



Metropolitan Transportation Authority

Long Island Committee Meeting

September 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, 9/24/2018
9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - July 23, 2018

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

**Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chair, Long Island Rail Road Committee
Hon. Randy Glucksman
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Scott Rechler
Hon. Vincent Tessitore, Jr.
Hon. Veronica Vanterpool
Hon. James E. Vitiello

The following members were not present:

Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

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

Representing MTA Capital Construction Company: Janno Lieber, Evan Eisland, and Peter Kohner

Representing MTA Police: Chief Joseph McGrann

Long Island Committee Chair Mitchell H. Pally called the meeting of the Long Island Rail Road Committee (“LIC”) to order.

PUBLIC COMMENTS

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

John Michno commented about the Penn Station derailment, poor communication/notification to the riding public, and overcrowded trains during that time. He asserted that LIRR continues to break Title VI laws and that corruption and discrimination at LIRR is out of control. Mr. Michno further asserted that LIRR reneged on its promise not to touch Main Line service during the final phase of

Harold signal testing and extended preferential treatment to well-connected areas with certain demographics mainly on the Babylon branch. He stated that LIRR needs many more new faces to adequately represent all LIRR riders. He further stated that during the Metro-North Railroad (“Metro North”) meeting, there was a discussion regarding getting new diesel equipment. He commented that LIRR has had a diesel shortage and had to cancel trains because of it and asked why LIRR isn’t getting new diesel equipment.

Omar Vera spoke about the recent Penn Station derailment. He congratulated President Eng on his appointment as LIRR President. He asked if under LIRR President Eng’s leadership, Far Rockaway could be rezoned to Zone 3 since it is within the New York City border. Mr. Vera congratulated LIRR on its Freedom Ticket program and requested that joint LIRR/Air Train tickets be made available for purchase at Atlantic Terminal.

Jason Pineiro asserted that LIRR’s failure to notify the general public twenty-four hours after the derailment was unacceptable and that it is time to change LIRR senior leadership below the LIRR President. He asked why LIRR has temporary platforms at Woodside, Forest Hills and Kew Gardens. He commented that LIRR should partner with New York City Transit (“NYCT”) regarding ticket cross-honoring when track work is being performed at Woodside, Forest Hills and Kew Gardens.

Orrin Getz, Vice Chairman, Metro-North Railroad Commuter Council, referred to two articles from *Trains Magazine* regarding Southeastern Pennsylvania Transportation Authority’s (“SEPTA”) successful installation of Positive Train Control (“PTC”) ahead of the December 31, 2018 deadline. He commented that some of the issues SEPTA encountered are similar to what LIRR will encounter when it installs PTC, particularly compatibility with Amtrak. Mr. Getz commented about the enhancement of LIRR’s diesel fleet and suggested that LIRR look into buying cars from New Jersey Transit (“NJT”).

Murray Bodin commented on railroad safety and stated that grade crossings should have traffic lights instead of red flashing lights, particularly at East Hampton.

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

APPROVAL OF MINUTES AND 2018 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the June 18, 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

LIRR President Phillip Eng reported that on the Saturday, July 21st, LIRR experienced a derailment at West Side Yard. A non-revenue train was making a move in the Yard when cars 6 and 7 of a 10-car consist derailed. Immediately upon learning of the incident, President Eng’s first questions were whether any customers were on board and whether anyone was injured. There were no customers on board. The only reported injury involved the train’s engineer, who reported back pain. President Eng called the engineer’s family, who assured him it was a minor injury although the engineer was seeking medical care as a precaution. The derailment did not stop LIRR from continuing to run its planned weekend service for that weekend. Having discussed this with the LIRR team, President Eng’s next priority was to report to the scene and make sure that the staff there thoroughly assessed the situation.

Staff evaluated how best to address the situation, to make sure what equipment and personnel were needed, and the appropriate measures to re-rail the equipment safely and efficiently. That evening, because of the situation, LIRR decided that it needed additional support. LIRR reached out to Metro-North to borrow its low clearance crane; Metro-North obliged and that was a big help in assisting LIRR's response to the incident. LIRR also reached out to Amtrak to borrow locomotives to assist in re-railing the affected cars. All of these actions were put in place Saturday evening. On Sunday morning, President Eng returned to the scene and LIRR service planning and transportation teams were developing and reviewing any potential impacts for Monday service. After all the response measures were put into place, President Eng notified the Board at 1:00 pm on Sunday, July 22nd. President Eng stated that at that point, he felt he had enough information to talk about the situation and to also begin preparing and reviewing what LIRR needed to communicate to customers regarding specific schedule information, which is his priority. Staff continues to investigate the cause of the derailment. While LIRR staff was making repairs, LIRR was able to issue a service plan to LIRR customers later in the day and LIRR was able to implement that service plan today (Monday) as work continues at West Side Yard. President Eng showed the Committee a photo of the Metro North low clearance crane. He stated that it is a specialized piece of equipment which provided LIRR with a tremendous ability to reset the cars onto the track and re-rail them. President Eng stated that safety is of the utmost importance to LIRR, and it will always be our top priority, which was his focus on Saturday. LIRR staff is preparing and reviewing potential PM schedule changes. It is anticipated that these changes will be similar to the changes to morning service, and will result in a very small percentage of the PM peak service being affected. That information will be shared with customers as soon as it is available.

President Eng stated as we continue to upgrade our system and improve service reliability, he was pleased to announce a new initiative to further enhance the customer experience and serve those with special needs. LIRR is inaugurating a new service - "LIRR Care." LIRR Care will serve as our new customer assistance program for those who need additional help using our system. It is an on-call service available 24 hours a day, seven days a week, including holidays.

Until now, customers in need of additional support have only been able to call in advance of their rides between the hours of 6 am and 10 pm, with a requirement of a three-hour advance notice prior to their trip. Under LIRR Care, we are not only providing extended hours, but customers will also be able to request assistance closer to their travel time, and, when arriving at Jamaica, Atlantic or Penn, just 15 minutes prior to their departure. The new number is easy and simple to remember: 718-LIRR-CARE. Riders' calls will be answered by our dedicated customer service representatives. Customers can also drop by our Customer Service Desk at Penn or our Ticket Offices at Atlantic and Jamaica 15 minutes prior to their train for the additional assistance.

Through this LIRR initiative, customers at Penn, Jamaica and Atlantic will be served by one of our highly visible Customer Service Ambassadors, who will coordinate with our train crews for station-to-station service. We look forward to progress on this front and will continue to update the Board. We will also continue to solicit customer feedback to improve our approach and work with other government entities to make sure our customers know about this service.

President Eng stated that LIRR continues to hold its Customer Conversations series at stations throughout Long Island. Last Wednesday, LIRR kicked off its new "Meet Your Manager" program, so riders will get to know their station managers and what services are available to them. LIRR has a tremendous staff that always aims to support customers; having this opportunity to meet them can go a long way toward ensuring customer satisfaction. President Eng stated that last Wednesday, he joined Branch Line Manager Jennifer Uihlein at Syosset to hear from customers about what is

working and where we can improve. Like so many of our front-line staff, she really knows her job and cares deeply about improving service for our customers. We heard some great ideas and are encouraged by the feedback we're receiving through this initiative.

President Eng reported that the LIRR Forward program is making strong progress. We completed rehabilitation on two troublesome switches and have two more slated for next month. Twenty-three track circuits have been inspected and repaired at Harold Interlocking, one of the largest system-wide. We are also making progress with Public Service Electric & Gas ("PSEG"); they have replaced 55 of the 79 poles alongside LIRR's Right of Way identified as being in need of repair.

President Eng added that one of LIRR's biggest accomplishments through LIRR Forward has been the installation of highly visible delineators at all 296 grade crossings. He commended the LIRR team for this major accomplishment, and expressed pride in having gotten this work done six months ahead of schedule. Furthermore, he noted that LIRR's pilot program with Waze continues to improve driver awareness, with 30 of our grade crossings now synced with the Waze app. Customers continue to provide feedback on how notifications are displayed, and we will optimize this program in the upcoming months. President Eng further noted that since both initiatives began, we have had only one incident at a location where delineators are installed. He stated that hopefully these steps are making our system safer and will result in fewer service disruptions for riders.

President Eng reported that LIRR's enhanced car cleaning program continues to receive positive feedback from customers. As of today, LIRR has 46 Car Appearance Maintainers on site, located at seven major hubs: Ronkonkoma, Long Beach, Huntington, Babylon, Atlantic, Port Washington and Far Rockaway. President Eng was also pleased to announce that 72% of our fleet now has GPS equipment installed. He stated that LIRR's team is working on configuring data to convey real-time train location information for customers.

President Eng then addressed the safety of freight operations over LIRR's system. He stated that since he started with LIRR, we have been reviewing freight safety internally and meeting with New York & Atlantic Railway ("NYAR") to tackle safety issues that have been raised by community groups. We are continuing to collaborate with all stakeholders and we look forward to addressing these concerns.

President Eng also highlighted the final outages for Double Track noted in the staff summaries. He noted that from now until September 3rd, LIRR will have service changes along the Port Washington, Far Rockaway, Hempstead, Ronkonkoma, and Greenport branches due to work on Main Line Second Track and PTC.

Board Member Vincent Tessitore encouraged President Eng to have faith in his senior management team. He stated that President Eng has great people around him and that as he continues to transition, he should recognize the expertise in the different departments. As far as the incident over the weekend, Board Member Tessitore recognized SMART Union General Chairman Anthony Simon, who arrived on scene early on Saturday and who stayed overnight. He stated that we were all there on Sunday working together and that due to the unity of labor leaders, the workforce, and LIRR management, we were able to tackle a very challenging situation without affecting our weekend service. Board Member Tessitore stated that during the entire process, you had transportation crews manipulating and rerouting trains because we do not have use of a yard over the weekend and into the morning. Maintenance of Way and Track personnel in the Engineering

Department were doing a tremendous amount of manual labor because of the type of constraints we faced, and were pulling things manually. The Maintenance of Equipment Department (“MofE”) and the wreck crew worked hard to get things resolved.

Board Member Tessitore also thanked Metro-North and its wreck crew and commented that it was nice to see Metro-North and LIRR working side by side, and that is something we should get used to down the road. There are resources that we can use to add to some of the equipment that we have on our MofE side similar to what Metro-North has, and maybe use some of their help and guidance to get us some of the things we need so we can execute repairs and rescues. He congratulated the workforce on what they did during a really challenging time and gave kudos to President Eng and his senior staff for being there alongside of the workforce. LIRR is going to be back in no time and we will learn the circumstances that transpired and move on as we always do.

Regarding LIRR Care, Board Member Tessitore stated that he feels it is a great program, we truly support it and he encouraged the Committee to recognize the need for additional support as it takes off, and as we learn what we need from people in the field and from the response we get from customers.

Board Member Tessitore also commented on freight safety and LIRR’s role in making sure that NYAR continues to do the right thing. He stated that he always likes to keep on the radar the possibility of LIRR taking back control over freight operations, in case NYAR does not do the right thing, and to make sure we have control over our own destiny relative to the safety of freight operations on LIRR.

President Eng thanked Board Member Tessitore and expressed his appreciation for the support from labor that we had over the weekend. It adds to a spirit of teamwork, cooperation, and support, not only among the different functional groups of the LIRR and its labor force, but also with Metro-North and Amtrak.

Chair Pally commented on a number of newspaper articles regarding the additional East End service, particularly shuttle service from East and South Hampton in the mornings, to hopefully alleviate some of the traffic congestion issues. He thanked President Eng and Executive Vice President Elisa Picca for working with East End elected officials. Hopefully, the towns will support the new service both financially and by marketing it as much as LIRR is marketing it, so that it will be successful and something that we will be able to continue moving forward.

Board Member Randy Glucksman commented regarding the extra service, noting that he was pleased to see that LIRR is taking advantage of the soon-to-be completed Second Main Track on the Ronkonkoma branch.

LIRR SAFETY REPORT

Vice President-Corporate Safety Loretta Ebbighausen stated that LIRR’s Safety Performance Report appears on Page 25 of the Committee Book, reporting through the end of May 2018.

Vice President Ebbighausen reported on June 28th, LIRR, in partnership with New Jersey Transit and MTA New York City Transit, hosted a safety awareness event, “Let’s Travel Safely Together,” at Penn Station. As part of our customer appreciation efforts, LIRR rolled out its “Wheel of Safety,” a game-show type spinning wheel that prompted a railroad staffer to ask

the participant a safety-related question. Over 500 customers participated and were eligible for prizes, including a chance to enter a raffle where winners were chosen at random at the end of the event. The first winner chosen received a free monthly LIRR ticket from their home station. Two runners-up each received one 10-trip ticket. During this event, we were able to further identify and understand the specific needs of our customers, with the assistance of Linda Katz, LIRR Manager-Safety Administration & Support, and Sara Armaghan, LIRR Media Liaison. Customers were also able to ask LIRR questions on our new LIRR Forward initiatives and learn some tips to ensure they have a safe journey. LIRR will continue to engage in these types of activities with its customers.

On June 27, LIRR conducted its quarterly employee Safety Focus Day. LIRR continues to focus on our Confidential Close Call Reporting System and on avoidance of soft tissue injuries. LIRR will continue to do these quarterly Safety Focus Days.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber reported that the cut over of the signal system in the Harold Interlocking is complete. Mr. Lieber thanked LIRR for their partnership in the complicated effort. The new microprocessor based signal system that controls train movement through the interlocking is now in use. This provides LIRR and Amtrak riders with a more dependable trip through this major intersection and, for the first time, all trains in the Interlocking can access any of the four East River Tunnels which provides greater operational flexibility. Mr. Lieber noted that this major milestone had yielded positive press coverage, particularly in Newsday.

Mr. Lieber noted that since his last update, Amtrak has significantly improved its performance in support of the East Side Access (“ESA”) project. In May, Amtrak performed 30% of the planned direct electric traction power work and provided only 60% of the planned access and protection support. In the last month, Amtrak completed 71% of the planned electric traction direct work and performed even better providing access and protection support. This is a significant change since we began speaking publicly of the challenges with Amtrak. And in the first two weeks of July, ESA has been able to accomplish 95% of the scheduled tasks involving Amtrak direct work or support.

Amtrak has also requested that the ESA project obtain third party contractors to perform work that, in the past, was performed by Amtrak forces. The MTA has agreed to move forward with this new process and one of the procurement items before the Board this month stems from this change.

Mr. Lieber reported that the next phase in Harold Interlocking is track reconfiguration and infrastructure renewal. New track and switches will replace existing equipment over separate outages in the coming months. Some of these outages have already begun and LIRR President Phil Eng and his team have been managing the schedule and service implications very closely. The purpose of this work is to create a new dedicated route for Amtrak, which will provide it with direct access through the interlocking to the East River Tunnels. This is one way that the ESA project is untangling the tremendous bottleneck through the system.

Mr. Lieber noted the ESA is on track to award the final major ESA contract, the B/C Tunnel Approach Structure Contract CH058A. This will be a challenging contract with work performed in the middle of the interlocking to connect the tunnel system.

Commissioner Glucksman noted MTACC's accomplishment of signal cut over work in the Harold Interlocking. Commissioner Pally added that the ESA project is already benefiting LIRR customers, even before the completion of the project.

MTA POLICE DEPARTMENT

Chief Joseph McGrann reported that system-wide the MTA Police Department ("MTAPD") continues to do well.

Chief McGrann reported that during the month of June system-wide there was a 23% decrease in total major felonies and a decrease of 4% year-to-date ("YTD"). LIRR is down six crimes, a decrease of 11%. Grand larcenies continue to be LIRR's largest issue, primarily occurring when customers left unattended packages or bags on the platform or on a train. In two incidents, property was taken directly from the person without any force. There was one felony assault on an MTAPD officer who was attempting to make an arrest and the individual being arrested resisted. There was one burglary for the month which was at a newsstand at Jamaica Station. MTAPD's Homeless Assistance Program was a very successful during the spring months; not only did we address the homeless situation but found some permanent solutions for several people who have experienced chronic homelessness, with the use of City resources and in one instance reconnecting the individual with family members. MTAPD is continuing to aggressively patrol Grand Central Terminal and Penn Station and has increased patrols with the assistance of State Troopers and the National Guard.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

Four information items were presented to the Committee:

- Penn Station Retail Development
- Environmental Audit
- September Timetable & Trackwork Programs
- PTC Status Update

President Eng stated that LIRR leadership and management are focused on ensuring that PTC is installed. He is confident that LIRR will be in compliance by the end of the year.

Chair Pally commented that the PTC Status Update will be reported at this afternoon's Capital Program Oversight Committee meeting.

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

MTA LONG ISLAND RAIL ROAD
ACTION ITEM

- LIRR & MNR Rules of Conduct

Chair Pally commented that the action item was withdrawn and will be presented to the Committee within the next two months.

MTA LONG ISLAND RAIL ROAD

Procurements

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

Competitive:

- Nassau Intercounty Express (“NICE”) – LIRR requests 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 Intercounty Express/Transdev for scheduled and emergency bus services on an as-needed basis;
- L.K. Comstock and Co. Inc. – LIRR requests Board approval to award a contract modification to L.K. Comstock & Co., Inc. 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 switch ties.

Board Member Veronica Vanterpool recused herself from the Nassau Intercounty Express/Transdev vote.

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 Senior Vice President, General Counsel & Secretary Evan Eisland presented four procurement items to the Committee. 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:

- 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 Contract CH063 – Electric Traction Catenary for the East Side Access Project.
- A modification to Contract CM014B -- GCT Concourse and Facilities Fit-Out for the installation of power cable, conduit and other infrastructure to support the future installation of digital signage panels in the amount of \$1,612,875.
- Ratification of a modification to Contract 98-0040-01R – East Side Access General Engineering Consultant Services to increase the Contract amount allocated to Construction Phase Services by the amount of \$28,000,000 to provide funding for the Consultant to provide Construction Phase Services through December of 2018
- Ratification of a modification to Contract CS179 -- Systems Facility Package No. 1 to upgrade electrical panels and circuits in the amount of \$2,336,000.

Commissioner Moerdler noted that Dragados owns both parties of the joint venture that forms GCT Constructors, the CM014B Contractor. He commented that Contract CM014B is continuously being increased without additional competitive bidding, and asked whether that was appropriate. Mr. Lieber explained that the most significant increases in the contract were options built into the base contract. Mr. Lieber further explained that the project executes change orders rather than bidding out additional work because when, as here, a contractor is in control of an area, bringing another contractor into the area creates an opportunity for claims of disruption and interference. In those cases, the MTA is better off coming up with an estimate and negotiating with the contractor already in place. Mr. Lieber explained that Commissioner Moerdler's point is well taken, and that the MTA does not want to be in the position where the contractor can dictate terms because they control the area. In this change order, the change was not the contractor's fault. The original project design did not provide digital capacity that has become a given in today's communications environment. ESA needed to add the capacity for proper customer communication and valuable advertising. Mr. Lieber added that ESA will have an advertising contract that will offset a significant portion of this change order. Commissioner Moerdler explained that his concern was market power. Due to their large size, companies like Dragados have market power creating an ability to dominate potential competitors.

Commissioner Greenberg noted the increased duration and value of Contract 98-0040-01R and asked what could be done to prevent this in the future. Mr. Lieber noted that the scope of this contract has grown because of the constant redesign of the ESA work. However, because we have determined that the responsible thing to do at this point in the project is to remain with the current joint venture, MTACC will include with this modification a new pricing structure 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 budget through a reduction in fees. Mr. Lieber explained that going forward, design-build will avoid this problem.

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

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

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

Board Member Ira R. Greenberg commented that LIRR diesel's fleet has not been reaching its performance goal and asked what is being done to make the diesel fleet perform as as it should.

President Eng responded that LIRR's operations leadership is working at West Side Yard and that he would report back to Board Member Greenberg.

Board Member Greenberg commented that LIRR's mean distance between failures for its diesel fleet was low, in comparison to Metro-North's Genesis fleet. He knows there is a procurement planned to purchase new locomotives for Metro-North and suggested that LIRR work with Metro-North, to see if it is possible to design a locomotive for both railroads.

President Eng responded that he has been discussing the diesel fleet with staff, an important area we are looking at right now as we develop our longer-range needs.

Chair Pally asked if LIRR knew the number of riders LIRR transported to the U.S. Open as compared to the last time the U.S. Open was at Shinnecock.

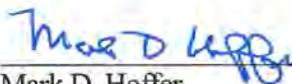
Mark Young, Vice President – Finance, responded that this year LIRR transported 77,673 riders.

Executive Vice President Picca further responded that this represented a 5% increase over 2004.

Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2018

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

October 2018 (Joint Meeting with MNR)

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

November 2018

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

December 2018 (Joint Meeting with MNR)

2019 Final Proposed Budget	Management & Budget Committee Chair & Members Administration/Diversity President
2019 Proposed Committee Work Plan	
Diversity/EEO Report – 3 rd Q 2018	
LIRR/MNR PTC Project Update	

January 2019

Approval of 2019 Committee Work Plan	Committee Chair & Members Engineering
PTC Status Report	

February 2019 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2019	Management & Budget
2018 Annual Operating Results	Operations
2018 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2018	Administration/Diversity
2019 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	President

March 2019

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

April 2019 (Joint Meeting with MNR)

Final Review of 2018 Operating Budget Results	Management & Budget
2018 Annual Ridership Report	Finance/Marketing
Annual Inventory Report	Procurement
May Timetable Change & Spring Trackwork Programs	Service Planning
MTA Homeless Outreach	MTA
LIRR/MNR PTC Project Update	President

May 2019

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

June 2019 (Joint Meeting with MNR)

Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President

July 2019

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

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

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

JULY 2019

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 2019.



Long Island Rail Road

Safety Report Highlights

Train Safety Reminder

Safety is the MTA Long Island Rail Road's top priority, and, as the LIRR's Double Track Project nears completion, we thought it would be a good time to review some key safety precautions.

The Double Track Project will allow us to increase service and improve reliability. These new benefits were made possible by a new track configuration, plus signal and other infrastructure upgrades.

For a 13-mile stretch between Farmingdale and Ronkonkoma, riders, pedestrians, motorists, students, and others who have been accustomed to seeing only one track, will now see two.

It is crucial to remember that both tracks will be active tracks, with trains that can come from either direction, at any time.



Ways to Stay Safe:

- Only cross the tracks at a designated grade crossing.
- Obey the signals. Never attempt to walk or drive under the gate as it is closing, or around a closed gate.
- STAY ALERT. Trains can come from either direction, at any time.
- If one train passes, make sure that a second train isn't approaching on another track. They can, and they do.
- Never race a train to the crossing.
- Be aware that trains are often closer and faster moving than you think.
- Know that trains cannot stop quickly.
- DON'T TAKE SHORTCUTS WITH YOUR LIFE!



RAIL SAFETY WEEK

RAIL SAFETY WEEK OLLI ORG

Operation Lifesaver, Inc. (OLI), the national rail safety education nonprofit, is working in partnership with the U.S. Department of Transportation and other organizations to observe the second national Rail Safety Week (RSW), September 23-25, 2018.

The first U.S. Rail Safety Week was held September 24-30, 2017, as OLI celebrated its 40th year in existence. Launching a national Rail Safety Week is with our ongoing mission of reducing collisions, fatalities and injuries at highway-rail crossings and preventing trespassing on or near railroad tracks.

The theme of this year's Rail Safety Week is "Stop Track Tragedies."

While the number of highway-rail crossing collisions, deaths and injuries has dropped over the past five decades, it's still a startling fact that **about every three hours in the U.S., a person or vehicle is hit by a train.** The goal of RSW is to raise awareness across the United States of the need for rail safety education and empower the general public to keep themselves safe near highway-rail grade crossings and railroad rights-of-way.

Together, we can save families and communities from enduring these heartbreaking tragedies.

Get social for Rail Safety Week! Use the [#RailSafetyWeek](#) or [#STOPTrackTragedies](#) hashtags! Shareable Rail Safety Week assets are available in our [event materials page](#).

[View our 2017 U.S. Rail Safety Week Results Report](#)

STOP TRACK TRAGEDIES

Rail Safety Week Links
Help us save lives by promoting Rail Safety Week.

- [JOIN RSW TEAM](#)
- [EVENTS & MATERIALS](#)
- [MEDIA INQUIRIES](#)
- [SPONSORSHIP](#)

Engage with OLI
Let's Keep the Conversation Going





Long Island Rail Road

Safety Report Highlights

For the reporting period ending July 2018, the average Reportable Customer Injury Rate decreased fifty-one percent from 4.6 injuries per million customers to 2.25 injuries per million customers. Slips, trips, and falls remains the activity that results in the majority of injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached over 54,600 participants through the end of July 2018. In August we focused our outreach efforts along the new Double Track Corridor. Correspondence was sent to school districts along the Corridor asking for their assistance in raising awareness as the school year begins. In addition, Operation Lifesavers were conducted in conjunction with MTA Police and Public Transportation Safety Board personnel. For Operation Lifesaver's Rail Safety Week at the end of September, we will continue our focus on Double Track as well as other key locations. New York and Atlantic Railway (NYAR) will also be joining the effort.

During this reporting period, there was a twelve percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.59 injuries per 200,000 hours worked to 3.15 injuries per 200,000 hours worked. Slip, trips, and falls are the category of injury that generates the most reports. Soft tissue injuries are the greatest type of injury sustained.

The last week in August we conducted Safety Stand-Downs focusing on recent rail and employee incidents. A Safety Message from the President stressed the importance of safety as a core value. We also issued Red Alerts focusing on the importance of Rail Resource Management. Rail Resource Management is derived from Crew Resource Management, a safety strategy used by the aviation industry to enhance safety performance. Rail Resource Management focuses on the importance of working in teams to remain situational aware and respond to hazards and events. The five core principles are: Technical Proficiency, Situational Awareness, Communication, Teamwork, and Assertiveness.

We reminded employees that we must never lose sight of the fact that there are unique hazards present in the railroad environment. The rules, policies, and procedures we have in place are designed to address those hazards and to protect employees, customers, and the communities we serve. Employees were reminded that they must be aware of the hazards associated with every task, and start each task with a hazard-specific job safety briefing. They must always wear the personal protective equipment required for the tasks they are performing and for the environment in which they are working. We stressed the importance of providing feedback to us regarding how they are experiencing safety in the field. Employee engagement is critical to a fostering a culture that moves beyond compliance to genuine safety commitment. Safety is a core value of the Long Island Rail Road.

Lori Ebbighausen
Vice President
Corporate Safety

July Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	August 2015 - July 2016	August 2016 - July 2017	August 2017 - July 2018	
FRA Reportable Customer Accident Rate per Million Customers	3.82	4.60	2.25	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.20	3.59	3.15	
	2017		2018	
	July	Year to Date	July	Year to Date
Grade Crossing Incidents ¹	1	8	1	4
Mainline FRA Reportable Train Derailments	0	1	0	0
Mainline FRA Reportable Train Collisions	0	1	0	3

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	
	July	Year to Date	July	Year to Date
First Responders Trained	42	1095	198	1,608
Employee Safety Training Courses	76	198	80	603
Employees Trained	723	6,060	1,043	7,725
Employee Safety Training Hours	15,998	149,258	18,529	163,798
Customer and Community:	July	Year to Date	July	Year to Date
Broken Gates	5	58	21	66
MTA Police Details	54	476	87	760
Summons	87	1,163	85	757
Warnings	25	521	53	339
Arrests	0	1	0	2
Community Education and Outreach	4,831	61,889	5,001	54,676
	Completed		Total	% Complete
Cameras on Rolling Stock	M7		106	12.67
	C3 Cab		22	95.65
	C3 Trailer		7	6.30
	DE/DM		1	2.22

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.

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Ronkonkoma Garage #2	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Babylon A	0	1
Penn Station	0	1
Valley Stream	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.

June Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	July 2015-June 2016	July 2016-June 2017	July 2017-June 2018		
FRA Reportable Customer Accident Rate per Million Customers	3.85	4.58	2.36		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.27	3.40	3.31		
		2017		2018	
		June	Year to Date	June	Year to Date
Grade Crossing Incidents ¹	1	7		0	3
Mainline FRA Reportable Train Derailments	0	1		0	0
Mainline FRA Reportable Train Collisions	0	1		0	3

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	
	June	Year to Date	June	Year to Date
First Responders Trained	27	1053	98	1,410
Employee Safety Training Courses	89	276	103	523
Employees Trained	998	5,337	1,312	6,682
Employee Safety Training Hours	21,757	133,260	23,557	145,269
Customer and Community: Focus on Grade Crossings	June	Year to Date	June	Year to Date
Broken Gates	10	53	5	45
MTA Police Details	71	422	88	673
Summons	154	1,076	69	672
Warnings	44	496	38	286
Arrests	0	0	1	2
Community Education and Outreach	12,692	57,058	9,227	49,675
		Completed	Total	% Complete
Cameras on Rolling Stock	M7		94	11.24
	C3 Cab		17	73.91
	C3 Trailer		6	5.40
	DE/DM		1	2.22

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.

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Wantagh	0	0	2
Flushing B	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Bellmore	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 - September 2018
 Expenditures thru August 2018; \$s in million

	April 2018 EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,686.0	\$ 6,699.6	\$ 5,435.0
Force Account	\$ 959.8	\$ 796.4	\$ 644.6	\$ 537.3
Soft Costs	\$ 2,192.9	\$ 1,858.8	\$ 1,805.0	\$ 1,707.7
OCIP	\$ 457.4	\$ 379.2	\$ 379.2	\$ 337.1
Rolling Stock†	\$ 202.0	\$ 7.5	\$ 3.2	\$ 0.2
Unallocated & Program Support Contingency	\$ 267.0	\$ 607.2	\$ -	\$ -
Total	\$ 11,133.3	\$ 10,335.1	\$ 9,531.6	\$ 8,017.3

† 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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Manhattan Construction								
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.2	\$11.4	\$328.6	Mar-2014	Mar-2014	Nov-2016	Dec-2018
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$469.7	\$446.8	\$23.0*	\$270.9	Dec-2014	Feb-2015	Aug-2018	Jun-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$662.4	\$49.9	\$326.5	Jul-2015	Apr-2016	Jan-2020	Mar-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$261.5	\$4.0	\$242.5	Aug-2011	Aug-2011	Aug-2014	Dec-2018
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$308.0	\$294.7	\$13.3	\$105.9	N/A	Apr-2017	Aug-2020	Nov-2020
Harold Construction								
CH061A: Harold Tunnel A Cut and Cover Structures <i>Michels Corp.</i>	\$42.0	\$34.4	\$7.5	\$30.2	N/A	Nov-2016	May-2018	Aug-2018
CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i>	\$29.6	\$19.2	\$10.4	\$0.0	N/A	Apr-2018	Jan-2019	Jan-2019
CH058A: Harold Structures - Part 3A: B/C Approach**		<i>In Procurement</i>			Jul-2015	Sep-2018	N/A	Dec-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$566.6	\$40.3***	\$398.1	Mar-2014	Mar-2014	Dec-2019	Jun-2021
Systems Package 2: Signal Installation (CS086)		<i>In Procurement</i>			N/A	Sep-2018	N/A	Feb-2021
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$9.4	Jun-2014	Jun-2014	Dec-2019	Feb-2021
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.9	\$6.8	\$17.7	Sep-2014	Oct-2014	Dec-2019	Feb-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).

