



Metropolitan Transportation Authority

Long Island Committee Meeting

January 2019

Members

M. Pally, Chair

R. Glucksman

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, 1/22/2019
9:30 - 10:30 AM ET**

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Next Meeting: Joint with MNR Monday, February 25, at 8:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, December 10, 2018**

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

The following members were present:

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

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

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

Representing MTA Police: Chief Owen Monaghan

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

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of December 10, 2018, should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

SAFETY PROCEDURES

Justin Vonashek, Vice President, Metro-North System Safety, reviewed the emergency safety procedures.

PUBLIC COMMENTS

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

Orrin Getz, Vice Chairman Metro-North Railroad Commuter Council, spoke about New Jersey Transit (“NJT”) train cancellations on the Pascack Valley Line and requested that Metro-North put pressure on NJT to stop these cancellations.

Janson Pineiro commented about Senator Charles Schumer’s Sunday, December 9, 2018 report on Positive Train Control (“PTC”), a video he sent to LIC Chair Mitchell H. Pally and Board Member Veronica Vanterpool featuring a person jumping from one platform to another at Penn Station during the Santa Con Event, and service changes on the LIRR main line. He requested both railroads to review their winter service changes and congratulated Board Member Ira R. Greenberg on his election as Queens County Civil Court Judge.

Murray Bodin spoke about the 2019 budget, culture change, and replacement of the recitation of statistics with a quick summary and electronic signatures on reports. He suggested that Metro-North stop purchasing married pairs of cars, and spoke about red lights and traffic lights at LIRR grade crossings.

Lisa Daglian, Executive Director of MTA Permanent Citizens Advisory Committee (“PCAC”), thanked Board Member Greenberg for his services as a member of the MTA Board as well as his services to PCAC. She spoke about the proposed budget reductions, which she said are tantamount to service cuts and not supported by PCAC. Ms. Daglian requested a rider dashboard to see what the effects of service cuts are, such as Mean Distance Between Failures (“MDBF”), onboard cleanliness, cancelled trains and trains that are short cars. She asked to see how these budget reductions will affect riders, so we can all go and support whatever funding we can find and having those indicators would be helpful.

APPROVAL OF MINUTES AND 2018 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the November 13, 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 shared the important and exciting news that in October, LIRR hit a modern record high ridership of over 8 million passengers. This was the greatest monthly total since at least 1985, which is the earliest year for which the LIRR currently can access records. Year-to-date (“YTD”) through October, LIRR carried slightly more customers than it did during the same period in 2017, the last year the modern ridership record was broken. President Eng stated that we're seeing more and more people turn to using the railroad as their means of getting around, a positive sign of the economic growth on Long Island and in this region. To meet this demand,

LIRR must continue to deliver a balanced program that both builds for the future and addresses the needs of today. We know our customers deserve a robust and reliable system. This is essential to support the economic prosperity and growing necessity for successful public transportation across the region. That is why we are accelerating our LIRR Forward initiatives and modernization projects like Main Line Expansion, Jamaica Capacity, and East Side Access, and why we are being strategic and finding efficiencies to maximize our investments.

President Eng stated that in the eight months since he assumed leadership of LIRR, our team has been reviewing and re-establishing priorities, pulling in timelines on projects and making meaningful improvements at the right locations. Our list of priorities is increasing, built with a strategic way of doing business in mind. We are looking across the globe at best practices, testing new technologies, and continuously using feedback from our customers to better meet their needs.

President Eng stated that when he first became LIRR President, he challenged staff to tackle problems, find solutions and not let normal obstacles stand in our way. And while we cannot control everything, we can always improve. We can, and we are, managing differently to mitigate issues and get our customers safely to their destinations. President Eng stated that staff at all levels are stepping up and he has kept his word as LIRR continues to implement new strategies to tackle fall and winter weather.

President Eng stated that it is important that he talk briefly about understanding the On-Time Performance (“OTP”) numbers for November. Prior to the fall leaf season, we reinstructed our engineers on low adhesion operations to preserve our infrastructure, a proactive move to operate trains at a slower speed to decrease the instance of slip-slide, and, as a result, a decrease in flat wheels and safety concerns.

While we still experienced short trains this year, our efforts are yielding results. We're not seeing the same spike or the lengthy duration of impacts that we saw last season, which means we are keeping more cars in service and getting cars back into service more quickly thanks to our mitigation and increased repair efforts.

President Eng stated that last year, fall leaf season impacts were felt all the way into January and February. This fall season began with one of the wettest November on record. We are currently coming out of low adhesion season and are off to a positive start in December. President Eng generally compared the seasons from this year to last, as follows:

- Our worst day last season had 47 trains short trains for the AM peak. That represented every MU train at the start of the day. This year the highest number of short trains for any given day was 26 trains, a 45% decrease.
- We've also seen a 73% reduction in the number of cancellations due to flat wheels from last year (24 (Nov. 2018) compared to 91 (Nov/Dec/Jan 2017)).
- Our more aggressive vegetation management program, now covering over 200 miles, increased power washing, and the addition of a third wheel truer

significantly reduced damage to our wheels and shortened the length of time cars were out of service. Moving from sandite to power washing has allowed us to run these slime-fighting trains after the AM peak, in readiness for the PM peak, something we weren't able to do before with the sandite operation.

- While our average delay range of 10 minutes, the majority due to low-adhesion, was comparable to 2017, we proactively and more frequently issued slower speed restrictions ahead of time and issued customer advisories much earlier. This strategy resulted in less wheel damage and enhanced safety and awareness for our customers.
- We are considering a new tactic for next year's fall season: adjusting our schedules, looking at ridership, looking at which trains could be cancelled to allow us to add run time and subsequently adjustments to connections. With average delays of 10 minutes, we chose not to do this for this season. We are also looking at additional proactive measures such as increased power washing of rails.

Some of the major delays we experienced last month were due to Public Service Electric & Gas ("PSEG") power issues. There were three PSEG-events that caused significant delays. President Eng and other senior staff have been in communication with senior leadership at the utility, and we continue to review root causes and actions we can take with PSEG to mitigate these issues that caused our customers to be delayed.

President Eng stated that while we focus on ways to improve on all these fronts, he also wants the Committee and our customers to know that he is focused on finding ways to increase our fleet. With record ridership trends these past two years, it's a sign of a strong need for public transportation, and we need to make sure we're taking the necessary actions to meet current and future demand.

In addition to the current Kawasaki orders for the M9, President Eng stated that he has directed staff to modify the M9A procurement to make the delivery schedule part of the best value process. Those proposers that can get us the cars the quickest and still deliver quality will be scored higher. He has also added diesel coaches to this procurement, as we know they are much needed on our branches that we have not yet been able to electrify. Our goal here is to provide the capacity to our customers on a regular basis so that we are not experiencing crowded trains, and when we are going through fall leaf season, we have a sufficient number of cars that allows us the time to make necessary repairs without shortening trains. President Eng stated he is confident that we will get there.

President Eng stated that with limited time to make adjustments, we increased our power washing capabilities, which proved beneficial. Being this is not "off the shelf" equipment, we are not stopping and are in the process of procuring equipment to triple this effort for next year. We also continue testing new laser technology. The fall leaf season is nearly done but we are not. It is about continuous improvement. President Eng added that he wanted to assure the Committee as the leaf season comes to an end, we will continue to advance our preparations for next fall.

President Eng stated that as we transition into snow season, we are making good headway on our *LIRR Forward* initiatives aimed at tackling past problematic areas. We have installed all 60 planned snow switch covers at our largest and most critical interlockings. President Eng also announced that during the recent snow event, none of these switches experienced any issues. While we have reached the goal, we plan to continue with this effort. Over 65% of our heated threshold plates on our M7 fleet have been installed – one year ahead of schedule – and we’ve experienced a 72% reduction in door failures since last year.

President Eng stated that we know that winter preparedness does not begin and end with LIRR. We're increasing our communications with other agencies and municipalities, and initiating new communication and coordination across the entire Island. While nearly 75% of parking lots at our stations are owned or maintained by local municipalities, LIRR is stepping up its coordination efforts to better address our parking lots during snow events, so customers who are using the railroad can access their cars when they get to their home station. We have been meeting and discussing this issue with more than 40 municipalities, along with other state agencies, to bring awareness to snow removal responsibilities and to ensure and encourage early planning and ongoing communication.

President Eng stated that we are also meeting with emergency responders, utilities, and our labor partners as we seek to streamline our protocols and improve our response effort. For the first time, the railroad is taking proactive approaches to streamline communication among all emergency response agencies, elected officials and our front-line employees. And through this effort we are striving to improve communication to all Long Islanders, providing real-time, consistent updates prior to, during and after a storm.

President Eng stated that also on the communication front, we're continuing to connect with our customers, listen to feedback and answer questions. Last week, we hosted a joint Meet Your Manager and Customer Safety Awareness Day at Penn Station, where we engaged more than 1,100 customers on our safety and operational initiatives. President Eng thanked Lori Ebbighausen, Jim Compton and their teams for their leadership in customer engagement.

As we talk about changing the way we do business and seeking new revenue sources, President Eng stated that he is proud to announce that we have been aggressively developing an Adopt a Station Program. Working closely with MTA Real Estate, we secured an adopt-a-station agreement with Laz Parking, which has committed to a \$10,000 investment at Ronkonkoma Station, paying for LIRR staff to perform beautification enhancements along the property. A second agreement will be announced in January. We know we must be creative and are going to continue to explore new third-party funding opportunities as we have many needs. President Eng thanked MTA Real Estate, his finance team and the two companies who entered into these agreements for being open minded and thinking outside of the box.

In January, critical work continues. Beginning January 5 through February 3, we are supporting both Amtrak State of Good Repair (“SGR”) work in Penn Station and East Side Access (“ESA”) work in Harold Interlocking. There are some service diversions to Atlantic and some trains terminating at Jamaica, which we are mitigating with two additional shoulder peak

trains both in the AM and pm peaks. Additionally, we coordinated to piggyback our ESA work simultaneously with Amtrak's work, rather than extending the duration over two separate months. Amtrak is performing long needed SGR work critical to enhance safety and reliability for our customers as MTA Capital Construction and LIRR continue our commitment to build for the future and deliver ESA. We will be doing robust customer communications and outreach to ensure customers know their options.

President Eng stated that we are also glad to announce that the Federal Railroad Administration ("FRA") has approved LIRR's application to go into Positive Train Control ("PTC") Revenue Service Demonstration ("RSD") on the Port Washington branch, which we will begin next Monday. We have completed all federal requirements for compliance, and as you will see in our presentation today we have established a very aggressive project schedule for the new 2020 deadline. We intend to implement PTC system-wide much earlier than that date.

Finally, as we look to provide enhanced services during the busy holiday season, President Eng reminded LIRR customers to check our December timetables online for extra service to and from New York City on December 21st, 24th, 28th, 31st and New Year's Day.

President Eng urged everyone to be alert when moving through our stations and terminals. He thanked his staff and LIRR's labor partners for working around the clock to accelerate these improvements, and for ensuring we continue in the right direction toward a successful future. President Eng wished everyone a safe and happy holiday season.

Board Member Randy Glucksman suggested that LIRR contact Metro-North regarding its purchase of multi-level cars from NJT.

Board Member Charles G. Moerdler commented that the standee report does not reflect a comparison between 2018 and 2017, so it cannot be determined if it is the same, better, or worse because of the significant number of standees.

Senior Vice President – Operations Rod Brooks responded, stating that he will provide that information to Board Member Moerdler. He stated that the program standees are similar, and the additional standees is typically a function of short trains for a given day.

Board Member Moerdler asked if there is a reason for the apparent significant increase in the number of trains that were late, cancelled and terminated this year compared to last year.

Senior Vice President Brooks responded, stating that the explanation that Metro-North Senior Vice President – Operations John Kesich gave during the Metro-North President's Report also applied to LIRR. He also referenced President Eng's explanations of some of the issues that we experienced this time of the year and our ridership numbers.

Board Member Moerdler commented that despite the hard work you and your colleagues are doing, you have just about reached your limits considering the significant increase in ridership.

President Eng responded, stating that LIRR is at capacity and that is why we are focused on fleet procurement; not only new fleet but taking a look at our existing fleet. We are going to try to be creative in terms of driving industry to support our needs. He asked Board Member Moerdler if he was looking at the numbers from November to November. President Eng stated that he was looking at the low adhesion season as a whole.

Board Member Moerdler responded, stating that he was looking at 2018 compared to 2017.

President Eng responded, stating that we reinstructed our engineers during the slip/slide low adhesion season to be proactive in slowing down where we were experiencing low adhesion. We issued slow speed orders to mitigate slip/slide conditions. We knew our delay numbers would take a hit but when we were managing them within a ten-minute range, we thought that the result was far better than the result we had last year. We tried to hold OTP and maintain OTP as best we could, while at the same time minimize taking cars out of service for correction of flat wheel defects. We are coming out of the low adhesion season. Now that it is December and we are back on track, I think this strategy will put us in a better position for the winter months ahead. It is hard to compare November to November because the seasons were off a little bit.

Board Member Greenberg commented the MBDF is above goal and it has been above goal for most car classes except for coaches. He thinks that is part of the efforts regarding low adhesion and noticed in the delays report that many incidents are attributed to low adhesion. He said the only item of concern to him is that the diesel coaches are not meeting goals for maintenance.

Senior Vice President – Operations Brooks responded, stating that we have an issue with the door control modules on the coaches, which the Maintenance of Equipment Department is in the process of replacing.

Board Member Greenberg commented that we have many standees on certain branches, especially the Huntington Branch, and asked if there is a long-term plan to address that.

President Eng responded, stating that addressing the number of Huntington standees is priority for LIRR in our next capital program.

Board Member Glucksman asked, regarding standees, whether the M-3s are still going to be taken out of service at the end of the month.

President Eng responded, stating that we are planning on getting PTC equipment installed on the M-3 cars, so we can use them as needed, and are evaluating our long-term strategy to secure sufficient electric cars so that the M-3's can be retired.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 42 of the Committee Book, reporting through the end of October 2018.

Vice President Ebbighausen reported that LIRR continues to see a decrease in both customer and employee FRA-reportable Lost Time injuries compared to 2017.

In partnership with the MTA Police Department ("MTAPD"), our Together Railroads and Communities Keeping Safe program ("TRACKS"), reached over 101,700 participants through the end of October 2018.

Vice President Ebbighausen thanked LIRR's safety colleagues at Amtrak, NJT and MTA New York City Transit for partnering with LIRR to host a Customer Safety Awareness Day at Penn Station. She stated that the most customer injuries occur at Penn Station. Through working with our partners at Penn Station, LIRR is able to collaborate and help our customers navigate safely through Penn Station.

