



Metropolitan Transportation Authority

Long Island Committee Meeting

November 2018

Members

M. Pally, Chair

R. Glucksman

I. Greenberg

S. Metzger

C. Moerdler

S. Rechler

V. Tessitore

V. Vanterpool

C. Wortendyke

N. Zuckerman

Long Island Rail Road Committee Meeting

**2 Broadway
20th Floor Board Room
New York, NY**

**Tuesday, 11/13/2018
9:30 - 10:30 AM ET**

1. PUBLIC COMMENTS PERIOD

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6. PROCUREMENTS (None)

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Competitive

Non-Competitive

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Next Meeting: Joint with MNR, Monday, December 10, 2018

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, October 22, 2018**

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

The following members were present:

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

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

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

Representing MTA Police: Chief Owen Monaghan

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

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of October 22, 2018, should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

PUBLIC COMMENTS

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

Two (2) of the speakers addressed matters relating to the LIRR.

Jason Pineiro referred to the recent delays and cancellations along the Atlantic Terminal branch and stated that at next month's Committee meeting, a daily commuter will be addressing this issue. Mr. Pineiro commented that he was looking forward to Metro-North President Catherine Rinaldi's *Way Ahead* presentation.

Murray Bodin expressed his opinions about the following: Metro North's *Way Ahead* program; the red box painted on the roadway at the Roaring Brook Road grade crossing which in his view is illegal; Positive Train Control ("PTC"); Metro-North Bronx stations in need of repair; and LIRR's red flashing lights at the East Hampton grade crossing.

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 September 24, 2018 Long Island Rail Road Committee Meeting. There were no reported changes to the 2018 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Eng reported that he was pleased to announce that he has made both Chris Calvagna and Rod Brooks permanent in their respective roles as Senior Vice President-Engineering and Senior Vice President for Operations. Both have demonstrated a great sense of teamwork and commitment to excellence for both our customers and our employees. The senior leadership team is critical to the success of the LIRR, and President Eng congratulated them both on their appointments.

Chair Pally welcomed Messrs. Calvagna and Brooks and wished them well in their new roles.

President Eng stated that as the temperatures cool down during this fall season, LIRR workers are not slowing down. Our labor forces continue to work around the clock as we seek to beat the clock. Employing a new technology utilizing increased water pressure, we are out nightly removing leaves from our tracks. This week, new laser technology is being installed with planned use by the end of October to address pectin left by leaves on the rails, causing low adhesion. Snow switch covers, and third rail heaters continue to be installed.

President Eng stated that other critical work to improve reliability and safety for our customers and employees includes our effort to address poor drainage conditions as we repair and replace critical switches. President Eng displayed a photo of switch 57 at Hall Interlocking just east of Jamaica Station. He stated that LIRR is removing decades of fouled ballast that has created a barrier, impeding drainage. We are also installing underdrains and dry wells. With the work being accelerated under LIRR Forward, we expect to be finished by week's end. This should result in a more reliable commute as we proactively eliminate potential causes of switch failures and associated train delays.

LIRR crews have also been busy working system-wide on other important projects like the replacement of the pedestrian overpass at Gibson Station on the Far Rockaway Branch which started this past weekend. Over the past several weeks, we've continued enhanced safety testing, known as Sperry rail testing using non-destructive testing technology like ultrasonic, on multiple branches identifying flaws and defects before they fail, to further ensure the safety and reliability of our tracks. Additionally, we've installed new rail and replaced concrete ties on the Port Jefferson Branch, and replaced a switch on the Babylon Branch.

President Eng stated that all this preventive and corrective work is critical to improving service and makes a significant impact on how our system operates and how our customers experience our system.

Earlier this month, LIRR crews successfully replaced the Buckram Road Bridge in Locust Valley, which will avoid crippling bridge strike delays. In 2017 alone, this bridge was struck five times, resulting in delays to train service. The bridge replacement work started on a Friday night and finished on time Tuesday morning. This was an incredibly well coordinated effort between the contractor and LIRR forces that minimized disruption to our riders and the community. Long before the work started, frequent communications with our customers and nearby residents alerted them to this work and how it would affect them, making sure they were informed every step of the way.

President Eng stated that last week, we hosted a grand reopening of the Flushing Main Street Station in Queens, where we installed two new elevators that reach both platforms, ensuring that the station is fully accessible. Our team's efforts to renew this station earned the LIRR the Women in Transportation Service 2018 annual Innovative Transportation Solutions Award, which recognized the improved accessibility of the station as well as an improved station environment and an enhanced LIRR presence on Main Street. President Eng also acknowledged Poonam Punj, LIRR's Director of Program Management – Stations and Facilities, whose vision and leadership on this project were invaluable.

President Eng stated that installation and testing remain on pace for PTC as we stay on track for 2018 compliance. As we continue moving with a sense of urgency to complete these modernization projects and critical work, we know that it puts a stress on us to provide normal service. Just like any construction project, whether it be highway, bridge or rail, travel through a work zone must slow down to ensure safety. Outages provided to support work reduce capacity but delaying critical work will not improve service for our customers. Double tracking the

Ronkonkoma Branch 15 months ahead of schedule is a perfect example, as we now see the operational benefits it is delivering.

President Eng stated that LIRR is making progress along all our branches. It will not be an overnight transformation and we need more investment, but we are tackling the issues head on. And we are starting to see improvement despite what some recent reports implied. For instance, while reports of increased train cancellations have been made, it should be noted that 70% of this year's cancellations, many due to weather, occurred during the first three months of 2018. And while we cannot control Mother Nature, we can and are taking measures to better protect our system.

President Eng stated that we are still rebuilding and developing a program to address existing needs while planning for the future. Calls for LIRR to address transit deserts in Queens by adding stops need to be looked at carefully. We are committed to thinking outside the box when it comes to expanded service opportunities and our venture with the Atlantic Ticket Field Study is an example of our commitment.

President Eng stated that the number of available seats should not be construed as an abundance of capacity. This is evidenced by the need to recently lengthen platforms at Kew Gardens and Forest Hills to address capacity concerns and improve loading and unloading times. This is an example where we used innovative solutions to improve service today. Know that we are working hard to reverse long standing infrastructure needs and developing the next capital program to balance existing needs while building for the future. We are leaving no stone unturned.

Chair Pally commented that the new Wyandanch station building is a beautiful addition to a very vibrant community and that LIRR was a partner with the county, town and community. He thanked LIRR for its assistance in that regard.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 39 of the Committee Book, reporting through the end of August 2018.

Vice President Ebbighausen reported that in partnership with the MTA Police Department ("MTAPD"), LIRR's Together Railroads and Communities Keeping Safe program (TRACKS), reached over 67,700 participants through the end of August 2018. In September, LIRR launched its 2018-2019 Safety Along the Tracks Contest open to elementary, middle and high school students. In its third year, the contest is an outgrowth of our TRACKS program.

During this reporting period, there was a 17% per cent decrease in the average Reportable Employee Lost Time Injury Rate. Slips, trips, and falls is the category of injury that generates the most reports.

On September 27th, we conducted our quarterly Safety FOCUS Meeting. FOCUS stands for Fatigue, Outside Influences, Communication, Uncertainty, and Situational Awareness. The emphasis during the FOCUS Day was on the importance of housekeeping, which is essential to prevent injuries. Many slips, trips, and falls can be prevented by keeping work areas organized and free of debris. Employees were provided a checklist and encouraged to use the time during their FOCUS Meeting to assess and address housekeeping in their work locations.

Board Member Charles Moerdler asked about the reason for the increase in train collisions.

Vice President Ebbighausen responded that in 2018 there were three collisions where cars were abandoned on tracks.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber began his report by thanking the Chairman for his comments on the Wyandanch Station, an extraordinary new facility in a community that is rebuilding around the railroad. The new Wyandanch facility is the centerpiece of a community economic development and urbanization strategy. MTA Capital Construction (MTACC) is proud to have partnered with the Long Island Railroad in creating that facility. There are three stations along the Double Track territory that will be coming on line with new customer amenities and access improvements within the next two weeks. Those stations are Farmingdale, Dear Park, and Brentwood.

Mr. Lieber reported on the progress of the East Side Access Project (ESA). Following Bill Goodrich's retirement, ESA has hired a premiere systems professional to run ESA. Rob Troup comes to ESA after thirty-plus years in railroading at Amtrak, New Jersey Transit, and most recently as the Deputy General Manager in Atlanta. Mr. Troup is a great fit for ESA and can drive the project to completion. Mr. Troup also has a fair amount of private sector experience, at one point he was even involved in the design of the signal system for ESA. ESA is very happy to have Mr. Troup.

Mr. Lieber reported on the progress of the Third Track Project (Third Track). The design-build contract for Third Track was awarded in December 2017, a Limited Notice to Proceed was issued at that time and the contractor has been engaged in preconstruction activities since. A groundbreaking event was held on September 5, 2018. The contractor has already installed a mile of inter-track barrier east of Westbury which will increase productivity and drive costs down by allowing for less flagmen and fewer outages. Tree and brush clearing and cutting is in progress along the right of way to both make room for construction and eliminate risk. In addition, relocation of utilities has begun for the first-grade crossing eliminations.

Property acquisitions, which are a significant risk for the Third Track project, are progressing on schedule. Noise monitoring is in place and we are collecting base data so that once work begins we will know if construction noise is impacting the residential communities. Soil sampling is ongoing and has not identified hazardous materials at levels that require remediation.

There have been 175 community outreach meetings to date and we are hosting a website providing a general project overview and addressing community member questions. In addition, MTACC asked the community to evaluate the contractor and based on the evaluations of the 100 respondents the contractor received a 90% rating.

Commissioner Moerdler requested that MTACC pay particular attention to road restoration work.

MTA POLICE DEPARTMENT

Chief Monaghan reported that Year-to-Date (“YTD”), system-wide there was a 4% decrease in total major felonies, 187 compared to 195 in 2017. YTD LIRR total major felonies compared to 2017 are even at 76.

During the month of September, LIRR experienced an increase in major felonies: twelve (12) compared to five (5) in 2017. There were two robberies and two assaults, all resulting in arrests, and eight grand larcenies.

Chief Monaghan reported that YTD, system-wide, there were twenty-three (23) hate crimes compared to twenty (20) in 2017; twenty (20) were graffiti, two (2) were aggravated harassment, and there was one misdemeanor assault.

Board Member Veronica Vanterpool asked why, under the Agency-wide arrests classification, arrests under warrant increased significantly in 2018.

Chief Monaghan responded these arrests occurred on the railroads. In 2018, MTAPD made 103 arrests on a warrant compared to 38 in 2017. This is a direct result of MTAPD’s increased engagement in the busiest commands. Of the 103 arrests on warrants, 56 were at Penn Station or Grand Central Terminal. This shows MTAPD’s engagement, which he views as a positive development.

Board Member Moerdler congratulated MTAPD on those arrests. Regarding the hate crimes, he commented that he noticed that in some areas they are down and in other areas they are up. The 23 hate crimes this year, predominantly against people of color and Jews, is unacceptable behavior. He asked to what extent MTAPD tracks what happens after the arrests are made regarding prosecutions. Chief Monaghan responded that this year we have two incidents that resulted in arrests which were followed up by the District Attorneys and resulted in convictions of two individuals. The other incidents, which involve graffiti, are much more difficult and are still the subject of on-going investigations. When we make an arrest on an incident such as criminal mischief, we vigorously enforce the laws and work with the District Attorneys to assist prosecutions.

Board Member Moerdler responded that he understood, and he complimented Chief Monaghan on his sensitivity in connection with graffiti. He recalled, based on his own personal

experience and knowledge, that the graffiti of 1938 became the Holocaust of 1939. Graffiti is the first sign of a person lacking stability, understanding and humanity.

Chief Monaghan responded that he and all MTAPD officers understand and agree.

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

LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD JOINT INFORMATION ITEM

Three joint information items were presented to the Committee:

- **2019 Preliminary Budget (Public Comment)**
- **MTA Homeless Outreach**
- **LIRR/MNR PTC Project Update**

Chair Pally asked the Joint Committee if they had any questions or comments regarding the 2019 Preliminary Budget.

Chair Pally commented about the MTA Homeless Outreach report and noted there is a seasonal increase or decrease in the number of homeless at Grand Central Terminal and Penn Station, depending on the weather.

Chair Pally asked the Committee if they had any comments or questions regarding the LIRR/MNR PTC Project Update.

Board Member Randy Glucksman asked what percentage of the equipment has been equipped with PTC.

John Kesh, Senior Vice President – Operations, Metro-North Rail responded all the PTC equipment will be in place by late November.

Board Member Neal Zuckerman thanked President Rinaldi and Metro-North Railroad for their efforts to try to bring PTC to full implementation. He added that he has mentioned many times that the rider cares less about achieving federal compliance, and more about the full implementation of PTC and all of its components. Mr. Zuckerman added that he did not see in the materials to date any discussion of when the Committee will have a plan in front of it for the full implementation of PTC and its components. He asked when the Board could expect to see a plan for full implementation.

President Rinaldi responded that both railroads are in the process of putting together the alternative schedule which will show when PTC will be fully implemented, which will occur after the December 31, 2018 federal compliance deadline. She added that she thought both railroads are on a comparable time frame in terms of the preparation of that alternative schedule which we expect to have done mid-November or so. It will be filed in connection with an update to both of the

railroads' implementation plans. We are continuing to seek guidance from the Federal Railroad Administration in terms of what needs to be in that alternative schedule and I expect we will be able to share it with the Committee and the PTC working group in the next few weeks.

Board Member Zuckerman asked if the Committee can be provided with the incremental costs we need to bear to make full implementation happen and what options we may have to accelerate the implementation.

President Rinaldi answered in the affirmative.

Board Member Ira R. Greenberg asked about the passenger impacts the railroads may see in the upcoming months and about notification to our riders that we expect to see some passenger impacts.

President Rinaldi responded we have been talking internally about the need to educate our customers about PTC. We are in the process of adjusting our 2019 schedules, particularly April and June, to be able to reflect not only the infrastructure work that the railroads will be performing but also the impact of PTC. Over the course of the next several months we need to make it clear that PTC will have an impact. SEPTA has counseled us that it does affect performance and we need to make sure that the public is aware of that.

Chair Pally asked how long and each railroad will have one segment under Revenue Service Demonstration ("RSD") as part of the federal requirements, and how long it would take for us to understand what the impact will be on the customer in relation to the reliability, safety and speed of our service.

President Rinaldi responded we do not know how long we will be in RSD. The one bit of late-breaking news that is not in the report is that Metro-North received a conditional approval of its RSD application last Friday, which is very good news. There are a number of conditions that need to be satisfied before we can commence RSD, but we are still on schedule to commence it in November. But to answer your question, I do not think we know yet because we are not yet in RSD. I think once we start to see the results and how things are going, maybe we will talk in six weeks, and have a better sense of what impacts RSD has on our service and also more globally once we start to cut PTC in across the territory.

Chair Pally commented in the case of both LIRR and Metro-North we have Amtrak issues, and at Metro-North we have NJT issues. He asked for an update on where we are in terms of discussions with Amtrak.

President Rinaldi responded that NJT provided Metro-North with everything it needs for the Port Jervis line. We are in the process of installing the equipment and we have a high degree of confidence that it will be done by the end of the year. The Pascack Valley branch is in NJT's territory and we understand that NJT is in compliance. Regarding Amtrak, we are in the process of doing interoperability testing on our pilot line segment because they do pass over that segment between Tarrytown and Croton Harmon. We expect to do that on November 2nd. We have a high degree of confidence that it will go well based on the test results we had with CSX. The other issue

with Amtrak is the boundary issue, where they actually come on to our territory. The issue is with respect to safety, service, communicating with each other, and the ability to have a temporary speed restriction carry over when they pass on to our territory. This is one of those interoperability issues that may be a little more challenging to tackle. We are still trying to figure out the schedule of resolving those issues and Amtrak is fully engaged in terms of dealing with those issue as well.

Deborah Chin, LIRR Executive Director – PTC, responded that LIRR has also started interoperability testing and has boundary issues with Amtrak into and out of Penn Station. We are working with Amtrak to make sure we can read their transponders and vice versa. As far as implementing temporary speed restrictions (“TSRs,”), that work is well on its way. We are working with Amtrak on a modified safety server interface, to ensure proper interoperability, and that will be part of our alternative schedule and should not have any bearing on our ability to get into RSD on the Port Washington line by the end of the year.

Board Member Moerdler commented that he understood that NJT has the responsibility of doing a portion of the Port Jervis line.

President Rinaldi responded NJT is providing the hardware and Metro-North is doing the installation on the wayside.

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

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- November Timetable Change & Trackwork Programs
- Bi-Annual Report on M-9 Procurement

President Eng commented that the Bi-Annual Report on the M-9 Procurement will be presented at the Capital Program Oversight Committee.

Board Member Glucksman asked whether it will be May 2019 before the first M-9 train will go into service and why it is taking so long.

President Eng responded that LIRR has been working very closely with the builder, Kawasaki, and there has been a number of issues with regard to ensuring the quality and safety of the trains. Also, there have been some design issues that we have been working through, and another issue regarding Kawasaki’s freight operator and how certain pilot cars were damaged in transit requiring that they be repaired and restored to as-new condition. Kawasaki has accepted responsibility for that, but all these issues have been worked into the schedule. We are working aggressively to ensure that the M-9s will come on line by May 2019.

Board Member Moerdler asked if it is correct that the M-9s have been delayed for three years.

James Allen, LIRR Chief Officer – Rolling Stock Procurement responded the contract award was made in January 2013.

Board Member Moerdler noted that the M-9 cars are arriving in 2019. This was supposed to happen in three years, and now it is six years.

Mr. Allen responded that the cars are actually 15 months behind schedule.

Board Member Moerdler asked if the M-9 contract contained a liquidated damages clause.

Mr. Allen responded in the affirmative.

Board Member Moerdler urged LIRR to apply the liquidated damage clause, noting that this is not the first time Kawasaki has been late in delivery, and that the Board and the public have the right to insist that LIRR be compensated for the delay. Mr. Moerdler asked, with respect to the M-9, whether his understanding was correct that new FRA regulations are coming out allowing for more lightweight cars as they have in Europe. If there are regulations being promulgated somewhere within a matter of months, he asked if it behooves the LIRR to delay exercising options so that lighter, more efficient and less expensive cars can be utilized rather than the cars that we now contemplate potentially ordering on option.

President Eng responded that rolling stock continues to be an issue for LIRR regarding availability. Every car that goes down we have to rush back into service quickly. Regarding future procurements, we are challenging ourselves and we are challenging the industry by looking at new ways to procure our fleet. Regarding the M-9s, while delaying the existing order to take advantage of new regulations is a possibility, being able to get these cars sooner rather than later is something that is critical to LIRR. If it makes sense to modify the contract, LIRR is willing to do that but at the same time we do need to increase the fleet.

Board Member Moerdler responded that he cannot disagree, and all he is suggesting is that the public has a right to know in the interest of full transparency that what we are doing is expediting so that the customer need is fulfilled, but there may be a price to be paid for that and he thinks the public needs to hear both sides of that story.

Board Member Greenberg asked if we can make a modification on the M-9A procurement, if there are updates to the FRA regulations. He also asked for the Board to be updated at the beginning of next year, as to whether we can do that or not.

Chair Pally commented that our ability to provide or find more car manufacturers has been something LIRR has been struggling with. Expanding the availability of contractors will hopefully affect both price and schedule. The most important goal at the moment is to get the M-9s in service.

Board Member Norman Brown commented that it is his understanding that as long as you have been struggling with the competitiveness of these procurements, there have been plenty of people in Washington who want to dilute the crashworthiness regulations but there are in fact no new regulations. When these last contracts were effectuated, there were plenty of people, representing the same manufacturers, who were behind the push for new regulations, although no new regulations have ever materialized. You have to progress with the laws that actually exist rather than the laws that someone on the design team wants to exist.

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

MTA LONG ISLAND RAIL ROAD

Procurement

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

Competitive

- **Competitive Request for Proposals - Ronald E. Dowdy** – LIRR on behalf of itself and Metro-North Commuter Railroad Company request MTA Board approval to award a contract to Ronald E. Dowdy in an amount of \$7,250,000 to purchase a license for additional radio spectrum.
- **Miscellaneous Service Contracts - Fifteen Bus Companies** – LIRR requests MTA Board approval to award five-year competitively negotiated, miscellaneous service, estimated quantity contracts to fifteen bus companies, who will provide LIRR with Scheduled and Emergency Bus Services. Firms will be awarded separate contracts for scheduled and emergency services, with the aggregate not-to-exceed amount of all contracts totaling \$25,000,000.00.

Ratification

- **Ratification of Completed Procurement Actions** – LIRR requests MTA Board ratification of a modification to a Miscellaneous Service contract to add funds to extend the period of performance of various firms for schedule rubbish removal, and on-call container services, in the not to exceed amount of \$3,165,000.

Board Member Moerdler commented regarding the ratification item. He stated that the records for Coach USA, Suburban and the White Plains Bus Company all reflect Significant

Adverse Information (SAI), and he asked if an internal or external monitor is under consideration.

Chief Procurement Officer Dennis Mahon responded we will always consider whether monitorships are appropriate. In this case, where Coach was the parent company of Suburban, Coach was the party that had SAI in its record; Suburban was not implicated or involved in any way.

Board Member Moerdler commented that Coach is still Suburban's parent, and controls it. Therefore, under the SAI regulations, Coach's conduct is relevant to Suburban. Mr. Moerdler asked why LIRR is not providing a monitor.

Chief Procurement Officer Mahon responded that LIRR will investigate whether a monitor is appropriate.

Board Member Moerdler asked if LIRR will report back to the Board in that regard.

Chief Procurement Officer Mahon responded in the affirmative.

Board Member Moerdler commented with respect to the trash removal item that the contract was entered into in 2013. He asked why LIRR now needed another year to put a new Request for Proposals ("RFP") in place to ensure continued service.

Chief Procurement Officer Mahon responded that we have a new RFP ready to hit the streets. We had an administrative issue in getting the change order completed last month so that we would not need to ask for a ratification. In these situations, based on our experience, we are asking for a six-month extension with a possible six-month option. The reason for the additional six months is that we when changed vendors in the past, this resulted in the need to replace all of the equipment. Mr. Mahon added that he fully expects this matter to be resolved in six months.

Board Member Moerdler suggested that Chief Procurement Officer Mahon contact MTA New York City Transit ("NYCT") procurement staff, who have taken significant steps to stop situations in which a contract that is from four to six years old needs to be extended for another six months to a year without competitive bidding.

Chief Procurement Officer Mahon responded that he will contact NYCT procurement staff.

Board Member Andrew Saul asked what the rate is for this extension and if it is different from the rate charged for the initial term.

Chief Procurement Officer Mahon responded that rates increased approximately five or six per cent from the last price for the initial term

Board Member Saul commented that Board Member Moerdler is 100 percent correct and this situation is unacceptable. We were slow in getting this thing out. Mr. Saul added that he

doesn't understand why, when we know these contracts are approaching expiration, we wait until the last minute and now we are paying extra to keep this contract in place. He stated that he guarantees we are paying extra money because we did not get the contract done when we should have gotten it done. He asked for an estimate of how much this is costing us.

Board Member Moerdler commented that some months ago, the Procurement Reform Working Group delivered a number of recommendations to expedite procurements and save money. Those efforts were focused on NYCT, which has done a splendid job under the leadership of Steven Plochochi and MTA President Pat Foye's direction. The other agencies experience this kind of problem every single month and that is wrong. It is time that the other agencies are looked at and very carefully examined. This is something that should never have happened.

Chair Pally asked President Eng to provide the Committee next month with an analysis of the way the rubbish removal contract was handled.

President Eng responded in the affirmative.

Board Member Glucksman asked if an individual or company owned the additional spectrum that is proposed to be purchased.

Metro-North Vice President and General Counsel Richard L. Gans responded the license for this additional spectrum is held by an individual. The spectrum would have been auctioned off by the Federal Communications Commission ("FCC") some time ago when they began to privatize spectrum.

Board Member Glucksman asked if the proposed purchase price is fair.

Vice President Gans responded we believe it is fair, as it is the same price we paid for similar spectrum before it was done competitively.

Upon motion duly made and seconded, the above procurement items were approved for recommendation to the Board. The details of the procurement item 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 Vice President and Chief Procurement Officer, David Cannon, presented procurement package items totaling \$3,792,185 to the Committee for approval. The procurement items included two competitive items as follows:

- A modification to Contract CS179 for the costs of reconfiguring the Internet Protocol (IP) addresses for various ESA networks in the amount of \$2,560,000.
- A modification to Contract CQ033 to furnish and install two storm water hydrodynamic separators, connecting pipe and a service manhole in the Mid-Day Storage Yard in the amount of \$1,232,185.

Commissioner Saul asked whether these modifications are competitively negotiated. Mr. Lieber spoke to the scoping and negotiations involved with these modifications to ensure that the negotiated prices presented are fair and reasonable.

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.

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 Greenberg commented about the continuing problem with LIRR's diesel fleet. Previous reports stated that the decline in Mean Distance Between Failures ("MDBF") for the diesel fleet was due to a traction motor switch out and this is dragging down the railroad's performance. He added that as we see Metro-North looking at new locomotives, he was wondering what is LIRR's long term plan for new diesel locomotives considering the poor performance of our current fleet.

President Eng responded the immediate need is to try and find diesel coaches for 2019 and we are reviewing all of our electric and diesel rolling stock needs. Since his arrival, this has been an ongoing concern and LIRR has been looking into how we best advance that.

Board Member Greenberg asked if there is going to be a report in the beginning of next year and as we move toward the next Capital Program.

President Eng responded in the affirmative.

Chair Pally commented the diesel issue it is impacted by the potential extension of electrification.

Board Member Moerdler asked if the Committee could receive at an early date a report on extension of electrification.

President Eng responded that he will have a report before the spring of 2019.

Chair Pally commented it is a significantly important topic of conversation on Long Island.

Board Member Vanterpool asked why there are so many standees on the Huntington branch.

Rod Brooks, LIRR Senior Vice President – Operations, responded that there are programmatic standees and then operational standees. The programmatic issue is being able to find storage space for additional cars up on the branch and that is a function of not having the actual real estate to be able to store. The functional issue is a result of operational disruptions.

President Eng responded that LIRR is taking a hard look at the Huntington standees in regard to addressing the next Capital Program.

Board Member Vanterpool commented that the escalator availability at City Terminals was significantly lower than the other percentages, at 92.6 percent, and she asked why.