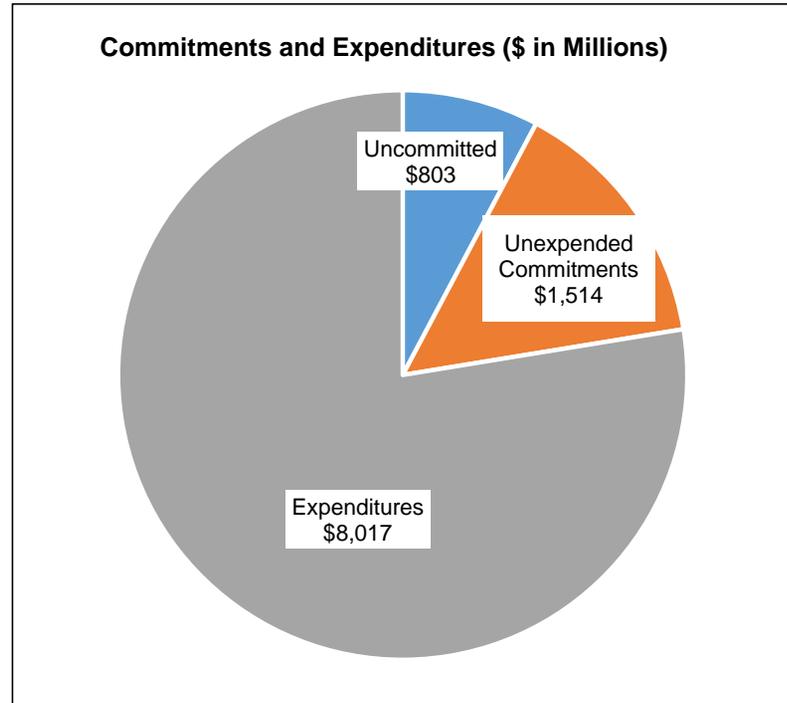
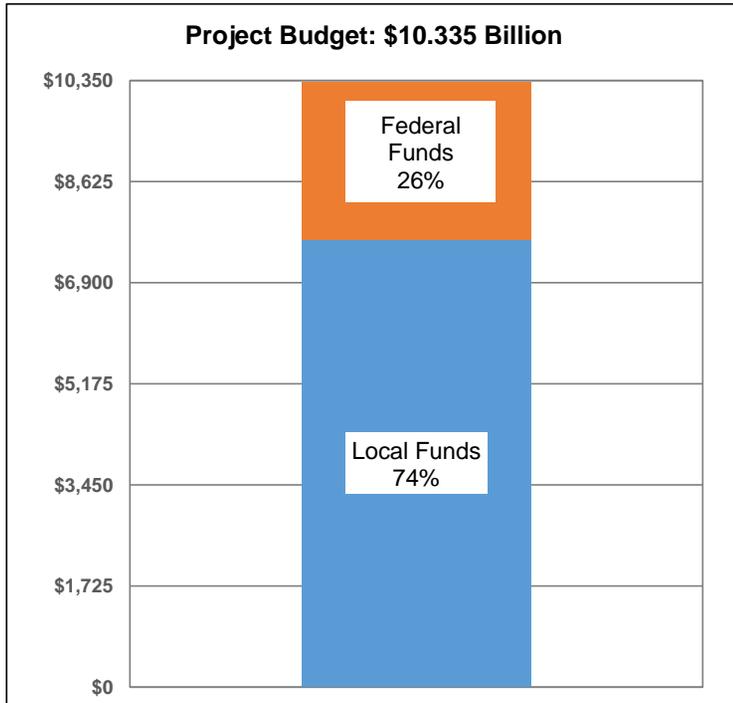
East Side Access Status

Report to the Railroad Committee - September 2018

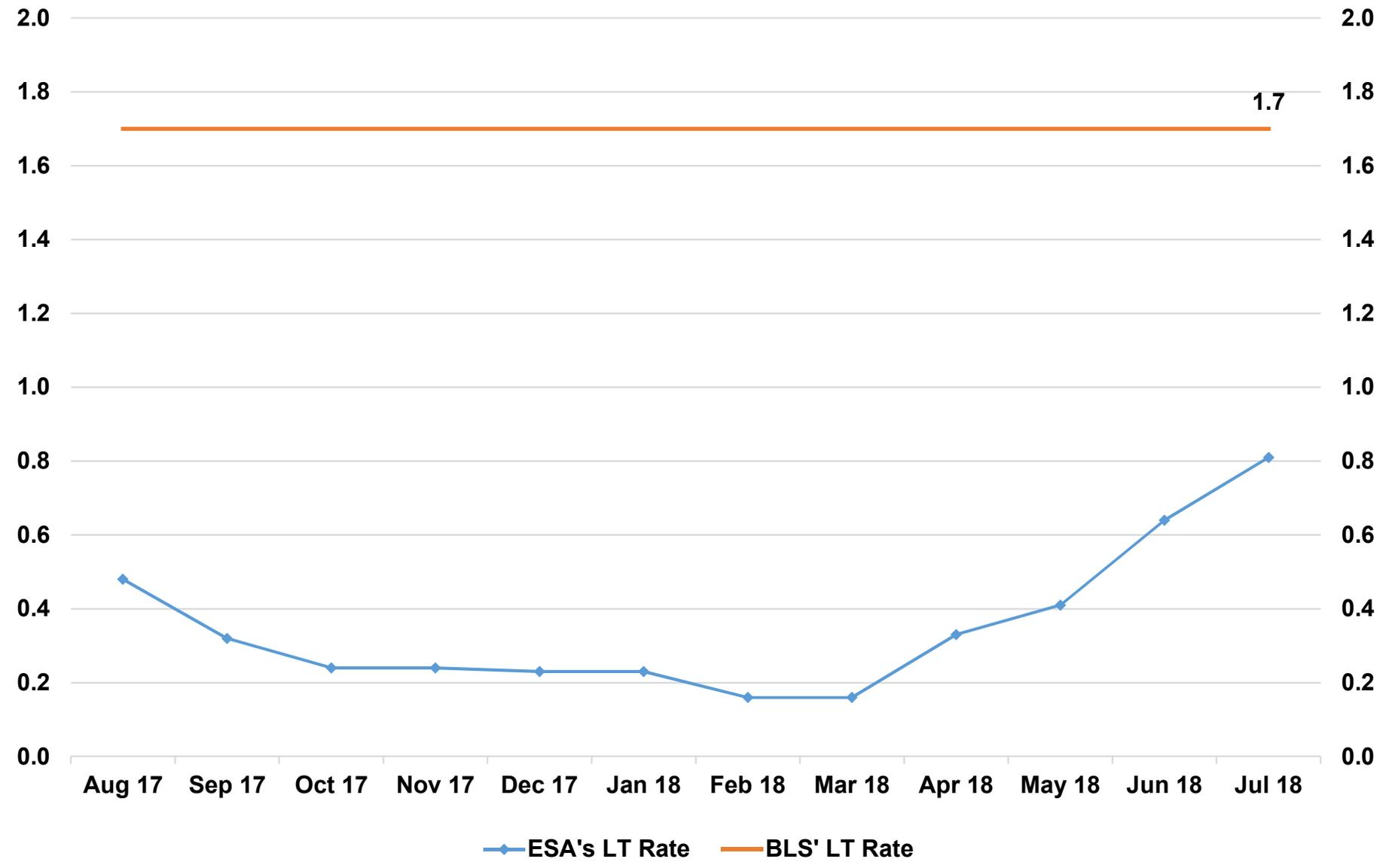
data thru August 2018

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	1,533	0	1,525
2005-2009	2,683	1,697	986	986	2,677	6	2,655
2010-2014	3,251	2,399	852	852	3,170	82	2,763
2015-2019	2,710	2,710	-	-	1,994	716	917
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,532	\$ 803	\$ 8,017

* April 2018 EAC forecast is \$11.133 billion.



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





POLICE REPORT

AUGUST



Long Island Rail Road

August 2018 Highlights: MTA Police Report

- Long Island Rail Road experienced an equal amount of major felonies (5 vs 5) for the month of August compared to the same period last year.
- Year to date Long Island Rail Road is down 6 crimes (65 vs 71).
- There was (1) Hate Crime on Long Island Rail Road for the month of August

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

August 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	3	3	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	5	0	0%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	18	-12	-67%
Felony Assault	13	11	2	18%
Burglary	2	1	1	100%
Grand Larceny	43	39	4	10%
Grand Larceny Auto	1	2	-1	-50%
Total Major Felonies	65	71	-6	-8%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

August 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	3	2	67%
Felony Assault	3	4	-1	-25%
Burglary	0	0	0	0%
Grand Larceny	6	13	-7	-54%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	14	21	-7	-33%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	20	32	-12	-38%
Felony Assault	28	26	2	8%
Burglary	17	6	11	183%
Grand Larceny	101	105	-4	-4%
Grand Larceny Auto	1	9	-8	-89%
Total Major Felonies	167	178	-11	-6%

INDEX CRIME REPORT
Per Day Average
August 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	1	2	2
Fel. Assault	3	1	2	0
Burglary	0	0	0	0
Grand Larceny	6	3	3	0
GLA	0	0	0	0
Total	14	5	7	2
Crimes Per Day	0.45	0.16	0.23	0.06



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 8/31/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	30	27
Felony Assault	32	33
Burglary	17	4
Grand Larceny	42	40
Grand Larceny Auto	1	2
Aggravated Harassment	3	4
Aggravated Unlicensed Operator	14	14
Assault-Misdemeanor	58	39
Breach of Peace	13	7
Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	7	6
Criminal Impersonation	4	6
Criminal Mischief	34	44
Criminal Possession Stolen Property	10	14
Criminal Tampering	0	8
Criminal Trespass	34	26
Disorderly Conduct	2	2
Drug Offenses	84	66
DUI Offenses	9	7
Failure to Appear	0	1
Falsely Reporting an Incident	5	3
Forgery	40	38
Fraud	1	1
Graffiti	13	23
Harassment	1	2
Make Terrorist Threat	3	0
Menacing	14	6
NYC Admin Code	2	0
Obstruct Government	7	8
Petit Larceny	117	92
Public Lewdness	16	15
Reckless Endangerment	2	4
Resisting Arrest	35	26
Sex Offenses	20	13
Stalking	1	1
Theft of Services	142	132
Warrant Arrest	90	27
Weapons Offenses	10	5
Unauthorized Use Vehicle	1	0
Total Arrests	915	748



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - August 2018)

Motivation	2018	2017	Diff	% Change
Asian	0	0	0	0 %
Black	5	3	2	66 %
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	11	13	-2	-15 %
Sexual Orientation	1	0	1	0 %
White	0	0	0	0 %
Motivation Total	20	17	3	17 %

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	1	1	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	17	16	1	6 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	20	17	3	17 %



POLICE REPORT

JULY



Long Island Rail Road

July 2018 Highlights: MTA Police Report

- Long Island Rail Road experienced an equal amount of major felonies (10 vs 10) for the month of July compared to the same period last year.
- Year to date Long Island Rail Road is down 7 crimes (59 vs 66).
- There were (2) Hate Crimes on Long Island Rail Road for the month of July

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

July 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	3	1	2	200%
Burglary	0	0	0	0%
Grand Larceny	7	5	2	40%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	10	10	0	0%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	17	-12	-71%
Felony Assault	12	10	2	20%
Burglary	2	1	1	100%
Grand Larceny	39	36	3	8%
Grand Larceny Auto	1	2	-1	-50%
Total Major Felonies	59	66	-7	-11%



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

July 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	5	1	4	400%
Burglary	1	0	1	100%
Grand Larceny	18	16	2	13%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	26	22	4	18%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	15	29	-14	-48%
Felony Assault	25	22	3	14%
Burglary	17	6	11	183%
Grand Larceny	95	92	3	3%
Grand Larceny Auto	1	8	-7	-88%
Total Major Felonies	153	157	-4	-3%

INDEX CRIME REPORT
Per Day Average
July 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	0	2	0
Fel. Assault	5	3	2	0
Burglary	1	0	1	0
Grand Larceny	18	7	11	0
GLA	0	0	0	0
Total	26	10	16	0
Crimes Per Day	0.84	0.32	0.52	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 7/31/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	27	25
Felony Assault	27	27
Burglary	16	4
Grand Larceny	39	37
Grand Larceny Auto	1	2
Aggravated Harassment	3	3
Aggravated Unlicensed Operator	14	11
Assault-Misdemeanor	52	39
Breach of Peace	11	7
Child Endangerment	0	2
Conspiracy	1	0
Criminal Contempt	7	6
Criminal Impersonation	4	6
Criminal Mischief	30	33
Criminal Possession Stolen Property	10	10
Criminal Tampering	0	8
Criminal Trespass	27	22
Disorderly Conduct	2	2
Drug Offenses	58	56
DUI Offenses	9	7
Failure to Appear	0	1
Falsely Reporting an Incident	5	3
Forgery	34	33
Fraud	1	1
Graffiti	13	17
Harassment	1	2
Make Terrorist Threat	3	0
Menacing	12	6
NYC Admin Code	2	0
Obstruct Government	6	7
Petit Larceny	104	78
Public Lewdness	13	13
Reckless Endangerment	1	4
Resisting Arrest	30	26
Sex Offenses	15	9
Stalking	1	1
Theft of Services	124	115
Warrant Arrest	72	24
Weapons Offenses	8	5
Unauthorized Use Vehicle	1	0
Total Arrests	784	652

**Metropolitan Transportation Authority
Police Department**

Hate Crimes Report (January-July 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	9	11	-2	-18%
SEXUAL ORIENTATION	1	0	1	0%
WHITE	0	0	0	0%
TOTAL	18	13	5	38%

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	15	12	3	25%
Grand Larceny # 4	0	0	0	0%
Menacing # 2	0	0	0	0%
Robbery # 2	0	0	0	0%
Total	18	13	5	38%



Long Island Rail Road

INFORMATION

ITEMS

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$56.153	\$55.584	\$58.723	\$59.158	\$62.100	\$65.329	\$68.061	\$66.231	\$62.830	\$62.335	\$61.449	\$63.978	\$741.932
Other Operating Revenue	1.720	3.217	3.915	4.037	3.793	3.806	3.482	3.563	3.433	3.528	3.620	5.206	43.319
Total Revenues	\$57.873	\$58.801	\$62.638	\$63.196	\$65.892	\$69.135	\$71.543	\$69.794	\$66.263	\$65.862	\$65.069	\$69.184	\$785.251
Operating Expenses													
Labor:													
Payroll	\$46.002	\$39.787	\$44.305	\$46.650	\$42.255	\$45.181	\$41.028	\$52.302	\$44.104	\$47.417	\$55.014	\$52.068	\$556.111
Overtime	13.744	10.889	14.531	9.795	12.188	11.674	14.160	10.955	11.321	12.054	11.818	13.166	146.295
Health and Welfare	8.820	9.138	9.254	9.613	8.942	9.726	9.097	9.860	9.860	9.364	10.205	10.015	113.892
OPEB Current Payments	5.084	5.186	5.528	5.577	5.577	5.577	5.577	5.577	5.577	5.577	5.577	5.577	65.992
Pension	10.906	10.893	10.899	10.822	10.040	10.955	10.097	10.903	10.919	10.345	11.375	5.108	123.263
Other Fringe Benefits	18.660	14.049	12.595	12.280	13.685	12.497	16.834	14.884	12.759	9.357	7.685	6.260	151.546
Reimbursable Overhead	(3.943)	(4.165)	(4.143)	(2.482)	(3.319)	(2.375)	(3.309)	(2.436)	(2.421)	(3.176)	(2.056)	(2.107)	(35.931)
Total Labor Expenses	\$99.272	\$85.777	\$92.970	\$92.254	\$89.368	\$93.234	\$93.485	\$102.046	\$92.119	\$90.938	\$99.618	\$90.087	\$1,121.168
Non-Labor:													
Electric Power	\$7.561	\$6.090	\$7.872	\$6.985	\$7.133	\$8.220	\$8.285	\$7.966	\$8.774	\$6.921	\$6.639	\$7.291	\$89.735
Fuel	1.970	1.427	1.786	2.007	1.870	1.908	1.876	1.889	1.792	1.856	1.791	1.896	22.068
Insurance	1.699	1.704	1.706	1.678	1.711	1.718	1.718	1.718	1.718	1.718	1.734	1.652	20.477
Claims	0.048	1.191	0.414	0.319	0.819	0.319	0.319	0.319	0.319	0.319	0.319	2.719	7.420
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.518	9.238	3.663	2.047	6.073	6.232	6.200	7.403	6.584	8.171	8.257	13.941	84.326
Professional Services Contracts	1.550	5.120	(0.276)	1.148	3.614	3.921	3.971	4.098	4.935	4.669	4.373	14.560	51.685
Materials and Supplies	9.933	10.255	8.829	10.111	15.145	22.763	15.042	16.631	18.169	18.039	18.023	29.880	192.820
Other Business Expenses	0.933	1.393	1.435	1.371	1.517	2.048	1.584	1.683	1.871	1.605	2.417	2.434	20.292
Total Non-Labor Expenses	\$30.212	\$36.418	\$25.428	\$25.666	\$37.882	\$47.129	\$38.995	\$41.708	\$44.162	\$43.298	\$43.553	\$74.373	\$488.823
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$129.484	\$122.195	\$118.398	\$117.920	\$127.250	\$140.363	\$132.480	\$143.754	\$136.280	\$134.236	\$143.171	\$164.460	\$1,609.991
Depreciation	\$27.692	\$27.692	\$33.874	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$351.149
OPEB Liability Adjustment	7.236	7.134	20.386	11.574	11.574	11.574	11.574	11.574	11.574	11.574	11.574	11.574	138.923
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.167	0.167	0.257	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	2.000
Total Expenses After Non-Cash Liability Adjs.	\$164.579	\$157.188	\$172.914	\$158.750	\$168.079	\$181.193	\$173.310	\$184.584	\$177.110	\$175.066	\$184.001	\$205.290	\$2,102.064
Net Surplus/(Deficit)	(\$106.705)	(\$98.387)	(\$110.276)	(\$95.554)	(\$102.187)	(\$112.058)	(\$101.767)	(\$114.790)	(\$110.847)	(\$109.203)	(\$118.931)	(\$136.106)	(\$1,316.813)
Cash Conversion Adjustments:													
Depreciation	\$27.692	\$27.692	\$33.874	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$351.149
Operating/Capital	(0.328)	(0.594)	(0.292)	(3.004)	(3.382)	(3.062)	(3.149)	(3.166)	(3.639)	(5.316)	(4.083)	(9.242)	(39.257)
Other Cash Adjustments	29.483	(1.196)	25.570	(5.506)	(0.427)	5.854	17.997	15.812	25.649	31.746	13.998	47.558	206.538
Total Cash Conversion Adjustments	\$56.846	\$25.902	\$59.152	\$20.589	\$25.290	\$31.891	\$43.947	\$41.745	\$51.109	\$55.529	\$39.014	\$67.415	\$518.430
Net Cash Surplus/(Deficit)	(\$49.859)	(\$72.485)	(\$51.124)	(\$74.965)	(\$76.897)	(\$80.167)	(\$57.820)	(\$73.045)	(\$59.738)	(\$53.674)	(\$79.917)	(\$68.691)	(\$798.382)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	35.096	36.263	36.377	33.872	39.553	33.117	38.915	33.329	33.618	40.282	31.292	37.093	428.806
Total Revenues	\$35.096	\$36.263	\$36.377	\$33.872	\$39.553	\$33.117	\$38.915	\$33.329	\$33.618	\$40.282	\$31.292	\$37.093	\$428.806
Operating Expenses													
Labor:													
Payroll	\$10.914	\$10.633	\$10.325	\$11.223	\$13.766	\$10.864	\$13.857	\$11.151	\$11.097	\$13.480	\$10.163	\$11.353	\$138.826
Overtime	3.797	4.805	5.340	3.343	3.448	3.316	3.219	3.159	3.170	3.142	2.842	2.061	41.643
Health and Welfare	2.696	2.648	2.643	2.440	2.922	2.359	2.886	2.390	2.381	2.810	2.176	2.313	30.664
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.881	3.894	3.888	3.965	4.747	3.832	4.690	3.884	3.868	4.565	3.536	3.758	48.506
Other Fringe Benefits	2.834	2.847	2.844	2.496	2.988	2.412	2.952	2.444	2.434	2.873	2.225	2.365	31.714
Reimbursable Overhead	3.943	4.165	4.143	2.482	3.319	2.375	3.309	2.436	2.421	3.176	2.056	2.107	35.931
Total Labor Expenses	\$28.065	\$28.993	\$29.182	\$25.949	\$31.191	\$25.157	\$30.913	\$25.463	\$25.370	\$30.046	\$22.997	\$23.958	\$327.284
Non-Labor:													
Electric Power	\$0.044	\$0.143	\$0.054	\$0.145	\$0.081	\$0.126	\$0.098	\$0.086	\$0.129	\$0.097	\$0.083	\$0.166	\$1.252
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.588	0.633	0.635	0.748	0.882	0.729	0.899	0.743	0.740	0.864	0.636	0.620	8.717
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.155	2.327	2.317	1.544	1.599	1.847	1.596	1.526	1.529	1.581	1.471	1.842	20.334
Professional Services Contracts	0.643	0.402	(0.830)	0.060	0.059	0.262	0.056	0.058	0.055	0.058	0.052	0.045	0.920
Materials and Supplies	4.671	3.659	5.014	5.393	5.702	4.963	5.314	5.420	5.761	7.597	6.023	10.429	69.946
Other Business Expenses	(0.070)	0.106	0.004	0.034	0.040	0.033	0.040	0.033	0.033	0.039	0.030	0.032	0.354
Total Non-Labor Expenses	\$7.031	\$7.270	\$7.195	\$7.923	\$8.362	\$7.959	\$8.002	\$7.866	\$8.248	\$10.236	\$8.295	\$13.134	\$101.521
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses	\$35.096	\$36.263	\$36.377	\$33.872	\$39.553	\$33.117	\$38.915	\$33.329	\$33.618	\$40.282	\$31.292	\$37.093	\$428.806
Net Surplus/(Deficit)	\$0.000												

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$56.153	\$55.584	\$58.723	\$59.158	\$62.100	\$65.329	\$68.061	\$66.231	\$62.830	\$62.335	\$61.449	\$63.978	\$741.932
Other Operating Revenue	1.720	3.217	3.915	4.037	3.793	3.806	3.482	3.563	3.433	3.528	3.620	5.206	43.319
Capital and Other Reimbursements	35.096	36.263	36.377	33.872	39.553	33.117	38.915	33.329	33.618	40.282	31.292	37.093	428.806
Total Revenues	\$92.969	\$95.063	\$99.016	\$97.068	\$105.445	\$102.252	\$110.458	\$103.123	\$99.881	\$106.144	\$96.361	\$106.277	\$1,214.057
Operating Expenses													
Labor:													
Payroll	\$56.915	\$50.420	\$54.630	\$57.872	\$56.021	\$56.044	\$54.886	\$63.453	\$55.200	\$60.897	\$65.177	\$63.421	\$694.937
Overtime	17.541	15.694	19.871	13.138	15.637	14.990	17.379	14.114	14.491	15.196	14.659	15.228	187.938
Health and Welfare	11.516	11.786	11.897	12.053	11.864	12.084	11.983	12.250	12.240	12.173	12.381	12.328	144.556
OPEB Current Payments	5.084	5.186	5.528	5.577	5.577	5.577	5.577	5.577	5.577	5.577	5.577	5.577	65.992
Pension	14.787	14.787	14.787	14.787	14.787	14.787	14.787	14.787	14.787	14.910	14.910	8.866	171.770
Other Fringe Benefits	21.493	16.896	15.439	14.776	16.673	14.909	19.786	17.329	15.193	12.231	9.911	8.625	183.260
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$127.337	\$114.771	\$122.152	\$118.203	\$120.558	\$118.391	\$124.398	\$127.509	\$117.489	\$120.983	\$122.615	\$114.045	\$1,448.452
Non-Labor:													
Electric Power	\$7.604	\$6.232	\$7.926	\$7.130	\$7.214	\$8.346	\$8.382	\$8.052	\$8.903	\$7.018	\$6.722	\$7.457	\$90.987
Fuel	1.970	1.427	1.786	2.007	1.870	1.908	1.876	1.889	1.792	1.856	1.791	1.896	22.068
Insurance	2.287	2.337	2.341	2.426	2.593	2.447	2.617	2.461	2.459	2.582	2.370	2.272	29.194
Claims	0.048	1.191	0.414	0.319	0.819	0.319	0.319	0.319	0.319	0.319	0.319	2.719	7.420
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.673	11.565	5.979	3.591	7.672	8.078	7.797	8.929	8.113	9.752	9.727	15.783	104.660
Professional Services Contracts	2.193	5.522	(1.106)	1.208	3.673	4.184	4.027	4.156	4.991	4.727	4.425	14.606	52.605
Materials and Supplies	14.604	13.915	13.843	15.504	20.846	27.725	20.356	22.051	23.930	25.636	24.047	40.308	262.766
Other Business Expenses	0.863	1.499	1.439	1.405	1.558	2.081	1.624	1.716	1.904	1.644	2.447	2.466	20.646
Total Non-Labor Expenses	\$37.243	\$43.688	\$32.623	\$33.589	\$46.244	\$55.089	\$46.998	\$49.573	\$52.409	\$53.534	\$51.848	\$87.507	\$590.345
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$164.580	\$158.458	\$154.775	\$151.792	\$166.802	\$173.480	\$171.396	\$177.083	\$169.898	\$174.517	\$174.463	\$201.553	\$2,038.797
Depreciation	\$27.692	\$27.692	\$33.874	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$351.149
OPEB Liability Adjustment	7.236	7.134	20.386	11.574	11.574	11.574	11.574	11.574	11.574	11.574	11.574	11.574	138.923
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.167	0.167	0.257	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	2.000
Total Expenses After Non-Cash Liability Adjs.	\$199.675	\$193.451	\$209.291	\$192.622	\$207.632	\$214.310	\$212.226	\$217.913	\$210.728	\$215.347	\$215.293	\$242.383	\$2,530.869
Net Surplus/(Deficit)	(\$106.705)	(\$98.387)	(\$110.276)	(\$95.554)	(\$102.187)	(\$112.058)	(\$101.767)	(\$114.790)	(\$110.847)	(\$109.203)	(\$118.931)	(\$136.106)	(\$1,316.813)
Cash Conversion Adjustments:													
Depreciation	\$27.692	\$27.692	\$33.874	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$351.149
Operating/Capital	(0.328)	(0.594)	(0.292)	(3.004)	(3.382)	(3.062)	(3.149)	(3.166)	(3.639)	(5.316)	(4.083)	(9.242)	(39.257)
Other Cash Adjustments	29.483	(1.196)	25.570	(5.506)	(0.427)	5.854	17.997	15.812	25.649	31.746	13.998	47.558	206.538
Total Cash Conversion Adjustments	\$56.846	\$25.902	\$59.152	\$20.589	\$25.290	\$31.891	\$43.947	\$41.745	\$51.109	\$55.529	\$39.014	\$67.415	\$518.430
Net Cash Surplus/(Deficit)	(\$49.859)	(\$72.485)	(\$51.124)	(\$74.965)	(\$76.897)	(\$80.167)	(\$57.820)	(\$73.045)	(\$59.738)	(\$53.674)	(\$79.917)	(\$68.691)	(\$798.382)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$60.219	\$56.476	\$59.640	\$59.161	\$63.501	\$66.731	\$69.463	\$67.632	\$64.232	\$63.737	\$62.851	\$65.380	\$759.023
Other Operating Revenue	1.571	8.940	1.836	2.314	3.633	2.337	2.024	2.096	0.899	1.003	1.085	1.916	29.653
Capital and Other Reimbursements	40.118	15.585	62.983	29.215	26.307	32.991	36.256	39.295	40.908	41.689	37.776	39.937	443.060
Total Receipts	\$101.907	\$81.001	\$124.459	\$90.690	\$93.441	\$102.059	\$107.743	\$109.023	\$106.039	\$106.429	\$101.712	\$107.233	\$1,231.736
Expenditures													
Labor:													
Payroll	\$50.452	\$50.839	\$59.247	\$51.198	\$60.849	\$54.769	\$52.149	\$65.944	\$52.923	\$55.894	\$70.862	\$60.437	\$685.563
Overtime	14.781	14.170	22.045	18.068	14.844	15.940	13.779	17.714	14.491	11.768	18.043	12.995	188.638
Health and Welfare	11.147	11.768	10.851	12.422	11.864	12.084	11.983	12.250	12.240	12.173	12.381	12.328	143.492
OPEB Current Payments	5.001	5.184	5.544	5.647	5.577	5.577	5.577	5.577	5.577	5.577	5.577	5.577	65.992
Pension	14.154	14.768	14.073	14.284	14.787	14.787	14.787	14.787	14.787	14.910	14.910	8.866	169.899
Other Fringe Benefits	15.281	13.481	19.513	17.479	14.051	18.902	16.399	19.645	14.162	10.351	11.788	6.600	177.652
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$110.815	\$110.210	\$131.274	\$119.098	\$121.972	\$122.059	\$114.674	\$135.917	\$114.180	\$110.673	\$133.561	\$106.803	\$1,431.236
Non-Labor:													
Electric Power	\$7.472	\$7.349	\$4.540	\$9.677	\$7.213	\$8.346	\$8.382	\$8.052	\$8.903	\$7.018	\$6.722	\$7.457	\$91.131
Fuel	0.769	2.431	2.761	1.227	1.871	1.908	1.876	1.889	1.792	1.856	1.791	1.896	22.067
Insurance	3.515	1.569	0.262	3.727	1.015	2.072	3.933	0.995	1.529	0.418	3.515	1.471	24.022
Claims	0.098	0.273	0.438	0.414	0.973	0.265	0.265	0.265	0.265	0.265	0.265	1.012	4.797
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.416	8.425	6.562	4.712	6.254	18.668	7.797	8.929	12.608	9.752	9.533	15.784	114.441
Professional Services Contracts	3.244	3.411	3.306	1.928	2.759	2.863	5.458	2.835	3.670	6.158	3.104	13.285	52.020
Materials and Supplies	17.524	15.834	23.483	22.788	25.068	22.525	19.897	19.812	19.477	20.660	19.032	24.307	250.407
Other Business Expenses	1.448	1.631	1.890	1.518	1.832	2.139	1.900	1.993	1.972	1.922	2.725	2.528	23.497
Total Non-Labor Expenditures	\$39.484	\$40.923	\$43.242	\$45.991	\$46.985	\$58.786	\$49.508	\$44.770	\$50.216	\$48.049	\$46.687	\$67.740	\$582.382
Other Expenditure Adjustments:													
Other	\$1.500	\$1.325	\$1.246	\$1.380	\$1.381	\$1.381	\$1.381	\$1.381	\$1.381	\$1.381	\$1.381	\$1.381	\$16.500
Total Other Expenditure Adjustments	\$1.500	\$1.325	\$1.246	\$1.380	\$1.381	\$16.500							
Total Expenditures	\$151.800	\$152.458	\$175.763	\$166.469	\$170.338	\$182.226	\$165.563	\$182.068	\$165.777	\$160.103	\$181.629	\$175.924	\$2,030.118
Net Cash Balance	(\$49.893)	(\$71.457)	(\$51.304)	(\$75.779)	(\$76.897)	(\$80.167)	(\$57.820)	(\$73.045)	(\$59.738)	(\$53.674)	(\$79.917)	(\$68.691)	(\$798.382)
Cash Timing and Availability Adjustment	\$0.034	(\$1.028)	\$0.180	\$0.814	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$49.859)	(\$72.485)	(\$51.124)	(\$74.965)	(\$76.897)	(\$80.167)	(\$57.820)	(\$73.045)	(\$59.738)	(\$53.674)	(\$79.917)	(\$68.691)	(\$798.382)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$4.065	\$0.892	\$0.916	\$0.003	\$1.401	\$1.402	\$1.402	\$1.401	\$1.402	\$1.402	\$1.402	\$1.402	\$17.091
Other Operating Revenue	(0.150)	5.723	(2.079)	(1.724)	(0.160)	(1.469)	(1.458)	(1.467)	(2.534)	(2.525)	(2.535)	(3.290)	(13.666)
Capital and Other Reimbursements	5.022	(20.678)	26.606	(4.657)	(13.246)	(0.126)	(2.659)	5.966	7.290	1.407	6.484	2.844	14.254
Total Receipts	\$8.938	(\$14.062)	\$25.443	(\$6.378)	(\$12.004)	(\$0.193)	(\$2.715)	\$5.900	\$6.158	\$0.285	\$5.351	\$0.956	\$17.679
Expenditures													
Labor:													
Payroll	\$6.463	(\$0.419)	(\$4.617)	\$6.674	(\$4.828)	\$1.275	\$2.737	(\$2.491)	\$2.277	\$5.003	(\$5.685)	\$2.984	\$9.373
Overtime	2.761	1.524	(2.174)	(4.930)	0.793	(0.950)	3.600	(3.600)	0.000	3.428	(3.384)	2.233	(0.700)
Health and Welfare	0.368	0.019	1.046	(0.370)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.064
OPEB Current Payments	0.083	0.002	(0.016)	(0.070)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.633	0.019	0.714	0.503	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.871
Other Fringe Benefits	6.213	3.415	(4.075)	(2.703)	2.622	(3.993)	3.387	(2.316)	1.031	1.880	(1.877)	2.025	5.608
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$16.522	\$4.561	(\$9.122)	(\$0.895)	(\$1.414)	(\$3.668)	\$9.724	(\$8.408)	\$3.309	\$10.310	(\$10.946)	\$7.242	\$17.216
Non-Labor:													
Electric Power	\$0.132	(\$1.117)	\$3.386	(\$2.547)	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.144)
Fuel	1.201	(1.005)	(0.975)	0.780	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001
Insurance	(1.228)	0.768	2.079	(1.301)	1.578	0.375	(1.316)	1.466	0.930	2.164	(1.145)	0.801	5.172
Claims	(0.049)	0.918	(0.024)	(0.095)	(0.154)	0.054	0.054	0.054	0.054	0.054	0.054	1.707	2.623
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.258	3.140	(0.583)	(1.122)	1.418	(10.590)	0.000	0.000	(4.495)	0.000	0.194	(0.001)	(9.781)
Professional Services Contracts	(1.051)	2.111	(4.411)	(0.720)	0.914	1.321	(1.431)	1.321	1.321	(1.431)	1.321	1.321	0.585
Materials and Supplies	(2.920)	(1.919)	(9.640)	(7.284)	(4.222)	5.200	0.459	2.239	4.453	4.976	5.015	16.001	12.359
Other Business Expenses	(0.584)	(0.132)	(0.451)	(0.113)	(0.274)	(0.058)	(0.276)	(0.277)	(0.068)	(0.278)	(0.278)	(0.062)	(2.851)
Total Non-Labor Expenditures	(\$2.241)	\$2.765	(\$10.619)	(\$12.402)	(\$0.741)	(\$3.697)	(\$2.510)	\$4.803	\$2.193	\$5.485	\$5.161	\$19.767	\$7.963
Other Expenditure Adjustments:													
Other	(\$1.500)	(\$1.325)	(\$1.246)	(\$1.380)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$16.500)
Total Other Expenditure Adjustments	(\$1.500)	(\$1.325)	(\$1.246)	(\$1.380)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$1.381)	(\$16.500)
Total Expenditures	\$12.780	\$6.000	(\$20.988)	(\$14.677)	(\$3.536)	(\$8.746)	\$5.833	(\$4.985)	\$4.121	\$14.414	(\$7.166)	\$25.629	\$8.679
Total Cash Conversion before Non-Cash Liability Adjs.	\$21.718	(\$8.062)	\$4.456	(\$21.055)	(\$15.540)	(\$8.939)	\$3.118	\$0.915	\$10.279	\$14.699	(\$1.816)	\$26.585	\$26.358
Depreciation	\$27.692	\$27.692	\$33.874	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$29.099	\$351.149
OPEB Liability Adjustment	7.236	7.134	20.386	11.574	11.574	11.574	11.574	11.574	11.574	11.574	11.574	11.574	138.923
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.167	0.167	0.257	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	0.157	2.000
Total Cash Conversion Adjustments	\$56.812	\$26.930	\$58.972	\$19.775	\$25.290	\$31.891	\$43.947	\$41.745	\$51.109	\$55.529	\$39.014	\$67.415	\$518.430
Cash Timing and Availability Adjustment	\$0.034	(\$1.028)	\$0.180	\$0.814	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Conversion Adjustments	\$56.846	\$25.902	\$59.152	\$20.589	\$25.290	\$31.891	\$43.947	\$41.745	\$51.109	\$55.529	\$39.014	\$67.415	\$518.430