LIRR continues to engage in conversation with its employees on how they are experiencing safety in the field. During September and October, LIRR targeted Situational Awareness for Efficient Railroading ("SAFER") observations related to safety eyewear. Based on employee feedback, LIRR will be procuring two new types of safety glasses to make it easier for employees to keep themselves safe.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber reported on the progress of the Enhanced Station Initiative. This initiative has made significant improvements in nineteen Long Island Rail Road (LIRR) stations in 2018.

The LIRR Enhanced Station Initiative did not impose uniformity of design, but delivered major customer amenities and significant ADA accessibility that did not exist before. Mr. Lieber provided a PowerPoint presentation highlighting specific station enhancements and noted that information about the Enhanced Station Initiative can be found on the internet at www.amodernli.com. Mr. Lieber also noted the cooperation and collaboration between MTACC and LIRR on this initiative.

Mr. Lieber reported that the East Side Access Project is maintaining the budget that was projected in April, even adding to the contingency because certain contracts were awarded below estimate, and the Project is continuing to adhere to the April schedule. There will be conversations with key contractors about the commercial consequences of the budget and schedule reset, but the work is being performed on time.

Board Member Tessitore thanked Mr. Lieber for recognizing the team work.

MTA POLICE DEPARTMENT

Chief Monaghan reported that for the month of November, total major felony crimes systemwide decreased by 8 crimes; 22 vs. 30 in 2017. YTD, systemwide crime has decreased by 21 crimes; 226 vs. 247 in 2017.

For LIRR, in November, total major felony crimes decreased 31 percent, 9 vs. 13 in 2017. YTD crime has decreased by 4; 91 vs. 95 in 2017. The monthly crime breakdown was 1 robbery, 1 felony assault and 7 grand larcenies, 3 of which resulted in arrests.

YTD there have been 26 hate crimes v. 24 in 2017.

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

LONG ISLAND RAIL ROAD ACTION ITEMS

- 2019 Final Proposed Budget

Mark Young, Vice President-Management & Finance and Chief Financial Officer presented the 2019 Proposed Budget to the Board. The Staff Summary for the proposal to adopt the 2018 November forecast, 2019 Final Proposed Budget and the 2019-2022 Financial Plan can be found on page 70 of the Committee Book. The goals of the financial plan and budget are to achieve and to provide to LIRR customers a safe, secure and reliable transportation service, and first-class customer service. The Financial Plan and Budget reflects the *LIRR Forward* philosophy. Vice President Young commented that at the Monday, December 3, 2018 Special Finance Committee Meeting, LIRR was asked to achieve greater efficiencies in its budget and financial plan. The 5-year financial plan already includes \$330 million in planned reductions. LIRR looked at all aspects of its operation and the goal was to achieve that target through cost containment, efficiencies, and doing more with less, all without direct customer service impacts. LIRR has achieved that with a heavy focus on administrative efficiencies.

Board Member Neal Zuckerman commented that LIRR's budget is dissimilar to Metro-North's budget, which has revenue growing at 1% and labor over 1.3% over the period. LIRR's budget has labor growing at 10% over the one-year period, and growing over the whole period at 7% and the deficit for LIRR increases by 70% from 2018 to 2022. That is a yawning gap and emblematic of the conversation at the Special Finance Committee Meeting last week. When you start off by having a budget where labor is growing by multiples over revenue, you automatically start upside down. Board Member Zuckerman stated that he does not have the answer to solve this issue, but he appreciates the problems LIRR is trying to solve and the cost savings LIRR is dealing with. He commented that he raises the question because you do not start off a budget by having such a gap. Having a deficit that goes from \$700 million to \$1.6 billion for LIRR makes it a very different operating structure compared to Metro-North. He stated that this is a great concern to him as someone has to pay for this business model. He fears that the only people who are going to pay

are the riders. As Chair Pally and he have said many times, we represent those at the end of the system, some of whom are paying almost \$6,000 a year for commuter rail service, which is the biggest part of their household budget. This is not a comforting budget for him, it is a frightening budget, with red ink flowing much more than he has ever seen before.

Vice President Young thanked Board Member Zuckerman for his questions and comments. He responded, stating that on the revenue estimate side and ridership, LIRR takes pride in being financially conservative with its projections. To the extent LIRR ridership and farebox revenue does better than reported in the Financial Plan, that is great for the bottom line. As far as expenses, the significant and primary driver of increased costs in the LIRR Financial Plan is the ramp-up for ESA. Over the next several years, LIRR will be preparing for ESA Opening Day, which the Financial Plan assumes full operation in December 2022.

Upon motion duly made and seconded, the above action item was approved for recommendation to the Board, with Board Members Saul and Rechler opposing. The details of the action item are contained in reports filed with the records of this meeting and 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 2019 Final Proposed Budget.

LONG ISLAND RAIL ROAD and METRO NORTH RAILROAD JOINT INFORMATION ITEMS

One joint information item was presented to the Committee:

- LIRR/MNR PTC Project Update

LIRR Executive Director-PTC Deborah Chin provided an overview of the December 2018 Joint Metro-North/LIRR Committee Meeting PTC Project Update. She reported that LIRR and MNR achieved all four major FRA PTC compliance milestones by December 31, 2018. In December 2018, LIRR will initiate RSD on the Port Washington Branch; Metro-North continues running trains in RSD; Metro-North is getting ready to submit its PTC Implementation Plan with revised schedule to the FRA; LIRR submitted its written *Notification and Certification of Compliance* to the FRA; Metro-North is moving to submit *Notification and Certification of Compliance* to the FRA; and Metro-North continues Site Performance Testing on non-pilot segments. Executive Director Chin discussed LIRR and Metro-North Project Risks and Concerns. She concluded by stating that during 2019, LIRR and Metro-North will submit their PTC Safety Plans to the FRA for approval; LIRR will initiate RSD on the Babylon to Patchogue Branch in the 1st Quarter; LIRR will start Site Performance Testing on non-pilot segments; and LIRR and Metro-North will place their non-pilot segments in PTC Operations-Extended Revenue Service Demonstration ("ERSD").

Metro-North President Rinaldi reminded the Committee that Metro-North is running Civil Speed Enforcement on all equipment East of Hudson, which started in early 2018.

Board Member Zuckerman commented that a year ago, we said the number one task for Metro-North and LIRR was to implement PTC. We did not make that goal. At the same time, he is deeply proud of the work this group has done to try to accelerate our efforts. With both railroads meeting the FRA requirements by December 31, 2018 we have reached a materially important milestone. He commented that he will be laser-focused on our plan through 2020 and also focused and interested to hear more about the Systems Integrators. He stated that the Committees have been told in public settings and in separate conversations about the software challenges. It is an issue for the two integrators working for us, Bombardier and Siemens. Mr. Zuckerman added that he appreciates that the railroads spend an enormous amount of time in Pittsburgh and that they say to the Systems Integrators “you need to perform; you do not want to have our Board come here to complain.” He stated that the Board would like to come and be supportive. He asked that Bombardier and Siemens be invited to come here and talk to the Board about how we are going to get to 2020 because it is an immovable deadline, and it will be unacceptable to miss it. Mr. Zuckerman stated that he would like the Board to meet the Systems Integrators and hear their plan, their comfort level and their concerns. We cannot miss this deadline and I do not think it is fair to sit month after month and hear about variances. I would like to hear from Bombardier and Siemens.

President Rinaldi responded that the railroads will convey that invitation to the Systems Integrators and make arrangements for them to be here.

Chair Metzger commented the Board will be happy to go there at the direction of Executive Director Chen.

Board Member Greenberg commented on his concern regarding PTC inoperability. He thinks it is a very difficult thing to get through because it is not in our control. It is in control of other railroads, and for LIRR it is Amtrak and it is a particularly complicated segment of track between Harold and Penn Station. He suggested having someone from Amtrak come and explain where and how the PTC systems of the two railroads are working together. He sees this as being a very serious issue and a problem for us going forward.

Board Member Greenberg also commented, regarding Civil Speed Enforcement, and that he wants to make sure that the riders understand we have not missed a deadline in terms of safety. We did miss a deadline in terms of our own goal but not in terms of safety. Our engineers and conductors are very committed to safety, the railroads are committed to safety, and our riders should know our system is one of the safest in the country

Chair Metzger thanked Board Member Greenberg and agreed with his comments

The details of the joint information item are contained in 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 members’ comments and discussion regarding the joint information item.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- 2019 Proposed Committee Work Plan
- Diversity/EEO Report – 3 Quarter
- January Timetable Change

Metro-North Chair Metzger commented that the 2019 Proposed Committee Work Plan is coordinated by the railroads, so we can have our joint meetings and the Diversity/EEO Report – 3rd Quarter will be discussed at length at the December 12, 2018 Diversity Committee Meeting.

President Eng commented that the January Timetable Change and Amtrak state of good repair work was discussed in his President’s report. He also commented that LIRR is continuing to move ESA forward.

The details of the information items are contained in 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 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 item to the Committee for approval.

Competitive:

- LIRR requests MTA Board approval to award a Public Works contract to Ansaldo STS USA, Inc. in the amount of \$4,152,854 to design, furnish and deliver manufactured signal equipment for the LIRR’s new Beaver Interlocking and Johnson Avenue Yard, associated with Phase I of the Jamaica Capacity Improvements project. This contract also contains an option for hardware warranty in the additional amount of \$297,000 to be exercised at LIRR’s sole discretion.

Board Member Moerdler referred to page 161 of the Joint Committee book: “A single proposal was received, from ASTS. Other prospective proposers who initially had expressed interest advised thereafter that they had workload issues; did not believe they could meet the technical requirements; or preferred to serve in a subcontracting capacity.” He asked if that was correct.

Chief Procurement Offer Mahon responded in the affirmative.

Board Member Moerdler addressed Metro-North Chair Metzger and stated that one of the afflictions of having spent a good part of one's professional lifetime doing antitrust comes to play here. Here you have a situation in which a single bidder is there and the people that would otherwise be bidding decided they are going to be subcontractors to that bidder; they are not going to bid. Mr. Moerdler asked whether was there any conversation between them and the sole bidder before they opted to become subcontractors and if so did this constitute a violation of the antitrust laws. Mr. Moerdler added that he felt this matter should be examined very carefully by counsel before this is finalized. He also added that he does not have any problem going forward and congratulated LIRR staff on their complete disclosure. But he remained concerned about the reason why other parties withdrew their bids and instead chose to participate as subcontractors. He asked that this be examined carefully by the Inspector General and by General Counsel. Mr. Moerdler raised a second question, which he discussed with President Eng, concerning Hitachi's record as the parent of Ansaldo. He noted that Hitachi's record is awful, going back to 2007. He suggested that an internal monitor be appointed for this contract.

President Eng stated he would look into that, and he asked Chief Procurement Officer Dennis Mahon on how we are going to ensure appropriate oversight on this project.

Chief Procurement Officer Mahon commented that Hitachi is the parent of Ansaldo and 200 other subsidiary companies, and that in conjunction with our Engineering Department and Program Management Department, we will be having scheduled and unscheduled visits to Ansaldo's facility in Pittsburgh to ensure that the requirements of the contract are being adhered to. We also received a letter last week from Ansaldo indicating that no other entity associated with Hitachi will be involved in the progress of this contract. We are taking every step that we can to ensure Hitachi management staff have no involvement whatsoever with this contract with Ansaldo.

Board Member Moerdler suggested that the Chief Ethics Officer, who does monitoring, be asked to keep an eye on this. He does a superb job and could be most helpful.

President Eng responded that we will speak to MTA Chief Compliance Officer Lamond Kearsse.

Upon motion duly made and seconded, the above procurement item was approved for recommendation to the Board, with Board Member Glucksman opposed. 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 procurement.

MTA CAPITAL CONSTRUCTION

Procurement

MTA Capital Construction Vice President and Chief Procurement Officer, David Cannon, presented three procurement items to the Committee for approval. The procurement items are as follows:

- Modification to the Systems Facility Package No. 1 (CS179) Contract for the East Side Access Project for changes to the design of the tunnel ventilation control system in the amount of \$952,717.
- Modification to the Systems Facility Package No. 1 (CS179) Contract for the East Side Access Project for changes to the design of the tunnel ventilation control system in the amount of \$975,000.
- Modification to the Mid-Day Storage Yard (CQ033) Contract for the East Side Access Project to re-sequence the work to allow for continued access to the Arch Street Yard and Shop during construction in the amount of \$1,550,000.

Commissioner Moerdler asked why the GEC is continuing to perform work for ESA if their errors have resulted in modifications, and asked what exactly the Cost Recovery Panel is. Mr. Lieber explained that the GEC is a joint venture and is the designer for the East Side Access Project. MTACC Senior Vice President & General Counsel Evan Eisland explained that each change order is evaluated and if it appears to be the result of a design error or omission, that determination is shared with the GEC, allowing the GEC an opportunity to provide its position. The Cost Recovery Panel then reviews the claim and the GEC's response, if any, and then determines whether to file a claim. Mr. Eisland assured Commissioner Moerdler that MTACC pursues errors and omissions aggressively. Mr. Lieber added that MTACC has reclaimed a significant amount of money from the GEC in this way.

Metro North Committee Chair Metzger noted that MTACC has been addressing errors and omissions on the East Side Access project and has obtained positive results for the MTA.

Mr. Lieber added that the project is in its final stages and the Board can expect to see more modifications coming to the board.

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

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

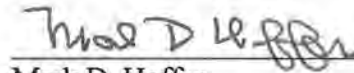
The details of these items are contained in the reports filed with the records of the meeting.

There was a discussion between Board Member Veronica Vanterpool and President Rinaldi about the Metro-North parking lot at Fleetwood station.

Adjournment

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

Respectfully submitted,

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

Mark D. Hoffer,
Secretary



Long Island Rail Road

Safety Report Highlights 2018 Housekeeping Contest Winners



Controller's Office



Engineering



Maintenance of Equipment



Stations

Safety Report Highlights

For the reporting period ending November 2018, the average Reportable Customer Injury Rate decreased fifty-three percent from 4.23 injuries per million customers to 1.99 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 108,300 participants through the end of November 2018.

Reportable Grade Crossing Incidents were down fifty-six percent from sixteen to seven. The Federal Railroad Administration defines this incident as 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, and pedestrians. In addition to TRACKS education and MTA Police enforcement efforts, in 2018 we installed delineators and painted striping at all of our grade crossings to provide visual reinforcement to motorists to not turn onto our tracks. We also partnered with WAZE to identify grade crossings to drivers in an effort to deter a driver from mistakenly turning on the tracks thinking the tracks were a driveway or road.

During this reporting period, there was a twenty-five percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.79 injuries per 200,000 hours worked to 2.85 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.

