-wide there were 11 hate crimes compared to 12 in 2017, the details of which are reported in the Committee book.

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 ITEMS

Two joint information items were presented to the Committee:

- LIRR/MNR Positive Train Control (“PTC”) Project Update

Metro-North President Rinaldi and LIRR Executive Director-PTC Deborah Chin provided an overview of the report.

President Rinaldi reported on the LIRR/MNR project status, hardware installation progress and projections, and MNR Port Jervis Line hardware installation projections. She also reported on MNR project updates and May accomplishments and stated that as the Port Jervis Line hardware installation depends on New Jersey Transit, Metro-North remains in close contact with New Jersey Transit and this is a compliance issue for both railroads. New Jersey Transit is confident that they will deliver the material to Metro-North so that hardware can be installed on the Port Jervis Line by the end of 2018.

Executive Director Chin reported on LIRR project updates and May accomplishments, LIRR/Metro-North software/system development and test schedules, project risks, and railroad mitigations.

Board Member Vitiello commented that the vendors are providing a cloud-based RTM tracking software, and that once that software is cloud-based you need to understand the security paradigm that they are putting around that RTM.

Executive Director Chin responded that this is one of the reasons why it has not taken off completely. We are still getting static updates and we had hoped to get the cloud-based solution up and running by now but as Board Member Vitiello noted, part of that is making sure that the networks are secure.

Board Member Ira R. Greenberg inquired about Amtrak territory that LIRR operates over. He asked if, once our crews are trained and our trains are all equipped, we will be running with PTC between Harold Interlocking and Penn Station.

Executive Director Chin responded in the affirmative. The Harold area is part of LIRR’s inter-operability requirement; however, it is not required for Revenue Service Demonstration (“RSD”). When LIRR performs RSD at the end of the year it will not include that area.

Board Member Greenberg asked if we will be operating with PTC because it is Amtrak’s territory.

Executive Director Chin responded that Amtrak has a PTC design that still need to be completed for F Tower.

Board Member Greenberg commented that this means that right now Amtrak does not have PTC in that area.

Executive Director Chin responded that Amtrak does not.

Board Member Greenberg asked if Amtrak has a plan to achieve PTC compliance in that area.

Executive Director Chin responded that LIRR is working the details out. LIRR and Amtrak need to be in compliance by 2020.

Chair Metzger commented that she is encouraged by the amount of interaction the railroads are having with the Federal Railroad Administration (“FRA”) and also the interaction with the various contractors.

President Rinaldi commented that LIRR and Metro-North have received good guidance and cooperation from the FRA in terms of what support they will be able to provide when we get closer to the end of the year. She also commented about the issue of resources. We are providing our own support as well as retaining consultants to provide additional support. There is a lot of different ways of beefing up the support on this project but because of our recognition of how important the project is, all of these resources are being made available. A lot has to happen between now and the end of the year and beyond, but we are doing our best to mobilize the resources necessary to support the project through the end of the year.

Chair Metzger made reference to photographs in the Committee Book.

Executive Director Chin referenced the slides in the Look Ahead section of the presentation and stated that the Look Ahead is common to both LIRR and Metro-North. She explained the upcoming work during the next few months, that both railroads are pushing to have RSD applications ready for submission by September, and that the railroads have a lot of testing to do both in the factory and then taking the software into the field. She stated that she is confident that both railroads will be in compliance by the end of the year. There are questions about how many lines will we be able to place into extended revenue service demonstration by the end of the year.

- License agreements for ATMS at various LIRR and MNR locations

President Rinaldi reported on the Access One Solutions, Inc. proposed license agreements for ATMs at various locations for both railroads.

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

- June and July Trackwork

President Eng spoke about LIRR's June and July trackwork program. Many of LIRR's key initiatives continue to progress which require outages, mostly off-peak, with some AM and PM impacts. From Thursday June 21st, through Monday morning, June 25th trackwork relating to East Side Access signal pre-cutover will take Main Line 4 out of service between Harold Interlocking and Woodside. As a result, there will be AM and PM impacts on Friday, June 22nd. In the AM peak, two Montauk branch trains that normally terminate at Hunterspoint Avenue will instead terminate in Jamaica. During the PM peak, the 6:16 PM train from Penn Station to Oyster Bay and the 6:02 pm train from Penn Station to Far Rockaway will instead originate in Jamaica with customers taking other trains from Penn Station to connect. In addition, the 6:31 pm train to Huntington and the 6:36 pm train to Hicksville will be combined. There will be other off-peak impacts associated with this project. The staff summary in the Committee Book has additional details.

Chair Metzger asked President Eng if LIRR was communicating this information to our riders.

President Eng responded in the affirmative.

MTA LONG ISLAND RAIL ROAD

Procurement

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

Non-Competitive

- **Knox Kershaw** – LIRR, on behalf of itself and Metro-North Railroad, requests Board approval to award two three-year sole source contracts to Knox Kershaw in a total amount not-to exceed \$960,725 for replacement parts required to operate and maintain various pieces of Knox Kershaw equipment.

Competitive:

- **T. Moriarty & Son, Inc.** – LIRR requests Board approval to award a competitively negotiated contract in the amount of \$14,325,000 to T. Moriarty & Son, Inc. to construct, furnish, and install a prefabricated traction power substation to replace the Meadowbrook Substation, which has exceeded its useful life. This contract also includes an allowance for the removal and disposal of contaminated soil classified as hazardous waste to an approved off-site disposal facility.

Board Member Moerdler commented, with regard to Knox Kershaw, that while you indicate you are continuing to seek competition for all procurements, it appears that all you did here in order to seek competition was to advertise in the *New York Post* and in the *State Contractor Reporter*. Why is it that the LIRR does not follow the procedure consistently followed by New York City Transit, which is to seek out and communicate with potential competitors?

Chief Procurement Officer Mahon responded that those conversations do take place between LIRR's Engineering and Procurement Departments. There are instances, however, where it is well-known in the industry that certain manufacturers and providers of equipment are the proprietary owners of the drawings and specifications for the specific equipment that LIRR owns and uses. When we have conversations with other companies, the investment they would need to make in order to provide the parts that we have is not worthwhile for them in order to make a profit. So, their entry into the marketplace is limited, based on their ability to have on-hand capital to develop the tooling necessary to manufacture the parts LIRR uses, which are procured on an infrequent basis. In these situations where we are spending under a million dollars in three years, the investment that a company would need to make in order to gain entry into the marketplace is prohibitive. Conversations with potential manufacturers are more productive in the case of large scale orders where even with necessary investment, there is more opportunity to earn a profit.

Board Member Moerdler commented when he joined this Board some eight years ago, the then Vice-Chair of the Board made the point repeatedly that sole source contracts are great where you have to have them but where you can stimulate competition that is a good thing. That is exactly what New York City Transit has been doing and is exactly what the LIRR has not been doing, and that issue will be taken up by the Procurement Reform Task Force. Just because you are doing business with a firm you did business with before doesn't mean you are getting the best deal. It doesn't mean there isn't a better deal available elsewhere. It doesn't mean that we can't seek additional competition and thereby gain a better deal. My point is that while I will vote for this, it seems to me that it is in the public's best interest to try to stir up competition. The likelihood somebody is going to see a contract advertisement in the *New York Post* is somewhere between zero and minus. The fact is if you reach out, as New York City Transit does, to see if you can find people who might be interested in what you wish to procure, that is how you get competition and I strongly recommend that you try to do that.

Board Member Greenberg commented regarding T. Moriarty & Son, Inc. that he noticed that there were three responders to this RFP. He asked if these are the same people who will respond to Metro-North.

Metro-North Chief Procurement Officer Anthony Gardner responded that this is probably correct. We will do further outreach to see if we can drum up more competition.

Chief Procurement Officer Mahon commented T. Moriarty is a new player in the market, which demonstrates that we are getting new competition.

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

MTA CAPITAL CONSTRUCTION

Procurement

MTA Capital Construction Chief Procurement Officer David Cannon presented five procurement items to the Committee for approval. Details of the items are set forth below and in the Staff Summaries, a copy of which are on file with the record of this meeting.

The procurement items are as follows:

- Award of competitively solicited Contract CS086 -- Tunnel System Package 2 – Tunnel Signals Installation for the East Side Access Project to Five Star/LK Comstock, Joint Venture in the amount of \$52,990,000.
- Modification to Contract CM014B -- GCT Concourse and Facilities Fit-Out to increase Bid Item Number 9 – Allowance for Asbestos and Lead Paint Abatement, by the amount of \$1,550,000.
- Modification to Contract CM014B -- GCT Concourse and Facilities Fit-Out to increase Bid Item Number 20 – Allowance for Structural Steel Repairs, by the amount of \$4,400,000.
- Ratification of a modification to Contract CM014B -- GCT Concourse and Facilities Fit-Out to revise the LIRR Concourse layout to facilitate future construction of an entrance at 45th Street, in the amount of \$1,990,000.
- Ratification of a modification to Contract CQ033 -- Mid-Day Storage Yard for the East Side Access Project to design, furnish, and install a raised

platform to support a signal hut, and to furnish and install a gate and access staircase, in the amount of \$1,000,000.

Board Member Moerdler noted that both Five Star and LK Comstock have significant adverse information indicating misconduct relatively recently. Board Member Moerdler questioned why one of them, Five Star, had a monitor imposed on them, while LK Comstock does not. MTACC Senior Vice President and General Counsel Evan Eisland answered that while LK Comstock has not been required to retain a monitor as a condition of doing business with the MTA, MTACC has retained a monitor to oversee all the ESA contracts and as an ESA contractor, LK Comstock is monitored. Mr. Eisland also noted that when MTACC becomes aware of significant adverse information with regard to a specific contractor, a responsibility hearing is held in coordination with New York City Transit Vendor Relations, and a determination is made whether to require the contractor to obtain a monitor as a condition of doing business. Board Member Moerdler asked for an explanation of when, how, and why monitors are implemented. Chairperson Metzger asked for a report on what criteria results in a contract monitor. Mr. Eisland agreed to provide that information.

Board Member Vanterpool asked why there have been so many modifications to the CM14B Contract over the past few committee meetings. Mr. Lieber explained that CM14B is the concourse contract, which has had backlogged change orders resulting in Stop Work Orders. Mr. Eisland explained that the modifications this month include an increase to the allowance for removal of asbestos and other hazardous materials and an increase to the allowance for remediating leaks and damages caused by water infiltration. The third change is for the new entrance at 45th Street that was unanticipated at the time of contract award. Further, last month's modifications were for unanticipated structural steel changes necessary to deal with conditions encountered in Madison Yard. Mr. Lieber noted that the Board will continue to see changes in this contract because ESA is attempting to push forward the project. These changes have been forecasted for in the most recent budget projections. Board Member Vanterpool asked why asbestos was not surveyed for before the contract was awarded. Mr. Eisland explained that the asbestos is in Madison Yard, which was previously an active train shed, so ESA may not have had access to do all necessary surveys when this contract was being prepared. Regarding the leak allowance, in light of recent experience with water infiltration on other MTACC projects, ESA is taking a more aggressive approach to addressing water infiltration on this project.

Board Member Saul expressed concern that competitively selected contracts may not in fact be competitive, and gave warning to the Board that he will be requesting that the Inspector General conduct an investigation.

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

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

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

Adjournment

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

Respectfully submitted,

A handwritten signature in dark ink, appearing to read "Mark D. Hoffer", is written over a horizontal line.

Mark D. Hoffer,
Secretary

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2018 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2018

Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
September Timetable & Trackwork Programs	Service Planning
PTC Status Report	Engineering

September 2018

2019 Preliminary Budget (Public Comment)	
2018 Mid-Year Forecast	Management & Budget
Diversity/EEO Report – 2 nd Quarter 2018	Administration/Diversity
Fall Trackwork Programs	Service Planning
PTC Status Report	Engineering

October 2018 (Joint Meeting with MNR)

2019 Preliminary Budget (Public Comment)	
Status Update on PTC	President/Sr. Staff
November Schedule Change	Service Planning
MTA Homeless Outreach	MTA
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
LIRR/MNR PTC Project Update	President

November 2018

Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2018 Holiday Schedule & Trackwork	Service Planning
PTC Status Report	Engineering

December 2018 (Joint Meeting with MNR)

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

Management & Budget
Committee Chair & Members
Administration/Diversity
President

January 2019

Approval of 2019 Committee Work Plan
PTC Status Report

Committee Chair & Members
Engineering

February 2019 (Joint Meeting with MNR)

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

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

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 2018 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

May 2019

Diversity/EEO Report – 1st Q 2019
Summer Service & Track Work Programs
PTC Status Report

Administration/Diversity
Service Planning
Engineering

June 2019 (Joint Meeting with MNR)

Bi-Annual Report on M-9 Procurement
Track Work Programs
LIRR/MNR PTC Project Update

President/Sr. Staff
Service Planning
President

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2018 Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

Information Items (if any)

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

Action Items (if any)

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

Police Activity Report

MTA Police will highlight the significant police activities incurred during the month reported.

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

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.

September Timetable & Trackwork Programs

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

SEPTEMBER 2018

2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

2018 Mid-Year Forecast

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

Diversity & EEO Report– 2nd Quarter 2018

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

PTC Status Report

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

OCTOBER 2018 (Joint Meeting with MNR)

2019 Preliminary Budget

Public comment will be accepted on the 2019 Budget.

Project Update on PTC

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

MTA Homeless Outreach

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

Bi-Annual Report on M-9 Procurement

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

NOVEMBER 2018

Review Committee Charter

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

East Side Access Support Projects Update

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

Holiday Schedule

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

PTC Status Report

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

DECEMBER 2018 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd Quarter 2018

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

2019 Final Proposed Budget

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

Proposed 2019 Committee Work Plan

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

Project Update on PTC

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

JANUARY 2019

Approval of 2019 Committee Work Plan

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

PTC Status Report

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

FEBRUARY 2019 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2019

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

2018 Annual Operating Results

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

2018 Annual Fleet Maintenance Report

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

Project Update on PTC

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

Diversity & EEO Report– 4th Quarter 2018

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

2019 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2019.

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 2018 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.

MAY 2019

Diversity & EEO Report– 1st Quarter 2019

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 Summer Service and Trackwork Programs

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2019.

PTC Status Report

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

JUNE 2019 (Joint Meeting with MNR)

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.

Track Work Programs

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plans to adjust schedules to support various trackwork programs, Main Line Second Track construction and East Side Access Readiness projects



Long Island Rail Road

Safety Report Highlights

Customer Safety Awareness Event

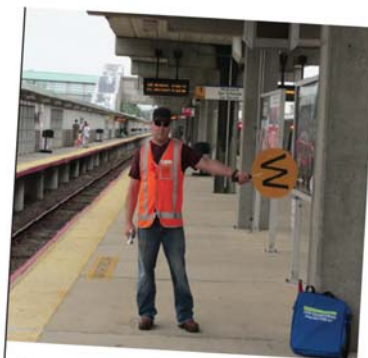
Penn Station

June 28, 2018



Employee FOCUS Day

June 27, 2018



We care about your safety.

You deserve to go home to your family at the end of every work day.

Safety Report Highlights

For the reporting period ending May 2018, the average Reportable Customer Injury Rate decreased forty-six percent from 4.54 injuries per million customers to 2.46 injuries per million customers. Slips, trips, and falls remain the largest source of injury for our customers. On Thursday, June 28th from 3pm-7pm our partners from New Jersey Transit and New York City Transit joined us to conduct safety outreach throughout Penn Station. Our goal is to heighten awareness regarding the behaviors that contribute to slips, trips, and falls in Penn with a focus on the message, “Let’s Travel Together Safely”. To foster customer engagement, we introduced a new Safety Wheel. Customers who answered safety related questions were entered into a raffle to win travel passes. We promoted awareness of our grade crossing safety initiatives including the installation of delineators as well as our partnership with WAZE. We also promoted our free TRACKS Community Education and Outreach Program. In partnership with the MTA Police, Together Railroads And Communities Keeping Safe, reached over 40,448 participants through the end of May 2018.

During this reporting period, there was a seven percent increase in the average Reportable Employee Lost Time Injury Rate. The rate increased from 3.27 injuries per 200,000 hours worked to 3.49 injuries per 200,000 hours worked. Soft tissue injuries are the largest category of injury. On Wednesday, June 27th we conducted our quarterly Safety FOCUS Day for employees. FOCUS Day is a designated period when regular work is set aside for supervisors and frontline employees to discuss the importance of safety at the Long Island Rail Road, without distraction or competing priorities. It is a time for everyone to reaffirm their commitment to promoting safety and to make clear that every decision we make and every action we take must be with the value of safety in mind.

Topics for FOCUS Day included: statistics about employee incidents; seasonal challenges and personal protective equipment and supplies for working in the heat; Situational Awareness and how to handle emergency events on the train and in the workplace; Confidential Close Call Reporting Program newsletter; and a new MTA all agency brochure emphasizing Awareness = Safety. The brochure details essential safety concepts with a focus on always being aware of your surroundings and the importance of safety feedback and conversations.

Lori Ebbighausen
Vice President
Corporate Safety

May Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	June 2015-May 2016	June 2016 - May 2017	June 2017 - May 2018	
FRA Reportable Customer Accident Rate per Million Customers	4.10	4.54	2.46	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.22	3.27	3.49	
		2017		2018
		May	Year to Date	May
Grade Crossing Incidents ¹		0	6	1
Mainline FRA Reportable Train Derailments		0	1	0
Mainline FRA Reportable Train Collisions		0	1	0

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

Leading Indicators				
Focus on Safety Training	2017		2018	
	May	Year to Date	May	Year to Date
First Responders Trained	245	941	284	1,312
Employee Safety Training Courses	92	187	90	420
Employees Trained	1,297	4,339	1,274	5,370
Employee Safety Training Hours	24,311	111,503	22,739	121,712
Customer and Community	May	Year to Date	May	Year to Date
Broken Gates	11	43	16	40
MTA Police Details	111	351	102	567
Summons	1	14	29	132
Warnings	128	452	55	237
Arrests	0	1	0	1
Community Education and Outreach	9,772	44,366	9,159	40,448
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		58	6.93
	C3 Cab		12	52.17
	C3 Trailer		5	4.5
	DE/DM		1	2.22

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

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

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

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

Escalators	Mechanical Injury	Human Factor Injury
Amityville	0	1
Babylon A	0	1
Merrick	0	1

Definitions:

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

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - July 2018

Expenditures thru June 2018; \$s in million

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,685.6	\$ 6,676.9	\$ 5,298.9
Force Account	\$ 959.8	\$ 796.0	\$ 617.2	\$ 522.2
Soft Costs	\$ 2,192.9	\$ 1,827.7	\$ 1,753.0	\$ 1,689.4
OCIP	\$ 457.4	\$ 307.6	\$ 307.6	\$ 307.4
Rolling Stock†	\$ 202.0	\$ 7.5	\$ 3.2	\$ 0.1
Unallocated & Program Support Contingency	\$ 267.0	\$ 710.8	\$ -	\$ -
Total	\$ 11,133.3	\$ 10,335.1	\$ 9,357.9	\$ 7,818.1

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve.

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

	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
Project Description								
Manhattan Construction								
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	Dec-2018
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$463.6	\$446.8	\$16.9*	\$251.7	Dec-2014	Feb-2015	Aug-2018	Jun-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out Tutor Perini Corporation	\$712.3	\$662.4	\$49.9	\$276.7	Jul-2015	Apr-2016	Jan-2020	Jun-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$265.4	\$261.5	\$4.0	\$242.2	Aug-2011	Aug-2011	Aug-2014	Dec-2018
CQ033: Mid-Day Storage Yard Tutor Perini Corporation	\$308.0	\$294.7	\$13.3	\$76.3	N/A	Apr-2017	Aug-2020	Sep-2020
Harold Construction								
CH061A: Harold Tunnel A Cut and Cover Structures Michels Corp.	\$42.0	\$34.4	\$7.5	\$25.5	N/A	Nov-2016	May-2018	Aug-2018
CH057D: Harold Structures - Part 3, Trackwork Railroad Construction Company	\$29.6	\$19.2	\$10.4	\$0.0	N/A	Apr-2018	Jan-2019	Jan-2019
CH058A: Harold Structures - Part 3A: B/C Approach**	In Procurement				Jul-2015	Aug-2018	N/A	Nov-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$566.6	\$40.3***	\$377.3	Mar-2014	Mar-2014	Dec-2019	May-2021
Systems Package 2: Signal Installation (CS086)	In Procurement				N/A	Jul-2018	N/A	Jan-2021
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$9.4	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	\$14.2	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).