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$3.137	\$2.552	\$1.239	\$2.231	\$2.418	\$1.371	\$2.529	\$1.169	\$2.056	\$2.415	\$3.444	\$2.530	\$27.092
Unscheduled Service	0.537	0.439	0.447	0.426	0.533	0.436	0.534	0.497	0.456	0.565	0.386	0.516	5.772
Programmatic/Routine Maintenance	3.147	3.555	3.218	2.998	4.559	4.656	5.102	4.479	5.150	5.130	4.127	4.894	51.016
Unscheduled Maintenance	0.161	0.157	0.162	0.014	0.023	0.015	0.044	0.019	0.046	0.051	0.026	0.016	0.735
Vacancy/Absentee Coverage	3.240	3.278	3.716	3.898	4.446	4.964	5.690	4.534	3.361	3.596	3.519	4.439	48.681
Weather Emergencies	3.596	0.584	5.433	0.094	0.062	0.061	0.062	0.085	0.085	0.120	0.147	0.596	10.925
Safety/Security/Law Enforcement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	(0.074)	0.324	0.316	0.134	0.148	0.169	0.199	0.172	0.166	0.176	0.168	0.175	2.073
<i>NON-REIMBURSABLE OVERTIME</i>	\$13.744	\$10.889	\$14.531	\$9.795	\$12.188	\$11.674	\$14.160	\$10.955	\$11.321	\$12.054	\$11.818	\$13.166	\$146.295
<i>REIMBURSABLE OVERTIME</i>	\$3.797	\$4.805	\$5.340	\$3.343	\$3.448	\$3.316	\$3.219	\$3.159	\$3.170	\$3.142	\$2.842	\$2.061	\$41.643
TOTAL OVERTIME	\$17.541	\$15.694	\$19.871	\$13.138	\$15.637	\$14.990	\$17.379	\$14.114	\$14.491	\$15.196	\$14.659	\$15.228	\$187.938

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Monthly Ridership	4.060	3.722	4.378	4.113	4.247	4.141	4.068	4.124	3.801	4.570	4.030	3.895	49.149
Weekly Ridership	0.136	0.122	0.140	0.164	0.147	0.174	0.173	0.280	0.160	0.160	0.125	0.150	1.932
Total Commutation	4.196	3.844	4.518	4.278	4.394	4.315	4.242	4.403	3.961	4.730	4.156	4.045	51.081
One-way Full Fare	0.620	0.621	0.673	0.678	0.761	0.806	0.902	0.801	0.779	0.776	0.701	0.746	8.863
One-way Off-Peak	1.289	1.234	1.401	1.405	1.614	1.758	1.850	1.947	1.601	1.528	1.583	1.796	19.007
All Other	0.778	0.777	0.820	0.907	0.910	0.968	1.110	1.133	0.909	0.898	0.884	0.955	11.048
Total Non-Commutation	2.687	2.632	2.894	2.990	3.285	3.532	3.861	3.881	3.288	3.203	3.168	3.497	38.919
Total Ridership	6.883	6.476	7.412	7.267	7.679	7.847	8.103	8.284	7.249	7.932	7.323	7.542	89.999
<u>FAREBOX REVENUE</u>													
Baseline Total Farebox Revenue	\$56.153	\$55.584	\$58.723	\$59.158	\$62.100	\$65.329	\$68.061	\$66.231	\$62.830	\$62.335	\$61.449	\$63.978	\$741.932

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	243	241	237	259	259	261	263	263	265	266	266	268
Professional/Technical/Clerical	115	116	119	144	144	144	147	147	147	149	149	152
Operational Hourlies	110	110	109	106	106	106	106	106	106	106	106	106
Total Administration Headcount	468	467	465	508	508	510	515	515	517	520	520	525
Operations												
Managers/Supervisors	298	300	300	300	301	302	310	310	312	311	311	311
Professional/Technical/Clerical	93	91	88	97	100	101	101	101	101	106	105	105
Operational Hourlies	2,169	2,196	2,184	2,132	2,127	2,134	2,169	2,169	2,162	2,240	2,240	2,240
Total Operations Headcount	2,560	2,587	2,572	2,529	2,528	2,537	2,580	2,580	2,575	2,657	2,656	2,656
Maintenance												
Managers/Supervisors	721	723	723	810	815	815	818	818	817	816	816	829
Professional/Technical/Clerical	262	259	258	292	287	287	287	297	305	312	297	316
Operational Hourlies	3,206	3,226	3,277	3,183	3,184	3,189	3,174	3,213	3,206	3,201	3,226	3,253
Total Maintenance Headcount	4,189	4,208	4,258	4,285	4,286	4,291	4,279	4,328	4,328	4,329	4,339	4,398
Engineering / Capital												
Managers/Supervisors	129	130	130	145	145	145	145	145	145	145	145	145
Professional/Technical/Clerical	55	55	56	69	69	69	69	69	69	69	69	69
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	184	185	186	214								
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0											
Total Positions												
Managers/Supervisors	1,391	1,394	1,390	1,514	1,520	1,523	1,536	1,536	1,539	1,538	1,538	1,553
Professional, Technical, Clerical	525	521	521	602	600	601	604	614	622	636	620	642
Operational Hourlies	5,485	5,532	5,570	5,421	5,417	5,429	5,449	5,488	5,474	5,547	5,572	5,599
Total Positions	7,401	7,447	7,481	7,536	7,536	7,552	7,588	7,637	7,634	7,720	7,729	7,793

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	2	2	2	2	2	2	2	2	2	2	2	2
Enterprise Asset Management	5	5	5	7	7	7	7	7	7	7	7	7
Sr Vice President - Engineering	1	1	1	2	2	2	2	2	2	2	2	2
Labor Relations	17	17	16	19	19	19	19	19	19	19	19	19
Procurement & Logistics (excl. Stores)	67	67	67	77	77	77	77	77	77	77	77	77
Human Resources	35	34	34	35	35	35	35	35	35	36	36	41
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	17	17	16	18	18	18	18	18	18	18	18	18
President	3	3	3	4	4	6	6	6	6	7	7	7
VP & CFO	3	2	2	5	5	5	5	5	5	5	5	5
Controller	42	42	43	44	44	44	44	44	44	44	44	44
Management and Budget	17	17	17	18	18	18	18	18	18	18	18	18
BPM, Controls, & Compliance	6	6	6	7	7	7	7	7	7	7	7	7
Market Dev. & Public Affairs	70	70	70	70	70	70	73	73	73	73	73	73
Gen. Counsel & Secretary	33	33	33	33	33	33	33	33	33	33	33	33
Diversity Management	3	3	3	3	3	3	3	3	3	3	3	3
Security	10	10	10	13	13	13	13	13	13	13	13	13
System Safety	33	33	32	37	37	37	37	37	39	39	39	39
Training	66	66	66	67	67	67	69	69	69	69	69	69
Service Planning	24	25	25	26	26	26	26	26	26	27	27	27
Rolling Stock Programs	10	10	10	17	17	17	17	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	468	467	465	508	508	510	515	515	517	520	520	525
Operations												
Train Operations	2,263	2,292	2,277	2,225	2,229	2,230	2,265	2,265	2,260	2,344	2,343	2,343
Customer Service	297	295	295	304	299	307	315	315	315	313	313	313
Total Operations	2,560	2,587	2,572	2,529	2,528	2,537	2,580	2,580	2,575	2,657	2,656	2,656
Maintenance												
Engineering	2,000	2,008	2,056	2,064	2,064	2,064	2,052	2,051	2,051	2,058	2,058	2,105
Equipment	2,091	2,102	2,106	2,124	2,125	2,130	2,130	2,180	2,180	2,174	2,184	2,196
Procurement (Stores)	98	98	96	97	97	97	97	97	97	97	97	97
Total Maintenance	4,189	4,208	4,258	4,285	4,286	4,291	4,279	4,328	4,328	4,329	4,339	4,398
Engineering/Capital												
Department of Project Management	133	134	134	156	156	156	156	156	156	156	156	156
Special Projects/East Side Access	40	40	40	46	46	46	46	46	46	46	46	46
Positive train Control	11	11	12	12	12	12	12	12	12	12	12	12
Total Engineering/Capital	184	185	186	214								
Total Positions	7,401	7,447	7,481	7,536	7,536	7,552	7,588	7,637	7,634	7,720	7,729	7,793
<i>Non-Reimbursable</i>	6,233	6,179	6,406	6,125	6,137	6,192	6,184	6,244	6,249	6,361	6,477	6,624
<i>Reimbursable</i>	1,168	1,268	1,075	1,411	1,399	1,360	1,404	1,393	1,385	1,360	1,252	1,169
<i>Total Full-Time</i>	7,401	7,447	7,481	7,536	7,536	7,552	7,588	7,637	7,634	7,720	7,729	7,793
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

Staff Summary



Subject OCTOBER TRACKWORK PROGRAMS						Date SEPTEMBER 4, 2018			
Departments ACTING SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Names R. BROOKS <i>[Signature]</i>						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	9/24/18				3	Sr VP – Eng. <i>[Signature]</i>	1	President <i>[Signature]</i>
						2	VP Mktg & PA <i>[Signature]</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules to support Trackwork Programs during the period from late September through October. Programs will support Switch Replacement on the Babylon Branch, Bridge Replacement on the Oyster Bay Branch, Port Jefferson Branch Concrete Tie Installation, and a Pedestrian Overpass Replacement on the Far Rockaway Branch.

TRACK WORK PROGRAMS

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

- **Babylon Branch Freeport Switch Replacement** – One of two Main Tracks on the Babylon Branch will be out of service between Freeport and Wantagh on the weekend of September 29-30 for Switch Replacement at Port Interlocking in Freeport.
 - **Temporary Service Adjustments:** On the weekend of September 29-30, schedules will be adjusted on the Babylon Branch to allow one of two main tracks to be out of service between Freeport and Wantagh to allow replacement of switches at Port Interlocking in Freeport. Customers can expect most Babylon Branch trains to operate on adjusted schedules throughout the weekend.

- **Port Jefferson Branch Concrete Tie** – Single Main Track of the Port Jefferson Branch between Huntington and Port Jefferson will be out of service on Sunday, September 30 for Prep Work & for the entire weekend of October 13-14 to allow Concrete Tie Replacement. Additionally, on the weekend of October 20-21, the work will shift to Stony Brook-Port Jefferson, with the Single Main Track out of service between those two stations only.
 - **Temporary Service Adjustments:** On Sunday, September 30 (for Prep Work), and again for the entire weekend of October 13-14, 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 23 minutes. On the weekend of October 20-21, the work will continue, but only between Stony Brook and Port Jefferson. Buses will replace trains at Port Jefferson Station only, connecting to and from trains at Stony Brook. Westbound customers at Port Jefferson should anticipate earlier departure times for buses in order to connect with trains at Stony Brook.

- **Oyster Bay Branch Buckram Road Bridge Replacement** – Both Main Tracks of the Oyster Bay Branch between Mineola and Locust Valley, and the Single Main Track from Locust Valley to Oyster Bay will be out of service from Friday night, October 5, through Sunday, October 7, for replacement of the Buckram Road Bridge in Locust Valley. Additionally, on Monday, October 8, through the early morning hours of Tuesday, October 9, the Single Main Track between Locust Valley and Oyster Bay will remain out of service for the completion of the work.
 - **Temporary Service Adjustments:** Beginning at 10 PM Friday night, October 5, through Sunday, October 7, both Main Tracks of the Oyster Bay Branch between Mineola and Locust Valley, and the Single Main Track from Locust Valley to Oyster Bay will be out of service. Buses will replace train service at stations East Williston through Oyster Bay. Customers will be bused to/from Mineola, and can expect increased travel time of up to 30 minutes. Then, on Monday, October 8, through the early morning hours of Tuesday, October 9, the work will be limited to only the Single Main Track between Locust Valley and Oyster Bay. Buses will replace trains at Oyster Bay Station only, connecting to and from trains at Locust Valley. Westbound customers at Oyster Bay should anticipate earlier departure times for buses in order to connect with trains at Locust Valley.
- **Far Rockaway Branch Gibson Pedestrian Overpass Replacement** – Both Main Tracks of the Far Rockaway Branch between Valley Stream and Far Rockaway will be out of service on Saturday, October 20, for the replacement of the Pedestrian Overpass at Gibson Station. This work will be completed later in the year in an upcoming reporting period.
 - **Temporary Service Adjustments:** On Saturday, October 20, both Main Tracks of the Far Rockaway Branch between Valley Stream and Far Rockaway will be out of service. Buses will replace train service at stations Gibson through Far Rockaway. Customers will be bused to/from Valley Stream, and can expect increased travel time of up to 30 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.

September 2018 LIRR Committee Meeting Monthly PTC Project Update

September 24, 2018



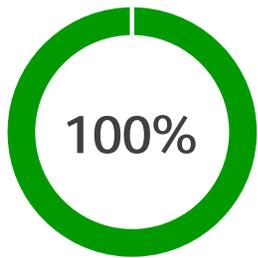
LIRR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"><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 developed and undergoing testing.<input type="checkbox"/> RSD application was submitted on September 21, 2018.
% Complete	LIRR - 83%
Budget	\$489.9M



LIRR Project Progress Dashboard

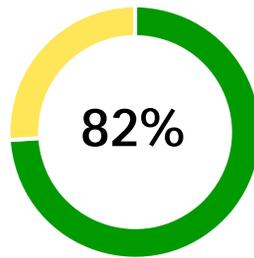
Radio Spectrum



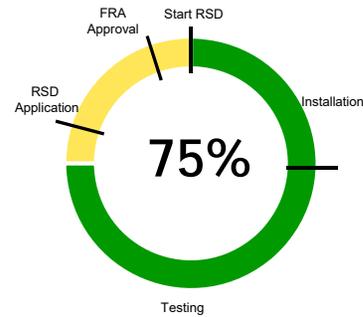
Installation of Hardware



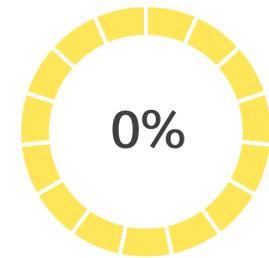
Employees Trained



PTC Operations (RSD) Pilot Lines



PTC Operations (RSD) 15 Non-Pilot Segments



Pilot Lines:

- L1 – Port Washington line
- L2 – Babylon to Patchogue



LIRR PTC – 2018 Hardware Installation Projections

PTC Subsystem	System Requirements	FRA Goals	Installs through August 2018	% Complete FRA Goal	Remaining to meet FRA Goals	18-Aug		18-Sep	18-Oct	18-Nov	18-Dec
						Forecast	Actual	Forecast	Forecast	Forecast	Forecast
Transponders	3562	3562	2746	77%	816	200	219	400	416	0	0
WIUs	156	151	145	96%	6	12	27	6	0	0	5*
C-Cases	111	108	107	99%	1	0	0	1	0	3*	0
M7	418**	240	414	100%	0	0	0	0	0	0	0
DE/DM	45****	30	41	100%	0	7	3	2	0	0	0
C3	23	17	23	100%	0	6	6	0	0	0	0
E15	16	5	7	100%	0	3	2	3	3	3	0
***NYAR	10	6	2	33%	4	3	1	3	2	2	1
M3	36	N/A	0	N/A	N/A	0	0	1	12	11	12

Data date August 31, 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.

**** Two (2) DE/DM locomotives are long term out of service and installs will be completed prior to return to service.

NOTE: The transponder quantities are not final pending the completion of the transponder designs for each segment.

 Month when FRA goal is met



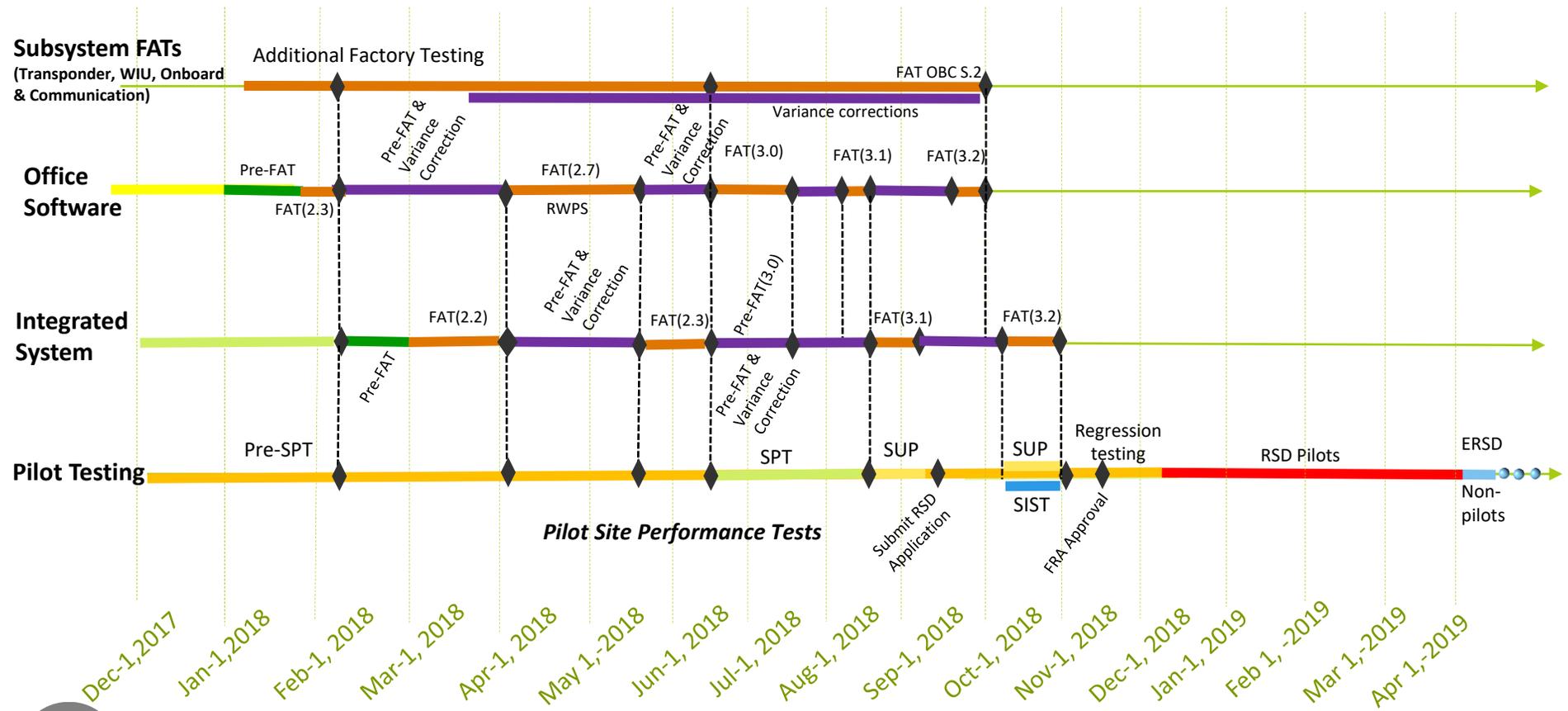
LIRR Project Update (July and August 2018)

- Completed FAT for Office 3.0 software
- Completed Integrated System FAT (Baseline 3.1) with variances and a new System Baseline 3.2 is required for RSD testing.
- Completed formal SPT (Site Performance Testing) with Baseline 2.3 software on pilot lines to demonstrate PTC functionality.
- Released Baseline 3.1 software for regression testing during Site Update Period (SUP). Completed field testing with this release on both pilot lines.
- Continued repeatability testing of PTC functions on pilot lines to collect data in support of RSD application.
- Finalizing the FRA request for an Alternative Schedule.
- Attended the 3rd and final FRA Symposium on the topic of PTC Safety Plans.
- Continued onboard installations for C3, DE/DM, E15, and NYAR fleet.
- Continued wayside installations of WIU and transponders.
- Conducted the pilot class for training of Office Operations Dispatchers.
- Completed installation of the PTC RF and Cellular Cables in Atlantic Tunnel.



LIRR Schedule Software/System Development & Test

- RSD Application - September 2018
- Start of Pilot RSD – November 2018



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

LIRR Project Risks and Concerns

- LIRR continues to receive late transponder designs and material from the SI.
 - LIRR Force Account will have to perform installations in a shorter time period than originally planned. Rescheduling of FA resources is impacting support on other priority projects.
- The SI continues to have resource limitations to support both LIRR and MNR.
- LIRR has concerns with the current schedule for the new OBC software release S2 and Integrated System Baseline 3.2 software.
 - Both LIRR and the PTC SI will need to have enough staff to work multiple shifts and during weekends to keep on schedule.
 - Any variances found during testing or not corrected in this new baseline may have an impact on RSD.
- FRA review and approval of RSD application
 - LIRR's schedule is contingent upon a 30 day FRA review period.
- Completion of the project depends on resolving interoperability issues with Amtrak.
 - Bi-weekly coordination meetings are being held with Amtrak to discuss interoperability design and testing.



LIRR Look Ahead (September and October 2018)

- Continue regression testing for Office, transponder, OBC, and communications subsystems.
- Complete Integrated System FAT with Baseline 3.2 software.
- Complete formal SPT and SUP on pilot lines to demonstrate PTC functionality.
- Continue repeatability testing of PTC functions on pilot lines to demonstrate reliability and provide data to support RSD application.
- Complete all onboard and wayside installations.
- Complete all required PTC training to support RSD.
- Submit RSD application for FRA 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.



LIRRPTC Timeline and Look-ahead

July 2018

- ✓ LIRR submitted a Substitute Criteria request to FRA for approval as a mitigation measure.

August 2018

- ✓ Systems Integrator (SI) completed delivery of Train-the-Trainer courses to LIRR
- ✓ LIRR completed Integrated System FAT (Baseline 3.0) with open variances.
- ✓ LIRR completed the testing of System Baseline 3.1 in both the factory and field and opened new core variances for resolution.

September 2018

- LIRR to receive FRA approval of their Substitute Criteria request
- LIRR to submit their RSD application for pilot lines to FRA for approval

October 2018

- LIRR to complete Integrated System FAT (Baseline 3.2) for RSD
- LIRR to complete all wayside installations (with the exception of ESA tunnels).



LIRR PTC Timeline and Look-ahead

November 2018

- ❑ LIRR to complete training for all required employees.
- ❑ LIRR to resolve core software variances and conduct regression testing to obtain supplemental test data for RSD application.
- ❑ LIRR to initiate RSD on Port Washington line.
- ❑ LIRR to submit Written Notification to FRA stating that LIRR has met all statutory criteria for an Alternative Schedule.
- ❑ LIRR to start Site Performance Testing on non-pilot segments.

After January 2019

- ❑ LIRR to submit PTC Safety Plan to FRA for approval.
- ❑ LIRR to place non-pilot segments in PTC Operations (ERSD).



LONG ISLAND RAIL ROAD

PROCUREMENTS

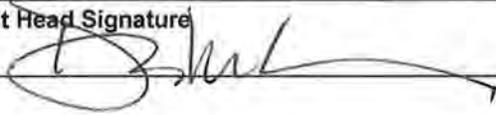
FOR

BOARD ACTION

September 26, 2018

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date September 26, 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	9.24.18				2	President <i>PE g/1/18</i>		
2	MTA Board	9.26.18				1	Executive VP <i>EA 9/26/18</i>		

PURPOSE:

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

DISCUSSION:

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

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

LIRR proposes to award Competitive Procurements in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
--	---------------------	------------------

Schedules Requiring Majority Vote

Schedule H: Modifications to Personal Service/Misc. Service Contracts	1	\$4,350,000
SUBTOTAL:	1	\$4,350,000

LIRR proposes to award Ratifications in the following categories:

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

TOTAL:	1	\$4,350,000
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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.

SEPTEMBER 2018

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule H: Mods. To Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold require for Board approval)

- | | | | |
|-----------|---|---|--------------------------------------|
| 1. | Various Bus Companies
Competitive
Contract No. (Various) | \$4,350,000.00
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|-----------|---|---|--------------------------------------|

LIRR requests MTA Board approval to issue a Contract modification in the aggregate amount of \$4,350,000 to increase the not to exceed funding amount of three estimated quantity contracts with bus companies that provide the Railroad with scheduled and emergency bus services. Under these fifteen (15) miscellaneous service contracts awarded under the Master Contract to various providers, which were all approved by the Board on March 1, 2013, LIRR orders bus services throughout Nassau, Suffolk, Queens and Kings Counties on an as-needed basis, with no minimum obligation or expenditures. Each bus company is called out using established protocols based on available resources that differ by location, vehicle type and quantity.

Staff Summary



Item Number:

Vendor Name (& Location) Various Bus Companies (Eastern & Western Suffolk, Nassau, Queens, and Kings Counties)
Description Scheduled & Emergency Bus Service
Contract Term (including Options, if any) March 1, 2013 – December 31, 2018
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
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: Service Planning, Charles McKiernan, General Manager Customer Services, James Compton, Chief Stations Officer

Contact Number (Various)	AWO/Modificaiton # Modification #3
Original Amount:	\$11,250,000
Prior Modifications: Option exercise	\$ 7,000,000
Prior Budgetary Increases:	\$ 750,000
Current Amount:	\$19,000,000
This Request:	\$ 4,350,000
% of This Request to Current Amount:	23%
% of Modifications (including This Request) to Original Amount:	100.87%

Discussion:

LIRR requests MTA Board approval to issue a Contract modification in the aggregate amount of \$4,350,000 to increase the not to exceed funding amount of three estimated quantity contracts with bus companies that provide the Railroad with scheduled and emergency bus services. Under these fifteen (15) miscellaneous service contracts awarded under the Master Contract to various providers, which were all approved by the Board on March 1, 2013, LIRR orders bus services throughout Nassau, Suffolk, Queens and Kings Counties on an as-needed basis, with no minimum obligation or expenditures. Each bus company is called out using established protocols based on available resources that differ by location, vehicle type and quantity.

The original pool of 15 providers was significantly reduced over the years to only three (3) providers due a variety of reasons including firms departing the busing business, others having safety deficiencies, industry consolidation, and performance issues. The proposed additional funding will cover services to close out the contracts for the remaining providers still servicing LIRR pending the award of replacement renewal contracts, which are expected to be awarded to several additional providers in November 2018. Significant bus call-outs for services related to the scope and scale of several large Capital Projects and State of Good Repair / Annual Track Program projects (including the Main Line Second Track and Colonial Road Bridge Replacement projects and the Hicksville to Ronkonkoma, Long Beach Branch - Wreck Lead Bridge Tie Replacement, and Farmingdale to Ronkonkoma Maintenance projects) in addition to unanticipated service disruptions have depleted the current contract funding at a higher rate than planned. In addition, LIRR needs associated with the Annual Track Program and the LIRR Expansion Project, where LIRR consistently requires buses to provide alternate or supplemental bus service during scheduled track outages, as well as the increased need for off-peak and weekend bus coverage (particularly during the LIRR busy summer season) has increased the overall demand for bus services to ensure that LIRR can adequately meet the needs of its customers during major projects.

Of the \$4,350,000 being requested, \$2,135,581 is for payment to bus providers for current invoices related to bussing support for LIRR major construction and State of Good Repair projects: (\$1,658,158 - Main Line Second Track); (\$464,523 - Various Track Work Programs). The remaining funds totaling \$2,170,000 will be utilized for necessary bussing services to be provided to LIRR during service outages during the period between September 1, 2018 and November 1, 2018. Contingency funds of \$44,419 will also be set aside for unplanned/emergency track work.

Staff Summary



In order to mitigate the effects of unexpected LIRR service disruptions and to have alternate transportation available to LIRR customers during these disruptions, LIRR estimates an additional \$4,350,000 is required. This cost would cover the period until the award of the renewal contracts and would fund payments for current invoices and future projected work through the end of the current contract period. The proposed contract modifications will be funded by a combination of LIRR's Operating Budget and Capital Budget, the latter of which may include federal dollars. All pricing, terms and conditions shall remain firm. LIRR has not identified any other alternatives for these critical bussing services. Based upon the above information, it is the recommendation of LIRR that contract funding be increased and that the Board approve this modification in the amount of \$4,350,000.