To address the root causes of slips, trips, and falls, we conducted a comprehensive risk assessment in eighteen of our yards to identify hazards that may contribute to an employee injury. Hazards have been prioritized and resources are being identified to address those locations. In addition, on December 18th during the company-wide quarterly Safety FOCUS Day, we recognized the winners of our inaugural 2018 Housekeeping Contest. Many slip, trip, and fall incidents are avoidable. Good housekeeping is one of the keys to protecting employees and customers from risk of injury.

Nominated by their fellow employees, the Winners were recognized for taking pride in their workplaces and promoting good safety habits. Winners included the Controller’s Office/F&A Building Jamaica; Engineering Department Patchogue Yard Track Gang 286; Maintenance of Equipment Department West Side Storage Yard Car Appearance Maintainers; and, for their work in Atlantic Terminal, the Stations Department Station Appearance Maintainers supported by the Jamaica Heavy Duty Cleaning Gang.

To recognize their achievement, Winners were awarded a banner to display in their work locations. The contest will continue in 2019 to emphasize that good housekeeping contributes to a safe and efficient work environment; enhances the safety of our customers’ experience; and demonstrates our commitment to being good neighbors in the communities we serve.

Lori Ebbighausen
Vice President
Corporate Safety

November Safety Report

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

Performance				
Performance Indicator	12-Month Average			
	December 2015 - November 2016	December 2016 - November 2017	December 2017 - November 2018	
FRA Reportable Customer Accident Rate per Million Customers	3.96	4.23	1.99	
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.00	3.79	2.85	
		2017		2018
		November	Year to Date	November
				Year to Date
Grade Crossing Incidents ¹		3	16	0
Mainline FRA Reportable Train Derailments		0	1	0
Mainline FRA Reportable Train Collisions		0	2	0

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

Focus on Safety Training	2017		2018	
	November	Year to Date	November	Year to Date
First Responders Trained	116	1,478	110	2,039
Employee Safety Training Courses	80	678	68	936
Employees Trained	888	9,816	1,051	11,983
Employee Safety Training Hours	18,284	241,407	16,231	249,041
Customer and Community: Focus on Grade Crossings		November	Year to Date	November
				Year to Date
Broken Gates		7	105	15
MTA Police Details		189	1,072	67
Summons		118	1,707	136
Warnings		78	814	90
Arrests		0	1	0
Community Education and Outreach		12,746	112,132	6,582
		Completed		Total
				% Complete
Cameras on Rolling Stock		M7 (Cars)		270
		C3 Cab		23
		C3 Trailer		33
		DE/DM		1

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 DECEMBER 2018**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Ronkonkoma (B)	0	0	1
Flushing (B)	0	0	1
Hicksville (B2)	0	0	1
Valley Stream	0	0	1
Wyandanch (B)	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
Penn Station	0	1

Definitions:

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

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - January 2019

Expenditures thru December 2018; \$s in million

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,715.1	\$ 6,785.2	\$ 5,627.6
Force Account	\$ 959.8	\$ 821.5	\$ 650.0	\$ 558.1
Soft Costs	\$ 2,192.9	\$ 1,860.5	\$ 1,814.1	\$ 1,737.2
OCIP	\$ 457.4	\$ 379.2	\$ 379.2	\$ 372.0
Rolling Stock†	\$ 202.0	\$ 7.5	\$ 3.2	\$ 0.2
Unallocated & Program Support Contingency	\$ 267.0	\$ 551.2	\$ -	\$ -
Total	\$ 11,133.3	\$ 10,335.1	\$ 9,631.7	\$ 8,295.0

† 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	Jan-2019
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$484.7	\$466.0	\$18.7*	\$303.2	Dec-2014	Feb-2015	Aug-2018	Sep-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$662.6	\$49.7	\$374.4	Jul-2015	Apr-2016	Jan-2020	Mar-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$262.2	\$3.2	\$245.5	Aug-2011	Aug-2011	Aug-2014	Mar-2019
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$325.0	\$308.0	\$17.0	\$143.4	N/A	Apr-2017	Aug-2020	Nov-2020
Harold Construction								
CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i>	\$29.6	\$22.4	\$7.2	\$12.8	N/A	Apr-2018	Jan-2019	May-2019
CH058A: Harold Structures - Part 3A: B/C Approach** <i>Skanska USA Civil Northeast Inc.</i>	\$68.7	\$60.2	\$8.6	\$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	\$582.4	\$24.6***	\$436.2	Mar-2014	Mar-2014	Dec-2019	Nov-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	\$12.8	Jun-2014	Jun-2014	Dec-2019	Feb-2021
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$73.5	\$6.3	\$20.8	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).

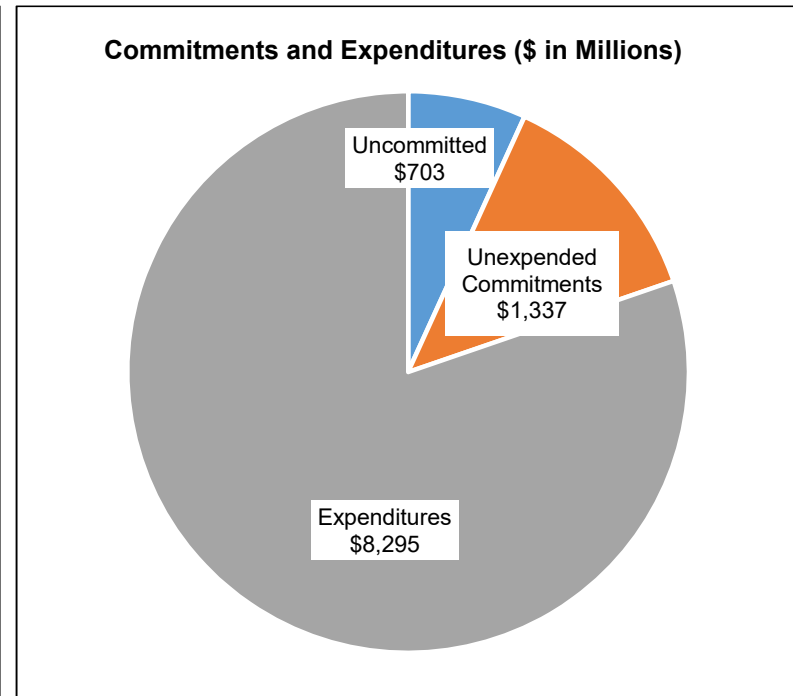
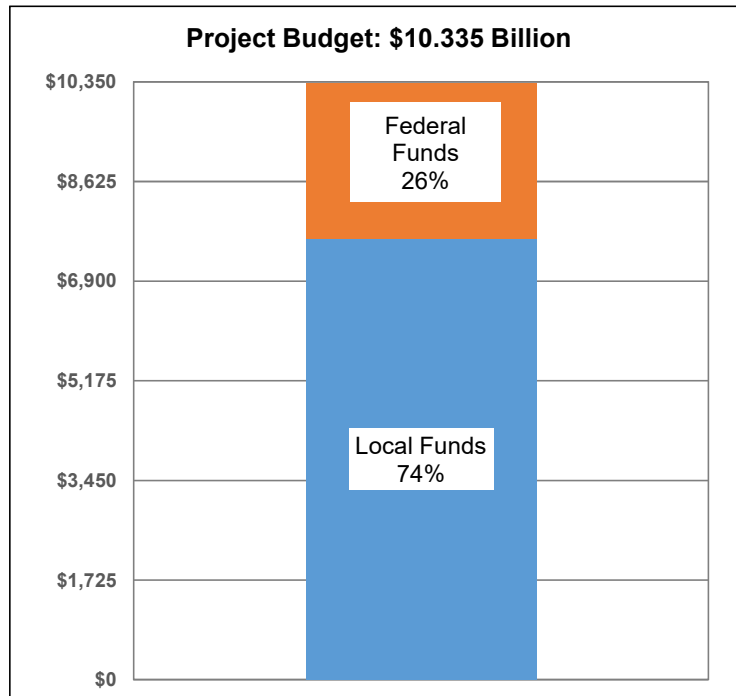
East Side Access Status

Report to the Railroad Committee - January 2019

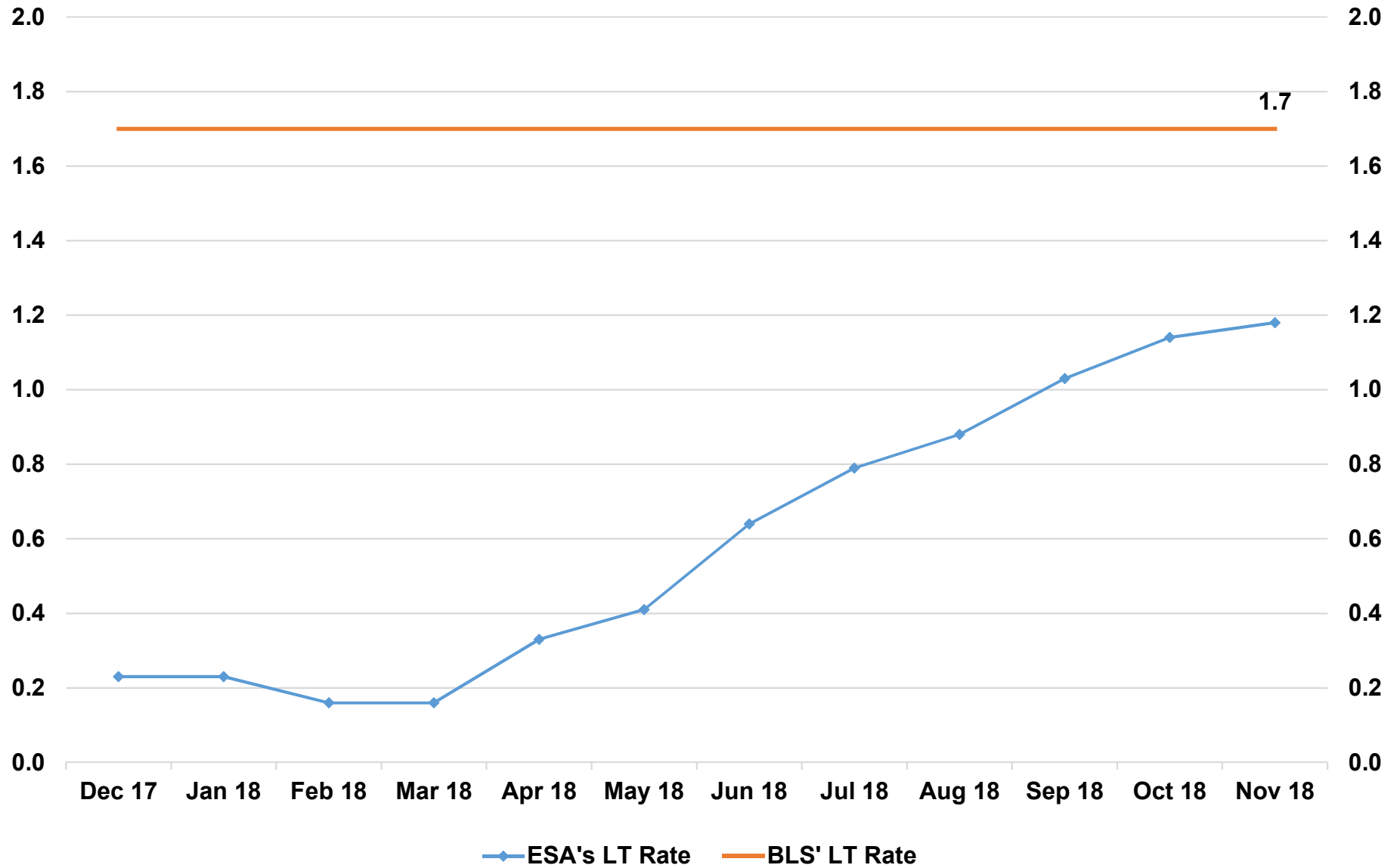
data thru December 2018

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	1,528
2005-2009	2,683	1,697	986	986	2,676	6	2,658
2010-2014	3,251	2,399	852	852	3,170	82	2,821
2015-2019	2,710	2,710	-	-	2,094	615	1,130
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,632	\$ 703	\$ 8,295

* 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

December 2018 Highlights: MTA Police Report

- Long Island Rail Road experienced a decrease in the amount of major felonies (6 vs 11) for the month of December compared to the same period last year.
- Year to date Long Island Rail Road is down (96 vs 106).
- There was (1) Hate Crime on Long Island Rail Road for the month of December

Owen Monaghan
Chief of Police



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

December 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	3	7	-4	-57%
Burglary	0	3	-3	-100%
Grand Larceny	10	14	-4	-29%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	24	-11	-46%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	26	44	-18	-41%
Felony Assault	43	40	3	8%
Burglary	19	17	2	12%
Grand Larceny	146	160	-14	-9%
Grand Larceny Auto	3	10	-7	-70%
Total Major Felonies	237	271	-34	-13%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

December 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	1	-1	-100%
Burglary	0	2	-2	-100%
Grand Larceny	6	8	-2	-25%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	11	-5	-45%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	22	-14	-64%
Felony Assault	18	15	3	20%
Burglary	2	4	-2	-50%
Grand Larceny	67	63	4	6%
Grand Larceny Auto	1	2	-1	-50%
Total Major Felonies	96	106	-10	-9%

INDEX CRIME REPORT

Per Day Average

December 2018

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	0	0	0	0
Fel. Assault	3	0	3	0
Burglary	0	0	0	0
Grand Larceny	10	6	4	0
GLA	0	0	0	0
Total	13	6	7	0
Crimes Per Day	0.42	0.19	0.23	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2018 to 12/31/2018

Arrest Classification	Total Arrests	
	2018	2017
Robbery	35	34
Felony Assault	47	48
Burglary	24	10
Grand Larceny	60	59
Grand Larceny Auto	2	2
Aggravated Harassment	4	4
Aggravated Unlicensed Operator	16	18
Assault-Misdemeanor	76	66
Breach of Peace	19	10
Child Endangerment	1	2
Conspiracy	1	0
Criminal Contempt	8	7
Criminal Impersonation	10	11
Criminal Mischief	52	65
Criminal Possession Stolen Property	15	23
Criminal Tampering	0	9
Criminal Trespass	49	38
Disorderly Conduct	2	3
Drug Offenses	175	110
DUI Offenses	17	7
Failure to Appear	0	1
Falsely Reporting an Incident	10	7
Forgery	67	54
Fraud	3	1
Graffiti	29	27
Harassment	1	5
Identity Theft	1	0
Make Terrorist Threat	3	0
Menacing	23	12
NYC Admin Code	2	0
Obstruct Government	12	10
Petit Larceny	158	132
Public Lewdness	29	21
Reckless Endangerment	7	8
Resisting Arrest	49	37
Sex Offenses	29	19
Stalking	1	1
Theft of Services	239	192
Unlawful Fleeing a Police Officer	0	1
VTL Offenses	1	0
Warrant Arrest	129	56
Weapons Offenses	14	7
Unauthorized Use Vehicle	1	1
Total Arrests	1,421	1,118