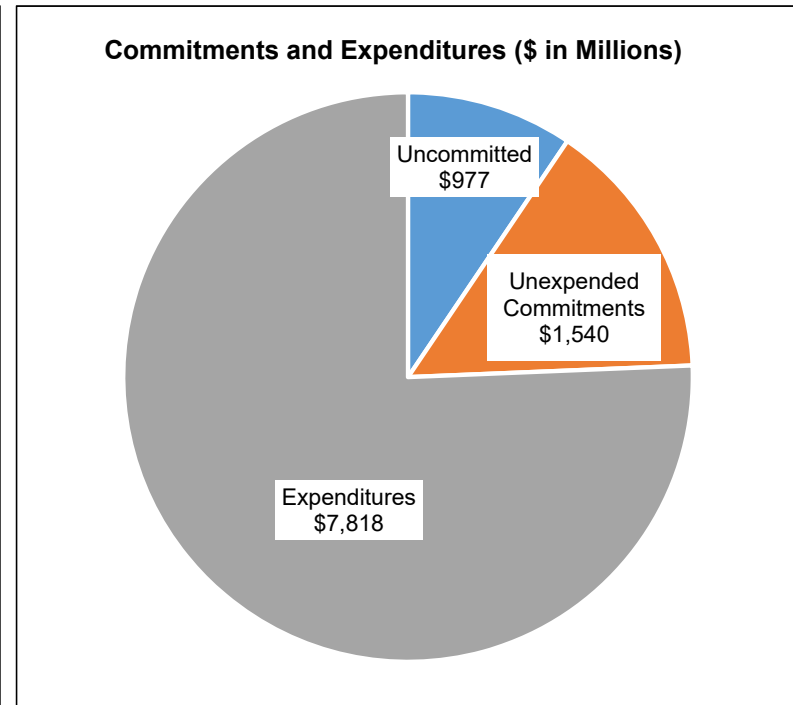
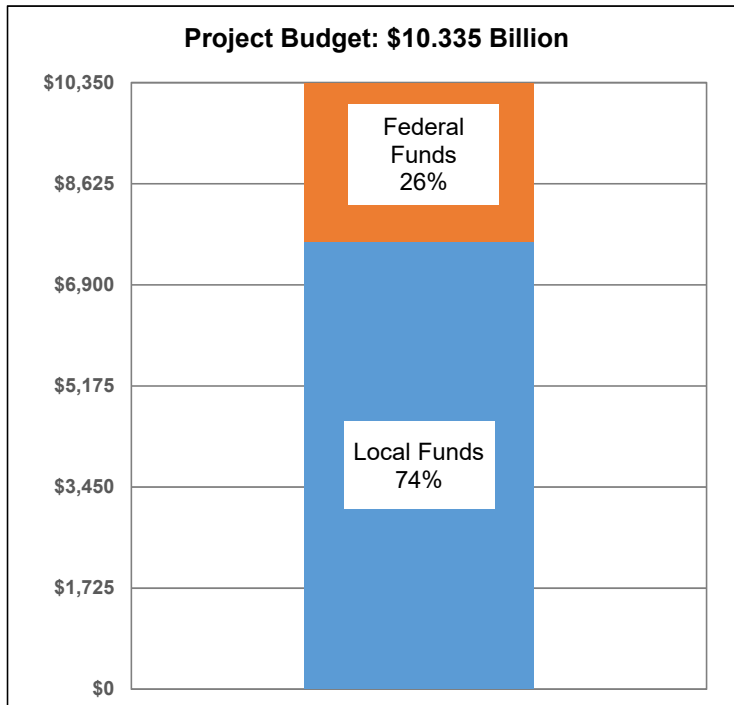
East Side Access Status

Report to the Railroad Committee - July 2018

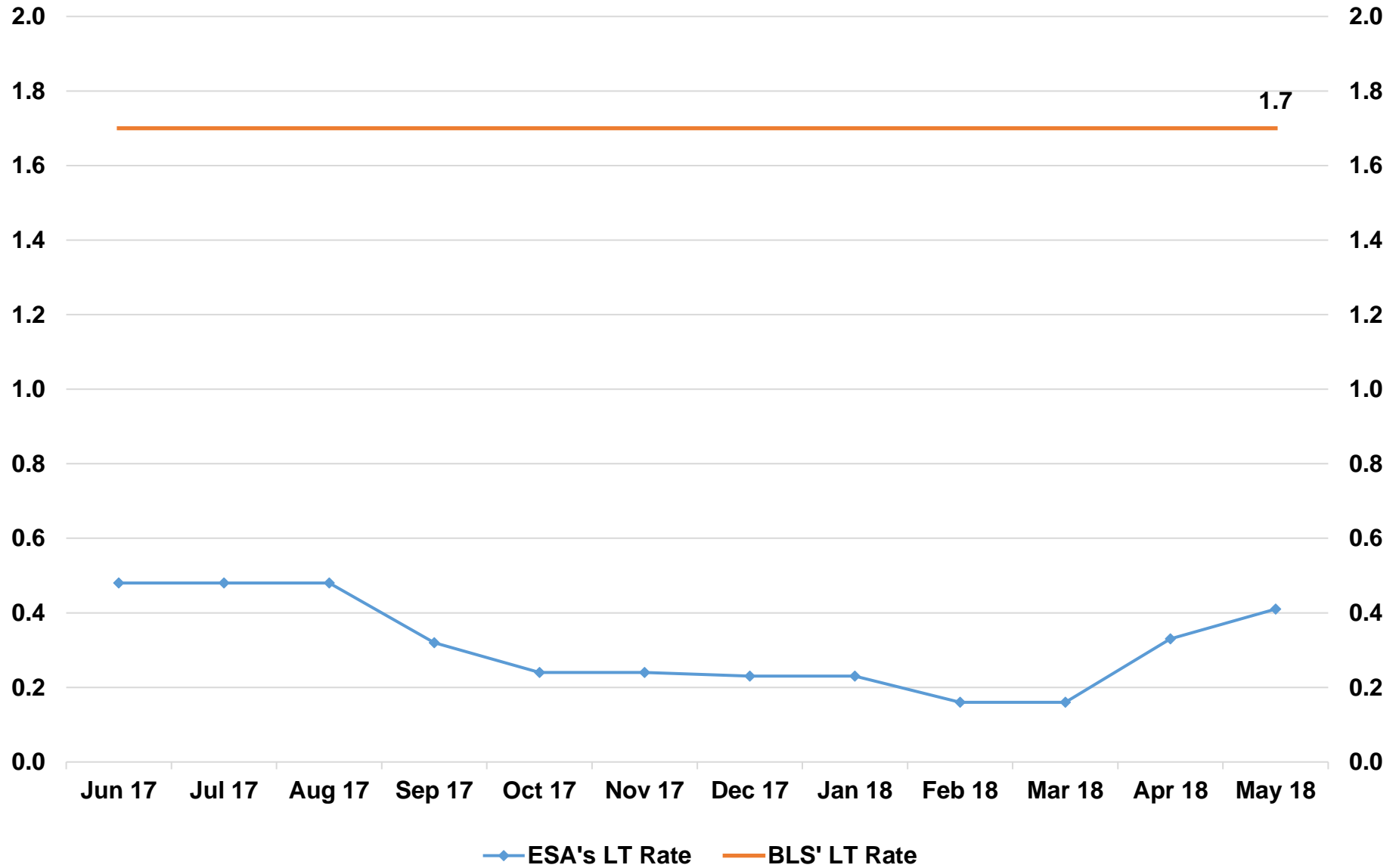
data thru June 2018

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,533	737	797	797	1,529	5	1,523
2005-2009	2,683	1,697	986	986	2,675	8	2,651
2010-2014	3,251	2,399	852	852	3,151	100	2,719
2015-2019	2,710	2,710	-	-	1,845	865	767
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,358	\$ 977	\$ 7,818

* 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

June 2018 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in major felonies (9 vs 7) for the month of June compared to the same period last year.
- Year to date Long Island Rail Road is down 6 crimes (50 vs 56).
- There were (2) Hate Crimes on Long Island Rail Road for the month of June

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

June 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	5	3	2	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	7	2	29%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	14	-9	-64%
Felony Assault	10	9	1	11%
Burglary	2	1	1	100%
Grand Larceny	32	31	1	3%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	50	56	-6	-11%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

June 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	7	-4	-57%
Felony Assault	2	6	-4	-67%
Burglary	4	1	3	300%
Grand Larceny	11	11	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	20	26	-6	-23%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	13	25	-12	-48%
Felony Assault	21	21	0	0%
Burglary	16	6	10	167%
Grand Larceny	78	76	2	3%
Grand Larceny Auto	1	7	-6	-86%
Total Major Felonies	129	135	-6	-4%

INDEX CRIME REPORT

Per Day Average

June 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	2	1	1	0
Burglary	4	1	3	0
Grand Larceny	11	5	6	0
GLA	0	0	0	0
Total	20	9	11	0
Crimes Per Day	0.67	0.30	0.37	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 6/30/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	25	20
Felony Assault	21	26
Burglary	15	4
Grand Larceny	31	29
Grand Larceny Auto	1	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	12	8
Assault-Misdemeanor	46	30
Breach of Peace	10	6
Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	6	6
Criminal Impersonation	3	6
Criminal Mischief	25	30
Criminal Possession Stolen Property	10	7
Criminal Tampering	0	7
Criminal Trespass	21	19
Disorderly Conduct	2	2
Drug Offenses	40	46
DUI Offenses	5	5
Failure to Appear	0	1
Falsely Reporting an Incident	4	3
Forgery	32	25
Fraud	1	0
Graffiti	8	15
Harassment	0	2
Make Terrorist Threat	3	0
Menacing	11	5
NYC Admin Code	2	0
Obstruct Government	6	7
Petit Larceny	92	67
Public Lewdness	9	11
Reckless Endangerment	1	3
Resisting Arrest	24	23
Sex Offenses	12	8
Stalking	1	1
Theft of Services	108	99
Warrant Arrest	64	20
Weapons Offenses	7	3
Unauthorized Use Vehicle	1	0
Total Arrests	663	551

**Metropolitan Transportation Authority
Police Department**

Hate Crimes Report (January-June 2018)

Motivation	2018	2017	Diff	% Change
ASIAN	0	0	0	0%
BLACK	5	1	4	400%
ETHNIC	0	0	0	0%
GENDER	0	0	0	0%
HISPANIC	2	0	2	0%
MUSLIM	0	1	-1	-100%
OTHER	1	0	1	0%
ANTI-SEMITIC	7	11	-4	-36%
SEXUAL ORIENTATION	1	0	1	0%
WHITE	0	0	0	0%
TOTAL	16	13	3	23%

CRIME NAME	2018	2017	Diff	% Change
Agg. Harassment # 1	0	0	0	0%
Agg. Harassment # 2	2	0	2	0%
Felony Assault	0	0	0	0%
Misd. Assault	1	1	0	0%
Criminal Mischief # 3	0	0	0	0%
Criminal Mischief # 4	13	12	1	8%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	16	13	3	23%



Long Island Rail Road

INFORMATION

ITEMS



Long Island Rail Road

RETAIL DEVELOPMENT

AT

PENN STATION

JULY 2018

MTA Real Estate

I. GENERAL

In 2017 the MTA Real Estate Department managed 16 retail stores and four newsstand kiosks on the LIRR's Level A Concourse at Penn Station in the Connecting Corridor and Exit Concourse. The MTA's goal is to provide amenities that are of value to the more than 300,000 LIRR customers who use Penn Station each day plus thousands of other travelers who have occasion to enter the Station. At present, about half of the retailers occupying MTA LIRR space are eateries. Other tenants include a bank, a stationery and newsstand.

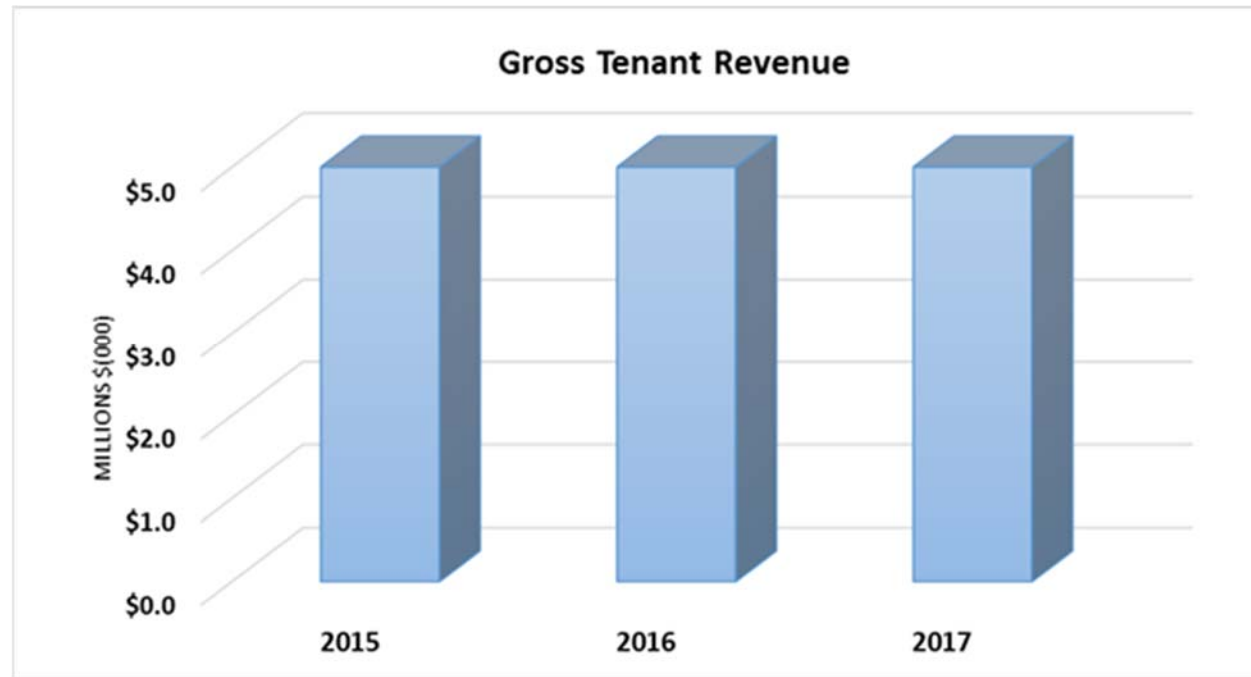
While several improvements already have been made to the LIRR concourse to improve the customer experience, comprehensive plans are being contemplated. The vision is to create a state of the art facility that is welcoming, improves circulation and offers a more vibrant and engaging customer experience. In order to accomplish this transformation and support construction, it is likely that many of the retail spaces will need to be vacated. Accordingly, MTA Real Estate has refrained from signing any new leases and is prepared to terminate existing leases when and as needed.

At present, six store spaces are vacant, of which one is being renovated as the new LIRR Lost and Found office. In addition, two of the four newsstand kiosks have been eliminated. One of the retail spaces has been converted to storage, expiring at the end of 2018. Of the remaining nine occupied retail spaces, all are on holdover except for two that expire in 2020 and 2026. The following tenant roster lists all MTA managed spaces and tenants.

II. TENANT ROSTER – JULY 2018

SPACE TYPE	ID	LOCATION	STATUS	CURRENT TENANT/USE	PRIOR TENANT/USE	SQUARE FEET
Store	2, 2A	Connecting Concourse	Vacant		Sanaa	1,390
Store	5A	Connecting Concourse	Occupied	Storage for Taste of NY Carts		460
Store	5	Connecting Concourse	Occupied	Bank of America		1,000
Store	9A	Connecting Concourse	Occupied	Jamba Juice		1,600
Store	9B	Connecting Concourse	Occupied	Carlton Cards		2,000
Store	10A	Connecting Concourse	Occupied	Au Bon Pain		2,170
Store	10B	Connecting Concourse	Vacant		Hot & Crusty	2,340
Store	11	Connecting Concourse	Occupied	Tracks at Penn		3,290
Store	12	Connecting Concourse	Occupied	McDonald's		1,925
Store	14	Connecting Concourse	Vacant		LIRR Customer Service	850
Store	3	Exit Corridor	Occupied	Penn Wine & Spirits	-	1,200
Store	4	Exit Corridor	Vacant		Rosens	300
Store	6	Exit Corridor	Occupied	Auntie Annie's		435
Store	7	Exit Corridor	Vacant	LIRR Lost & Found (Under Construction)	Hudson News	1,170
Store	8	Exit Corridor	Vacant		Beer Table	980
Store	13	Exit Corridor	Occupied	Dunkin Donuts		385
Kiosk	C1	Connecting Concourse	Vacant		Hudson News	77
Kiosk	C2	Connecting Concourse	Occupied	Hudson News		90
Kiosk	C3	Connecting Concourse	Vacant		Hudson News	70
Kiosk	C4	Connecting Concourse	Occupied	Hudson News		140

III. PROPERTY PERFORMANCE



	2015	2016	2017
Gross Tenant Revenue	\$4,329,217	\$4,409,331	\$4,237,809

Gross tenant revenue dropped 3.9% in 2017. The revenue decreased from 2016 to 2017 due to the departure of five tenants from the end of 2016 through 2017 and the removal of two newsstand kiosks to facilitate customer circulation. As the plans for Penn Station's future become clearer, revenue may be further impacted.

Memorandum



Date: July 23, 2018

To: Members of the MTA Board LIRR Operating Committee

From: Phillip Eng, President

Re: 2018 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings of the LIRR's 2018 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation (NYSDEC) audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2018 audit the LIRR performed the following:

- Conducted audit inspections at various LIRR properties including stations, yards, repair shops, substations, etc.
- Reviewed capital projects for compliance with regulations
- Updated the audit database for pre-existing violations and entered new violations that may have occurred during the audit period

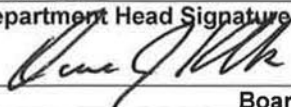



LIRR's findings identified 36 ongoing violations as follows:

- Chemical spills (17)
- Third Party Actions (6)
- Oil/Petroleum Spills (10)
- Other (3)

During the audit period one violation was closed to the satisfaction of the NYSDEC. Of the 36 open issues at the end of the audit period, 27 are attributable to historic railroad operations predating current day environmental regulations. Ten new petroleum spills occurred during the March 10, 2017 to March 9, 2018 audit period. Nine were cleaned up and closed out by the NYSDEC within the audit period. The spill closure request letter for the remaining open spill was submitted to the NYSDEC in May 2018. None of the non-compliance violations were ranked as an N1. An N1 ranking indicates an imminent threat to public health and to the environment. There were 30 ranked as N2, 5 as N3, and none as N4.

Staff Summary



Subject SEPTEMBER TIMETABLE & TRACKWORK PROGRAMS						Date JUNE 27, 2018			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature 						Contract Manager Signature			
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	7/23/18				3	Sr VP – Eng. 	1	President 
						2	VP Mktg & PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning September 4, 2018, through November 11, 2018. Projects supported during this timetable include Main Line Expansion, Mechanical Tie Installation on the Montauk Branch, and Track Surfacing on the Babylon Branch. Continuing projects include Positive Train Control Installation, East Side Access work in Harold Interlocking, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements. Additionally, Trackwork Programs during the months of August and September will support Main Line Second Track, Atlantic Branch PTC Installation, Port Washington Branch PTC Installation & Testing, and Port Jefferson Branch Concrete Ties.

SEPTEMBER 4 TIMETABLE CHANGE

Service Changes & Improvements

- **Main Line** – Upon completion of the Main Line Second Track project between Farmingdale and Ronkonkoma, there will be immediate benefits and schedule improvements: First, the LIRR will, for the first time ever, have the ability offer additional Reverse Peak service on the Main Line. And, in some cases, these Reverse Peak trains will allow connections to and from trains serving stations east of Ronkonkoma to Greenport that currently do not have connections to or from the west. Specific schedule improvements that can be offered immediately are:
 - Train 2300, the 6:07 AM Reverse Peak train from Penn Station to Farmingdale, will be extended to Ronkonkoma, immediately providing a key Reverse Peak service opportunity for stations Wyandanch through Ronkonkoma. The new schedule will see this train arrive in Ronkonkoma at 7:30 AM.
 - Train 2300 will also inaugurate a connection from the west for Train 202, which departs Ronkonkoma at 7:30 AM (arriving in Greenport at 8:54 AM). This will provide a significant Reverse Peak service opportunity for stations Medford through Greenport. Currently, Train 202 has no convenient train connection from the west, as the single track between

Farmingdale and Ronkonkoma does not allow an eastbound train to navigate westbound AM Peak train traffic.

- Train 2351, the 6:25 PM Reverse Peak train from Farmingdale to Penn Station (arriving 7:22 PM), will be extended to originate at Ronkonkoma at 5:57 PM, providing Reverse Peak service in a key travel period for stations Ronkonkoma through Wyandanch.
- Train 2355, the 7:00 PM Reverse Peak train from Farmingdale to Penn Station (arriving 7:56 PM), will be extended to originate at Ronkonkoma at 6:36 PM, providing additional Reverse Peak service in a key travel period for stations Ronkonkoma through Wyandanch.
- Train 2355 described above will also provide a connection to the west for Train 253, the 6:00 PM train from Yaphank to Ronkonkoma, also providing a significant Reverse Peak service opportunity for stations Medford and Yaphank. Currently, Train 253 has no convenient train connection to the west, as the single track between Farmingdale and Ronkonkoma does not allow a westbound train to depart from Ronkonkoma in the face of eastbound PM Peak train traffic to provide a connection for this service.
- In addition, some trains that currently must skip certain stations in order to reach passing sidings in time to clear for another train, will be able to add these stops:
 - Train 2008, the 7:39 AM train from Penn Station to Ronkonkoma, will add stops at Bethpage and Wyandanch, providing additional Reverse Peak service opportunities at those stations. Minor changes to the train's schedule will be necessary to accommodate the added stops.
 - Train 2061, the 4:48 PM train from Ronkonkoma to Penn Station, will add stops at Brentwood and Wyandanch, providing additional Reverse Peak service opportunities at those stations. Minor changes to the train's schedule will be necessary to accommodate the added stops.
- In addition to the immediate schedule improvements, the availability of a second track between Farmingdale and Ronkonkoma will provide other benefits in terms of improved reliability and resiliency, as we will now be able to route around disabled trains, track issues or other unusual events, instead of suspending service on the branch.

Construction Activities

- **Main Line, Queens-Nassau 1 – Main Line Expansion** – One of two main tracks will be out of service midday weekdays between Queens Interlocking in Queens Village and Nassau 1 Interlocking at Merillon Avenue Station for work related to the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service midday weekdays between Queens Village and Merillon Avenue, several midday Ronkonkoma Branch trains have been adjusted between five minutes earlier and two minutes later.
- **Main Line, Nassau 3-Divide – Main Line Expansion** – One of two main tracks will be out of service weekends between Nassau 3 interlocking in Carle Place and Divide Interlocking in Hicksville for work related to the Main Line Expansion Project.
 - **Temporary Service Adjustments:** With one of two main tracks out of service between Carle Place and Hicksville on weekends for the Main Line Expansion Project, a number of service changes will take place on the Ronkonkoma and Port Jefferson Branches. Most eastbound and westbound Ronkonkoma trains will be adjusted five minutes earlier. On the Port Jefferson Branch, most eastbound Huntington and Port Jefferson trains are adjusted between two minutes earlier and two minutes later.

- **Montauk Branch, Patchogue-Montauk, Mechanized Tie Replacement, Grade Crossing Renewals, Track Surfacing** – Single main track between Patchogue and Montauk will be out of service midday weekdays for Mechanized Tie Replacement, Grade Crossing Renewals, and Track Surfacing work.
 - **Temporary Service Adjustments:** With the Single Main Track out of service between midday weekdays between Patchogue and Montauk to allow Mech Tie Replacement, Grade Crossing Renewals and Track Surfacing, several midday trains that normally operate to and from Montauk and Speonk will instead originate and terminate in Patchogue. Midday customers will be accommodated by buses between Patchogue and stations Bellport through Montauk.
- **Montauk Branch, Valley-Rocky, Switch Surfacing** – One of two main tracks will be out of service overnights between Valley Interlocking in Valley Stream and Rocky Interlocking in Rockville Centre for track and switch surfacing.
 - **Temporary Service Adjustments:** With one of two main tracks out of service overnights between Valley Stream and Rockville Centre, overnight trains on the Babylon Branch have been adjusted between four minutes earlier and 11 minutes later.