PROCUREMENT PACKAGE
September 2018

Staff Summary

Subject	Request for Authorization to Award Various Procurements				
Department	Procurement				
Department Head Name David K. Cannon					
Department Head Signature <i>David K. Cannon</i>					
Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	9/24/18	X		
2	Board	9/26/18	X		

Date: September 18, 2018			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
2	Executive Vice President & General Counsel <i>[Signature]</i>	3	President <i>[Signature]</i>
1	Vice President & Chief Financial Officer <i>AR</i>		

PURPOSE

To obtain the approval of the Board to award the 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:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule B Competitive Requests for Proposals (Solicitation)	1	\$ TBD
SUBTOTAL	1	\$ TBD
<u>Schedules Requiring Majority Vote</u>		
Schedule F Personal Service Contracts	32	\$35,000,000
Schedule H Modifications to Personal Service Contracts	1	\$ 944,000
Schedule I Modifications to Purchase or Public Work Contracts	2	\$11,529,168
SUBTOTAL	36	\$47,473,168
 MTA Capital Construction proposes to award Ratifications in the following category:		
Schedule K Ratification of Completed Procurement Actions	2	\$ 3,974,856
SUBTOTAL	2	\$ 3,974,856
TOTAL	38	\$51,448,024

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 contracts 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.

September 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 MC881	Cost To Be Determined	<u>Staff Summary Attached</u>
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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 Water Mitigation Services on an As-Needed Basis.

Procurements Requiring Majority Vote

Schedule F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K other Non Competitive; \$1M Competitive)

2 – 33	Various Firms Three Year Term and Two 1 Year Options Contract Nos. PS865 -1 thru PS865-32	\$35,000,000 (Aggregate)	<u>Staff Summary Attached</u>
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Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Capital Construction (“MTACC”) is seeking Board approval on behalf of itself, Long Island Rail Road (“LIRR”) and Metro North Railroad (“MNR”) to enter into competitively solicited zero dollar based personal service contracts with thirty-two (32) firms to provide professional staffing and services on an as-needed basis and permit other MTA Agencies to ride the Contracts.

Schedule H. Modification To Personal Service and Miscellaneous Service Contracts Awarded as Contracts for Services

(Approval/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or duration threshold required for Board approval)

34.	Ankura Consulting Group LLC Contract No. PS862A Modification No. 1	\$ 944,571	<u>Staff Summary Attached</u>
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In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to perform a benchmarking study of construction costs for transit expansion projects throughout the country and internationally.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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)

- | | | | |
|------------|--|---------------------|--------------------------------------|
| 35. | Tutor Perini Corporation
Contract No. CQ033
Modification No. 23 | \$ 8,200,000 | <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 furnish and install a portion of the Track D Approach Structure (approximately 445 LF)

- | | | | |
|-----------|--|---------------------|--------------------------------------|
| 36 | GCT Constructors Joint Venture
Contract No. CM014B
Modification No. 185 | \$ 3,329,168 | <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 addition and modification of stairways at the 47th Street Node.

Dept & Dept Head Name: Procurement/David K. Cannon <i>David K. Cannon</i>					
Division & Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	9/24/18	X		
2	Board	9/26/18	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	Executive Vice President & General Counsel <i>[Signature]</i>	2	President <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Number MC881
Description Water Mitigation Services on an As-Needed Basis	
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 Water Mitigation Services on an As-Needed Basis.

II. DISCUSSION

MTACC is pursuing a streamlined strategy and procurement method to achieve overall best value and approach for MTACC and the public. The As-Needed basis promises efficient and faster delivery of work while achieving high quality and best value benefits.

Waterproofing and water tightness are critical to keeping the interior of underground structures dry for occupancy and for designated use. When retrofitting, installing new equipment or completing fit-out of existing structures, cracks or other minor imperfections to due to material curing, change in loading, settlement, etc. can provide a path for water infiltration. Therefore, “water mitigation” is commonly performed to seal these cracks or minor imperfections.

Water mitigation is frequently an iterative process where, after fully sealing known leaks, other cracks or voids that were not originally leaking can then become water infiltration points, requiring additional remediation. Consequently, a procurement method is required that allows for work to be performed on an as-needed basis. In addition, the quality of the contractor’s workmanship, and its history of successfully mitigating water leaks, is important to assess as part of the procurement process.

Utilizing an RFP process is the best method of solicitation for this effort. Given the iterative and complex nature of this work, it is in the best interest of MTACC to be able, in addition to cost, to consider performance records and other relevant matters to select contractors best able to perform the work and provide the best overall value. In addition, the RFP process will allow MTACC greater flexibility (than a low-bid process) to negotiate contract terms and conditions, which could also provide greater value to MTACC. Firms that participate will receive an RFP, including repair details and anticipated minimum quantities, and the proposed contract terms. The firms selected through this RFP process will demonstrate the necessary experience and ability to perform the required type of work and will be retained on a zero dollar, on call basis. As specific scopes of work are identified, the selected firms will be invited to propose on a specific task order and the work will be awarded based on a best value determination for that task order.

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, degree of technical skill or experience or to consider or negotiate alternative proposals to achieve the overall best value to the MTA.

Item Numbers 2 - 33					
Dept & Dept Head Name: Various					
Division & Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	9/24/18	X		
2	Board	9/26/18	X		
Internal Approvals					
Order	Approval	Order	Approval		
2	Vice President & Chief Financial Officer <i>AR</i>	4	President <i>JM</i>		
1	Vice President & Chief Procurement Officer <i>DM</i>	3	Executive Vice President & General Counsel <i>SS</i>		

SUMMARY INFORMATION	
Vendor Name Various	Contract Number PS865 -1 through PS865-32
Description Professional and Technical Staffing and Services on an As-Needed Basis (Non-Federal)	
Total Amount Aggregate Not-To-Exceed \$35,000,000 (MTACC \$15,000,000, LIRR \$10,000,000 MNR \$10,000,000)	
Contract Term Three Years With a Two-Year Option	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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 type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Capital Construction ("MTACC") is seeking Board approval on behalf of itself, Long Island Rail Road ("LIRR") and Metro North Railroad ("MNR") to enter into competitively solicited zero dollar based personal service contracts with the following thirty-two (32) firms to provide professional staffing and services on an as-needed basis:

A.G Consulting Engineers
Aptim Engineering of New York
Arcadis of New York Inc.
Armand Corporation
Atlantic Partners
CARIAN Group
DBI Projects, LLC
Di Domenico + Partners
Entech Engineering, PC
Faithful+Gould
FS Consulting

Info Tran Engineers, P.C.
Infojini, Inc.
Infosys International, Inc.
K.S. Engineers, P.C.
L. J. Gonzer Associate
Lancesoft, Inc.
MCSS, Inc.
Mott MacDonald NY, Inc.
NDTR
NovaLink Solutions, LLC
Penda Aiken, Inc.

PMA Consultants
Popli Design Group
Rotator Staffing
SI Engineering
SJH Engineering, P.C.
Software People, Inc.
Tectonic Engineering
Tempositions, Inc.
Toscano Clements Taylor
Ty Lin International

We also request Board approval to permit the other MTA agencies to ride these contracts.

The term of these contracts is three years with two one-year options that may be exercised by the respective agencies in their sole discretion.

II. DISCUSSION

This procurement will provide MTACC, LIRR, and MNR with a pool of consultants to provide professional staffing and services to support the planning and management of non-Federally funded Projects. A similar procurement was approved in January 2018 to provide these same services for Federally funded Projects. As each agency identifies specific needs, it will issue a request for proposals to those selected consultants that have the resources to meet those needs. The agency will then issue a task order containing a detailed scope of work and expected deliverables to the consultant whose proposal will provide best value. These contracts will be issued as zero-dollar base contracts and do not obligate the MTA to commit to the payment of a minimum dollar amount to any of the consultants. Task Orders will be written against these zero-dollar based contracts on an as needed basis.

III. PROCUREMENT PROCESS

The Request for Proposal (RFP) was advertised in The New York Post, The New York State Contract Reporter and Minority Commerce Weekly. Fifty-five (55) firms requested a copy of the RFP and proposals were received from thirty-four (34) firms. A selection committee evaluated the proposals based on the following criteria as outlined in the RFP documents and listed in the order of relative importance:

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

The selection committee determined that all the proposers possess the capacity, understanding, experience and commitment to provide some of the required staffing or services and recommended that the agencies be authorized to enter into contracts with the 32 listed firms.

Full responsibility vetting is currently in process for all thirty-four (34) firms. No firm with significant adverse information pursuant to the All-Agency Responsibility Guidelines will be awarded a Contract unless they are found to be responsible notwithstanding the significant adverse information and such finding is approved by the MTA Managing Director in consultation with the MTA General Counsel.

IV. M/WBE and SDVOB

The Department of Diversity and Civil Rights reviewed the requirements of the Contract and after undertaking a thorough analysis established a goal 15% MBE/15%WBE/6% SDVOB goals for this contract based on the nature of the work and the availability of Minority/Women Business Enterprises and Service Disabled Veteran Owned Business capable of performing the work. All 32 Proposers have pledged to meet the goals.

V. IMPACT ON FUNDING

The maximum total aggregate value for this procurement is \$35,000,000 which consists of \$15,000,000 for MTACC, \$10,000,000 for MNR and \$10,000,000 for LIRR. These values are based upon current projections and are being used for budgeting purposes only. As noted above, these contracts will be issued as zero-dollar based contracts and do not obligate the MTA to commit to the payment of a minimum dollar amount to any of the consultants. Task Orders will be written against these zero-dollar based contracts on an as needed basis.

VI. ALTERNATIVES

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

Item Number 34

Page 1 of 2

Vendor Name (& Location) Ankura Consulting Group, LLC	
Description Independent Compliance Monitoring	
Contract Term (including Options, if any) Four Years	
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: Operations/Zoe Davidson	

Contract Number	AWO/Modification #
PS862 Series	1
Original Amount:	\$ 5,000,000 (Aggregate)
Prior Modifications:	\$ -0-
Prior Budgetary Increases:	\$ -0-
Current Amount:	\$ 944,000
This Request	\$ 944,000
% of This Request to Current Amount:	18%
% of Modifications (including This Request) to Original Amount:	18%

Discussion:

This Contract is to monitor the various MTACC project's activities in the areas of; compliance with Disadvantaged/Minority/Women owned Business Enterprise ("DMWBE") requirements; timely payments to subcontractors and suppliers; and payment of prevailing wages to workers and other areas relating to business integrity. In addition, the Monitor may be requested to perform additional special projects, reviews or investigations. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to perform a benchmarking study of construction costs for transit expansion projects throughout the country and internationally.

As part of the Board-Staff Cost Containment Working Group, MTA seeks to improve efficiency and make aggressive changes to contain cost and schedule overruns on its capital projects. To achieve this, MTA needs to develop a deeper understanding of the costs and schedule performance indicators on its projects -- how costs and schedule durations vary between projects and why, and then compare that data to other large transit projects locally, nationally and internationally.

Gross comparisons of MTA projects have been published from time to time at the level of costs per track mile or station. However, these studies typically lack the appropriate level of detail and technical rigor necessary to be useful in identifying the critical factors that produce differences in project performance. True "apples-to-apples" data is badly needed for accurate and meaningful comparisons to be made. MTA seeks to retain a consultant with strong auditing and forensic accounting experience to perform a meaningful study that breaks down costs, and calibrates comparisons, to achieve meaningful comparative data for transit expansion projects nationally and internationally. The study will also examine and discuss differences within both the construction and labor market in which each project has been constructed and how this has impacted total cost and schedule. Finally, the study will create benchmarks that can be used internally to measure MTA performance on future projects, as well as provide meaningful comparative data on MTA performance relative to other construction agencies and authorities locally and around the world.

Because this study must break down costs, and calibrate comparisons, to achieve meaningful comparative data, MTA was required to find companies with forensic analysis and accounting skills and significant experience in large construction projects. MTA determined that the Consultants on the PS862 contract series (Ankura Consulting Group, LLC, Exiger, LLC and K2 Intelligence, LLC) all possess the necessary skills set and resources to perform this work, and requested proposals from all

Schedule H Modification to a Personal Service Contract
Item 34

three. After receipt and review of all three proposals, it was determined Ankura Consulting Group, LLC ("Ankura") was the best technically qualified.

MTACC's estimate for this work was amount of \$1,171,693. Negotiations were held, and the parties agreed to a cost of \$944,000 which is deemed to be fair and reasonable.

In connection with the review of Ankura Consulting Group LLC's responsibility pursuant to the All-Agency Responsibility Guidelines, no Significant Adverse Information exists and Ankura has been found to be responsible.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 35

Vendor Name (& Location) Tutor Perini Corporation	
Description Mid-Day Storage Yard for the East Side Access Project	
Contract Term (including Options, if any) 1,217 Days	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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/William Goodrich, P.E.	

Contract Number	AWO/Modification #
CQ033	23
Original Amount:	\$ 291,503,430
Prior Modifications:	\$ 5,313,827
Options:	\$ 1,873,000
Current Amount:	\$ 298,690,827
This Request	\$ 8,200,000
% of This Request to Current Amount:	3%
% of Modifications (including This Request) to Original Amount:	5%

Discussion:

This Contract is for the demolition and removal of the existing catenary structures, railroad buildings and Montauk Cutoff Bridge and Ramp and the construction of the Mid-Day Storage Yard (“Yard”) in the Harold Interlocking. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a Modification to furnish and install a portion of the Track D Approach Structure (approximately 445 LF).

The Work that is the subject of this Modification is part of the work that was contained in Option 10 of Contract CH057, which provided for construction of the Tunnel D approach structure, Track D within the structure and Track MM4 running parallel to the approach structure on its south side. The portion of the Track D Approach Structure that is the subject of this Modification – the installation of approximately 445 linear feet of the Track D Approach Structure -- could not be performed until after the ML4 cutover, which was delayed and did not occur until June of this year. Accordingly, because the cutover was not completed until after Substantial Completion of Contract CH057, it is necessary to transfer this work to the follow on CQ033 Contractor, which is now best suited to perform this work, as it is currently working in the area and has the labor, equipment and familiarity with the site to perform this work.

The original price for this work as part of Option 10 of Contract CH057 was \$6,505,000. In connection with this Modification, the Contractor submitted a cost proposal of \$8,600,407 while the MTACC project estimate was \$8,330,505. After negotiations, both parties agreed to a cost of \$8,200,000, which is considered fair and reasonable. The work is not expected to cause any delay to Substantial Completion of CQ033. The differential between the negotiated price for this Modification and the price of the work as part of Option 10 is a result of escalation in cost since the work was originally scheduled, the cost of remobilizing equipment, formwork, and materials to perform the work, and additional union support due to the size of the CQ033 contract.

In connection with previous contracts awarded, the Tutor Perini Corporation was found to be responsible, notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2017. No new significant adverse information has been found relating to Tutor Perini Corporation. Therefore, Tutor Perini Corporation has been determined to be responsible.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 36

Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)
Description GCT Concourse and Facilities Fit-Out for the ESA Project
Contract Term (including Options, if any): 1,826 Days
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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 Other: Modification
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: East Side Access/William Goodrich, P.E.

Contract Number	AWO/Modification #
CM014B	185
Original Contract Amount:	\$ 404,622,096
Original Option Amounts:	\$ 24,277,904
Original Board Approved Amount:	\$ 428,900,000
Prior Modifications:	\$ 31,976,189
Exercised Options:	\$ 24,277,904
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 460,876,189
This Request	\$ 3,329,168
% of This Request to Current Amount:	0.72%
% of Modifications (including This Request) to Original Amount:	8.23%

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 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 addition and modification of stairways at the 47th Street Node.

The originally planned 48th Street Entrance within 415 Madison Avenue cannot be constructed at this time because the MTA and the owner of that property have been unable to agree on terms for property acquisition. For that reason, the construction of the planned entrance will be deferred until these issues are resolved. This modification will provide additional access capacity at a nearby existing MTA entrance within 383 Madison Avenue (at the south side of 47th Street). This modification will add a new stairway and significantly widen a planned stairway that is currently within the CM014B scope of work. These stairways at the west end of the 47th Street cross-passageway/mezzanine will absorb additional volumes of passengers by increasing egress capacity safely and efficiently as required by code. This action is part of an integrated entrance plan and will optimize the throughput of the existing under-signed Terminal.

The Contractor submitted a cost proposal of \$4,511,979 while the MTACC project estimate was for \$4,189,404. Negotiations were held and both parties agreed to a cost of \$3,329,168, which is considered fair and reasonable. Funding for this work will be utilized from unspent dollars previously associated with the now deferred 48th Street Entrance and are in ESA’s budget. The Contractor has claimed compensable time impacts associated with this work. That claim is being analyzed and will be addressed, as necessary, in a subsequent modification.

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.

September 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)

- | | | | |
|-----|--|---------------------|--------------------------------------|
| 37. | Tutor Perini Corporation
Contract No. CS179
Modification No. 119 | \$ 2,317,800 | <u>Staff Summary Attached</u> |
| 38. | GCT Constructors Joint Venture
Contract No. CM014B
Modification No. 187 | \$ 1,657,056 | <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 to provide standby support services for the operation and maintenance of the B30 Substation.

Item Number 37

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1 for the ESA Project	
Contract Term (including Options, if any) 75 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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/William Goodrich, P.E.	

Contract Number CS179	AWO/Modification # 119
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 23,640,680
Exercised Options:	\$ 216,800,001
Current Amount:	\$ 574,028,681
This Request	\$ 2,317,800
% of This Request to Current Amount:	0.4%
% of Modifications (including This Request) to Original Amount:	7.78%

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 that will establish connectivity between the Project’s networks and the LIRR’s Fiber Optic Network (FON).

The FON is an existing LIRR fiber-optic network located outside the Project’s territory. The CS179 Contractor work includes connecting the Project’s systems and networks to LIRR’s FON. The network and router equipment specified in Contract CS179 was complementary to the LIRR’s FON at the time of the Contract design. Since then, newer technologies have become available and are now in widespread use, providing numerous benefits over the older technology. Contract Modification 13, executed in June of 2016, upgraded the connectivity between the Project’s Backbone Communication System and the LIRR’s FON to incorporate the more modern network equipment.

At the time of CS179 Contract design, the LIRR had not finalized the number of FON fibers it would have available to connect to the Project’s networks, or how it planned to allocate these fibers to particular networks or tasks. The LIRR has now established that there are only 4 to 6 fibers available for transmitting the data from the Project’s systems and networks to the systems within the LIRR’s territory. However, there are 144 optic fibers within the Project’s territory that are used to transmit the data of the six segregated networks. As part of the Contract requirements, the Contractor must maintain isolation of these networks’ data.

Under this Modification, the contractor will install 18-layer 3 routing switches in Communications Rooms CR-C1 and CR-C118, which will aggregate the transmission of data from the various network application switches and transmit this “compressed” data to the LIRR FON via 2 separate interface locations, in order to resolve the bottleneck of funneling data from the 144 fibers in the Project territory to the 4 to 6 available fibers of the LIRR FON. The changed work includes additional equipment, engineering, network configuration, and testing.

The MTACC’s final estimate for this work was in the amount of \$1,446,999. The Contractor’s revised proposal was in the amount of \$9,703,711. Negotiations were held and the parties agreed to a cost of \$2,317,800 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. In order to avoid impact to the commencement of Integrated Systems Testing, the President approved a Retroactive Memorandum and the Contractor was directed to proceed with the full scope of the changed work on September 12, 2018.

This modification is currently under review by the Project's Cost Recovery Panel to determine if this modification is the result of design error or omission. To the extent that the Panel determines that an error or omission was involved, a claim will be asserted against the designer of record.

In connection with a previous contract award 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.

Item Number 38

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Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)
Description GCT Concourse and Facilities Fit-Out for the ESA Project
Contract Term (including Options, if any): 1,826 Days
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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 Other: Modification
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: East Side Access/William Goodrich, P.E.

Contract Number	AWO/Modification #
CM014B	187
Original Contract Amount:	\$ 404,622,096
Original Option Amounts:	\$ 24,277,904
Original Board Approved Amount:	\$ 428,900,000
Prior Modifications:	\$ 31,976,189
Exercised Options:	\$ 24,277,904
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 460,876,189
This Request	\$ 1,657,056
% of This Request to Current Amount:	.4%
% of Modifications (including This Request) to Original Amount:	7.8%

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 Madison Yard of Grand Central Terminal (GCT). In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification to provide standby support services for the operation and maintenance of the B30 Substation.

Initially, temporary construction power for the GCT Caverns and Tunnels was to be supplied from the existing Second Avenue substation. However, Con Edison determined that it would not be able to provide uninterrupted service unless MTACC installed an additional feeder, which was not a viable option due to space limitations and significant cost impacts. The ESA program was therefore required to deliver temporary construction power from the B30 Substation.

Currently, responsibility for the maintenance and operation of the B30 Substation is with the CM014B contractor. During periods when CM014B electricians are performing other contract work in the Concourse, they provide standby support for the B30 Substation at no extra cost. However, CM014B will incur additional standby costs for B30 support during periods when CM014B electricians are not working in the Concourse and other construction operations are underway in the GCT Caverns and Tunnels requiring power from the B30 substation. This standby support is necessary to ensure life safety services are in place while work crews are in the caverns and tunnels and is required when Con Edison declares "Heat Emergencies". These additional standby costs are Added Work to be performed by CM014B.

The Contractor submitted a cost proposal of \$2,707,356, while the MTACC project estimate was for \$1,692,762. The amounts were based upon unit rates for crews of electricians and are based on an estimated quantity of shifts. Negotiations were held and the parties agreed upon unit rates, for a total cost of \$1,657,056, assuming all estimated shifts are required. The negotiated amount is considered fair and reasonable. There is no time impact anticipated, as a result of implementing this change.

In order to continue the temporary electrical services required for critical life safety systems, the MTACC President approved a Retroactive Memorandum on November 30, 2017, and the Contractor was directed to provide services up to a not-to-exceed amount of \$500,000.

Item No. 38

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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.



Long Island Rail Road

Performance Summary

AUGUST

Rod Brooks, Acting Senior Vice President – Operations



Northeast Quadrant: The replacement of approximately 5000 feet of new track and 10 new interlocking switches. This work realigns tracks to connect Grand Central Station's new Tunnel A to Harold Interlocking and allow for the continued construction of the new Westbound Bypass track.



Long Island Rail Road

Performance Summary

AUGUST

August 2018 Highlights:

August On-time performance (OTP) was below goal at 87.4%.

Year to Date (YTD) performance has declined to 89.9%, which is a 1.1% decrease compared to same period last year.

Special Events accounted for 6.3% of all late trains for the month of August.

Forty eight events resulted in 10 or more late trains, unfavorably impacting our OTP by approximately 6.1%.

- Capital causes resulted in eight incidents with 151 late trains during the month of August.
- Infrastructure related issues resulted in 10 events, causing 230 late trains.
- The US Open Tennis event created heavy loading conditions on three separate days, resulting in 43 late trains.
- 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 DE & DM passenger locomotive fleets. The DE/DM performance has improved from the initially reported month.

Performance Summary			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	Aug	Aug	Aug	Aug
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%	87.4%	89.9%	93.8%	91.0%
		AM Peak		86.7%	88.1%	95.5%	90.8%
		PM Peak		81.7%	85.8%	91.3%	84.2%
		Total Peak		84.4%	87.0%	93.6%	87.7%
		Off Peak Weekday		86.8%	90.2%	93.1%	91.1%
		Weekend		93.1%	92.9%	95.8%	94.7%
	Babylon Branch	Overall	93.9%	87.7%	89.7%	93.5%	89.8%
		AM Peak		87.0%	88.1%	98.6%	92.3%
		PM Peak		83.3%	85.0%	87.8%	81.9%
		Total Peak		85.3%	86.6%	94.0%	87.5%
	Off Peak Weekday		87.8%	90.4%	92.4%	90.2%	
	Weekend		92.4%	93.2%	95.7%	92.6%	
Far Rockaway Branch	Overall	96.6%	95.2%	94.6%	97.3%	95.2%	
	AM Peak		90.9%	88.6%	94.9%	90.4%	
	PM Peak		92.8%	93.8%	97.6%	92.8%	
	Total Peak		91.7%	90.9%	96.1%	91.5%	
	Off Peak Weekday		95.9%	95.3%	97.1%	95.8%	
	Weekend		98.0%	97.0%	99.4%	97.8%	
Huntington Branch	Overall	92.5%	86.2%	88.4%	94.7%	89.9%	
	AM Peak		88.1%	87.5%	94.4%	90.2%	
	PM Peak		79.5%	83.8%	92.0%	79.1%	
	Total Peak		84.0%	85.8%	93.2%	84.8%	
	Off Peak Weekday		84.2%	87.5%	94.2%	89.2%	
	Weekend		92.0%	92.1%	97.1%	95.2%	
Hempstead Branch	Overall	96.5%	92.3%	91.7%	96.5%	93.4%	
	AM Peak		87.0%	88.9%	98.0%	93.7%	
	PM Peak		91.3%	88.1%	96.5%	85.4%	
	Total Peak		89.0%	88.5%	97.3%	89.8%	
	Off Peak Weekday		91.8%	92.2%	95.2%	93.5%	
	Weekend		97.7%	93.9%	98.9%	96.8%	
Long Beach Branch	Overall	95.9%	91.7%	92.3%	96.2%	92.8%	
	AM Peak		93.5%	89.8%	98.7%	92.4%	
	PM Peak		85.0%	89.4%	94.9%	87.8%	
	Total Peak		89.4%	89.6%	96.9%	90.2%	
	Off Peak Weekday		93.4%	93.1%	95.5%	92.8%	
	Weekend		90.6%	93.8%	96.9%	95.9%	
Montauk Branch	Overall	90.8%	83.4%	88.0%	88.2%	88.9%	
	AM Peak		83.2%	87.1%	94.6%	90.2%	
	PM Peak		78.4%	82.6%	89.1%	86.2%	
	Total Peak		80.8%	85.0%	91.8%	88.3%	
	Off Peak Weekday		86.2%	89.4%	87.8%	90.0%	
	Weekend		79.9%	88.0%	85.3%	87.6%	
Oyster Bay Branch	Overall	94.1%	90.0%	89.8%	96.3%	91.7%	
	AM Peak		87.0%	90.6%	93.8%	92.1%	
	PM Peak		79.0%	78.3%	92.8%	82.0%	
	Total Peak		83.3%	85.0%	93.3%	87.4%	
	Off Peak Weekday		91.1%	91.1%	97.2%	92.4%	
	Weekend		98.3%	93.6%	98.9%	96.1%	

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	Aug	Aug	Aug	Aug
Port Jefferson Branch	Overall	90.9%	88.8%	88.2%	94.3%	90.6%
	AM Peak		87.0%	87.6%	88.6%	88.8%
	PM Peak		78.3%	82.8%	94.4%	85.9%
	Total Peak		82.9%	85.3%	91.3%	87.4%
	Off Peak Weekday		88.7%	86.7%	94.4%	89.1%
	Weekend		98.2%	95.2%	98.7%	97.6%
Port Washington Branch	Overall	95.3%	83.8%	90.2%	90.3%	90.0%
	AM Peak		86.4%	91.5%	95.2%	89.9%
	PM Peak		72.4%	84.7%	82.9%	79.6%
	Total Peak		79.9%	88.1%	89.2%	84.7%
	Off Peak Weekday		82.2%	90.2%	87.9%	89.5%
	Weekend		92.9%	92.6%	97.9%	97.0%
Ronkonkoma Branch	Overall	91.6%	77.8%	85.3%	92.5%	88.9%
	AM Peak		78.5%	83.5%	94.1%	87.8%
	PM Peak		77.7%	86.5%	93.3%	88.2%
	Total Peak		78.2%	84.8%	93.8%	88.0%
	Off Peak Weekday		71.7%	83.8%	92.7%	88.4%
	Weekend		94.9%	90.3%	89.6%	91.3%
West Hempstead Branch	Overall	95.8%	94.5%	93.6%	96.6%	94.7%
	AM Peak		92.2%	87.4%	88.7%	90.8%
	PM Peak		85.5%	88.0%	95.7%	87.7%
	Total Peak		88.5%	87.7%	92.5%	89.1%
	Off Peak Weekday		96.6%	96.2%	98.4%	96.8%
	Weekend		98.6%	95.3%	98.6%	97.5%
Operating Statistics	Trains Scheduled		21,373	164,006	21,571	166,098
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		-14.1	-13.2	-11.0	-12.3
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		536	2,975	173	2,416
	Trains Canceled		106	1,130	29	1,015
	Trains Terminated		48	664	17	585
	Percent of Scheduled Trips Completed		99.3%	98.9%	99.8%	99.0%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		98.5%			
	PM Peak		95.8%			
	Total Peak		97.2%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		July	Aug	YTD Thru Aug	Aug	YTD Thru Aug	
Engineering (Scheduled)	0.7%	52	19	235	57	485	(250)
Engineering (Unscheduled)	13.0%	304	350	1,989	158	1,713	276
Maintenance of Equipment	8.8%	181	237	1,607	134	1,322	285
Transportation	1.5%	65	40	349	31	655	(306)
Capital Projects	13.4%	332	361	1,338	8	359	979
Weather and Environmental	11.6%	36	314	2,899	18	1,697	1,202
Police	8.8%	284	238	1,583	114	1,222	361
Customers	18.9%	544	510	2,922	443	2,862	60
Special Events	6.3%	158	171	823	131	702	121
Other	14.8%	156	400	1,502	131	987	515
3rd Party Operations	2.2%	225	59	1,307	115	2,969	(1,662)
Total	100.0%	2,337	2,699	16,554	1,340	14,973	1,581

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-Aug	Wed	Harold Interlocking Improvements	3			3			7			13		
1-Aug	Wed	Derailment of Train 428 in Harold Interlocking				51	11	1	11	12	11	62	23	12
1-Aug	Wed	Broken crossing gate at Merrits Road	13						1			14		
2-Aug	Thur	Track circuit failure in Harold Interlocking	17						8			25		
2-Aug	Thur	Signal trouble in Harold Interlocking				30			2			32		
2-Aug	Thur	Train 2710 with equipment in Penn Station				42			29			71		
3-Aug	Fri	Loss of Divide Interlocking due to a PSEG substation problem (8/2)							9	1		9	1	
3-Aug	Fri	Switch trouble in Harold Interlocking	6						12			18		
3-Aug	Fri	Train 2798 with equipment trouble east of Jamaica				12			4			16		
3-Aug	Fri	Heavy loading system wide				2			12			14		
4-Aug	Sat	Harold Interlocking Improvements							12			12		
5-Aug	Sun	Harold Interlocking Improvements							25			25		
6-Aug	Mon	Loss of supervisory system at CI Interlocking				11	3		18	2	1	29	5	1
6-Aug	Mon	Track condition west of Port Jefferson Station				2			10	1		12	1	
6-Aug	Mon	Rules violation in Huntington				12	2		2	1		14	3	
6-Aug	Mon	Simultaneous trespassers strikes east of Divide and Woodside	54	10	1				17	1	1	71	11	2
7-Aug	Tues	Signal trouble in Harold Interlocking	18						9			27		
7-Aug	Tues	Track circuit failures west of Jay Interlocking				26			8			34		
7-Aug	Tues	Severe weather conditions				14		1	59	11	2	73	11	3
7-Aug	Tues	Slow loading system wide	1			4			6			11		
8-Aug	Wed	Scheduled track work on the Main Line				1			14			15		
8-Aug	Wed	Severe weather conditions	79	12		7	1		59	1		145	14	
9-Aug	Thur	Track circuit failure in Harold Interlocking				7			6			13		
10-Aug	Fri	Switch trouble in Nassau Interlocking	23						17			40		
10-Aug	Fri	Slow loading system wide				1			12			13		
11-Aug	Sat	Harold Interlocking Improvements							11			11		
12-Aug	Sun	Code trouble between RPK to SK Interlocking							11			11		
12-Aug	Sun	Temporary platforms - Woodside							18			18		
13-Aug	Mon	Track circuit failure at Nassau Interlocking	2						9			11		

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
13-Aug	Mon	Slow weather loading	5						7			12		
13-Aug	Mon	Bridge strike at South Franklin Avenue (east of Valley Stream)				19			7			26		
15-Aug	Wed	Injured employee in F Interlocking	36	1					20		3	56	1	3
17-Aug	Fri	Train 2798 with equipment trouble in Penn Station				15	1	1	7			22	1	1
18-Aug	Sat	Signal outages due to lightning							12	1	1	12	1	1
19-Aug	Sun	Signal outages due to lightning							10		2	10		2
21-Aug	Tues	Train 1726 with equipment trouble in Line 3				15	3	1	4			19	3	1
22-Aug	Wed	Train 2096 with equipment trouble in Atlantic Terminal				12	1		8			20	1	
22-Aug	Wed	Bridge strike at Nassau Blvd.	14						15			29		
26-Aug	Sun	Temporary platforms - Woodside							22			22		
28-Aug	Tues	Track condition east of Westbury				3			11			14		
28-Aug	Tues	US Open Loading				2			10			12		
29-Aug	Wed	Loss of 3rd rail power between Jay and Harold							13		1	13		1
29-Aug	Wed	Trespasser strike at Massapequa							9	2	1	9	2	1
30-Aug	Thurs	Trespasser in Line 2	14						2			16		
30-Aug	Thurs	US Open Loading	1						10			11		
31-Aug	Fri	US Open Loading				3			7			10		
31-Aug	Fri	Track condition in Line 2				1	1		19			20	1	
31-Aug	Fri	Heavy loading system wide				1			14			15		
TOTAL FOR MONTH			286	23	1	296	23	4	625	33	23	1207	79	28
												1314		



Long Island Rail Road

Performance Summary

JULY

Rod Brooks, Acting Senior Vice President – Operations



New Signals at JS Interlocking: During July and August new signals and interlockings are being installed and activated for the Main Line 2nd Track project.