Chris Calvagna, LIRR Senior Vice President – Engineering, responded that LIRR had some issues in Penn Station and we are aggressively doing escalator rehabilitation in a short period of time.

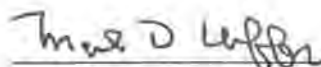
Board Member Glucksman requested that the Board receive an operating plan for when East Side Access opens, so we know where the trains are going to.

Board Member Moerdler commented that there is nothing much you can learn from Russia but there is one thing: every single day at the end of the day, every escalator in every metro station in Moscow is swept and cleaned, and they have less breakdowns than we do.

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

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

II. SPECIFIC AGENDA ITEMS

| | |
|---|---------------------------|
| | <u>Responsibility</u> |
| <u>November 2018</u> | |
| East Side Access Support Projects Update | President/Sr. Staff |
| Holiday & Year-End Service & Trackwork Programs | Service Planning |
| PTC Status Report | Engineering |
| <u>December 2018 (Joint Meeting with MNR)</u> | |
| 2019 Final Proposed Budget | Management & Budget |
| 2019 Proposed Committee Work Plan | Committee Chair & Members |
| Diversity/EEO Report – 3 rd Q 2018 | Administration/Diversity |
| LIRR/MNR PTC Project Update | President |
| <u>January 2019</u> | |
| Approval of 2019 Committee Work Plan | Committee Chair & Members |
| PTC Status Report | Engineering |
| <u>February 2019 (Joint Meeting with MNR)</u> | |
| 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 |
| <u>March 2019</u> | |
| Annual Strategic Investments & Planning Study | Strategic Investments |
| Annual Elevator/Escalator Report | Engineering |
| Spring Track Work | Service Planning |
| Customer Satisfaction Survey Report | Public Affairs |
| PTC Status Report | Engineering |

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 |

September 2019

| | |
|--|---------------------|
| 2020 Preliminary Budget (Public Comment) | |
| 2019 Mid-Year Forecast | Management & Budget |
| Fall Trackwork Programs | Service Planning |
| PTC Status Report | Engineering |

October 2019 (Joint Meeting with MNR)

| | |
|---|--------------------------|
| 2020 Preliminary Budget (Public Comment) | |
| MTA Homeless Outreach | MTA |
| Diversity/EEO Report – 2 nd Quarter 2019 | Administration/Diversity |
| Bi-Annual Report on M-9 Procurement | President/Sr. Staff |
| LIRR/MNR PTC Project Update | President |
| November Timetable Change & Trackwork Programs | Service Planning |

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

NOVEMBER 2018

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.

SEPTEMBER 2019

2020 Preliminary Budget

Public comment will be accepted on the 2020 Budget.

2019 Mid-Year Forecast

The agency will provide the 2019 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd 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.

PTC Status Report

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

OCTOBER 2019 (Joint Meeting with MNR)

2020 Preliminary Budget

Public comment will be accepted on the 2020 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



Long Island Rail Road

Safety Report Highlights





Long Island Rail Road

Safety Report Highlights

For the reporting period ending September 2018, the average Reportable Customer Injury Rate decreased fifty-five percent from 4.65 injuries per million customers to 2.10 injuries per million customers. Slips, trips, and falls generate the majority of injury reports.

In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS), reached over 84,400 participants through the end of September 2018. During the week of September 24th, representatives from LIRR Corporate Safety, MTA Police, New York and Atlantic Railroad, Federal Railroad Administration, and New York State Department of Transportation Public Transportation Safety Board participated in Operation LifeSaver National Rail Safety Week events at ten locations. Our outreach efforts reached an estimated 4,200 customer and communities members.

During this reporting period, there was a eighteen percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.66 injuries per 200,000 hours worked to 3.01 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.

On October 12th, we recognized fifty-eight employees who performed above and beyond the call of duty for safety. The Employee Safety Incentive Award Program has been recognizing LIRR employees for twenty-five years. Employees are nominated by their fellow employees for actions ranging from performing lifesaving CPR, preventing suicides, extinguishing fires, aiding law enforcement, preventing rail incidents... The nominations are reviewed by a multi-disciplinary team from across the operating and administrative departments. Award recipients and their families are invited to attend a recognition ceremony where leadership from management and the labor organizations learn about how the employees have gone above and beyond the call of duty to ensure the safety of our employees, customers, and communities we serve.

Lori Ebbighausen
Vice President
Corporate Safety

September Safety Report

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

| Performance | | | | |
|--|-------------------------------|-------------------------------|-------------------------------|--------------|
| Performance Indicator | 12-Month Average | | | |
| | October 2015 - September 2016 | October 2016 - September 2017 | October 2017 - September 2018 | |
| FRA Reportable Customer Accident Rate per Million Customers | 3.74 | 4.65 | 2.10 | |
| FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours | 3.14 | 3.66 | 3.01 | |
| | 2017 | | 2018 | |
| | September | Year to Date | September | Year to Date |
| Grade Crossing Incidents ¹ | 1 | 11 | 2 | 7 |
| Mainline FRA Reportable Train Derailments | 0 | 1 | 0 | 1 |
| 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 | |
| | September | Year to Date | September | Year to Date |
| First Responders Trained | 137 | 1,232 | 116 | 1,834 |
| Employee Safety Training Courses | 78 | 508 | 100 | 782 |
| Employees Trained | 923 | 7,813 | 1,205 | 9,892 |
| Employee Safety Training Hours | 25,111 | 196,143 | 25,975 | 212,950 |
| Customer and Community: | September | Year to Date | September | Year to Date |
| Broken Gates | 10 | 84 | 8 | 82 |
| MTA Police Details | 132 | 734 | 75 | 901 |
| Summons | 96 | 1,495 | 73 | 939 |
| Warnings | 49 | 651 | 25 | 406 |
| Arrests | 0 | 1 | 0 | 2 |
| Community Education and Outreach | 12,783 | 80,492 | 16,743 | 84,457 |
| | Completed | | Total | % Complete |
| Cameras on Rolling Stock | M7 (Cars) | | 182 | 21.77 |
| | C3 Cab | | 23 | 100.00 |
| | C3 Trailer | | 19 | 17.11 |
| | 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.

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

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

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

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

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

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

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

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

| Elevators | Mechanical Injury | Human Factor Injury | Entrapment |
|--------------------------|--------------------------|----------------------------|-------------------|
| Mineola Garage #2 | 0 | 0 | 1 |

| Escalators | Mechanical Injury | Human Factor Injury |
|--|--------------------------|----------------------------|
| There were no escalator incidents reported in the month of October 2018 | | |

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 - November 2018

Expenditures thru October 2018; \$s in million

| | April 2018 EAC Forecast | Budget | Committed | Expenditures |
|---|----------------------------|--------------------|-------------------|-------------------|
| Construction | \$ 7,054.3 | \$ 6,715.5 | \$ 6,785.2 | \$ 5,538.9 |
| Force Account | \$ 959.8 | \$ 821.5 | \$ 649.5 | \$ 546.4 |
| Soft Costs | \$ 2,192.9 | \$ 1,860.5 | \$ 1,813.6 | \$ 1,718.4 |
| OCIP | \$ 457.4 | \$ 379.2 | \$ 379.2 | \$ 368.4 |
| Rolling Stock† | \$ 202.0 | \$ 7.5 | \$ 3.2 | \$ 0.2 |
| Unallocated & Program Support Contingency | \$ 267.0 | \$ 550.8 | \$ - | \$ - |
| Total | \$ 11,133.3 | \$ 10,335.1 | \$ 9,630.6 | \$ 8,172.2 |

† 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 | \$335.9 | Mar-2014 | Mar-2014 | Nov-2016 | Dec-2018 |
| CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i> | \$484.7 | \$461.6 | \$23.1* | \$292.3 | Dec-2014 | Feb-2015 | Aug-2018 | Jul-2020 |
| CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i> | \$712.3 | \$662.6 | \$49.7 | \$353.0 | 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 | \$245.5 | Aug-2011 | Aug-2011 | Aug-2014 | Dec-2018 |
| CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i> | \$325.0 | \$298.7 | \$26.3 | \$126.8 | N/A | Apr-2017 | Aug-2020 | Nov-2020 |
| Harold Construction | | | | | | | | |
| CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i> | \$29.6 | \$19.4 | \$10.3 | \$0.0 | N/A | Apr-2018 | Jan-2019 | Mar-2019 |
| CH058A: Harold Structures - Part 3A: B/C Approach** <i>Skanska USA Civil Northeast Inc.</i> | \$68.7 | \$62.5 | \$6.2 | \$0.0 | Jul-2015 | Oct-2018 | Mar-2021 | Mar-2021 |
| Systems Contracts | | | | | | | | |
| Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i> | \$606.9 | \$574.0 | \$32.9*** | \$407.8 | Mar-2014 | Mar-2014 | Dec-2019 | Jul-2021 |
| Systems Package 2: Signal Installation (CS086) <i>Five Star/Comstock JV</i> | \$60.9 | \$53.0 | \$7.9 | \$0.0 | N/A | Sep-2018 | Feb-2021 | Feb-2021 |
| Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i> | \$21.8 | \$19.9 | \$1.9 | \$11.2 | Jun-2014 | Jun-2014 | Dec-2019 | Feb-2021 |
| Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i> | \$79.7 | \$73.4 | \$6.3 | \$18.1 | Sep-2014 | Oct-2014 | Dec-2019 | Apr-2021 |

* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

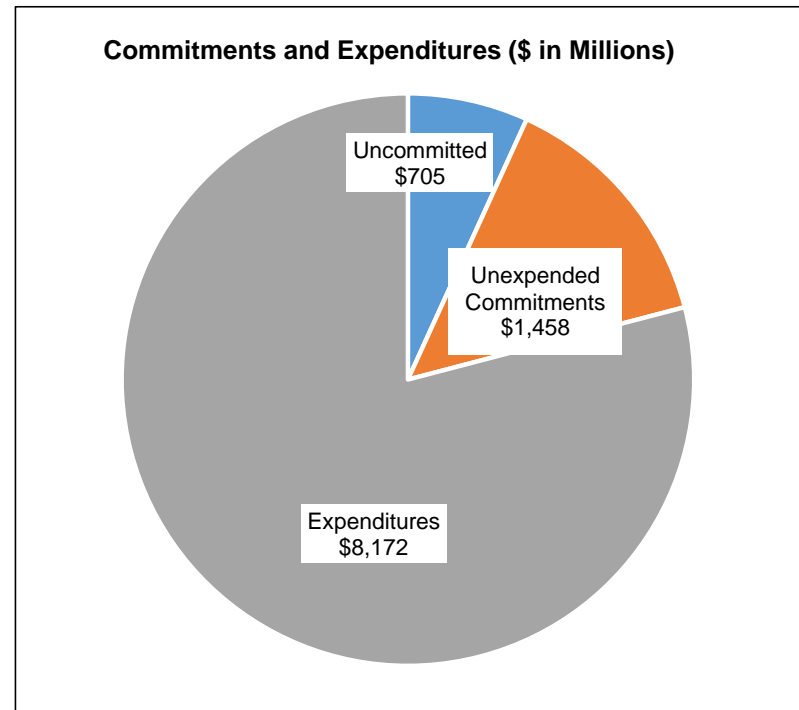
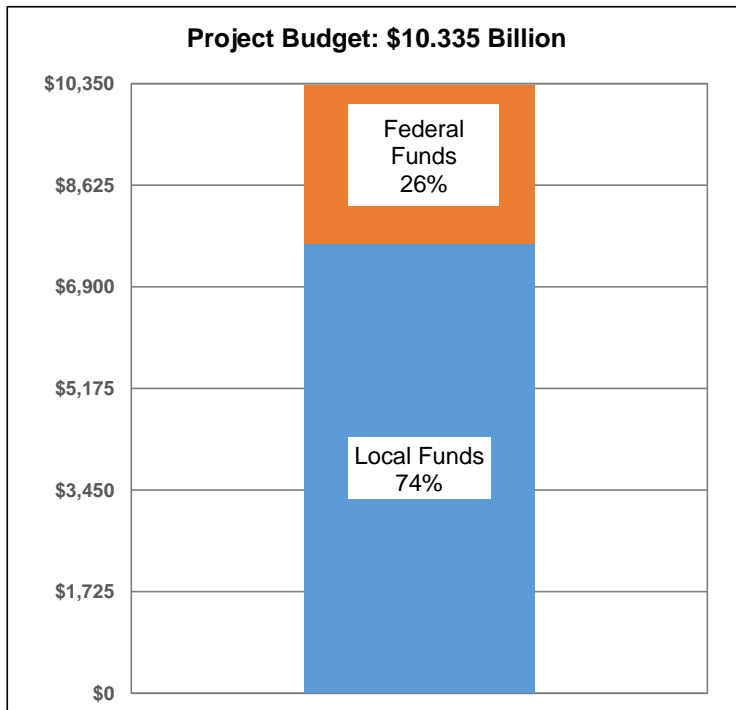
** CH058 contract package is being split into two packages. The first package will be CH058A Harold Structures Part 3A B/C Approach. There will be a future package CH058B which will include regional investment of the Eastbound Reroute.

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

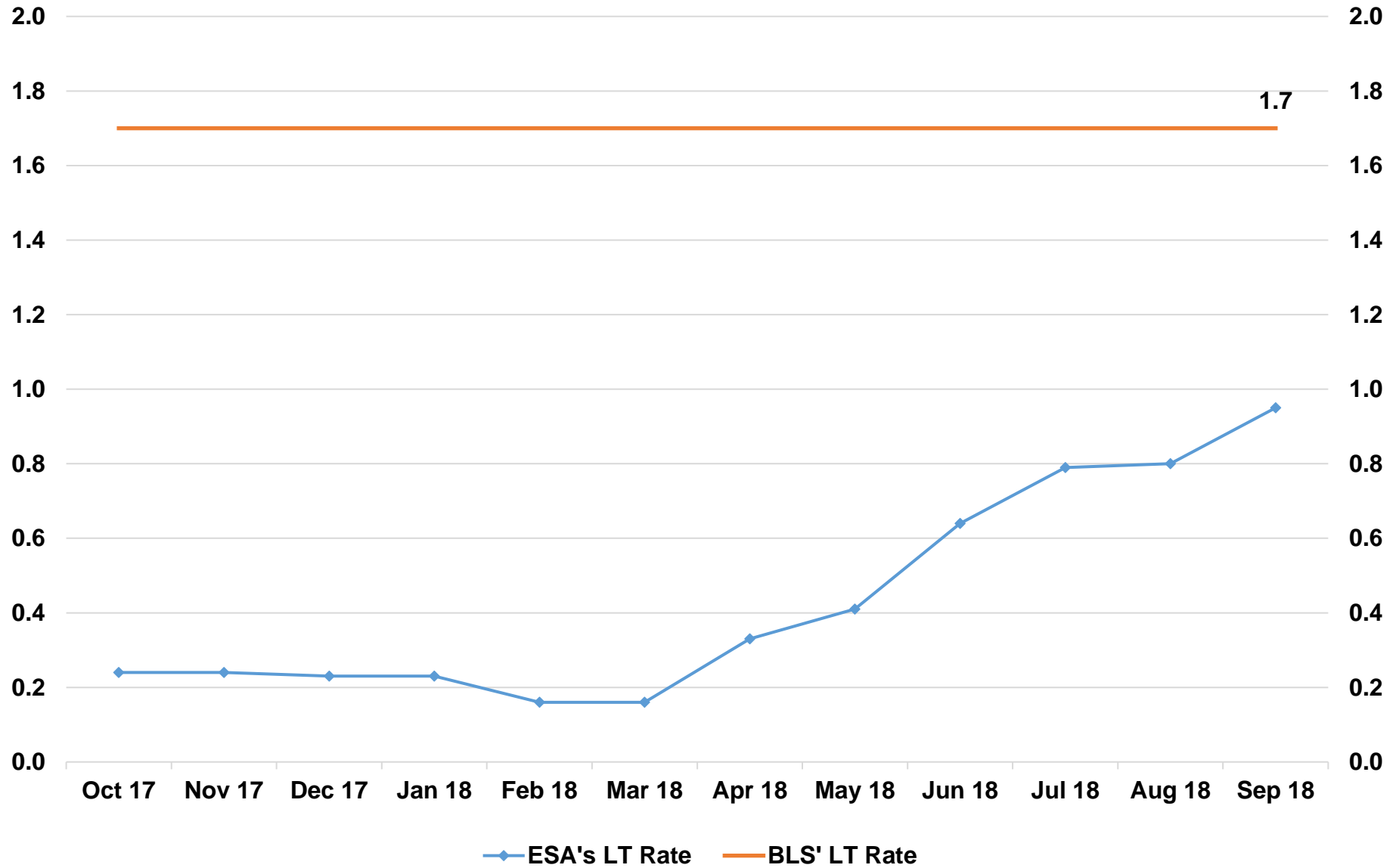
East Side Access Status **Report to the Railroad Committee - November 2018** *data thru October 2018*

| 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 | 2,676 | 6 | 2,657 |
| 2010-2014 | 3,251 | 2,399 | 852 | 852 | 3,170 | 82 | 2,801 |
| 2015-2019 | 2,710 | 2,710 | - | - | 2,093 | 616 | 1,031 |
| Total | \$ 10,335 * | \$ 7,636 | \$ 2,699 | \$ 2,699 | \$ 9,631 | \$ 705 | \$ 8,172 |

* April 2018 EAC forecast is \$11.133 billion.



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





POLICE REPORT



Long Island Rail Road

October 2018 Highlights: MTA Police Report

- Long Island Rail Road experienced an equal amount of major felonies (6 vs 6) for the month of October compared to the same period last year.
- Year to date Long Island Rail Road is even (82 vs 82).
- There were zero Hate Crimes on Long Island Rail Road for the month of October

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

October 2018 vs. 2017

| | 2018 | 2017 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 0 | 0 | 0 | 0% |
| Felony Assault | 2 | 1 | 1 | 100% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 4 | 5 | -1 | -20% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 6 | 6 | 0 | 0% |

Year to Date 2018 vs. 2017

| | 2018 | 2017 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 8 | 19 | -11 | -58% |
| Felony Assault | 17 | 12 | 5 | 42% |
| Burglary | 2 | 1 | 1 | 100% |
| Grand Larceny | 54 | 48 | 6 | 13% |
| Grand Larceny Auto | 1 | 2 | -1 | -50% |
| Total Major Felonies | 82 | 82 | 0 | 0% |



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

October 2018 vs. 2017

| | 2018 | 2017 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 2 | 3 | -1 | -33% |
| Felony Assault | 2 | 3 | -1 | -33% |
| Burglary | 1 | 4 | -3 | -75% |
| Grand Larceny | 8 | 12 | -4 | -33% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 13 | 22 | -9 | -41% |

Year to Date 2018 vs. 2017

| | 2018 | 2017 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 25 | 38 | -13 | -34% |
| Felony Assault | 35 | 31 | 4 | 13% |
| Burglary | 18 | 12 | 6 | 50% |
| Grand Larceny | 121 | 126 | -5 | -4% |
| Grand Larceny Auto | 2 | 10 | -8 | -80% |
| Total Major Felonies | 201 | 217 | -16 | -7% |

INDEX CRIME REPORT

Per Day Average

October 2018

| | Systemwide | LIRR | MNRR | SIRT |
|-----------------------|------------|------|------|------|
| Murder | 0 | 0 | 0 | 0 |
| Rape | 0 | 0 | 0 | 0 |
| Robbery | 2 | 0 | 2 | 0 |
| Fel. Assault | 2 | 2 | 0 | 0 |
| Burglary | 1 | 0 | 1 | 0 |
| Grand Larceny | 8 | 4 | 3 | 1 |
| GLA | 0 | 0 | 0 | 0 |
| Total | 13 | 6 | 6 | 1 |
| Crimes Per Day | 0.42 | 0.19 | 0.19 | 0.03 |



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 10/31/2018

| Arrest Classification | Total Arrests | |
|-------------------------------------|---------------|------------|
| | 2018 | 2017 |
| Robbery | 33 | 31 |
| Felony Assault | 41 | 37 |
| Burglary | 19 | 8 |
| Grand Larceny | 52 | 50 |
| Grand Larceny Auto | 2 | 2 |
| Aggravated Harassment | 4 | 4 |
| Aggravated Unlicensed Operator | 14 | 16 |
| Assault-Misdemeanor | 64 | 46 |
| Breach of Peace | 18 | 8 |
| Child Endangerment | 0 | 2 |
| Conspiracy | 1 | 0 |
| Criminal Contempt | 7 | 6 |
| Criminal Impersonation | 6 | 7 |
| Criminal Mischief | 48 | 54 |
| Criminal Possession Stolen Property | 15 | 18 |
| Criminal Tampering | 0 | 8 |
| Criminal Trespass | 41 | 33 |
| Disorderly Conduct | 2 | 3 |
| Drug Offenses | 127 | 91 |
| DUI Offenses | 16 | 7 |
| Failure to Appear | 0 | 1 |
| Falsely Reporting an Incident | 9 | 3 |
| Forgery | 55 | 52 |
| Fraud | 3 | 1 |
| Graffiti | 18 | 23 |
| Harassment | 1 | 4 |
| Make Terrorist Threat | 3 | 0 |
| Menacing | 19 | 7 |
| NYC Admin Code | 2 | 0 |
| Obstruct Government | 8 | 9 |
| Petit Larceny | 143 | 102 |
| Public Lewdness | 23 | 20 |
| Reckless Endangerment | 5 | 6 |
| Resisting Arrest | 45 | 30 |
| Sex Offenses | 24 | 16 |
| Stalking | 1 | 1 |
| Theft of Services | 189 | 162 |
| Unlawful Fleeing a Police Officer | 0 | 1 |
| VTL Offenses | 1 | 0 |
| Warrant Arrest | 115 | 49 |
| Weapons Offenses | 11 | 7 |
| Unauthorized Use Vehicle | 1 | 0 |
| Total Arrests | 1,186 | 925 |



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - October 2018)

| Motivation | 2018 | 2017 | Diff | % Change |
|-------------------------|-----------|-----------|----------|------------|
| Asian | 1 | 0 | 1 | 0 % |
| Black | 6 | 6 | 0 | 0 % |
| 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-Semetic | 13 | 16 | -3 | -18 % |
| Sexual Orientation | 1 | 0 | 1 | 0 % |
| White | 0 | 0 | 0 | 0 % |
| Motivation Total | 24 | 23 | 1 | 4 % |

| Crime Name | 2018 | 2017 | Diff | % Change |
|--------------------------|-----------|-----------|----------|------------|
| Aggravated Harassment #1 | 0 | 0 | 0 | 0 % |
| Aggravated Harassment #2 | 3 | 0 | 3 | 0 % |
| Felony Assault | 0 | 0 | 0 | 0 % |
| Misdemeanor Assault | 1 | 1 | 0 | 0 % |
| Criminal Mischief #3 | 0 | 0 | 0 | 0 % |
| Criminal Mischief #4 | 20 | 22 | -2 | -9 % |
| Grand Larceny #4 | 0 | 0 | 0 | 0 % |
| Menacing #2 | 0 | 0 | 0 | 0 % |
| Robbery #2 | 0 | 0 | 0 | 0 % |
| Crime Total | 24 | 23 | 1 | 4 % |



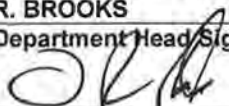


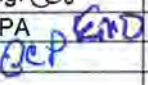

Long Island Rail Road

INFORMATION

ITEMS

Staff Summary



| | | | | | | | | | |
|---|-----------|-------------|-----------------|-------------|--------------|-----------------------------------|--|--------------|---|
| Subject HOLIDAY & YEAR-END SERVICE & TRACKWORK PROGRAMS | | | | | | Date OCTOBER 23, 2018 | | | |
| Departments SR. VICE PRESIDENT – OPERATIONS | | | | | | Vendor Name | | | |
| Department Head Names R. BROOKS | | | | | | 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 | 11/13/18 | | | | 4 | Sr VP – Eng.  | 1 | President  |
| | | | | | | 3 | VP Mktg & PA  | | |
| | | | | | | 2 | Exec VP  | | |
| | | | | | | | | | |

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to provide added service during the 2018-2019 Holiday Season. During the last quarter of the year, the LIRR provides added service for each of the major holidays and weekends from Thanksgiving through the weekend following New Year's weekend. Each program fulfills a different function and provides a different pattern of extra service to support increased demand during the Holiday Season. The programs for each of these days are detailed below. Also included here are details on the seasonal cessation of some East End weekend service. Additionally, trackwork programs during November will support Main Line switch replacement.

HOLIDAY SERVICE

Weekend Year-End Program (*Weekends November 24-December 30, 2018*)

Due to increased travel demand during the holiday season, on weekends between November 24, 2018, and December 30, 2018, service will be added on the Long Beach Branch during the peak demand time periods. The branch will receive eight additional trains, four that will operate westbound between 9 AM and 1 PM and four that will operate eastbound between 4 PM and 8 PM. This increase in service will provide customers with directional half-hourly service during this holiday travel period. In addition, two overnight trains from Penn Station have been added to accommodate customers taking in late night events throughout the city during the holiday season. One train will operate to Huntington, and one to Babylon.

Thanksgiving Eve Program (*Wednesday, November 21, 2018*)

The LIRR will operate a regular weekday schedule with additional service added. The Thanksgiving Eve program includes the standard 10 early release afternoon eastbound trains for people leaving the City early, plus an additional Ronkonkoma Branch train and an additional Montauk Branch service opportunity from Penn Station. The extra trains will operate as follows: four will go to Babylon, two to Huntington, two to Ronkonkoma, and one each to Hicksville, Great Neck, Far Rockaway and Montauk.

Thanksgiving Day Program *(Thursday, November 22, 2018)*

The Thanksgiving Day program includes six extra westbound trains on Thanksgiving morning for those attending the parade in NYC, and 11 early afternoon eastbound extra trains for those returning home from the parade or heading to Long Island for Thanksgiving gatherings.

The westbound Thanksgiving morning extras operate as follows: two from Babylon, two from Ronkonkoma and one each from Speonk and Port Jefferson.

The eastbound Thanksgiving afternoon extras will operate as follows: four to Babylon, three to Ronkonkoma, and one each to Speonk, Farmingdale, Huntington and Port Jefferson.

Christmas Holiday Early Getaway & Christmas Eve Program *(Friday, December 21 & Monday, December 24, 2018)*

On Friday, December 21, and again on Monday, December 24 (Christmas Eve), 2018, the LIRR will operate on a regular weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

Christmas Day *(Tuesday, December 25, 2018)*

The LIRR will be operating on a regular weekend/holiday schedule.