TRACK WORK PROGRAMS

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

- **Atlantic Branch PTC Work** – One of two Main Tracks of the Atlantic Branch will be out of service between Atlantic Terminal in Brooklyn and Dunton Interlocking in Jamaica for approximately 48 hours each on the weekends of July 28-29, August 4-5 & August 11-12 to support continued work on Positive Train Control installation.
 - **Temporary Service Adjustments:** On the weekends of July 28-29, August 4-5 & August 11-12, service between Jamaica and Brooklyn will be reduced from half-hourly to hourly. As a result, some Hempstead Branch and Far Rockaway Branch trains normally operating to and from Atlantic Terminal, will instead originate and terminate at Jamaica. Other branches will be impacted by reduced and revised connections to and from Atlantic Terminal in Brooklyn.
- **Main Line Second Track Project** – As Main Line Second Track work continues, the existing segment of double track between Deer Park and Brentwood, which currently allows eastbound and westbound trains to pass each other, will be taken out of service for a one-week period August 6-10 to allow the cutover of new switches and signals at Deer Park. As a result, the Ronkonkoma Branch will operate as single track from Farmingdale through Central Islip, temporarily reducing capacity. (This replaces the work that was previously reported taking the existing Central Islip siding out of service to cut in the new double track segment. That work will return on August 13 and continue through August 31.)
 - **Temporary Service Adjustments:** On the week of August 6-10, with the existing second track segment between Deer Park and Brentwood out of service, a number of Peak, Reverse Peak and Off-Peak trains will have schedule adjustments. The 5:11 AM Reverse Peak train from Penn Station to Ronkonkoma will terminate at Farmingdale, with customers bused to stations Wyandanch through Ronkonkoma. In the AM Peak, the 6:56 AM train from Ronkonkoma to Penn Station will originate at Farmingdale instead of Ronkonkoma.

Customers at stations Ronkonkoma through Wyandanch will use other trains. The 3:09 PM Off-Peak train from Penn Station to Ronkonkoma will terminate at Farmingdale. Customers will use other trains for service to stations Wyandanch through Ronkonkoma. In the PM Peak, the 4:24 PM train from Penn Station to Ronkonkoma will terminate at Farmingdale. Customers will use other trains for service to stations Wyandanch through Ronkonkoma. In the PM Reverse Peak, the 4:09 PM train from Ronkonkoma to Penn Station will originate at Farmingdale. Customers at stations Ronkonkoma through Wyandanch will use other trains. Lastly, the PM Reverse Peak trains that normally leave Ronkonkoma at 7:13 PM and 7:58 PM for Penn Station, will continue to be combined into one train departing Ronkonkoma on an adjusted schedule. This change was implemented in the service described last month when the existing Central Islip siding was taken out of service to begin cutting over the new double track segment in this area. That work, and those schedule changes, will resume on August 13 and continue through August 31.

- **Main Line Second Track Project** – Single Main track will be out of service between Farmingdale and Ronkonkoma for approximately 48 hours each on the weekends of August 4-5, August 11-12, August 18-19 & August 25-26 to support continued work on the Main Line Second Track Project.
 - **Temporary Service Adjustments:** On each of the four weekends in August, 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 may operate on adjusted schedules. Customers traveling eastbound from Penn Station to stations east of Ronkonkoma will board earlier trains for Hicksville, then transfer to buses to connect with Greenport trains.
- **Port Washington Branch PTC Work** – Positive Train Control installation and testing work continues along the Port Washington Branch on the following weekends: August 4-5, August 11-12, August 18-19 & August 25-26.
 - **Temporary Service Adjustments:** To support continued work on Positive Train Control installation and testing, service on the Port Washington Branch will be reduced from half-hourly to hourly for part of each weekend on August 4-5, August 11-12, August 18-19 & August 25-26. The work is scheduled to occur for approximately 12 hours each of these Saturdays, and approximately 10 hours on each of these Sundays. The work has been scheduled around Mets game at CitiField, in order to provide normal levels of service to those travelling to and from games.
- **Port Jefferson Branch Concrete Tie** – Single Main Track of the Port Jefferson Branch between Huntington and Port Jefferson will be out of service on the weekends of September 8-9, September 15-16 & September 22-23 to allow Concrete Tie Replacement.
 - **Temporary Service Adjustments:** On the weekends of September 8-9, September 15-16 & September 22-23, the single Main Track of the Port Jefferson Branch will be out of service between Huntington and Port Jefferson to allow the replacement of concrete ties. Buses will replace train service at stations Greenlawn through Port Jefferson. Customers can expect increased travel time of up to 17 minutes.

As part of our communication campaign for these service changes, public timetables will be issued, and additional information will be shared via our website, e-mail alerts, and social media messaging. Stay connected. Find real-time LIRR service status information on www.mta.info, by signing up for E-Alerts at www.MyMTAAlerts.com, or call the LIRR's Customer Service Center at 511 or 718-217-LIRR (718-217-5477).

IMPACT ON FUNDING

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

July 2018 CPOC MNR/LIRR PTC Project Update

July 23, 2018



LIRR/MNR Overall PTC Project Status

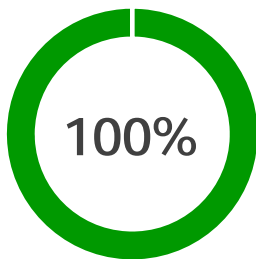
Item	Comments
Schedule	<input type="checkbox"/> On target to meet all federal compliance requirements. <input type="checkbox"/> Integrated System Factory Acceptance Testing (FAT) is in progress. Several core variances required for Revenue Service Demonstration (RSD) are still in development and will not be available until August. <input type="checkbox"/> RSD applications expected to be submitted in September 2018. <input type="checkbox"/> Start of RSD on the pilot lines expected in mid-October 2018.
% Complete	LIRR - 78% MNR - 76%
Budget	\$1.037B LIRR's \$40M and MNR's \$15.9M budget increases were approved.



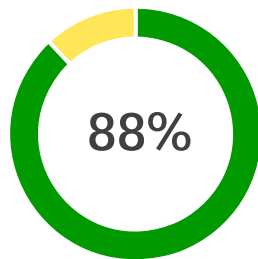
LIRR/MNR PTC Project Progress Dashboard

Long Island Rail Road

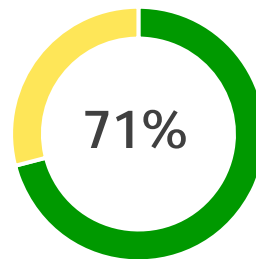
Radio
Spectrum



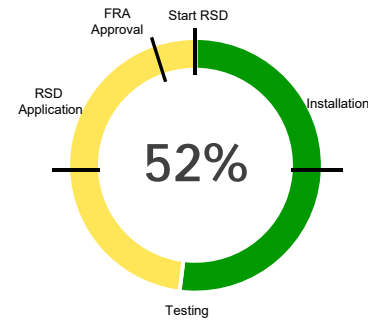
Installation of
Hardware



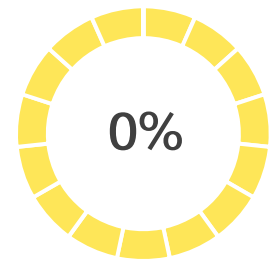
Employees
Trained



PTC Operations
(RSD) Pilot Lines

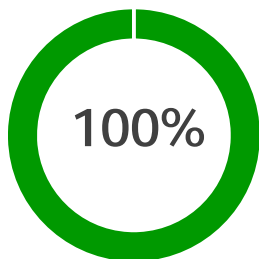


Extended RSD (ERSD)
15 Non-Pilot Segments

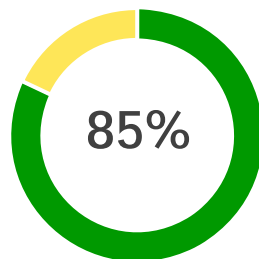


Metro-North Railroad

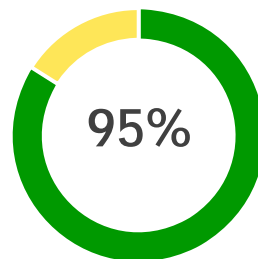
Radio
Spectrum



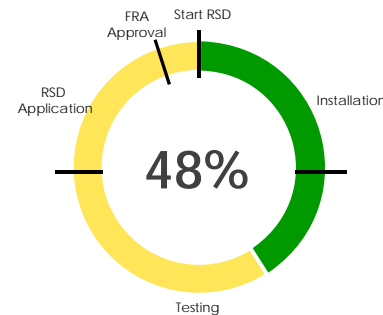
Installation of
Hardware



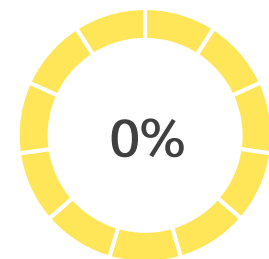
Employees
Trained



PTC Operations
(RSD) Pilot Lines



Extended RSD (ERSD)
11 Non-Pilot Segments



LIRR PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through June 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Jun		18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	3367	3367	2683	80%	684	68	78	97	293	294	0	0	0
WIUs	151	146	120	83%	25	2	2	3	11	12	0	0	5*
C-Cases	111	108	107	99%	1	0	0	0	1	0	0	3*	0
M7	418	240	414 **	100%	0	0	0	0	0	0	0	0	0
DE/DM	45	30	31	100%	0	10	5	7	7	0	0	0	0
C3	23	17	11	65%	6	7	2	6	6	0	0	0	0
E15	16	5	3	60%	2	1	2	3	3	3	3	1	0
***NYAR	10	6	0	0	6	0	0	3	3	2	2	0	0
M3	44	N/A	0	N/A	N/A	0	0	0	0	0	12	24	8

Data date June 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.

*** NYAR numbers will be included in next PTC Implementation Plan (PTCIP) Request for Amendment (RFA) per FRA clarification.




Month when FRA goal is met



MNR East of Hudson PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through June 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-June		18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	2931	2931	2502	85%	429	0	0	0	143	143	143	0	0
WIUs	84	84	83	98%	1	0	0	0	0	1	0	0	0
Radio Cases	104	104	85	81%	19	8	9	8	6	4	1	0	0
M7	167	167	167	100%	0	0	0	0	0	0	0	0	0
M3	69	32	23	72%	9	6	5	8	12	12	12	2	0
P32	31	23	13 complete	56%/100%	10	3	3	3	3	3	3	3	3
			31 Partial (OBC)										
Cab Cars	52	35	15 complete	42%/100%	20	6	6	6	6	6	8	8	3
			40 Partial (OBC)										
M8	190	106	70 Complete	66%/100%	36	24	21	24	24	24	24	24	0
			190 Partial (OBC)										
BL20	12	9	12 Partial	22%	9	0	0	2	2	2	2	2	2
GP35	8	4	7 Partial	0%	4	0	0	1	2	1	1	2	1

 Month when FRA goal is met



MNR Port Jervis Line Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through June 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-June		18-Jul	18-Aug	18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast	Forecast	Forecast
Transponders	250	250	0	0%	250	0	0	80	80	90	0	0	0
WIUs	10	10	0	0%	10	0	0	3	3	3	1	0	0
Radio Cases	11	11	0	0%	11	0	0	3	3	3	2	0	0

Note : Port Jervis Line Wayside Hardware Installation Schedule is dependent on NJ Transit PTC Contractor design and deliveries.



Month when FRA goal is met

MNR/LIRR Project Update (February to June 2018)

- Final Design Review (FDR) milestone achieved in May 2018 (2 month delay)
 - No major system design or hardware changes anticipated.
- Completed 1st and 2nd iterations of Office FAT in March and May.
- Completed Integrated System FAT (Baseline 2.3) in June.
 - Joint decision to proceed with FAT in March with open variances.
 - Discovered several safety critical variances which resulted in the suspension of FAT for several weeks.
 - The safety critical variances were fixed and re-tested in May/June.
- Completed Communications subsystem FAT in June.
- Commenced Office FAT 3.0 with security functionality and RWPS (LIRR only).
 - Pre-FAT – 95% success rate
- Integrated System FAT (Baseline 3.0) required for RSD is expected to be complete in August.
- Continued Database Verification & Validation of non-pilot lines (previously forecast for May completion).



LIRR Project Update (February to June 2018)

- Commenced formal SPT (Site Performance Testing) on pilot lines to demonstrate PTC functionality (previously March)
- Continued onboard installations for C3, DE/DM, E15, and NYAR fleet.
- Continued to program and install WIUs and transponders on non-pilot segments.
- Continued to conduct PTC training for locomotive engineers on West Hempstead.
- Continued to finalize the RSD application with supporting documents.
- Exercised contract option for 44 M3 kits to be delivered by the end of the year.



MNR Project Update (February to June 2018)

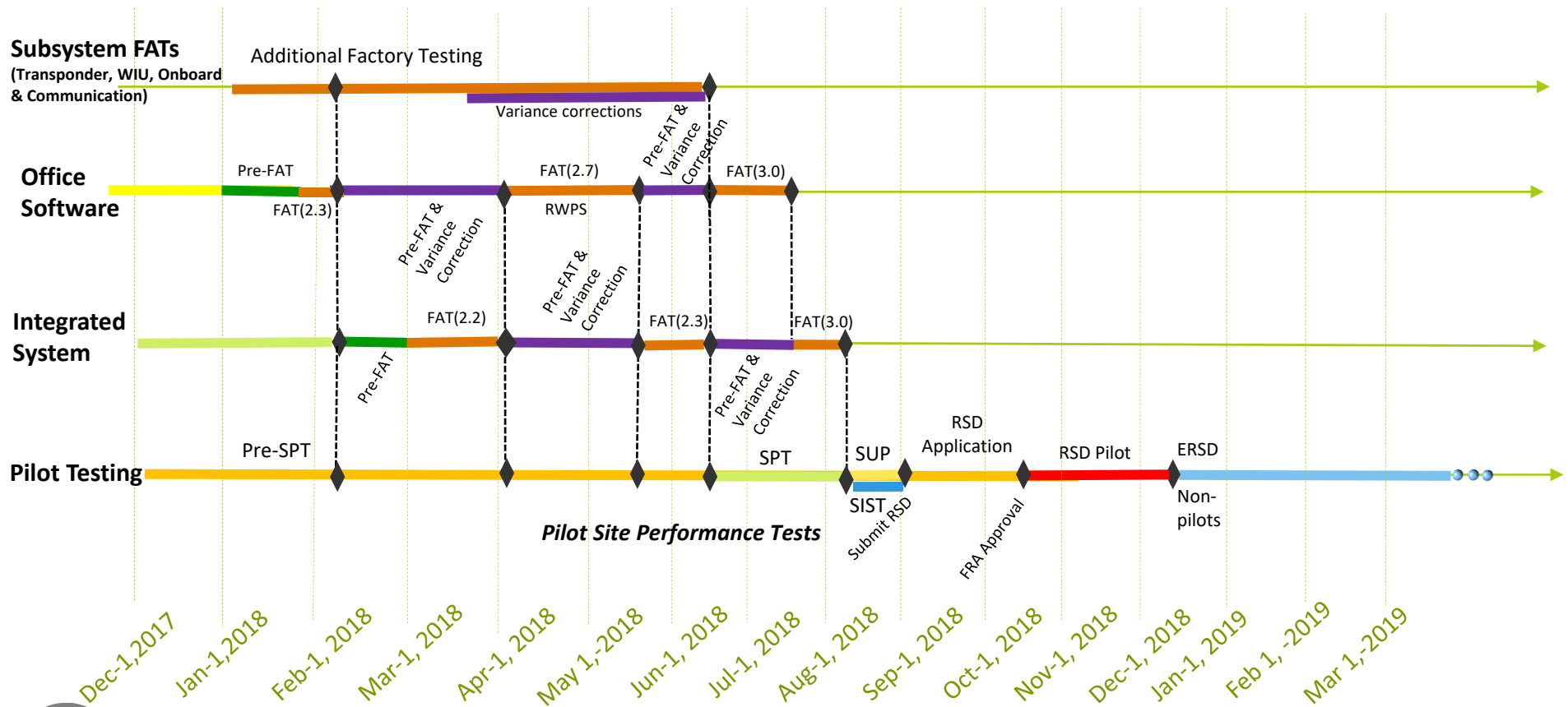
- Started Civil Speed Enforcement (CSE) operation using M7s, M8s, Locos, Cab Cars and M3s.
- Completed Site Installation Testing (SIT) (Radio Cases, Wayside Interface Units and full PTC functionally transponders) on the RSD segment.
- Performed preliminary SPT on RSD segment to demonstrate PTC functionality.
- Continued onboard installations on M3s, P32s, Cab Cars and BL 20s.
- Commenced installation of Mobile Communications Package (MCP) on the M8 fleet.
- Continued installation of Radio Cases and Poles on all non-pilot segments.
- Started configuration and testing of Radio Cases on non-pilot segments



LIRR Schedule

Software/System Development & Test

- RSD Application - September 2018 (previously July)
- Start of Pilot RSD – October 2018 (previously July)



SPT = Site Performance Tests
SIST = Site Integrated System Test

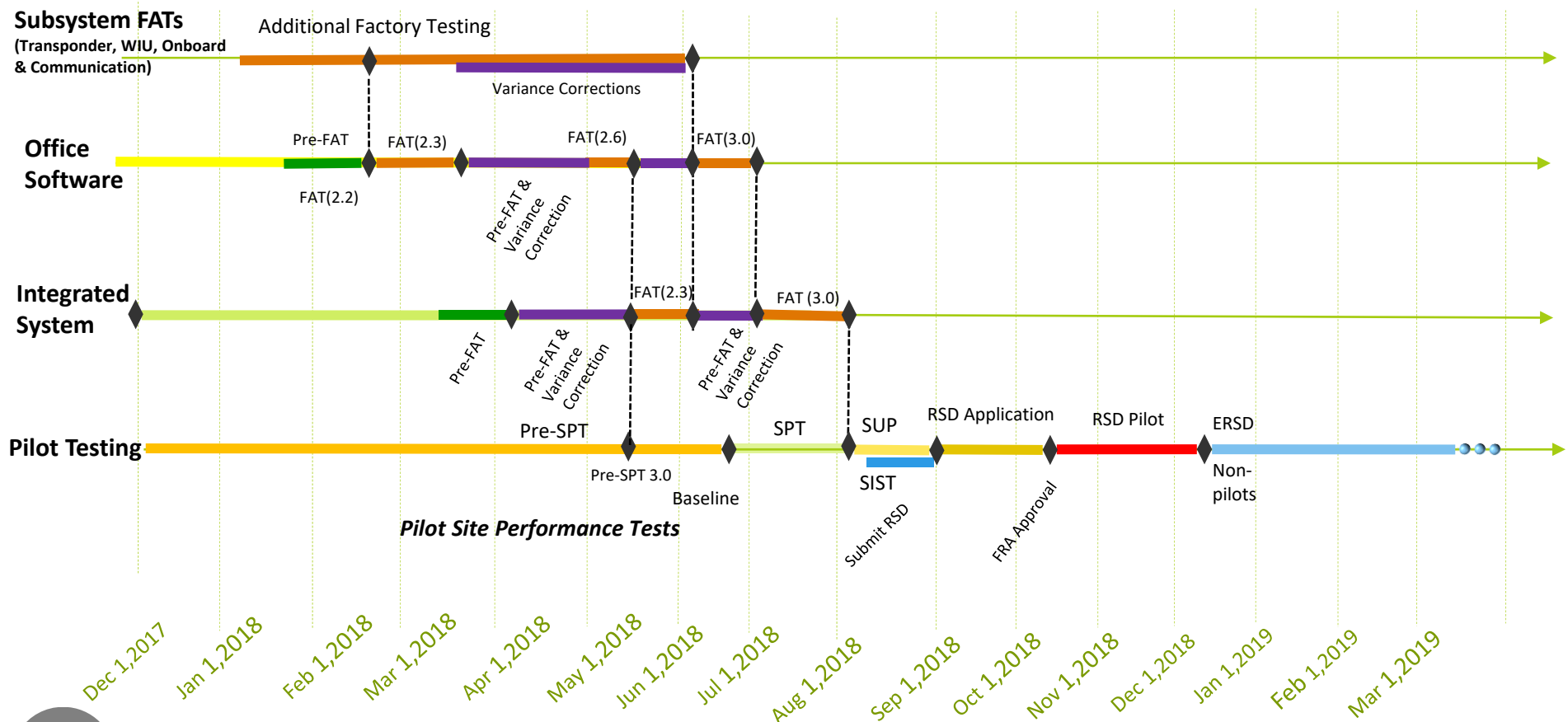
SUP = Site Update Period
RSD = Revenue Service Demonstration

ERSD = Extended Revenue Service Demonstration

MNR Schedule

Software/System Development & Test

- RSD Application – September 2018 (previously July)
- Start of Pilot RSD – October 2018 (previously July)



SPT = Site Performance Tests
SIST = Site Integrated System Test

SUP = Site Update Period
RSD = Revenue Service Demonstration

ERSD = Extended Revenue Service Demonstration

LIRR/MNR Project Risks and Railroad Mitigations

- Risk: The risk to compliance continues to be the discovery of critical software variances during testing.
- Mitigations
 - LIRR and MNR will continue to test the system both in the factory and in the field to capture as many variances as possible.
 - The Systems Integrator has added additional resources and believes they are at full staffing. They will also increase test time by working multiple shifts and during weekends. The Railroads will closely monitor the SI's progress.
 - The Systems Integrator will augment the Siemens Test Lab to expedite subsystem regression testing of OBC release version RG to be ready for Integrated System Baseline 3.0. The Railroads have agreed to allow the SI to utilize their test lab server(s). The SI needs to provide a schedule.
 - The Systems Integrator 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 – Both MNR and LIRR have access to the tool, however implementation of the cloud solution is still in progress. The SI needs to provide a schedule.



LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- The Systems Integrator will perform shadow mode testing for LIRR to provide input to and accelerate the completion of the SIST testing period and provide an initial view of system performance – The Systems Integrator is scheduled to submit the SIST test plans in late July. The Railroads are closely monitoring this activity.
- 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
 - LIRR and MNR will perform regression testing of all corrected variances in the integration lab and conduct parallel tests in the field.
 - LIRR and MNR will procure additional radio spectrum to minimize potential interference issues – Selection process underway and anticipate September Board approval.
 - The Systems Integrator has assembled and is 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.
 - LIRR plans to utilize the TC-82 to support additional wayside communications testing.



LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- Risk: System Integrator's (SI) difficulty in the acquisition and retention of PTC knowledgeable resources to support the project to meet the deadline.
 - Mitigation
 - LIRR and MNR are adding Subject Matter Experts from the consultants to bridge technical and operational gaps in the SI's PTC team.
 - The Systems Integrator is partnering with third party entities to expand their resources, and instituting an employee retention program to ensure continuity of resources on project.
- Risk: Finalization of agreement with Amtrak for interoperability design and implementation.
 - Mitigation
 - LIRR and MNR are holding weekly meetings to finalize technical agreements with Amtrak
 - MNR/Amtrak Letter of Understanding was signed in May.
 - Agreements for network connectivity and equipment placement in progress.



LIRR/MNR Project Risks and Railroad Mitigations (contd.)

- LIRR is finalizing operational agreements with Amtrak at Penn Station Control Center (PSCC) for Harold Interlocking area for the placement and management of Temporary Speed Restrictions.
- MNR held a meeting with Amtrak Engineers to finalize line boundary communication link; however Amtrak does not anticipate resolving boundary issues in 2018.
- FRA has taken the position that unresolved boundary issues are a key interoperability issue that will require submission of an “alternative schedule”; most if not all railroads in country will likely be required to submit an alternative schedule as a result.
- Risk: Completion of the project requires simultaneous commissioning of multiple line segments making it challenging with constraints of resources.
- Mitigation
 - LIRR and MNR are in the process of increasing their field test teams and are requesting track access/outages as required in advance.



LIRR/MNR Project Risks and Railroad Mitigations (cont'd.)

- Risk: Port Jervis Line PTC installation dependent upon receipt of wayside equipment from NJT
 - Mitigation
 - MNR agreed to accept Wayside/Communication material at 50% design to commence installation.
- Risk: Timely approvals of RSD applications by FRA due to a significant number of applications requiring FRA review at the same time.
 - Mitigation
 - LIRR/MNR worked with APTA 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/MNR are concurrently considering the “alternative criteria” or “substitute criteria” option from the FRA to be in PTC compliance sooner.



LIRR/MNR PTC Timeline

Feb 2018

- ✓ LIRR/MNR completed Office FAT with open variances.
- ✓ MNR completed wayside CSE implementation East of Hudson.

Mar 2018

- ✓ LIRR/MNR completed Integrated System Pre-FAT.
- ✓ LIRR commenced Integrated System FAT (System Baseline 2.3).
- ✓ MNR started operating diesel & M7 trains with ACSES CSE.

May 2018

- ✓ LIRR/MNR achieved the Final Design Review milestone (2 month delay).
- ✓ MNR commenced Integrated System FAT with System Baseline 2.3 (1 month delay).

June 2018

- ✓ LIRR/MNR completed Integrated System FAT (Baseline 2.3)
- ✓ LIRR/MNR started formal Site Performance Testing on Pilot Lines with System Baseline 2.3 (3 month delay).
- ✓ MNR started operating M3 trains with ACSES CSE (2 month delay).



LIRR/MNR Look Ahead (July to October 2018)

- Complete FAT for Office 3.0
- Complete Integrated System FAT using System 3.0 Baseline software.
- Complete formal SPT (Site Performance Testing) on pilot lines to demonstrate PTC functionality.
- Complete reliability testing of PTC functions on pilot lines to provide data to submit RSD application in September.
- Complete all onboard and wayside installations.
- Complete all required PTC training to support RSD.
- Submit RSD application to the FRA for approval.
- Finalize the FRA request for an Alternative Schedule
 - Revise and update PTC Implementation Plan
 - Prepare the Written Notification to FRA to demonstrate meeting statutory criteria to qualify for an Alternative Schedule for submission before the deadline.



LIRR/MNR PTC Timeline and Look-ahead

July 2018

- MNR to complete all required training to employees (previously Sept).
- LIRR to complete all on-board installations (previously June).
- LIRR/MNR to start Integrated System FAT (Baseline 3.0)

August 2018

- System Integrator (SI) to complete delivery of Train-the-Trainer courses to LIRR (previously July)
- LIRR/MNR to complete Integrated System FAT (Baseline 3.0) for RSD
- LIRR to start Site Performance Testing on non-pilot segments (previously June).

September 2018

- LIRR/MNR to submit RSD application for pilot lines (previously June).
- MNR to complete the installation of transponders on the Port Jervis line.
- MNR to continue to perform interoperability testing with MNR tenants.
- LIRR to complete all wayside installations (with the exception of ESA tunnels).



LIRR/MNR PTC Timeline and Look-ahead

October 2018

- ❑ LIRR to begin RSD on pilot lines.
- ❑ MNR to begin RSD on Tarrytown to Croton-Harmon pilot segment (Hudson Line).
- ❑ MNR to complete all wayside installations including Port Jervis Line.
- ❑ MNR to complete all onboard installations of PTC hardware (previously Nov.)
- ❑ LIRR to complete all required training to employees (previously Sept).

November 2018

- ❑ MNR to expand service using additional fleet in RSD segment.
- ❑ LIRR/MNR to submit Written Notification to FRA to stating that LIRR/MNR have met all statutory criteria for an Alternative Schedule.

December 2018

- ❑ MNR to start Site Performance Testing on non-pilot segments.
- ❑ LIRR/MNR start to request approval and expansion of RSD to non-pilot track segments (previously Sept).

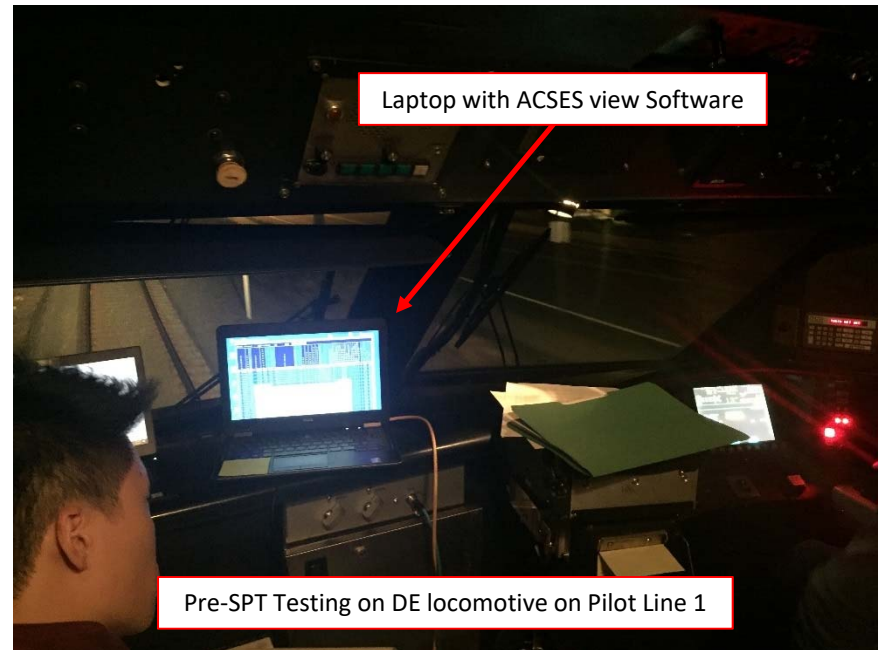
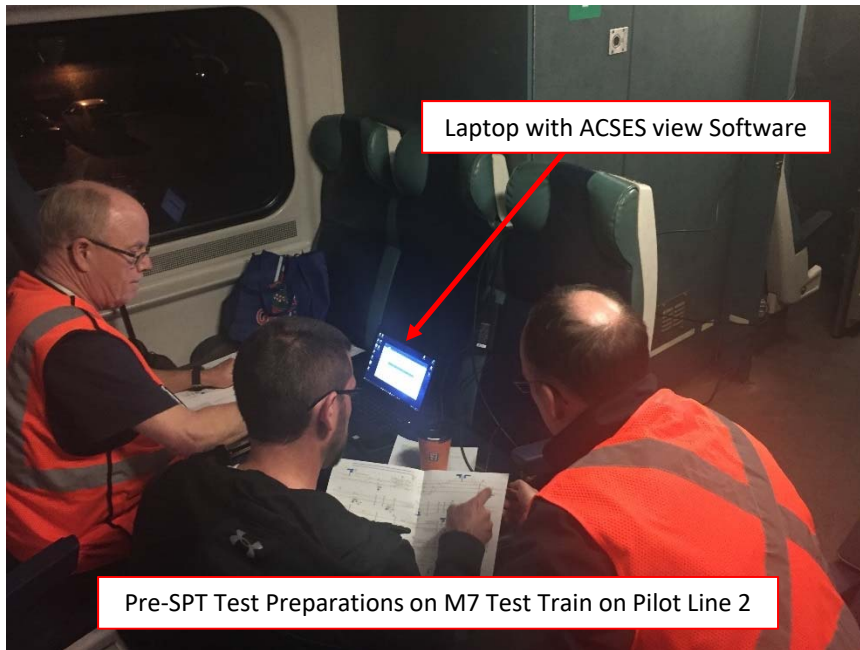
After January 2019

- ❑ LIRR/MNR to submit PTC Safety Plan to FRA for approval (previously Dec.)
- ❑ LIRR/MNR to complete placing non-pilot segments in PTC Operations (ERSD).



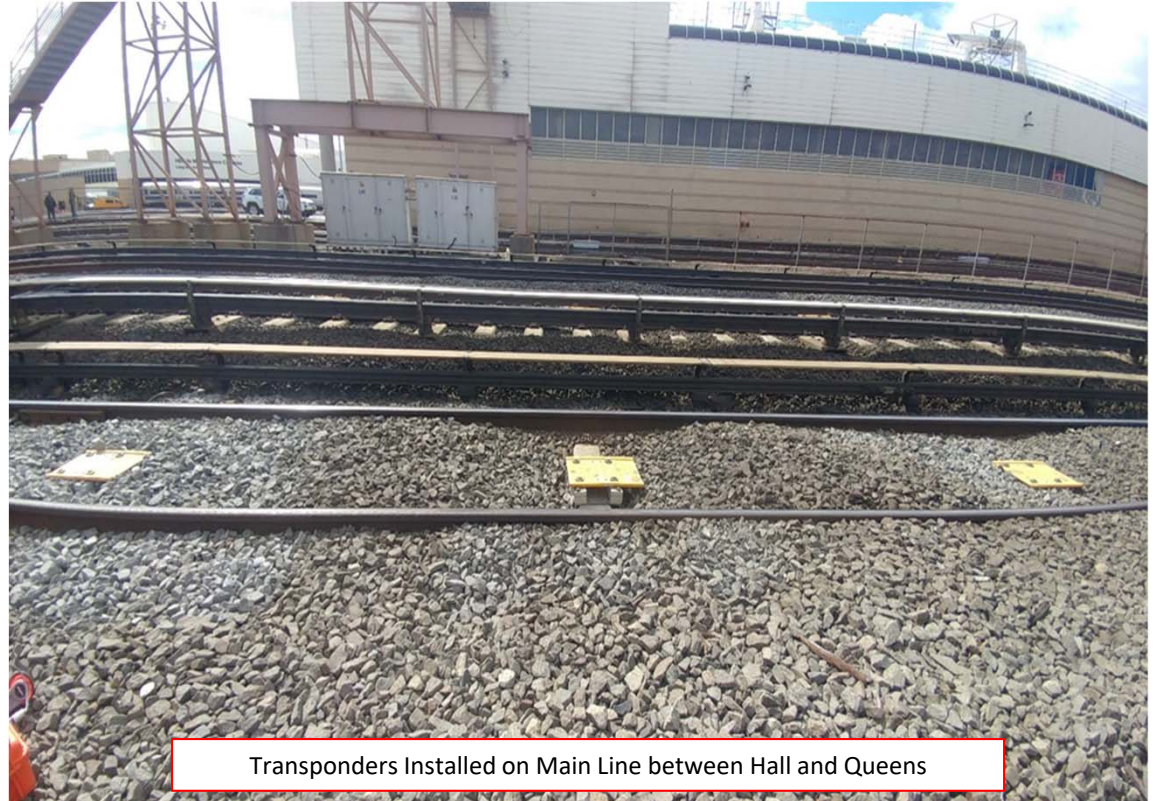
PTC Testing Photos

Pre-Site Performance Testing



PTC Installation Photos

LIRR Transponder Installations



PTC Installation Photos

LIRR Factory Acceptance Testing



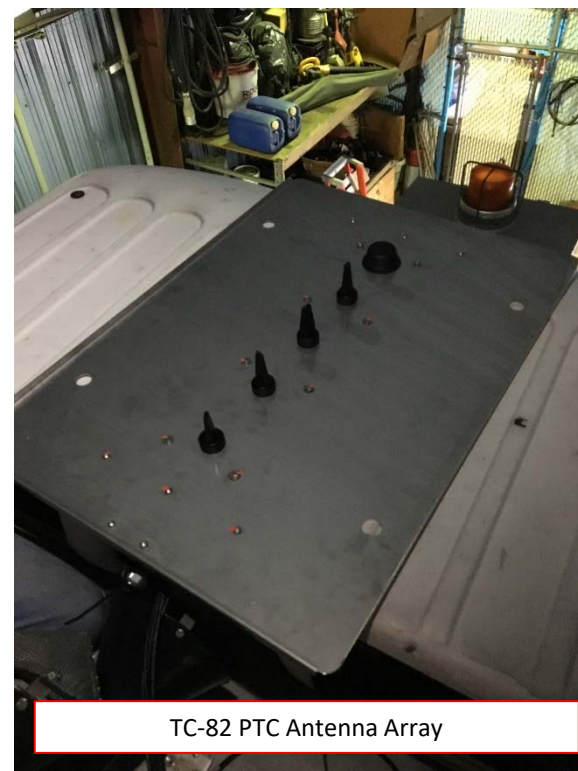
LIRR Factory Acceptance Testing in Pittsburgh



LIRR Factory Acceptance Testing in Pittsburgh

PTC Installation Photos

LIRR TC-82 PTC Antenna Installation



PTC Installation Photos

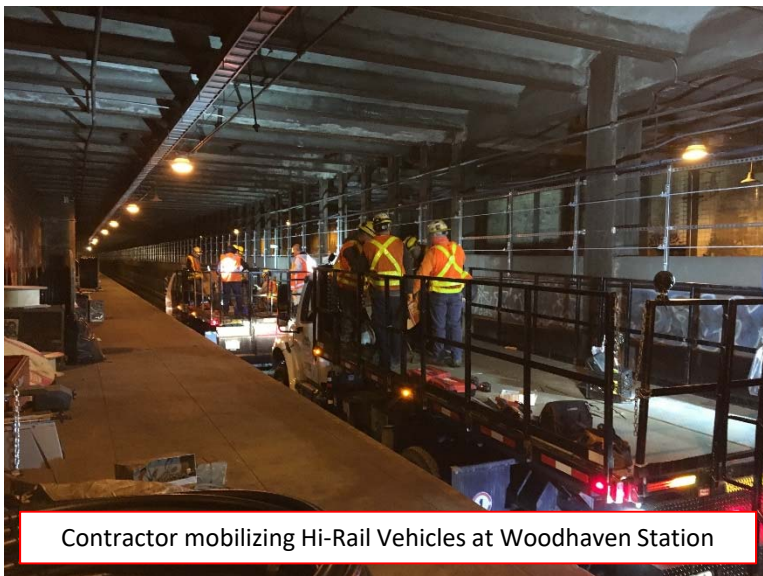
LIRR Atlantic Tunnel Cable Installation



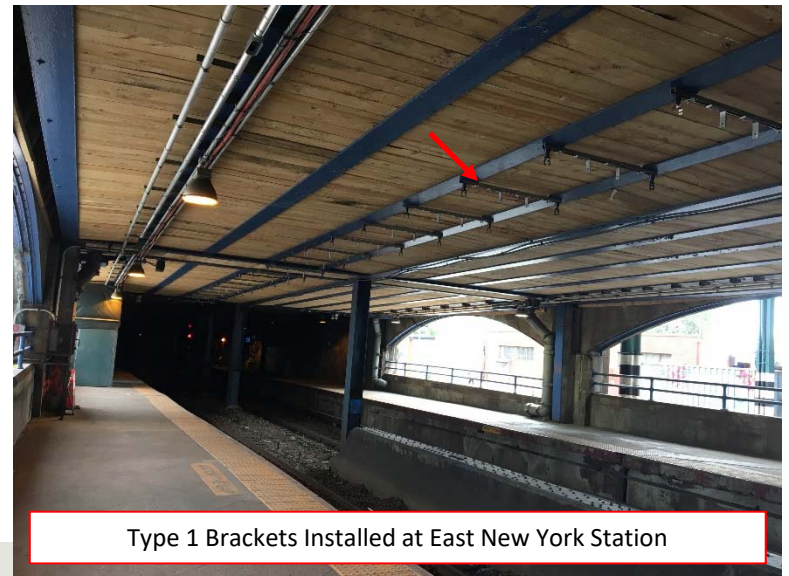
Inspector Testing PTC Radio Cable



Contractor Pulling PTC Radio Cable



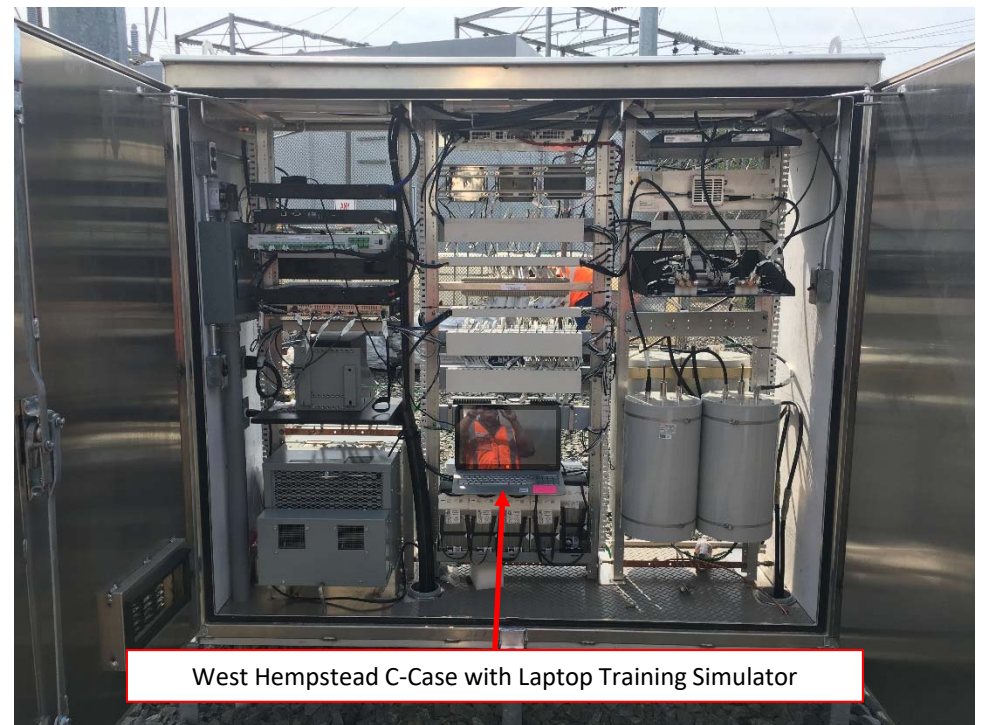
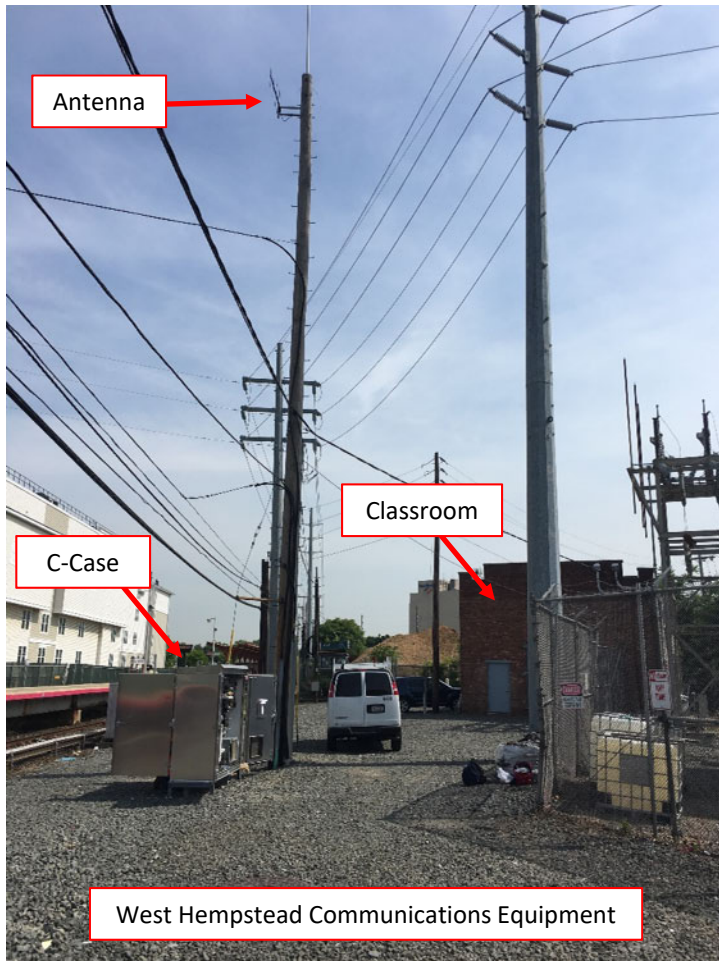
Contractor mobilizing Hi-Rail Vehicles at Woodhaven Station



Type 1 Brackets Installed at East New York Station

PTC Training Photos

LIRR West Hempstead Training Track



MNR Employees and System Integrator performing field Modifications on the Radio Cases



MNR Employees and System Integrator performing field Modifications on the Radio Cases



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

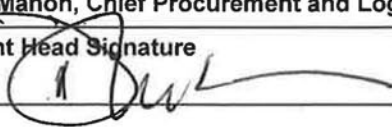

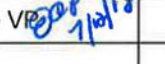
BOARD ACTION

July 25, 2018

Staff Summary



Long Island Rail Road

Subject : Request for Authorization to Award Various Procurements						Date July 25, 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	7.23.18				2	President 		
2	MTA Board	7.25.18				1	Executive VP 		

PURPOSE:

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

DISCUSSION:

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

NONE

LIRR proposes to award Competitive Procurements in the following categories:

of Actions

\$ Amount

Schedules Requiring Majority Vote

Schedule G:	Miscellaneous Service Contracts	1	\$ 6,000,000
Schedule I:	Modifications to Purchase and Public Works Contracts	1	\$ 1,404,427
SUBTOTAL:		2	\$ 7,404,427

LIRR proposes to award Ratifications in the following categories:

NONE

of Actions

\$ Amount

TOTAL: 2 \$ 7,404,427

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.