Long Island Rail Road

Performance Summary

JULY

July 2018 Highlights:

July On-time performance (OTP) was below goal at 88.9%. During the AM Peak period on July 3rd, we operated at 100% on time.

Our Year to Date (YTD) performance has improved to 90.3%, which is a 0.3% decrease compared to same period last year.

Special Events accounted for 6.8% of all late trains for the month of July.

Thirty four events resulted in 10 or more late trains, unfavorably impacting our OTP by approximately 3.5%.

- Amtrak causes resulted in five incidents in July amounting to 113 late trains.
- Infrastructure issues caused eight incidents involving switches, signals, and track conditions, resulting in 129 late trains.
- Equipment related issues caused one incident, resulting in 10 late trains.
- Two trespasser strikes resulted 149 late trains.
- 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 DE & DM passenger locomotive fleets. The DE/DM performance has improved from the previously reported month.

Performance Summary			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	July	July	July	July
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%	88.9%	90.3%	93.1%	90.6%
		AM Peak		85.0%	88.3%	93.4%	90.0%
		PM Peak		86.8%	86.4%	90.5%	83.2%
		Total Peak		85.8%	87.4%	92.1%	86.8%
		Off Peak Weekday		89.5%	90.7%	92.8%	90.8%
		Weekend		91.1%	92.9%	94.5%	94.6%
	Babylon Branch	Overall	93.9%	87.8%	90.0%	92.7%	89.2%
		AM Peak		84.2%	88.2%	95.2%	91.3%
		PM Peak		85.5%	85.2%	89.0%	81.1%
		Total Peak		84.8%	86.8%	92.5%	86.6%
		Off Peak Weekday		88.5%	90.8%	91.3%	89.8%
		Weekend		90.8%	93.3%	95.5%	92.2%
	Far Rockaway Branch	Overall	96.6%	95.2%	94.5%	96.0%	94.9%
	AM Peak		84.0%	88.2%	91.8%	89.7%	
	PM Peak		95.8%	93.9%	96.7%	92.1%	
	Total Peak		89.3%	90.8%	94.0%	90.7%	
	Off Peak Weekday		96.8%	95.2%	97.3%	95.5%	
	Weekend		97.7%	96.8%	95.4%	97.6%	
Huntington Branch	Overall	92.5%	87.4%	88.7%	93.6%	89.2%	
	AM Peak		83.2%	87.4%	96.5%	89.5%	
	PM Peak		87.5%	84.5%	89.4%	77.2%	
	Total Peak		85.2%	86.1%	93.1%	83.6%	
	Off Peak Weekday		84.8%	88.0%	91.1%	88.4%	
	Weekend		92.2%	92.2%	96.6%	95.0%	
Hempstead Branch	Overall	96.5%	93.4%	91.6%	95.5%	92.9%	
	AM Peak		89.0%	89.2%	97.7%	92.9%	
	PM Peak		94.2%	87.6%	88.3%	83.5%	
	Total Peak		91.5%	88.4%	93.2%	88.5%	
	Off Peak Weekday		92.7%	92.3%	95.4%	93.3%	
	Weekend		96.5%	93.4%	97.4%	96.6%	
Long Beach Branch	Overall	95.9%	91.4%	92.4%	94.0%	92.3%	
	AM Peak		90.1%	89.3%	91.4%	91.4%	
	PM Peak		90.0%	90.1%	93.6%	86.6%	
	Total Peak		90.1%	89.7%	92.4%	89.1%	
	Off Peak Weekday		93.7%	93.0%	94.0%	92.4%	
	Weekend		88.7%	94.2%	95.3%	95.8%	
Montauk Branch	Overall	90.8%	84.0%	88.7%	85.9%	89.0%	
	AM Peak		81.5%	87.7%	93.8%	89.5%	
	PM Peak		82.7%	83.3%	89.0%	85.7%	
	Total Peak		82.1%	85.7%	91.4%	87.7%	
	Off Peak Weekday		87.4%	90.0%	88.0%	90.3%	
	Weekend		80.2%	89.0%	79.6%	87.9%	
Oyster Bay Branch	Overall	94.1%	91.3%	89.8%	94.7%	91.0%	
	AM Peak		89.8%	91.2%	95.7%	91.8%	
	PM Peak		81.0%	78.2%	91.7%	80.3%	
	Total Peak		85.7%	85.2%	93.8%	86.5%	
	Off Peak Weekday		91.3%	91.1%	94.3%	91.6%	
	Weekend		98.2%	93.0%	96.3%	95.7%	

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	July	July	July	July
Port Jefferson Branch	Overall	90.9%	88.2%	88.1%	92.8%	90.1%
	AM Peak		82.1%	87.6%	90.6%	88.8%
	PM Peak		86.4%	83.5%	90.7%	84.6%
	Total Peak		84.1%	85.7%	90.7%	86.8%
	Off Peak Weekday		85.7%	86.3%	91.0%	88.2%
	Weekend		97.4%	94.8%	97.7%	97.5%
Port Washington Branch	Overall	95.3%	88.5%	91.1%	93.8%	90.0%
	AM Peak		89.2%	92.2%	91.4%	89.1%
	PM Peak		77.7%	86.2%	89.7%	79.1%
	Total Peak		83.5%	89.3%	90.5%	84.0%
	Off Peak Weekday		89.1%	91.5%	93.4%	89.7%
	Weekend		92.5%	92.5%	97.1%	96.9%
Ronkonkoma Branch	Overall	91.6%	82.9%	86.5%	91.3%	88.4%
	AM Peak		78.9%	84.3%	93.6%	86.7%
	PM Peak		90.5%	87.8%	90.3%	87.3%
	Total Peak		84.0%	85.9%	92.2%	87.0%
	Off Peak Weekday		82.9%	85.7%	90.4%	87.7%
	Weekend		81.2%	89.6%	92.0%	91.6%
West Hempstead Branch	Overall	95.8%	95.7%	93.4%	94.6%	94.4%
	AM Peak		89.5%	86.6%	81.0%	91.2%
	PM Peak		88.9%	88.4%	91.7%	86.5%
	Total Peak		89.2%	87.6%	86.8%	88.6%
	Off Peak Weekday		99.2%	96.2%	98.4%	96.6%
	Weekend		96.1%	94.9%	96.0%	97.4%
Operating Statistics	Trains Scheduled		21,074	142,635	21,033	144,527
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-11.4	-13.0	-11.6	-12.4
	Trains Over 15 min. Late excluding trains canceled or terminated		337	2,439	232	2,243
	Trains Canceled		64	1,024	53	986
	Trains Terminated		41	616	44	568
	Percent of Scheduled Trips Completed		99.5%	98.9%	99.5%	98.9%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		98.6%			
	PM Peak		97.3%			
	Total Peak		98.0%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		June	July	YTD Thru July	July	YTD Thru July	
Engineering (Scheduled)	2.2%	50	52	216	86	428	(212)
Engineering (Unscheduled)	13.0%	241	304	1,639	135	1,555	84
Maintenance of Equipment	7.7%	228	181	1,370	144	1,188	182
Transportation	2.8%	39	65	309	139	624	(315)
Capital Projects	14.2%	200	332	977	8	351	626
Weather and Environmental	1.5%	37	36	2,585	20	1,679	906
Police	12.2%	99	284	1,345	90	1,108	237
Customers	23.3%	274	544	2,412	376	2,419	(7)
Special Events	6.8%	224	158	652	146	571	81
Other	6.7%	142	156	1,102	116	856	246
3rd Party Operations	9.6%	66	225	1,248	196	2,854	(1,606)
Total	100.0%	1,600	2,337	13,855	1,456	13,633	222

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

Date	Day	Code	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
				L	C	T	L	C	T	L	C	T	Late	Cxld	Term
3-Jul	Tues	A100	Amtrak related signal trouble in Line 1				24	2		8			32	2	
3-Jul	Tues	E120	Switch trouble in Jay Interlocking				9	3		5			14	3	
4-Jul	Wed	P237	Holiday loading							13			13		
5-Jul	Thurs	P230	Heavy loading	7			2			3			12		
7-Jul	Fri	C102	Scheduled track work at Harold Interlocking							18			18		
8-Jul	Sun	C102	Scheduled track work at Harold Interlocking							12			12		
8-Jul	Sun	O914	Train 8703 with equipment trouble in Line 3							15			15		
8-Jul	Sun	P237	Holiday loading							18			18		
9-Jul	Mon	C102	Scheduled track work at Harold Interlocking	7						4			11		
9-Jul	Mon	E120	Switch trouble in Harold and Wood Interlockings	3						10	2		13	2	
9-Jul	Mon	E330	Track circuit failure in Wood Interlocking	12									12		
9-Jul	Mon	E110	Track circuit failure in Babylon Interlocking				17	3		9	1		26	4	
9-Jul	Mon	M701	Train 8742 with equipment trouble in Floral Park (From 7/8)							10			10		
10-Jul	Tues	P232	Slow loading system wide	4			3			5			12		
11-Jul	Wed	A730	Amtrak train 55 with equipment trouble in Harold Interlocking				6	2		3			9	2	
13-Jul	Fri	P258	Trespasser strike east of Woodside	83	8	5	2			38	1	1	123	9	6
13-Jul	Fri	P263	Trespasser strike west of Forest Hills				2			8		1	10		1
16-Jul	Mon	A400	Delayed Amtrak scheduled track work in Penn Station	24		7							24		7
16-Jul	Mon	P251	Train 1501 requiring medical assistance in Jamaica	27		1							27		1
16-Jul	Mon	P232	Slow loading system wide	2			2		1	13			17		1
18-Jul	Wed	E145	Signal trouble between Jay and Harold Interlocking	1						12			13		
21-Jul	Sat	C102	Scheduled track work at Harold Interlocking							18			18		
23-Jul	Mon	O920	Derailment in West Side Yard on 7/21	22	7	2	6	7		13	1		41	15	2
24-Jul	Tues	C102	Scheduled track work at Harold Interlocking				15			4			19		
24-Jul	Tues	E120	Switch trouble at Harold Interlocking	11						1			12		
26-Jul	Thurs	E430	Track condition at Nassau Interlocking							13			13		
27-Jul	Fri	A400	Amtrak related track defect in F Interlocking	7						6			13		
27-Jul	Fri	E110	Track circuit failure east of Central Islip	11	1					5			16	1	
27-Jul	Fri	P232	Slow loading				1			11			12		
27-Jul	Fri	P112	Broken crossing gate at Urban Avenue				1			21			22		
28-Jul	Sat	C102	Scheduled track work at Harold Interlocking							14			14		
29-Jul	Sun	C102	Scheduled track work at Harold Interlocking							21			21		
29-Jul	Sun	O100	PSEG outage west of Ronkonkoma Station							14			14		
30-Jul	Mon	A400	Amtrak related track condition in Line 4	18						6			24		
TOTAL FOR MONTH				239	16	15	90	17	1	351	5	2	680	38	18
													736		



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

AUGUST



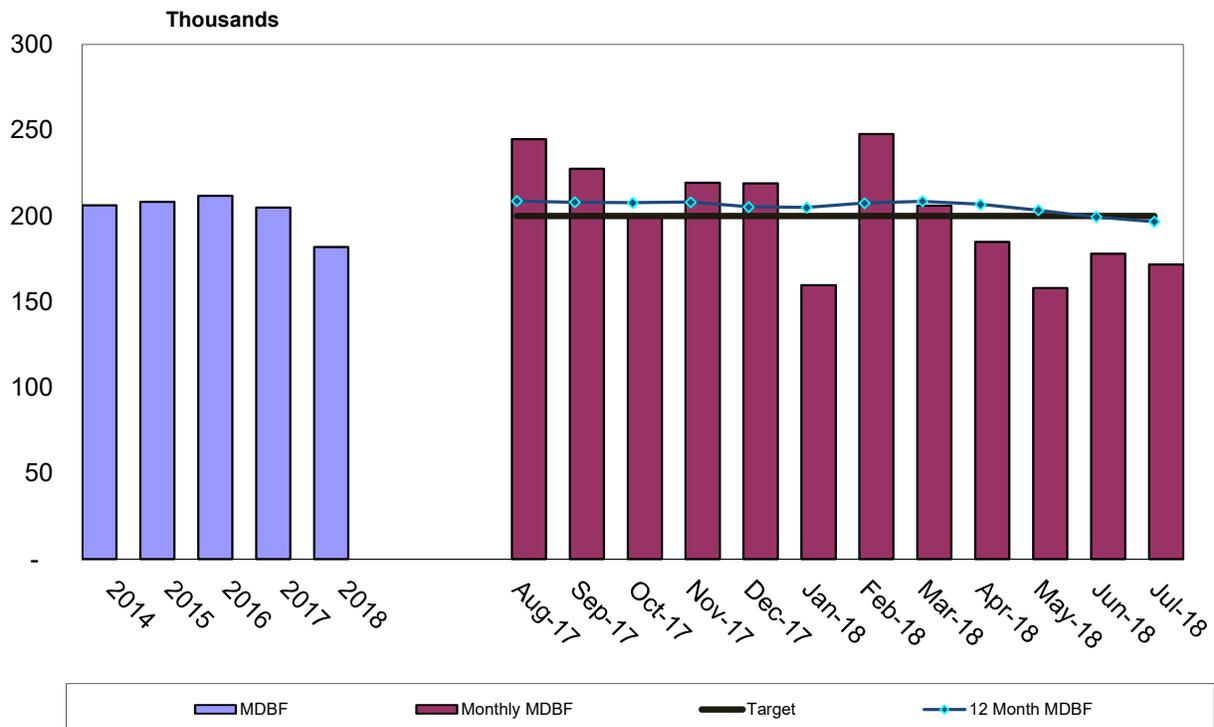
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - JULY 2018

			2018 Data					2017 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
Mean Distance Between Failures	M-3	150	67,000	82,081	7	74,822	75,741	57,400	10	70,053
	M-7	836	440,000	639,979	8	515,977	527,759	507,557	10	410,972
	C-3	134	122,000	90,986	9	102,253	109,802	192,945	4	135,017
	DE	24	22,000	10,776	9	17,516	18,898	12,330	7	17,870
	DM	21	22,000	14,543	6	12,337	16,148	46,659	2	27,741
	Diesel	179	65,000	41,796	24	48,619	55,054	73,185	13	66,922
	Fleet	1,165	200,000	171,731	39	181,934	196,673	200,030	33	195,066

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

ALL FLEETS Mean Distance Between Failure 2014 - 2018





Standee Report

East Of Jamaica			2018 Data	
			August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	11	15
			Total Standees	15
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	7
			Total Standees	7
	Huntington Branch	Program Standees	70	0
		Add'l Standees	61	160
			Total Standees	160
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
			Total Standees	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	13	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	20	1
			Total Standees	1
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	2
			Total Standees	2
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	24	47
			Total Standees	47
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	32	46
			Total Standees	46
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
			System Wide PEAK	278

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica		2018 Data		
		August		
Daily Average			AM Peak	PM Peak
Babylon Branch	Program Standees		0	0
	Add'l Standees		7	30
	Total Standees		7	30
Far Rockaway Branch	Program Standees		0	0
	Add'l Standees		0	7
	Total Standees		0	7
Huntington Branch	Program Standees		40	0
	Add'l Standees		56	193
	Total Standees		96	193
Hempstead Branch	Program Standees		0	0
	Add'l Standees		1	211
	Total Standees		1	211
Long Beach Branch	Program Standees		28	0
	Add'l Standees		23	0
	Total Standees		51	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		10	0
	Total Standees		10	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		24	47
	Total Standees		24	47
Ronkonkoma Branch	Program Standees		0	0
	Add'l Standees		24	46
	Total Standees		24	46
West Hempstead Branch	Program Standees		0	0
	Add'l Standees		13	4
	Total Standees		13	4
System Wide PEAK			226	537

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.

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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 AUGUST 2018**

Elevator Availability		2018		2017	
		August	Year to Date	August	Year to Date
Branch	Babylon Branch	99.5%	98.3%	98.3%	98.9%
	Far Rockaway Branch	99.6%	99.4%	99.4%	99.0%
	Hempstead Branch	99.8%	99.6%	99.2%	99.3%
	Long Beach Branch	99.8%	99.5%	99.3%	99.0%
	Port Jefferson Branch	98.9%	98.8%	98.8%	98.7%
	Port Washington Branch	99.7%	99.5%	99.5%	99.3%
	Ronkonkoma Branch	98.6%	99.1%	99.7%	99.3%
	City Terminal Stations	99.2%	99.5%	99.1%	98.8%
	Overall Average	99.2%	99.1%	99.1%	99.0%

Escalator Availability		2018		2017	
		August	Year to Date	August	Year to Date
Branch	Babylon Branch	98.0%	96.7%	96.8%	97.1%
	Far Rockaway Branch	98.0%	96.5%	94.3%	96.2%
	Hempstead Branch	98.5%	97.4%	99.2%	98.7%
	Long Beach Branch	95.1%	97.7%	91.7%	92.4%
	Port Jefferson Branch	99.7%	99.4%	99.1%	97.8%
	City Terminal	98.5%	97.1%	98.1%	99.0%
	Overall Average	98.3%	97.0%	97.4%	97.8%



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

JULY



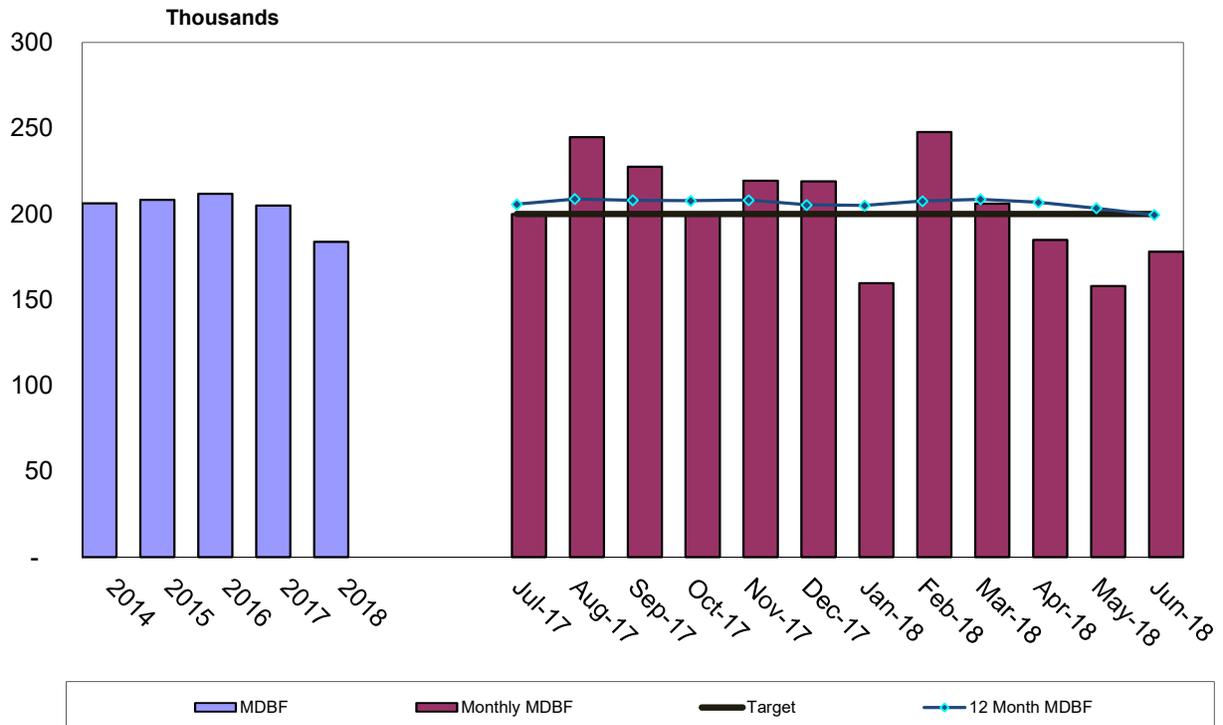
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - JUNE 2018

			2018 Data					2017 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
Mean Distance Between Failures	M-3	152	67,000	67,267	9	73,741	73,291	149,404	4	72,689
	M-7	836	440,000	554,422	9	499,444	518,359	517,088	10	398,429
	C-3	134	122,000	134,948	6	104,788	116,678	94,456	8	127,776
	DE	24	22,000	35,433	3	19,538	19,366	13,815	6	19,306
	DM	21	22,000	7,532	10	11,936	17,561	47,934	2	25,639
	Diesel	179	65,000	52,174	19	50,209	58,114	58,401	16	65,865
	Fleet	1,167	200,000	178,013	37	183,828	199,445	223,430	30	194,256

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

ALL FLEETS Mean Distance Between Failure 2014 - 2018





Standee Report

East Of Jamaica			2018 Data	
			July	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	12
Total Standees			1	12
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	2
Total Standees			0	2
	Huntington Branch	Program Standees	70	0
		Add'l Standees	117	91
Total Standees			187	91
	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	5	1
Total Standees			5	1
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	15	1
Total Standees			15	1
	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	16	51
Total Standees			16	51
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	20	25
Total Standees			20	25
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
Total Standees			0	0
System Wide PEAK			244	183

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

		2018 Data		
		July		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	20
		Total Standees	1	20
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	2
		Total Standees	0	2
	Huntington Branch	Program Standees	40	0
		Add'l Standees	48	159
		Total Standees	88	159
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	106
		Total Standees	0	106
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	11	0
		Total Standees	39	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	16	51
		Total Standees	16	51
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	6	23
		Total Standees	6	23
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	14	0
		Total Standees	14	0
		System Wide PEAK	164	363

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 JULY 2018**

Elevator Availability		2018		2017	
		July	Year to Date	July	Year to Date
Branch	Babylon Branch	99.0%	98.1%	99.8%	99.0%
	Far Rockaway Branch	99.7%	99.4%	99.0%	99.0%
	Hempstead Branch	99.4%	99.5%	98.7%	99.3%
	Long Beach Branch	99.5%	99.4%	99.7%	99.0%
	Port Jefferson Branch	99.1%	98.7%	99.1%	98.8%
	Port Washington Branch	99.8%	99.5%	99.4%	99.3%
	Ronkonkoma Branch	99.1%	99.2%	99.3%	99.2%
	City Terminal Stations	99.7%	99.5%	99.8%	98.7%
	Overall Average	99.3%	99.0%	99.3%	99.0%

Escalator Availability		2018		2017	
		July	Year to Date	July	Year to Date
Branch	Babylon Branch	98.0%	96.5%	98.5%	97.1%
	Far Rockaway Branch	99.4%	96.3%	85.9%	96.4%
	Hempstead Branch	99.2%	97.2%	98.7%	98.6%
	Long Beach Branch	97.6%	98.1%	95.2%	92.5%
	Port Jefferson Branch	99.4%	99.3%	99.6%	97.9%
	City Terminal	93.3%	96.9%	99.5%	99.1%
	Overall Average	96.0%	96.8%	98.5%	97.9%



Long Island Rail Road

Financial Report Highlights *JULY*

Travel to Long Island's beautiful beaches is a popular summer destination for LIRR customers.



The LIRR's Long Beach Station is a short walking distance to the boardwalk.



The most popular train to the Hamptons/Montauk is the Cannonball Express.



Long Island Rail Road

Financial Report Highlights JULY

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

July 2018 Highlights

- Total revenue of \$750.4 million was \$48.1 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through July, total 2018 ridership was 51.4 million, which was 0.2% less than 2017 (adjusted for the same number of work days) and 0.4% below Mid-Year Forecast. Commutation ridership of 29.7 million was 0.6% less than 2017 and 0.2% below Mid-Year Forecast. Non-Commutation ridership of 21.7 million was 0.3% above 2017 and 0.8% below Forecast. Consequently, Farebox Revenue of \$424.8 million was \$0.3 million lower than Forecast.
- Total expenses before non-cash liability adjustments of \$1,152.1 million were \$10.9 million (1.0%) unfavorable to Forecast. The primary drivers of this unfavorable variance is higher overtime and timing of FELA Indemnity reserves, partially offset by vacant positions including associated fringe costs and timing of material usage.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$702.3	\$750.4	\$48.1
Total Expenses Before Non-Cash Liabilities	1,141.3	1,152.1	(10.9)
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$439.0)	(\$401.7)	\$37.3
Other Non-Cash Liabilities	287.9	309.9	(22.0)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$726.9)	(\$711.6)	\$15.3
Cash Adjustments	263.6	270.9	7.3
Net Cash Surplus/(Deficit)	(\$463.3)	(\$440.7)	\$22.6

Mark Young
Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights *JULY*

NON-REIMBURSABLE SUMMARY

July YTD operating results were favorable by \$15.3 or 2.1% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through July were \$0.2 unfavorable to the Forecast. Farebox Revenue was unfavorable as a result of lower ridership. Other Operating Revenues were favorable due to higher rental revenue, partially offset by lower advertising revenue. Total Non-Reimbursable expenses through July were \$15.5 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials and maintenance contracts, partially offset by higher depreciation, FELA Indemnity reserves and overtime.

YTD capital and other reimbursable expenditures (and reimbursements) were \$48.3 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of \$750.4 were \$48.1 or 6.9% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$0.3 unfavorable to forecast due to lower ridership. Ridership through July was 51.4 million. This was 0.2% lower than 2017 (adjusted for same number of calendar work days) and 0.4% lower than the Forecast.
- **Y-T-D Other Operating Revenues** were \$0.1 favorable to forecast due to higher rental revenue and FEMA reimbursements, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$48.3 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date July **Total Expenses** (including depreciation and other) of \$1,462.0 were unfavorable to the Forecast by \$(32.8) or (2.3)%.

Labor Expenses, \$(16.8) unfavorable Y-T-D.

- **Payroll**, \$3.0 favorable Y-T-D (primarily vacant positions, lower vacation pay accruals and higher sick pay law claim credits).
- **Overtime**, \$(15.6) unfavorable Y-T-D (primarily higher capital project activity, maintenance, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage.)
- **Health & Welfare**, \$0.9 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$1.7 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(6.8) unfavorable Y-T-D (primarily higher FELA Indemnity).

Non-Labor Expenses, \$5.9 favorable Y-T-D.

- **Electric Power**, \$0.8 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$0.4 favorable Y-T-D (lower rates, partially offset by higher consumption).



Long Island Rail Road

Financial Report Highlights

JULY

- **Insurance**, \$(0.1) unfavorable Y-T-D (higher Force Account and Property Insurance, partially offset by lower liability insurance).
- **Claims**, \$2.1 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$(0.5) unfavorable Y-T-D (Higher capital project activity, bussing services and timing of vegetation management, partially offset by security systems, elevator/escalator maintenance, waste services, Penn Station cleaning, non-revenue vehicle repairs, uniforms, equipment rental and joint facilities).
- **Professional Services**, \$(2.8) unfavorable Y-T-D (Primarily higher capital project activity, write-off of various projects that are no longer capital eligible and timing of MTA chargebacks, partially offset by timing of activities/payments for enterprise asset management and other professional services).
- **Materials and Supplies**, \$6.9 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher capital project activity).
- **Other Business Expense**, \$(0.9) unfavorable Y-T-D (primarily higher bad debt reserves, Debit/Credit card fees and higher capital project activity, partially offset by lower office supplies, printing and miscellaneous employee expenses).