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - December 2018)

Motivation	2018	2017	Diff	% Change
Asian	0	4	-4	-100 %
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-Semitic	17	17	0	0 %
Sexual Orientation	1	0	1	0 %
White	0	1	-1	-100 %
Motivation Total	27	29	-2	-6 %

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment #1	3	0	3	0 %
Aggravated Harassment #2	2	0	2	0 %
Felony Assault	0	1	-1	-100 %
Misdemeanor Assault	1	1	0	0 %
Criminal Mischief #3	0	0	0	0 %
Criminal Mischief #4	21	27	-6	-22 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	27	29	-2	-6 %



Long Island Rail Road

ACTION

ITEMS

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2019 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Safety Report	Chief Safety Officer
MTA Capital Construction Report	MTA Capital Construction
MTA Police Report	MTA Police
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2019

Approval of 2019 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	Service Planning

February 2019 (Joint Meeting with MNR)

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

March 2019

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

April 2019 (Joint Meeting with MNR)

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

May 2019

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

Administration/Diversity
Service Planning
Engineering

June 2019 (Joint Meeting with MNR)

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

President/Sr. Staff
Service Planning
President

July 2019

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

MTA Real Estate
Corporate Safety
Service Planning
Engineering

September 2019

2020 Preliminary Budget (Public Comment)
2019 Mid-Year Forecast
Fall Trackwork Programs
PTC Status Report
Diversity/EEO Report – 2nd Quarter 2019

Management & Budget
Service Planning
Engineering
Administration/Diversity

October 2019 (Joint Meeting with MNR)

2020 Preliminary Budget (Public Comment)
MTA Homeless Outreach
Bi-Annual Report on M-9 Procurement
LIRR/MNR PTC Project Update
November Timetable Change & Trackwork Programs

MTA
President/Sr. Staff
President
Service Planning

November 2019

Review of Committee Charter
East Side Access Support Projects Update
Holiday & Year-End Service & Trackwork Programs
PTC Status Report

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

December 2019 (Joint Meeting with MNR)

2020 Final Proposed Budget
2020 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Q 2019
LIRR/MNR PTC Project Update

Management & Budget
Committee Chair & Members
Administration/Diversity
President

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2019 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.

President's Report

A Monthly report will be provided highlighting major accomplishments and progress on key initiatives and performance indicators.

Safety Report

A monthly report will be given highlighting key safety performance statistics and indicators

Capital Construction Report

A monthly project update report will be provided for the month reported.

Police Report

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

Action Items (if any)

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

Information Items (if any)

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

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

Operations – Transportation Report

A monthly report will be given highlighting key operating performance statistics and indicators.

Operations – Mechanical Report

A monthly report will be given highlighting key fleet 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 Report

A report will be provided highlighting significant capital program accomplishment in the month reported.

II. SPECIFIC AGENDA ITEMS

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 2018 survey distributed to LIRR customers.

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

NOVEMBER 2019

Review Committee Charter

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

East Side Access Support Projects Update

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

Holiday Schedule

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

PTC Status Report

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

DECEMBER 2019 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd 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.

2020 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2020.

Proposed 2020 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2019 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.



Long Island Rail Road

INFORMATION

ITEMS

January 2019 LIRR Committee Meeting PTC Project Update

January 22, 2019



LIRR Overall PTC Project Status

Item	Comments
Schedule	<input type="checkbox"/> LIRR met all 6 FRA criteria to be in compliance by December 31, 2018: <ul style="list-style-type: none">• Installed all required PTC hardware• Trained required number of employees• Acquired required radio spectrum• Initiated RSD on its Port Washington Line on December 17th<ul style="list-style-type: none">• 29 successful runs as of 1/15/19• Submitted their updated PTC Implementation Plan with revised schedule• Submitted <i>Notification and Certification of Compliance</i> to FRA.
% Complete	LIRR – 87%
Budget	\$489.9M; Estimate at Completion under review.

LIRR PTC Completion Milestones

There are 3 major milestones to achieve PTC Completion

Deadline: December 31, 2020

1. PTC System Certification

- a. LIRR to submit PTC Safety Plan meeting the FRA requirements and obtain PTC system certification from FRA.
- b. FRA has 180 days to approve plan.

2. Full PTC Operations

- a. All operations of LIRR and its tenants (AMTRAK and NYAR) are governed by an FRA-certified and interoperable PTC system on all route miles.

3. Interoperability

- a. All locomotives operating on the same main line are able to communicate with and respond to the PTC system, including uninterrupted movements over property boundaries.

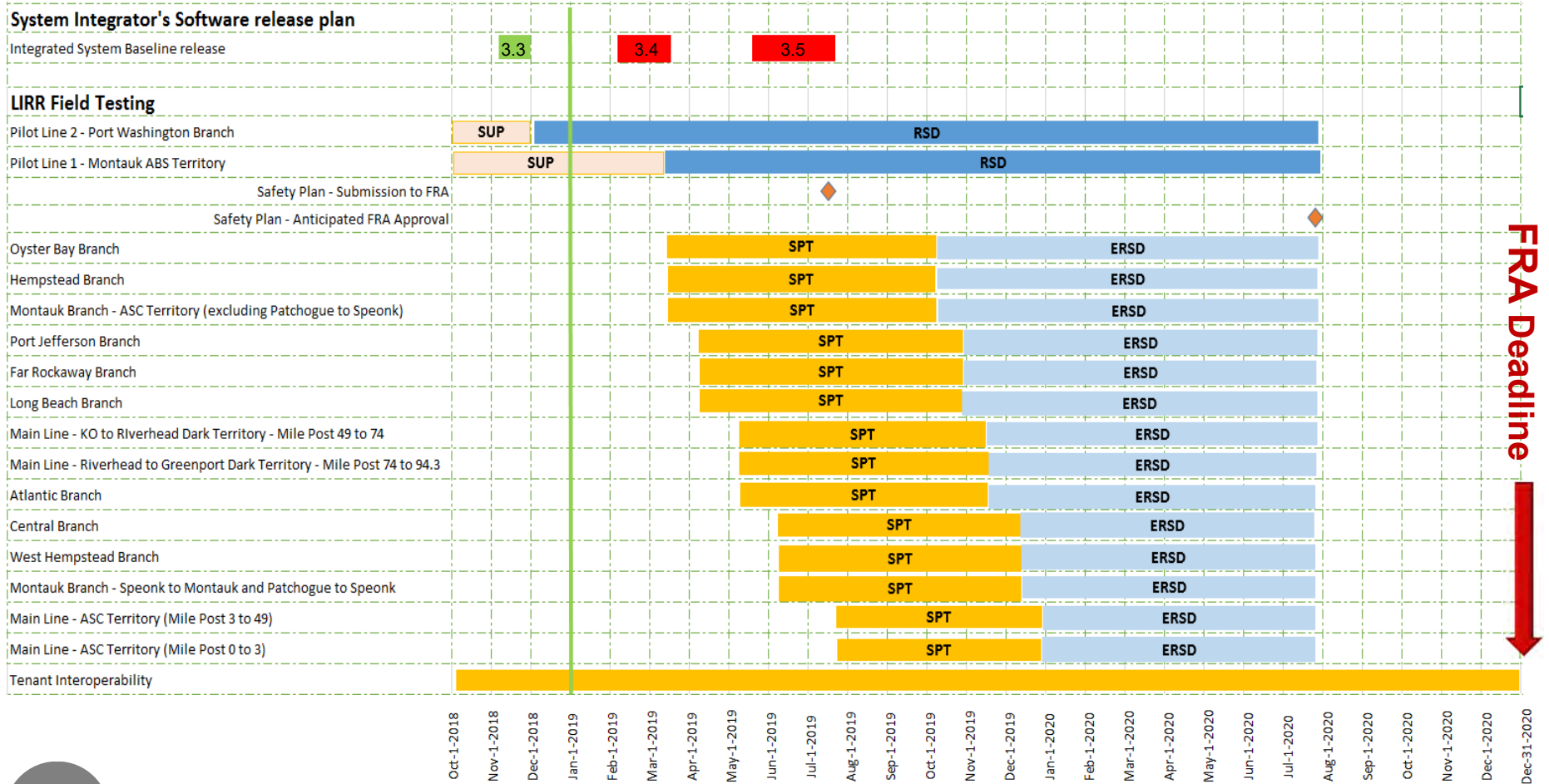


LIRR Working Schedule and Sequence

Start RSD on Babylon to Patchogue pilot segment in March 2019

Start ERSD in October 2019

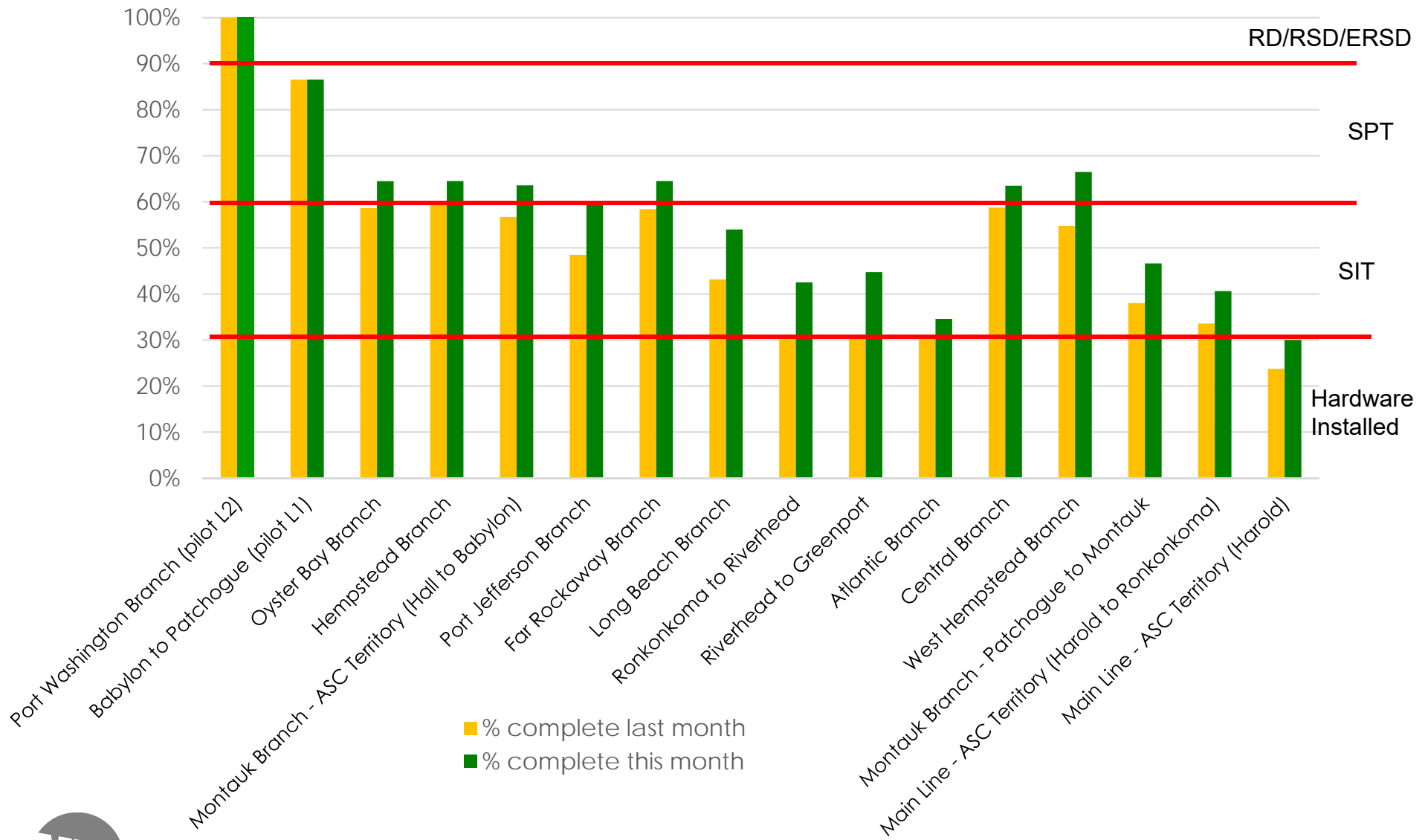
Last non-pilot segment in ERSD in Jan 2020



SPT = Site Performance Tests ; SUP = Site Update Period ; RSD = Revenue Service Demonstration; ERSD = Extended RSD



LIRR Segment RSD Readiness (Previous vs Current Month)



SIT = Site Integration Testing

SPT = Site Performance Testing

RD/RSD/ERSD = Repeatability Demonstration/Revenue Service Demonstration/Extended RSD

LIRR Project Risks and Concerns

- PTC equipment reliability and Quality Control concerns.
 - After LIRR experienced several failures of the undercar scanner antenna during RSD, the PTC Systems Integrator (SI) reported that they have had a calibration issue during manufacturing since 2016, and will be issuing a 100% recall of the antennas.
 - An acceptable action plan from the PTC SI is still pending.
- Reliability of the PTC system (hardware & software) while performing RSD.
- Slow resolution of several software issues may elongate the completion of RSD on the Pilot segments and impact project completion.
 - The SI's CPM schedule shows that the final baseline of system software for ERSD will be available in late July 2019.
 - The Railroads feel that this date is at risk given the number of outstanding technical issues and the SI's track record.
- The SI continues to have resource limitations to support both LIRR & MNR.
- Completion of the project depends on timely resolution of interoperability issues with Amtrak.



LIRR PTC Timeline and Look-ahead

December 2018

- ✓ Initiated RSD on Port Washington branch (pilot L2).

Mar 2019

- SI to deliver system software baseline 3.4 for RSD for pilot lines.
- Initiate RSD on Babylon to Patchogue branch (Pilot Line L1).

Apr 2019

- Start Site Performance Testing on non-pilot segments.

Jul 2019

- SI to deliver system software baseline 3.5 for non-pilot PTC deployment.
- Submit PTC Safety Plan to FRA for approval.

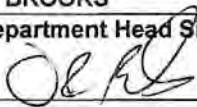




Oct 2019

- Start to place non-pilot segments in PTC Operations (ERSD).



Staff Summary



Subject WINTER TRACKWORK PROGRAMS						Date January 2, 2019			
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	1/22/19				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 adjust schedules for Trackwork Programs supporting DOT overpass work on Atlantic Avenue, Nostrand Avenue Station Rehabilitation and PTC installation on the Atlantic Branch.