New Year's Holiday Early Getaway Program *(Friday, December 28 & Monday, December 31, 2018)*

On Friday, December 28, and again on Monday, December 31, 2018, the LIRR will be on a regular, weekday schedule with the addition of 13 early release eastbound trains in the afternoon. The program includes our standard 10 early release trains (four trains to Babylon, two to Huntington, and one each to Hicksville, Great Neck, Far Rockaway and Ronkonkoma), plus two more Babylon Branch trains and one additional train to Ronkonkoma.

New Year's Eve Program *(Monday, December 31, 2018)*

On New Year's Eve, the LIRR will be on a weekday schedule with the addition of extra evening westbound trains. For westbound customers attending events in New York City, we will operate 21 additional evening westbound trains, 17 to Penn Station and four to Atlantic Terminal. The added service will operate as follows: four from Huntington, four from Babylon, three from Ronkonkoma, two Long Beach, two from Hicksville and one each from Speonk, Port Jefferson. Freeport, Hempstead, Port Washington and Great Neck.

New Year's Day Program *(Tuesday, January 1, 2019)*

The LIRR will operate on a regular weekend/holiday schedule on New Year's Day, Tuesday, January 1, with extra trains for those heading home after New Year's Eve events. Nineteen early morning extra eastbound trains will operate to Long Island, 15 from Penn Station and four from Atlantic Terminal. Trains will operate as follows: six to Babylon, four to Ronkonkoma, three to Port Washington, three to Huntington, and one each to Speonk, Port Jefferson and Long Beach.

LIRR HOLIDAY EXPRESS TRAIN

As the LIRR Holiday Express Train celebrates its third year of operation, the Long Island Rail Road is offering two Holiday Express trains this year. The LIRR Holiday Express will be operating non-stop between Ronkonkoma and Penn Station on Saturday, December 1 and Babylon and Penn Station on Sunday, December 2. The LIRR Holiday Express will feature reserve-style seating, holiday decorations, on-board festivities, and giveaways for children. On Saturday, December 1st, the Holiday Express will operate non-stop between Ronkonkoma and Penn Station, departing at 9:50 AM and arriving at 11:10 AM. On Sunday, December 2nd, the Holiday Express will operate non-stop between Babylon and Penn Station, departing at 10:05 AM and arriving at 11:13 AM.

SEASONAL EAST END SERVICE

The Thanksgiving holiday weekend marks the end of seasonal service on two East End routes:

- One Jamaica-Montauk added weekend roundtrip on the Montauk Branch. This seasonal trip operates from the first weekend in May through the weekend after Thanksgiving.
- Greenport weekend service reverts to two daily roundtrips for the off-season. This year, service was expanded to four daily roundtrips for the Summer & Fall seasons, from the first weekend of May through the weekend after Thanksgiving.

TRACK WORK PROGRAMS

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

- **Main Line Switch Replacement** – Minor schedule adjustments will occur on the weekend of November 17-18, for switch installation west of Ronkonkoma Station.
 - **Temporary Service Adjustments:** On the weekend of November 17-18, schedules will be adjusted on the Ronkonkoma Branch. Westbound Ronkonkoma Branch trains will operate 4 minutes later than normal, as will connecting trains from Greenport. Eastbound Ronkonkoma Branch trains will depart up to 11 minutes earlier, as will connecting Greenport trains. Additionally, some Montauk Branch and Babylon Branch trains will operate up to 10 minutes earlier as a result of adjusted Ronkonkoma Branch trains.

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.

EAST SIDE ACCESS

SUPPORT PROJECTS

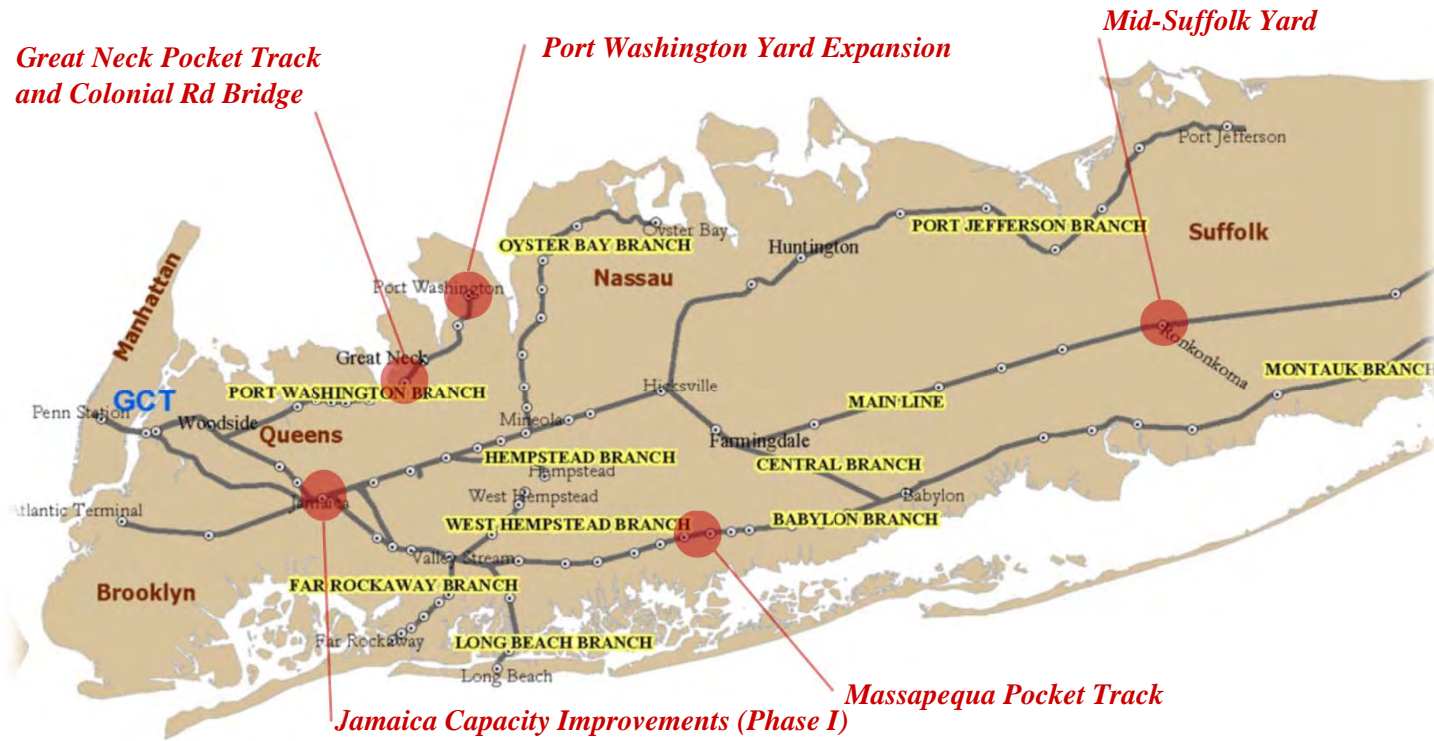
Long Island Rail Road

Long Island Committee

November 2018



PROJECT LOCATIONS



LIRR ESA SUPPORT PROJECTS

| PROJECT | CURRENT PHASE | PROJECT BUDGET |
|--|---------------|----------------|
| ▪ Jamaica Capacity Improvements – Phase 1 | CONSTRUCTION | \$ 301.7M |
| ▪ Massapequa Pocket Track | CONSTRUCTION | \$ 19.6M |
| ▪ Great Neck Pocket Track & Colonial Road Bridge | CONSTRUCTION | \$ 45.2M |
| ▪ Port Washington Yard Track Extensions | PLANNING | \$ 3.6M |
| ▪ Mid-Suffolk Yard | CONSTRUCTION | \$ 127.9M |
| Total: | | \$ 498.0M |



Jamaica Capacity Improvements - Phase I

■ Schedule

■ 3rd Party Construction Platform F

- Award: September 2016 (A)
- Completion: 3rd Q 2019 (F)

■ Force Account Construction

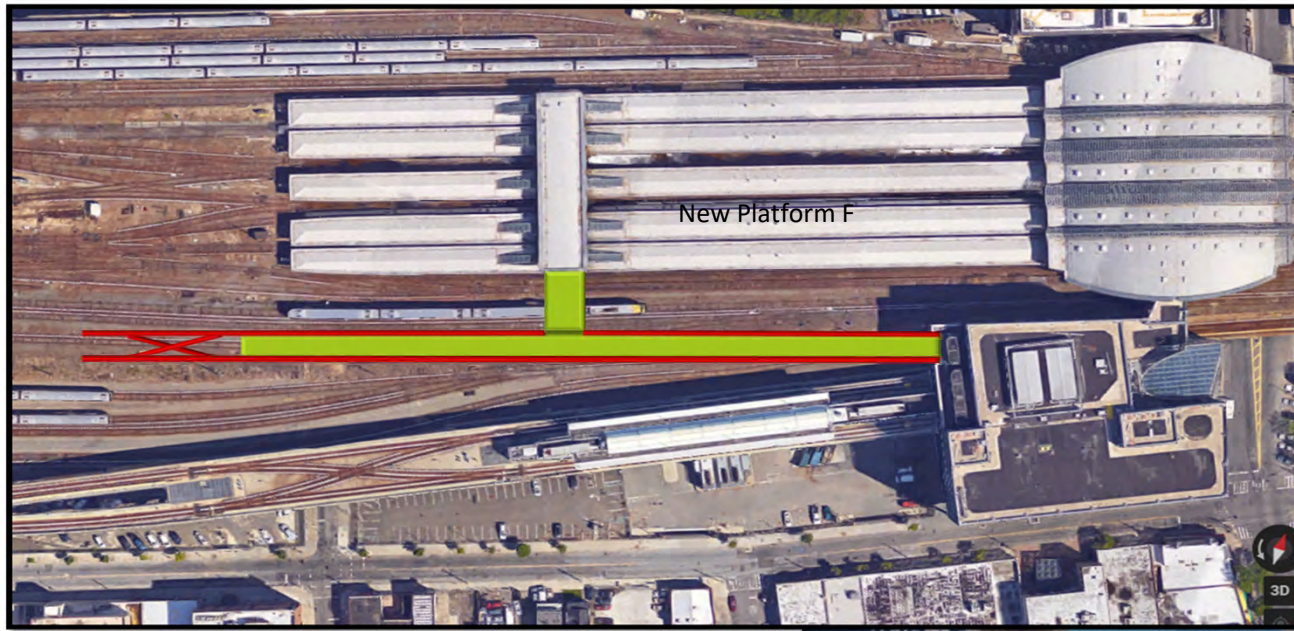
- South Bypass Track cut-over in May 2017 (A)
- Dunton Interlocking 3 - Crossover completion: 4th Q 2018 (F)
- Track & Signal Infrastructure for Platform F completion: 3rd Q 2020 (F)

■ Universal Crossovers:

- Union, Metropolitan, and Beaver Completion: 3rd Q 2021 (F)



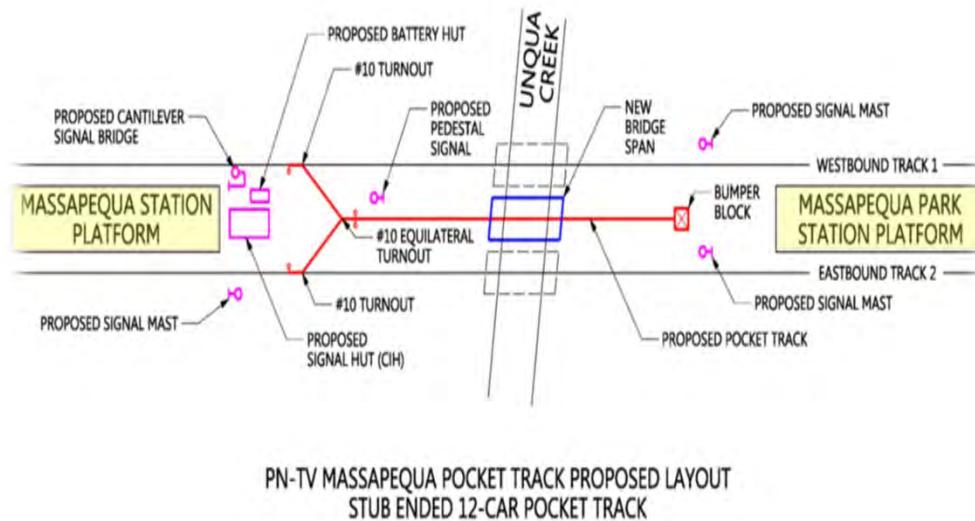
Jamaica Capacity Improvements - Phase I



The new platform will have full connectivity with the rest of Jamaica Station. Platform escalator and elevator to existing portal mezzanine will provide access to the rest of Jamaica Station, NYC Transit, the Air Train to JFK Airport, and local bus service at street level.



Massapequa Pocket Track



□ Schedule

□ Force Account Construction

- Final Track Alignment: 2nd Q 2019 (F)
- Signal Testing & Cut-Over: 4th Q 2019 (F)

Massapequa Pocket Track



Colonial Road Bridge and Great Neck Pocket Track



Colonial Road Bridge

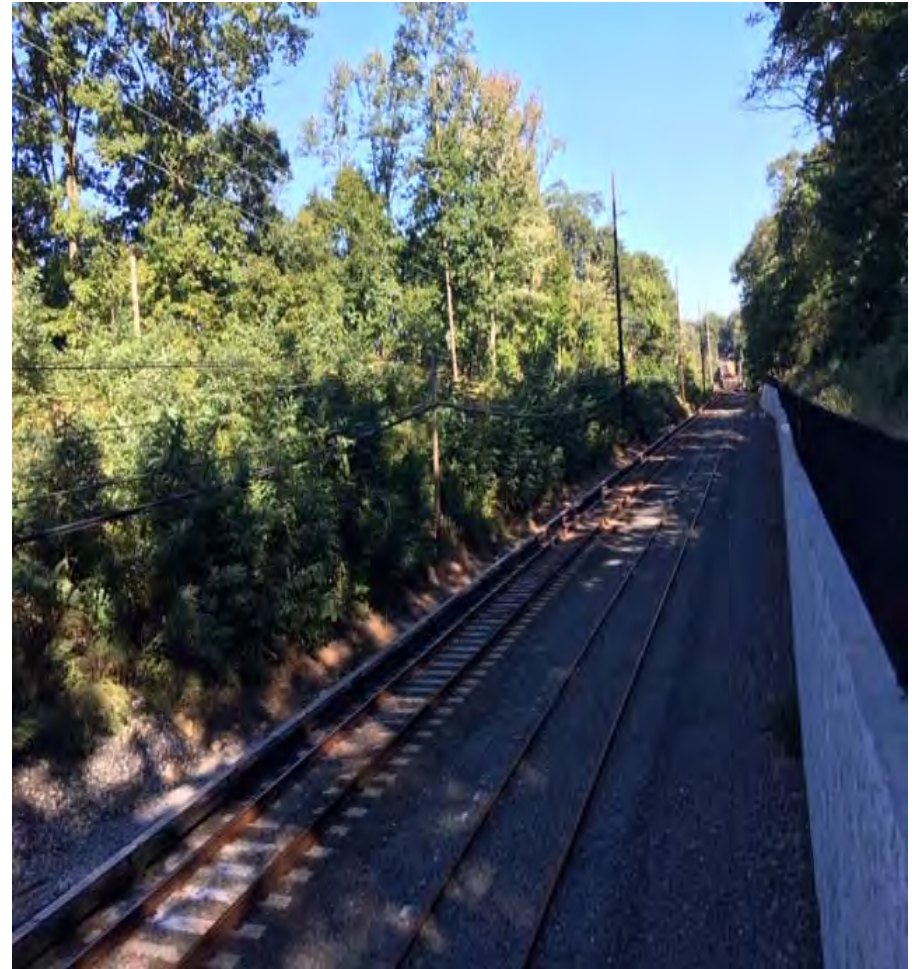
- 3rd Party Design Build completed: April 2016 (A).



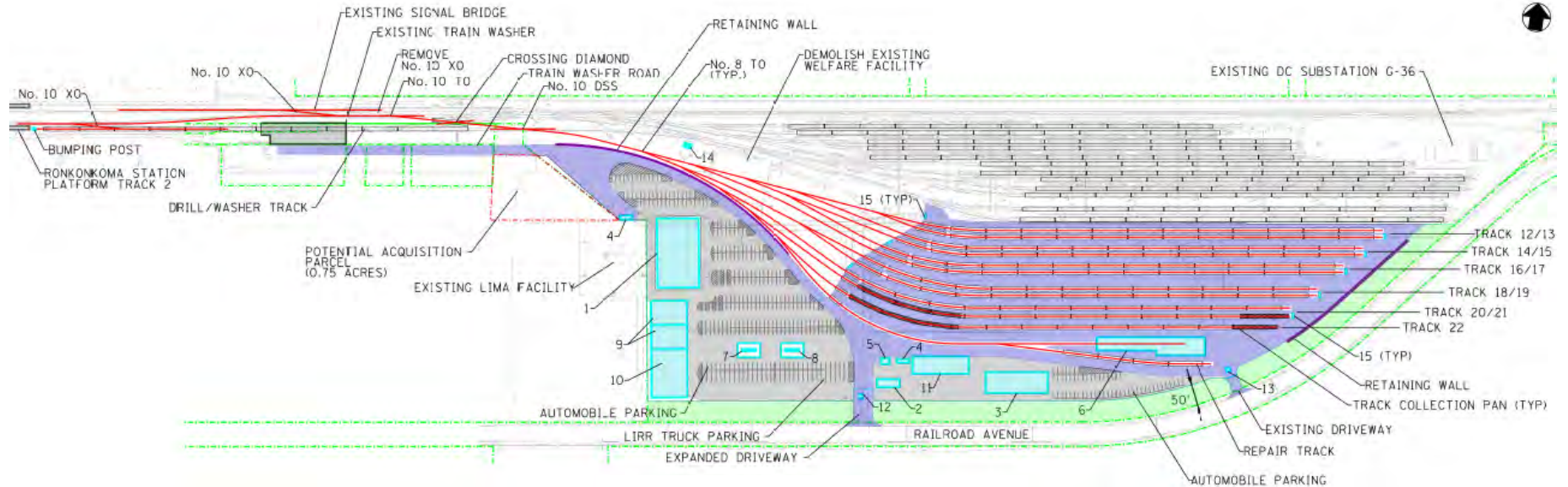
Great Neck Pocket Track

- 3rd Rail Feeders, Substation Modification, Impedance Bonds, and Overhead Systems are being installed.
- Systems Completion and Cut Over Completion: 4Q 2020 (F)

Colonial Road Bridge and Great Neck Pocket Track



Mid-Suffolk Yard



Mid-Suffolk Yard Layout

Project Status:

- 90% Design progressing
- Employee Facility foundations underway

Schedule:

- Design/Build awarded Dec 2017 (A)
- Beneficial Use: Q1 2020 (F)



New Employee Facility Rendering



Mid-Suffolk Yard



Port Washington Yard Track Extensions



■ Scope:

- Extend 2 tracks in Port Washington Yard to accommodate 18 additional cars, which will allow for additional peak service in support of ESA, primarily benefitting Port Washington, Plandome, and Manhasset.
- Tracks can be extended using existing LIRR or Town property.

■ Schedule:

- Design Start: 2nd Q 2019 (F)
- Construction Start: 4th Q 2020 (F)
- Construction Completion: 2nd Q 2022 (F)



Questions ?



November 2018 LIRR Committee Meeting PTC Project Update

November 13, 2018



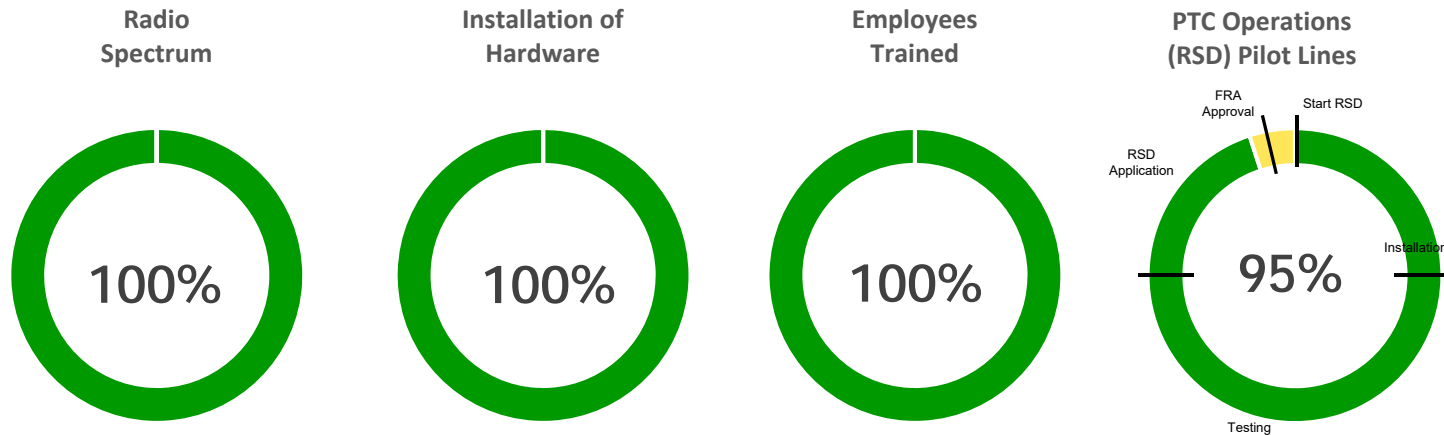
LIRR Overall PTC Project Status

| Item | Comments |
|------------|---|
| Schedule | <ul style="list-style-type: none"><input type="checkbox"/> On target to meet all federal compliance requirements.<input type="checkbox"/> RSD application was conditionally approved in October.<input type="checkbox"/> All required hardware installations and training for compliance were completed in October.<input type="checkbox"/> LIRR to start RSD on Port Washington Line in December. |
| % Complete | LIRR - 85% |
| Budget | \$529.9 M |

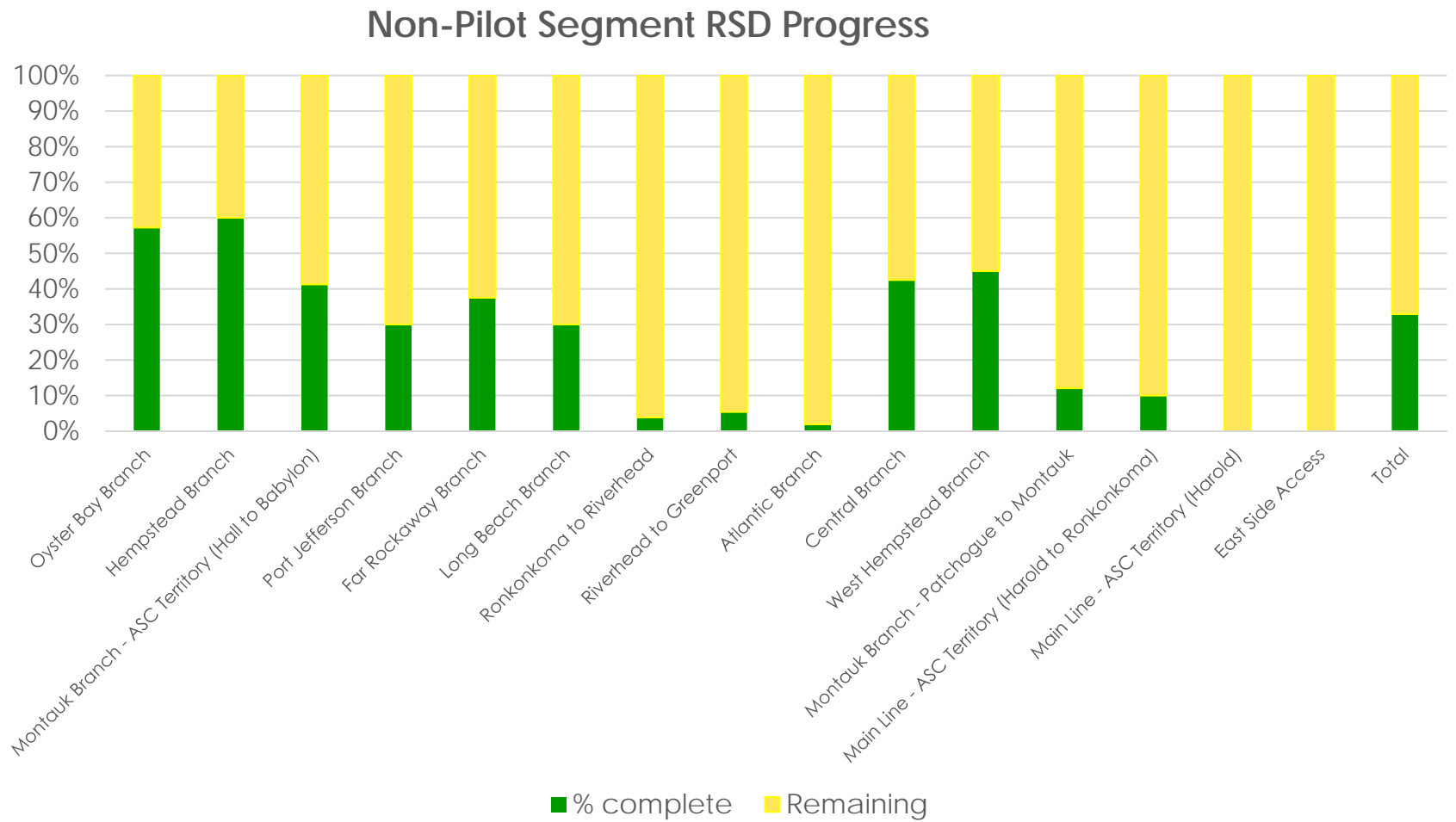


LIRR PTC Project Progress Dashboard for PTC Compliance

Long Island Rail Road



LIRR Non Pilot segment RSD Readiness



LIRR PTC – 2018 Hardware Installation Projections

| PTC Subsystem | System Requirements | FRA Goals | Installs through October 2018 | % Complete FRA Goal | Remaining to meet FRA Goals | 18-Oct | | 18-Nov | 18-Dec | 2019 |
|---------------|---------------------|-----------|-------------------------------|---------------------|-----------------------------|----------|--------|----------|----------|----------|
| | | | | | | Forecast | Actual | Forecast | Forecast | Forecast |
| Transponders | 3367 | 3367 | 3367 | 100% | 0 | 606 | 606 | 0 | 0 | 0 |
| WIUs | 162* | 151 | 151 | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| C-Cases | 111* | 108 | 108 | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| M7 | 418** | 240 | 414 | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| DE/DM | 45*** | 30 | 43 | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| C3 | 23 | 17 | 23 | 100% | 0 | 0 | 0 | 0 | 0 | 0 |
| E15 | 16 | 5 | 11 | 100% | 0 | 1 | 1 | 2 | 2 | 1 |
| NYAR | 10 | 6 | 6 | 100% | 0 | 2 | 2 | 2 | 2 | 0 |
| M3 | 40 | N/A | 1 | N/A | N/A | 4 | 0 | 0 | 4 | 35 |

Data date October 31, 2018


*11 WIUs and 3 C-Cases will be installed in the future by the ESA contractor

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

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

NOTE: The M3 fleet is not required for compliance.