Depreciation and Other, \$(22.0) unfavorable Y-T-D (primarily higher Depreciation and Other Post-Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through July of \$440.7 was \$22.6 favorable to the Mid-Year Forecast due to lower expenditures and higher receipts.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.8%, 2.6 percentage points above the Forecast resulting from lower expenses.
- Through July, the Adjusted Farebox Operating Ratio was 56.5%, which is above the Forecast due to lower expenses.
- Through July, the Adjusted Cost per Passenger was \$15.43, which is lower than the Forecast due to lower expenses.
- Through July, the Revenue per Passenger was \$8.27, which was above the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
JULY 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$68.061	\$65.846	(\$2.215)	(3.3)	\$0.000	\$0.000	\$0.000	-	\$68.061	\$65.846	(\$2.215)	(3.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.482	3.265	(0.217)	(6.2)	0.000	0.000	0.000	-	3.482	3.265	(0.217)	(6.2)
Capital & Other Reimbursements	0.000	0.000	0.000	-	38.915	49.971	11.055	28.4	38.915	49.971	11.055	28.4
Total Revenue	\$71.543	\$69.111	(\$2.432)	(3.4)	\$38.915	\$49.971	\$11.055	28.4	\$110.458	\$119.082	\$8.624	7.8
Expenses												
<i>Labor:</i>												
Payroll	\$41.028	\$39.519	\$1.510	3.7	\$13.857	\$14.162	(\$0.304)	(2.2)	\$54.886	\$53.680	\$1.205	2.2
Overtime	14.160	14.365	(0.205)	(1.4)	3.219	7.453	(4.234)	*	17.379	21.818	(4.439)	(25.5)
Health and Welfare	9.097	8.091	1.005	11.1	2.886	3.573	(0.686)	(23.8)	11.983	11.664	0.319	2.7
OPEB Current Payment	5.577	5.099	0.478	8.6	0.000	0.000	0.000	-	5.577	5.099	0.478	8.6
Pensions	10.097	9.497	0.601	5.9	4.690	5.290	(0.601)	(12.8)	14.787	14.787	0.000	0.0
Other Fringe Benefits	16.834	13.163	3.671	21.8	2.952	3.864	(0.912)	(30.9)	19.786	17.027	2.759	13.9
Reimbursable Overhead	(3.309)	(5.727)	2.418	73.1	3.309	5.727	(2.418)	(73.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$93.485	\$84.007	\$9.478	10.1	\$30.913	\$40.069	(\$9.156)	(29.6)	\$124.398	\$124.075	\$0.322	0.3
<i>Non-Labor:</i>												
Electric Power	\$8.285	\$7.915	\$0.369	4.5	\$0.098	\$0.143	(\$0.046)	(46.7)	\$8.382	\$8.059	\$0.324	3.9
Fuel	1.876	1.840	0.036	1.9	0.000	0.018	(0.018)	-	1.876	1.857	0.018	1.0
Insurance	1.718	1.712	0.007	0.4	0.899	0.902	(0.003)	(0.4)	2.617	2.614	0.003	0.1
Claims	0.319	0.232	0.086	27.0	0.000	0.000	0.000	-	0.319	0.232	0.086	27.0
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	6.200	5.828	0.372	6.0	1.596	2.767	(1.171)	(73.3)	7.797	8.595	(0.799)	(10.2)
Professional Service Contracts	3.971	2.710	1.261	31.8	0.056	0.301	(0.245)	*	4.027	3.011	1.016	25.2
Materials & Supplies	15.042	14.262	0.781	5.2	5.314	5.605	(0.291)	(5.5)	20.356	19.866	0.490	2.4
Other Business Expenses	1.584	1.675	(0.090)	(5.7)	0.040	0.166	(0.126)	*	1.624	1.841	(0.217)	(13.3)
Total Non-Labor Expenses	\$38.995	\$36.174	\$2.821	7.2	\$8.002	\$9.902	(\$1.900)	(23.7)	\$46.998	\$46.076	\$0.922	2.0
<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	\$132.480	\$120.181	\$12.299	9.3	\$38.915	\$49.971	(\$11.055)	(28.4)	\$171.396	\$170.152	\$1.244	0.7
<i>Depreciation</i>												
Depreciation	\$29.099	\$31.526	(\$2.427)	(8.3)	\$0.000	\$0.000	\$0.000	-	\$29.099	\$31.526	(\$2.427)	(8.3)
Other Post Employment Benefits	11.574	11.753	(0.178)	(1.5)	0.000	0.000	0.000	-	11.574	11.753	(0.178)	(1.5)
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	0.157	0.167	(0.010)	(6.4)	0.000	0.000	0.000	-	0.157	0.167	(0.010)	(6.4)
Total Expenses	\$173.310	\$163.626	\$9.684	5.6	\$38.915	\$49.971	(\$11.055)	(28.4)	\$212.226	\$213.596	(\$1.371)	(0.6)
Net Surplus/(Deficit)	(\$101.767)	(\$94.515)	\$7.253	7.1	\$0.000	\$0.000	\$0.000	-	(\$101.767)	(\$94.515)	\$7.253	7.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$29.099	\$31.526	\$2.427	8.3	\$0.000	\$0.000	\$0.000	-	\$29.099	\$31.526	\$2.427	8.3
Operating/Capital	(3.149)	(0.579)	2.570	81.6	0.000	0.000	0.000	-	(3.149)	(0.579)	2.570	81.6
Other Cash Adjustments	17.997	16.454	(1.543)	(8.6)	0.000	0.000	0.000	-	17.997	16.454	(1.543)	(8.6)
Total Cash Conversion Adjustments	\$43.947	\$47.401	\$3.454	7.9	0.000	\$0.000	\$0.000	-	\$43.947	\$47.401	\$3.454	7.9
Net Cash Surplus/(Deficit)	(\$57.820)	(\$47.114)	\$10.706	18.5	\$0.000	\$0.000	\$0.000	-	(\$57.820)	(\$47.114)	\$10.706	18.5

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JULY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$425.109	\$424.833	(\$0.275)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$425.109	\$424.833	(\$0.275)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	23.970	24.037	0.067	0.3	0.000	0.000	0.000	-	23.970	24.037	0.067	0.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	253.193	301.512	48.320	19.1	253.193	301.512	48.320	19.1
Total Revenue	\$449.078	\$448.870	(\$0.208)	(0.0)	\$253.193	\$301.512	\$48.320	19.1	\$702.271	\$750.382	\$48.112	6.9
Expenses												
<i>Labor:</i>												
Payroll	\$305.207	\$299.794	\$5.413	1.8	\$81.582	\$83.974	(\$2.392)	(2.9)	\$386.789	\$383.769	\$3.020	0.8
Overtime	86.981	89.289	(2.308)	(2.7)	27.270	40.564	(13.294)	(48.8)	114.251	129.854	(15.603)	(13.7)
Health and Welfare	64.589	61.165	3.423	5.3	18.594	21.105	(2.511)	(13.5)	83.183	82.270	0.912	1.1
OPEB Current Payment	38.107	36.443	1.664	4.4	0.000	0.000	0.000	-	38.107	36.443	1.664	4.4
Pensions	74.613	72.458	2.155	2.9	28.896	31.051	(2.155)	(7.5)	103.509	103.509	0.000	0.0
Other Fringe Benefits	100.600	104.069	(3.469)	(3.4)	19.372	22.696	(3.325)	(17.2)	119.972	126.765	(6.794)	(5.7)
Reimbursable Overhead	(23.736)	(33.149)	9.412	39.7	23.736	33.149	(9.412)	(39.7)	0.000	0.000	0.000	-
Total Labor Expenses	\$646.360	\$630.071	\$16.289	2.5	\$199.450	\$232.539	(\$33.089)	(16.6)	\$845.810	\$862.610	(\$16.800)	(2.0)
<i>Non-Labor:</i>												
Electric Power	\$52.145	\$51.284	\$0.861	1.7	\$0.690	\$0.714	(\$0.025)	(3.6)	\$52.835	\$51.998	\$0.836	1.6
Fuel	12.844	12.402	0.442	3.4	0.000	0.042	(0.042)	-	12.844	12.443	0.400	3.1
Insurance	11.936	11.967	(0.032)	(0.3)	5.113	5.180	(0.067)	(1.3)	17.049	17.148	(0.099)	(0.6)
Claims	3.427	1.303	2.124	62.0	0.000	0.000	0.000	-	3.427	1.303	2.124	62.0
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	39.971	35.758	4.213	10.5	12.386	17.084	(4.698)	(37.9)	52.356	52.842	(0.485)	(0.9)
Professional Service Contracts	19.048	19.887	(0.839)	(4.4)	0.652	2.620	(1.968)	*	19.700	22.508	(2.807)	(14.2)
Materials & Supplies	92.078	77.318	14.760	16.0	34.715	42.587	(7.872)	(22.7)	126.793	119.905	6.888	5.4
Other Business Expenses	10.282	10.635	(0.353)	(3.4)	0.186	0.745	(0.559)	*	10.468	11.380	(0.912)	(8.7)
Total Non-Labor Expenses	\$241.730	\$220.554	\$21.176	8.8	\$53.742	\$68.973	(\$15.230)	(28.3)	\$295.473	\$289.527	\$5.946	2.0
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$888.091	\$850.625	\$37.465	4.2	\$253.193	\$301.512	(\$48.320)	(19.1)	\$1,141.283	\$1,152.137	(\$10.854)	(1.0)
Depreciation	\$205.653	\$227.065	(21.412)	(10.4)	\$0.000	\$0.000	\$0.000	-	\$205.653	\$227.065	(\$21.412)	(10.4)
Other Post Employment Benefits	81.053	81.517	(0.465)	(0.6)	0.000	0.000	0.000	-	81.053	81.517	(0.465)	(0.6)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.217	1.313	(0.096)	(7.9)	0.000	0.000	0.000	-	1.217	1.313	(0.096)	(7.9)
Total Expenses	\$1,176.013	\$1,160.521	\$15.492	1.3	\$253.193	\$301.512	(\$48.320)	(19.1)	\$1,429.206	\$1,462.033	(\$32.827)	(2.3)
Net Surplus/(Deficit)	(\$726.935)	(\$711.651)	\$15.284	2.1	\$0.000	\$0.000	\$0.000	-	(\$726.935)	(\$711.651)	\$15.284	2.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$205.653	\$227.065	\$21.412	10.4	\$0.000	\$0.000	\$0.000	-	205.653	\$227.065	\$21.412	10.4
Operating/Capital	(13.812)	(3.864)	9.947	72.0	0.000	0.000	0.000	-	(13.812)	(3.864)	9.947	72.0
Other Cash Adjustments	71.776	47.707	(24.069)	(33.5)	0.000	0.000	0.000	-	71.776	47.707	(24.069)	(33.5)
Total Cash Conversion Adjustments	\$263.617	\$270.908	\$7.290	2.8	\$0.000	\$0.000	\$0.000	-	\$263.617	\$270.908	\$7.290	2.8
Net Cash Surplus/(Deficit)	(\$463.317)	(\$440.743)	\$22.574	4.9	\$0.000	\$0.000	\$0.000	-	(\$463.317)	(\$440.743)	\$22.574	4.9

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

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2018		Reason for Variance	Year-to-Date July 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(2.215)	(3.3)	Lower ridership \$(2.945), partially offset by higher yield per passenger \$0.730.	(0.275)	(0.1)	Lower ridership \$(1.812), partially offset by higher yield per passenger \$1.537.
Other Operating Revenue	Non Reimb.	(0.217)	(6.2)	Primarily due to timing of advertising and freight revenue, partially offset by higher rental and timing of miscellaneous revenue.	0.067	0.3	Primarily due to higher rent, miscellaneous and FEMA loss recovery revenue, partially offset by timing of advertising and freight revenue.
Capital & Other Reimbursements	Reimb.	11.055	28.4	Timing of capital project activity and interagency reimbursements.	48.320	19.1	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.510	3.7	Primarily due to vacant administrative positions.	5.413	1.8	Primarily due to lower vacation pay accruals, vacant administrative positions and sick pay law claim credits.
	Reimb.	(0.304)	(2.2)	Primarily due to timing of project activity.	(2.392)	(2.9)	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.205)	(1.4)	Primarily due to higher maintenance, unscheduled service, other and weather-related overtime, partially offset by lower vacancy/absentee coverage and scheduled service.	(2.308)	(2.7)	Primarily due to higher maintenance, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage.
	Reimb.	(4.234)	*	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville Station improvements, PSEG transmission pole replacements and Annual Track program.	(13.294)	(48.8)	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 transmission pole replacements and Annual Track program.
Health and Welfare	Non Reimb.	1.005	11.1	Vacant positions.	3.423	5.3	Vacant positions.
	Reimb.	(0.686)	(23.8)	Primarily due to timing of project activity.	(2.511)	(13.5)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.478	8.6	Fewer retirees/beneficiaries.	1.664	4.4	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
 (\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2018		Reason for Variance	Year-to-Date July 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.601	5.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	2.155	2.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.601)	(12.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.155)	(7.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	3.671	21.8	Lower FELA Indemnity reserves and Railroad Retirement Taxes.	(3.469)	(3.4)	Higher FELA indemnity reserves and meal payments, partially offset by lower Railroad Retirement Taxes.
	Reimb.	(0.912)	(30.9)	Primarily due to timing of project activity.	(3.325)	(17.2)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.418	73.1	Primarily due to timing of project activity.	9.412	39.7	Primarily due to timing of project activity.
	Reimb.	(2.418)	(73.1)	Primarily due to timing of project activity.	(9.412)	(39.7)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.369	4.5	Lower consumption, partially offset by higher rates.	0.861	1.7	Lower consumption and lower rates.
	Reimb.	(0.046)	(46.7)	Primarily due to timing of project activity.	(0.025)	(3.6)	Primarily due to timing of project activity.
Fuel	Non Reimb.	0.036	1.9		0.442	3.4	Lower rates, partially offset by higher consumption.
	Reimb.	(0.018)	-		(0.042)	-	
Insurance	Non Reimb.	0.007	0.4		(0.032)	(0.3)	
	Reimb.	(0.003)	(0.4)		(0.067)	(1.3)	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.086	27.0	Decrease in non-employee reserves.	2.124	62.0	Decrease in non-employee reserves.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	July 2018		Reason for Variance	Year-to-Date July 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	0.372	6.0	Lower waste maintenance, elevator/escalator, parking garage maintenance, uniform purchases and various other maintenance and other operating contracts, partially offset by timing of vegetation management, hazardous waste cleanup and bussing services.	4.213	10.5	Lower security systems, elevator/escalator maintenance, waste services, Penn Station cleaning, non-revenue vehicle repairs, uniforms, equipment rental and joint facilities, partially offset by timing of vegetation management, HVAC maintenance, hazardous waste cleanup and bussing services.
	Reimb.	(1.171)	(73.3)	Primarily due to timing of project activity.	(4.698)	(37.9)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.261	31.8	Primarily timing of MTA chargebacks, right of way and enterprise asset management initiatives.	(0.839)	(4.4)	Primarily write-off of various projects that are no longer capital eligible and timing of MTA chargebacks, partially offset by timing of enterprise asset management initiatives.
	Reimb.	(0.245)	*	Primarily due to timing of project activity.	(1.968)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	0.781	5.2	Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet.	14.760	16.0	Primarily timing of fleet modification initiatives, M7 observer seat, M7 Phase 2 Battery Change-out, DE/DM Ice to Fire RCM program delays and other initiatives under the Reliability Centered Maintenance (RCM) program.
	Reimb.	(0.291)	(5.5)	Primarily due to timing of project activity.	(7.872)	(22.7)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(0.090)	(5.7)	Primarily due to higher credit card fees and mobility tax, partially offset by lower office supplies and other miscellaneous expenses.	(0.353)	(3.4)	Primarily higher bad debt reserves, partially offset by lower office supplies and other miscellaneous expenses.
	Reimb.	(0.126)	*	Primarily due to timing of project activity.	(0.559)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.427)	(8.3)	Based on certain capital assets being fully depreciated.	(21.412)	(10.4)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.178)	(1.5)	Latest actuarial estimates.	(0.465)	(0.6)	Latest actuarial estimates.
Environmental Remediation	Non Reimb.	(0.010)	(6.4)		(0.096)	(7.9)	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
July 2018								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	\$69.463	\$67.924	(\$1.539)	(2.2)	\$435.191	\$436.782	\$1.591	0.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.024	1.676	(0.348)	(17.2)	22.654	20.086	(2.568)	(11.3)
Capital & Other Reimbursements	36.256	51.182	14.926	41.2	243.455	254.101	10.646	4.4
Total Receipts	\$107.743	\$120.781	\$13.038	12.1	\$701.300	\$710.970	\$9.670	1.4
Expenditures								
<i>Labor:</i>								
Payroll	\$52.149	\$52.674	(\$0.525)	(1.0)	\$379.503	\$377.500	\$2.003	0.5
Overtime	13.779	16.951	(3.172)	(23.0)	113.627	123.662	(10.035)	(8.8)
Health and Welfare	11.983	11.537	0.446	3.7	82.120	79.721	2.399	2.9
OPEB Current Payment	5.577	5.165	0.412	7.4	38.107	36.426	1.681	4.4
Pensions	14.787	14.409	0.378	2.6	101.639	100.672	0.967	1.0
Other Fringe Benefits	16.399	20.205	(3.806)	(23.2)	115.106	117.761	(2.655)	(2.3)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$114.674	\$120.941	(\$6.267)	(5.5)	\$830.102	\$835.743	(\$5.640)	(0.7)
<i>Non-Labor:</i>								
Electric Power	\$8.382	\$8.310	\$0.072	0.9	\$52.979	\$48.938	\$4.041	7.6
Fuel	1.876	1.693	0.183	9.8	12.843	12.729	0.114	0.9
Insurance	3.933	2.043	1.890	48.1	16.094	17.022	(0.928)	(5.8)
Claims	0.265	(0.988)	1.253	*	2.725	1.900	0.825	30.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.797	8.382	(0.585)	(7.5)	57.835	58.185	(0.350)	(0.6)
Professional Service Contracts	5.458	2.603	2.855	52.3	22.968	17.621	5.347	23.3
Materials & Supplies	19.897	20.550	(0.653)	(3.3)	147.119	135.808	11.311	7.7
Other Business Expenses	1.900	1.999	(0.099)	(5.2)	12.357	12.216	0.141	1.1
Total Non-Labor Expenditures	\$49.508	\$44.594	\$4.914	9.9	\$324.920	\$304.418	\$20.502	6.3
<i>Other Expenditure Adjustments:</i>								
Other	\$1.381	\$1.420	(\$0.039)	(2.8)	\$9.595	\$9.554	\$0.041	0.4
Total Other Expenditure Adjustments	\$1.381	\$1.420	(\$0.039)	(2.8)	\$9.595	\$9.554	\$0.041	0.4
Total Expenditures	\$165.563	\$166.954	(\$1.391)	(0.8)	\$1,164.617	\$1,149.715	\$14.902	1.3
Cash Timing and Availability Adjustment	0.000	(0.940)	(0.940)	-	0.000	(1.997)	(1.997)	-
Net Cash Deficit (excludes opening balance)	(\$57.820)	(\$47.114)	\$10.706	18.5	(\$463.317)	(\$440.743)	\$22.574	4.9
Subsidies								
MTA	57.820	13.851	(43.969)	(76.0)	463.317	474.988	11.670	2.5

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ in millions)

Table 5

Generic Revenue or Expense Category	July 2018			Year-to-Date as of July 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(1.539)	(2.2)	Lower ridership \$(2.945), partially offset by higher yields \$0.730, higher advance sales impact \$0.662 and higher MetroCard/AirTrain sales \$0.014.	1.591	0.4	Higher advance sales impact \$1.905 and higher yields \$1.537, partially offset by lower ridership \$(1.812) and lower MetroCard/AirTrain sales \$(0.039).
Other Operating Revenue	(0.348)	(17.2)	Primarily due to the timing of rental, miscellaneous and freight receipts.	(2.568)	(11.3)	Primarily due to the timing of rental and freight receipts, partially offset by a FEMA receipt.
Capital and Other Reimbursements	14.926	41.2	Timing of activity and reimbursement for capital and other reimbursements.	10.646	4.4	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.525)	(1.0)	Primarily due to the timing of tax payments, partially offset by vacant administrative positions.	2.003	0.5	Primarily due to vacant administrative positions and sick pay law claims, partially offset by the timing of intercompany reimbursements and retiree vacation buyouts.
Overtime	(3.172)	(23.0)	Primarily due to higher project overtime, unscheduled maintenance and unscheduled service, partially offset by lower vacancy/absentee coverage.	(10.035)	(8.8)	Primarily due to higher project overtime, programmatic/routine maintenance, unscheduled service and unscheduled maintenance, partially offset by lower vacancy/absentee coverage.
Health and Welfare	0.446	3.7	Primarily due to vacant positions and intercompany reimbursements.	2.399	2.9	Primarily due to vacant positions and intercompany reimbursements.
OPEB Current Payment	0.412	7.4	Primarily due to fewer retirees/beneficiaries.	1.681	4.4	Primarily due to fewer retirees/beneficiaries.
Pensions	0.378	2.6	Due to intercompany reimbursements.	0.967	1.0	Due to intercompany reimbursements.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ in millions)

Table 5

Generic Revenue or Expense Category	July 2018			Year-to-Date as of July 31, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(3.806)	(23.2)	Primarily due to higher FELA payments.	(2.655)	(2.3)	Primarily due to higher FELA payments and higher meal payments, partially offset by lower Railroad Retirement Tax payments which include intercompany reimbursements.
Non-Labor:						
Electric Power	0.072	0.9	Primarily due to lower consumption, partially offset by the timing of payments and higher rates.	4.041	7.6	Primarily due to timing of payments, lower consumption and lower rates.
Fuel	0.183	9.8	Primarily due to the timing of payments.	0.114	0.9	Primarily due to lower consumption, partially offset by the timing of payments.
Insurance	1.890	48.1	Primarily due to the timing of payments.	(0.928)	(5.8)	Primarily due to the timing of payments.
Claims	1.253	*	Primarily due to a reclassification of prior months claim payments.	0.825	30.3	Timing of claim payments.
Maintenance and Other Operating Contracts	(0.585)	(7.5)	Timing of payments.	(0.350)	(0.6)	Timing of payments.
Professional Service Contracts	2.855	52.3	Primarily the timing of payments for MTA Chargeback services and the timing of intercompany reimbursements.	5.347	23.3	Primarily the timing of payments for MTA Chargeback and other professional services.
Materials and Supplies	(0.653)	(3.3)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	11.311	7.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.099)	(5.2)	Primarily the timing of payments.	0.141	1.1	Primarily the timing of payments.
Other Expenditure Adjustments	(0.039)	(2.8)	Higher MetroCard/AirTrain pass through payments.	0.041	0.4	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
July 2018
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.402	\$2.078	\$0.676	48.2	\$10.082	\$11.949	\$1.867	18.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.458)	(1.589)	(0.131)	(9.0)	(1.316)	(3.951)	(2.635)	*
Capital & Other Reimbursements	(2.659)	1.211	3.870	*	(9.738)	(47.411)	(37.674)	*
Total Receipts	(\$2.715)	\$1.700	\$4.415	*	(\$0.971)	(\$39.413)	(\$38.442)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$2.737	\$1.006	(\$1.730)	(63.2)	\$7.286	\$6.268	(\$1.018)	(14.0)
Overtime	3.600	4.867	1.267	35.2	0.624	6.192	5.568	*
Health and Welfare	(0.000)	0.127	0.127	*	1.063	2.549	1.486	*
OPEB Current Payment	0.000	(0.066)	(0.066)	*	(0.000)	0.017	0.017	*
Pensions	0.000	0.378	0.378	*	1.870	2.837	0.967	51.7
Other Fringe Benefits	3.387	(3.178)	(6.564)	*	4.866	9.005	4.139	85.1
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	\$9.724	\$3.135	(\$6.589)	(67.8)	\$15.708	\$26.867	\$11.160	71.0
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.252)	(\$0.252)	*	(\$0.144)	\$3.060	\$3.205	*
Fuel	(0.000)	0.165	0.165	*	0.001	(0.285)	(0.286)	*
Insurance	(1.316)	0.571	1.887	*	0.955	0.126	(0.829)	(86.8)
Claims	0.054	1.220	1.167	*	0.702	(0.597)	(1.299)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	0.213	0.213	*	(5.479)	(5.343)	0.136	2.5
Professional Service Contracts	(1.431)	0.408	1.839	*	(3.268)	4.887	8.154	*
Materials & Supplies	0.459	(0.684)	(1.143)	*	(20.326)	(15.903)	4.423	21.8
Other Business Expenses	(0.276)	(0.158)	0.118	42.6	(1.889)	(0.836)	1.052	55.7
Total Non-Labor Expenditures	(\$2.510)	\$1.482	\$3.993	*	(\$29.447)	(\$14.891)	\$14.556	49.4
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.381)	(\$1.420)	(\$0.039)	(2.8)	(\$9.595)	(\$9.554)	\$0.041	0.4
Total Other Expenditure Adjustments	(\$1.381)	(\$1.420)	(\$0.039)	(2.8)	(\$9.595)	(\$9.554)	\$0.041	0.4
Total Expenditures before Depreciation	\$5.833	\$3.197	(\$2.636)	(45.2)	(\$23.334)	\$2.422	\$25.756	*
Depreciation Adjustment	\$29.099	\$31.526	\$2.427	8.3	\$205.653	\$227.065	\$21.412	10.4
Other Post Employment Benefits	11.574	11.753	0.178	1.5	81.053	81.517	0.465	0.6
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.157	0.167	0.010	6.4	1.217	1.313	0.096	7.9
Total Expenditures	\$46.663	\$46.642	(\$0.021)	(0.0)	\$264.588	\$312.318	\$47.729	18.0
Cash Timing and Availability Adjustment	0.000	(0.940)	(0.940)	-	0.000	(1.997)	(1.997)	-
Total Cash Conversion Adjustments	\$43.947	\$47.401	\$3.454	7.9	\$263.617	\$270.908	\$7.290	2.8

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July 2018						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	40,044	\$2.529	38,174	\$2.421	1,870 4.7%	\$0.108 4.3%	244,530	\$15.478	241,884	\$15.354	2,646 1.1%	\$0.124 0.8%
<u>Unscheduled Service</u>	8,387	\$0.534	11,545	\$0.747	(3,157) -37.6%	(\$0.213) -39.9%	51,861	\$3.352	61,920	\$4.022	(10,059) -19.4%	(\$0.670) -20.0%
<u>Programmatic/Routine Maintenance</u>	87,261	\$5.102	86,300	\$5.126	961 1.1%	(\$0.024) -0.5%	462,432	\$27.236	500,177	\$29.702	(37,746) -8.2%	(\$2.466) -9.1%
<u>Unscheduled Maintenance</u>	708	\$0.044	4,810	\$0.298	(4,102) *	(\$0.254) *	9,551	\$0.577	17,353	\$1.055	(7,802) -81.7%	(\$0.478) -82.8%
<u>Vacancy/Absentee Coverage</u>	94,545	\$5.690	89,006	\$5.267	5,539 5.9%	\$0.423 7.4%	478,164	\$29.232	457,889	\$27.285	20,275 4.2%	\$1.947 6.7%
<u>Weather Emergencies</u>	1,006	\$0.062	2,301	\$0.150	(1,295) *	(\$0.088) *	158,611	\$9.891	164,044	\$10.287	(5,433) -3.4%	(\$0.396) -4.0%
<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	2,254	\$0.199	2,039	\$0.356	215 9.5%	(\$0.156) -78.4%	15,654	\$1.216	14,680	\$1.585	975 6.2%	(\$0.369) -30.3%
NON-REIMBURSABLE OVERTIME	234,205	\$14.160	234,174	\$14.365	31 0.0%	(\$0.205) -1.4%	1,420,804	\$86.981	1,457,947	\$89.289	(37,144) -2.6%	(\$2.308) -2.7%
REIMBURSABLE OVERTIME	56,834	\$3.219	116,935	\$7.453	(60,101) -105.7%	(\$4.234) -131.5%	450,285	\$27.270	631,542	\$40.564	(181,257) -40.3%	(\$13.294) -48.8%
TOTAL OVERTIME	291,039	\$17.379	351,109	\$21.818	(60,070) -20.6%	(\$4.439) -25.5%	1,871,089	\$114.251	2,089,490	\$129.854	(218,400) -11.7%	(\$15.603) -13.7%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	July 2018			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	1,870	\$0.108		2,646	\$0.124	
	4.7%	4.3%		1.1%	0.8%	
<u>Unscheduled Service</u>	(3,157)	(\$0.213)	Additional operational support required to fulfill on time performance.	(10,059)	(\$0.670)	Additional operational support required to fulfill on time performance.
	-37.6%	-39.9%		-19.4%	-20.0%	
<u>Programmatic/Routine Maintenance</u>	961	(\$0.024)		(37,746)	(\$2.466)	Long Beach Wreck Lead bridge timber renewal (wood ties), additional track night time emergency crew, replacement of defective concrete ties system wide, undercutting track maintenance (removal of contaminated gravel and mud) and Sperry rail car initiative within Engineering. Partially offset by lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation.
	1.1%	-0.5%		-8.2%	-9.1%	
<u>Unscheduled Maintenance</u>	(4,102)	(\$0.254)	Mainly driven by West Side Yard derailment.	(7,802)	(\$0.478)	Unfavorable due to West Side Yard derailment, highway crossing emergency track rehabilitation (Montauk) and broken rail mitigation along the Main Line and Port Washington branches within the Engineering department.
	*	*		-81.7%	-82.8%	
<u>Vacancy/Absentee Coverage</u>	5,539	\$0.423	Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Stations and Equipment departments.	20,275	\$1.947	Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Stations and Equipment departments.
	5.9%	7.4%		4.2%	6.7%	
<u>Weather Emergencies</u>	(1,295)	(\$0.088)		(5,433)	(\$0.396)	Adverse weather conditions.
	*	*		-3.4%	-4.0%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	215	(\$0.156)	Unfavorable due to variance between actual and forecasted wage rates.	975	(\$0.369)	Unfavorable due to variance between actual and forecasted wage rates.
	9.5%	-78.4%		6.2%	-30.3%	
NON-REIMBURSABLE OVERTIME	31	(\$0.205)		(37,144)	(\$2.308)	
	0.0%	-1.4%		-2.6%	-2.7%	
REIMBURSABLE OVERTIME	(60,101)	(\$4.234)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements, Hicksville Station improvements, PSEG transmission pole replacements and Annual Track program.	(181,257)	(\$13.294)	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 transmission pole replacements and Annual Track program.
	-105.7%	-131.5%		-40.3%	-48.8%	
TOTAL OVERTIME	(60,070)	(\$4.439)		(218,400)	(\$15.603)	
	-20.6%	-25.5%		-11.7%	-13.7%	

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH JULY 2018

	Mid-Year Forecast	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	15	4
Procurement & Logistics (excl. Stores)	77	63	14
Human Resources	35	34	1
Sr VP Administration	2	2	0
Strategic Investments	18	16	2
President	6	4	2
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	44	44	0
Management & Budget	18	16	2
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	73	69	4
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	10	3
System Safety	37	32	5
Training	69	66	3
Service Planning	26	25	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	515	460	55
Operations			
Transportation Services - Train Operations	2,265	2,313	(48)
Customer Services	315	311	4
Total Operations	2,580	2,624	(44)
Maintenance			
Engineering	2,052	2,072	(20)
Equipment	2,130	2,147	(17)
Procurement (Stores)	97	96	1
Total Maintenance	4,279	4,315	(36)
Engineering/Capital			
Department of Program Management	156	135	21
Special Projects/East Side Access	46	41	5
Positive Train Control	12	11	1
Total Engineering/Capital	214	187	27
Baseline Total Positions	7,588	7,586	2
<i>Non-Reimbursable</i>	6,184	6,288	(104)
<i>Reimbursable</i>	1,404	1,298	106
Total Full-Time	7,588	7,586	2
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JULY 2018**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 104 positions primarily due to Engineering workforce working on maintenance activity instead of capital project activity and unfavorable positions within Maintenance of Equipment.
REIMBURSABLE POSITIONS - Favorable 106 positions primarily due to the timing of project activity in Engineering, Department of Program Management, Procurement and Logistics and Maintenance of Equipment.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JULY 2018

	Mid-Year		Favorable/ (Unfavorable)
	Forecast	Actual	Variance
Administration			
Managers/Supervisors	263	238	25
Professional, Technical, Clerical	147	116	31
Operational Hourlies	106	106	0
Total Administration	515	460	55
Operations			
Managers/Supervisors	310	300	10
Professional, Technical, Clerical	101	98	3
Operational Hourlies	2,169	2,226	(57)
Total Operations	2,580	2,624	(44)
Maintenance			
Managers/Supervisors	818	753	65
Professional, Technical, Clerical	287	234	53
Operational Hourlies	3,174	3,328	(154)
Total Maintenance	4,279	4,315	(36)
Engineering/Capital			
Managers/Supervisors	145	130	15
Professional, Technical, Clerical	69	57	12
Operational Hourlies	0	0	0
Total Engineering/Capital	214	187	27
Total Positions			
Managers/Supervisors	1,536	1,421	115
Professional, Technical, Clerical	604	505	99
Operational Hourlies	5,449	5,660	(211)
Total Positions	7,588	7,586	2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID YEAR FORECAST
RIDERSHIP
(In Millions)

RIDERSHIP
Monthly
Weekly
Total Commutation

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

	JULY 2018							JULY YEAR TO DATE 2018						
	Month			Variance				YTD			Variance			
		Actual	Adjusted*			Adjusted*			Actual	Adjusted*			Adjusted*	
	Mid Year	2018	2017	Mid Year		2017	%	Mid Year	2018	2017	Mid Year		2017	%
				#	%	#	%				#	%	#	%
	4.068	3.893	3.830	(0.176)	-4.3%	0.063	1.6%	28.729	28.626	28.844	(0.102)	-0.4%	(0.218)	-0.8%
	0.173	0.224	0.206	0.051	29.5%	0.018	8.9%	1.057	1.107	1.058	0.050	4.7%	0.049	4.6%
	4.242	4.117	4.036	(0.125)	-2.9%	0.081	2.0%	29.786	29.733	29.902	(0.053)	-0.2%	(0.169)	-0.6%
	0.902	0.860	0.795	(0.042)	-4.6%	0.065	8.2%	5.060	5.130	4.974	0.070	1.4%	0.156	3.1%
	1.850	1.779	1.846	(0.071)	-3.8%	(0.066)	-3.6%	10.552	10.379	10.522	(0.172)	-1.6%	(0.143)	-1.4%
	1.110	0.996	0.934	(0.114)	-10.3%	0.062	6.7%	6.270	6.204	6.153	(0.065)	-1.0%	0.052	0.8%
	3.861	3.636	3.575	(0.226)	-5.9%	0.061	1.7%	21.882	21.714	21.649	(0.167)	-0.8%	0.065	0.3%
	8.103	7.752	7.610	(0.351)	-4.3%	0.142	1.9%	51.668	51.447	51.551	(0.220)	-0.4%	(0.104)	-0.2%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
July 2018**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2018</u>	<u>Mid-Year Forecast</u>	<u>Actual 2017</u>	<u>vs. Forecast</u>	<u>vs. 2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.5%	50.2%	47.9%	4.3%	6.6%
	Adjusted ⁽²⁾	61.4%	56.5%	55.3%	5.0%	6.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.58	\$16.74	\$17.53	\$1.16	\$1.95
	Adjusted ⁽²⁾	\$14.51	\$15.63	\$16.14	\$1.12	\$1.62
Passenger Revenue/Passenger ⁽³⁾		\$8.49	\$8.40	\$8.40	\$0.09	\$0.09
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2018</u>	<u>Mid-Year Forecast</u>	<u>Actual 2017</u>	<u>vs. Forecast</u>	<u>vs. 2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	49.8%	47.2%	50.7%	2.6%	-0.9%
	Adjusted ⁽²⁾	56.5%	53.5%	59.6%	3.0%	-3.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.61	\$17.46	\$16.07	\$0.85	(\$0.54)
	Adjusted ⁽²⁾	\$15.43	\$16.24	\$14.67	\$0.81	(\$0.77)
Passenger Revenue/Passenger ⁽³⁾		\$8.27	\$8.24	\$8.14	\$0.03	\$0.13

(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

Financial Report Highlights
JUNE



On a sunny June 9th, the LIRR carried 43,990 to and from the 2018 Belmont Stakes.