TRACK WORK PROGRAMS

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

- **Atlantic Branch DOT Work, Station Rehabilitation & PTC Installation** – Multiple projects will be piggybacking work on the Atlantic Branch between Jamaica and Atlantic Terminal in Brooklyn on the weekends of January 26-27 and February 2-3, 2019, resulting in one of two Main Tracks being out of service during operating hours, and the existing overnight double track outage window being increased (to 11 PM-5 AM instead of 1:30 AM-5 AM).
 - **Temporary Service Adjustments:** As a result of the multiple projects coordinating their work along the Atlantic Branch between Jamaica and Atlantic Terminal in Brooklyn on the weekends of January 26-27 and February 2-3, 2019, one of two Main Tracks will be out of service during operating hours, and service will be reduced from half-hourly to hourly for the weekend. In addition, the normal overnight double track outage window will be increased by two-and-a-half hours, with late-night service ending at approximately 11 PM instead of the normal 1:30 AM. Customers may opt to travel via Penn Station and/or subway services with cross-honoring anticipated.

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.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

January 24, 2019

Staff Summary



Long Island Rail Road

Subject: Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">January 24, 2019</div>			
Department Procurement and Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement and Logistics Officer									
Department Head Signature									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	1.22.19				X	President		VP & CFO
2	MTA Board	1.24.19				X	Executive VP		VP, Gen. Counsel & Secy
							Sr. VP-Operations		
							Sr. VP-Engineering		

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Works	3	\$1,352,957
SUBTOTAL:	3	\$1,352,957

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

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$304,095
SUBTOTAL:	1	\$304,095

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

None

TOTAL:	<u>4</u>	<u>\$1,657,052</u>
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BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2019

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchase and Public Works Contracts

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

1. **Conservation Station, Inc. \$300,000** *Staff Summary Attached*
(GE Lighting)
Sole Source
Contract No. IFB217565-MW28

LIRR requests MTA Board approval to award a sole source contract to Conservation Station, Inc. (CSI) in the amount of \$300,000, for the redesign of the current GE TR3-94 LED signal. This signal, which is used throughout LIRR's infrastructure, needs to be resized and redesigned to accommodate reduced spacing allowances between tracks, primarily on the recently completed Mainline Second Track.

2. **Luminator Mass Transit, LLC \$510,617.44** *Staff Summary Attached*
Non-Competitive
Contract No. 400000000001411

LIRR requests MTA Board approval to award a contract modification to Luminator Mass Transit LLC, (Luminator) in the amount of \$510,617.44 to provide C-3 coach car overhead lens assemblies. Luminator Mass Transit, LLC, is the OEM for the railcar lighting systems on LIRR and MNR M-7 electric car fleets and LIRR's 134 diesel hauled C-3 Coach car fleet. In June 2016, the Board approved a sole source contract to Luminator in the amount of \$1,904,062,36 (\$417,588.22 to MNR and \$1,486,474.14 to LIRR), for the purchase of lighting systems, technical support, maintenance and replacement parts. In April 2018, LIRR began installing surveillance cameras in the engineer cab and customer seating areas on its C-3 coach cars. During the initial phases of the camera installation process, it was discovered that the overhead lighting lens assemblies are old, discolored and provide poor illumination. Consequently, a total C-3 fleet replacement of all 5,752 overhead lens assemblies is therefore necessary to allow the cameras to function at optimal levels. Luminator remains a responsible supplier to the LIRR as originally reported to the Board in June 2016 and based on current vendor performance reports. As such, LIRR hereby requests Board approval to increase its Luminator contract by \$510,617.44 (a 27% increase) to the new five-year amount of \$2,414,379.80.

3. **Nordco Inc.** **\$542,440** *Staff Summary Attached*
Non-Competitive
Contract No. IFB #238259

LIRR requests MTA Board approval to award a three-year sole source contract to Nordco Inc. in the amount of \$542,340 for replacement parts required by the Long Island Rail Road to operate and maintain various pieces of Nordco equipment. Nordco is the Original Equipment Manufacturer (OEM) of Nordco equipment and sole distributor for their replacement parts. Nordco does not have independent 3rd party distributors or manufacturer's representatives, and holds all proprietary rights to their drawings, specifications and other technical information for their equipment. LIRR-owned Nordco equipment, which include five Hammer Spikers, four Dual Lag Machines, and Snow Fighter, is used by the Track Maintenance Departments responsible for the maintenance and repair of rail infrastructure assets. LIRR's Maintenance of Way Shops maintain all equipment purchased from Nordco, and requires these spare and replacement parts.

Staff Summary

Item Number: 1

Vendor Name (& Location) Conservation Station Inc. – Chapel Hill, NC
Description Resizing and Redesign the GE TR3-94 LED signal to 5.5 inches and work with AC current vs. DC current.
Contract Term (including Options, if any) One Time Buy – Six Month Lead Time
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number IFB 217565-MW28	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$300,000.00	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: LIRR Signal - Mark Wetzel, Staff Manager	
Contract Manager: Dan Sherwood	

Discussion:

Long Island Rail Road (LIRR) requests Metropolitan Transportation Authority (MTA) Board approval to award a sole source contract to Conservation Station Inc. (CSI) in the amount of \$300,000, for the redesign of the current GE TR3-94 LED signal. This signal, which is used throughout LIRR's infrastructure, needs to be resized and redesigned to accommodate reduced spacing allowances between tracks, primarily on the recently completed Mainline Second Track.

In its on-going efforts to increase competition, LIRR advertised this Invitation for Bid (IFB) in the New York State Contract Reporter on May 22, 2018 and in the New York Post on May 24, 2018. The advertisement specifically requested any firm who believed they could provide the materials necessary to satisfy the requirements under this solicitation to provide LIRR with a letter. If the firm is responsible and can supply these units, LIRR will consider a competitive procurement. However, LIRR received a single bid from this solicitation, with Conservation Station Inc. (CSI) submitting the only responsive and responsible bid. CSI is the Value-Added Reseller (VAR) that GE Lighting has selected to partner with on this project. GE Lighting does not accept purchase orders directly, but instead uses a contracted agent network throughout North America.

LIRR currently uses GE's 96 series 8-inch LED signal on all signals in use today. The GE 96 series 8-inch LED signal can no longer be used due to the infrastructure changes made during LIRR's Double Track Project. GE's 96 series 8-inch LED is now too large, and a smaller signal is required. The spacing between track centers will not allow for the use of an 8-inch signal. GE Lighting is the Original Equipment Manufacturer (OEM) designer of the 5.5-inch TR3-94 series LED signal, and holds proprietary rights for this safety critical equipment. However, in our efforts to enhance competition, Procurement staff reached out to a major competitor in the signal manufacture market to inquire as to their capability to manufacture this particular signal. Their response was "We do not manufacture this equipment, nor would we be interested in doing so" citing cost and economic feasibility. The TR3-94 series LED signal also needs to be redesigned to work with AC vs. DC current, to conform to LIRR's signal system. GE Lighting as the Original Equipment Manufacturer (OEM) possesses the proprietary hardware design and is the single responsible source able to supply the redesigned LED signals similar to the LED signals that are currently in service on LIRR property. These LED signals are safety critical and it is imperative that they operate reliably and as designed. The period of performance for this work will be six (6) months.

Staff Summary



CSI's bid was opened on June 14th, 2018 and contained a price of \$300,000. Upon request, CSI provided a detailed cost breakdown for their bid, which was evaluated by LIRR Engineering, which resulted in a determination that the bid price of \$300,000 to be fair and reasonable.

A responsibility review was conducted on both CSI and GE Lighting and no SAI was found. MTA Department of Diversity and Civil Rights (DDCR) was sent a request to assign participation goals for this procurement. DDCR assigned 0% MBE, 0% WBE and 0% SDVOB goal participation. Funding for the contract is included in LIRR's 2015-2019 Capital Program under Project L70304WX Double Track – Phase 2.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Staff Summary



Long Island Rail Road

Item Number: 2

Vendor Name (& Location) Luminator Mass Transit, LLC (Plano, TX)
Description Rail Car Interior Lighting parts
Contract Term (including Options, if any) June 30, 2016 to June 1, 2021
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contact Number 400000000001411	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$510,617.44	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment – Craig Daly	

Discussion:

LIRR requests MTA Board approval to award a contract modification to Luminator Mass Transit LLC, (Luminator) in the amount of \$510,617.44 to provide C-3 coach car overhead lens assemblies. Luminator Mass Transit, LLC, is the OEM for the railcar lighting systems on LIRR and MNR M-7 electric car fleets and LIRR's 134 diesel hauled C-3 Coach car fleet. In June 2016, the Board approved a sole source contract to Luminator in the amount of \$1,904,062.36 (\$417,588.22 to MNR and \$1,486,474.14 to LIRR), for the purchase of lighting systems, technical support, maintenance and replacement parts. The joint procurement between LIRR and MNR utilized the combined buying power of the two railroads to achieve the most favorable uniform pricing and enhanced supply chain management. Additional benefits that accrued were process efficiencies that reduced the number and frequency of small purchase activities. The five-year term assures the OEM will maintain their tooling and manufacturing capabilities necessary to produce the parts, which are not available from other sources. LIRR advertised its intent to award this sole source OEM contract and no other supplier came forward. Further, LIRR contacted other manufacturers of similar equipment and their responses varied but included issues associated with the cost to reverse engineer this item and the limited quantity LIRR intends to purchase would not be economically feasible for them. Efforts to enhance competition for OEM parts will include continued outreach to manufacturers, with assistance from our internal equipment engineering staff, to qualify parts and manufacturers who have the capacity to provide these materials.

In April 2018, LIRR began installing surveillance cameras in the engineer cab and customer seating areas on its C-3 coach cars. During the initial phases of the camera installation process, it was discovered that the overhead lighting lens assemblies are old, discolored and provide poor illumination. A total C-3 fleet replacement of all 5,752 overhead lens assemblies is therefore necessary to allow the cameras to function at optimal levels.

The required lens assemblies are included on the current five-year contract at a unit price of \$293.81 based on historical replacements of ten pieces on average per year. This unit price was deemed to be fair and reasonable at that time based on that limited quantity. However, based on the sizeable increased requirement from the original contract estimate, the LIRR approached Luminator for revised pricing for this fleet wide replacement project. Subsequently, LIRR was able to negotiate a lower unit price of \$88.72 for this project which reflects a 70% reduction from the original contract price. Based on these negotiations, pricing submitted by Luminator has been determined to be fair and reasonable.

Staff Summary



Long Island Rail Road

Luminator remains a responsible supplier to the LIRR as originally reported to the Board in June 2016 and based on current vendor performance reports. As such, LIRR hereby requests Board approval to increase its Luminator contract by \$510,617.44 (a 27% increase) to the new five-year amount of \$2,414,379.80.

Staff Summary



Item Number: 3

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

Contact Number IFB#238259	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$542,340.00	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Way Repair Shop – Joseph Savoretti, Assistant Manager	
Contract Manager : Arlen Turnier	

Discussion:

Long Island Rail Road requests MTA Board approval to award a three-year sole source contract to Nordco Inc. in the amount of \$542,340 for replacement parts required by the Long Island Rail Road to operate and maintain various pieces of Nordco equipment.

Nordco is the Original Equipment Manufacturer (OEM) of Nordco equipment and sole distributor for their replacement parts. Nordco does not have independent 3rd party distributors or manufacturer's representatives, and holds all proprietary rights to their drawings, specifications and other technical information for their equipment. LIRR-owned Nordco equipment, which include five Hammer Spikers, four Dual Lag Machines, and Snow Fighter, is used by the Track Maintenance Departments responsible for the maintenance and repair of rail infrastructure assets. These pieces of equipment were purchased over the past 22 years with an average age of almost 14 years in service. LIRR's Maintenance of Way Shops maintain all equipment purchased from Nordco, and requires these spare and replacement parts.

LIRR continues to seek competition for all its procurements. To that end, LIRR advertised its intent to award a sole source contract to Nordco Inc. in the New York State Contract Reporter and New York Post on October 11, 2018 to seek additional potential vendors capable of providing equivalent replacement parts. No other vendor expressed interest in competing for this procurement. Procurement staff reached out to other manufacturers of this type of equipment in our continuing efforts to increase competition. One competitor responded that they prefer to "distribute equipment that they are familiar with and can provide service on." Another competitor indicated that they "would have to convert their parts from Nordco patented items" for which they have no design specifications. Additionally, for all new equipment purchases where there are replaceable repair and maintenance parts, the OEM is required to include off-the-shelf components that are readily through competitive procurements. Our M-9 procurement is the prime example where the car builder was required to have 40% commercial off the shelf (COTS) parts as part of the delivered vehicle.

To ensure price reasonableness, a comparison of 20 various items on the current price list for Nordco's replacement parts vs. the 2015 price list in effect at the beginning of the prior contract showed an average price decrease of 15.66% from 2015 to 2018 on those listed parts. A review of the Product Price Index (PPI) on parts

Staff Summary



Long Island Rail Road

for construction machinery and equipment sold separately, from January 2015 to November 2018 shows that pricing for those commodities has increased by 5.66% over this time period. As a result of this comparison, prices submitted by Nordco have been determined to be fair and reasonable.

A responsibility review of Nordco was conducted, and no SAI was found. Therefore, they have been determined to be a responsible and responsive supplier.

JANUARY 2019

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP)

**4. Newmont Elevator Analysts, Inc. \$304,095
Competitive Bid
Contract No. TBD**

LIRR requests MTA Board approval to award a competitively bid, miscellaneous service contract to Newmont Elevator Analysts, Inc., in the amount of \$189,529 for the Base 3-Year Term, and \$114,566 for the Option Term (two 1-Year options); for a combined not-to-exceed total of \$304,095 for the entire (5) five-year period. Under the contract, Newmont Elevator Analysts, Inc. shall provide third party witnessing of safety inspections and tests, for LIRR's 15+ elevators and 50+ escalators located throughout Nassau, Suffolk, New York, Kings and Queens counties. In addition to the services listed above, Newmont Elevator Analysts, Inc. will also provide on-call consulting services, including: (i) specification writing for modifications to equipment, (ii) review of maintenance practices, and (iii) accident investigations. The IFB was advertised in the New York State Contract Reporter, the New York Post and placed on the MTA Website; and mailed to nine firms. A total of three firms bid on the Agency's requirements. LIRR's bid results yielded a low bid from Newmont Elevator Analysts, Inc. (\$304,095), which is 19.8% less than LIRR's estimated cost for these services. The other bidders provided pricing that was 2-3 times higher than the internal estimate, while Newmont Elevator Analysts' offers a cost savings to the Agency. The term of the contract will be three years, plus two 1-year options. Pricing, which remains firm and fixed for the entire award period, is determined to be fair and reasonable. Newmont possesses all the resources required to competently perform the scope of work under this contract. Funding is included in LIRR's Operating Budget. The Department of Diversity and Civil Rights has determined that no goals shall be assigned for Escalators and Elevators Inspection and Consulting Services.