JULY 2018

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

1. **Nassau Intercounty Express (NICE)/ \$ 6,000,000** *Staff Summary Attached*
Transdev
Competitive RFP
Contract No. TBD

LIRR requests MTA Board approval to award a three-year (one-year base plus two, one-year options), estimated quantity contract in the amount of \$6,000,000 to Nassau Inter-County Express (NICE)/Transdev (“Transdev”) for Scheduled and Emergency Bus Services on an as-needed basis. Under this contract, Transdev will provide LIRR with bus services on an as-needed basis, with no minimum obligation or expenditures. This contract is based on a ride of the contract between Nassau County and Veolia Transportation Services, Inc. awarded on December 23, 2011 pursuant to a competitive procurement.

Schedule I: Modifications to Purchase Contracts 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)

2. **L. K. Comstock and Co., Inc.** **\$ 1,404,427** *Staff Summary Attached*
Contract No. 6257

LIRR requests MTA Board approval to award a contract modification to L.K. Comstock & Co., Inc. (Comstock) in the not-to-exceed amount of \$1,404,427 to furnish material for the new track and signal systems, including communication equipment, cable splice kits, cable terminations, 85’ wood poles, ballast mats and a switch tie. This modification also includes the installation of the wood poles, switch ties and cable splice kits. This change order is a modification to contract #6257 with Comstock for the Design-Build Track and Systems Installation for the New Second Track on the Main Line Ronkonkoma Branch Phase II.

Staff Summary



Item Number: 1

Vendor Name (& Location) Nassau Inter-County Express (NICE)/Transdev 700 Commercial Avenue Garden City, NY 11530
Description Supplemental Scheduled and Emergency Bus Service
Contract Term (including Options, if any) August 1, 2018 – July 31, 2021
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Ride of Nassau County Contract

Contact Number TBD	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$6,000,000 NTE (Includes \$2M Base plus two, one-year \$2M options)
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Charles McKiernan – General Manager, Service Planning Dept. James Compton – Chief Stations Officer, Stations Dept.	
Contract Manager: Daphne Pierre-Louis	

Discussion:

LIRR requests MTA Board approval to award a three-year (one-year base plus two, one-year options), estimated quantity contract in the amount of \$6,000,000 to Nassau Inter-County Express (NICE)/Transdev (“Transdev”) for Scheduled and Emergency Bus Services on an as-needed basis. Under this contract, Transdev will provide LIRR with bus services on an as-needed basis, with no minimum obligation or expenditures. This contract is based on a ride of the contract between Nassau County and Veolia Transportation Services, Inc. awarded on December 23, 2011 pursuant to a competitive procurement.

In March 2013, LIRR entered into estimated quantity contracts for Scheduled and Emergency Bus Services with thirteen third party bus service providers. Historically, LIRR supplemented its third-party bus providers with bus service from MTA sister agencies including MTA Long Island Bus (LI Bus). However, MTA LI Bus ceased operations in 2011 and Nassau County then contracted with a private company, Veolia Transportation Services, Inc. (“Veolia”) for management of its Fixed Route Bus and Paratransit Operation. During LIRR’s 2013 solicitation, LIRR sent a copy of its RFP to Veolia, however, as a new contractor to Nassau, they declined to bid on LIRR’s contract.

To date, the pool of providers has been drastically reduced due to firms departing the busing business due to safety deficiencies and performance issues, and consolidation, leaving LIRR with only three (3) bus providers to support assignments. Only one (1) provider out of the three (3) has the capacity to offer a significant fleet of coach buses (30 buses) for large assignments. Reliance on a single supplier is inadequate to address the extensive schedule of planned service outages required for upcoming events and projects such as the Annual Track Program and the LIRR Expansion Project, where LIRR will need to consistently provide alternate or supplemental bus service during scheduled track outages. This, combined with the increased off-peak and weekend travel, particularly during the summer season, could result in increased demand for substitute bus service over the next several years.

Transdev has obtained concurrence from Nassau County to assist LIRR with busing needs, when available (primarily nights and weekends, when LIRR most typically schedules outages). They have also been granted permission to service LIRR needs in both Nassau and Suffolk counties. With the renewal of LIRR’s five-year bus contracts about to be initiated via RFP, LIRR hopes to attract additional coach fleet providers to add to the list of qualified firms by the 1st quarter of 2019, at which time the new pool’s capacity to provide coach services will be assessed and a decision will be made as to the exercise of options for continued supplemental services from Transdev. Transdev’s rates for bus operators and dispatchers are the same offered to Nassau County for equivalent services,

Staff Summary



are within industry standards and have been approved by the Nassau County Legislature. They are, on average 63% less than those of the third-party providers currently on contract, and therefore fair and reasonable. Future rate increases based on collective bargaining agreements will be subject to Nassau County Legislature approval.

Busing needs will be funded from operating, capital or federal sources, depending on the project under which bus services will be required. Transdev is compliant with all federal requirements that apply to the operation of buses.

The M/WBE/DBE goals established under Nassau County's contract are achieved through the maintenance and administrative operations associated with the Nassau County contract. As these tasks do not apply to the work being undertaken by LIRR, there are no goals associated with this work.

Staff Summary



Item Number: 2
Vendor Name (& Location) L.K. Comstock and Co., Inc.
Description Main Line Second Track Ronkonkoma Branch Phase II
Contract Term (including Options, if any) 572 consecutive calendar days
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Change Order
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Program Management, Paul Dietlin

SUMMARY INFORMATION	
Contact Number 6257	AWO/Modification # CR #16
Original Amount:	\$66,530,000
Prior Modifications:	\$5,575,860
Prior Budgetary Increases:	
Current Amount:	\$72,105,860
This Request:	Not to Exceed \$1,404,427
% of This Request to Current Amount:	1.9%
% of Modifications (including This Request) to Original Amount:	10.5%

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to award a contract modification to L.K. Comstock & Co., Inc. (Comstock) in the not-to-exceed amount of \$1,404,427 to furnish material for the new track and signal systems, including communication equipment, cable splice kits, cable terminations, 85' wood poles, ballast mats and a switch tie. This modification also includes the installation of the wood poles, switch ties and cable splice kits. This change order is a modification to contract #6257 with Comstock for the Design-Build Track and Systems Installation for the New Second Track on the Main Line Ronkonkoma Branch Phase II.

II. DISCUSSION

The new Second Track project calls for the LIRR to procure all the material necessary to complete the scope of work for both the third-party contractor and internal forces. However, due low inventory levels at the LIRR for certain stock and long lead times, and in order to maintain the project schedule, it is in the LIRR's best interest to have Comstock procure the material included in this contract modification. The funding for this material was included in the original project estimate and is to be reallocated from LIRR Force Account Material to the third-party contract.

Comstock's contract also requires them to install LIRR-supplied signal cable to connect newly installed signal huts and related equipment. The contract documents do not indicate specific wiring splice locations or quantities. Since LKC is both installing the cables and performing the testing, it is best practice to have them install the splices so only one party is responsible for the entire cable run.

The purchase and installation of the 85' wood poles is necessary to raise existing LIRR power and signal cables above the structures at Wyandanch station. Originally LIRR forces were planning to relocate the cables to another location, but due to limited space and existing underground utilities, the best course of action is to raise the cables. The LIRR does not stock poles of this size nor have the equipment necessary to install these large poles. Further, to mitigate potential schedule delays caused by unforeseen material needs, Comstock should procure the required ballast mats, terminal ends and switch ties. These items will be installed by LIRR forces in support of Comstock's contract work.

The requested amount for Comstock's scope of work under this modification is not to exceed \$1,404,427. LIRR is continuing to negotiate a lower figure with the vendor, but this work must be authorized at this time to maintain the project schedule.

Staff Summary



In connection with a previous contract awarded to Comstock, the firm was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by Thomas F. Prendergast, MTA Chairman and CEO, on February 26, 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

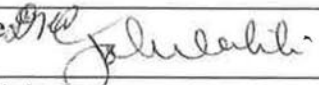
Funding for this change order is included in LIRR's 2015-2019 Capital Budget.






V. ALTERNATIVES

The alternative for materials procurement would be to have the LIRR procure directly by soliciting proposals from vendors. This would not be in the best interest of the LIRR as the long lead time of the material and the procurement process would have a significant impact on the project schedule and result in delay claims from the contractors.

The alternative to having Comstock install the cable splices and wood poles would be to have LIRR forces self-perform or solicit a new procurement for a third-party contractor to undertake this work. This would not be in the best interest of the LIRR because LIRR does not have the manpower available to self-perform this additional work while meeting the project schedule. Other projects would have to be delayed to reallocate resources to this project. Further, Comstock is performing other Contract work in the same area and has developed efficiencies performing such work.

**PROCUREMENT PACKAGE
JULY 2018**

Subject	Request for Authorization to Award Various Procurements				
Department	Law and Procurement				
Department Head Name	Evan M. Eisland				
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	MNR and LIRR Joint Committee	7/23/18	X		
2	Board	7/25/18	X		

Date: July 17, 2018			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
3	Vice President, Program Controls 	5	President 
2	Vice President & Chief Financial Officer 	4	Executive Vice President 
1	Vice President & Chief Procurement Officer 		

PURPOSE

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

DISCUSSION

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

Schedules Requiring Two-Thirds Vote

Schedule B Competitive Requests for Proposals (Solicitation)

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ TBD
SUBTOTAL	1	\$ TBD

Schedules Requiring Majority Vote

Schedule I Modifications to Purchase or Public Work Contracts

	1	\$ 1,612,875
SUBTOTAL	1	\$ 1,612,875

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

Schedule K Ratification of Completed Procurement Actions

	2	\$ 30,366,000
SUBTOTAL	2	\$ 30,366,000
TOTAL	4	\$ 31,978,875

Competitive Bidding Requirements

The procurement action in Schedule B is subject to the competitive bidding requirements of the Public Authorities Law 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

Budget Impact:

The approval of the contract and 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 contracts and 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.

July 2018

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two Third Vote

Schedule B. Competitive Request for Proposals (Solicitation of Purchase and Public Work Contracts)

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

- | | | | |
|----|---|------------------------------|--------------------------------------|
| 1. | Contractor To be Determined
Contract CH063 | Cost To Be Determined | <u>Staff Summary Attached</u> |
|----|---|------------------------------|--------------------------------------|

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIB (6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposals for a contract entitled Harold Systems – Electric Catenary, for the East Side Access Project.

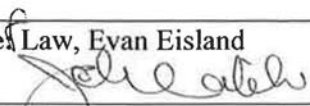
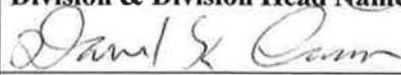


Procurements Requiring Majority Vote

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)

- | | | | |
|----|--|---------------------|--------------------------------------|
| 2. | GCT Constructors Joint Venture
Contract No. CM014B
Modification No. 170 | \$ 1,612,875 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract for the installation of power cable, conduits and other infrastructure needed for the future installation of digital signage panels. This modification will also address minor revisions to the restrooms.

Item Number 1					
Dept & Dept Head Name: Law, Evan Eisland 					
Division & Division Head Name: Procurement, D. Cannon 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	7/23/18	X		
2	Board	7/25/18	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	Executive Vice President 	2	President 		

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	CH063
Description	
Harold Systems – Electric Traction Catenary	
Total Amount	
To Be Determined	
Contract Term	
To Be Determined	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIB (6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposals (“RFP”) for a contract entitled Harold Systems – Electric Catenary, for the East Side Access Project (“ESA”).

II. DISCUSSION

The proposed contract will be a design-build contract for the installation of the remaining Electric Traction Catenary in the Harold Interlocking in support of revenue service for the East Side Access project. To date, this type of work has been performed by Amtrak’s Electric Traction (ET) Linemen. However, because Amtrak does not have sufficient manpower to perform this work consistently to support the ESA schedule, MTACC will create a third-party contract package for this work. Amtrak will continue to provide protection support and participate in the inspection and acceptance of the work.

The General Engineering Consultant (“GEC”) for ESA has already prepared engineering drawings for Amtrak’s forces to perform this work. While these drawings are sufficient for Amtrak to proceed with the field work they are not detailed enough for third party contractors using the typical design-bid-build approach. To address this issue, avoid schedule risk, and realize the benefits on contractor input into this contract, MTACC intends to proceed with this contract using the design-build method. MTACC will utilize the existing engineering drawings developed for Amtrak, together with additional performance criteria as the basis of the design-build contract. This procurement will utilize the RFP process which will permit MTACC to evaluate the relative benefits of alternative technical proposals and weigh alternatives that are in the best interest of the MTA.

Item No. 1

The RFP process will require interested firms to submit technical and cost proposals, which will include their technical approach, qualifications, experience, schedule and overall costs. The technical and cost proposals will be evaluated against MTACC's established criteria and based on the results, negotiations on technical and commercial issues, schedule and costs will be held with one or more firms. At the conclusion of negotiations, a Best and Final Offer ("BAFO") will be requested. Award will be made to the responsible firm whose BAFO offers the best value to the MTA.

II. IMPACT ON FUNDING

Funding for this Contract will be from the Capital Program.

III. ALTERNATIVES

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide a means to evaluate different technical approaches or to consider or negotiate alternative proposals to achieve the overall best value to the MTA.

Item Number 2

Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)	Contract Number CM014B	AWO/Modification # 170
Description GCT Concourse and Facilities Fit-Out for the ESA Project	Original Contract Amount: \$ 404,622,096 Original Option Amounts: \$ 24,277,904 Original Board Approved Amount: \$ 428,900,000	
Contract Term (including Options, if any): 1,726 Days	Prior Modifications: \$ 18,086,708 Exercised Options: \$ 24,277,904 Prior Budgetary Increases: \$ -0-	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Current Amount: \$ 446,986,708	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid Other: Modification		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name:	This Request \$ 1,612,875	
East Side Access/William Goodrich, P.E.	% of This Request to Current Amount: 0.36% % of Modifications (including This Request) to Original Amount: 4.9%	

Discussion:

Contract CM014B is for the architectural, structural, electrical, plumbing, and mechanical fit-out of the new Long Island Railroad ("LIRR") Concourse located in the former Madison Yard of Grand Central Terminal. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract for the installation of power cable, conduits and other infrastructure needed for the future installation of digital signage panels. This modification will also address minor revisions to the restrooms.

The MTA is migrating from static to digital media and advertisements. A separate procurement is underway for a licensee who will provide the necessary digital panels and equipment and operate the digital media and advertising platform and concession which is expected to generate revenue for the MTA. Digital panels require data, power, and video feeds that were not originally included in CM014B's Scope of Work. This modification will provide the infrastructure to support the digital media and advertising platform and includes the installation of the electrical conduits and cables; modifications to select communication and electrical system rooms; and revisions to architectural finishes.

This modification also adds electrical elements to support "Pop-Up" facilities for LIRR, sponsor or retail uses within the Concourse. In addition, revisions in the restrooms will be made to enlarge the stall partitions for security purposes; and install stainless steel wall panels and precast terrazzo tiles at the urinals for more effective maintenance.

The Contractor submitted a cost proposal of \$3,915,023 while the MTACC project estimate was for \$1,596,157. Negotiations were held and both parties agreed to a cost of \$1,612,875, which is considered fair and reasonable.

In connection with previous contracts awarded to the joint venture partners who form GCT Constructors Joint Venture, both John P. Picone Inc. ("JPP") and Schiavone Construction Company, LLC ("Schiavone") were found to be responsible notwithstanding significant adverse information ("SAI") 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 December 2014. No new SAI has been found relating to JPP or Schiavone and they have both been found to be responsible.

July 2018

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)

(Staff Summaries required for items requiring Board Approval)

- | | | | |
|----|---|--------------|-------------------------------|
| 3. | WSP USA/STV/Parsons Transportation Group, Joint Venture
Contract No. 98-0040-01R
Modification No. 151 | \$28,000,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to increase the Contract amount allocated to Construction Phase Services (“CPS”) to provide sufficient funding to allow the Consultant to provide CPS through December of 2018.

- | | | | |
|----|---|--------------|-------------------------------|
| 4. | Tutor Perini Corporation
Contract No. CS179
Modification No. 85 | \$ 2,366,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification to upgrade electrical panels and circuits required for ESA operation.

Item Number 3

Page 1 of 2

Vendor Name (& Location) WSP USA/STV/Parsons Transportation Group (NY), JV	
Description East Side Access General Engineering Consultant Services	
Contract Term (including Options, if any) December 31, 2018	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich	

Contract Number	AWO/Modification #
98-0040-01R	151
Original Amount: \$ 140,000,000	
Prior Modifications: \$ 350,366,218	
Prior Budgetary Increases: \$ -0-	
Current Amount: \$ 490,366,218	
This Request \$ 28,000,000	
% of This Request to Current Amount: 5.7%	
% of Modifications (including This Request) to Original Amount: 270%	

Discussion:

This Contract is for engineering, design and construction phase services for the East Side Access (“ESA”) project. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to increase the Contract amount allocated to Construction Phase Services (“CPS”) by \$28,000,000. This increase will provide sufficient funding to allow the Consultant to provide CPS through December of 2018.

CPS are provided in support of the ESA’s third party and force account construction contracts and packages and are essential to the ESA’s construction program. CPS include reviewing and responding to the construction contractor submittals, shop drawings and requests for information; performing site inspections; resolving technical issues; and preparing amplifying drawings.

In February of 2017 the Board approved a Modification increasing the Contract CPS amount by \$27,000,000 (from \$143,250,634 to \$170,250,634), to continue CPS through December of 2017. At the end of 2017, the ESA cost and budget were undergoing a thorough review, and in an effort to reduce program costs, the MTACC President directed that the MTA negotiate a new price structure with the GEC. While that effort was underway, the MTACC President approved a Retroactive Modification Memorandum and the Consultant was directed to continue to provide CPS services into 2018 up to the not-to-exceed amount of \$7,000,000. Subsequently, the MTACC President approved another Retroactive Modification Memorandum and the Consultant was directed to continue to provide CPS through July 2018 for an additional not-to-exceed amount of \$5,300,000.

The MTA has now concluded its negotiations on a new pricing structure for CPS. Instead of compensating the Consultant for the work expended on a given task, target pricing will be established for tasks, with incentives for the Consultant to complete tasks under budget through the sharing of savings, and by requiring the Consultant to absorb a portion of the cost for going over the target prices through a reduction in fees. This new pricing structure will be incorporated into the Contract through this modification. In addition, this modification will increase the budget and the not-to-exceed contract amount for CPS by \$28,000,000 which amount will provide for CPS through the end of 2018 and includes the \$12,300,000 previously authorized by the President.

MTACC expects to return to the Board at the end of 2018 to request additional CPS funding authorization for 2019 and beyond, but intends to continue to implement the new pricing structure, as well as seek additional opportunities to obtain

Item No. 3

Page 2 of 2

In connection with previous contracts awarded to WSP USA (formerly Parsons Brinckerhoff) a member of the Consultant joint venture, Parsons Brinckerhoff (WSP) 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 March 2008. No new SAI has been found relating to WSP (Parsons Brinckerhoff) and they have been found to be responsible.

Schedule K Ratification of Completed Procurement Actions



Item No. 4

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CS179	AWO/Modification # 85
Description Systems Facilities Package No. 1			
Contract Term (including Options, if any) 75 Months		Original Amount:	\$ 333,588,000
		Prior Modifications:	\$ 19,580,049
		Exercised Options:	\$ 216,800,001
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		Current Amount:	\$ 569,968,050
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request	\$ 2,366,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	0.42%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.		% of Modifications (including This Request) to Original Amount:	6.58%

Discussion:

This Contract provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification to upgrade electrical panels and circuits required for ESA operation.

During the review of the Contractor’s shop drawings, and while responding to several Contractor Requests for Information, the General Engineering Consultant (“GEC”) for the ESA project determined that electrical panels specified in the Contract Documents were not appropriately sized to handle the electrical loads for ESA operation and that certain required circuits had been omitted from the Contract Documents. The GEC determined that 180 panels required upgrade with larger circuit breakers and 11 of the panels required upgrade to a larger box. Additionally, certain cable required upgrade to a larger size cable to eliminate excessive voltage drop over the cable runs.

The MTACC’s final estimate for this work was in the amount of \$1,600,000. The Contractor’s revised proposal was in the amount of \$3,900,000. Negotiations were held and the parties agreed to a cost of \$2,366,000 for the direct costs, which is deemed to be fair and reasonable. Any time impacts associated with this changed work will be addressed in a subsequent modification. To avoid additional delay and rework, the President approved a Retroactive Memorandum and the Contractor was directed to proceed with the changed work on April 4, 2018, up to the not-to-exceed amount of \$660,000

This modification appears to be the result of design errors or omissions on the part of the GEC. Certain aspect of this issue was the subject of a previous settlement of claims with the GEC. Those aspects that were not previously addressed are being reviewed and, if appropriate will be addressed in a subsequent claim.

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



Long Island Rail Road

Performance Summary

Dave Kubicek, Senior Vice President – Operations



Shinnecock Hills US Open: Passengers leaving the event at the end of the day and heading back to their home destinations.



Long Island Rail Road

Performance Summary

June 2018 Highlights:

June On-time performance (OTP) was below goal at 92.1%, with 3 out of 11 branches operating at or above goal. During three AM Peak periods, we operated at 100% on time.