This was a 34% increase over the prior year.



Long Island Rail Road

Financial Report Highlights

JUNE

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

June 2018 Highlights

- Total revenue of \$631.3 million was \$39.5 million higher than Forecast. This was due primarily to the timing of reimbursements for capital activity.
- Through June, total 2018 ridership was 43.7 million, which was 0.6% less than 2017 (adjusted for the same number of work days) and 0.3% above Mid-Year Forecast. Commutation ridership of 25.6 million was 1.0% less than 2017 and 0.3% above Mid-Year Forecast. Non-Commutation ridership of 18.1 million was the same as 2017 and 0.3% above Forecast. Consequently, Farebox Revenue of \$359.0 million was \$1.9 million higher than Forecast.
- Total expenses before non-cash liability adjustments of \$982.0 million were \$12.1 million (1.2%) unfavorable to Forecast. The primary drivers of this unfavorable variance is higher overtime and timing of FELA Indemnity reserves, partially offset by vacant positions including associated fringe costs and timing of material usage.

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

<u>Category (\$ in Millions)</u>	<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$591.8	\$631.3	\$39.5
Total Expenses Before Non-Cash Liabilities	969.9	982.0	(12.1)
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$378.1)	(\$350.7)	\$27.4
Other Non-Cash Liabilities	247.1	266.5	(19.4)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$625.2)	(\$617.1)	\$8.0
Cash Adjustments	219.7	223.5	3.8
Net Cash Surplus/(Deficit)	(\$405.5)	(\$393.6)	\$11.9

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

JUNE

NON-REIMBURSABLE SUMMARY

June YTD operating results were favorable by \$8.0 or 1.3% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through June were \$2.2 favorable to the Forecast. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were favorable due to higher rental revenue, partially offset by lower advertising revenue. Total Non-Reimbursable expenses through June were \$5.8 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs and timing of materials and maintenance contracts, partially offset by higher depreciation, FELA Indemnity reserves and overtime.

YTD capital and other reimbursable expenditures (and reimbursements) were \$37.3 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date June **Total Revenues** (including Capital and Other Reimbursements) of \$631.3 were \$39.5 or 6.7% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$1.9 favorable to forecast due to higher ridership. Ridership through June was 43.7 million. This was 0.6% lower than 2017 (adjusted for same number of calendar work days) and 0.3% higher than the Forecast.
- **Y-T-D Other Operating Revenues** were \$0.3 favorable to forecast due to higher rental revenue and FEMA reimbursements, partially offset by lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$37.3 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date June **Total Expenses** (including depreciation and other) of \$1,248.4 were unfavorable to the Forecast by \$(31.5) or (2.6)%.

Labor Expenses, \$(17.1) unfavorable Y-T-D.

- **Payroll**, \$1.8 favorable Y-T-D (primarily vacant positions, lower vacation pay accruals and higher sick pay law claim credits).
- **Overtime**, \$(11.2) unfavorable Y-T-D (primarily higher capital project activity, maintenance, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage.)
- **Health & Welfare**, \$0.6 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$1.2 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(9.6) unfavorable Y-T-D (higher FELA Indemnity reserves and Railroad Retirement Taxes).

Non-Labor Expenses, \$5.0 favorable Y-T-D.

- **Electric Power**, \$0.5 favorable Y-T-D (lower rates and consumption).



Long Island Rail Road

Financial Report Highlights

JUNE

- **Fuel**, \$0.4 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$(0.1) unfavorable Y-T-D (higher Force Account and Property Insurance, partially offset by lower liability insurance).
- **Claims**, \$2.0 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$0.3 favorable Y-T-D (Primarily Timing of vegetation management, security systems, Penn Station cleaning, non-revenue vehicle repairs, and joint facilities, partially offset by higher capital project activity).
- **Professional Services**, \$(3.8) unfavorable Y-T-D (Primarily higher capital project activity, write-off of various projects that are no longer capital eligible and timing of MTA chargebacks, partially offset by timing of activities/payments for homeless outreach and other professional services).
- **Materials and Supplies**, \$6.4 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher capital project activity).
- **Other Business Expense**, \$(0.7) unfavorable Y-T-D (primarily higher bad debt reserves).

Depreciation and Other, \$(19.4) unfavorable Y-T-D (primarily higher Depreciation).

CASH DEFICIT SUMMARY

The Cash Deficit through June of \$393.6 was \$11.9 favorable to the Mid-Year Forecast due to lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.0%, 2.3 percentage points above the Forecast resulting from higher revenue and lower expenses.
- Through June, the Adjusted Farebox Operating Ratio was 55.7%, which is above the Forecast due to higher revenues and lower expenses.
- Through June, the Adjusted Cost per Passenger was \$15.59, which is lower than the Forecast due to lower expenses.
- Through June, the Revenue per Passenger was \$8.23, which was above the Forecast.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JUNE 2018
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$65.329	\$66.812	\$1.483	2.3	\$0.000	\$0.000	\$0.000	-	\$65.329	\$66.812	\$1.483	2.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.806	3.550	(0.255)	(6.7)	0.000	0.000	0.000	-	3.806	3.550	(0.255)	(6.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	33.117	48.494	15.378	46.4	33.117	48.494	15.378	46.4
Total Revenue	\$69.135	\$70.363	\$1.228	1.8	\$33.117	\$48.494	\$15.378	46.4	\$102.252	\$118.857	\$16.606	16.2
Expenses												
<i>Labor:</i>												
Payroll	\$45.181	\$43.912	\$1.269	2.8	\$10.864	\$12.066	(\$1.202)	(11.1)	\$56.044	\$55.978	\$0.066	0.1
Overtime	11.674	11.351	0.323	2.8	3.316	5.678	(2.362)	(71.2)	14.990	17.029	(2.039)	(13.6)
Health and Welfare	9.726	8.983	0.742	7.6	2.359	2.982	(0.624)	(26.4)	12.084	11.966	0.119	1.0
OPEB Current Payment	5.577	5.144	0.433	7.8	0.000	0.000	0.000	-	5.577	5.144	0.433	7.8
Pensions	10.955	10.374	0.581	5.3	3.832	4.413	(0.581)	(15.2)	14.787	14.787	0.000	0.0
Other Fringe Benefits	12.497	14.516	(2.020)	(16.2)	2.412	3.221	(0.809)	(33.6)	14.909	17.738	(2.829)	(19.0)
Reimbursable Overhead	(2.375)	(4.759)	2.385	*	2.375	4.759	(2.385)	*	0.000	0.000	0.000	-
Total Labor Expenses	\$93.234	\$89.521	\$3.713	4.0	\$25.157	\$33.120	(\$7.963)	(31.7)	\$118.391	\$122.641	(\$4.250)	(3.6)
<i>Non-Labor:</i>												
Electric Power	\$8.220	\$7.996	\$0.224	2.7	\$0.126	(\$0.109)	\$0.234	*	\$8.346	\$7.888	\$0.458	5.5
Fuel	1.908	1.866	0.042	2.2	0.000	0.000	0.000	-	1.908	1.866	0.042	2.2
Insurance	1.718	1.718	0.000	0.0	0.729	0.751	(0.022)	(3.0)	2.447	2.469	(0.022)	(0.9)
Claims	0.319	(0.027)	0.345	*	0.000	0.000	0.000	-	0.319	(0.027)	0.345	*
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	6.232	5.103	1.129	18.1	1.847	2.982	(1.136)	(61.5)	8.078	8.085	(0.007)	(0.1)
Professional Service Contracts	3.921	5.862	(1.941)	(49.5)	0.262	1.001	(0.739)	*	4.184	6.864	(2.680)	(64.1)
Materials & Supplies	22.763	15.341	7.422	32.6	4.963	10.583	(5.621)	*	27.725	25.924	1.801	6.5
Other Business Expenses	2.048	2.498	(0.450)	(22.0)	0.033	0.165	(0.132)	*	2.081	2.663	(0.582)	(28.0)
Total Non-Labor Expenses	\$47.129	\$40.357	\$6.772	14.4	\$7.959	\$15.375	(\$7.415)	(93.2)	\$55.089	\$55.731	(\$0.643)	(1.2)
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$140.363	\$129.878	\$10.485	7.5	\$33.117	\$48.494	(\$15.378)	(46.4)	\$173.480	\$178.372	(\$4.892)	(2.8)
Depreciation	\$29.099	\$32.761	(\$3.662)	(12.6)	\$0.000	\$0.000	\$0.000	-	\$29.099	\$32.761	(\$3.662)	(12.6)
Other Post Employment Benefits	11.574	11.703	(0.129)	(1.1)	0.000	0.000	0.000	-	11.574	11.703	(0.129)	(1.1)
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	0.157	0.223	(0.066)	(42.4)	0.000	0.000	0.000	-	0.157	0.223	(0.066)	(42.4)
Total Expenses	\$181.193	\$174.565	\$6.629	3.7	\$33.117	\$48.494	(\$15.378)	(46.4)	\$214.310	\$223.059	(\$8.749)	(4.1)
Net Surplus/(Deficit)	(\$112.058)	(\$104.202)	\$7.857	7.0	\$0.000	\$0.000	\$0.000	-	(\$112.058)	(\$104.202)	\$7.857	7.0
<i>Cash Conversion Adjustments</i>												
Depreciation	\$29.099	\$32.761	\$3.662	12.6	\$0.000	\$0.000	\$0.000	-	\$29.099	\$32.761	\$3.662	12.6
Operating/Capital	(3.062)	(0.661)	2.401	78.4	0.000	0.000	0.000	-	(3.062)	(0.661)	2.401	78.4
Other Cash Adjustments	5.854	(7.575)	(13.429)	*	0.000	0.000	0.000	-	5.854	(7.575)	(13.429)	*
Total Cash Conversion Adjustments	\$31.891	\$24.525	(\$7.366)	(23.1)	0.000	\$0.000	\$0.000	-	\$31.891	\$24.525	(\$7.366)	(23.1)
Net Cash Surplus/(Deficit)	(\$80.167)	(\$79.677)	\$0.490	0.6	\$0.000	\$0.000	\$0.000	-	(\$80.167)	(\$79.677)	\$0.490	0.6

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JUNE Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$357.048	\$358.987	\$1.939	0.5	\$0.000	\$0.000	\$0.000	-	\$357.048	\$358.987	\$1.939	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	20.488	20.772	0.284	1.4	0.000	0.000	0.000	-	20.488	20.772	0.284	1.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	214.277	251.542	37.265	17.4	214.277	251.542	37.265	17.4
Total Revenue	\$377.536	\$379.759	\$2.223	0.6	\$214.277	\$251.542	\$37.265	17.4	\$591.813	\$631.301	\$39.488	6.7
Expenses												
<i>Labor:</i>												
Payroll	\$264.179	\$260.276	\$3.903	1.5	\$67.725	\$69.812	(\$2.088)	(3.1)	\$331.903	\$330.088	\$1.815	0.5
Overtime	72.821	74.924	(2.103)	(2.9)	24.051	33.111	(9.061)	(37.7)	96.872	108.036	(11.164)	(11.5)
Health and Welfare	55.492	53.074	2.418	4.4	15.708	17.532	(1.824)	(11.6)	71.200	70.606	0.594	0.8
OPEB Current Payment	32.530	31.344	1.185	3.6	0.000	0.000	0.000	-	32.530	31.344	1.185	3.6
Pensions	64.515	62.961	1.555	2.4	24.207	25.761	(1.555)	(6.4)	88.722	88.722	0.000	0.0
Other Fringe Benefits	83.766	90.906	(7.140)	(8.5)	16.420	18.832	(2.412)	(14.7)	100.186	109.738	(9.552)	(9.5)
Reimbursable Overhead	(20.427)	(27.421)	6.994	34.2	20.427	27.421	(6.994)	(34.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$552.875	\$546.064	\$6.811	1.2	\$168.537	\$192.471	(\$23.934)	(14.2)	\$721.412	\$738.535	(\$17.122)	(2.4)
<i>Non-Labor:</i>												
Electric Power	\$43.860	\$43.369	\$0.491	1.1	\$0.592	\$0.571	\$0.021	3.6	\$44.452	\$43.940	\$0.512	1.2
Fuel	10.968	10.562	0.406	3.7	0.000	0.024	(0.024)	-	10.968	10.586	0.382	3.5
Insurance	10.217	10.256	(0.038)	(0.4)	4.215	4.278	(0.064)	(1.5)	14.432	14.534	(0.102)	(0.7)
Claims	3.109	1.071	2.038	65.6	0.000	0.000	0.000	-	3.109	1.071	2.038	65.6
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	33.770	29.930	3.841	11.4	10.789	14.316	(3.527)	(32.7)	44.560	44.246	0.313	0.7
Professional Service Contracts	15.077	17.177	(2.100)	(13.9)	0.596	2.319	(1.723)	*	15.674	19.496	(3.823)	(24.4)
Materials & Supplies	77.036	63.056	13.980	18.1	29.401	36.983	(7.581)	(25.8)	106.437	100.039	6.398	6.0
Other Business Expenses	8.698	8.960	(0.262)	(3.0)	0.146	0.579	(0.433)	*	8.844	9.539	(0.695)	(7.9)
Total Non-Labor Expenses	\$202.735	\$184.380	\$18.355	9.1	\$45.740	\$59.071	(\$13.331)	(29.1)	\$248.475	\$243.451	\$5.024	2.0
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$755.610	\$730.444	\$25.166	3.3	\$214.277	\$251.542	(\$37.265)	(17.4)	\$969.888	\$981.986	(\$12.098)	(1.2)
Depreciation	\$176.554	\$195.540	(18.985)	(10.8)	\$0.000	\$0.000	\$0.000	-	\$176.554	\$195.540	(18.985)	(10.8)
Other Post Employment Benefits	69.478	69.765	(0.286)	(0.4)	0.000	0.000	0.000	-	69.478	69.765	(0.286)	(0.4)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	1.060	1.146	(0.086)	(8.2)	0.000	0.000	0.000	-	1.060	1.146	(0.086)	(8.2)
Total Expenses	\$1,002.703	\$996.895	\$5.808	0.6	\$214.277	\$251.542	(\$37.265)	(17.4)	\$1,216.980	\$1,248.437	(\$31.456)	(2.6)
Net Surplus/(Deficit)	(\$625.167)	(\$617.136)	\$8.031	1.3	\$0.000	\$0.000	\$0.000	-	(\$625.167)	(\$617.136)	\$8.031	1.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$176.554	\$195.540	\$18.985	10.8	\$0.000	\$0.000	\$0.000	-	176.554	\$195.540	\$18.985	10.8
Operating/Capital	(10.663)	(3.286)	7.377	69.2	0.000	0.000	0.000	-	(10.663)	(3.286)	7.377	69.2
Other Cash Adjustments	53.779	31.253	(22.526)	(41.9)	0.000	0.000	0.000	-	53.779	31.253	(22.526)	(41.9)
Total Cash Conversion Adjustments	\$219.670	\$223.506	\$3.837	1.7	\$0.000	\$0.000	\$0.000	-	\$219.670	\$223.506	\$3.837	1.7
Net Cash Surplus/(Deficit)	(\$405.497)	(\$393.629)	\$11.868	2.9	\$0.000	\$0.000	\$0.000	-	(\$405.497)	(\$393.629)	\$11.868	2.9

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

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2018		Reason for Variance	Year-to-Date June 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.483	2.3	Higher ridership \$0.777 and higher yield per passenger \$0.706.	1.939	0.5	Higher ridership \$1.069 and higher yield per passenger \$0.870.
Other Operating Revenue	Non Reimb.	(0.255)	(6.7)	Primarily due to timing of advertising and miscellaneous revenue, partially offset by higher rental and FEMA loss recovery revenue.	0.284	1.4	Primarily due to higher rent, miscellaneous and FEMA loss recovery revenue, partially offset by timing of advertising and freight revenue.
Capital & Other Reimbursements	Reimb.	15.378	46.4	Timing of capital project activity and interagency reimbursements.	37.265	17.4	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.269	2.8	Primarily due to vacant administrative positions.	3.903	1.5	Primarily due to lower vacation pay accruals, vacant administrative positions and sick pay law claim credits.
	Reimb.	(1.202)	(11.1)	Primarily due to timing of project activity.	(2.088)	(3.1)	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.323	2.8	Primarily due to lower vacancy/absentee coverage, partially offset by higher maintenance and scheduled/unscheduled service.	(2.103)	(2.9)	Primarily due to higher maintenance, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage.
	Reimb.	(2.362)	(71.2)	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 transmission pole replacements and Annual Track program.	(9.061)	(37.7)	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 transmission pole replacements and Annual Track program.
Health and Welfare	Non Reimb.	0.742	7.6	Vacant positions.	2.418	4.4	Vacant positions.
	Reimb.	(0.624)	(26.4)	Primarily due to timing of project activity.	(1.824)	(11.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.433	7.8	Fewer retirees/beneficiaries.	1.185	3.6	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2018		Reason for Variance	Year-to-Date June 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.581	5.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.555	2.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.581)	(15.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.555)	(6.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(2.020)	(16.2)	Higher FELA Indemnity reserves, partially offset by lower Railroad Retirement Taxes.	(7.140)	(8.5)	Higher FELA indemnity reserves, partially offset by lower Railroad Retirement Taxes.
	Reimb.	(0.809)	(33.6)	Primarily due to timing of project activity.	(2.412)	(14.7)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	2.385	*	Primarily due to timing of project activity.	6.994	34.2	Primarily due to timing of project activity.
	Reimb.	(2.385)	*	Primarily due to timing of project activity.	(6.994)	(34.2)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.224	2.7	Lower rates and lower consumption.	0.491	1.1	Lower rates and lower consumption.
	Reimb.	0.234	*	Primarily due to timing of project activity.	0.021	3.6	Primarily due to timing of project activity.
Fuel	Non Reimb.	0.042	2.2		0.406	3.7	Lower rates and lower consumption.
	Reimb.	0.000	-		(0.024)	-	
Insurance	Non Reimb.	0.000	0.0		(0.038)	(0.4)	
	Reimb.	(0.022)	(3.0)	Force Account Insurance associated with project activity.	(0.064)	(1.5)	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.345	*	Decrease in non-employee reserves.	2.038	65.6	Decrease in non-employee reserves, partially offset by higher medical payments.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	June 2018		Reason for Variance	Year-to-Date June 2018		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.129	18.1	Timing of various maintenance and other operating contracts.	3.841	11.4	Primarily timing of vegetation management, security systems, Penn Station cleaning, non-revenue vehicle repairs, elevator/escalator and joint facilities.
	Reimb.	(1.136)	(61.5)	Primarily due to timing of project activity.	(3.527)	(32.7)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(1.941)	(49.5)	Primarily write-off of various projects that are no longer capital eligible and timing of MTA chargebacks.	(2.100)	(13.9)	Primarily write-off of various projects that are no longer capital eligible and timing of MTA chargebacks.
	Reimb.	(0.739)	*	Primarily due to timing of project activity.	(1.723)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	7.422	32.6	Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet.	13.980	18.1	Primarily timing of fleet modification initiatives, cameras, M7 observer seat, 15 year diesel propulsion and other initiatives under the Reliability Centered Maintenance (RCM) program.
	Reimb.	(5.621)	*	Primarily due to timing of project activity.	(7.581)	(25.8)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(0.450)	(22.0)	Primarily due to higher bad debt, partially offset by lower print & stationary supplies, travel meetings & conventions.	(0.262)	(3.0)	Primarily higher bad debt reserves, partially offset by lower office supplies and other miscellaneous expenses.
	Reimb.	(0.132)	*	Primarily due to timing of project activity.	(0.433)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(3.662)	(12.6)	Based on certain capital assets being fully depreciated.	(18.985)	(10.8)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.129)	(1.1)	Latest actuarial estimates.	(0.286)	(0.4)	Latest actuarial estimates.
Environmental Remediation	Non Reimb.	(0.066)	(42.4)		(0.086)	(8.2)	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
June 2018								
(\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	\$66.731	\$66.581	(\$0.150)	(0.2)	\$365.728	\$368.859	\$3.131	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.337	1.321	(1.016)	(43.5)	20.630	18.410	(2.220)	(10.8)
Capital & Other Reimbursements	32.991	14.494	(18.497)	(56.1)	207.199	202.919	(4.280)	(2.1)
Total Receipts	\$102.059	\$82.396	(\$19.663)	(19.3)	\$593.557	\$590.188	(\$3.369)	(0.6)
Expenditures								
<i>Labor:</i>								
Payroll	\$54.769	\$55.287	(\$0.518)	(0.9)	\$327.354	\$324.826	\$2.528	0.8
Overtime	15.940	16.533	(0.593)	(3.7)	99.848	106.711	(6.863)	(6.9)
Health and Welfare	12.084	(0.563)	12.647	*	70.137	68.184	1.953	2.8
OPEB Current Payment	5.577	0.712	4.865	87.2	32.530	31.261	1.269	3.9
Pensions	14.787	14.394	0.393	2.7	86.852	86.263	0.589	0.7
Other Fringe Benefits	18.902	19.383	(0.481)	(2.5)	98.707	97.556	1.151	1.2
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	\$122.059	\$105.747	\$16.312	13.4	\$715.428	\$714.802	\$0.626	0.1
<i>Non-Labor:</i>								
Electric Power	\$8.346	\$3.480	\$4.866	58.3	\$44.597	\$40.628	\$3.969	8.9
Fuel	1.908	1.646	0.262	13.7	10.967	11.036	(0.069)	(0.6)
Insurance	2.072	4.890	(2.818)	*	12.161	14.979	(2.818)	(23.2)
Claims	0.265	0.689	(0.424)	*	2.460	2.888	(0.428)	(17.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	18.668	17.876	0.792	4.2	50.038	49.802	0.236	0.5
Professional Service Contracts	2.863	3.131	(0.268)	(9.4)	17.510	15.017	2.493	14.2
Materials & Supplies	22.525	21.860	0.665	3.0	127.222	115.258	11.964	9.4
Other Business Expenses	2.139	1.480	0.659	30.8	10.457	10.217	0.240	2.3
Total Non-Labor Expenditures	\$58.786	\$55.053	\$3.733	6.3	\$275.412	\$259.825	\$15.587	5.7
<i>Other Expenditure Adjustments:</i>								
Other	\$1.381	\$1.393	(\$0.012)	(0.9)	\$8.214	\$8.134	\$0.080	1.0
Total Other Expenditure Adjustments	\$1.381	\$1.393	(\$0.012)	(0.9)	\$8.214	\$8.134	\$0.080	1.0
Total Expenditures	\$182.226	\$162.193	\$20.033	11.0	\$999.054	\$982.761	\$16.293	1.6
Cash Timing and Availability Adjustment	0.000	0.121	0.121	-	0.000	(1.057)	(1.057)	-
Net Cash Deficit (excludes opening balance)	(\$80.167)	(\$79.677)	\$0.490	0.6	(\$405.497)	(\$393.629)	\$11.868	2.9
Subsidies								
MTA	80.167	147.185	67.018	83.6	405.497	461.137	55.640	13.7

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ In Millions)

Table 5

Generic Revenue or Expense Category	June 2018			Year-to-Date as of June 30, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.150)	(0.2)	Lower advance sales impact \$(1.648), partially offset by higher ridership \$0.777, higher yields \$0.706 and higher MetroCard/AirTrain sales \$0.015.	3.131	0.9	Higher advance sales impact \$1.245, higher ridership \$1.069 and higher yields \$0.870, partially offset by lower MetroCard/AirTrain sales \$(0.053).
Other Operating Revenue	(1.016)	(43.5)	Primarily due to the timing of rental receipts, partially offset by a FEMA receipt.	(2.220)	(10.8)	Primarily due to the timing of rental and freight receipts, partially offset by a FEMA receipt and the timing of miscellaneous receipts.
Capital and Other Reimbursements	(18.497)	(56.1)	Timing of activity and reimbursement for capital and other reimbursements.	(4.280)	(2.1)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.518)	(0.9)	Primarily due to the timing of tax payments.	2.528	0.8	Primarily due to vacant administrative positions, partially offset by the timing of intercompany reimbursements.
Overtime	(0.593)	(3.7)	Primarily due to higher project overtime, programmatic/routine maintenance and unscheduled service, partially offset by lower vacancy/absentee coverage.	(6.863)	(6.9)	Primarily due to higher project overtime, programmatic/routine maintenance and unscheduled service, partially offset by lower vacancy/absentee coverage.
Health and Welfare	12.647	*	Primarily due to the timing of payments.	1.953	2.8	Primarily due to intercompany reimbursements.
OPEB Current Payment	4.865	87.2	Primarily due to the timing of payments and fewer retirees/beneficiaries.	1.269	3.9	Primarily due to fewer retirees/beneficiaries.
Pensions	0.393	2.7	Due to intercompany reimbursements.	0.589	0.7	Due to intercompany reimbursements.
Other Fringe Benefits	(0.481)	(2.5)	Primarily due to the timing of FELA payments, partially offset by lower Railroad Retirement Tax payments.	1.151	1.2	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by the timing of FELA payments and higher meal payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
(\$ In Millions)

Table 5

Generic Revenue or Expense Category	June 2018			Year-to-Date as of June 30, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	4.866	58.3	Primarily due the timing of payments, lower rates and lower consumption.	3.969	8.9	Primarily due to timing of payments, lower rates and lower consumption.
Fuel	0.262	13.7	Primarily due to the timing of payments.	(0.069)	(0.6)	Primarily due to the timing of payments, partially offset by lower rates and lower consumption.
Insurance	(2.818)	*	Primarily due to the timing of payments.	(2.818)	(23.2)	Primarily due to the timing of payments.
Claims	(0.424)	*	Timing of claim payments.	(0.428)	(17.4)	Timing of claim payments.
Maintenance and Other Operating Contracts	0.792	4.2	Timing of payments.	0.236	0.5	Timing of payments.
Professional Service Contracts	(0.268)	(9.4)	Primarily the timing of payments.	2.493	14.2	Primarily the timing of payments for MTA Chargeback and other professional services.
Materials and Supplies	0.665	3.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.	11.964	9.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.659	30.8	Primarily the timing of payments	0.240	2.3	Primarily the timing of payments.
Other Expenditure Adjustments	(0.012)	(0.9)	Higher MetroCard/AirTrain pass through payments.	0.080	1.0	Lower MetroCard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
June 2018
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.402	(\$0.231)	(\$1.633)	*	\$8.680	\$9.872	\$1.191	13.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.469)	(2.229)	(0.760)	(51.8)	0.142	(2.362)	(2.504)	*
Capital & Other Reimbursements	(0.126)	(34.001)	(33.875)	*	(7.078)	(48.622)	(41.544)	*
Total Receipts	(\$0.193)	(\$36.461)	(\$36.269)	*	\$1.744	(\$41.112)	(\$42.856)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$1.275	\$0.691	(\$0.585)	(45.9)	\$4.549	\$5.262	\$0.713	15.7
Overtime	(0.950)	0.496	1.446	*	(2.976)	1.325	4.301	*
Health and Welfare	0.000	12.528	12.528	*	1.063	2.422	1.359	*
OPEB Current Payment	0.000	4.432	4.432	*	(0.000)	0.083	0.083	*
Pensions	0.000	0.393	0.393	*	1.870	2.459	0.589	31.5
Other Fringe Benefits	(3.993)	(1.645)	2.348	58.8	1.479	12.182	10.703	*
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	(\$3.668)	\$16.894	\$20.562	*	\$5.984	\$23.733	\$17.749	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$4.408	\$4.407	*	(\$0.145)	\$3.312	\$3.457	*
Fuel	(0.000)	0.219	0.219	*	0.001	(0.450)	(0.451)	*
Insurance	0.375	(2.421)	(2.797)	*	2.271	(0.444)	(2.716)	*
Claims	0.054	(0.716)	(0.769)	*	0.649	(1.817)	(2.466)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(10.590)	(9.791)	0.798	7.5	(5.478)	(5.556)	(0.077)	(1.4)
Professional Service Contracts	1.321	3.732	2.412	*	(1.836)	4.479	6.316	*
Materials & Supplies	5.200	4.064	(1.136)	(21.9)	(20.785)	(15.219)	5.566	26.8
Other Business Expenses	(0.058)	1.183	1.241	*	(1.613)	(0.678)	0.935	58.0
Total Non-Labor Expenditures	(\$3.697)	\$0.678	\$4.375	*	(\$26.937)	(\$16.374)	\$10.563	39.2
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.381)	(\$1.393)	(\$0.012)	(0.9)	(\$8.214)	(\$8.134)	\$0.080	1.0
Total Other Expenditure Adjustments	(\$1.381)	(\$1.393)	(\$0.012)	(0.9)	(\$8.214)	(\$8.134)	\$0.080	1.0
Total Expenditures before Depreciation	(\$8.746)	\$16.179	\$24.925	*	(\$29.167)	(\$0.775)	\$28.392	97.3
Depreciation Adjustment	\$29.099	\$32.761	\$3.662	12.6	\$176.554	\$195.540	\$18.985	10.8
Other Post Employment Benefits	11.574	11.703	0.129	1.1	69.478	69.765	0.286	0.4
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.157	0.223	0.066	42.4	1.060	1.146	0.086	8.2
Total Expenditures	\$32.084	\$60.866	\$28.782	89.7	\$217.926	\$265.676	\$47.750	21.9
Cash Timing and Availability Adjustment	0.000	0.121	0.121	-	0.000	(1.057)	(1.057)	-
Total Cash Conversion Adjustments	\$31.891	\$24.525	(\$7.366)	(23.1)	\$219.670	\$223.506	\$3.837	1.7

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June 2018						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	21,221	\$1.371	21,591	\$1.409	(370)	(\$0.038)	204,486	\$12.949	203,711	\$12.933	775	\$0.016
					-1.7%	-2.8%					0.4%	0.1%
<u>Unscheduled Service</u>	6,803	\$0.436	9,742	\$0.639	(2,939)	(\$0.202)	43,474	\$2.818	50,375	\$3.275	(6,901)	(\$0.457)
					-43.2%	-46.3%					-15.9%	-16.2%
<u>Programmatic/Routine Maintenance</u>	78,795	\$4.656	82,450	\$4.929	(3,655)	(\$0.273)	375,171	\$22.134	413,877	\$24.576	(38,706)	(\$2.442)
					-4.6%	-5.9%					-10.3%	-11.0%
<u>Unscheduled Maintenance</u>	238	\$0.015	1,459	\$0.090	(1,221)	(\$0.076)	8,843	\$0.533	12,543	\$0.756	(3,700)	(\$0.223)
					*	*					-41.8%	-41.9%
<u>Vacancy/Absentee Coverage</u>	75,889	\$4.964	67,919	\$4.058	7,970	\$0.907	383,619	\$23.541	368,883	\$22.018	14,736	\$1.524
					10.5%	18.3%					3.8%	6.5%
<u>Weather Emergencies</u>	1,006	\$0.061	325	\$0.021	681	\$0.040	157,605	\$9.829	161,743	\$10.137	(4,138)	(\$0.308)
					67.7%	65.2%					-2.6%	-3.1%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	2,306	\$0.169	2,185	\$0.204	121	(\$0.035)	13,400	\$1.017	12,641	\$1.229	760	(\$0.212)
					5.3%	-21.0%					5.7%	-20.9%
NON-REIMBURSABLE OVERTIME	186,259	\$11.674	185,671	\$11.351	588	\$0.323	1,186,598	\$72.821	1,223,773	\$74.924	(37,175)	(\$2.103)
					0.3%	2.8%					-3.1%	-2.9%
REIMBURSABLE OVERTIME	58,327	\$3.316	90,171	\$5.678	(31,844)	(\$2.362)	393,452	\$24.051	514,607	\$33.111	(121,156)	(\$9.061)
					-54.6%	-71.2%					-30.8%	-37.7%
TOTAL OVERTIME	244,585	\$14.990	275,842	\$17.029	(31,256)	(\$2.039)	1,580,050	\$96.872	1,738,381	\$108.036	(158,331)	(\$11.164)
					-12.8%	-13.6%					-10.0%	-11.5%