 Month when FRA goal is met

LIRR Project Update (October 2018)

- ❑ Completed Integrated System FAT for System Baseline 3.2 for RSD.
- ❑ Completed regression testing in the field (SUP) with System Baseline 3.2 for RSD data.
- ❑ Successfully completed repeatability testing of PTC functions on the pilot lines to provide data to support RSD Application.
- ❑ Received FRA conditional approval of RSD application.
- ❑ Completed all installations of wayside and on-board equipment for compliance.
- ❑ Completed training of all required employees for compliance.



LIRR Project Risks and Concerns

- The SI continues to have resource limitations to support both LIRR & MNR.
- Slow resolution of several software issues may elongate the completion of RSD on the Pilot segments and impact project completion.
 - LIRR may have to develop their “alternative schedule and sequence” with limited information from the SI.
 - The SI anticipates that the final baseline of system software for ERSD will be available in June 2019, however the Railroads feel that this date is at risk given the number of outstanding technical issues and the SI’s track record.
- Completion of the project depends on timely resolution of interoperability issues with Amtrak.



LIRR Look Ahead (through December 2018)

- Initiate RSD on Port Washington branch.
- Meet PTC Compliance at the end of the year.
 - Revise and update PTC Implementation Plan with Alternative Schedule
 - Develop schedule to complete Interoperability with tenant Railroads.
 - Submit a revised non-pilot segment schedule and sequence
 - Provide targeted date to submit PTC Safety Plan
 - Submit *Notification and Certification of Compliance* to the FRA to demonstrate that LIRR have met the statutory criteria for PTC Compliance and qualify for an Alternative Schedule.
- Start Site Performance testing on the non-pilot segments.
- Test new system software baseline to successfully complete RSD on the pilot lines.



LIRR PTC Timeline and Look-ahead

October 2018

- ✓ Completed Integrated System FAT (Baseline 3.2) for RSD
- ✓ Completed all required on-board and wayside installations of PTC hardware.
- ✓ Completed training of all required employees for RSD.
- ✓ Continued to perform interoperability testing with tenant railroads.
- ✓ Completed regression testing to obtain supplemental test data for RSD application.

November 2018

- LIRR to update and submit their PTC Implementation Plan (with Alternative Schedule) for FRA approval.
- LIRR to submit *Notification and Certification of Compliance* to FRA stating that LIRR has met all statutory criteria for an Alternative Schedule.

December 2018

- LIRR to initiate RSD on Port Washington line.
- LIRR to start Site Performance Testing on non-pilot segments.





Long Island Rail Road

Diversity/EEO – Report 2nd Quarter 2018

MTA Long Island Rail Road (LIRR)

EEO Report – 2nd Quarter 2018

September 24, 2018



Executive Summary

■ EEO(full report on page __)

LIRR examined the workforce composition as of **June 30, 2018**. The total workforce **increased by 4.2%** in comparison to second quarter 2017.

- Females in the workforce **increased by 5.3%** compared to second quarter 2017 due to recruitment efforts.
- Females were hired at a **higher** percentage compared to their current representation of 15% in the workforce due to recruitment efforts;
- Minorities in the workforce **remained constant** compared to second quarter 2017 due to hiring activity combined with attrition.
- Minorities were hired at a **higher** percentage compared to their current representation of 36% in the workforce due to recruitment efforts.



Executive Summary

LIRR conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 2018.

- ❑ Based on the utilization analysis, the **majority**** of the underrepresentation for **females** occurred in the following EEO categories:
 - ❑ Administrative Support – Hispanics, Asians, and Whites.
 - ❑ Skilled Craft – Blacks and Hispanics.
 - ❑ Service Maintenance – Hispanics and Asians.
- ❑ Based on the utilization analysis, the **majority**** of the underrepresentation for **minorities** occurred in the following EEO categories:
 - ❑ Administrative Support – Hispanics and Asians.
 - ❑ Skilled Craft – Blacks, Hispanic, Asians, and NHOPs .
 - ❑ Service Maintenance – Hispanics and Asians.

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.

**Majority was determined by identifying the categories where most of the underutilization existed.



Executive Summary

■ Diversity Initiatives to increasing representation

- Initiatives/challenges to **address** underrepresentation for **females** and **minorities**
 - Female - non-traditional/male dominated industry; limited availability of technical, skilled craft and service maintenance qualified females, private sector competitive salaries.
 - Minority – private sector competitive salaries.
- Initiatives to **increase** representation for **veterans** and **persons with disabilities**
 - Continue partnership with MTA Office of Veterans Affairs to promote employment opportunities for veterans.
 - Continue coordination with the NYC Mayor's Office for People with Disabilities to promote employment opportunities for persons with disabilities.



MTA Long Island Rail Road (LIRR)

Workforce

as of June 30, 2018



Workforce by EEO Category

The table below is a snapshot as of June 30, 2018 of LIRR's employees, percentage of Race/Ethnicity, Gender and Veterans.

| JOB CATEGORY | TOTAL ¹ | | Minorities | | WHITES | | BLACKS | | HISPANICS | | ASIANS | | AI/AN* | | NHOPI** | | 2+ RACES | | VETERANS | |
|---------------------------------------|--------------------|-----|------------|-----|--------------|-----|------------|-----|------------|-----|------------|-----|----------|----|----------|----|------------|----|------------|------|
| | # | % | # | % | # | # | # | % | # | % | # | % | # | % | # | % | # | % | # | % |
| Officials & Administrators | 1,361 | | 458 | 34% | 903 | 66% | 169 | 12% | 136 | 10% | 85 | 6% | 7 | 1% | 1 | 0% | 60 | 4% | 97 | 7% |
| F | 273 | 20% | 134 | 10% | 139 | 10% | 62 | 5% | 32 | 2% | 24 | 2% | 0 | 0% | 0 | 0% | 16 | 1% | 8 | 8% |
| M | 1,088 | 80% | 324 | 24% | 764 | 56% | 107 | 8% | 104 | 8% | 61 | 4% | 7 | 1% | 1 | 0% | 44 | 3% | 89 | 92% |
| Professionals | 334 | | 138 | 41% | 196 | 59% | 47 | 14% | 32 | 10% | 46 | 14% | 0 | 0% | 1 | 0% | 12 | 4% | 19 | 6% |
| F | 56 | 17% | 28 | 8% | 28 | 8% | 10 | 3% | 6 | 2% | 9 | 3% | 0 | 0% | 1 | 0% | 2 | 1% | 1 | 5% |
| M | 278 | 83% | 110 | 33% | 168 | 50% | 37 | 11% | 26 | 8% | 37 | 11% | 0 | 0% | 0 | 0% | 10 | 3% | 18 | 95% |
| Technicians | 35 | | 17 | 49% | 18 | 51% | 1 | 3% | 4 | 11% | 9 | 26% | 1 | 3% | 0 | 0% | 2 | 6% | 2 | 6% |
| F | 9 | 26% | 4 | 11% | 5 | 14% | 1 | 3% | 0 | 0% | 2 | 6% | 0 | 0% | 0 | 0% | 1 | 3% | 0 | 0% |
| M | 26 | 74% | 13 | 37% | 13 | 37% | 0 | 0% | 4 | 11% | 7 | 20% | 1 | 3% | 0 | 0% | 1 | 3% | 2 | 100% |
| Administrative Support | 413 | | 217 | 53% | 196 | 47% | 123 | 30% | 56 | 14% | 19 | 5% | 2 | 0% | 0 | 0% | 17 | 4% | 14 | 3% |
| F | 223 | 54% | 139 | 34% | 84 | 20% | 84 | 20% | 31 | 8% | 14 | 3% | 1 | 0% | 0 | 0% | 9 | 2% | 2 | 14% |
| M | 190 | 46% | 78 | 19% | 112 | 27% | 39 | 9% | 25 | 6% | 5 | 1% | 1 | 0% | 0 | 0% | 8 | 2% | 12 | 86% |
| Skilled Craft | 4,602 | | 1,518 | 33% | 3,084 | 67% | 733 | 16% | 506 | 11% | 139 | 3% | 7 | 0% | 1 | 0% | 132 | 3% | 344 | 7% |
| F | 453 | 10% | 203 | 4% | 250 | 5% | 139 | 3% | 36 | 1% | 13 | 0% | 1 | 0% | 0 | 0% | 14 | 0% | 10 | 3% |
| M | 4,149 | 90% | 1,315 | 29% | 2,834 | 62% | 594 | 13% | 470 | 10% | 126 | 3% | 6 | 0% | 1 | 0% | 118 | 3% | 334 | 97% |
| Service Maintenance | 916 | | 443 | 48% | 473 | 52% | 241 | 26% | 147 | 16% | 20 | 2% | 6 | 1% | 1 | 0% | 28 | 3% | 50 | 5% |
| F | 168 | 18% | 113 | 12% | 55 | 6% | 73 | 8% | 33 | 4% | 1 | 0% | 0 | 0% | 0 | 0% | 6 | 1% | 5 | 10% |
| M | 748 | 82% | 330 | 36% | 418 | 46% | 168 | 18% | 114 | 12% | 19 | 2% | 6 | 1% | 1 | 0% | 22 | 2% | 45 | 90% |
| Total | 7,661 | | 2,791 | 36% | 4,870 | 64% | 1,314 | 17% | 881 | 11% | 318 | 4% | 23 | 0% | 4 | 0% | 251 | 3% | 526 | 7% |

* American Indian/Alaskan Native

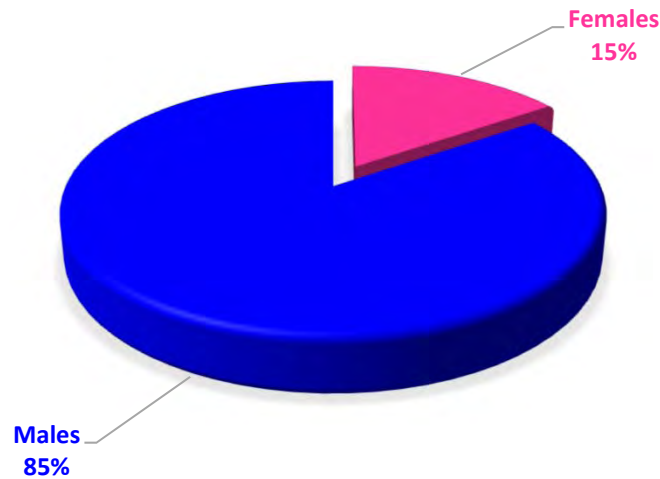
**Native Hawaiian Other Pacific Islander



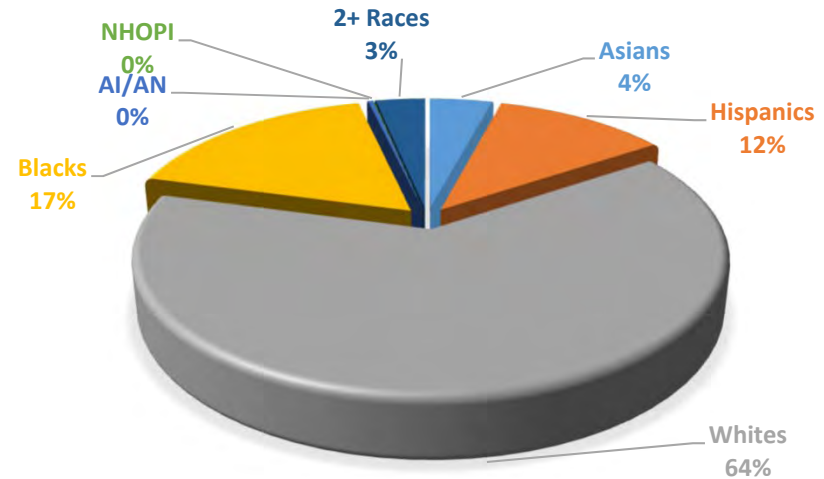
Note: All percentages have been rounded up to the nearest whole number.

MTA Long Island Rail Road's Workforce as of June 30, 2018

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



LIRR's workforce consists of **7,661** employees.

- ❑ 15% females, 36% minorities, and 7% veterans.
- ❑ The percentage of females employed **increased by 5.3%** compared to second quarter 2017.
- ❑ The percentage of minorities has **remained constant** as it relates to race and ethnicity compared to second quarter 2017.

MTA Long Island Rail Road's Underutilization Analysis Overview

LIRR has conducted a utilization analysis of females and minorities in its workforce. The utilization analysis compares LIRR's June 30, 2018 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



MTA Long Island Rail Road Underutilization Analysis

LIRR has conducted an underutilization analysis of females and minorities in its workforce. The underutilization analysis compares LIRR's June 30, 2018 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

| JOB CATEGORY | Gender | BLACKS | | HISPANIC | | ASIANS | | AI/AN* | | NHOPI** | | 2+ RACES | | WHITES | |
|----------------------------|--------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| | | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % |
| Officials & Administrators | F | 5% | 5% | 2% | 2% | 1% | 2% | 0% | 0% | 0% | 0% | 1% | 1% | 11% | 10% |
| | M | 7% | 8% | 6% | 8% | 3% | 4% | 0% | 1% | 0% | 0% | 1% | 3% | | |
| Professionals | F | 3% | 3% | 2% | 2% | 2% | 3% | 0% | 0% | 0% | 0% | 0% | 1% | 14% | 8% |
| | M | 6% | 11% | 5% | 8% | 6% | 11% | 0% | 0% | 0% | 0% | 1% | 3% | | |
| Technicians | F | 3% | 3% | 3% | 0% | 2% | 6% | 0% | 0% | 0% | 0% | 0% | 3% | 6% | 14% |
| | M | 10% | 0% | 9% | 11% | 8% | 20% | 0% | 3% | 0% | 0% | 0% | 3% | | |

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



MTA Long Island Rail Road Underutilization Analysis

LIRR's underutilization analysis compares the percentages of women and minorities employed in each job group as of June 30, 2018 to 80 percent of the females and minorities available within the relevant labor market based on the 2010 U.S. Census. The underutilized areas of representation are shaded green.

| JOB CATEGORY | Gender | BLACKS | | HISPANIC | | ASIANS | | AI/AN* | | NHOPI** | | 2+ RACES | | WHITES | |
|------------------------|--------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| | | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % | Est Avail | Actual % |
| Administrative Support | F | 13% | 20% | 10% | 8% | 4% | 3% | 0% | 0% | 0% | 0% | 1% | 2% | 26% | 20% |
| | M | 5% | 9% | 4% | 6% | 2% | 1% | 0% | 0% | 0% | 0% | 1% | 2% | | |
| Skilled Craft | F | 5% | 3% | 2% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 5% | 5% |
| | M | 14% | 13% | 11% | 10% | 4% | 3% | 0% | 0% | 1% | 0% | 2% | 3% | | |
| Service Maintenance | F | 6% | 8% | 5% | 4% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 6% | 6% |
| | M | 13% | 18% | 16% | 12% | 2% | 2% | 0% | 1% | 0% | 0% | 1% | 2% | | |

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the availability analysis. The shaded areas represent underutilization.



MTA Long Island Rail Road (LIRR)

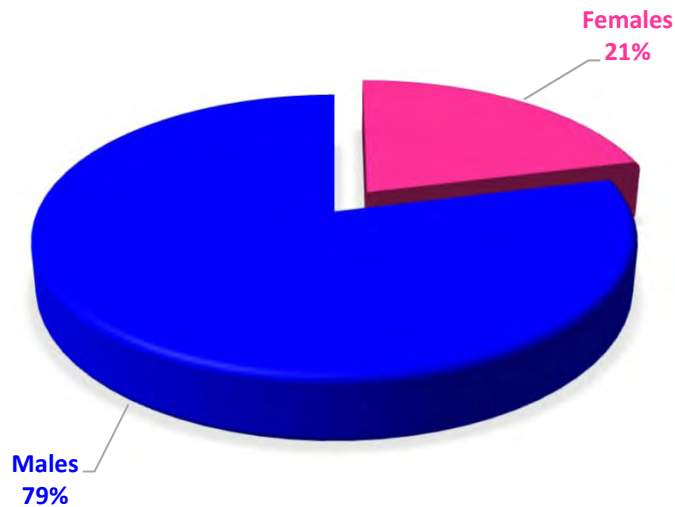
New Hires and Veterans

January 1, 2018 – June 30, 2018

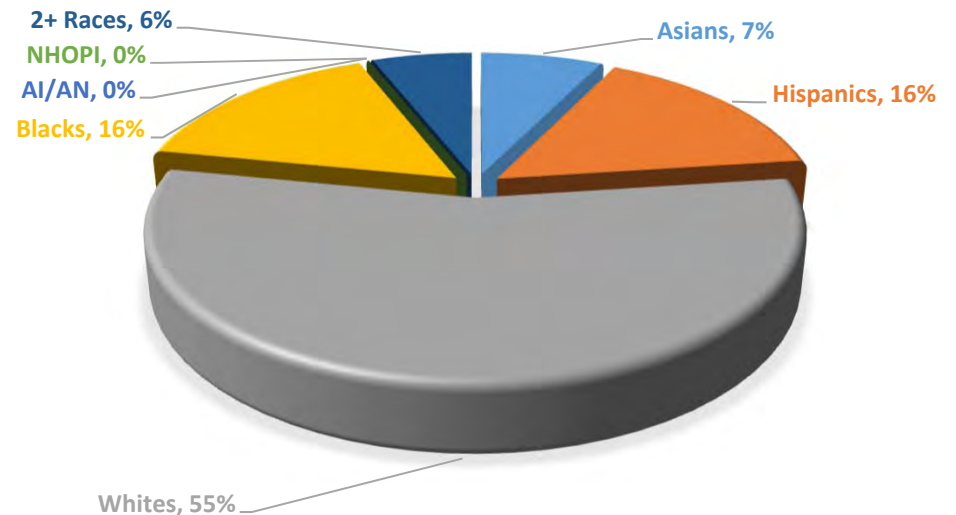


MTA Long Island Rail Road's New Hires and Veterans By Gender and Race/Ethnicity January 1, 2018 to June 30, 2018

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



LIRR hired **384** employees including **28 (7%)** veterans.

- ❑ **21%** females in which **2%** were female veterans.
- ❑ Females were **hired at a higher** percentage compared to their current representation of **15%** in the workforce.
- ❑ **45%** minorities in which **6%** were minority veterans.
- ❑ Minorities were **hired at a higher** percentage compared to their current representation of **36%** in the workforce.



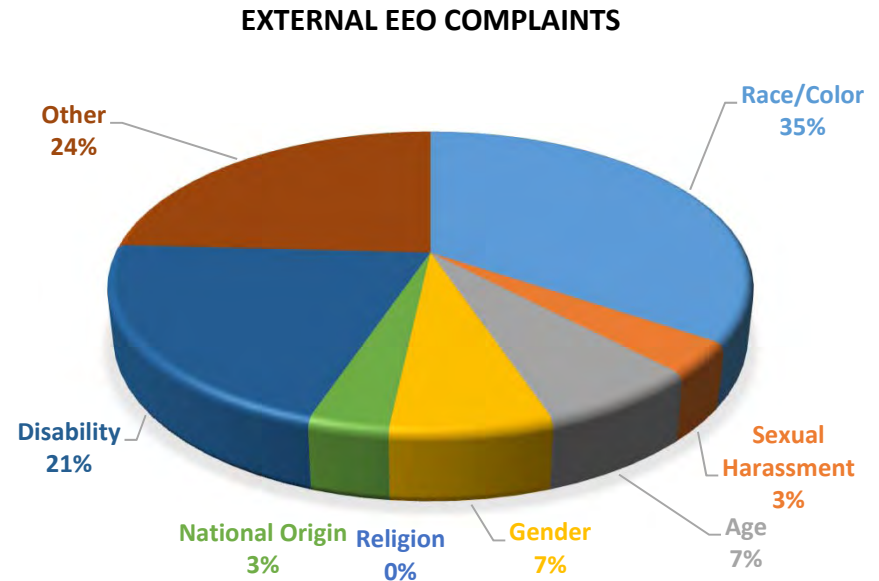
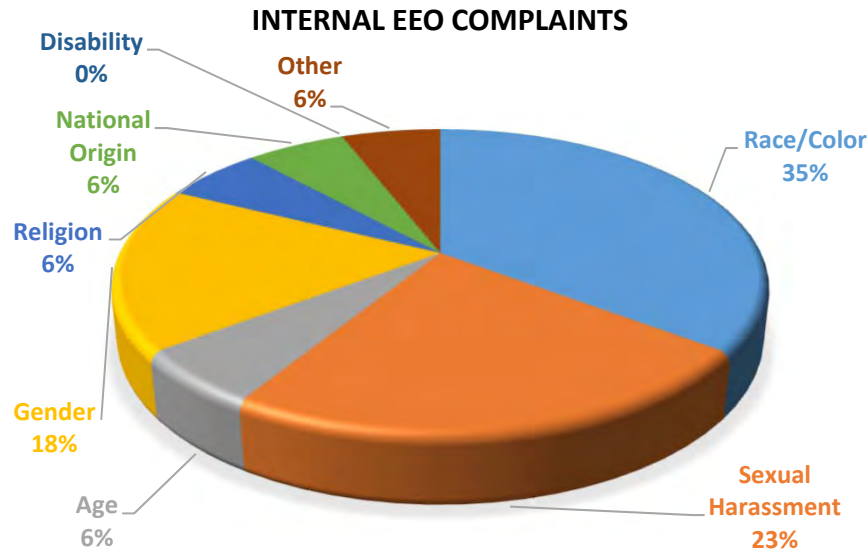
MTA Long Island Rail Road

Complaints and Lawsuits

January 1, 2018 – June 30, 2018



MTA Long Island Rail Road Internal/External EEO Complaints and Lawsuits January 1, 2018 to June 30, 2018



LIRR handled **28** EEO complaints, citing **46** separate allegations, and **7** lawsuits.

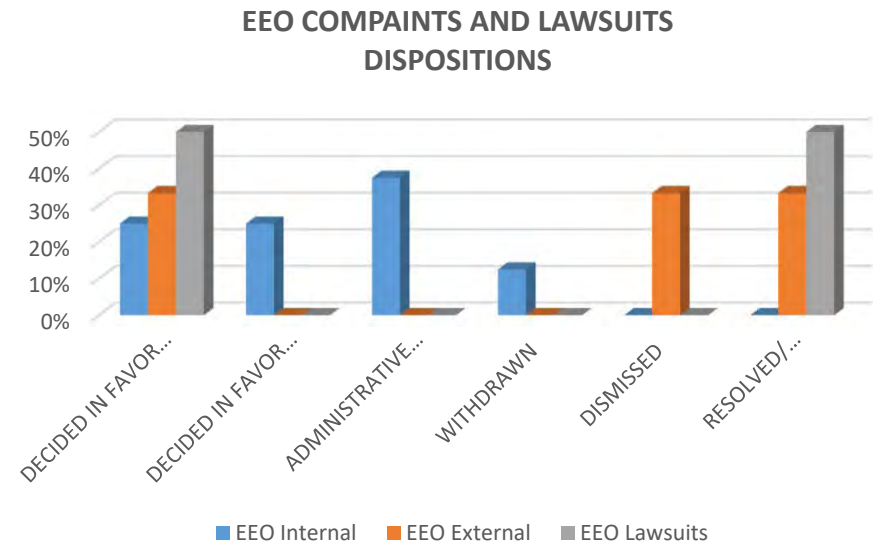
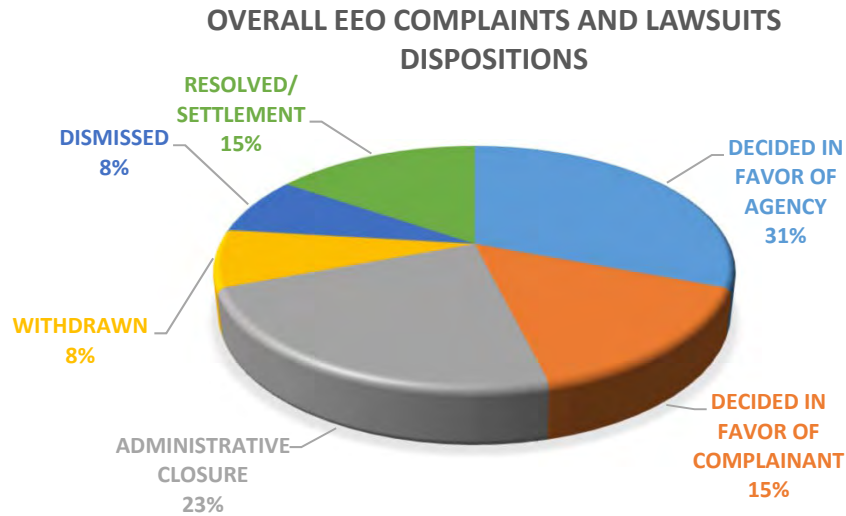
- ❑ **15** filed internal complaints.
- ❑ **13** filed external complaints.
- ❑ The most frequently cited basis internally and externally was Race/Color.



These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.

"Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

MTA Long Island Rail Road's EEO Complaint and Lawsuits Dispositions January 1, 2018 to June 30, 2018

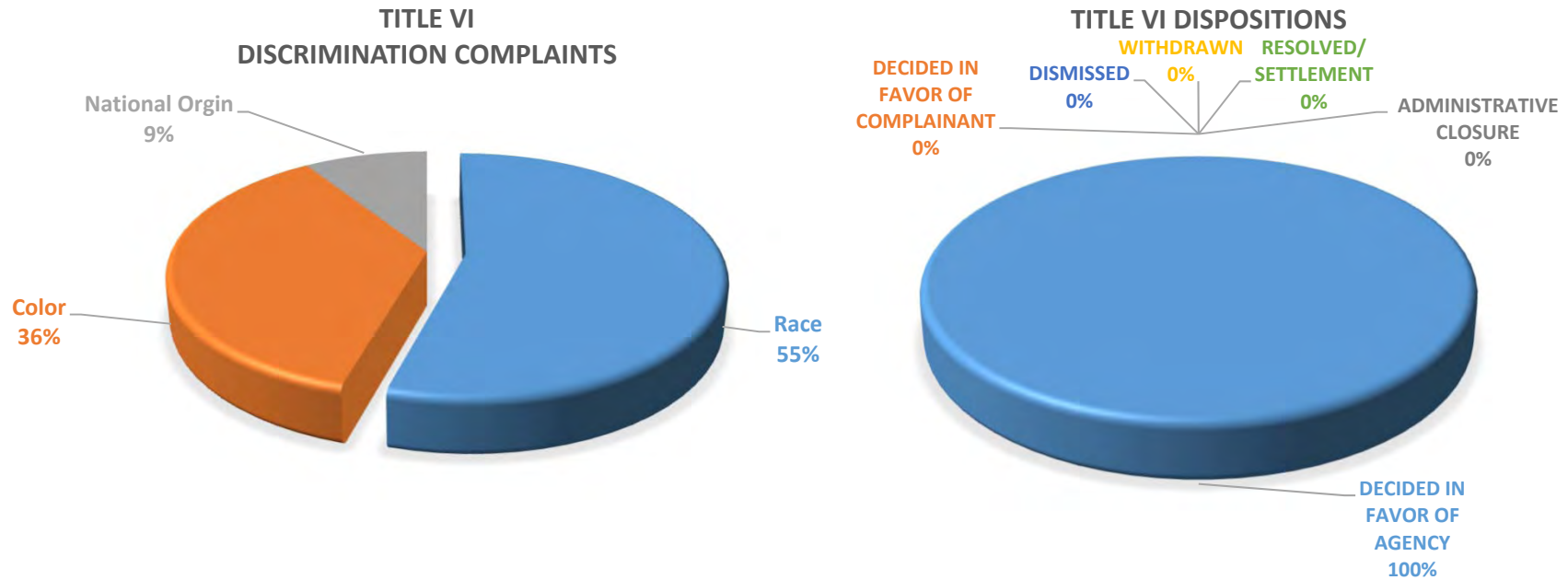


LIRR disposed **11** EEO complaints and **2** EEO lawsuits.

- **31%** complaints/lawsuits decided in favor of the agency.
- **15%** complaints /lawsuits decided in favor of the complainant.
- **23%** complaints/lawsuits were administrative closures.
- **15%** complaints/lawsuits were resolved/settled.
- **8%** of complaints/lawsuits were withdrawn.



MTA Long Island Rail Road's Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2018 to June 30, 2018



LIRR handled **6** Title VI Complaints, citing **11** separate allegations and no Title VI lawsuits. LIRR disposed **5** complaints.

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

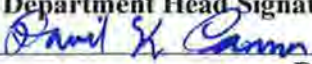


PROCUREMENT PACKAGE
November 2018

PROCUREMENTS

The Procurement Agenda this month includes three actions for a proposed expenditure of \$6,283,966.

Staff Summary

| | | | | | |
|---|---|-------------|-----------------|-------------|--------------|
| Subject | Request for Authorization to Award Various Procurements | | | | |
| Department | Procurement | | | | |
| Department Head Name David K. Cannon | | | | | |
| Department Head Signature  | | | | | |
| Board Action | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | LIRR Committee | 11/13/18 | X | | |
| 2 | Board | 11/15/18 | X | | |

| | | | |
|---|---|---|---|
| Date: November 6, 2018 | | | |
| Vendor Name Various | | | |
| Contract Number Various | | | |
| Contract Manager Name Various | | | |
| Internal Approvals | | | |
| | Approval | | Approval |
| 2 | Executive Vice President & General Counsel  | 3 | President  |
| 1 | Vice President & Chief Financial Officer  | | |

PURPOSE

To obtain the approval of the Board to award the various 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 Majority Vote</u> | | |
| Schedule I Modifications to Purchase or Public Work Contracts | 1 | \$ 2,043,800 |
| SUBTOTAL | 1 | \$ 2,043,800 |

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

| | | | |
|--|-----------------|----------|---------------------|
| Schedule K Ratification of Completed Procurement Actions | SUBTOTAL | 2 | \$ 4,240,166 |
| | TOTAL | 3 | \$ 6,283,966 |

Budget Impact:

The approval of the 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 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.

November 2018

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)

- | | | | |
|----|---|---------------------|--------------------------------------|
| 1. | Tutor Perini Corporation Contract No. CH053 Modification No. 170 | \$ 2,043,800 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC seeks Board approval to modify the Contract to compensate the Contractor for compensable delays and associated impact costs during the period from the February 18, 2015 through February 29, 2016.

Item Number 1

| | |
|---|--|
| Vendor Name (& Location) Tutor Perini Corporation | |
| Description Harold Structures Part I | |
| Contract Term (including Options, if any) 98 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, Rob Troup, VP & Sr. Program Executive | |

| Contract Number | AWO/Modification # |
|--|--------------------|
| CH053 | 170 |
| Original Amount: | |
| | \$ 139,280,000 |
| Prior Modifications: | |
| | \$ 147,281,015 |
| Options: | |
| | \$ -0- |
| Current Amount: | |
| | \$ 286,561,015 |
| This Request | |
| | \$ 2,043,800 |
| % of This Request to Current Amount: | |
| | 1% |
| % of Modifications (including This Request) to Original Amount: | |
| | 107 % |

Discussion:

Contract CH053 is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/Amtrak right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC seeks Board approval to modify the Contract to compensate the Contractor for compensable delays and associated impact costs during the period from the February 18, 2015 through February 29, 2016.

This Modification will compensate the Contractor for delays associated with the completion of the 12kV C3 Feeder System, G02 Substation and the Track A Approach and the installation of eighteen (18) catenary structures. These delays were primarily the result of Amtrak not being able to support the program as anticipated, failing to provide the number of track/power outages or the Electrical/Traction ("ET") Lineman that were required for the installation of the catenary structures and additional work. In addition, some of the available outages and resources were allocated to other program critical work in the Harold Interlocking that was prioritized ahead of CH053 work.

Additionally, when the Contractor began coordinating with Amtrak to handover the new 12kV Feeders, Amtrak imposed requirements for additional commissioning tests before activating the new Feeders. The additional commissioning tests were not required in the original Contract Documents nor the revised 12kV design developed by the GEC.

This Modification acknowledges 376 calendar days of Excusable Delay of which 195 calendar days have been determined by MTACC to constitute Compensable Delay. MTACC's cost estimate, which included credits due back from the contractor associated with contract completion work since 2016 was \$2,227,011. The Contractor submitted a cost proposal of \$4,369,121. Negotiations were held and the parties agreed to the amount of \$2,043,800 which is considered fair and reasonable. This modification resolves the remaining commercial issues on this contract and will facilitate completion of the contract closeout process.

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.

November 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)

- | | | | |
|----|--|---------------------|--------------------------------------|
| 2. | Tutor Perini Corporation Contract No. CS179 Modification No. 89 | \$ 2,815,865 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification that will resolve errors and deficiencies in the Tunnel SCADA System design and the hardware specifications for associated Field Network devices.

- | | | | |
|----|--|---------------------|--------------------------------------|
| 3. | Michels Corporation Contract No. CH061A Modification No. 21 | \$ 1,424,301 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a Unilateral Modification for the additional costs to recover and accelerate the Contract to ensure that critical work for the Track A Approach Structure was completed by June 14, 2018.

Item Number 2

| | | |
|---|--|-------------------------------|
| Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York) | Contract Number CS179 | AWO/Modification 89 |
| Description Systems Facilities Package No. 1 | | |
| Contract Term (including Options, if any) 75 Months | Original Amount: | \$ 333,588,000 |
| Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A | Prior Modifications: | \$ 26,083,157 |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | Exercised Options: | \$ 216,800,001 |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification | Current Amount: | \$ 576,471,157 |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: | This Request | \$ 2,815,865 |
| Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, VP & Sr. Program Executive | % of This Request to Current Amount: | 0.5% |
| | % of Modifications (including This Request) to Original Amount: | 8.7% |

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 Supervisory Control and Data Acquisition (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 resolve errors and deficiencies in the Tunnel SCADA System design and the hardware specifications for associated Field Network devices.

The Tunnel SCADA System provides control, indication and management functions between ESA Control Centers and field devices. However, the system, as designed in the Contract Documents, did not provide the capabilities, and omitted necessary components, needed to provide the functionality to meet the ESA program’s needs. In particular, the model of Gigabit Ring Switch (GRS) – a type of router installed in a number of locations throughout the system to provide for communication among the various parts of the system -- specified in the Contract was not capable of meeting the East Side Access network requirements, necessitating their replacement with an upgraded model. In addition, it was discovered that the SCADA system, as designed in the Contract Documents, omitted necessary elements of the SCADA system, including additional GRSs, certain field network equipment in multiple tunnel ventilation facilities and certain missing cable segments between adjacent communication rooms and between the tunnel SCADA cabinets and downstream field devices. The General Engineering Consultant (GEC) revised the Contract Documents to provide for an upgraded model of GRS, and to provide the missing elements in the system.

In October of 2017 the President approved a Retroactive Memorandum and MTACC directed the Contractor to procure the revised model GRS, which consisted of upgrading the specified model of GRS at 77 locations indicated in the Contract Documents and obtaining 11 additional GRSs for locations omitted from the Contract Documents. On April 27, 2018, the President approved a supplemental Retroactive Memorandum and MTACC directed the Contractor to begin the physical work to install the GRSs and perform the Work necessary to correct the omissions from the SCADA system.

The MTA estimate for this Work is in the amount of \$2,815,736 and the Contractor proposed \$5,071,043. Negotiations were held and the parties agreed to \$2,815,865 for the direct costs, which is deemed to be fair and reasonable. The Contractor has also asserted a claim for time impacts and has sought \$191,902 in overhead costs in excess of the negotiated direct costs. MTACC has not agreed to pay any compensation in connection with these claims. In order to advance the Work without delay, MTACC seeks approval to issue this Modification to provide for the payment of the negotiated Direct Costs, and to address time impacts and additional overhead separately, without prejudice to MTACC’s defenses to such claims.

Item No. 2

Page 2 of 2

This modification appears to be the result of design errors or omissions on the part of the GEC. Certain of the deficiencies in the SCADA design and system deficiencies were the subject of a previous settlement of claims with, and recovery against, the GEC. Those issues were not addressed in the previous claim are being reviewed and, if appropriate, will be addressed in a subsequent E&O claim against the GEC.

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 3

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

| Contract Number | AWO/Modification # |
|--|--------------------|
| CH061A | 21 |
| Original Amount: | |
| | \$ 34,074,520 |
| Prior Modifications: | |
| | \$ 2,316,340 |
| Prior Budgetary Increases: | |
| | \$ -0- |
| Current Amount: | |
| | \$ 35,631,412 |
| This Request | |
| | \$ 1,424,301 |
| % of This Request to Current Amount: | |
| | 4 % |
| % of Modifications (including This Request) to Original Amount: | |
| | 10.5 % |

Discussion:

This Contract is for the construction of the Track A Approach Structure in the Harold Interlocking, the installation of catenary structures and the relocation of electrical, sewer and communication systems for the East Side Access Project ("ESA"). In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a Unilateral Modification for the additional costs to recover and accelerate the Contract to ensure that critical work for the Track A Approach Structure was completed by June 14, 2018.

The work under this Contract experienced delays, principally related to differing site conditions, but also as a result of contractor delay, and would not, without acceleration, achieve its contractual Substantial Completion Date of May 28, 2018. If the work was not completed on time, the project would have been forced to compete for Amtrak Electrical Traction (ET) resources with Contracts CQ033 and CH057D. The availability of ET resources has been a significant bottleneck to the completion of Work within and around the Harold Interlocking and so, if this work had not been accelerated it is likely that all three contracts would have suffered delays and incurred impact costs.

Consequently, MTACC and the Contractor agreed to a joint recovery schedule and a cost-sharing plan as described in a Memorandum of Understanding (MOU) signed by both parties on May 18, 2018. At the time, the parties could not agree on their relative responsibility for the delay that was being recovered by acceleration, but the work needed to proceed immediately in order to achieve the dates agreed to. Therefore, the MOU provided for the acceleration work to proceed, subject to negotiation of an acceleration Modification, and the Work was completed, and Substantial Completion was achieved in accordance with the deadlines provided for in the MOU and by this Modification. The MOU also defined the scope of Work eligible for acceleration payments and a method of calculating how much of the cost of acceleration that MTACC would be liable for and how much the Contractor was liable for, based on each parties' relative degree of responsibility for the delay being recovered.

The Contractor submitted a cost proposal in the amount of \$5,508,750 for the cost recovery and acceleration based on a total cost of \$6,885,938 and a time impact assessment that 80% of the delay was caused by MTACC. The MTACC's project estimate is \$1,424,301 based on a total cost of \$2,191,232 and a time impact assessment that 65% of the delay was caused by MTACC. Numerous negotiation sessions were held; however, the parties remain far apart and Michels has failed to produce proper back up or an explanation to support its position or to demonstrate that its costs are calculated in accordance with the terms of the MOU.

Item No. 3

Page 2 of 2

Accordingly, MTACC intends to issue a Unilateral Modification based on its' assessment in the amount of \$1,424,301, which MTACC deems to be fair and responsible. Michels will have the right to dispute this determination under the Contract's dispute resolution provision.

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



Long Island Rail Road

Performance Summary

Rod Brooks, Senior Vice President – Operations



Flushing main Street Station: October 18, 2018 marked the grand reopening of Flushing Main Street Station! Many new and improved features include ADA accessibility with two new elevators, a street-level ticket office & better entranceways.



Long Island Rail Road

Performance Summary

October 2018 Highlights:

October On-time performance (OTP), as of **October 28, 2018**, was below goal at **93.2%**.

Year to Date (YTD) performance was **90.5%**, which is a 1.0% decrease compared to same period last year.

Special Events accounted for **0.5%** of all late trains for the month of October.

Eighteen events resulted in 10 or more late trains, unfavorably impacting our OTP by approximately **2.2%**.

Major Cause Summary:

- Infrastructure related issues resulted in five events, causing 136 late trains
- Equipment issues resulted in five events resulting in 60 late trains
- There were four incidents, amounting to 55 late trains due to weather and environmental causes

Performance Summary

All figures reflect January 1st through October 28th only

| | | | 2018 Data | | 2017 Data | |
|--|----------------------------|-------------------|--------------|--------------|--------------|--------------|
| | | | Annual | YTD thru | YTD thru | |
| | | | Goal | Oct | Oct | Oct |
| | | | | | | |
| On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i> | System | Overall | 94.0% | 93.2% | 90.5% | 94.1% |
| | | AM Peak | | 90.9% | 88.5% | 93.6% |
| | | PM Peak | | 90.9% | 86.9% | 93.5% |
| | | Total Peak | | 90.9% | 87.7% | 93.6% |
| | | Off Peak Weekday | | 93.0% | 90.6% | 94.0% |
| | | Weekend | | 96.7% | 93.4% | 95.0% |
| | Babylon Branch | Overall | 93.9% | 93.4% | 90.2% | 93.1% |
| | | AM Peak | | 93.8% | 89.0% | 93.8% |
| | | PM Peak | | 90.6% | 86.4% | 94.8% |
| | | Total Peak | | 92.3% | 87.8% | 94.2% |
| | | Off Peak Weekday | | 92.5% | 90.6% | 93.2% |
| | | Weekend | | 97.6% | 93.4% | 90.3% |
| | Far Rockaway Branch | Overall | 96.6% | 95.9% | 94.9% | 96.9% |
| | | AM Peak | | 91.8% | 88.9% | 95.5% |
| | | PM Peak | | 92.8% | 94.2% | 95.0% |
| | | Total Peak | | 92.2% | 91.3% | 95.2% |
| | | Off Peak Weekday | | 96.3% | 95.5% | 96.7% |
| | | Weekend | | 98.9% | 97.3% | 98.9% |
| | Huntington Branch | Overall | 92.5% | 92.7% | 89.1% | 92.9% |
| | | AM Peak | | 91.3% | 88.0% | 96.0% |
| | | PM Peak | | 89.3% | 85.0% | 92.1% |
| | | Total Peak | | 90.3% | 86.6% | 94.1% |
| | | Off Peak Weekday | | 91.6% | 88.1% | 92.5% |
| | | Weekend | | 96.6% | 92.9% | 92.3% |
| | Hempstead Branch | Overall | 96.5% | 96.0% | 92.6% | 96.2% |
| | | AM Peak | | 93.5% | 89.9% | 98.5% |
| | | PM Peak | | 93.3% | 89.2% | 93.9% |
| | | Total Peak | | 93.4% | 89.5% | 96.3% |
| | | Off Peak Weekday | | 95.3% | 92.9% | 95.5% |
| | | Weekend | | 100.0% | 94.9% | 97.6% |
| | Long Beach Branch | Overall | 95.9% | 94.0% | 92.6% | 96.4% |
| | | AM Peak | | 95.0% | 90.3% | 97.1% |
| | | PM Peak | | 90.0% | 90.1% | 94.1% |
| | | Total Peak | | 92.6% | 90.2% | 95.7% |
| | | Off Peak Weekday | | 94.5% | 93.4% | 96.5% |
| | | Weekend | | 94.9% | 93.8% | 97.3% |
| | Montauk Branch | Overall | 90.8% | 92.6% | 88.7% | 91.1% |
| | | AM Peak | | 87.5% | 87.3% | 90.0% |
| | | PM Peak | | 86.9% | 83.5% | 89.0% |
| | | Total Peak | | 87.2% | 85.5% | 89.5% |
| | | Off Peak Weekday | | 93.6% | 90.0% | 93.5% |
| | | Weekend | | 95.4% | 89.0% | 88.2% |
| | Oyster Bay Branch | Overall | 94.1% | 93.1% | 90.5% | 92.8% |
| | | AM Peak | | 88.6% | 90.5% | 94.3% |
| | | PM Peak | | 83.3% | 79.9% | 89.2% |
| | | Total Peak | | 86.2% | 85.6% | 91.9% |
| | | Off Peak Weekday | | 95.6% | 91.7% | 93.4% |
| | | Weekend | | 97.9% | 94.3% | 92.6% |

Performance Summary

All figures reflect January 1st through October 28th only

| | | 2018 Data | | | 2017 Data | |
|--|-------------------|--------------|-------------------|----------------|---------------|----------------|
| | | Annual | YTD thru | | YTD thru | |
| | | Goal | Oct | Oct | Oct | Oct |
| Port Jefferson Branch | Overall | 90.9% | 89.0% | 88.6% | 93.4% | 91.2% |
| | AM Peak | | 85.6% | 87.6% | 94.4% | 89.7% |
| | PM Peak | | 87.9% | 84.0% | 94.3% | 87.7% |
| | Total Peak | | 86.7% | 85.9% | 94.3% | 88.8% |
| | Off Peak Weekday | | 89.0% | 87.0% | 90.3% | 89.4% |
| | Weekend | | 94.8% | 95.5% | 98.2% | 97.8% |
| Port Washington Branch | Overall | 95.3% | 93.3% | 90.5% | 95.1% | 90.7% |
| | AM Peak | | 88.6% | 91.0% | 91.4% | 90.5% |
| | PM Peak | | 96.1% | 86.3% | 94.7% | 82.1% |
| | Total Peak | | 92.4% | 88.7% | 93.1% | 86.3% |
| | Off Peak Weekday | | 93.0% | 90.4% | 94.6% | 90.0% |
| | Weekend | | 94.7% | 92.9% | 98.4% | 97.2% |
| Ronkonkoma Branch | Overall | 91.6% | 90.1% | 86.0% | 92.4% | 89.4% |
| | AM Peak | | 86.4% | 83.8% | 89.7% | 88.5% |
| | PM Peak | | 91.3% | 86.9% | 95.0% | 89.5% |
| | Total Peak | | 88.6% | 85.2% | 92.1% | 88.9% |
| | Off Peak Weekday | | 88.6% | 84.6% | 91.4% | 88.8% |
| | Weekend | | 96.0% | 91.3% | 95.2% | 91.5% |
| West Hempstead Branch | Overall | 95.8% | 95.8% | 94.1% | 95.4% | 95.0% |
| | AM Peak | | 97.0% | 88.7% | 90.0% | 91.2% |
| | PM Peak | | 90.8% | 88.9% | 87.5% | 88.2% |
| | Total Peak | | 93.6% | 88.8% | 88.6% | 89.6% |
| | Off Peak Weekday | | 96.3% | 96.5% | 98.2% | 97.1% |
| | Weekend | | 97.9% | 95.8% | 98.6% | 97.5% |
| Operating Statistics | | | | | | |
| Trains Scheduled | | | 18,978 | 203,066 | 18,892 | 205,256 |
| Avg. Delay per Late Train (min) excluding trains canceled or terminated | | | -12.4 | -12.9 | -11.4 | -12.1 |
| Trains Over 15 min. Late excluding trains canceled or terminated | | | 216 | 3,383 | 149 | 2,733 |
| Trains Canceled | | | 54 | 1,205 | 47 | 1,111 |
| Trains Terminated | | | 56 | 736 | 22 | 638 |
| Percent of Scheduled Trips Completed | | | 99.4% | 99.0% | 99.6% | 99.1% |
| 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 | 99.2% | | |
| | | | PM Peak | 97.9% | | |
| | | | Total Peak | 98.6% | | |

All figures reflect January 1st through October 28th only

| System Categories Of Delay | % Total | 2018 | 2018 Data | | 2017 Data | | YTD 2018 Vs 2017 |
|----------------------------|---------------|--------------|--------------|-----------------|--------------|-----------------|---------------------|
| | | Sept | Oct | YTD Thru Oct | Oct | YTD Thru Oct | |
| Engineering (Scheduled) | 6.9% | 41 | 89 | 364 | 11 | 531 | (167) |
| Engineering (Unscheduled) | 19.8% | 160 | 255 | 2,400 | 159 | 2,041 | 359 |
| Maintenance of Equipment | 13.4% | 194 | 172 | 1,973 | 126 | 1,602 | 371 |
| Transportation | 2.8% | 20 | 36 | 398 | 32 | 742 | (344) |
| Capital Projects | 5.2% | 238 | 67 | 1,643 | 39 | 429 | 1,214 |
| Weather and Environmental | 7.5% | 97 | 97 | 3,094 | 84 | 1,795 | 1,299 |
| Police | 5.2% | 131 | 67 | 1,781 | 124 | 1,510 | 271 |
| Customers | 23.9% | 352 | 307 | 3,589 | 336 | 3,586 | 3 |
| Special Events | 0.5% | 126 | 7 | 956 | 35 | 859 | 97 |
| Other | 4.4% | 121 | 56 | 1,682 | 112 | 1,155 | 527 |
| 3rd Party Operations | 10.4% | 54 | 134 | 1,495 | 57 | 3,129 | (1,634) |
| Total | 100.0% | 1,534 | 1,287 | 19,375 | 1,115 | 17,379 | 1,996 |

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

All figures reflect January 1st through October 28th only

| Date | Day | DESCRIPTION OF EVENT | AM Peak | | | PM Peak | | | Off Peak | | | TOTAL | | |
|------------------------|-------|---|------------|----------|-----------|-----------|-----------|----------|------------|-----------|----------|------------|------------|-----------|
| | | | L | C | T | L | C | T | L | C | T | Late | Cxld | Term |
| 4-Oct | Thurs | Track circuit failures west of JS Interlocking | 21 | | | | | | 1 | | | 22 | | |
| 5-Oct | Fri | Switch trouble at Nassau 3 Interlocking | 5 | | | | | | 10 | | | 15 | | |
| 11-Oct | Thurs | Slow weather loading | | | | 5 | | | 6 | | | 11 | | |
| 11-Oct | Thurs | Trespasser in Lines 3 and 4 | 46 | | 13 | | | | 28 | 5 | 1 | 74 | 5 | 14 |
| 15-Oct | Mon | Train 305 with equipment trouble in Great Neck | 11 | 1 | | | | | 1 | | | 12 | 1 | |
| 16-Oct | Tues | Low adhesion system wide | 8 | 2 | | | | | 2 | | | 10 | 2 | |
| 16-Oct | Tues | Switch trouble in Far Rockaway | | | | 5 | 3 | | 2 | | 1 | 7 | 3 | 1 |
| 17-Oct | Wed | Track work on Main Line | | | | 10 | 6 | | 33 | | | 43 | 6 | |
| 17-Oct | Wed | Broken rail between East New York and Brook 2 | | | | 27 | 6 | 2 | 16 | 4 | 1 | 44 | 10 | 2 |
| 17-Oct | Wed | Train 656 with equipment trouble at Kew Gardens | | | | 12 | | | 2 | | 1 | 14 | | 1 |
| 18-Oct | Thurs | Track circuit failure at Nassau 2 | | | | 4 | | | 12 | | | 16 | | |
| 19-Oct | Fri | Track circuit failure at F Interlocking | | | | 7 | | | 4 | | | 11 | | |
| 22-Oct | Mon | Train 503 with equipment trouble | 9 | | | | | 1 | 2 | | | 11 | | 1 |
| 24-Oct | Wed | Track circuit failure at East New York | | | | 23 | 4 | | 11 | | | 35 | 4 | |
| 24-Oct | Wed | Train 134 with equipment trouble | | | | 4 | | | 5 | | 1 | 9 | | 1 |
| 26-Oct | Fri | Train 300 with equipment trouble | 9 | | | 1 | | | | | | 10 | | |
| 27-Oct | Sat | Flooding on Port Wash Branch | | | | | | | 9 | 9 | | 9 | 9 | |
| 27-Oct | Sat | Flooding at Lead | | | | | | | 10 | 1 | 3 | 10 | 1 | 3 |
| TOTAL FOR MONTH | | | 109 | 3 | 13 | 98 | 19 | 3 | 154 | 19 | 8 | 363 | 41 | 23 |
| | | | | | | | | | | | | | 427 | |