Our Year to Date (YTD) performance has improved to 90.1%, which is a 0.4% increase compared to same period last year.

Special Events accounted for 13.2% of all late trains for the month of June.

Twenty events resulted in 10 or more late trains, unfavorably impacting our OTP by approximately 2.3%.

- Infrastructure issues caused two signal incidents and one track car derailment, resulting in 123 late trains.
- Equipment related issues caused two incidents, resulting in 44 late trains.
- A trespasser in one of the East River Tunnels resulted in 17 late trains
- Special events resulting in 10 or more late trains include Belmont Stakes (6/14), US Open Shinnecock Hills (6/11 through 6/17), and a concert event at Forest Hills on June 22nd.
- Shinnecock Event Ridership: 77,673 people
- Belmont Event Ridership: 43,990 people
- Diesel passenger locomotive MDBF saw a decline in performance. Some contributing factors include in-service failures of traction motors. Currently, there is an active program to replace old motors with newly rebuilt motors. This will cover the DM & DE passenger locomotive fleets.

Performance Summary

			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	92.1%	90.5%	89.0%	90.1%
		AM Peak		92.5%	88.9%	88.8%	89.5%
		PM Peak		91.4%	86.3%	83.6%	82.0%
		Total Peak		92.0%	87.7%	86.3%	85.9%
		Off Peak Weekday		92.3%	90.9%	89.8%	90.4%
		Weekend		91.8%	93.2%	91.0%	94.6%
	Babylon Branch	Overall	93.9%	93.1%	90.3%	88.2%	88.7%
		AM Peak		94.0%	88.9%	91.2%	90.7%
		PM Peak		92.3%	85.2%	81.8%	80.0%
		Total Peak		93.2%	87.2%	86.8%	85.7%
		Off Peak Weekday		92.5%	91.2%	87.5%	89.6%
		Weekend		94.1%	93.8%	92.6%	91.5%
	Far Rockaway Branch	Overall	96.6%	96.9%	94.4%	95.2%	94.7%
		AM Peak		91.2%	88.9%	86.0%	89.3%
		PM Peak		97.3%	93.6%	98.0%	91.3%
		Total Peak		94.0%	91.1%	91.4%	90.2%
		Off Peak Weekday		97.7%	94.9%	96.4%	95.3%
		Weekend		98.0%	96.7%	96.7%	98.1%
	Huntington Branch	Overall	92.5%	89.3%	88.9%	86.6%	88.5%
		AM Peak		91.0%	88.1%	89.7%	88.5%
		PM Peak		89.2%	84.0%	75.6%	75.4%
		Total Peak		90.2%	86.2%	82.9%	82.2%
		Off Peak Weekday		87.0%	88.5%	88.4%	87.9%
		Weekend		91.9%	92.1%	87.5%	94.7%
	Hempstead Branch	Overall	96.5%	93.9%	91.3%	91.6%	92.5%
		AM Peak		95.7%	89.2%	92.7%	92.1%
		PM Peak		94.7%	86.5%	86.9%	82.7%
		Total Peak		95.2%	87.9%	90.0%	87.7%
		Off Peak Weekday		94.7%	92.2%	93.1%	92.9%
		Weekend		91.0%	92.8%	89.7%	96.4%
	Long Beach Branch	Overall	95.9%	95.0%	92.6%	91.7%	92.0%
		AM Peak		93.6%	89.1%	89.4%	91.4%
		PM Peak		95.2%	90.1%	89.7%	85.5%
		Total Peak		94.4%	89.6%	89.5%	88.6%
		Off Peak Weekday		96.8%	92.9%	93.9%	92.2%
		Weekend		92.3%	95.4%	89.7%	95.9%
	Montauk Branch	Overall	90.8%	85.6%	89.6%	85.2%	89.6%
		AM Peak		87.3%	88.8%	83.0%	88.9%
		PM Peak		82.9%	83.4%	79.3%	85.1%
		Total Peak		85.2%	86.3%	81.2%	87.1%
		Off Peak Weekday		87.9%	90.4%	85.0%	90.7%
		Weekend		82.0%	90.8%	89.1%	89.7%
	Oyster Bay Branch	Overall	94.1%	91.8%	89.5%	90.6%	90.4%
		AM Peak		92.4%	91.5%	94.2%	91.2%
		PM Peak		84.8%	77.7%	81.1%	78.5%
		Total Peak		88.8%	85.1%	88.1%	85.3%
		Off Peak Weekday		95.6%	91.0%	91.7%	91.2%
		Weekend		86.7%	92.1%	91.5%	95.6%

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
Port Jefferson Branch	Overall	90.9%	93.6%	88.1%	91.2%	89.6%
	AM Peak		95.2%	88.6%	88.6%	88.5%
	PM Peak		89.7%	83.0%	87.6%	83.7%
	Total Peak		92.6%	86.0%	88.1%	86.2%
	Off Peak Weekday		92.6%	86.4%	91.1%	87.8%
	Weekend		96.6%	94.3%	96.0%	97.4%
Port Washington Branch	Overall	95.3%	92.1%	91.5%	86.7%	89.3%
	AM Peak		95.2%	92.7%	85.6%	88.7%
	PM Peak		88.0%	87.6%	76.1%	77.6%
	Total Peak		91.6%	90.2%	80.7%	83.0%
	Off Peak Weekday		92.3%	91.9%	86.9%	89.2%
	Weekend		92.2%	92.5%	94.3%	96.9%
Ronkonkoma Branch	Overall	91.6%	88.3%	87.1%	86.0%	87.8%
	AM Peak		89.1%	85.2%	85.1%	85.5%
	PM Peak		93.3%	87.4%	88.8%	86.9%
	Total Peak		91.0%	86.2%	86.8%	86.1%
	Off Peak Weekday		86.0%	86.2%	86.3%	87.3%
	Weekend		89.4%	91.5%	83.8%	91.5%
West Hempstead Branch	Overall	95.8%	96.3%	93.0%	95.0%	94.4%
	AM Peak		88.5%	86.2%	93.6%	92.8%
	PM Peak		94.4%	88.3%	86.4%	85.7%
	Total Peak		91.7%	87.3%	89.7%	88.9%
	Off Peak Weekday		99.0%	95.7%	97.8%	96.3%
	Weekend		96.5%	94.7%	95.8%	97.6%
Operating Statistics		Trains Scheduled	20,281	121,561	20,963	123,494
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12.6	-13.4	-11.2	-12.5
Trains Over 15 min. Late excluding trains canceled or terminated			282	2,102	315	2,011
Trains Canceled			57	960	104	933
Trains Terminated			31	575	59	524
Percent of Scheduled Trips Completed			99.6%	98.7%	99.2%	98.8%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	98.9%			
		PM Peak	97.3%			
		Total Peak	98.1%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		May	June	YTD Thru June	June	YTD Thru June	
Engineering (Scheduled)	3.1%	49	50	174	79	342	(168)
Engineering (Unscheduled)	15.1%	224	241	1,335	242	1,420	(85)
Maintenance of Equipment	14.3%	214	228	1,189	142	1,044	145
Transportation	2.4%	94	39	280	65	485	(205)
Capital Projects	12.5%	162	200	643	34	343	300
Weather and Environmental	2.3%	25	37	2,548	44	1,659	889
Police	6.2%	133	99	1,059	185	1,018	41
Customers	17.1%	277	274	1,841	551	2,043	(202)
Special Events	14.0%	98	224	494	169	425	69
Other	8.9%	185	142	933	241	740	193
3rd Party Operations	4.1%	166	66	1,022	547	2,658	(1,636)
Total	100.0%	1,627	1,600	11,518	2,299	12,177	(659)

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Jun	Fri	Amtrak related trespasser in one of the East River Tunnels				3			13	1		16	1	
4-Jun	Mon	Train 2791 with equipment trouble west of Copiague Station	14		1							14		1
7-Jun	Thur	Fire Department activity south of Urban Avenue	51	1					7			58	1	
9-Jun	Sat	Signal trouble at Queens Interlocking							52	10	2	52	10	2
9-Jun	Sat	Belmont Stakes Program loading/unloading							32			32		
11-Jun	Mon	Track car derailment between Amott and Hunt 1 Interlockings				2	2	2	3		4	5	2	6
14-Jun	Thur	US Open - Shinnecock Hills	4			4			9			17		
15-Jun	Fri	US Open - Shinnecock Hills				5			14	1	1	19	1	1
16-Jun	Sat	US Open - Shinnecock Hills							23			23		
16-Jun	Sat	Switch trouble on the Port Washington Branch							7	3	1	7	3	1
17-Jun	Sun	US Open - Shinnecock Hills							15			15		
18-Jun	Mon	Track circuit failure at Valley Interlocking	27	3					5			32	3	
19-Jun	Tues	Train identification problems in Penn Station Central Control				7	1		6			13	1	
21-Jun	Thurs	Equipment train 5999 with equipment trouble in Penn Station				14	5		8	2		22	7	
22-Jun	Fri	Forest Hills Concert Loading				6			18			24		
23-Jun	Sat	Scheduled Capital work in Harold Interlocking							17			17		
25-Jun	Mon	Signal trouble in Harold Interlocking	12			1			6			19		
26-Jun	Tues	Police activity required near Wyandanch Station				8	1		2			10	1	
27-Jun	Wed	Switch trouble in West Side Yard				10						10		
27-Jun	Wed	Crossing gate damage at Covert Avenue				10			1			11		
TOTAL FOR MONTH			108	4	1	70	9	2	238	17	8	416	30	11
													457	



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

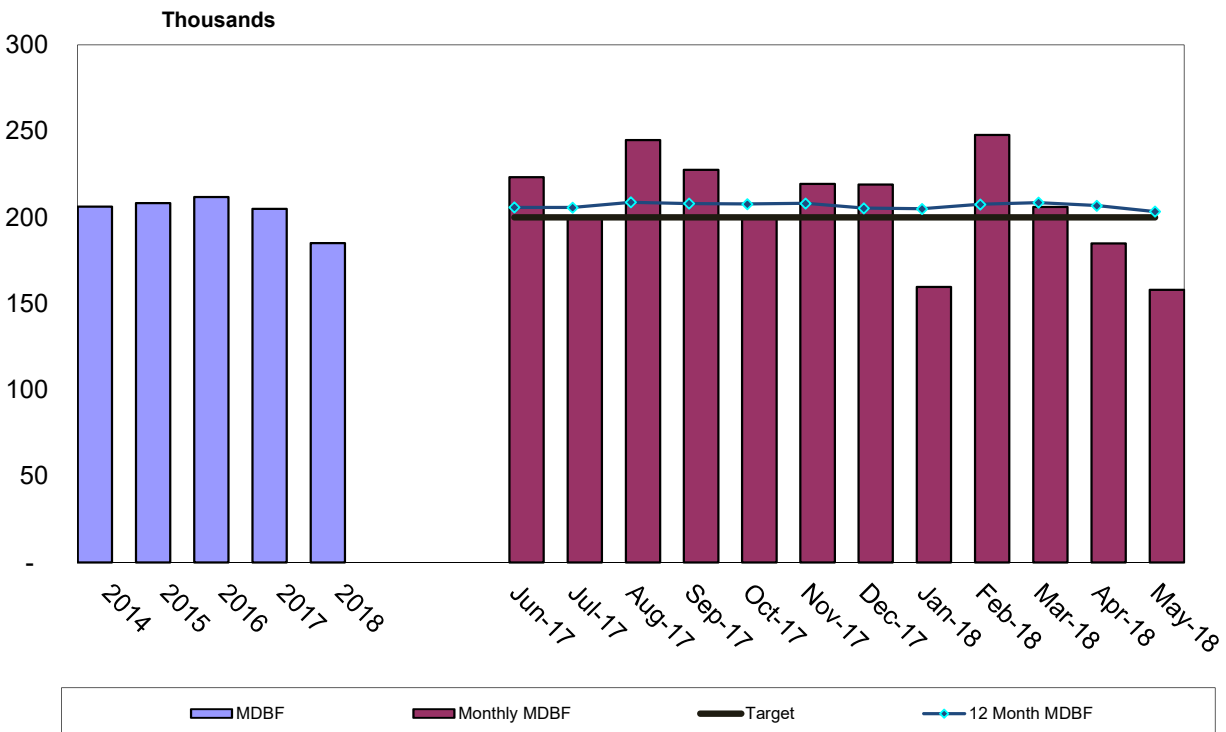
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - MAY 2018

	2018 Data							2017 Data		
	Equip- ment Type	Total Fleet Owned	MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean	M-3	152	67,000	87,556	7	75,274	77,367	68,689	9	65,715
Distance	M-7	836	440,000	465,983	11	489,742	515,501	401,919	13	380,718
Between Failures	C-3	134	122,000	122,013	6	99,465	112,846	176,333	4	138,882
	DE	24	22,000	13,989	7	17,772	18,029	14,668	6	20,875
	DM	21	22,000	6,612	11	13,851	21,395	20,027	4	22,852
	Diesel	179	65,000	37,614	24	49,765	58,774	62,389	14	67,822
	Fleet	1,167	200,000	158,130	42	185,072	203,383	186,572	36	189,167

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

East Of Jamaica			2018 Data	
			June	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	12
		Total Standees	2	12
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	4
		Total Standees	0	4
	Huntington Branch	Program Standees	70	0
		Add'l Standees	0	63
		Total Standees	70	63
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	32	0
		Total Standees	32	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	19	0
		Total Standees	19	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	25	69
		Total Standees	25	69
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	10	17	
	Total Standees	10	17	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			158	165

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF June 2018

Standee Report

West Of Jamaica

			2018 Data June	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	18
		Total Standees	2	18
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	4
		Total Standees	0	4
	Huntington Branch	Program Standees	40	0
		Add'l Standees	5	146
		Total Standees	45	146
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	5
		Total Standees	0	5
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	13	0
		Total Standees	41	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	25	69
		Total Standees	25	69
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	15
		Total Standees	0	15
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	14	2
		Total Standees	14	2
System Wide PEAK			131	259

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 JUNE 2018

Elevator Availability		2018		2017	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	99.6%	97.9%	98.9%	99.0%
	Far Rockaway Branch	99.5%	99.3%	98.7%	99.0%
	Hempstead Branch	99.6%	99.5%	99.3%	99.4%
	Long Beach Branch	99.7%	99.4%	99.6%	98.8%
	Port Jefferson Branch	99.1%	98.7%	98.1%	98.7%
	Port Washington Branch	99.5%	99.4%	98.9%	99.3%
	Ronkonkoma Branch	98.7%	99.2%	99.7%	99.2%
	City Terminal Stations	99.3%	99.4%	99.4%	98.6%
	Overall Average	99.3%	99.0%	99.2%	98.9%

Escalator Availability		2018		2017	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	97.3%	96.2%	96.5%	96.9%
	Far Rockaway Branch	98.8%	95.8%	99.1%	98.2%
	Hempstead Branch	97.5%	96.9%	98.8%	98.6%
	Long Beach Branch	99.4%	98.2%	92.1%	92.0%
	Port Jefferson Branch	99.4%	99.2%	99.4%	97.6%
	City Terminal	97.9%	97.5%	98.8%	99.0%
	Overall Average	97.7%	96.9%	97.7%	97.8%



Long Island Rail Road

Financial Report Highlights



LIRR President Phillip Eng, elected officials and transit advocates, announce the launch of the Atlantic Ticket Field Study at Atlantic Terminal.

LIRR customers arriving at Shinnecock Hills for the 118th US Open Golf Tournament. LIRR ridership to and from the event reached 78,000 customers (5% above the 2004 US Open at Shinnecock).





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.

May 2018 Highlights

- Total revenue of \$512.4 million was \$41.1 million higher than Budget. This was due primarily to the timing of reimbursements for capital activity.
- Through May, total 2018 ridership was 35.8 million, which was 1.1% less than 2017 (adjusted for the same number of work days) and 1.0% below Budget. Commutation ridership of 21.3 million was 1.2% less than 2017 and 1.0% below Budget. Non-Commutation ridership of 14.5 million was 1.0% less than 2017 and 0.9% below Budget. Consequently, Farebox Revenue of \$292.2 million was \$3.9 million less than Budget.
- Total expenses before non-cash liability adjustments of \$803.6 million were \$11.7 million (1.4%) below Budget. The primary drivers of this favorable variance are vacant positions including associated fringe costs and timing of material usage, partially offset by higher overtime.

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

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$471.3	\$512.4	\$41.1
Total Expenses Before Non-Cash Liabilities	815.3	803.6	11.7
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$344.0)	(\$291.2)	\$52.8
Other Non-Cash Liabilities	180.6	221.8	(41.2)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$524.5)	(\$512.9)	\$11.6
Cash Adjustments	115.8	199.0	83.2
Net Cash Surplus/(Deficit)	(\$408.8)	(\$314.0)	\$94.8

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

May YTD operating results were favorable by \$11.6 or 2.2% lower than the Adopted Budget.

Non-Reimbursable revenues through May were \$(4.3) 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 May were \$15.9 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials and maintenance and professional contracts, partially offset by higher depreciation, other post-employment benefits, FELA Indemnity reserves and overtime.

YTD capital and other reimbursable expenditures (and reimbursements) were \$45.4 higher than the Adopted Budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$512.4 were \$41.1 or 8.7% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$(3.9) unfavorable to budget due to lower ridership and yield per passenger. Ridership through May was 35.8 million. This was 1.1% lower than 2017 (adjusted for same number of calendar work days) and 1.0% lower than the Adopted Budget.
- **Y-T-D Other Operating Revenues** were \$(0.5) unfavorable to budget due to timing of advertising, partially offset by the timing of rental revenue and higher special services and miscellaneous revenue.
- **Y-T-D Capital and Other Reimbursements** were \$45.4 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date May **Total Expenses** (including depreciation and other) of \$1,025.4 were unfavorable to the Adopted Budget by \$(29.5) or (3.0)%.

Labor Expenses, \$(15.6) unfavorable Y-T-D.

- **Payroll**, \$12.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(23.4) unfavorable Y-T-D (primarily higher capital project activity, vacancy/absentee coverage, weather-related, maintenance including LIRR Forward and scheduled service.)
- **Health & Welfare**, \$3.4 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$5.5 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(13.5) unfavorable Y-T-D (higher FELA Indemnity reserves and Railroad Retirement Taxes).

Non-Labor Expenses, \$27.3 favorable Y-T-D.

- **Electric Power**, \$1.5 favorable Y-T-D (lower consumption).
- **Fuel**, \$(1.5) unfavorable Y-T-D (higher rates).



Long Island Rail Road

Financial Report Highlights

- **Insurance**, \$0.8 favorable Y-T-D (lower Force Account and liability Insurance, partially offset by higher property insurance).
- **Claims**, \$0.7 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$3.1 favorable Y-T-D (Primarily Timing of vegetation management, security systems, Penn Station cleaning, TVM Maintenance, non-revenue vehicle repairs, parking garage maintenance and joint facilities, partially offset by higher capital project activity).
- **Professional Services**, \$2.2 favorable Y-T-D (Primarily timing of activities/payments for M7 propulsion consultant, homeless outreach and other professional services, partially offset by higher capital project activity).
- **Materials and Supplies**, \$19.6 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**, \$0.9 favorable Y-T-D (higher restitution of property damage and lower bad debt reserves and office supplies).

Depreciation and Other, \$(41.2) unfavorable Y-T-D (higher Depreciation and Other Post-Employment Benefits based on latest actuarial estimates).