PROCUREMENT PACKAGE
January 2019

PROCUREMENTS

The Procurement Agenda this month includes five actions for a proposed expenditure of \$37,525,470.

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	1/22/19	X		
2	Board	1/24/19	X		

Date: January 15, 2019			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
2	Vice President & Chief Financial Officer 	4	President 
1	Vice President, Program Controls 	3	Executive Vice President & General Counsel 

PURPOSE

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

DISCUSSION

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule F Personal Service Contracts	2	\$ -0-
Schedule H Modifications to Personal Service Contracts	1	\$33,165,470
Schedule I Modifications to Purchase and Public Work Contracts	2	\$ 4,360,000
TOTAL	5	\$37,525,470

Budget Impact:

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

Recommendation:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2019

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule F. Personal Service Contracts

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

- | | | | |
|-------|--|---------|-------------------------------|
| 1 - 2 | Various Firms
Contract Nos. PS865 - 11 & PS865 - 21
Three Year Term & Two 1 Year Options | \$ -0 - | <u>Staff Summary Attached</u> |
|-------|--|---------|-------------------------------|

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Capital Construction ("MTACC") is seeking Board approval on behalf of itself, Long Island Rail Road ("LIRR") and Metro North Railroad ("MNR") to enter into competitively solicited zero dollar based personal service contracts with two (2) firms to provide professional staffing and services on an as-needed basis

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

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

- | | | | |
|----|--|--------------|-------------------------------|
| 3. | URS Corporation – New York
Contract No. 98-0001-01
Modification No. 44 | \$33,165,470 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

In accordance with Article XI of the MTA All-Agency Service Contract Guidelines, MTACC seeks Board approval to extend the contract term through June 30, 2019.

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)

- | | | | |
|----|--|--------------|-------------------------------|
| 4. | Tutor Perini Corporation
Contract No. CS179
Modification No. 173 | \$ 2,450,000 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to implement changes to the design of the Field Network provided by the CS179 Contractor in the Grand Central Terminal ("GCT") for the East Side Access ("ESA") Project.

- | | | | |
|----|--|--------------|-------------------------------|
| 5. | Tutor Perini Corporation
Contract No. CS179
Modification No. 172 | \$ 1,910,000 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification for the installation of HVAC exhaust shafts and utilities at the 23rd Street Facility.

**Schedule F Personal Service Contracts
Staff Summary**



Item Numbers 1 - 2						SUMMARY INFORMATION			
Dept & Dept Head Name: Various						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; padding: 5px;">Vendor Name Various</td> <td style="width: 40%; padding: 5px;">Contract Number PS865-11 & PS865-21</td> </tr> </table>		Vendor Name Various	Contract Number PS865-11 & PS865-21
Vendor Name Various	Contract Number PS865-11 & PS865-21								
Division & Division Head Name:						Description Professional and Technical Staffing and Services on an As-Needed Basis (Non-Federal)			
Board Reviews						Total Amount -\$0-			
Order	To	Date	Approval	Info	Other	Contract Term Three Years with a Two-Year Option			
1	LIRR Committee	1/22/19	X			Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A			
2	Board	1/24/19	X			Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Internal Approvals						Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Order	Approval	Order	Approval				Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
3	Vice President, Program Controls <i>AR</i>	6	President <i>[Signature]</i>				Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
2	VP & Chief Financial Officer <i>AR</i>	5	Executive Vice President <i>[Signature]</i>						
1	VP & Chief Procurement Officer <i>gmk</i>	4	Sr. Vice President & General Counsel						

I. PURPOSE/RECOMMENDATION

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Capital Construction ("MTACC") is seeking Board approval on behalf of itself, Long Island Rail Road ("LIRR") and Metro North Railroad ("MNR") to enter into competitively solicited zero dollar based personal service contracts to Hill International, Inc. ("Hill") and to MP Engineers, P.C. ("MP") to provide professional staffing and services on an as-needed basis.

MTACC also requests Board approval to allow other MTA agencies to ride these contracts. The term of these contracts is three (3) years with two (2) one-year options that may be exercised by the respective agencies in their sole discretion.

II. DISCUSSION

In September 2018, the Board approved the award of thirty-two (32) contracts to form a pool of consultants to provide professional staffing and services to MTACC, LIRR and MNR to support the planning and management of non-federally funded projects on an as-needed basis. These contracts are set up such that as each agency identifies specific needs, it issues a request for proposals to those selected consultants that have the resources to meet those needs. The agency then issues a task order containing a detailed scope of work and expected deliverables to the consultant whose proposal will provide best value. These contracts will be issued as zero-dollar base contracts and do not obligate the MTA to commit to the payment of a minimum dollar amount to any of the consultants. Task Orders are written against these zero-dollar based contracts on an as needed basis.

Two firms, Hill and MP had responded to the proposal, were recommended by the Selection Committee but were inadvertently left off the list of consultants submitted to the Board for approval. Therefore, MTACC is requesting approval to add these two consultants to the pool of consultants that was previously approved.

The maximum total aggregate value for the procurement remains at \$36,000,000, which consists of \$16,000,000 for MTACC, \$10,000,000 for MNR and \$10,000,000 for LIRR. These values are based upon current projections and are being used for budgeting purposes only and do not obligate the MTA to commit to the payment of a minimum dollar amount to any of the consultants. Task Orders will be written against these zero-dollar based contracts on as needed basis.

III. M/WBE and SDVOB

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

IV. RECOMMENDATION

MTACC, along with LIRR and MNR, recommends the MTA Board approve the award of a competitive personal services on-call consultant contract to Hill and MP provide professional and technical staffing and services to support MTA, LIRR and MNR projects for an amount not to exceed the aggregate established for each participating agency for a term of three (3) years with an option for two (2) additional years to the firms selected by each of the participating agencies. MTACC, LIRR and MNR also recommend that all other MTA agencies be permitted to ride these contracts.

Vendor Name (& Location) URS Corporation – New York (New York, NY)	Contract Number 98-0001-01	AWO/Modification # 44
Description Program Management Consultant Services	Original Contract Award Amount: \$ 28,556,710 Original Board Approved Option Amount: \$ 135,535,290 Original Board Approved Contract Amount: \$ 164,092,000	
Contract Term (including Options, if any) October 5, 1998 – January 31, 2019	Prior Modifications: \$ 620,669,005	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Prior Budgetary Increases: \$ -0-	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 784,761,005	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request \$ 33,165,470	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 4%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, R. Troup	% of Modifications (including This Request) to Original Board Approved Amount: 398%	

Discussion:

The contract scope of work includes program and construction management services and general conditions work for the East Side Access (“ESA”) project and other MTA Capital Construction (“MTACC”) projects. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a contract modification to increase the approved amount by \$33,165,470 and to extend the contract term through June 30, 2019.

On July 29, 1998, the Board approved a personal services contract with Bechtel/URS Joint Venture (the contract has since been assigned solely to URS) to provide program management services for the ESA project in the amount of \$164,092,000. Phase I of the contract was awarded at a cost not-to-exceed \$28,556,770 for preliminary engineering. MTACC negotiated several options to be exercised upon the approval of the Environmental Impact Statement and an executed Full Funding Grant Agreement between the MTA and the FTA. The options provided for program management services for Phase II: Detailed Design; Phase III: Construction; and Phase IV: Start-up, Testing & Closeout, in addition to Construction Management Services and General Conditions Work.

In October 2000, the Board approved a modification (an increase of which extended the preliminary engineering phase, exercised the options for program management services for Phase II – IV and extended the overall term under this contract to December 31, 2011) and increased the Board approved amount from \$164,092,000 to a cost not-to-exceed \$207,074,000.

In February 2002, the Board approved the exercise of the remaining options for Construction Management Services (\$120,693,000) and General Conditions Work (\$50,100,000), along with establishing a 15% contingency in the amount of \$18,104,000, leading to a total Board approved amount not-to-exceed \$395,971,000. The prior allocations were approved through contract modification in one or two-year increments. MTACC requested and received Board approval for these modifications.

Since 2008, several changes to the ESA project have impacted the contract scope, value and duration. The project's construction sequencing was revised, and the construction end date extended. MTACC added additional construction contracts as a result of the construction re-sequencing. MTACC expanded the URS scope to include some of these additional construction contracts and other specialized task order work. In addition, the extended duration of the project added labor, overhead and associated escalation costs.

The URS contract provides essential services for the ESA project and MTACC's other projects. ESA has active construction contracts valued over \$3.0B. Work is performed on these contracts in multiple shifts, and in some cases, six days per week. For the ESA project, URS provides personnel to supplement the approximately 20 MTACC employees dedicated full time to the project. This includes program management services, such as design management, procurement and contract administration, project controls such as cost and schedule control, operational readiness and office administration. URS also provides the construction management staff that serve as the Authorized Representative for designated third party contracts and management of force account planning and coordination. URS also provides project-wide services in support of safety, quality, code compliance, environmental testing and third-party coordination, along with general conditions services that include construction support which is typically provided by contractors (such as site access control and security, provision of work trains to support contractor needs, geotechnical instrumentation, and survey work). In addition, URS also maintains key contracts that include rental of a warehouse and contracts to maintain the information network (switches, servers, etc.) from the main ESA office to each site, copiers, software licenses, etc. All the services were combined under this contract for better control and efficiency reasons given the number of contractors occupying the same or adjoining work sites simultaneously and sequentially.

URS also provides non-ESA related program and construction management services for MTAHQ and other MTACC projects under this contract. These services include the provision of key personnel to supplement MTACC staff in the areas of project cost estimating, scheduling, risk, quality, safety, community relations, contract compliance, and claims analysis. Funding for non-ESA work comes from either MTACC's administrative budget or from the MTACC project receiving the service.

MTACC evaluated the benefits and impacts of re-soliciting this Contract in 2014 and reported to the Finance Committee in March of that year that re-solicitation was not the best option at that time. In June 2015, the Board approved a modification extending the overall term under this Contract to January 31, 2016, increasing the Board approved amount from \$448,342,601 to a cost not-to-exceed \$612,342,601. The Contract was also extended until January 31, 2016 at that time at no additional cost. In January 2016, the Board approved a modification extending the overall term under this contract to December 31, 2017, with a one-year option for an additional extension broken down in three separate increments (i.e., three months, three months and six months), and increased the Board approved amount from \$612,342,601 to a cost not-to-exceed \$ 784,761,007.

At the end of 2017, MTACC evaluated the benefits and impacts of exercising the one-year option against the alternative of resoliciting the contract. After careful evaluation, MTACC determined it was in the agency's best interest to exercise the option. Following the first three (3) month increment of the option, MTACC discussed the implementation of new contract terms that included stricter contractor documentation requirements and the implementation of certain performance metrics required for URS to achieve the contractual bonus (the "Performance Evaluation Program"). Subsequently, under Modification 42, the contractor documentation requirements were strengthened, and the Performance Evaluation Program was instituted, with an emphasis on increased efficiencies and cost controls in critical construction management areas such as safety, budget, schedule, change orders and claims, contractor submissions, contract closeouts and identifying/resolving non-confirming and deficient work. Based upon the reviews performed to date, the Performance Evaluation Program has resulted in cost controls and increased URS accountability.

In late 2018, MTACC hired a new Program Executive for the ESA project. With new management in place, the agency considered more efficient ways to continue with the ESA project, which included a top to bottom review of the URS contract and the consideration of whether it remains in the best interest of the agency to seek an extension of the contract through the end of the project with certain re-negotiated terms or to re-solicit the contract. During this review process, MTACC extended the contract by one (1) month, through and including January 31, 2019. The review process remains ongoing as the agency continues to assess the needs of the project.

This proposed modification is requesting Board approval to extend the contract term by five (5) months, through and including June 30, 2019. During that time, MTACC will continue to evaluate URS's performance under the Performance Evaluation Program and the benefits and impacts to the program of continuing the Contract (with certain re-negotiated terms that would further reduce costs and increase accountability) in an effort to determine whether the contract should be extended or resolicited.



URS proposed \$35,982,581 for this five (5) month extension, while MTACC's estimate was \$33,058,671. Negotiations were held, and the parties agreed to a not-to-exceed cost of \$33,165,470 which is considered to be fair and reasonable.

In connection with previous contracts awarded to URS and its parent, AECOM, URS and AECOM were found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Director in consultation with the MTA General Counsel in April 2013 (URS) and MTA Managing Director in consultation with the MTA General Counsel in November 2017 (AECOM). No new SAI has been found relating to URS or AECOM and they are found to be responsible. A Contractor Compliance Program was put in place for AECOM in September 2018.



Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	Contract Number CS179	AWO/Modification 173
Description Systems Facilities Package No. 1	Original Amount:	\$ 333,588,000
Contract Term (including Options, if any) 75 Months	Prior Modifications:	\$ 35,620,287
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Exercised Options:	\$ 216,800,001
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 586,008,288
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 2,450,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	0.4%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup	% of Modifications (including This Request) to Original Amount:	11%

Discussion:

This Contract provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a modification for the installation of HVAC exhaust shafts and utilities at the 23rd Street Facility.

During the excavation at the 23rd Street Facility under Contract CQ032 (which preceded Contract CS179), the CQ032 Contractor encountered a Differing Site Condition (“DSC”). Existing structures and utilities that were not shown on the CQ032 Contract or Reference documents obstructed the work area and prevented the installation of two HVAC exhaust shafts and a number of utility service lines as provided for in the Contract.

The General Engineering Consultant revised the Contract Work to address the DSC, which included demolishing the large concrete block obstructions, partially demolishing a slurry wall, rerouting the utilities, and offsetting the HVAC exhaust shafts to avoid conflicts with the obstructions. Performing this work as revised would have delayed the CQ032 Contract and exposed the MTA to impact costs, as well as the direct costs of the additional work required as a result of the DSC. MTACC therefore determined it would be in the best interests of the Program to remove this Work from the CQ032 Contract and transfer it to the follow-on CS179 Contract.

MTACC received a credit of \$866,365 from the CQ032 Contractor for the Contract work being deleted from their Contract. It should be noted that this credit covers only the deletion of work required by the Contract prior to the discovery of the DSC. The additional work required to address the DSC was never incorporated into the CQ032 Contract and represents additional costs that are not reflected in the CQ032 credit. The work to be performed by CS179 under this modification includes both the base contract work that was deleted from CQ032 for a credit and the additional work necessitated by the DSC.

The Contractor’s proposal was in the amount of \$2,685,351. MTACC’s estimate was in the amount of \$2,509,039. Negotiations were held and the parties agreed to a cost of \$2,450,000 for the direct costs of the work (inclusive of contract stipulated markups) which is deemed to be fair and reasonable. The Contractor has also asserted a claim for time impacts and has sought \$137,280 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.