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

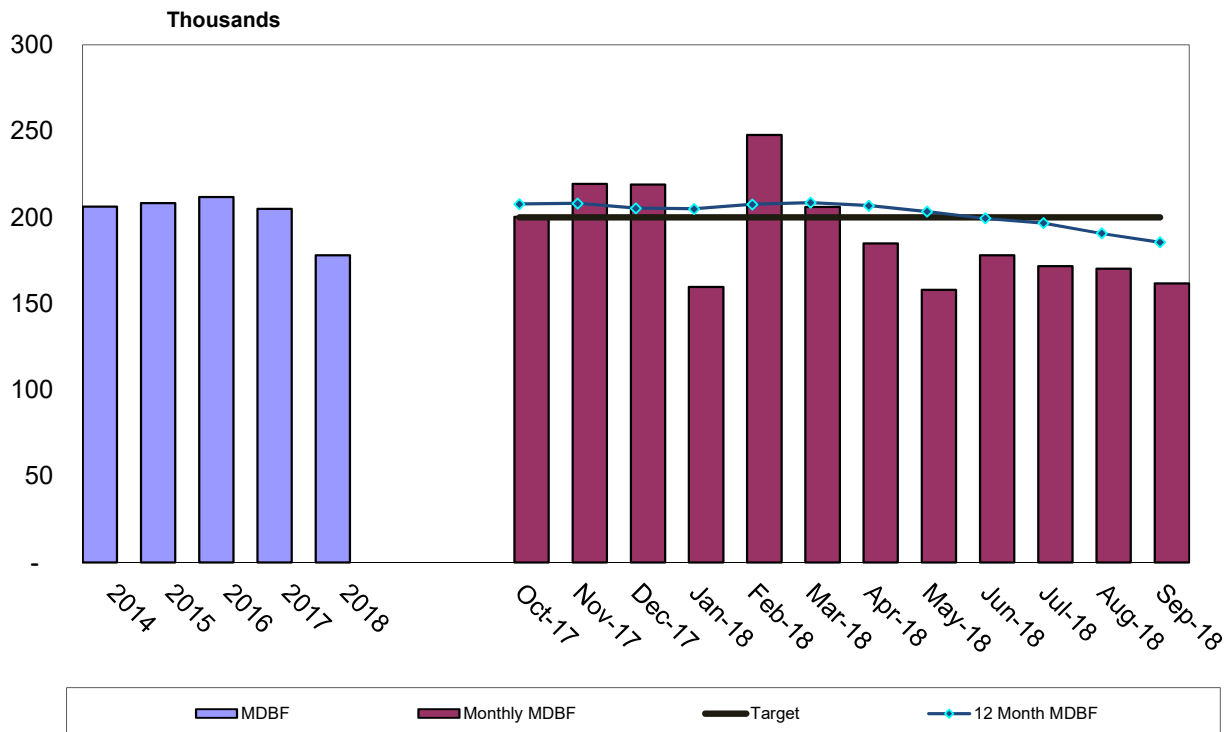
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - SEPTEMBER 2018

| | 2018 Data | | | | | | | 2017 Data | | |
|-----------------------------|------------------------|-------------------------|-------------------------|------------------------------|--|--|--|------------------------------|--|--|
| | Equip- ment Type | Total Fleet Owned | MDBF Goal (miles) | September MDBF (miles) | September No. of Primary Failures | YTD MDBF thru September (miles) | 12 month MDBF Rolling Avg (miles) | September MDBF (miles) | September No. of Primary Failures | YTD MDBF thru September (miles) |
| Mean | M-3 | 142 | 67,000 | 70,604 | 7 | 71,451 | 72,235 | 73,394 | 7 | 72,134 |
| Distance | M-7 | 836 | 440,000 | 246,543 | 20 | 461,271 | 476,712 | 624,832 | 8 | 438,309 |
| Between Failures | C-3 | 134 | 122,000 | 240,270 | 3 | 113,004 | 110,592 | 139,081 | 5 | 140,952 |
| | DE | 24 | 22,000 | 28,222 | 3 | 17,725 | 18,856 | 15,505 | 6 | 18,078 |
| | DM | 21 | 22,000 | 13,241 | 6 | 12,707 | 14,390 | 36,074 | 2 | 28,637 |
| | Diesel | 179 | 65,000 | 73,744 | 12 | 51,081 | 53,444 | 66,199 | 13 | 68,897 |
| | Fleet | 1,157 | 200,000 | 161,795 | 39 | 178,109 | 185,638 | 227,607 | 28 | 202,991 |

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

All figures reflect January 1st through October 28th only

| | | | 2018 Data October | |
|-------------------------|------------------------|-----------------------|----------------------|------------|
| | | | AM Peak | PM Peak |
| Daily Average | Babylon Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 10 | 13 |
| | | Total Standees | 10 | 13 |
| | Far Rockaway Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 4 |
| | | Total Standees | 0 | 4 |
| | Huntington Branch | Program Standees | 70 | 0 |
| | | Add'l Standees | 35 | 134 |
| | | Total Standees | 105 | 134 |
| | 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 | 0 | 0 |
| | | Total Standees | 0 | 0 |
| | Montauk Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 24 |
| | | Total Standees | 0 | 24 |
| | Oyster Bay Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 12 | 2 |
| | | Total Standees | 12 | 2 |
| | 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 | 6 | 49 |
| | | Total Standees | 6 | 49 |
| | Ronkonkoma Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 10 | 25 |
| | | Total Standees | 10 | 25 |
| | West Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 0 |
| | | Total Standees | 0 | 0 |
| System Wide PEAK | | | 143 | 251 |

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF OCTOBER 2018

Standee Report

West Of Jamaica

All figures reflect January 1st through October 28th only

| | | | 2018 Data October | |
|-------------------------|------------------------|-----------------------|----------------------|------------|
| | | | AM Peak | PM Peak |
| Daily Average | Babylon Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 14 | 10 |
| | | Total Standees | 14 | 10 |
| | Far Rockaway Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 4 |
| | | Total Standees | 0 | 4 |
| | Huntington Branch | Program Standees | 40 | 0 |
| | | Add'l Standees | 4 | 164 |
| | | Total Standees | 44 | 164 |
| | Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 0 | 6 |
| | | Total Standees | 0 | 6 |
| | Long Beach Branch | Program Standees | 28 | 0 |
| | | Add'l Standees | 0 | 2 |
| | | Total Standees | 28 | 2 |
| | 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 | 14 | 0 |
| | | Total Standees | 14 | 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 | 6 | 49 |
| | | Total Standees | 6 | 49 |
| | Ronkonkoma Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 8 | 20 |
| | | Total Standees | 8 | 20 |
| | West Hempstead Branch | Program Standees | 0 | 0 |
| | | Add'l Standees | 7 | 0 |
| | | Total Standees | 7 | 0 |
| System Wide PEAK | | | 120 | 254 |

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 OCTOBER 2018

| Elevator Availability | | 2018 | | 2017 | |
|------------------------------|------------------------|----------------|---------------------|----------------|---------------------|
| | | October | Year to Date | October | Year to Date |
| Branch | Babylon Branch | 98.2% | 98.3% | 99.4% | 98.9% |
| | Far Rockaway Branch | 99.8% | 99.4% | 99.7% | 99.2% |
| | Hempstead Branch | 99.3% | 99.5% | 99.6% | 99.3% |
| | Long Beach Branch | 99.8% | 99.5% | 99.0% | 99.1% |
| | Port Jefferson Branch | 97.3% | 98.7% | 98.5% | 98.7% |
| | Port Washington Branch | 99.7% | 99.3% | 99.3% | 99.3% |
| | Ronkonkoma Branch | 99.7% | 99.2% | 99.2% | 99.3% |
| | City Terminal Stations | 99.7% | 99.5% | 99.0% | 98.8% |
| | Overall Average | 99.2% | 99.1% | 99.2% | 99.0% |

| Escalator Availability | | 2018 | | 2017 | |
|-------------------------------|------------------------|----------------|---------------------|----------------|---------------------|
| | | October | Year to Date | October | Year to Date |
| Branch | Babylon Branch | 96.7% | 96.7% | 98.0% | 97.1% |
| | Far Rockaway Branch | 98.9% | 96.8% | 98.7% | 96.5% |
| | Hempstead Branch | 99.3% | 97.6% | 94.1% | 98.3% |
| | Long Beach Branch | 98.0% | 97.7% | 90.2% | 90.9% |
| | Port Jefferson Branch | 97.7% | 99.0% | XX | 97.7% |
| | City Terminal | 90.4% | 96.6% | 90.7% | 97.8% |
| | Overall Average | 95.2% | 96.8% | 94.5% | 97.2% |



Long Island Rail Road

Financial Report Highlights



Launched on September 8th and in effect through November 12th, the Autumn Weekends Program built off the success of the Summer Saturdays program and invited monthly customers to invite up to four individuals to join them for travel on Saturdays and Sundays for the \$1 price of a Family Fare Ticket.



Long Island Rail Road

Financial Report Highlights

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

September 2018 Highlights

- Total revenue of \$975.7 million was \$70.4 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through September, total 2018 ridership was 66.5 million, which was 0.1% less than 2017 (adjusted for the same number of work days) and 1.0% below Mid-Year Forecast. Commutation ridership of 37.9 million was 0.3% less than 2017 and 0.6% below Mid-Year Forecast. Non-Commutation ridership of 28.6 million was 0.1% above 2017 and 1.5% below Forecast. Consequently, Farebox Revenue of \$550.7 million was \$3.5 million lower than Forecast.
- Total expenses before non-cash liability adjustments of \$1,489.3 million were \$1.1 million (0.1%) unfavorable to Forecast. The primary drivers of this unfavorable variance are higher overtime, write-offs of projects that are no longer capital eligible and timing of FELA Indemnity reserves, partially offset by vacant positions including associated fringe costs, timing of material usage and an insurance reimbursement due to property damage.

Financial Results for Year-to-Date (YTD) September 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 | \$905.3 | \$975.7 | \$70.4 |
| Total Expenses Before Non-Cash Liabilities | 1,488.3 | 1,489.3 | (1.1) |
| Net Surplus/(Deficit) Before Non-Cash Liabilities | (\$583.0) | (\$513.7) | \$69.3 |
| Other Non-Cash Liabilities | 369.6 | 397.0 | (27.4) |
| Net Surplus/(Deficit) After Non-Cash Liabilities | (\$952.6) | (\$910.6) | \$41.9 |
| Cash Adjustments | 356.5 | 359.8 | 3.4 |
| Net Cash Surplus/(Deficit) | (\$596.1) | (\$550.8) | \$45.3 |

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

September YTD operating results were favorable by \$41.9 or 4.4% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through September were \$3.3 unfavorable to the Forecast. Farebox Revenue was unfavorable as a result of lower ridership. Other Operating Revenues were favorable to forecast due to higher rental revenue, miscellaneous revenue and FEMA reimbursements, partially offset by lower advertising and freight revenue. Total Non-Reimbursable expenses through September were \$45.3 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of materials and maintenance contracts, and higher restitution of property damages due to an insurance settlement, partially offset by higher depreciation, write-off of projects that are no longer capital eligible and FELA Indemnity reserves.

YTD capital and other reimbursable expenditures (and reimbursements) were \$73.7 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date September **Total Revenues** (including Capital and Other Reimbursements) of \$975.7 were \$70.4 or 7.8% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$3.5 unfavorable to forecast due to lower ridership. Ridership through September was 66.5 million. This was 0.1% lower than 2017 (adjusted for same number of calendar work days) and 1.0% lower than the Forecast.
- **Y-T-D Other Operating Revenues** were \$0.2 favorable to forecast due to higher rental revenue, miscellaneous revenue and FEMA reimbursements, partially offset by lower advertising and freight revenue.
- **Y-T-D Capital and Other Reimbursements** were \$73.7 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date September **Total Expenses** (including depreciation and other) of \$1,886.3 were unfavorable to the Forecast by \$(28.4) or (1.5)%.

Labor Expenses, \$(18.0) unfavorable Y-T-D.

- **Payroll**, \$5.8 favorable Y-T-D (primarily vacant positions, lower vacation pay and wage claim accruals, and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts and payments for management vacation buybacks).
- **Overtime**, \$(21.9) unfavorable Y-T-D (primarily higher capital project activity, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage).
- **Health & Welfare**, \$1.4 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$2.7 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(6.0) unfavorable Y-T-D (primarily higher FELA Indemnity reserves, partially offset by lower Railroad Retirement Taxes).



Long Island Rail Road

Financial Report Highlights

Non-Labor Expenses, \$16.9 favorable Y-T-D.

- **Electric Power**, \$0.3 favorable Y-T-D (lower consumption, partially offset by higher rates).
- **Fuel**, \$0.5 favorable Y-T-D (lower consumption and lower rates).
- **Insurance**, \$0.5 favorable Y-T-D (lower insurance expense).
- **Claims**, \$2.1 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$0.2 favorable Y-T-D (lower/timing platform investments, TVM maintenance initiatives, other equipment rental, non-revenue vehicle repairs, elevator/escalator maintenance, waste maintenance services, ticket stock purchases, security systems and joint facilities, partially offset by higher capital project activity, bussing services, and timing of vegetation management and HVAC maintenance).
- **Professional Services**, \$(7.1) unfavorable Y-T-D (Primarily write-off of various projects that are no longer capital eligible and higher capital project activity, partially offset by timing of MTA chargebacks, activities/payments for enterprise asset management, advertising initiatives and other professional services).
- **Materials and Supplies**, \$13.9 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**, \$6.5 favorable Y-T-D (primarily higher restitution of property damages due to an insurance settlement, lower bad debt reserve due to reversals, lower office supplies and miscellaneous expenses, partially offset by losses due to the demolition of assets which were not fully depreciated and higher capital project activity).

Depreciation and Other, \$(27.4) unfavorable Y-T-D (primarily higher Depreciation and Other Post-Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through September of \$550.8 was \$45.3 favorable to the Mid-Year Forecast due to higher receipts and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.8%, 3.1 percentage points above the Forecast resulting from lower expenses.
- Through September, the Adjusted Farebox Operating Ratio was 56.5%, which is above the Forecast due to lower expenses.
- Through September, the Adjusted Cost per Passenger was \$15.47, which is lower than the Forecast due to lower expenses.
- Through September, the Revenue per Passenger was \$8.28, 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
SEPTEMBER 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 | \$62.830 | \$61.993 | (\$0.837) | (1.3) | \$0.000 | \$0.000 | \$0.000 | - | \$62.830 | \$61.993 | (\$0.837) | (1.3) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 3.433 | 3.565 | 0.132 | 3.8 | 0.000 | 0.000 | 0.000 | - | 3.433 | 3.565 | 0.132 | 3.8 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 33.618 | 39.418 | 5.800 | 17.3 | 33.618 | 39.418 | 5.800 | 17.3 |
| Total Revenue | \$66.263 | \$65.558 | (\$0.705) | (1.1) | \$33.618 | \$39.418 | \$5.800 | 17.3 | \$99.881 | \$104.976 | \$5.095 | 5.1 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$44.104 | \$43.033 | \$1.070 | 2.4 | \$11.097 | \$10.621 | \$0.475 | 4.3 | \$55.200 | \$53.654 | \$1.546 | 2.8 |
| Overtime | 11.321 | 11.537 | (0.216) | (1.9) | 3.170 | 5.188 | (2.018) | (63.7) | 14.491 | 16.725 | (2.235) | (15.4) |
| Health and Welfare | 9.860 | 9.324 | 0.536 | 5.4 | 2.381 | 2.640 | (0.259) | (10.9) | 12.240 | 11.964 | 0.277 | 2.3 |
| OPEB Current Payment | 5.577 | 5.043 | 0.534 | 9.6 | 0.000 | 0.000 | 0.000 | - | 5.577 | 5.043 | 0.534 | 9.6 |
| Pensions | 10.919 | 10.819 | 0.100 | 0.9 | 3.868 | 3.968 | (0.100) | (2.6) | 14.787 | 14.787 | 0.000 | 0.0 |
| Other Fringe Benefits | 12.759 | 6.575 | 6.184 | 48.5 | 2.434 | 2.861 | (0.427) | (17.5) | 15.193 | 9.437 | 5.756 | 37.9 |
| Reimbursable Overhead | (2.421) | (4.280) | 1.859 | 76.8 | 2.421 | 4.280 | (1.859) | (76.8) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$92.119 | \$82.052 | \$10.066 | 10.9 | \$25.370 | \$29.558 | (\$4.188) | (16.5) | \$117.489 | \$111.610 | \$5.878 | 5.0 |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$8.774 | \$9.370 | (\$0.596) | (6.8) | \$0.129 | \$0.092 | \$0.037 | 28.9 | \$8.903 | \$9.462 | (\$0.559) | (6.3) |
| Fuel | 1.792 | 1.506 | 0.285 | 15.9 | 0.000 | 0.000 | 0.000 | - | 1.792 | 1.506 | 0.285 | 15.9 |
| Insurance | 1.718 | 1.067 | 0.652 | 37.9 | 0.740 | 0.665 | 0.075 | 10.2 | 2.459 | 1.732 | 0.727 | 29.6 |
| Claims | 0.319 | 0.253 | 0.065 | 20.5 | 0.000 | 0.000 | 0.000 | - | 0.319 | 0.253 | 0.065 | 20.5 |
| 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 | 6.584 | 7.055 | (0.471) | (7.2) | 1.529 | 2.294 | (0.765) | (50.0) | 8.113 | 9.349 | (1.236) | (15.2) |
| Professional Service Contracts | 4.935 | 8.343 | (3.408) | (69.1) | 0.055 | 0.488 | (0.433) | * | 4.991 | 8.831 | (3.841) | (77.0) |
| Materials & Supplies | 18.169 | 13.030 | 5.139 | 28.3 | 5.761 | 6.250 | (0.489) | (8.5) | 23.930 | 19.280 | 4.651 | 19.4 |
| Other Business Expenses | 1.871 | 0.181 | 1.690 | 90.3 | 0.033 | 0.072 | (0.039) | * | 1.904 | 0.252 | 1.652 | 86.8 |
| Total Non-Labor Expenses | \$44.162 | \$40.805 | \$3.356 | 7.6 | \$8.248 | \$9.860 | (\$1.612) | (19.5) | \$52.409 | \$50.665 | \$1.745 | 3.3 |
| 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 | \$136.280 | \$122.857 | \$13.423 | 9.8 | \$33.618 | \$39.418 | (\$5.800) | (17.3) | \$169.898 | \$162.275 | \$7.623 | 4.5 |
| Depreciation | \$29.099 | \$31.629 | (\$2.530) | (8.7) | \$0.000 | \$0.000 | \$0.000 | - | \$29.099 | \$31.629 | (\$2.530) | (8.7) |
| Other Post Employment Benefits | 11.574 | 11.808 | (0.234) | (2.0) | 0.000 | 0.000 | 0.000 | - | 11.574 | 11.808 | (0.234) | (2.0) |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.157 | 0.182 | (0.026) | (16.5) | 0.000 | 0.000 | 0.000 | - | 0.157 | 0.182 | (0.026) | (16.5) |
| Total Expenses | \$177.110 | \$166.477 | \$10.633 | 6.0 | \$33.618 | \$39.418 | (\$5.800) | (17.3) | \$210.728 | \$205.895 | \$4.833 | 2.3 |
| Net Surplus/(Deficit) | (\$110.847) | (\$100.919) | \$9.928 | 9.0 | \$0.000 | \$0.000 | \$0.000 | - | (\$110.847) | (\$100.919) | \$9.928 | 9.0 |
| Cash Conversion Adjustments | | | | | | | | | | | | |
| Depreciation | \$29.099 | \$31.629 | \$2.530 | 8.7 | \$0.000 | \$0.000 | \$0.000 | - | \$29.099 | \$31.629 | \$2.530 | 8.7 |
| Operating/Capital | (3.639) | (1.445) | 2.194 | 60.3 | 0.000 | 0.000 | 0.000 | - | (3.639) | (1.445) | 2.194 | 60.3 |
| Other Cash Adjustments | 25.649 | 21.963 | (3.686) | (14.4) | 0.000 | 0.000 | 0.000 | - | 25.649 | 21.963 | (3.686) | (14.4) |
| Total Cash Conversion Adjustments | \$51.109 | \$52.147 | \$1.038 | 2.0 | 0.000 | \$0.000 | \$0.000 | - | \$51.109 | \$52.147 | \$1.038 | 2.0 |
| Net Cash Surplus/(Deficit) | (\$59.738) | (\$48.772) | \$10.966 | 18.4 | \$0.000 | \$0.000 | \$0.000 | - | (\$59.738) | (\$48.772) | \$10.966 | 18.4 |

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.

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER Year-To-Date
(\$ 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 | \$554.170 | \$550.667 | (\$3.503) | (0.6) | \$0.000 | \$0.000 | \$0.000 | - | \$554.170 | \$550.667 | (\$3.503) | (0.6) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 30.966 | 31.124 | 0.158 | 0.5 | 0.000 | 0.000 | 0.000 | - | 30.966 | 31.124 | 0.158 | 0.5 |
| Capital & Other Reimbursements | 0.000 | 0.000 | 0.000 | - | 320.139 | 393.877 | 73.738 | 23.0 | 320.139 | 393.877 | 73.738 | 23.0 |
| Total Revenue | \$585.135 | \$581.791 | (\$3.345) | (0.6) | \$320.139 | \$393.877 | \$73.738 | 23.0 | \$905.275 | \$975.668 | \$70.393 | 7.8 |
| Expenses | | | | | | | | | | | | |
| Labor: | | | | | | | | | | | | |
| Payroll | \$401.613 | \$392.038 | \$9.575 | 2.4 | \$103.829 | \$107.652 | (\$3.823) | (3.7) | \$505.442 | \$499.690 | \$5.752 | 1.1 |
| Overtime | 109.257 | 110.023 | (0.767) | (0.7) | 33.598 | 54.690 | (21.091) | (62.8) | 142.855 | 164.713 | (21.858) | (15.3) |
| Health and Welfare | 84.309 | 78.989 | 5.320 | 6.3 | 23.365 | 27.295 | (3.930) | (16.8) | 107.674 | 106.283 | 1.390 | 1.3 |
| OPEB Current Payment | 49.261 | 46.581 | 2.680 | 5.4 | 0.000 | 0.000 | 0.000 | - | 49.261 | 46.581 | 2.680 | 5.4 |
| Pensions | 96.435 | 93.255 | 3.180 | 3.3 | 36.648 | 39.828 | (3.180) | (8.7) | 133.083 | 133.083 | 0.000 | 0.0 |
| Other Fringe Benefits | 128.243 | 129.088 | (0.845) | (0.7) | 24.250 | 29.374 | (5.124) | (21.1) | 152.494 | 158.462 | (5.969) | (3.9) |
| Reimbursable Overhead | (28.593) | (42.740) | 14.147 | 49.5 | 28.593 | 42.740 | (14.147) | (49.5) | 0.000 | 0.000 | 0.000 | - |
| Total Labor Expenses | \$840.525 | \$807.234 | \$33.291 | 4.0 | \$250.283 | \$301.578 | (\$51.295) | (20.5) | \$1,090.808 | \$1,108.813 | (\$18.005) | (1.7) |
| Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$68.885 | \$68.543 | \$0.342 | 0.5 | \$0.905 | \$0.898 | \$0.006 | 0.7 | \$69.790 | \$69.442 | \$0.348 | 0.5 |
| Fuel | 16.524 | 16.032 | 0.492 | 3.0 | 0.000 | 0.042 | (0.042) | - | 16.524 | 16.073 | 0.451 | 2.7 |
| Insurance | 15.373 | 14.805 | 0.568 | 3.7 | 6.597 | 6.658 | (0.061) | (0.9) | 21.969 | 21.462 | 0.507 | 2.3 |
| Claims | 4.064 | 1.987 | 2.078 | 51.1 | 0.000 | 0.000 | 0.000 | - | 4.064 | 1.987 | 2.078 | 51.1 |
| 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 | 53.957 | 47.838 | 6.120 | 11.3 | 15.440 | 21.358 | (5.918) | (38.3) | 69.397 | 69.196 | 0.202 | 0.3 |
| Professional Service Contracts | 28.082 | 31.867 | (3.786) | (13.5) | 0.765 | 4.050 | (3.284) | * | 28.847 | 35.917 | (7.070) | (24.5) |
| Materials & Supplies | 126.878 | 100.520 | 26.358 | 20.8 | 45.897 | 58.352 | (12.455) | (27.1) | 172.775 | 158.872 | 13.903 | 8.0 |
| Other Business Expenses | 13.836 | 6.625 | 7.211 | 52.1 | 0.252 | 0.941 | (0.689) | * | 14.088 | 7.566 | 6.522 | 46.3 |
| Total Non-Labor Expenses | \$327.600 | \$288.216 | \$39.384 | 12.0 | \$69.856 | \$92.299 | (\$22.443) | (32.1) | \$397.456 | \$380.515 | \$16.941 | 4.3 |
| 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 | \$1,168.125 | \$1,095.451 | \$72.674 | 6.2 | \$320.139 | \$393.877 | (\$73.738) | (23.0) | \$1,488.264 | \$1,489.328 | (\$1.064) | (0.1) |
| Depreciation | \$263.852 | \$290.220 | (26.369) | (10.0) | \$0.000 | \$0.000 | \$0.000 | - | \$263.852 | \$290.220 | (26.369) | (10.0) |
| Other Post Employment Benefits | 104.201 | 105.083 | (0.882) | (0.8) | 0.000 | 0.000 | 0.000 | - | 104.201 | 105.083 | (0.882) | (0.8) |
| 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 | 1.530 | 1.662 | (0.132) | (8.6) | 0.000 | 0.000 | 0.000 | - | 1.530 | 1.662 | (0.132) | (8.6) |
| Total Expenses | \$1,537.707 | \$1,492.416 | \$45.291 | 2.9 | \$320.139 | \$393.877 | (\$73.738) | (23.0) | \$1,857.846 | \$1,886.293 | (\$28.446) | (1.5) |
| Net Surplus/(Deficit) | (\$952.572) | (\$910.625) | \$41.947 | 4.4 | \$0.000 | \$0.000 | \$0.000 | - | (\$952.572) | (\$910.625) | \$41.947 | 4.4 |
| Cash Conversion Adjustments | | | | | | | | | | | | |
| Depreciation | \$263.852 | \$290.220 | \$26.369 | 10.0 | \$0.000 | \$0.000 | \$0.000 | - | 263.852 | \$290.220 | \$26.369 | 10.0 |
| Operating/Capital | (20.617) | (11.248) | 9.369 | 45.4 | 0.000 | 0.000 | 0.000 | - | (20.617) | (11.248) | 9.369 | 45.4 |
| Other Cash Adjustments | 113.237 | 80.871 | (32.366) | (28.6) | 0.000 | 0.000 | 0.000 | - | 113.237 | 80.871 | (32.366) | (28.6) |
| Total Cash Conversion Adjustments | \$356.471 | \$359.843 | \$3.372 | 0.9 | \$0.000 | \$0.000 | \$0.000 | - | \$356.471 | \$359.843 | \$3.372 | 0.9 |
| Net Cash Surplus/(Deficit) | (\$596.100) | (\$550.782) | \$45.318 | 7.6 | \$0.000 | \$0.000 | \$0.000 | - | (\$596.100) | (\$550.782) | \$45.318 | 7.6 |

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.