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
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

Master Page # 151 of 176 - Long Island Rail Road Committee Meeting 9/24/2018

	June 2018			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(370)	(\$0.038)		775	\$0.016	
	-1.7%	-2.8%		0.4%	0.1%	
<u>Unscheduled Service</u>	(2,939)	(\$0.202)	Additional operational support required to fulfill on time performance.	(6,901)	(\$0.457)	Additional operational support required to fulfill on time performance.
	-43.2%	-46.3%		-15.9%	-16.2%	
<u>Programmatic/Routine Maintenance</u>	(3,655)	(\$0.273)	Replacement of defective rail discovered by Sperry rail car, timber installation, platform stairs/sidewalk repairs, undercutting track maintenance (removal of contaminated gravel and mud) along the Main Line and replacement of defective concrete ties system wide. Partially offset by lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation.	(38,706)	(\$2.442)	Long Beach Wreck Lead bridge timber renewal (wood ties), additional track night time emergency crew, replacement of defective concrete ties system wide, undercutting track maintenance (removal of contaminated gravel and mud) and Sperry rail car initiative within Engineering. Partially offset by lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation.
	-4.6%	-5.9%		-10.3%	-11.0%	
<u>Unscheduled Maintenance</u>	(1,221)	(\$0.076)		(3,700)	(\$0.223)	Unfavorable due to highway crossing emergency track rehabilitation (Montauk) and broken rail mitigation along the Main Line and Port Washington branches within the Engineering department.
	*	*		-41.8%	-41.9%	
<u>Vacancy/Absentee Coverage</u>	7,970	\$0.907	Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Equipment.	14,736	\$1.524	Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Equipment.
	10.5%	18.3%		3.8%	6.5%	
<u>Weather Emergencies</u>	681	\$0.040		(4,138)	(\$0.308)	Adverse weather conditions.
	67.7%	65.2%		-2.6%	-3.1%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	121	(\$0.035)		760	(\$0.212)	Unfavorable due to variance between actual and forecasted wage rates.
	5.3%	-21.0%		5.7%	-20.9%	
NON-REIMBURSABLE OVERTIME	588	\$0.323		(37,175)	(\$2.103)	
	0.3%	2.8%		-3.1%	-2.9%	
REIMBURSABLE OVERTIME	(31,844)	(\$2.362)	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 transmission pole replacements and Annual Track program.	(121,156)	(\$9.061)	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 transmission pole replacements and Annual Track program.
	-54.6%	-71.2%		-30.8%	-37.7%	
TOTAL OVERTIME	(31,256)	(\$2.039)		(158,331)	(\$11.164)	
	-12.8%	-13.6%		-10.0%	-11.5%	

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
 JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH JUNE 2018

	Mid-Year Forecast	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)	77	66	11
Human Resources	35	34	1
Sr VP Administration	2	2	0
Strategic Investments	18	16	2
President	6	4	2
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	44	44	0
Management & Budget	18	16	2
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	70	70	0
Gen. Counsel & Secretary	33	33	0
Diversity Management	3	3	0
Security	13	11	2
System Safety	37	33	4
Training	67	64	3
Service Planning	26	25	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	2	0
Total Administration	510	465	45
Operations			
Transportation Services - Train Operations	2,230	2,315	(85)
Customer Services	307	313	(6)
Total Operations	2,537	2,628	(91)
Maintenance			
Engineering	2,064	2,074	(10)
Equipment	2,130	2,129	1
Procurement (Stores)	97	96	1
Total Maintenance	4,291	4,299	(8)
Engineering/Capital			
Department of Program Management	156	137	19
Special Projects/East Side Access	46	41	5
Positive Train Control	12	12	-
Total Engineering/Capital	214	190	24
Baseline Total Positions	7,552	7,582	(30)
<i>Non-Reimbursable</i>	6,192	6,266	(74)
<i>Reimbursable</i>	1,360	1,316	44
Total Full-Time	7,552	7,582	(30)
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JUNE 2018**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 74 positions primarily due to Engineering workforce working on maintenance activity instead of capital project activity and unfavorable positions within Train Operations.
REIMBURSABLE POSITIONS - Favorable 44 positions primarily due to the timing of project activity in Engineering, Department of Program Management, Maintenance of Equipment and Train Operations.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JUNE 2018

	Mid-Year		Favorable/ (Unfavorable)
	Forecast	Actual	Variance
Administration			
Managers/Supervisors	261	239	22
Professional, Technical, Clerical	144	120	24
Operational Hourlies	106	106	0
Total Administration	510	465	45
Operations			
Managers/Supervisors	302	295	7
Professional, Technical, Clerical	101	93	8
Operational Hourlies	2,134	2,240	(106)
Total Operations	2,537	2,628	(91)
Maintenance			
Managers/Supervisors	815	747	68
Professional, Technical, Clerical	287	246	41
Operational Hourlies	3,189	3,306	(117)
Total Maintenance	4,291	4,299	(8)
Engineering/Capital			
Managers/Supervisors	145	130	15
Professional, Technical, Clerical	69	60	9
Operational Hourlies	0	0	0
Total Engineering/Capital	214	190	24
Total Positions			
Managers/Supervisors	1,523	1,411	112
Professional, Technical, Clerical	601	519	82
Operational Hourlies	5,429	5,652	(223)
Total Positions	7,552	7,582	(30)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID YEAR FORECAST
RIDERSHIP
(In Millions)

	JUNE 2018							JUNE YEAR TO DATE 2018									
	Month			Variance				YTD			Variance						
	Mid Year	Actual	Adjusted*	Mid Year		Adjusted*		Mid Year	Actual	Adjusted*	Mid Year		Adjusted*				
		2018	2017	#	%	#	%		2018	2017	#	%	#	%			
RIDERSHIP																	
Monthly	4.141	4.133	4.141	(0.008)	-0.2%	(0.008)	-0.2%	24.661	24.734	25.014	0.073	0.3%	(0.281)	-1.1%			
Weekly	0.174	0.184	0.169	0.010	5.7%	0.016	9.2%	0.884	0.883	0.852	(0.001)	-0.1%	0.031	3.6%			
Total Commutation	4.315	4.317	4.310	0.002	0.1%	0.008	0.2%	25.545	25.617	25.867	0.072	0.3%	(0.250)	-1.0%			
One-Way Full Fare	0.806	0.881	0.826	0.075	9.2%	0.055	6.6%	4.159	4.270	4.179	0.112	2.7%	0.091	2.2%			
One-Way Off-Peak	1.758	1.735	1.670	(0.023)	-1.3%	0.065	3.9%	8.702	8.600	8.677	(0.102)	-1.2%	(0.077)	-0.9%			
All Other	0.968	1.008	0.970	0.040	4.1%	0.037	3.8%	5.160	5.208	5.219	0.049	0.9%	(0.010)	-0.2%			
Total Non-Commutation	3.532	3.624	3.466	0.091	2.6%	0.157	4.5%	18.020	18.079	18.074	0.059	0.3%	0.004	0.0%			
Total	7.847	7.941	7.776	0.093	1.2%	0.165	2.1%	43.565	43.695	43.941	0.130	0.3%	(0.246)	-0.6%			

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
June 2018**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2018</u>	<u>Mid-Year Forecast</u>	<u>Actual 2017</u>	<u>vs. Forecast</u>	<u>vs. 2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.2%	45.6%	55.2%	5.6%	-4.0%
	Adjusted ⁽²⁾	57.7%	51.5%	65.7%	6.2%	-8.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.44	\$18.28	\$14.82	\$1.84	(\$1.62)
	Adjusted ⁽²⁾	\$15.36	\$17.10	\$13.54	\$1.74	(\$1.82)
Passenger Revenue/Passenger ⁽³⁾		\$8.41	\$8.33	\$8.18	\$0.08	\$0.23
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2018</u>	<u>Mid-Year Forecast</u>	<u>Actual 2017</u>	<u>vs. Forecast</u>	<u>vs. 2017</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	49.0%	46.7%	51.2%	2.3%	-2.2%
	Adjusted ⁽²⁾	55.7%	53.0%	60.4%	2.7%	-4.7%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.79	\$17.59	\$15.82	\$0.80	(\$0.97)
	Adjusted ⁽²⁾	\$15.59	\$16.35	\$14.42	\$0.75	(\$1.18)
Passenger Revenue/Passenger ⁽³⁾		\$8.23	\$8.21	\$8.10	\$0.02	\$0.13

(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

July 2018 vs. 2017

- July 2018 total ridership increased +1.9% compared to July 2017
- Commutation ridership increased +2.0% compared to July 2017
- July 2018 Non-Commutation ridership increased +1.7% compared to July 2017
- The following factors impacted ridership this July:
 - Ridership comparisons to last year are impacted by lower ridership in 2017 due to Amtrak's Summer State of Good Repair program.
 - Non-Commutation ridership benefitted from the Summer Saturdays program as indicated by an increase in Family Fare sales (+16.8%).

2018 vs. 2017 YTD

- Total YTD ridership is -0.2% below 2017 and -0.4% below Mid-Year Forecast
- YTD Commutation ridership is -0.6% below 2017
- YTD Non-Commutation ridership is +0.3% above 2017

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

July 2018

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

EXECUTIVE SUMMARY

July Ridership and Revenue (millions)

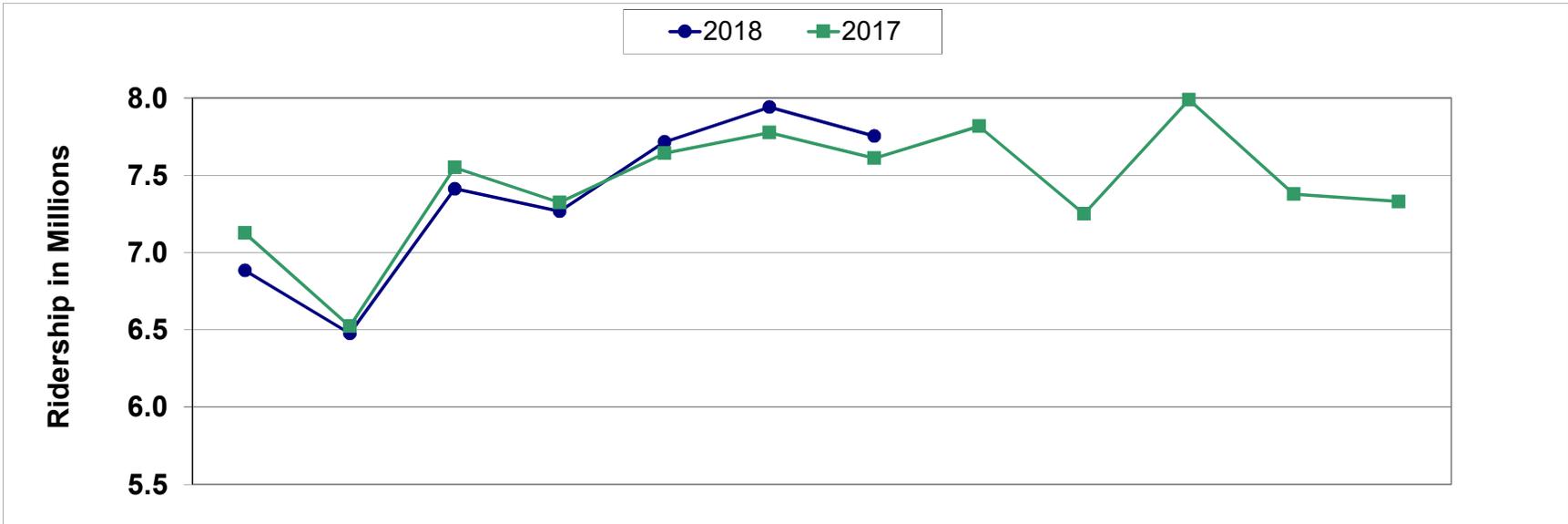
	July 2018	% Change vs. 2017
Total Rail Ridership	7.752	1.9% ▲
Commutation Ridership	4.117	2.0% ▲
Non-Commutation Ridership	3.636	1.7% ▲
Rail Revenue	\$65.8	5.6% ▲

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

	July 2018	% Change vs. 2017	Comparison to Mid Year
Total Rail Ridership	51.447	-0.2% ▼	-0.4% ▼
Commutation Ridership	29.733	-0.6% ▼	-0.2% ▼
Non-Commutation Ridership	21.714	0.3% ▲	-0.8% ▼
Rail Revenue	\$424.8	2.0% ▲	-0.1% ▼

July RIDERSHIP

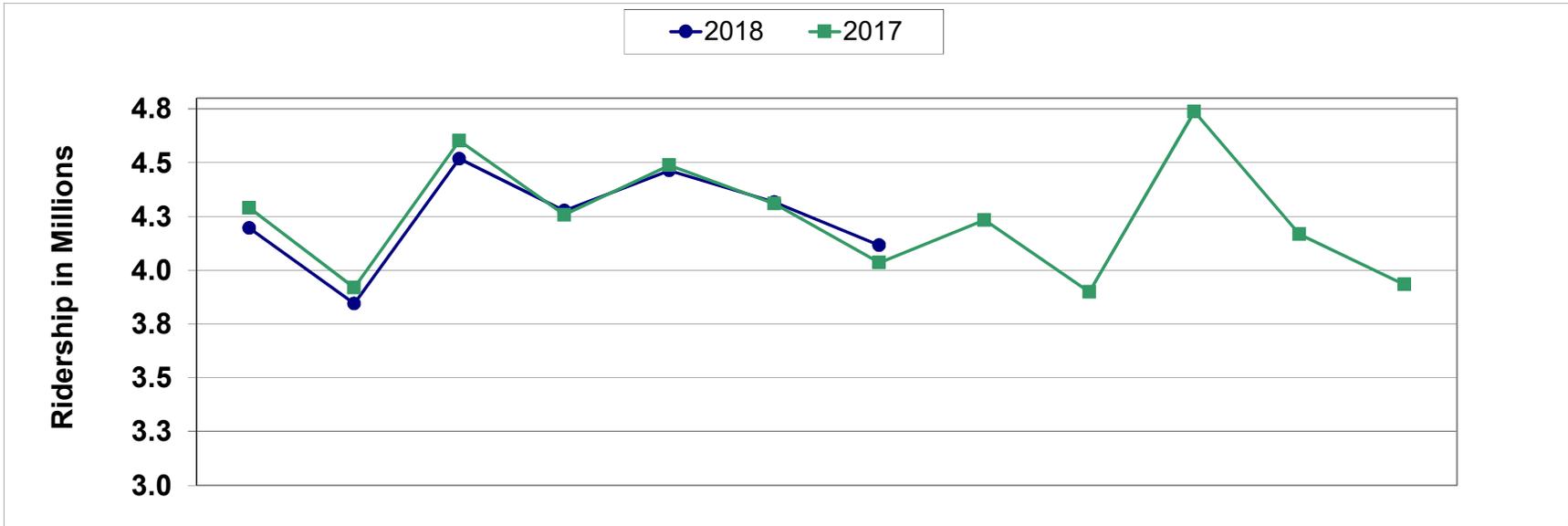
- July Total Ridership was 1.9% above '17 and -4.3% below Mid-Year Forecast.



	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	7.9	7.8						51.4
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	51.6
PCT CHG.	-3.4%	-0.7%	-1.8%	-0.8%	1.0%	2.1%	1.9%						-0.2%

July COMMUTATION RIDERSHIP

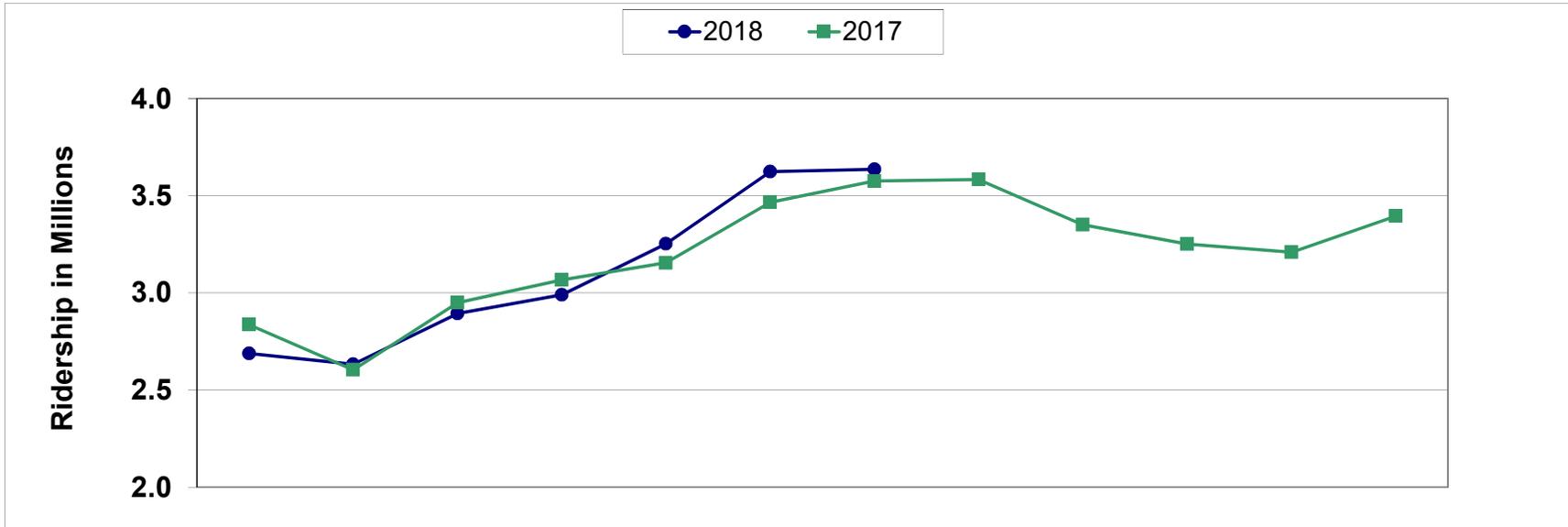
- July Commutation Ridership was 2.0% above '17 and -2.9% below Mid-Year Forecast.



	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	4.3	4.1						29.7
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	29.9
PCT CHG.	-2.2%	-1.9%	-1.8%	0.5%	-0.5%	0.2%	2.0%						-0.6%

July NON-COMMUTATION RIDERSHIP

• July Non-Commutation Ridership was 1.7% above '17 and -5.9% below Mid-Year Forecast.



	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	3.6	3.6						21.7
2017	2.8	2.6	2.9	3.1	3.2	3.5	3.6	3.6	3.4	3.3	3.2	3.4	21.6
PCT CHG.	-5.2%	1.1%	-1.9%	-2.5%	3.1%	4.5%	1.7%						0.3%

July REVENUE

- July Total Revenue was 5.6% above '17 and -3.3% below Mid-Year Forecast.



	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	\$66.8	\$65.8						\$424.8
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	\$416.6
PCT CHG.	0.2%	3.2%	0.6%	-0.9%	1.5%	3.3%	5.6%						2.0%

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

TICKET TYPE/SERVICE	July 2018	July 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,116,849	4,035,612	81,237	2.0%
NON-COMMUTATION RIDERSHIP	3,635,509	3,574,715	60,794	1.7%
TOTAL RIDERSHIP	7,752,358	7,610,327	142,032	1.9%

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

TICKET TYPE/SERVICE	July 2018	July 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	29,733,391	29,902,192	(168,801)	-0.6%
NON-COMMUTATION RIDERSHIP	21,714,099	21,649,079	65,020	0.3%
TOTAL RIDERSHIP	51,447,490	51,551,271	(103,781)	-0.2%

* 2017 ridership numbers were adjusted using 2018 factors.

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

REVENUE	July 2018	July 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,498,310	\$28,796,154	\$1,702,156	5.9%
NON-COMMUTATION REVENUE	\$35,347,828	\$33,559,981	\$1,787,847	5.3%
TOTAL REVENUE	\$65,846,138	\$62,356,135	\$3,490,003	5.6%

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

REVENUE	July 2018	July 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$219,619,091	\$215,647,478	\$3,971,613	1.8%
NON-COMMUTATION REVENUE	\$205,214,068	\$200,936,972	\$4,277,095	2.1%
TOTAL REVENUE	\$424,833,159	\$416,584,450	\$8,248,708	2.0%



Long Island Rail Road

Ridership Report Highlights

June 2018 vs. 2017

- June 2018 total ridership increased +2.1% compared to June 2017
- Commutation ridership increased +0.2% compared to June 2017
- June 2018 Non-Commutation ridership increased +4.5% compared to June 2017
- The following factors impacted ridership this June:
 - June Non-Commutation ridership experienced a significant increase this year, benefitting from local sporting events like the U.S. Open Golf Tournament at Shinnecock Hills and the Belmont Stakes.

2018 vs. 2017 YTD

- Total YTD ridership is -0.6% below 2017 and -0.6% below Budget
- YTD Commutation ridership is -1.0% below 2017
- YTD Non-Commutation ridership showed 0.0% change compared to 2017

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

June 2018

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

EXECUTIVE SUMMARY

June Ridership and Revenue (millions)

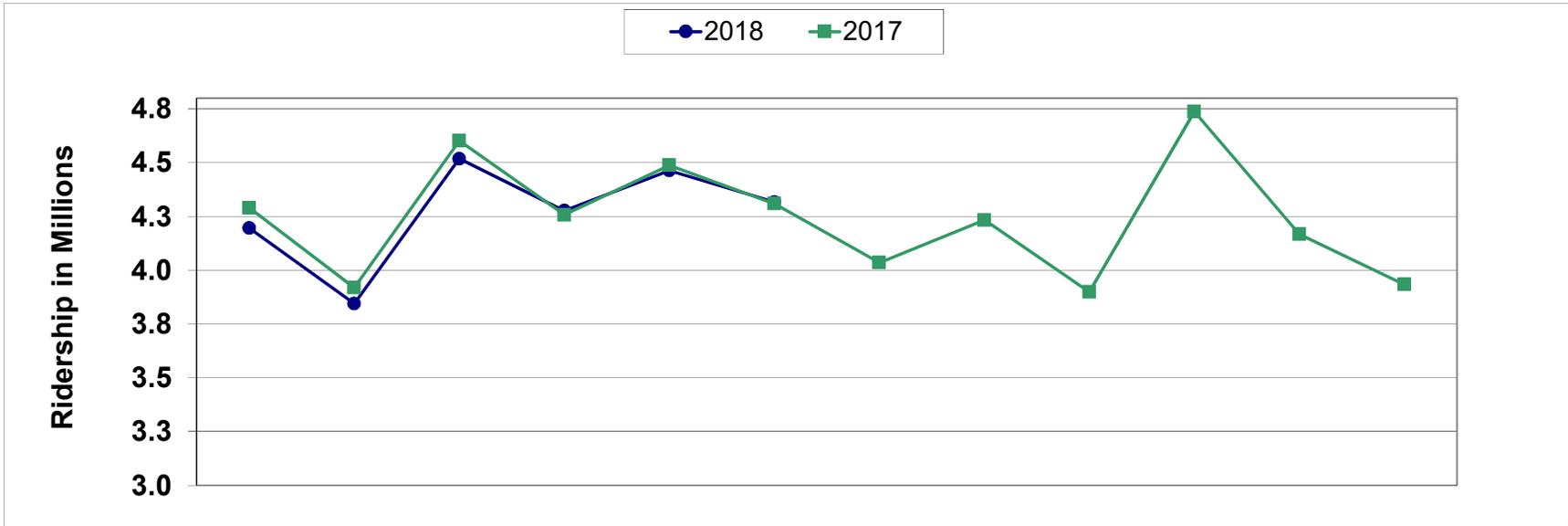
	June 2018	% Change vs. 2017
Total Rail Ridership	7.941	2.1% ▲
Commutation Ridership	4.317	0.2% ▲
Non-Commutation Ridership	3.624	4.5% ▲
Rail Revenue	\$66.8	3.3% ▲

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

	June 2018	% Change vs. 2017	Comparison to Budget
Total Rail Ridership	43.695	-0.6% ▼	-0.6% ▼
Commutation Ridership	25.617	-1.0% ▼	-1.2% ▼
Non-Commutation Ridership	18.079	0.0% ▲	0.2% ▲
Rail Revenue	\$359.0	1.3% ▲	-0.6% ▼

June COMMUTATION RIDERSHIP

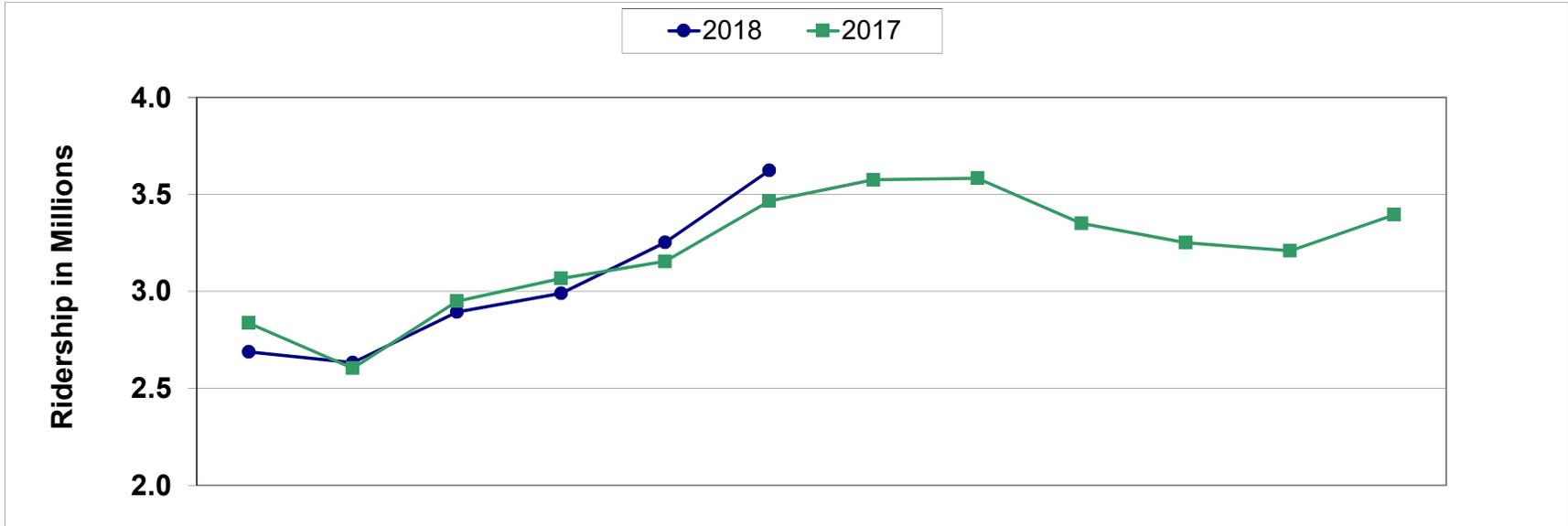
- June's Commutation Ridership was 0.2% above '17 and -2.1% below Budget.



	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	4.3							25.6
2017	4.3	3.9	4.6	4.3	4.5	4.3	4.0	4.2	3.9	4.7	4.2	3.9	25.9
PCT CHG.	-2.2%	-1.9%	-1.8%	0.5%	-0.5%	0.2%							-1.0%

June NON-COMMUTATION RIDERSHIP

- June's Non-Commutation Ridership was 4.5% above '17 and 4.9% above 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	3.6							18.1
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	18.1
PCT CHG.	-5.2%	1.1%	-1.9%	-2.5%	3.1%	4.5%							0.0%

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

TICKET TYPE/SERVICE	June 2018	June 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,317,112	4,309,592	7,521	0.2%
NON-COMMUTATION RIDERSHIP	3,623,530	3,466,369	157,161	4.5%
TOTAL RIDERSHIP	7,940,642	7,775,961	164,682	2.1%

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

TICKET TYPE/SERVICE	June 2018	June 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	25,616,541	25,866,580	(250,039)	-1.0%
NON-COMMUTATION RIDERSHIP	18,078,590	18,074,364	4,226	0.0%
TOTAL RIDERSHIP	43,695,131	43,940,944	(245,813)	-0.6%

* 2017 ridership numbers were adjusted using 2018 factors.

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

REVENUE	June 2018	June 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,936,941	\$31,390,721	\$546,220	1.7%
NON-COMMUTATION REVENUE	\$34,875,397	\$33,303,873	\$1,571,523	4.7%
TOTAL REVENUE	\$66,812,337	\$64,694,594	\$2,117,744	3.3%

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

REVENUE	June 2018	June 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$189,120,781	\$186,851,324	\$2,269,457	1.2%
NON-COMMUTATION REVENUE	\$169,866,240	\$167,376,991	\$2,489,248	1.5%
TOTAL REVENUE	\$358,987,021	\$354,228,315	\$4,758,706	1.3%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
JULY/AUGUST 2018**

L50304TR: HICKSVILLE STATION IMPROVEMENTS

Milestone: Beneficial Use

Project Budget: \$74.39M

The station improvement work at Hicksville, the busy regional hub on the LIRR's Main Line, is complete. This project addressed replacement of the platforms and station components at platform level and included demolition and replacement of two 12-car elevated platforms, canopy roof system and drainage, heated platform waiting rooms, new elevators, staircases, escalators, lighting, communications, and signage. Two new elevators and a new CCTV security system were installed in the ground-level plaza. The new platforms include embedded tubing to support a future addition of an Automated Snow and Ice Melt System [ASIMS]. In addition, updates and enhancements to the plaza and grade-level areas were done. The Hicksville Improvements Project will ensure ADA compliant accessibility at this key busy Nassau County station and provide LIRR passengers with a safe modern station environment.

L502042E: FLUSHING MAIN STREET – NEW ELEVATORS

Milestone: Beneficial Use

Project Budget: \$24.62M

The installation of two new elevators and associated equipment at Flushing Main St Station will now provide elevator service and ADA accessibility from street level to each of the two platforms. Site and platform improvements include the new platform access stairs, canopies, platform extensions, railings, lighting, shelter sheds, signage, CCTV cameras, tactile edge warning strips, a new more accessible ticket office for both east and westbound customers, and a new western station entrance and plaza area that provides a more visible westbound customer entry point. Station amenities include totems and help points. These station improvements and enhancements make the Flushing Main St LIRR station a more accessible and customer-friendly location in this important transit hub for commuter rail, subway, and bus riders.

L70701XA: SUBSTATION REPLACEMENTS

Milestone: Contract Award \$14,325,000

Project Budget: \$22.89M

A contract to furnish and install a prefabricated traction power substation to replace the Meadowbrook Substation in Freeport on the Babylon Branch was awarded to T. Moriarity & Son, Inc for \$14,325,000. The Contractor will design, fabricate, deliver, install, integrate and test the modular substation including the building enclosure, equipment, cabling, and supervisory control systems. The Contractor will also be responsible for all site construction including foundations, duct banks, conduits, high security fencing, platforms, stairs, and equipment racks. Replacement of this aging substation on the busy Babylon Branch will improve system reliability and customer satisfaction.

L70401BX: SPRINGFIELD BOULEVARD AND UNION TURNPIKE BRIDGES

Milestone: Contract Award \$3,684,000

Project Budget: \$7.40M

A Construction Contract for rehabilitation of two Queens County bridges was awarded to Defoe Corp for \$3,684,000. Springfield Blvd Bridge is a single span 4-track bridge on the Main Line at the Queens Village Station. Bridge rehabilitation work includes repair of girders, platform support structures, parapet concrete, and replacement of passenger platforms. The second bridge in this project is Union Turnpike Bridge, a single span 2-track bridge on the Montauk Branch that carries freight traffic only. Union Turnpike Bridge's rehabilitation work includes bearings rehabilitation, removal and rebuilding of a partial bridge seat and pedestals, and repair of the back wall. Project completion is planned for Q2 2019. This project contributes to the LIRR's efforts to maintain the railroad's bridges in a State of Good Repair while also reducing overall maintenance costs.

SMALL BUSINESS MENTOR PROGRAM

- The new contract/s awarded this month:
 - Signal Power MG Building Component Replacement and Site work awarded for \$1,154,000.

2018 LIRR Capital Program Goals