CASH DEFICIT SUMMARY

The Cash Deficit through May of \$314.0 was \$94.8 favorable to the Adopted Budget due to higher receipts and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 48.6%, 4.1 percentage points above the Adopted Budget resulting from lower expenses.
- Through May, the Adjusted Farebox Operating Ratio was 55.3%, which is above the Adopted Budget due to lower expenses.
- Through May, the Adjusted Cost per Passenger was \$15.65, which is lower than the Adopted Budget due to lower expenses.
- Through May, the Revenue per Passenger was \$8.19, which was below the Adopted Budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$63.009	\$62.556	(\$0.453)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$63.009	\$62.556	(\$0.453)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.637	4.970	0.333	7.2	0.000	0.000	0.000	-	4.637	4.970	0.333	7.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	38.750	51.068	12.318	31.8	38.750	51.068	12.318	31.8
Total Revenue	\$67.646	\$67.525	(\$0.120)	(0.2)	\$38.750	\$51.068	\$12.318	31.8	\$106.396	\$118.594	\$12.198	11.5
Expenses												
<i>Labor:</i>												
Payroll	\$43.659	\$40.353	\$3.306	7.6	\$13.273	\$14.595	(\$1.322)	(10.0)	\$56.932	\$54.948	\$1.984	3.5
Overtime	10.390	12.927	(2.537)	(24.4)	3.396	7.479	(4.082)	*	13.786	20.406	(6.620)	(48.0)
Health and Welfare	9.462	7.936	1.527	16.1	2.813	3.690	(0.877)	(31.2)	12.276	11.626	0.650	5.3
OPEB Current Payment	6.342	5.195	1.147	18.1	0.000	0.000	0.000	-	6.342	5.195	1.147	18.1
Pensions	10.216	9.342	0.874	8.6	4.571	5.445	(0.874)	(19.1)	14.787	14.787	0.000	0.0
Other Fringe Benefits	14.065	16.052	(1.987)	(14.1)	2.877	3.980	(1.103)	(38.3)	16.941	20.031	(3.090)	(18.2)
Reimbursable Overhead	(3.130)	(5.839)	2.709	86.5	3.130	5.839	(2.709)	(86.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$91.004	\$85.967	\$5.037	5.5	\$30.060	\$41.027	(\$10.967)	(36.5)	\$121.064	\$126.994	(\$5.930)	(4.9)
<i>Non-Labor:</i>												
Electric Power	\$7.369	\$6.500	\$0.870	11.8	\$0.000	\$0.271	(\$0.271)	-	\$7.369	\$6.771	\$0.598	8.1
Fuel	1.410	1.886	(0.476)	(33.8)	0.000	0.000	0.000	-	1.410	1.886	(0.476)	(33.8)
Insurance	1.802	1.727	0.075	4.1	0.953	0.931	0.022	2.3	2.756	2.659	0.097	3.5
Claims	0.364	0.675	(0.311)	(85.3)	0.000	0.000	0.000	-	0.364	0.675	(0.311)	(85.3)
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	6.776	5.188	1.588	23.4	1.478	2.552	(1.074)	(72.7)	8.254	7.740	0.514	6.2
Professional Service Contracts	3.453	2.674	0.780	22.6	0.059	0.949	(0.890)	*	3.512	3.623	(0.110)	(3.1)
Materials & Supplies	14.825	9.009	5.816	39.2	6.161	5.144	1.017	16.5	20.986	14.153	6.833	32.6
Other Business Expenses	1.547	1.467	0.080	5.2	0.039	0.193	(0.154)	*	1.586	1.660	(0.074)	(4.7)
Total Non-Labor Expenses	\$37.547	\$29.125	\$8.421	22.4	\$8.690	\$10.041	(\$1.351)	(15.5)	\$46.237	\$39.167	\$7.071	15.3
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$128.551	\$115.092	\$13.459	10.5	\$38.750	\$51.068	(\$12.318)	(31.8)	\$167.301	\$166.160	\$1.141	0.7
Depreciation	\$28.407	\$32.490	(\$4.083)	(14.4)	\$0.000	\$0.000	\$0.000	-	\$28.407	\$32.490	(\$4.083)	(14.4)
Other Post Employment Benefits	7.539	11.661	(4.122)	(54.7)	0.000	0.000	0.000	-	7.539	11.661	(4.122)	(54.7)
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	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$164.664	\$159.410	\$5.253	3.2	\$38.750	\$51.068	(\$12.318)	(31.8)	\$203.414	\$210.478	(\$7.065)	(3.5)
Net Surplus/(Deficit)	(\$97.018)	(\$91.885)	\$5.133	5.3	\$0.000	\$0.000	\$0.000	-	(\$97.018)	(\$91.885)	\$5.133	5.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.407	\$32.490	\$4.083	14.4	\$0.000	\$0.000	\$0.000	-	\$28.407	\$32.490	\$4.083	14.4
Operating/Capital	(3.778)	(0.431)	3.347	88.6	0.000	0.000	0.000	-	(3.778)	(0.431)	3.347	88.6
Other Cash Adjustments	(5.576)	(17.134)	(11.557)	*	0.000	0.000	0.000	-	(5.576)	(17.134)	(11.557)	*
Total Cash Conversion Adjustments	\$19.052	\$14.925	(\$4.127)	(21.7)	0.000	\$0.000	\$0.000	-	\$19.052	\$14.925	(\$4.127)	(21.7)
Net Cash Surplus/(Deficit)	(\$77.966)	(\$76.960)	\$1.006	1.3	\$0.000	\$0.000	\$0.000	-	(\$77.966)	(\$76.960)	\$1.006	1.3

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

TABLE 3

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

May 2018					Year-to-Date May 2018		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.453)	(0.7)	Lower ridership \$(0.631) and higher yield per passenger \$0.178.	(3.856)	(1.3)	Lower ridership \$(2.816) and lower yield per passenger \$(1.040).
Other Operating Revenue	Non Reimb.	0.333	7.2	Primarily due to higher rental, advertising and timing of miscellaneous revenue, partially offset by timing of annual freight contract revenue.	(0.451)	(2.5)	Primarily lower due to timing of advertising and freight revenue, partially offset by higher rental, special services and timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	12.318	31.8	Timing of capital project activity and interagency reimbursements.	45.423	28.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	3.306	7.6	Primarily vacant positions.	13.583	5.9	Primarily vacant positions.
	Reimb.	(1.322)	(10.0)	Primarily due to timing of project activity.	(1.159)	(2.0)	Primarily due to timing of project activity.
Overtime	Non Reimb.	(2.537)	(24.4)	Primarily due to higher programmatic/routine maintenance and vacancy/absentee coverage.	(10.814)	(20.5)	Primarily due to higher vacancy/absentee coverage, weather-related overtime, programmatic/routine maintenance, unscheduled maintenance and scheduled service.
	Reimb.	(4.082)	*	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG Pole replacements and Annual Track program.	(12.548)	(84.3)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG Pole replacements and Annual Track program.
Health and Welfare	Non Reimb.	1.527	16.1	Vacant positions.	5.890	11.8	Vacant positions.
	Reimb.	(0.877)	(31.2)	Primarily due to timing of project activity.	(2.516)	(20.9)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.147	18.1	Fewer retirees/beneficiaries.	5.511	17.4	Fewer retirees/beneficiaries.

TABLE 3

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

May 2018				Year-to-Date May 2018			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.874	8.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.796	3.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.874)	(19.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.796)	(9.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(1.987)	(14.1)	Higher FELA Indemnity reserves.	(10.223)	(15.4)	Higher FELA indemnity reserves and Railroad Retirement Taxes.
	Reimb.	(1.103)	(38.3)	Primarily due to timing of project activity.	(3.305)	(26.9)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.709	86.5	Primarily due to timing of project activity.	10.551	87.1	Primarily due to timing of project activity.
	Reimb.	(2.709)	(86.5)	Primarily due to timing of project activity.	(10.551)	(87.1)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.870	11.8	Lower rates and lower consumption.	2.141	5.7	Lower rates and lower consumption.
	Reimb.	(0.271)	-	Primarily due to timing of project activity.	(0.680)	-	Primarily due to timing of project activity.
Fuel	Non Reimb.	(0.476)	(33.8)	Higher rates and higher consumption.	(1.455)	(20.1)	Higher rates, partially offset by lower consumption.
Insurance	Non Reimb.	0.075	4.1	Lower liability insurance, partially offset by higher property insurance.	0.338	3.8	Lower liability insurance, partially offset by higher property insurance.
	Reimb.	0.022	2.3	Force Account Insurance associated with project activity.	0.489	12.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.311)	(85.3)	Increase in non-employee reserves.	0.724	39.7	Decrease in non-employee reserves, partially offset by higher medical payments.

TABLE 3

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

May 2018				Year-to-Date May 2018			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.588	23.4	Timing of TVM Maintenance, escalator/elevator, parking garage maintenance, vegetation management, West Side Yard facility initiatives, Penn Station signage, joint facilities and various other maintenance and other operating contracts, partially offset by higher equipment/vehicle leases and hazardous waste cleanup.	7.859	24.0	Timing of vegetation management, security services, parking garage maintenance, HVAC maintenance, West Side Yard facility initiatives, Penn Station signage, joint facilities, non-revenue vehicle maintenance, janitorial and custodial services and various other maintenance and other operating contracts, partially offset by the timing of equipment/vehicle rentals and uniform purchases.
	Reimb.	(1.074)	(72.7)	Primarily due to timing of project activity.	(4.798)	(73.4)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.780	22.6	Delay in procurement of upgraded credit card payment system (chip enabled), timing of M7 Propulsion consultant, legal fees and other professional service contracts.	3.258	22.4	Primarily timing of procurement of credit card payment system, M7 Propulsion consultant and other professional service contracts.
	Reimb.	(0.890)	*	Primarily due to timing of project activity.	(1.047)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	5.816	39.2	Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet and lower miscellaneous inventory adjustments.	26.861	36.0	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.	1.017	16.5	Primarily due to timing of project activity.	(7.240)	(37.8)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	0.080	5.2	Primarily due to lower bad debt, office supplies, membership/dues and travel.	1.097	14.5	Primarily higher restitution of property damages, lower bad debt reserves, lower office supplies and membership/dues, partially offset by costs associated with printing timetables.
	Reimb.	(0.154)	*	Primarily due to timing of project activity.	(0.247)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(4.083)	(14.4)	Based on certain capital assets being fully depreciated.	(20.745)	(14.6)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(4.122)	(54.7)	Latest actuarial estimates.	(20.366)	(54.0)	Latest actuarial estimates.

TABLE 3

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

May 2018				Year-to-Date May 2018		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance	
		\$	%		\$	%
Environmental Remediation	Non Reimb.	0.000	0.0		(0.090)	(10.8)

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES May 2018 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$64.509	\$64.866	\$0.357	0.6	\$303.531	\$302.278	(\$1.253)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.586	3.166	(0.420)	(11.7)	12.379	17.089	4.710	38.1
Capital & Other Reimbursements	22.653	38.844	16.191	71.5	108.397	188.426	80.029	73.8
Total Receipts	\$90.748	\$106.875	\$16.127	17.8	\$424.307	\$507.793	\$83.486	19.7
Expenditures								
<i>Labor:</i>								
Payroll	\$61.486	\$58.981	\$2.505	4.1	\$281.630	\$269.539	\$12.091	4.3
Overtime	13.087	20.483	(7.396)	(56.5)	68.813	90.178	(21.365)	(31.0)
Health and Welfare	12.276	23.535	(11.259)	(91.7)	62.015	68.747	(6.732)	(10.9)
OPEB Current Payment	6.342	9.556	(3.214)	(50.7)	31.710	30.549	1.161	3.7
Pensions	14.787	14.489	0.298	2.0	73.935	71.869	2.066	2.8
Other Fringe Benefits	14.017	14.706	(0.689)	(4.9)	76.544	78.173	(1.629)	(2.1)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$121.995	\$141.750	(\$19.755)	(16.2)	\$594.647	\$609.055	(\$14.408)	(2.4)
<i>Non-Labor:</i>								
Electric Power	\$7.369	\$6.633	\$0.736	10.0	\$37.513	\$37.147	\$0.366	1.0
Fuel	1.411	2.098	(0.687)	(48.7)	7.243	9.390	(2.147)	(29.6)
Insurance	(0.019)	1.015	(1.034)	*	14.752	10.088	4.664	31.6
Claims	0.146	0.975	(0.829)	*	0.730	2.199	(1.469)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.253	5.739	2.514	30.5	39.222	31.926	7.296	18.6
Professional Service Contracts	2.435	2.310	0.125	5.1	13.499	11.886	1.613	11.9
Materials & Supplies	23.787	20.367	3.420	14.4	109.126	93.397	15.729	14.4
Other Business Expenses	1.837	1.809	0.028	1.5	8.842	8.738	0.104	1.2
Total Non-Labor Expenditures	\$45.219	\$40.946	\$4.273	9.5	\$230.927	\$204.771	\$26.156	11.3
<i>Other Expenditure Adjustments:</i>								
Other	\$1.500	\$1.348	\$0.152	10.1	\$7.500	\$6.741	\$0.759	10.1
Total Other Expenditure Adjustments	\$1.500	\$1.348	\$0.152	10.1	\$7.500	\$6.741	\$0.759	10.1
Total Expenditures	\$168.714	\$184.045	(\$15.331)	(9.1)	\$833.074	\$820.568	\$12.506	1.5
Cash Timing and Availability Adjustment	0.000	0.210	0.210	-	0.000	(1.177)	(1.177)	-
Net Cash Deficit (excludes opening balance)	(\$77.966)	(\$76.960)	\$1.006	1.3	(\$408.767)	(\$313.953)	\$94.814	23.2
Subsidies								
MTA	77.966	75.577	(2.389)	(3.1)	408.767	313.952	(94.815)	(23.2)

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	May 2018			Year-to-Date as of May 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	0.357	0.6	Higher advance sales impact \$0.920 and higher yields \$0.178, partially offset by lower ridership \$(0.631) and lower MetroCard/AirTrain sales \$(0.110).	(1.253)	(0.4)	Lower ridership \$(2.816), lower yields \$(1.040) and lower MetroCard/AirTrain sales \$(0.881), partially offset by higher advance sales impact \$3.484.
Other Operating Revenue	(0.420)	(11.7)	Primarily due to the timing of rental receipts, partially offset by the timing of miscellaneous receipts.	4.710	38.1	Primarily due to the timing of rental, miscellaneous and unbudgeted special services receipts, partially offset by the timing of freight receipts.
Capital and Other Reimbursements	16.191	71.5	Timing of activity and reimbursement for capital and other reimbursements.	80.029	73.8	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.505	4.1	Primarily due to vacant positions, partially offset by the timing of intercompany reimbursements.	12.091	4.3	Primarily due to vacant positions and the timing of intercompany reimbursements, partially offset by the timing of prior year Retroactive Wage Adjustment payments.
Overtime	(7.396)	(56.5)	Primarily due to higher project overtime, programmatic/routine maintenance and vacancy/absentee coverage.	(21.365)	(31.0)	Primarily due to higher project overtime, vacancy/absentee coverage, weather-related overtime, programmatic/routine maintenance, unscheduled maintenance and scheduled service.
Health and Welfare	(11.259)	(91.7)	Primarily due to the timing of payments, partially offset by vacant positions and intercompany reimbursements.	(6.732)	(10.9)	Primarily due to the timing of payments, partially offset by vacant positions and intercompany reimbursements.
OPEB Current Payment	(3.214)	(50.7)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.	1.161	3.7	Primarily due to fewer retirees/beneficiaries, partially offset by the timing of payments.
Pensions	0.298	2.0	Due to intercompany reimbursements.	2.066	2.8	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	May 2018			Year-to-Date as of May 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(0.689)	(4.9)	Due to higher Railroad Retirement Tax and meal payments.	(1.629)	(2.1)	Primarily due to higher meal and Railroad Retirement Tax payments, which are partially offset by the timing of intercompany reimbursements.
Non-Labor:						
Electric Power	0.736	10.0	Primarily due to lower rates and lower consumption.	0.366	1.0	Primarily due to timing of payments and lower consumption.
Fuel	(0.687)	(48.7)	Primarily due to the timing of payments and higher rates.	(2.147)	(29.6)	Primarily due to higher rates and the timing of payments, partially offset by lower consumption.
Insurance	(1.034)	*	Primarily due to an additional payment for prior year force account insurance due upon audit.	4.664	31.6	Timing of insurance premium payments and lower station liability and force account insurance installment payments, partially offset by an additional payment for prior year force account insurance due upon audit.
Claims	(0.829)	*	Higher claim payments.	(1.469)	*	Higher claim payments.
Maintenance and Other Operating Contracts	2.514	30.5	Timing of payments.	7.296	18.6	Timing of payments.
Professional Service Contracts	0.125	5.1	Primarily the timing of payments.	1.613	11.9	Primarily the timing of payments for MTA Chargeback services, partially offset by prior period professional service payments.
Materials and Supplies	3.420	14.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.	15.729	14.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.028	1.5		0.104	1.2	Primarily the timing of payments.
Other Expenditure Adjustments	0.152	10.1	Lower MetroCard/AirTrain pass through payments.	0.759	10.1	Lower MetroCard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$1.500	\$2.310	\$0.809	53.9	\$7.501	\$10.103	\$2.602	34.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.051)	(1.804)	(0.753)	(71.6)	(5.293)	(0.132)	5.161	97.5
Capital & Other Reimbursements	(16.097)	(12.225)	3.873	24.1	(49.228)	(14.621)	34.606	70.3
Total Receipts	(\$15.648)	(\$11.719)	\$3.929	25.1	(\$47.020)	(\$4.651)	\$42.369	90.1
Expenditures								
<i>Labor:</i>								
Payroll	(\$4.554)	(\$4.033)	\$0.521	11.4	\$4.904	\$4.571	(\$0.333)	(6.8)
Overtime	0.699	(0.077)	(0.776)	*	(1.169)	0.828	1.997	*
Health and Welfare	(0.000)	(11.909)	(11.909)	*	(0.001)	(10.106)	(10.105)	*
OPEB Current Payment	0.000	(4.361)	(4.361)	*	0.001	(4.348)	(4.350)	*
Pensions	0.000	0.298	0.298	*	0.000	2.066	2.066	*
Other Fringe Benefits	2.924	5.326	2.402	82.1	1.929	13.828	11.899	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.931)	(\$14.757)	(\$13.826)	*	\$5.665	\$6.839	\$1.174	20.7
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.138	\$0.138	*	\$0.000	(\$1.095)	(\$1.096)	*
Fuel	(0.001)	(0.211)	(0.210)	*	(0.001)	(0.669)	(0.668)	*
Insurance	2.775	1.644	(1.131)	(40.8)	(1.860)	1.977	3.836	*
Claims	0.218	(0.300)	(0.519)	*	1.091	(1.101)	(2.192)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.001	2.001	2.000	*	0.001	4.235	4.235	*
Professional Service Contracts	1.077	1.313	0.236	21.9	1.344	0.747	(0.597)	(44.4)
Materials & Supplies	(2.801)	(6.214)	(3.413)	*	(15.390)	(19.283)	(3.893)	(25.3)
Other Business Expenses	(0.251)	(0.149)	0.103	40.8	(1.116)	(1.861)	(0.745)	(66.8)
Total Non-Labor Expenditures	\$1.018	(\$1.779)	(\$2.797)	*	(\$15.931)	(\$17.051)	(\$1.120)	(7.0)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.500)	(\$1.348)	\$0.152	10.1	(\$7.500)	(\$6.741)	\$0.759	10.1
Total Other Expenditure Adjustments	(\$1.500)	(\$1.348)	\$0.152	10.1	(\$7.500)	(\$6.741)	\$0.759	10.1
Total Expenditures before Depreciation	(\$1.413)	(\$17.884)	(\$16.472)	*	(\$17.766)	(\$16.954)	\$0.812	4.6
Depreciation Adjustment	\$28.407	\$32.490	\$4.083	14.4	\$142.034	\$162.779	\$20.745	14.6
Other Post Employment Benefits	7.539	11.661	4.122	54.7	37.696	58.062	20.366	54.0
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.833	0.923	0.090	10.8
Total Expenditures	\$34.700	\$26.434	(\$8.266)	(23.8)	\$162.796	\$204.810	\$42.014	25.8
Cash Timing and Availability Adjustment	0.000	0.210	0.210	-	0.000	(1.177)	(1.177)	-
Total Cash Conversion Adjustments	\$19.052	\$14.925	(\$4.127)	(21.7)	\$115.776	\$198.982	\$83.205	71.9

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

	May 2018						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	35,760	\$2.285	34,985	\$2.223	775 2.2%	\$0.063 2.7%	173,658	\$11.008	182,120	\$11.523	(8,462) -4.9%	(\$0.515) -4.7%
<u>Unscheduled Service</u>	10,090	\$0.670	9,741	\$0.628	348 3.5%	\$0.042 6.3%	42,516	\$2.822	40,633	\$2.636	1,883 4.4%	\$0.186 6.6%
<u>Programmatic/Routine Maintenance</u>	71,021	\$4.214	91,886	\$5.500	(20,864) -29.4%	(\$1.286) -30.5%	318,370	\$18.822	331,427	\$19.647	(13,057) -4.1%	(\$0.826) -4.4%
<u>Unscheduled Maintenance</u>	381	\$0.023	961	\$0.057	(580) *	(\$0.034) *	2,289	\$0.137	11,084	\$0.666	(8,795) *	(\$0.529) *
<u>Vacancy/Absentee Coverage</u>	51,221	\$3.012	69,641	\$4.175	(18,420) -36.0%	(\$1.164) -38.6%	198,790	\$11.759	300,964	\$17.960	(102,174) -51.4%	(\$6.201) -52.7%
<u>Weather Emergencies</u>	1,006	\$0.060	1,191	\$0.078	(185) -18.4%	(\$0.017) -29.1%	134,864	\$7.581	161,418	\$10.116	(26,554) -19.7%	(\$2.535) -33.4%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	2,301	\$0.126	2,199	\$0.267	102 4.4%	(\$0.141) *	11,505	\$0.630	10,456	\$1.025	1,049 9.1%	(\$0.395) -62.6%
NON-REIMBURSABLE OVERTIME	171,780	\$10.390	210,604	\$12.927	(38,824) -22.6%	(\$2.537) -24.4%	881,993	\$52.759	1,038,102	\$63.573	(156,109) -17.7%	(\$10.814) -20.5%
REIMBURSABLE OVERTIME	59,623	\$3.396	115,664	\$7.479	(56,041) -94.0%	(\$4.082) -120.2%	259,798	\$14.885	424,437	\$27.433	(164,639) -63.4%	(\$12.548) -84.3%
TOTAL OVERTIME	231,402	\$13.786	326,268	\$20.406	(94,865) -41.0%	(\$6.620) -48.0%	1,141,791	\$67.644	1,462,539	\$91.007	(320,748) -28.1%	(\$23.362) -34.5%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

NON-REIMBURSABLE OVERTIME

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

NON-REIMBURSABLE OVERTIME

REIMBURSABLE OVERTIME

TOTAL OVERTIME

May 2018			May Year-to-Date		
Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
Hours	\$	Explanations	Hours	\$	Explanations
775	\$0.063		(8,462)	(\$0.515)	Higher Crew Book 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.
2.2%	2.7%		-4.9%	-4.7%	
348	\$0.042		1,883	\$0.186	Less operational support required to fulfill on time performance.
3.5%	6.3%		4.4%	6.6%	
(20,864)	(\$1.286)	Replacement of defective concrete ties system wide, Long Beach Wreck Lead bridge timber renewal (wood ties), Winter Amtrak SOGR, Sperry rail car initiative, replacement of defective rail discovered by Sperry rail car and LIRR Forward maintenance initiatives.	(13,057)	(\$0.826)	Long Beach Wreck Lead bridge timber renewal (wood ties), additional track night time emergency crew, replacement of defective concrete ties system wide, Winter Amtrak SOGR overtime, undercutting track maintenance Patchogue to Montauk (removal of contaminated gravel and mud), Sperry rail car initiative and LIRR Forward maintenance initiatives within Engineering. Partially offset by lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation.
-29.4%	-30.5%		-4.1%	-4.4%	
(580)	(\$0.034)		(8,795)	(\$0.529)	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.
*	*		*	*	
(18,420)	(\$1.164)	Primarily driven by open jobs within the Equipment Department, lower availability and additional tours coverage within Stations. Headcount shortfall in Engine Service and an increase in tours for Train Service.	(102,174)	(\$6.201)	Primarily driven by open jobs & lower availability within the Equipment department, lower availability, additional tours coverage within Stations and headcount shortfalls within Transportation.
-36.0%	-38.6%		-51.4%	-52.7%	
(185)	(\$0.017)		(26,554)	(\$2.535)	Adverse weather conditions.
-18.4%	-29.1%		-19.7%	-33.4%	
102	(\$0.141)	Unfavorable due to variance between actual and forecasted wage rates.	1,049	(\$0.395)	Unfavorable due to variance between actual and forecasted wage rates.
4.4%	*		9.1%	-62.6%	
(38,824)	(\$2.537)		(156,109)	(\$10.814)	
-22.6%	-24.4%		-17.7%	-20.5%	
(56,041)	(\$4.082)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG Pole replacements and Annual Track program.	(164,639)	(\$12.548)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG Pole replacements and Annual Track program.
-94.0%	-120.2%		-63.4%	-84.3%	
(94,865)	(\$6.620)		(320,748)	(\$23.362)	
-41.0%	-48.0%		-28.1%	-34.5%	