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

TABLE 3

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)

| September 2018 | | | | Year-to-Date September 2018 | | | |
|--|-------------------------|---|--------|--|---|--------|--|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Revenue | | | | | | | |
| Farebox Revenue | Non Reimb. | (0.837) | (1.3) | Lower ridership \$(0.192) and yield per passenger \$(0.645). | (3.503) | (0.6) | Lower ridership \$(5.514), partially offset by higher yield per passenger \$2.011. |
| Other Operating Revenue | Non Reimb. | 0.132 | 3.8 | Primarily due to timing of miscellaneous revenue and higher rental revenue, partially offset by timing of advertising revenues. | 0.158 | 0.5 | Primarily due to higher rental revenue, the timing of miscellaneous revenue and FEMA revenue, partially offset by timing of advertising and freight revenue. |
| Capital & Other Reimbursements | Reimb. | 5.800 | 17.3 | Timing of capital project activity and interagency reimbursements. | 73.738 | 23.0 | Timing of capital project activity and interagency reimbursements. |
| Expenses | | | | | | | |
| Payroll | Non Reimb. | 1.070 | 2.4 | Primarily due to vacant positions, lower vacation pay accruals and sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts payments. | 9.575 | 2.4 | Primarily vacant positions, lower vacation pay and wage claim accruals and higher sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyouts and payments for management vacation buybacks. |
| | Reimb. | 0.475 | 4.3 | Primarily due to timing of project activity. | (3.823) | (3.7) | Primarily due to timing of project activity. |
| Overtime | Non Reimb. | (0.216) | (1.9) | Primarily due to higher unscheduled/scheduled service and vacancy/absentee coverage, partially offset by lower maintenance. | (0.767) | (0.7) | Primarily due to unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage. |
| | Reimb. | (2.018) | (63.7) | Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements and Hicksville Station improvements. | (21.091) | (62.8) | 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, PTC and Annual Track program. |
| Health and Welfare | Non Reimb. | 0.536 | 5.4 | Vacant positions. | 5.320 | 6.3 | Vacant positions. |
| | Reimb. | (0.259) | (10.9) | Primarily due to timing of project activity. | (3.930) | (16.8) | Primarily due to timing of project activity. |
| OPEB Current Payment | Non Reimb. | 0.534 | 9.6 | Fewer retirees/beneficiaries. | 2.680 | 5.4 | Fewer retirees/beneficiaries. |

TABLE 3

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)

| September 2018 | | | | Year-to-Date September 2018 | | | |
|--|-------------------------|---|--------|--|---|--------|--|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Pensions | Non Reimb. | 0.100 | 0.9 | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. | 3.180 | 3.3 | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. |
| | Reimb. | (0.100) | (2.6) | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. | (3.180) | (8.7) | Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated. |
| Other Fringe Benefits | Non Reimb. | 6.184 | 48.5 | Lower FELA Indemnity reserve adjustments and Railroad Retirement Taxes. | (0.845) | (0.7) | Higher FELA indemnity reserves and meal allowance, partially offset by lower Railroad Retirement Taxes. |
| | Reimb. | (0.427) | (17.5) | Primarily due to timing of project activity. | (5.124) | (21.1) | Primarily due to timing of project activity. |
| Reimbursable Overhead | Non Reimb. | 1.859 | 76.8 | Primarily due to timing of project activity. | 14.147 | 49.5 | Primarily due to timing of project activity. |
| | Reimb. | (1.859) | (76.8) | Primarily due to timing of project activity. | (14.147) | (49.5) | Primarily due to timing of project activity. |
| Electric Power | Non Reimb. | (0.596) | (6.8) | Higher consumption and rates, partially offset by the timing of accrual adjustments. | 0.342 | 0.5 | Lower consumption, partially offset by higher rates and the timing of accrual adjustments. |
| | Reimb. | 0.037 | 28.9 | Primarily due to the timing of project activity. | 0.006 | 0.7 | Primarily due to the timing of project activity. |
| Fuel | Non Reimb. | 0.285 | 15.9 | Primarily due to lower rates and consumption, partially offset by the timing of accrual adjustments. | 0.492 | 3.0 | Lower consumption, lower rates and the timing of accrual adjustments. |
| | Reimb. | 0.000 | - | | (0.042) | - | Primarily due to the timing of project activity. |
| Insurance | Non Reimb. | 0.652 | 37.9 | Lower property and liability insurance. | 0.568 | 3.7 | Lower property and liability insurance. |
| | Reimb. | 0.075 | 10.2 | Force Account Insurance associated with project activity. | (0.061) | (0.9) | Force Account Insurance associated with project activity. |
| Claims | Non Reimb. | 0.065 | 20.5 | Lower non-employee claims, partially offset by higher public liability and corporate reserves. | 2.078 | 51.1 | Decrease in non-employee reserves, partially offset by higher corporate and public liability reserves. |

TABLE 3

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)

| September 2018 | | | | Year-to-Date September 2018 | | | |
|--|-------------------------|---|--------|--|---|--------|---|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Maintenance & Other Operating Contracts | Non Reimb. | (0.471) | (7.2) | Primarily due to higher emergency bussing services, vegetation management, hazardous waste cleanup services, and timing of Port Authority monthly cleaning charges, partially offset by the timing of TVM maintenance initiatives, lower waste maintenance, non-revenue vehicle repairs and other maintenance and operating contracts. | 6.120 | 11.3 | Timing of various Platform Investments, TVM Maintenance initiatives, other equipment rental, non-revenue vehicle repairs, elevator/escalator maintenance, waste maintenance services, ticket-stock purchases, lower security systems maintenance costs and joint facilities, partially offset by higher emergency bussing services, non-vehicle maintenance services, timing of vegetation management and HVAC maintenance. |
| | Reimb. | (0.765) | (50.0) | Primarily due to timing of project activity. | (5.918) | (38.3) | Primarily due to timing of project activity. |
| Professional Service Contracts | Non Reimb. | (3.408) | (69.1) | Primarily due to the write-off of expenses incurred with project work which are no longer capital eligible, partially offset by the timing of MTA chargebacks, enterprise asset management initiatives and seasonal advertising initiatives. | (3.786) | (13.5) | Primarily write-off of various projects that are no longer capital eligible, partially offset by the timing of MTA chargebacks, various enterprise asset management, market research and advertising initiatives. |
| | Reimb. | (0.433) | * | Primarily due to timing of project activity. | (3.284) | * | Primarily due to timing of project activity. |
| Materials & Supplies | Non Reimb. | 5.139 | 28.3 | Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet. | 26.358 | 20.8 | Primarily timing of fleet modification initiatives, M7 12 Year Propulsion, M7 Phase 2 Battery Change-out, M7 Wheel-Set Running Repairs (RR), C3 Truck Maintenance Initiative, DE/DM 15yr Maintenance Initiative, DE/DM Ice to Fire RCM program delays and other initiatives under the Reliability Centered Maintenance (RCM) program. |
| | Reimb. | (0.489) | (8.5) | Primarily due to timing of project activity. | (12.455) | (27.1) | Primarily due to timing of project activity. |
| Other Business Expenses | Non Reimb. | 1.690 | 90.3 | Primarily due to a reversal of bad debt expense, partially offset by losses due to the demolition of assets which were not fully depreciated and higher credit card fees. | 7.211 | 52.1 | Primarily due to higher restitution on property damage due to an insurance settlement, reversal of bad debt expense, lower print, stationary and office supplies and other miscellaneous expenses, partially offset by losses due to the demolition of assets which were not fully depreciated. |
| | Reimb. | (0.039) | * | Primarily due to timing of project activity. | (0.689) | * | Primarily due to timing of project activity. |

TABLE 3

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)

| September 2018 | | | | Year-to-Date September 2018 | | | |
|--|-------------------------|---|--------|--|---|--------|--|
| Generic Revenue or Expense Category | Non Reimb. Or Reimb. | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Depreciation | Non Reimb. | (2.530) | (8.7) | Based on certain capital assets being fully depreciated. | (26.369) | (10.0) | Based on certain capital assets being fully depreciated. |
| Other Post Employment Benefits | Non Reimb. | (0.234) | (2.0) | Latest actuarial estimates. | (0.882) | (0.8) | Latest actuarial estimates. |
| Environmental Remediation | Non Reimb. | (0.026) | (16.5) | | (0.132) | (8.6) | |

Table 4

| MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES September 2018 (\$ in millions) | | | | | | | | |
|---|-------------------|-------------------|----------------------------|---------------|--------------------|--------------------|----------------------------|--------------|
| | Month | | | | Year-to-Date | | | |
| | Forecast | Actual | Favorable (Unfavorable) | | Forecast | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$64.232 | \$60.740 | (\$3.492) | (5.4) | \$567.055 | \$564.877 | (\$2.178) | (0.4) |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | 0.899 | 1.701 | 0.802 | 89.2 | 25.649 | 24.073 | (1.576) | (6.1) |
| Capital & Other Reimbursements | 40.908 | 26.289 | (14.619) | (35.7) | 323.658 | 343.272 | 19.614 | 6.1 |
| Total Receipts | \$106.039 | \$88.730 | (\$17.309) | (16.3) | \$916.362 | \$932.223 | \$15.861 | 1.7 |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$52.923 | \$49.719 | \$3.204 | 6.1 | \$498.370 | \$490.939 | \$7.431 | 1.5 |
| Overtime | 14.491 | 16.961 | (2.470) | (17.0) | 145.832 | 163.024 | (17.192) | (11.8) |
| Health and Welfare | 12.240 | (0.902) | 13.142 | * | 106.610 | 102.333 | 4.277 | 4.0 |
| OPEB Current Payment | 5.577 | 0.786 | 4.791 | 85.9 | 49.261 | 46.491 | 2.770 | 5.6 |
| Pensions | 14.787 | 14.035 | 0.752 | 5.1 | 131.213 | 129.155 | 2.058 | 1.6 |
| Other Fringe Benefits | 14.162 | 10.939 | 3.223 | 22.8 | 148.913 | 145.554 | 3.359 | 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 | \$114.180 | \$91.538 | \$22.642 | 19.8 | \$1,080.199 | \$1,077.496 | \$2.704 | 0.3 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$8.903 | \$8.633 | \$0.270 | 3.0 | \$69.934 | \$69.149 | \$0.785 | 1.1 |
| Fuel | 1.792 | 1.072 | 0.720 | 40.2 | 16.524 | 16.008 | 0.516 | 3.1 |
| Insurance | 1.529 | 1.825 | (0.296) | (19.4) | 18.618 | 18.847 | (0.229) | (1.2) |
| Claims | 0.265 | 0.147 | 0.118 | 44.5 | 3.255 | 2.198 | 1.057 | 32.5 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | 12.608 | 6.957 | 5.651 | 44.8 | 79.372 | 73.489 | 5.883 | 7.4 |
| Professional Service Contracts | 3.670 | 3.838 | (0.168) | (4.6) | 29.473 | 25.104 | 4.369 | 14.8 |
| Materials & Supplies | 19.477 | 20.176 | (0.699) | (3.6) | 186.408 | 176.976 | 9.432 | 5.1 |
| Other Business Expenses | 1.972 | 1.764 | 0.208 | 10.5 | 16.322 | 10.436 | 5.886 | 36.1 |
| Total Non-Labor Expenditures | \$50.216 | \$44.412 | \$5.804 | 11.6 | \$419.906 | \$392.206 | \$27.700 | 6.6 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | |
| Other | \$1.381 | \$1.390 | (\$0.009) | (0.7) | \$12.357 | \$12.364 | (\$0.007) | (0.1) |
| Total Other Expenditure Adjustments | \$1.381 | \$1.390 | (\$0.009) | (0.7) | \$12.357 | \$12.364 | (\$0.007) | (0.1) |
| Total Expenditures | \$165.777 | \$137.340 | \$28.437 | 17.2 | \$1,512.462 | \$1,482.066 | \$30.396 | 2.0 |
| Cash Timing and Availability Adjustment | 0.000 | (0.162) | (0.162) | - | 0.000 | (0.939) | (0.939) | - |
| Net Cash Deficit (excludes opening balance) | (\$59.738) | (\$48.772) | \$10.966 | 18.4 | (\$596.100) | (\$550.782) | \$45.318 | 7.6 |
| Subsidies | | | | | | | | |
| MTA | 59.738 | 47.329 | (12.409) | (20.8) | 596.100 | 550.782 | (45.319) | (7.6) |

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

| Generic Revenue or Expense Category | September 2018 | | | Year-to-Date as of September 30, 2018 | | |
|--|---|--------|---|---|--------|---|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Receipts | | | | | | |
| Farebox Revenue | (3.492) | (5.4) | Lower advance sales impact \$(2.696), lower yields \$(0.645) and lower ridership \$(0.192), partially offset by higher MetroCard/AirTrain sales \$0.041. | (2.178) | (0.4) | Lower ridership \$(5.514) and lower MetroCard/AirTrain sales \$(0.012), partially offset by higher yields \$2.011 and higher advance sales impact \$1.337. |
| Other Operating Revenue | 0.802 | 89.2 | Primarily due to higher miscellaneous revenue. | (1.576) | (6.1) | Primarily due to the timing of rental and freight receipts, partially offset by higher miscellaneous revenue and a FEMA receipt. |
| Capital and Other Reimbursements | (14.619) | (35.7) | Timing of activity and reimbursement for capital and other reimbursements. | 19.614 | 6.1 | Timing of activity and reimbursement for capital and other reimbursements. |
| Expenditures | | | | | | |
| Labor: | | | | | | |
| Payroll | 3.204 | 6.1 | Primarily due to vacant positions, the timing of intercompany reimbursements and sick pay law claim credits, partially offset by the timing of retiree sick/vacation buyout payments. | 7.431 | 1.5 | Primarily due to vacant positions and higher sick pay law claim credits, partially offset by the timing of intercompany reimbursements, retiree sick/vacation buyouts and management vacation buybacks. |
| Overtime | (2.470) | (17.0) | Primarily due to higher project overtime, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower maintenance. | (17.192) | (11.8) | Primarily due to higher project overtime, unscheduled service and weather-related overtime, partially offset by lower vacancy/absentee coverage. |
| Health and Welfare | 13.142 | * | Primarily due to the timing of payments, vacant positions and intercompany reimbursements. | 4.277 | 4.0 | Primarily due to intercompany reimbursements and vacant positions. |
| OPEB Current Payment | 4.791 | 85.9 | Primarily due to the timing of payments and fewer retirees/beneficiaries. | 2.770 | 5.6 | Primarily due to fewer retirees/beneficiaries. |

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

| Generic Revenue or Expense Category | September 2018 | | | Year-to-Date as of September 30, 2018 | | |
|---|---|--------|--|---|-------|---|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Pensions | 0.752 | 5.1 | Due to intercompany reimbursements. | 2.058 | 1.6 | Due to intercompany reimbursements. |
| Other Fringe Benefits | 3.223 | 22.8 | Primarily due to the timing of FELA payments and lower Railroad Retirement Tax payments which include intercompany reimbursements. | 3.359 | 2.3 | Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, partially offset by higher FELA and meal payments. |
| Non-Labor: | | | | | | |
| Electric Power | 0.270 | 3.0 | Primarily due to the timing of payments, partially offset by higher rates and consumption. | 0.785 | 1.1 | Primarily due to lower consumption, partially offset by higher rates. |
| Fuel | 0.720 | 40.2 | Primarily due to lower rates, lower consumption and the timing of payments. | 0.516 | 3.1 | Primarily due to lower consumption and lower rates. |
| Insurance | (0.296) | (19.4) | Primarily due to the timing of payments. | (0.229) | (1.2) | Primarily due to the timing of payments. |
| Claims | 0.118 | 44.5 | Timing of claim payments. | 1.057 | 32.5 | Timing of claim payments. |
| Maintenance and Other Operating Contracts | 5.651 | 44.8 | Timing of payments. | 5.883 | 7.4 | Timing of payments. |
| Professional Service Contracts | (0.168) | (4.6) | Primarily the timing of MTA Chargeback service payments, partially offset by the timing of payments for other professional services. | 4.369 | 14.8 | Primarily the timing of payments for MTA Chargeback and other professional services. |
| Materials and Supplies | (0.699) | (3.6) | Primarily the timing of program, production plan, and operating funded capital material and supplies. | 9.432 | 5.1 | Primarily the timing of program, production plan, and operating funded capital material and supplies. |
| Other Business Expenses | 0.208 | 10.5 | Primarily due to the timing of payment, partially offset by higher credit/debit card fees. | 5.886 | 36.1 | Primarily due to higher restitution of property damages as a result of an insurance settlement and the timing of payments, partially offset by higher credit/debit card fees. |

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

| Generic Revenue or Expense Category | September 2018 | | | Year-to-Date as of September 30, 2018 | | |
|--|---|-------|--|---|-------|--|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Other Expenditure Adjustments | (0.009) | (0.7) | Higher MetroCard/AirTrain pass through payments. | (0.007) | (0.1) | Higher MetroCard/AirTrain pass through payments. |

Table 6

| MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) September 2018 (\$ in millions) | | | | | | | | |
|--|----------------------------|-------------------|-------------------|--------------|----------------------------|-------------------|-------------------|-------------|
| | Month | | | | Year-to-Date | | | |
| | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | | | |
| | Forecast | Actual | Variance | Percent | Forecast | Actual | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$1.402 | (\$1.253) | (\$2.655) | * | \$12.885 | \$14.211 | \$1.325 | 10.3 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Other Operating Revenue | (2.534) | (1.864) | 0.670 | 26.4 | (5.317) | (7.051) | (1.734) | (32.6) |
| Capital & Other Reimbursements | 7.290 | (13.128) | (20.419) | * | 3.519 | (50.605) | (54.124) | * |
| Total Receipts | \$6.158 | (\$16.246) | (\$22.404) | * | \$11.087 | (\$43.445) | (\$54.532) | * |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$2.277 | \$3.935 | \$1.658 | 72.8 | \$7.072 | \$8.751 | \$1.679 | 23.7 |
| Overtime | (0.000) | (0.236) | (0.235) | * | (2.977) | 1.689 | 4.666 | * |
| Health and Welfare | 0.000 | 12.866 | 12.865 | * | 1.064 | 3.950 | 2.886 | * |
| OPEB Current Payment | 0.000 | 4.257 | 4.257 | * | (0.000) | 0.090 | 0.090 | * |
| Pensions | 0.000 | 0.752 | 0.752 | * | 1.870 | 3.928 | 2.058 | * |
| Other Fringe Benefits | 1.031 | (1.502) | (2.534) | * | 3.581 | 12.909 | 9.328 | * |
| 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 | \$3.309 | \$20.072 | \$16.763 | * | \$10.609 | \$31.317 | \$20.708 | * |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | (\$0.000) | \$0.829 | \$0.829 | * | (\$0.144) | \$0.293 | \$0.437 | * |
| Fuel | (0.000) | 0.435 | 0.435 | * | 0.000 | 0.066 | 0.066 | * |
| Insurance | 0.930 | (0.093) | (1.023) | * | 3.351 | 2.616 | (0.736) | (21.9) |
| Claims | 0.054 | 0.106 | 0.053 | 98.1 | 0.809 | (0.211) | (1.021) | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Maintenance and Other Operating Contracts | (4.495) | 2.392 | 6.888 | * | (9.975) | (4.293) | 5.681 | 57.0 |
| Professional Service Contracts | 1.321 | 4.993 | 3.672 | * | (0.626) | 10.813 | 11.439 | * |
| Materials & Supplies | 4.453 | (0.896) | (5.350) | * | (13.633) | (18.104) | (4.471) | (32.8) |
| Other Business Expenses | (0.068) | (1.512) | (1.444) | * | (2.234) | (2.870) | (0.637) | (28.5) |
| Total Non-Labor Expenditures | \$2.193 | \$6.253 | \$4.060 | * | (\$22.450) | (\$11.692) | \$10.759 | 47.9 |
| <i>Other Expenditure Adjustments:</i> | | | | | | | | |
| Other | (\$1.381) | (\$1.390) | (\$0.009) | (0.7) | (\$12.357) | (\$12.364) | (\$0.007) | 0.0 |
| Total Other Expenditure Adjustments | (\$1.381) | (\$1.390) | (\$0.009) | (0.7) | (\$12.357) | (\$12.364) | (\$0.007) | 0.0 |
| Total Expenditures before Depreciation | \$4.121 | \$24.935 | \$20.814 | * | (\$24.198) | \$7.262 | \$31.460 | * |
| Depreciation Adjustment | \$29.099 | \$31.629 | \$2.530 | 8.7 | \$263.852 | \$290.220 | \$26.369 | 10.0 |
| Other Post Employment Benefits | 11.574 | 11.808 | 0.234 | 2.0 | 104.201 | 105.083 | 0.882 | 0.8 |
| GASB 68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | - | 0.000 | 0.000 | 0.000 | - |
| Environmental Remediation | 0.157 | 0.182 | 0.026 | 16.5 | 1.530 | 1.662 | 0.132 | 8.6 |
| Total Expenditures | \$44.951 | \$68.554 | \$23.604 | 52.5 | \$345.384 | \$404.227 | \$58.843 | 17.0 |
| Cash Timing and Availability Adjustment | 0.000 | (0.162) | (0.162) | - | 0.000 | (0.939) | (0.939) | - |
| Total Cash Conversion Adjustments | \$51.109 | \$52.147 | \$1.038 | 2.0 | \$356.471 | \$359.843 | \$3.372 | 0.9 |

The impact of the LIRR's Forward Plan which was captured in MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, has been allocated and is now reflected within the baseline Mid-Year Forecasts.

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

| | September 2018 | | | | | | September 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 | 32,427 | \$2.056 | 33,730 | \$2.144 | (1,303) -4.0% | (\$0.088) -4.3% | 294,913 | \$18.703 | 295,466 | \$18.797 | (553) -0.2% | (\$0.094) -0.5% |
| <u>Unscheduled Service</u> | 7,087 | \$0.456 | 11,630 | \$0.747 | (4,542) -64.1% | (\$0.291) -63.8% | 66,624 | \$4.305 | 84,315 | \$5.475 | (17,692) -26.6% | (\$1.170) -27.2% |
| <u>Programmatic/Routine Maintenance</u> | 88,518 | \$5.150 | 73,574 | \$4.336 | 14,944 16.9% | \$0.814 15.8% | 627,669 | \$36.865 | 630,764 | \$36.290 | (3,096) -0.5% | \$0.576 1.6% |
| <u>Unscheduled Maintenance</u> | 750 | \$0.046 | 1,567 | \$0.096 | (817) * | (\$0.050) * | 10,605 | \$0.642 | 21,130 | \$1.287 | (10,525) -99.2% | (\$0.645) * |
| <u>Vacancy/Absentee Coverage</u> | 55,750 | \$3.361 | 58,013 | \$3.486 | (2,263) -4.1% | (\$0.124) -3.7% | 609,494 | \$37.127 | 589,338 | \$35.158 | 20,156 3.3% | \$1.969 5.3% |
| <u>Weather Emergencies</u> | 1,429 | \$0.085 | 851 | \$0.056 | 578 40.5% | \$0.028 33.5% | 161,469 | \$10.061 | 166,715 | \$10.464 | (5,246) -3.2% | (\$0.403) -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 | \$0.166 | 1,880 | \$0.671 | 374 16.6% | (\$0.505) * | 20,162 | \$1.554 | 18,322 | \$2.553 | 1,840 9.1% | (\$0.999) -64.3% |
| NON-REIMBURSABLE OVERTIME | 188,215 | \$11.321 | 181,245 | \$11.537 | 6,970 3.7% | (\$0.216) -1.9% | 1,790,937 | \$109.257 | 1,806,051 | \$110.023 | (15,115) -0.8% | (\$0.767) -0.7% |
| REIMBURSABLE OVERTIME | 56,427 | \$3.170 | 87,355 | \$5.188 | (30,928) -54.8% | (\$2.018) -63.7% | 562,835 | \$33.598 | 843,280 | \$54.690 | (280,446) -49.8% | (\$21.091) -62.8% |
| TOTAL OVERTIME | 244,642 | \$14.491 | 268,600 | \$16.725 | (23,958) -9.8% | (\$2.235) -15.4% | 2,353,771 | \$142.855 | 2,649,332 | \$164.713 | (295,560) -12.6% | (\$21.858) -15.3% |

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)

| | September 2018 | | | September Year-to-Date | | |
|---|---------------------|------------------|--|------------------------|-------------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| <u>Scheduled Service</u> | (1,303) | (\$0.088) | | (553) | (\$0.094) | |
| | -4.0% | -4.3% | | -0.2% | -0.5% | |
| <u>Unscheduled Service</u> | (4,542) | (\$0.291) | Additional operational support required to fulfill on time performance. | (17,692) | (\$1.170) | Additional operational support required to fulfill on time performance. |
| | -64.1% | -63.8% | | -26.6% | -27.2% | |
| <u>Programmatic/Routine Maintenance</u> | 14,944 | \$0.814 | Lower maintenance efforts within the Equipment department due to MU & Diesel outlying points and delayed camera installation. Partially offset by the Kew Gardens/Forest Hills temporary platform install, rail grinding and undercutting track maintenance within Engineering department. | (3,096) | \$0.576 | Lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation. Partially offset by 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 grave and mud remediation), Kew Gardens/Forest Hills temporary platform install and Sperry rail car initiative within Engineering. |
| | 16.9% | 15.8% | | -0.5% | 1.6% | |
| <u>Unscheduled Maintenance</u> | (817) | (\$0.050) | | (10,525) | (\$0.645) | Unfavorable due to West Side Yard & Woodside derailment, highway crossing emergency track rehabilitation (Montauk) and broken rail mitigation along the Main Line and Port Washington branches within the Engineering department. |
| | * | * | | -99.2% | * | |
| <u>Vacancy/Absentee Coverage</u> | (2,263) | (\$0.124) | Primarily driven by lower availability within Equipment and Stations department partially offset by higher availability within the Transportation department. | 20,156 | \$1.969 | Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Stations and Equipment departments. |
| | -4.1% | -3.7% | | 3.3% | 5.3% | |
| <u>Weather Emergencies</u> | 578 | \$0.028 | | (5,246) | (\$0.403) | Adverse weather conditions. |
| | 40.5% | 33.5% | | -3.2% | -4.0% | |
| <u>Safety/Security/Law Enforcement</u> | | | | | | |
| <u>Other</u> | 374 | (\$0.505) | Unfavorable due to variance between actual and forecasted wage rates. | 1,840 | (\$0.999) | Unfavorable due to variance between actual and forecasted wage rates. |
| | 16.6% | * | | 9.1% | -64.3% | |
| NON-REIMBURSABLE OVERTIME | 6,970 | (\$0.216) | | (15,115) | (\$0.767) | |
| | 3.7% | -1.9% | | -0.8% | -0.7% | |
| REIMBURSABLE OVERTIME | | | | | | |
| | (30,928) | (\$2.018) | Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Jamaica Capacity improvements and Hicksville Station improvements. | (280,446) | (\$21.091) | 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, PTC and Annual Track program. |
| | -54.8% | -63.7% | | -49.8% | -62.8% | |
| TOTAL OVERTIME | (23,958) | (\$2.235) | | (295,560) | (\$21.858) | |
| | -9.8% | -15.4% | | -12.6% | -15.3% | |