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



Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CS179	AWO/Modification 172
Description Systems Facilities Package No. 1			
Contract Term (including Options, if any) 75 Months		Original Amount:	\$ 333,588,000
		Prior Modifications:	\$ 35,620,287
		Exercised Options:	\$ 216,800,001
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		Current Amount:	\$ 586,008,288
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		This Request	\$ 1,910,000
		% of This Request to Current Amount:	0.3%
		% of Modifications (including This Request) to Original Amount:	11%

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 approve a contract modification to implement changes to the design of the Field Network provided by the CS179 Contractor in the Grand Central Terminal (“GCT”) for the East Side Access (“ESA”) Project.

GCT’s Building Management System and Fire Life Safety System, provided by the CS179 Contractor, utilizes the GCT Field Network (the network communications infrastructure within the ESA GCT Concourse and Caverns that provide room to room network connectivity, as well as room to field device connectivity) to interface with the HVAC Automatic Temperature Control system, the Lighting Control systems, and the Elevator and Escalator Information and Management System, provided by Contracts CM014B, CM007 and VM014 respectively.

During the process of reviewing the submittals and coordinating the layouts to be implemented by the CS179, CM014B, CM007 and VM014 Contracts, numerous conflicts and issues were identified. The Contract documents for each Contract showed conflicting device locations, conduit and cable routing, incompatible system functionalities, network connectivity requirements and contractual work scope responsibilities. Certain of these deficiencies were the subject of a previous settlement of claims with, and recovery against, the designer of record. The remaining issues are being evaluated and, if appropriate, will be addressed in a subsequent E&O claim against the GEC. This Modification implements changes to the CS179 Field Network design to resolve all conflicts and incompatibilities identified. The work includes providing additional equipment, reconfiguration of devices, and additional system configuration, engineering, and testing.

MTACC’s estimate for this work was in the amount of \$1,908,850. The Contractor’s proposal was in the amount of \$2,858,855. Negotiations were held and the parties agreed to \$1,910,000 for the direct costs (inclusive of contract stipulated markups), which is deemed to be fair and reasonable. The Contractor has also asserted a claim for time impacts and has sought \$205,600 in additional overhead amounts 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 reserve on the issue of time impacts and additional overhead, without prejudice to MTACC’s defenses to such claims.



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



Long Island Rail Road

Performance Summary

Rod Brooks, Senior Vice President – Operations



Holiday Express: On December 8th and 9th, the LIRR ran the “Holiday Express” trains into Penn Station from Ronkonkoma and Babylon.



Long Island Rail Road

Performance Summary

December 2018 Highlights:

December On-time performance (OTP), was below goal at **93.47%**.

Year to Date (YTD) performance was **90.44%**, which is a 0.96% decrease compared to same period last year.

On December 18th, service was impacted by signal issues in the West Side Storage Yard just prior to the PM commission hours. 80 trains were affected, resulting in delays and cancellations up to 34 minutes late. Alternative service plans were put into place to accommodate eastbound customers, and NYCT cross honored fares.

Throughout the month of December, extra holiday service was implemented on weekends, and additional service was provided to accommodate early release holiday travel on the last two Fridays and Mondays of December.

Branches Performance:

In December **67.4%** of trains arrived between 6 and 10 minutes late at their final destinations, while **92 (6.8%)** were cancelled or terminated.

Both the **Far Rockaway** and **Montauk** branches operated above goal.

Consist Compliance:

96.8% during the Peak periods throughout the month.

In December we had a reduced number of cars available for service due to on-going PTC project work and due to the additional wheel truing required following the low adhesion season. Additionally, compared to prior years our service requirement (the number of cars needed to



Long Island Rail Road

Performance Summary

support the Peak periods) has increased, but our car ownership quantity has decreased by 10 due to cars becoming unserviceable. The commissioning of the 202 car M9 fleet will help improve our razor thin spare ratio. Additionally, we are working jointly with MNR to procure new M9A cars to provide additional capacity.

Equipment Performance:

Fleet MDBF in November operated just above the goal at 202,903 with YTD at 183,092.

M3 and DE fleets did not meet the MDBF goal in November. Maintenance of Equipment is analyzing the failures and will adjust its maintenance programs if needed.

Performance Summary

			2018 Data			2017 Data	
			Annual	YTD thru		YTD thru	
			Goal	Dec	Dec	Dec	Dec
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%	93.5%	90.4%	89.7%	91.4%
		AM Peak		89.1%	88.3%	86.8%	91.1%
		PM Peak		92.0%	86.9%	86.5%	86.2%
		Total Peak		90.5%	87.6%	86.7%	88.8%
		Off Peak Weekday		93.6%	90.7%	87.8%	91.2%
		Weekend		96.1%	93.4%	95.5%	94.8%
	Babylon Branch	Overall	93.9%	92.7%	90.0%	87.9%	90.4%
		AM Peak		91.6%	88.8%	84.4%	92.1%
		PM Peak		91.3%	86.5%	84.1%	84.5%
		Total Peak		91.4%	87.8%	84.2%	88.6%
		Off Peak Weekday		92.5%	90.4%	86.3%	90.4%
		Weekend		94.8%	92.8%	95.9%	93.1%
	Far Rockaway Branch	Overall	96.6%	96.7%	94.8%	96.3%	95.6%
		AM Peak		89.1%	88.3%	92.7%	91.7%
		PM Peak		96.7%	94.1%	95.6%	93.9%
		Total Peak		92.5%	90.9%	94.0%	92.7%
		Off Peak Weekday		97.6%	95.6%	95.5%	95.9%
		Weekend		98.4%	96.9%	99.6%	98.1%
	Huntington Branch	Overall	92.5%	91.4%	89.0%	89.5%	90.2%
		AM Peak		88.7%	87.7%	85.7%	90.8%
		PM Peak		83.6%	84.1%	83.6%	81.5%
		Total Peak		86.2%	86.0%	84.7%	86.3%
		Off Peak Weekday		91.2%	88.1%	86.9%	89.5%
		Weekend		95.3%	92.9%	95.3%	94.6%
	Hempstead Branch	Overall	96.5%	96.4%	92.7%	92.8%	93.8%
		AM Peak		94.5%	90.2%	90.5%	93.9%
		PM Peak		94.4%	89.1%	90.0%	87.6%
		Total Peak		94.5%	89.7%	90.3%	90.9%
		Off Peak Weekday		96.4%	93.0%	90.1%	93.5%
		Weekend		97.9%	95.1%	99.0%	97.2%
	Long Beach Branch	Overall	95.9%	95.0%	92.5%	92.7%	93.5%
		AM Peak		93.3%	90.3%	89.2%	93.1%
		PM Peak		96.4%	90.5%	92.7%	89.7%
		Total Peak		94.8%	90.4%	90.9%	91.5%
		Off Peak Weekday		94.9%	93.3%	90.9%	93.3%
		Weekend		95.4%	93.4%	97.0%	96.1%
	Montauk Branch	Overall	90.8%	94.2%	88.9%	83.9%	88.8%
		AM Peak		88.8%	86.9%	84.4%	89.0%
		PM Peak		91.0%	83.2%	79.3%	86.0%
		Total Peak		89.8%	85.2%	82.0%	87.6%
		Off Peak Weekday		93.7%	90.2%	81.9%	89.9%
		Weekend		97.8%	89.6%	88.0%	87.8%
	Oyster Bay Branch	Overall	94.1%	93.1%	90.0%	89.0%	91.8%
		AM Peak		86.4%	89.4%	88.6%	92.3%
		PM Peak		87.5%	79.4%	79.2%	82.9%
		Total Peak		86.9%	84.8%	84.2%	88.0%
		Off Peak Weekday		94.3%	91.2%	89.1%	92.5%
		Weekend		97.5%	94.5%	93.8%	95.4%

Performance Summary		2018 Data			2017 Data	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
Port Jefferson Branch	Overall	90.9%	88.4%	87.8%	85.5%	90.4%
	AM Peak		82.5%	86.9%	80.6%	88.8%
	PM Peak		83.6%	83.0%	84.3%	87.0%
	Total Peak		83.0%	85.1%	82.3%	88.0%
	Off Peak Weekday		89.6%	86.5%	79.4%	88.3%
	Weekend		91.9%	94.1%	98.1%	97.5%
Port Washington Branch	Overall	95.3%	93.5%	90.7%	91.8%	91.1%
	AM Peak		87.8%	90.4%	91.9%	90.7%
	PM Peak		93.7%	86.9%	87.1%	83.6%
	Total Peak		90.8%	88.7%	89.5%	87.1%
	Off Peak Weekday		92.6%	90.4%	89.0%	90.1%
	Weekend		97.2%	93.6%	98.3%	97.3%
Ronkonkoma Branch	Overall	91.6%	92.3%	86.7%	85.3%	88.9%
	AM Peak		84.4%	83.7%	82.2%	87.8%
	PM Peak		97.0%	87.3%	88.6%	89.2%
	Total Peak		90.2%	85.3%	85.1%	88.4%
	Off Peak Weekday		92.7%	85.6%	83.6%	88.2%
	Weekend		94.4%	91.7%	88.5%	91.1%
West Hempstead Branch	Overall	95.8%	95.7%	94.0%	93.5%	94.9%
	AM Peak		91.0%	88.8%	88.0%	91.1%
	PM Peak		94.2%	89.2%	86.7%	88.1%
	Total Peak		92.7%	89.0%	87.3%	89.4%
	Off Peak Weekday		96.6%	96.4%	95.0%	96.9%
	Weekend		97.5%	95.1%	97.5%	97.5%
Operating Statistics		Trains Scheduled	20,732	246,315	20,829	248,215
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-10.2	-12.8	-13.6	-12.3
Trains Over 15 min. Late excluding trains canceled or terminated			135	4,039	429	3,442
Trains Canceled			57	1,442	158	1,377
Trains Terminated			35	848	68	767
Percent of Scheduled Trips Completed			99.6%	99.1%	98.9%	99.1%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	97.4%			
		PM Peak	96.2%			
		Total Peak	96.8%			

System Categories Of Delay	% Total	2018	2018 Data		2017 Data		YTD 2018 Vs 2017
		Nov	Dec	YTD Thru Dec	Dec	YTD Thru Dec	
Engineering (Scheduled)	4.1%	37	55	459	22	577	(118)
Engineering (Unscheduled)	18.9%	244	256	2,937	422	2,724	213
Maintenance of Equipment	11.3%	161	153	2,287	120	1,875	412
Transportation	2.0%	35	27	481	22	828	(347)
Capital Projects	2.2%	41	30	1,727	31	528	1,199
Weather and Environmental	8.0%	903	108	4,113	621	2,699	1,414
Police	9.5%	127	128	2,045	153	1,906	139
Customers	7.9%	401	107	4,132	142	4,171	(39)
Special Events	24.3%	115	329	1,401	297	1,245	156
Other	8.1%	214	109	2,027	168	1,435	592
3rd Party Operations	3.8%	389	52	1,942	143	3,374	(1,432)
Total	100.0%	2,667	1,354	23,551	2,141	21,362	2,189

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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
3-Dec	Mon	Unauthorized vehicle damaged crossing stanchion at Bethpage	11	1					1			12		1
3-Dec	Mon	Low adhesion system wide	4			5			1	1		10		1
3-Dec	Mon	Train 956 with equipment trouble in Valley Interlocking							10	1	1	10	1	1
4-Dec	Tues	Low adhesion system wide				1			7	2		8	2	
5-Dec	Wed	Broken rail west of Merrick	10						9	1		19	1	
6-Dec	Thurs	Train 2735 with equipment trouble	7						4			11		
8-Dec	Sat	Heavy Holiday Loading							10			10		
10-Dec	Mon	Broken crossing gate at School Street	9						3			12		
11-Dec	Tues	Bridge strike at Nassau Blvd.	38						2			40		
12-Dec	Wed	Amtrak train disabled in F Interlocking	31									31		
13-Dec	Thurs	Track circuit failure in Line 3	5						5			10		
15-Dec	Sat	Heavy Holiday Loading							14			14		
15-Dec	Sat	Temporary platforms at Woodside							19			19		
16-Dec	Sun	Trespasser strike between Forest Hills and Kew Gardens							14	8	5	14	8	5
18-Dec	Tues	Switch trouble in Harold	46		1							46		1
18-Dec	Tues	Loss of signal power in West Side Yard				31	21		13	3	12	44	24	12
19-Dec	Wed	Train No. 421with equipment trouble	10									10		
20-Dec	Thurs	Low adhesion system wide	4		1	1			9			14		1
20-Dec	Thurs	Heavy Holiday Unloading				4			7			11		
21-Dec	Fri	Heavy Holiday Loading	1			14			5			20		
21-Dec	Fri	Equipment train 4355 equipment trouble at Harold				6			4			10		
21-Dec	Fri	Slow weather loading	9						3			12		
24-Dec	Mon	Heavy Holiday Loading				5			23			28		
27-Dec	Thurs	Heavy Holiday Loading	1						11			12		
28-Dec	Fri	Heavy Holiday Loading							13			13		
31-Dec	Mon	Heavy Holiday Loading	2			3			20			25		
31-Dec	Mon	Broken crossing at Covert Ave				2			9			11		
TOTAL FOR MONTH			188	1	2	72	21	0	216	16	18	476	36	22
													534	