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 MAY 2018

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	5	2
Sr. Vice President - Engineering	2	1	1
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	76	66	10
Human Resources	35	34	1
Sr VP Administration	2	2	0
Strategic Investments	18	16	2
President	4	4	0
VP & CFO	4	2	2
Information Technology	0	0	0
Controller	44	44	0
Management & Budget	21	16	5
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	64	4
Service Planning	26	25	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	511	463	48
Operations			
Transportation Services - Train Operations	2,238	2,302	(64)
Customer Services	298	307	(9)
Total Operations	2,536	2,609	(73)
Maintenance			
Engineering	2,051	2,058	(7)
Equipment	2,192	2,111	81
Procurement (Stores)	97	96	1
Total Maintenance	4,340	4,265	75
Engineering/Capital			
Department of Program Management	156	137	19
Special Projects/East Side Access	46	42	4
Positive Train Control	12	12	-
Total Engineering/Capital	214	191	23
Baseline Total Positions	7,601	7,528	73
<i>Non-Reimbursable</i>	6,259	6,243	16
<i>Reimbursable</i>	1,342	1,285	57
Total Full-Time	7,601	7,528	73
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

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

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 16 positions primarily due to vacancies within Maintenance of Equipment and Administrative departments, partially offset by unfavorable positions in Train Operations.
REIMBURSABLE POSITIONS - Favorable 57 positions primarily due to the timing of project activity in Maintenance of Equipment and Department of Program Management, partially offset by unfavorable positions in Train

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 MAY 2018

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	259	240	19
Professional, Technical, Clerical	147	118	29
Operational Hourlies	106	105	1
Total Administration	511	463	48
Operations			
Managers/Supervisors	300	297	3
Professional, Technical, Clerical	98	95	3
Operational Hourlies	2,138	2,217	(79)
Total Operations	2,536	2,609	(73)
Maintenance			
Managers/Supervisors	813	742	71
Professional, Technical, Clerical	298	251	47
Operational Hourlies	3,229	3,272	(43)
Total Maintenance	4,340	4,265	75
Engineering/Capital			
Managers/Supervisors	145	131	14
Professional, Technical, Clerical	69	60	9
Operational Hourlies	0	0	0
Total Engineering/Capital	214	191	23
Total Positions			
Managers/Supervisors	1,517	1,410	107
Professional, Technical, Clerical	612	524	88
Operational Hourlies	5,473	5,594	(121)
Total Positions	7,601	7,528	73

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

RIDERSHIP
Monthly
Weekly
Total Commutation

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

MAY 2018						
Month			Variance			
Adopted Budget	Actual 2018	Adjusted* 2017	Adopted Budget		Adjusted* 2017	
			#	%	#	%
4.348	4.327	4.347	(0.021)	-0.5%	(0.019)	-0.4%
0.144	0.136	0.141	(0.008)	-5.4%	(0.005)	-3.5%
4.492	4.464	4.488	(0.028)	-0.6%	(0.024)	-0.5%
0.771	0.798	0.745	0.027	3.6%	0.053	7.1%
1.606	1.535	1.513	(0.071)	-4.4%	0.022	1.5%
0.925	0.919	0.896	(0.006)	-0.6%	0.023	2.6%
3.302	3.253	3.154	(0.050)	-1.5%	0.098	3.1%
7.794	7.716	7.642	(0.078)	-1.0%	0.074	1.0%

MAY YEAR TO DATE 2018						
YTD			Variance			
Adopted Budget	Actual 2018	Adjusted* 2017	Adopted Budget		Adjusted* 2017	
			#	%	#	%
20.792	20.601	20.873	(0.192)	-0.9%	(0.273)	-1.3%
0.720	0.699	0.684	(0.021)	-2.9%	0.015	2.2%
21.512	21.299	21.557	(0.213)	-1.0%	(0.258)	-1.2%
3.416	3.389	3.352	(0.027)	-0.8%	0.037	1.1%
7.006	6.865	7.007	(0.140)	-2.0%	(0.142)	-2.0%
4.164	4.201	4.249	0.037	0.9%	(0.048)	-1.1%
14.585	14.455	14.608	(0.130)	-0.9%	(0.153)	-1.0%
36.098	35.754	36.165	(0.343)	-1.0%	(0.410)	-1.1%

*Prior year adjusted to reflect current year calendar.

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

		MONTH			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2018</u>	<u>Budget</u>	<u>2017</u>	<u>Budget</u>	<u>2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.3%	47.7%	54.3%	6.6%	0.0%
	Adjusted ⁽²⁾	63.0%	55.7%	65.7%	7.3%	-2.7%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.97	\$16.98	\$14.95	\$2.01	(\$0.02)
	Adjusted ⁽²⁾	\$13.90	\$15.58	\$13.68	\$1.69	(\$0.22)
Passenger Revenue/Passenger ⁽³⁾		\$8.11	\$8.08	\$8.12	\$0.03	(\$0.01)
		YEAR-TO-DATE			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2018</u>	<u>Budget</u>	<u>2017</u>	<u>Budget</u>	<u>2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.6%	44.5%	50.4%	4.1%	-1.8%
	Adjusted ⁽²⁾	55.3%	51.4%	59.4%	3.9%	-4.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.87	\$18.44	\$16.04	\$1.57	(\$0.83)
	Adjusted ⁽²⁾	\$15.65	\$16.89	\$14.61	\$1.24	(\$1.04)
Passenger Revenue/Passenger ⁽³⁾		\$8.17	\$8.20	\$8.08	(\$0.03)	\$0.09

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services



Long Island Rail Road

Ridership Report Highlights

May 2018 vs. 2017

- May 2018 total ridership increased +1.0% compared to May 2017
- Commutation ridership decreased -0.5% compared to May 2017
- May 2018 Non-Commutation ridership increased +3.1% compared to May 2017
- The following factors impacted ridership this May:
 - The weather had a positive impact on Non-Commutation ridership this May (the average temperature was 66.9 degrees - warmer than the average 61.1 degrees in May 2017).
 - The Memorial Day weekend provided a 4% increase in eastbound Montauk Friday travel.

2018 vs. 2017 YTD

- Total YTD ridership is -1.1% below 2017 and -1.0% below Budget
- YTD Commutation ridership is -1.2% below 2017
- YTD Non-Commutation ridership is -1.0% below 2017

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

May 2018

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

EXECUTIVE SUMMARY

May Ridership and Revenue (millions)

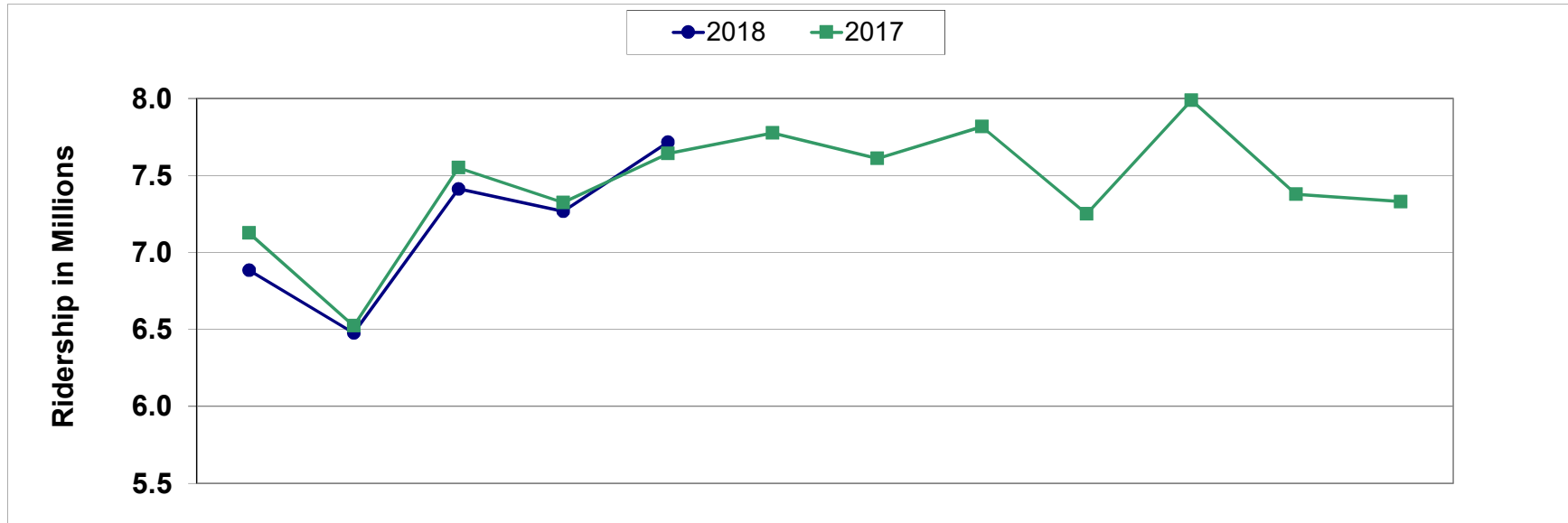
	May 2018	% Change vs. 2017
Total Rail Ridership	7.716	1.0% ▲
Commutation Ridership	4.464	-0.5% ▼
Non-Commutation Ridership	3.253	3.1% ▲
Rail Revenue	\$62.6	1.5% ▲

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

	May 2018	% Change vs. 2017	Comparison to Budget
Total Rail Ridership	35.754	-1.1% ▼	-1.0% ▼
Commutation Ridership	21.299	-1.2% ▼	-1.0% ▼
Non-Commutation Ridership	14.455	-1.0% ▼	-0.9% ▼
Rail Revenue	\$292.2	0.9% ▲	-1.3% ▼

May RIDERSHIP

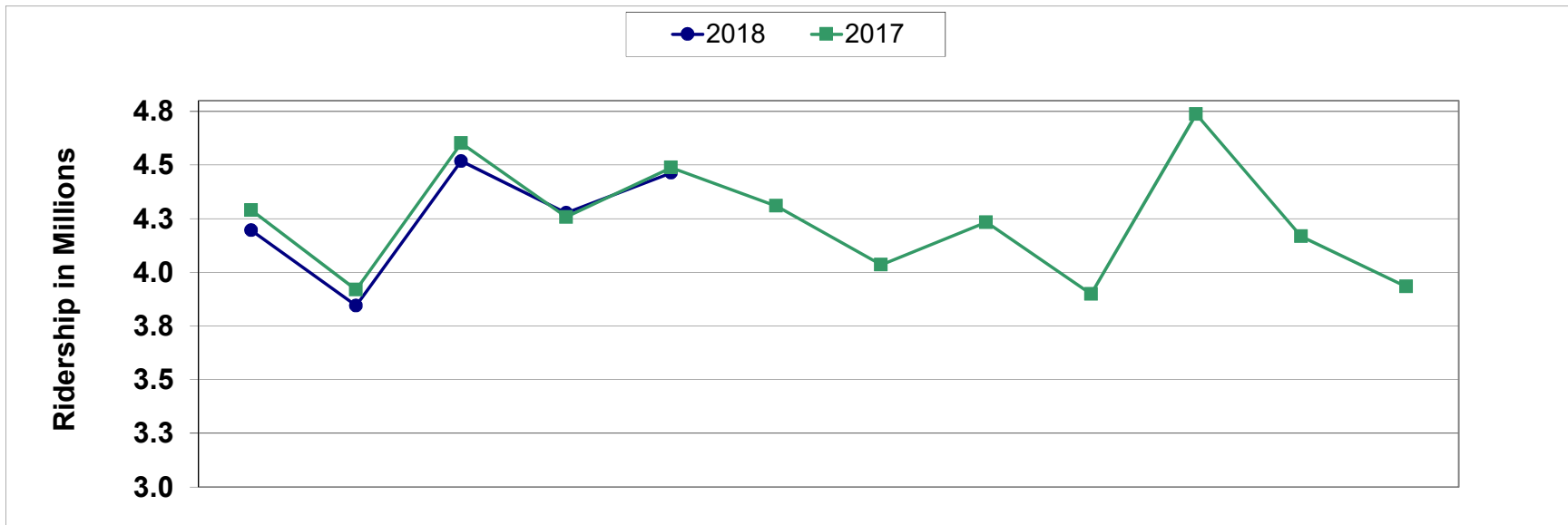
- May's Total Ridership was 1.0% above '17 and -1.0% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	6.9	6.5	7.4	7.3	7.7								35.8
2017	7.1	6.5	7.6	7.3	7.6	7.8	7.6	7.8	7.2	8.0	7.4	7.3	36.2
PCT CHG.	-3.4%	-0.7%	-1.8%	-0.8%	1.0%								-1.1%

May COMMUTATION RIDERSHIP

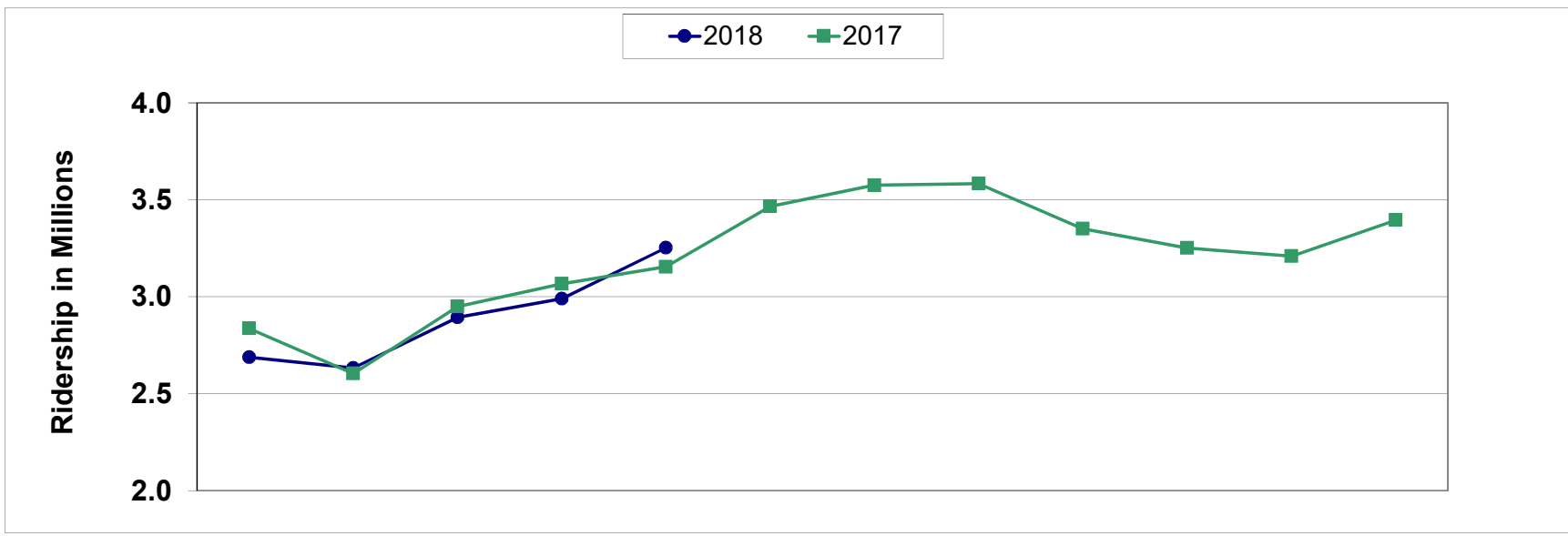
- May's Commutation Ridership was -0.5% below '17 and -0.6% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	4.2	3.8	4.5	4.3	4.5								21.3
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	21.6
PCT CHG.	-2.2%	-1.9%	-1.8%	0.5%	-0.5%								-1.2%

May NON-COMMUTATION RIDERSHIP

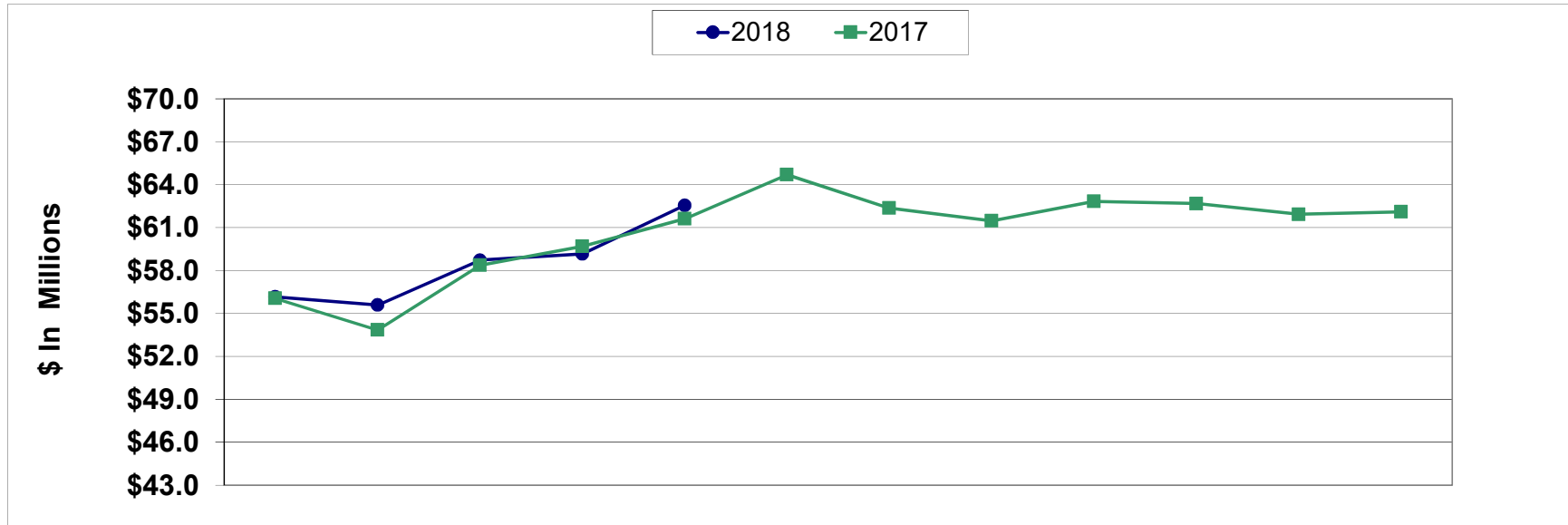
•May's Non-Commutation Ridership was 3.1% above '17 and -1.5% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	2.7	2.6	2.9	3.0	3.3								14.5
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	14.6
PCT CHG.	-5.2%	1.1%	-1.9%	-2.5%	3.1%								-1.0%

May REVENUE

- May's Total Revenue was 1.5% above '17 and -0.7% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6								\$292.2
2017	\$56.0	\$53.8	\$58.4	\$59.7	\$61.6	\$64.7	\$62.4	\$61.5	\$62.8	\$62.7	\$61.9	\$62.1	\$289.5
PCT CHG.	0.2%	3.2%	0.6%	-0.9%	1.5%								0.9%

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

TICKET TYPE/SERVICE	May 2018	May 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,463,513	4,487,945	(24,432)	-0.5%
NON-COMMUTATION RIDERSHIP	3,252,560	3,154,219	98,341	3.1%
TOTAL RIDERSHIP	7,716,073	7,642,164	73,909	1.0%

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

TICKET TYPE/SERVICE	May 2018	May 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	21,299,429	21,556,989	(257,560)	-1.2%
NON-COMMUTATION RIDERSHIP	14,455,060	14,607,995	(152,935)	-1.0%
TOTAL RIDERSHIP	35,754,489	36,164,984	(410,495)	-1.1%

* 2017 ridership numbers were adjusted using 2018 factors.

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

REVENUE	May 2018	May 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,584,704	\$31,718,021	(\$133,317)	-0.4%
NON-COMMUTATION REVENUE	\$30,970,998	\$29,889,010	\$1,081,988	3.6%
TOTAL REVENUE	\$62,555,702	\$61,607,031	\$948,671	1.5%

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

REVENUE	May 2018	May 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$157,183,840	\$155,460,603	\$1,723,237	1.1%
NON-COMMUTATION REVENUE	\$134,990,843	\$134,073,118	\$917,725	0.7%
TOTAL REVENUE	\$292,174,683	\$289,533,722	\$2,640,962	0.9%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

EL0403ZJ: ATLANTIC AVENUE TUNNELS MITIGATION [SANDY]

Milestone: Beneficial Use

Project Budget: \$9.90M

Infrastructure improvements to the Atlantic Avenue Tunnels to mitigate rain/flooding infiltration and address drainage deficiencies have been completed. The project work included elevation of the existing air vent grates along the Atlantic Ave median to reduce water infiltration from the street, replacement of the existing sump pumps and installation of SCADA monitoring equipment, and an upgrade of the downspout system with more resilient and higher quality fiberglass piping. This project is part of the LIRR's efforts to protect key infrastructure systems from flood damage and to minimize storm-related service disruptions for Brooklyn riders.

L70401C3: LYNBROOK AND ROCKVILLE CENTRE VIADUCTS

Milestone: Contract Award \$538,455

Project Budget: \$6.00M

A Design Contract for rehabilitation of the Lynbrook and Rockville Centre Viaducts on the Montauk Branch in Nassau County, was awarded to Greenman-Pederson Inc for \$538,455. The final designs for the structural rehabilitation will address repair of concrete spalls and cracks, repair of handrails, joints replacement, repair of existing utilities, and improvements to the existing drainage systems. Superstructure renewal of these aging viaducts contributes to both safety and on-time performance goals. Design is planned for completion in Q1 2019.

SMALL BUSINESS MENTOR PROGRAM

- The new contract/s awarded this month:
 - Laurelton Station Component Replacements awarded for \$872,000.
 - Locust Manor Station Improvements awarded for \$495,629.
 - Group C Sewer and Facility Improvements at Farmingdale, Far Rockaway, and Hillside awarded for \$1,425,000.
 - Bridge Painting Package #2 [150th St Bridges] awarded for \$2,538,000.
 - Port Jefferson North Parking Lot & Interior Amenities awarded for \$1,836,000.

2018 LIRR Capital Program Goals