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 SEPTEMBER 2018

| | Mid-Year Forecast | Actual | Favorable/ (Unfavorable) Variance |
|--|----------------------|--------------|---|
| Administration | | | |
| Executive VP | 2 | 2 | 0 |
| Enterprise Asset Management | 7 | 6 | 1 |
| Sr. Vice President - Engineering | 2 | 1 | 1 |
| Labor Relations | 19 | 16 | 3 |
| Procurement & Logistics (excl. Stores) | 77 | 63 | 14 |
| Human Resources | 35 | 34 | 1 |
| Sr VP Administration | 2 | 2 | 0 |
| Strategic Investments | 18 | 18 | 0 |
| President | 6 | 5 | 1 |
| VP & CFO | 5 | 2 | 3 |
| Information Technology | 0 | 0 | 0 |
| Controller | 44 | 45 | (1) |
| Management & Budget | 18 | 16 | 2 |
| BPM, Controls & Compliance | 7 | 6 | 1 |
| Market Dev. & Public Affairs | 73 | 71 | 2 |
| Gen. Counsel & Secretary | 33 | 32 | 1 |
| Diversity Management | 3 | 3 | 0 |
| Security | 13 | 11 | 2 |
| System Safety | 39 | 34 | 5 |
| Training | 69 | 64 | 5 |
| Service Planning | 26 | 25 | 1 |
| Rolling Stock Programs | 17 | 10 | 7 |
| Sr Vice President - Operations | 2 | 1 | 1 |
| Total Administration | 517 | 467 | 50 |
| Operations | | | |
| Transportation Services - Train Operations | 2,260 | 2,337 | (77) |
| Customer Services | 315 | 313 | 2 |
| Total Operations | 2,575 | 2,650 | (75) |
| Maintenance | | | |
| Engineering | 2,051 | 2,078 | (27) |
| Equipment | 2,180 | 2,142 | 38 |
| Procurement (Stores) | 97 | 94 | 3 |
| Total Maintenance | 4,328 | 4,314 | 14 |
| Engineering/Capital | | | |
| Department of Program Management | 156 | 134 | 22 |
| Special Projects/East Side Access | 46 | 40 | 6 |
| Positive Train Control | 12 | 11 | 1 |
| Total Engineering/Capital | 214 | 185 | 29 |
| Baseline Total Positions | 7,634 | 7,616 | 18 |
| <i>Non-Reimbursable</i> | 6,249 | 6,372 | (123) |
| <i>Reimbursable</i> | 1,385 | 1,244 | 141 |
| Total Full-Time | 7,634 | 7,616 | 18 |
| 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 SEPTEMBER 2018**

| Explanation of Variances |
|---|
| |
| NON-REIMBURSABLE POSITIONS - Unfavorable 123 positions primarily due to unfavorable positions in Train Operations and Engineering workforce working on maintenance activity instead of capital project activity. |
| |
| REIMBURSABLE POSITIONS - Favorable 141 positions primarily due to the timing of project activity in Department of Program Management, Procurement and Logistics, Engineering 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 SEPTEMBER 2018

| | Mid-Year Forecast | Actual | Favorable/ (Unfavorable) Variance |
|-----------------------------------|----------------------|--------------|---|
| Administration | | | |
| Managers/Supervisors | 265 | 240 | 25 |
| Professional, Technical, Clerical | 147 | 122 | 25 |
| Operational Hourlies | 106 | 105 | 1 |
| Total Administration | 517 | 467 | 50 |
| Operations | | | |
| Managers/Supervisors | 312 | 302 | 10 |
| Professional, Technical, Clerical | 101 | 101 | 0 |
| Operational Hourlies | 2,162 | 2,247 | (85) |
| Total Operations | 2,575 | 2,650 | (75) |
| Maintenance | | | |
| Managers/Supervisors | 817 | 766 | 51 |
| Professional, Technical, Clerical | 305 | 239 | 66 |
| Operational Hourlies | 3,206 | 3,309 | (103) |
| Total Maintenance | 4,328 | 4,314 | 14 |
| Engineering/Capital | | | |
| Managers/Supervisors | 145 | 128 | 17 |
| Professional, Technical, Clerical | 69 | 57 | 12 |
| Operational Hourlies | 0 | 0 | 0 |
| Total Engineering/Capital | 214 | 185 | 29 |
| Total Positions | | | |
| Managers/Supervisors | 1,539 | 1,436 | 103 |
| Professional, Technical, Clerical | 622 | 519 | 103 |
| Operational Hourlies | 5,474 | 5,661 | (187) |
| Total Positions | 7,634 | 7,616 | 18 |

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

| | SEPTEMBER 2018 | | | | | | | SEPTEMBER 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 | |
| | | | | # | % | # | % | | | | # | % | # | % |
| RIDERSHIP | | | | | | | | | | | | | | |
| Monthly | 3.801 | 3.697 | 3.734 | (0.104) | -2.7% | (0.037) | -1.0% | 36.654 | 36.389 | 36.592 | (0.264) | -0.7% | (0.203) | -0.6% |
| Weekly | 0.160 | 0.196 | 0.165 | 0.036 | 22.7% | 0.031 | 18.7% | 1.497 | 1.532 | 1.443 | 0.035 | 2.3% | 0.089 | 6.2% |
| Total Commutation | 3.961 | 3.893 | 3.899 | (0.068) | -1.7% | (0.006) | -0.2% | 38.150 | 37.921 | 38.035 | (0.229) | -0.6% | (0.114) | -0.3% |
| One-Way Full Fare | 0.779 | 0.796 | 0.777 | 0.017 | 2.1% | 0.019 | 2.5% | 6.640 | 6.827 | 6.630 | 0.187 | 2.8% | 0.197 | 3.0% |
| One-Way Off-Peak | 1.601 | 1.582 | 1.643 | (0.019) | -1.2% | (0.061) | -3.7% | 14.099 | 13.667 | 13.960 | (0.433) | -3.1% | (0.293) | -2.1% |
| All Other | 0.909 | 0.957 | 0.930 | 0.048 | 5.3% | 0.026 | 2.8% | 8.311 | 8.118 | 7.992 | (0.194) | -2.3% | 0.126 | 1.6% |
| Total Non-Commutation | 3.288 | 3.335 | 3.350 | 0.046 | 1.4% | (0.016) | -0.5% | 29.051 | 28.612 | 28.582 | (0.439) | -1.5% | 0.030 | 0.1% |
| Total | 7.249 | 7.227 | 7.249 | (0.022) | -0.3% | (0.022) | -0.3% | 67.202 | 66.533 | 66.617 | (0.669) | -1.0% | (0.084) | -0.1% |

*Prior year adjusted to reflect current year calendar.

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

| | | MONTH | | | VARIANCE | |
|--|-------------------------|---------------------|------------------------|--------------------|------------------------|--------------------|
| | | Actual | Mid-Year | Actual | vs. | vs. |
| | | <u>2018</u> | <u>Forecast</u> | <u>2017</u> | <u>Forecast</u> | <u>2017</u> |
| Farebox Operating Ratio | | | | | | |
| | Standard ⁽¹⁾ | 49.9% | 44.9% | 52.5% | 5.0% | -2.6% |
| | Adjusted ⁽²⁾ | 56.7% | 50.7% | 61.3% | 6.0% | -4.6% |
| Cost Per Passenger | | | | | | |
| | Standard ⁽¹⁾ | \$17.20 | \$19.30 | \$16.20 | \$2.10 | (\$0.99) |
| | Adjusted ⁽²⁾ | \$16.00 | \$18.03 | \$14.87 | \$2.03 | (\$1.13) |
| Passenger Revenue/Passenger ⁽³⁾ | | \$8.58 | \$8.67 | \$8.51 | (\$0.09) | \$0.07 |
| | | YEAR-TO-DATE | | | VARIANCE | |
| | | Actual | Mid-Year | Actual | vs. | vs. |
| | | <u>2018</u> | <u>Forecast</u> | <u>2017</u> | <u>Forecast</u> | <u>2017</u> |
| Farebox Operating Ratio | | | | | | |
| | Standard ⁽¹⁾ | 49.8% | 46.7% | 50.4% | 3.1% | -0.6% |
| | Adjusted ⁽²⁾ | 56.5% | 52.8% | 59.1% | 3.7% | -2.6% |
| Cost Per Passenger | | | | | | |
| | Standard ⁽¹⁾ | \$16.63 | \$17.69 | \$16.17 | \$1.06 | (\$0.46) |
| | Adjusted ⁽²⁾ | \$15.47 | \$16.48 | \$14.79 | \$1.01 | (\$0.67) |
| Passenger Revenue/Passenger ⁽³⁾ | | \$8.28 | \$8.25 | \$8.15 | \$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

Ridership Report Highlights

September 2018 vs. 2017

- September 2018 total ridership decreased -0.3% compared to September 2017
- Commutation ridership decreased -0.2% compared to September 2017
- September 2018 Non-Commutation ridership decreased -0.5% compared to September 2017
- The following factors impacted ridership this September:
 - There were ridership gains during the Labor Day Weekend, and from several concerts at Forest Hills stadium, however this September experienced a greater than usual rainfall (+4.19 inches) compared to last year, which may have contributed to losses in Off-Peak ridership.

2018 vs. 2017 YTD

- Total YTD ridership is -0.1% below 2017 and -1.0% below Mid-Year Forecast
- YTD Commutation ridership is -0.3% below 2017
- YTD Non-Commutation ridership is +0.1% above 2017

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

September 2018

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

EXECUTIVE SUMMARY

September Ridership and Revenue (millions)

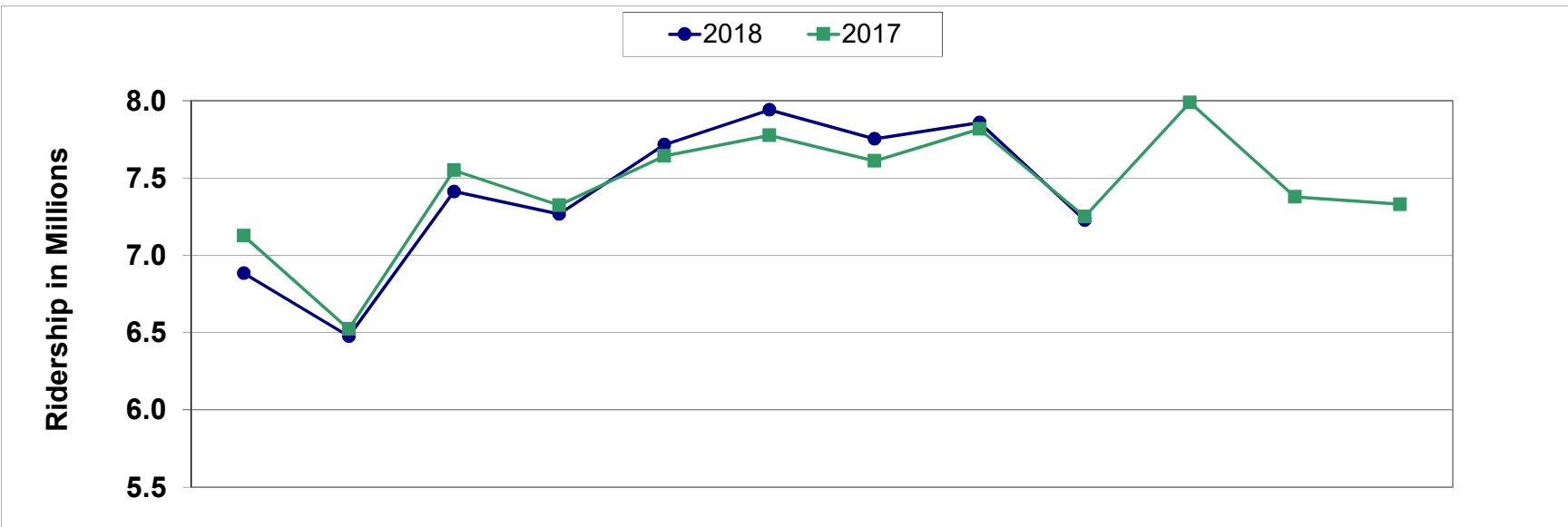
| | September 2018 | % Change vs. 2017 |
|---------------------------|-------------------|----------------------|
| Total Rail Ridership | 7.227 | -0.3% ▼ |
| Commutation Ridership | 3.893 | -0.2% ▼ |
| Non-Commutation Ridership | 3.335 | -0.5% ▼ |
| Rail Revenue | \$62.0 | -1.3% ▼ |

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

| | September 2018 | % Change vs. 2017 | Comparison to Mid Year |
|---------------------------|-------------------|----------------------|---------------------------|
| Total Rail Ridership | 66.533 | -0.1% ▼ | -1.0% ▼ |
| Commutation Ridership | 37.921 | -0.3% ▼ | -0.6% ▼ |
| Non-Commutation Ridership | 28.612 | 0.1% ▲ | -1.5% ▼ |
| Rail Revenue | \$550.7 | 1.8% ▲ | -0.6% ▼ |

September RIDERSHIP

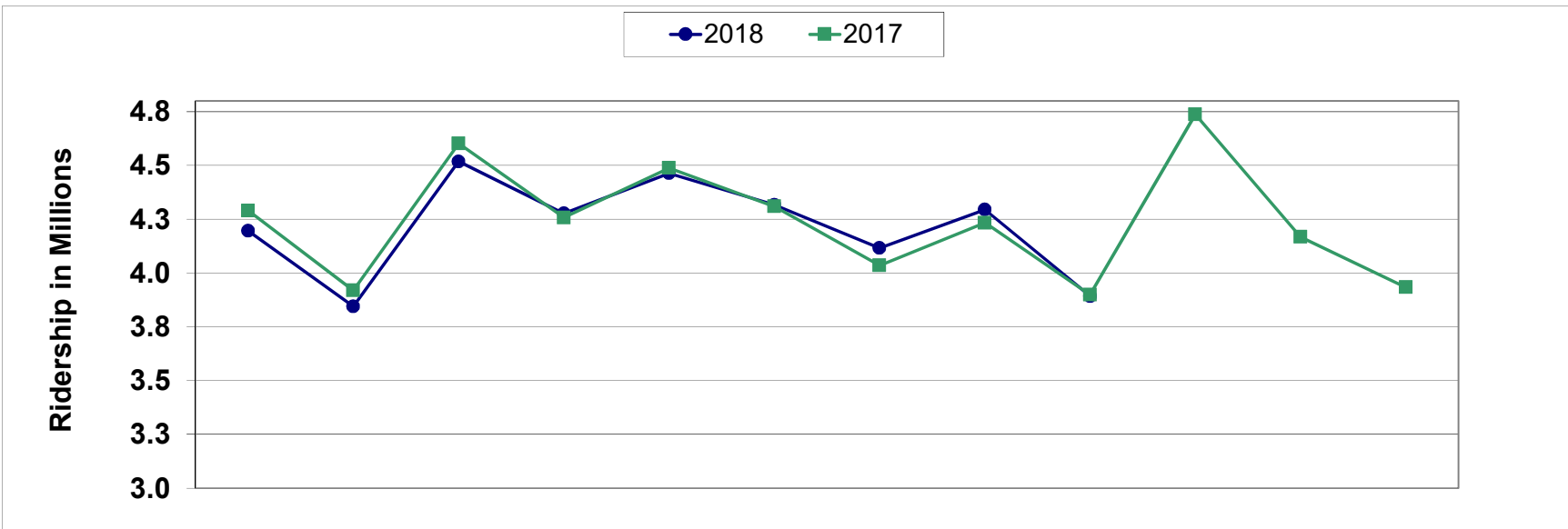
- September Total Ridership was -0.3% below '17 and -0.3% below Mid-Year Forecast.



| | 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 | 7.9 | 7.2 | | | | 66.5 |
| 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 | 66.6 |
| PCT CHG. | -3.4% | -0.7% | -1.8% | -0.8% | 1.0% | 2.1% | 1.9% | 0.5% | -0.3% | | | | -0.1% |

September COMMUTATION RIDERSHIP

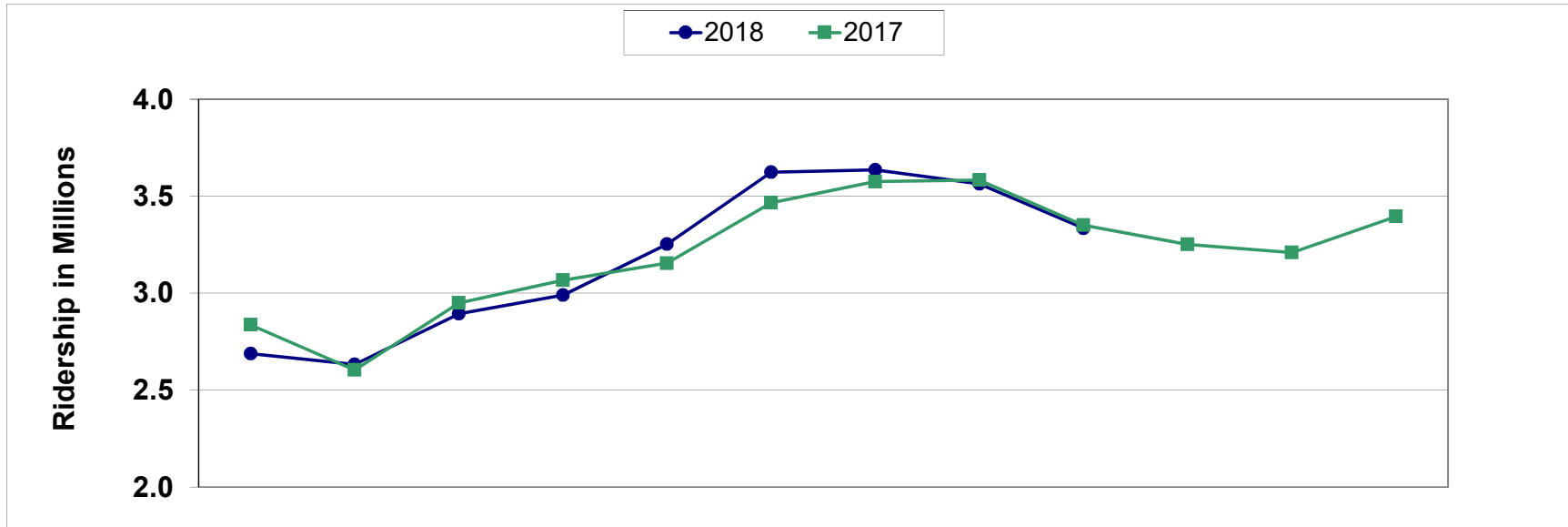
- September Commutation Ridership was -0.2% below '17 and -1.7% below Mid-Year Forecast.



| | 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 | 4.3 | 3.9 | | | | 37.9 |
| 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 | 38.0 |
| PCT CHG. | -2.2% | -1.9% | -1.8% | 0.5% | -0.5% | 0.2% | 2.0% | 1.5% | -0.2% | | | | -0.3% |

September NON-COMMUTATION RIDERSHIP

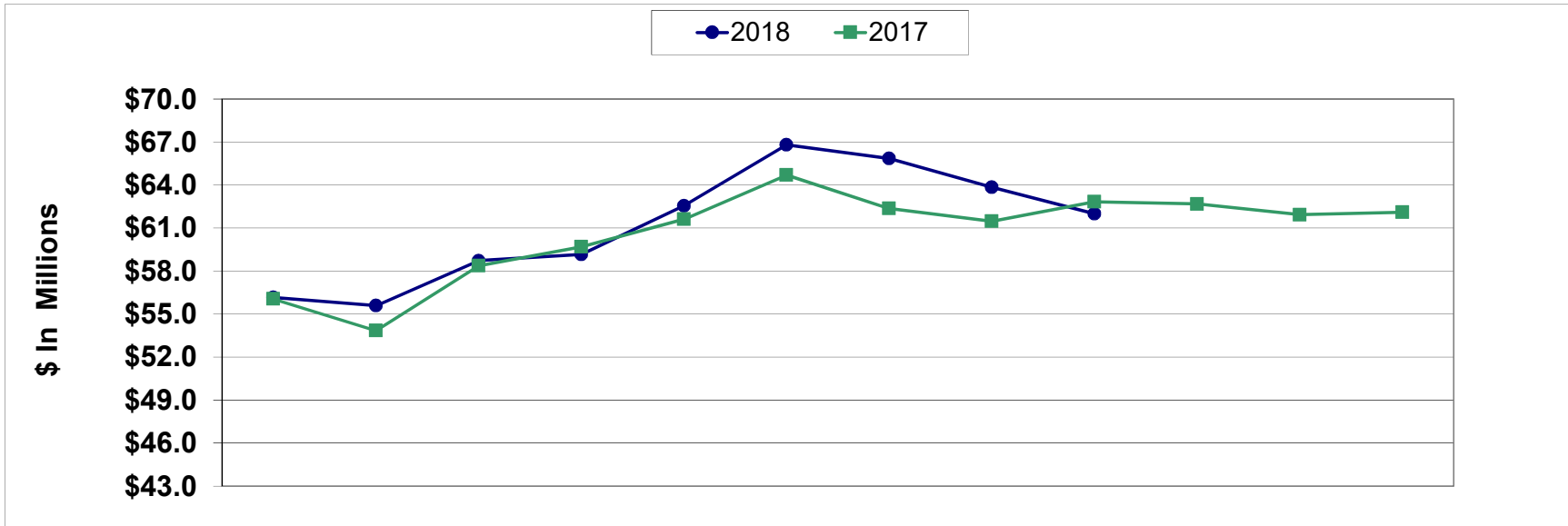
- September Non-Commutation Ridership was -0.5% below '17 and 1.4% above Mid-Year Forecast.



| | 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 | 3.6 | 3.3 | | | | 28.6 |
| 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 | 28.6 |
| PCT CHG. | -5.2% | 1.1% | -1.9% | -2.5% | 3.1% | 4.5% | 1.7% | -0.5% | -0.5% | | | | 0.1% |

September REVENUE

- September Total Revenue was -1.3% below '17 and -1.3% 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 | \$63.8 | \$62.0 | | | | \$550.7 |
| 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 | \$540.9 |
| PCT CHG. | 0.2% | 3.2% | 0.6% | -0.9% | 1.5% | 3.3% | 5.6% | 3.9% | -1.3% | | | | 1.8% |

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

| TICKET TYPE/SERVICE | September 2018 | September 2017 | CHANGE VS. 2017 | |
|---------------------------|-------------------|-------------------|-----------------|--------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 3,892,752 | 3,899,131 | (6,380) | -0.2% |
| NON-COMMUTATION RIDERSHIP | 3,334,510 | 3,350,188 | (15,678) | -0.5% |
| TOTAL RIDERSHIP | 7,227,262 | 7,249,319 | (22,058) | -0.3% |

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

| TICKET TYPE/SERVICE | September 2018 | September 2017 | CHANGE VS. 2017 | |
|---------------------------|-------------------|-------------------|-----------------|--------------|
| | | | NUMBER | PERCENT |
| COMMUTATION RIDERSHIP | 37,921,229 | 38,034,837 | (113,608) | -0.3% |
| NON-COMMUTATION RIDERSHIP | 28,611,630 | 28,581,954 | 29,676 | 0.1% |
| TOTAL RIDERSHIP | 66,532,859 | 66,616,791 | (83,932) | -0.1% |

* 2017 ridership numbers were adjusted using 2018 factors.

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

| REVENUE | September 2018 | September 2017 | CHANGE VS. 2017 | |
|-------------------------|---------------------|---------------------|--------------------|--------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$31,182,566 | \$31,283,229 | (\$100,663) | -0.3% |
| NON-COMMUTATION REVENUE | \$30,810,640 | \$31,545,324 | (\$734,684) | -2.3% |
| TOTAL REVENUE | \$61,993,206 | \$62,828,553 | (\$835,348) | -1.3% |

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

| REVENUE | September 2018 | September 2017 | CHANGE VS. 2017 | |
|-------------------------|----------------------|----------------------|--------------------|-------------|
| | | | AMOUNT | PERCENT |
| COMMUTATION REVENUE | \$280,377,432 | \$274,975,996 | \$5,401,436 | 2.0% |
| NON-COMMUTATION REVENUE | \$270,289,378 | \$265,909,795 | \$4,379,583 | 1.6% |
| TOTAL REVENUE | \$550,666,810 | \$540,885,791 | \$9,781,018 | 1.8% |



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

L70701XB: SUBSTATION COMPONENTS

Milestone: Contract Award \$11,236,950

Project Budget: \$38.85M

The Substations Components project will provide for the renovation and improvement of existing LIRR power substation equipment and substation buildings that are in need of equipment upgrades. As part of the overall electrical components and equipment replacements, a contract for traction power transformers was awarded to Solomon Corporation for \$11,236,950. The necessary replacement of transformers and associated equipment addresses current issues at designated locations where the equipment is near the end of its useful life. The new transformers will contribute to ongoing operational reliability and prepare the railroad for the demands associated with the future M-9 fleet as well as further increases in train service.

L70401BQ: BUCKRAM ROAD BRIDGE

Milestone: Bridge Replacement

Project Budget: \$18.22M

During the weekend of October 05, Buckram Road Bridge in Locust Valley was replaced. This bridge carries the railroad's Oyster Bay Branch over Buckram Road/Oyster Bay Road between Locust Valley and Oyster Bay stations. The new bridge was built off-site, moved into position, and affixed into place. This project will improve train service by raising the bridge clearance to the 14 feet standard, thereby reducing truck strikes and also improving roadway sight-lines. Buckram Road Bridge replacement contributes to the LIRR's efforts to increase service reliability, upgrade infrastructure, and generally improve the customer experience.

SMALL BUSINESS MENTOR PROGRAM

- No new contract/s awarded this month

2018 LIRR Capital Program Goals