Long Island Rail Road

OPERATIONS

MECHANICAL REPORT

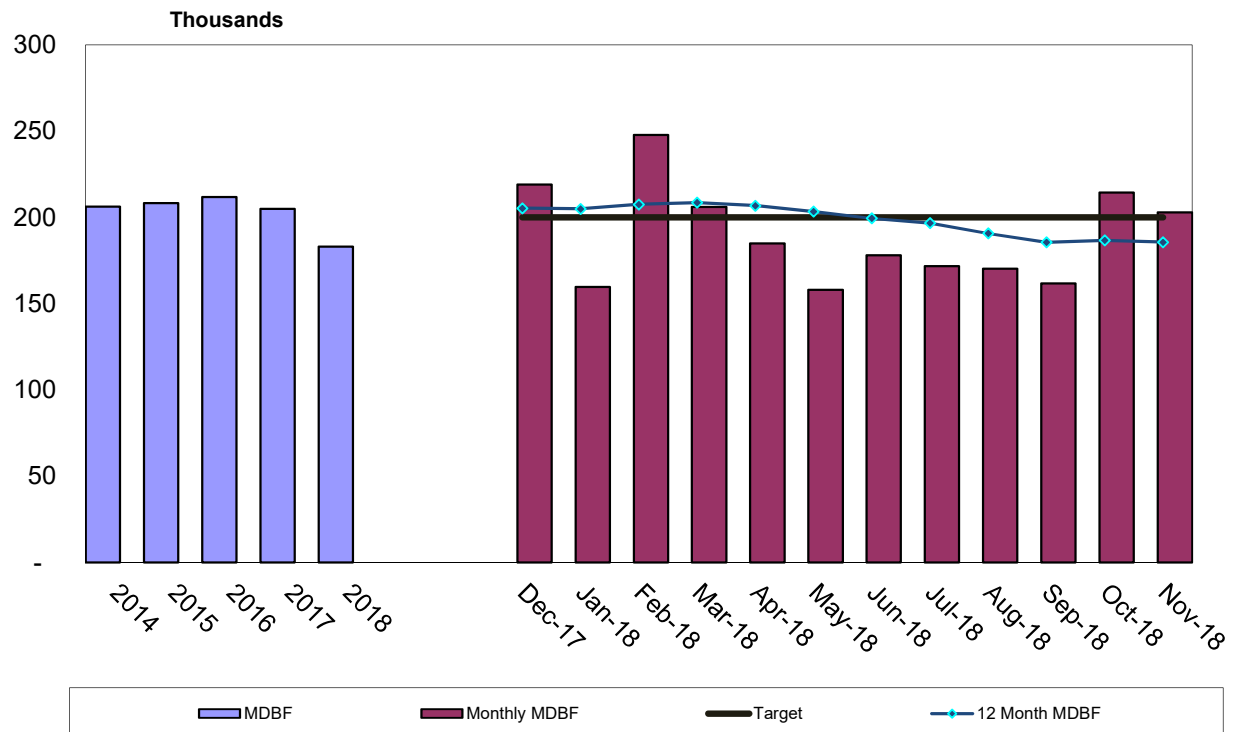
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - NOVEMBER 2018

	Equip- ment Type	Total Fleet Owned	2018 Data					2017 Data		
			MDBF Goal (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)	12 month MDBF Rolling Avg (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)
Mean	M-3	142	67,000	62,279	8	72,623	71,439	72,807	8	74,066
Distance	M-7	836	440,000	569,458	9	476,089	480,057	620,591	8	452,383
Between Failures	C-3	134	122,000	235,728	3	112,353	109,537	131,529	5	135,761
	DE	24	22,000	8,568	10	16,555	16,858	42,641	2	19,055
	DM	21	22,000	38,341	2	14,622	15,982	12,035	6	24,881
	Diesel	179	65,000	57,970	15	51,980	53,044	62,703	13	67,000
	Fleet	1,157	200,000	202,903	32	183,092	185,650	219,390	29	204,097

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

ALL FLEETS Mean Distance Between Failure 2014 - 2018





Standee Report

East Of Jamaica

			2018 Data December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	13	30
		Total Standees	13	30
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Huntington Branch	Program Standees	70	0
		Add'l Standees	150	125
		Total Standees	220	125
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Montauk Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	8	1
		Total Standees	8	1
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	11
		Total Standees	0	11
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	136
		Total Standees	15	136
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	83	34
		Total Standees	83	34
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			344	342

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 DECEMBER 2018

Standee Report

West Of Jamaica

			2018 Data December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	9	44
		Total Standees	9	44
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Huntington Branch	Program Standees	40	0
		Add'l Standees	56	193
		Total Standees	96	193
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	55
		Total Standees	1	55
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	16	6
		Total Standees	44	6
	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	5	0
		Total Standees	5	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	10
		Total Standees	0	10
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	136
		Total Standees	15	136
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	26	21
		Total Standees	26	21
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	22	0
		Total Standees	22	0
System Wide PEAK			217	469

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 DECEMBER 2018

Elevator Availability		2018		2017	
		December	Year to Date	December	Year to Date
Branch	Babylon Branch	99.3%	98.5%	99.5%	99.0%
	Far Rockaway Branch	99.5%	99.5%	99.3%	99.1%
	Hempstead Branch	99.7%	99.6%	99.5%	99.1%
	Long Beach Branch	99.4%	99.5%	99.8%	99.1%
	Port Jefferson Branch	99.7%	98.7%	94.1%	98.3%
	Port Washington Branch	99.5%	99.3%	99.0%	99.3%
	Ronkonkoma Branch	99.6%	99.2%	99.2%	99.3%
	City Terminal Stations	98.1%	99.4%	100.0%	98.8%
	Overall Average	99.2%	99.1%	99.0%	99.0%

Escalator Availability		2018		2017	
		December	Year to Date	December	Year to Date
Branch	Babylon Branch	97.9%	96.9%	98.7%	97.2%
	Far Rockaway Branch	99.0%	97.4%	98.5%	96.9%
	Hempstead Branch	99.0%	97.9%	99.2%	98.3%
	Long Beach Branch	98.9%	97.3%	96.8%	91.7%
	Port Jefferson Branch	99.1%	99.2%	XX	97.7%
	City Terminal	95.0%	96.5%	99.5%	98.0%
	Overall Average	96.8%	96.9%	97.8%	97.4%



Long Island Rail Road

Financial Report Highlights



Photo recommended by Christina Itwaru, LIRR Administrative Assistant

During the month of October, the LIRR carried 8.2 million customers. This was the highest monthly ridership total since at least October 1985.



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.

November 2018 Highlights

- Total revenue of \$1,188.7 million was \$81.0 million higher than Forecast. This was primarily due to the timing of reimbursements for capital activity.
- Through November, total 2018 ridership was 82.2 million, which was 0.2% above 2017 (adjusted for the same number of work days) and 0.3% below Mid-Year Forecast. Commutation ridership of 46.9 million was 0.1% less than 2017 and 0.3% below Mid-Year Forecast. Non-Commutation ridership of 35.3 million was 0.7% above 2017 and 0.4% below Forecast. Consequently, Farebox Revenue of \$677.0 million was \$1.0 million lower than Forecast.
- Total expenses before non-cash liability adjustments of \$1,823.2 million were \$14.0 million or 0.8% favorable to Forecast. The primary drivers of this favorable variance are vacant positions and associated fringe costs, timing of material usage and an insurance reimbursement due to property damage, partially offset by higher overtime, write-offs of projects that are no longer capital eligible, higher FELA payments and the timing of FELA Indemnity reserves.

Financial Results for Year-to-Date (YTD) November 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	\$1,107.8	\$1,188.7	\$81.0
Total Expenses Before Non-Cash Liabilities	1,837.2	1,823.2	14.0
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$729.5)	(\$634.5)	\$95.0
Other Non-Cash Liabilities	451.2	484.1	(32.9)
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$1,180.7)	(\$1,118.6)	\$62.1
Cash Adjustments	451.0	459.3	8.3
Net Cash Surplus/(Deficit)	(\$729.7)	(\$659.3)	\$70.4

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

November YTD operating results were favorable by \$62.1 or 5.3% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through November were \$1.9 unfavorable to the Forecast. Farebox Revenue was unfavorable as a result of lower ridership. Other Operating Revenues were unfavorable to forecast due lower advertising and freight revenue, partially offset by higher rental revenue, miscellaneous revenue and FEMA reimbursements. Total Non-Reimbursable expenses through November were \$64.0 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 \$82.9 higher than the Forecast due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$1,188.7 were \$81.0 or 7.3% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$1.0 unfavorable to forecast due to lower ridership. Ridership through November was 82.2 million. This was 0.2% higher than 2017 (adjusted for same number of calendar work days) and 0.3% lower than the Forecast.
- **Y-T-D Other Operating Revenues** were \$0.9 unfavorable to forecast due to lower advertising and freight revenue, partially offset by higher rental revenue, miscellaneous revenue and FEMA reimbursements.
- **Y-T-D Capital and Other Reimbursements** were \$82.9 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date November **Total Expenses** (including depreciation and other) of \$2,307.3 were unfavorable to the Forecast by \$(18.8) or (0.8)%.

Labor Expenses, \$(15.0) unfavorable Y-T-D.

- **Payroll**, \$14.8 favorable Y-T-D (primarily vacant positions, higher sick pay law claim credits, lower vacation pay and wage claim accruals, partially offset by the timing of payments for management vacation buybacks and retiree sick/vacation buyouts).
- **Overtime**, \$(30.4) unfavorable Y-T-D (primarily higher capital project activity, unscheduled/scheduled service, maintenance and weather-related overtime, partially offset by lower vacancy/absentee coverage).
- **Health & Welfare**, \$1.6 favorable Y-T-D (vacant positions).



Long Island Rail Road

Financial Report Highlights

- **OPEB Current Payment**, \$3.9 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(4.8) unfavorable Y-T-D (primarily higher FELA Indemnity reserves and meal expenses, partially offset by lower Railroad Retirement Taxes).

Non-Labor Expenses, \$29.0 favorable Y-T-D.

- **Electric Power**, \$1.0 favorable Y-T-D (lower consumption, partially offset by higher rates).
- **Fuel**, \$0.6 favorable Y-T-D (lower consumption, partially offset by higher rates).
- **Insurance**, \$0.7 favorable Y-T-D (lower property and liability insurance expense).
- **Claims**, \$3.1 favorable Y-T-D (decrease in non-employee reserves).
- **Maintenance and Other Operating Contracts**, \$(3.7) unfavorable Y-T-D (Higher capital project activity, vegetation management and bussing services, partially offset by lower/timing platform investments, TVM maintenance initiatives, non-revenue vehicle repairs, equipment rental, construction services, joint facilities, and security systems maintenance).
- **Professional Services**, \$(5.9) 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 activities/payments for enterprise asset management, MTA chargebacks, advertising initiatives and other professional services).
- **Materials and Supplies**, \$27.4 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher capital project activity).
- **Other Business Expense**, \$5.8 favorable Y-T-D (primarily higher restitution of property damages due to an insurance settlement, 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, \$(32.9) unfavorable Y-T-D (primarily higher Depreciation and Other Post- Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through November of \$659.3 was \$70.4 favorable to the Mid-Year Forecast due to higher receipts and lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 49.7%, 3.7 percentage points above the Forecast resulting from lower expenses.
- Through November, the Adjusted Farebox Operating Ratio was 56.3%, which is above the Forecast due to lower expenses.
- Through November, the Adjusted Cost per Passenger was \$15.42, which is lower than the Forecast due to lower expenses.
- Through November, the Revenue per Passenger was \$8.24, 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
NOVEMBER 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	\$61.449	\$62.497	\$1.047	1.7	\$0.000	\$0.000	\$0.000	-	\$61.449	\$62.497	\$1.047	1.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.620	2.691	(0.929)	(25.7)	0.000	0.000	0.000	-	3.620	2.691	(0.929)	(25.7)
Capital & Other Reimbursements	0.000	0.000	0.000	-	31.292	29.984	(1.308)	(4.2)	31.292	29.984	(1.308)	(4.2)
Total Revenue	\$65.069	\$65.187	\$0.118	0.2	\$31.292	\$29.984	(\$1.308)	(4.2)	\$96.361	\$95.171	(\$1.191)	(1.2)
Expenses												
<i>Labor:</i>												
Payroll	\$55.014	\$52.034	\$2.980	5.4	\$10.163	\$8.457	\$1.706	16.8	\$65.177	\$60.490	\$4.686	7.2
Overtime	11.818	13.149	(1.331)	(11.3)	2.842	3.736	(0.895)	(31.5)	14.659	16.885	(2.226)	(15.2)
Health and Welfare	10.205	10.417	(0.212)	(2.1)	2.176	2.089	0.087	4.0	12.381	12.506	(0.125)	(1.0)
OPEB Current Payment	5.577	4.970	0.607	10.9	0.000	0.000	0.000	-	5.577	4.970	0.607	10.9
Pensions	11.375	11.811	(0.436)	(3.8)	3.536	3.100	0.436	12.3	14.910	14.910	0.000	0.0
Other Fringe Benefits	7.685	6.639	1.046	13.6	2.225	2.239	(0.014)	(0.6)	9.911	8.879	1.032	10.4
Reimbursable Overhead	(2.056)	(3.277)	1.222	59.4	2.056	3.277	(1.222)	(59.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$99.618	\$95.742	\$3.875	3.9	\$22.997	\$22.898	\$0.099	0.4	\$122.615	\$118.641	\$3.974	3.2
<i>Non-Labor:</i>												
Electric Power	\$6.639	\$6.506	\$0.132	2.0	\$0.083	\$0.150	(\$0.067)	(79.9)	\$6.722	\$6.656	\$0.066	1.0
Fuel	1.791	1.475	0.316	17.6	0.000	0.000	(0.000)	-	1.791	1.475	0.316	17.6
Insurance	1.734	1.674	0.060	3.5	0.636	0.497	0.139	21.9	2.370	2.171	0.199	8.4
Claims	0.319	(0.045)	0.363	*	0.000	0.000	0.000	-	0.319	(0.045)	0.363	*
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	8.257	8.573	(0.316)	(3.8)	1.471	2.850	(1.379)	(93.8)	9.727	11.422	(1.695)	(17.4)
Professional Service Contracts	4.373	3.243	1.130	25.8	0.052	1.107	(1.055)	*	4.425	4.350	0.075	1.7
Materials & Supplies	18.023	11.052	6.971	38.7	6.023	2.412	3.611	60.0	24.047	13.464	10.583	44.0
Other Business Expenses	2.417	3.444	(1.027)	(42.5)	0.030	0.070	(0.040)	*	2.447	3.514	(1.067)	(43.6)
Total Non-Labor Expenses	\$43.553	\$35.922	\$7.630	17.5	\$8.295	\$7.085	\$1.210	14.6	\$51.848	\$43.008	\$8.840	17.0
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$143.171	\$131.665	\$11.506	8.0	\$31.292	\$29.984	\$1.308	4.2	\$174.463	\$161.649	\$12.814	7.3
<i>Depreciation</i>												
Depreciation	\$29.099	\$31.496	(\$2.396)	(8.2)	\$0.000	\$0.000	\$0.000	-	\$29.099	\$31.496	(\$2.396)	(8.2)
Other Post Employment Benefits	11.574	11.881	(0.307)	(2.7)	0.000	0.000	0.000	-	11.574	11.881	(0.307)	(2.7)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.157	0.167	(0.010)	(6.4)	0.000	0.000	0.000	-	0.157	0.167	(0.010)	(6.4)
Total Expenses	\$184.001	\$175.208	\$8.792	4.8	\$31.292	\$29.984	\$1.308	4.2	\$215.293	\$205.192	\$10.101	4.7
Net Surplus/(Deficit)	(\$118.931)	(\$110.021)	\$8.910	7.5	\$0.000	\$0.000	\$0.000	-	(\$118.931)	(\$110.021)	\$8.910	7.5
<i>Cash Conversion Adjustments</i>												
Depreciation	\$29.099	\$31.496	\$2.396	8.2	\$0.000	\$0.000	\$0.000	-	\$29.099	\$31.496	\$2.396	8.2
Operating/Capital	(4.083)	(1.839)	2.244	55.0	0.000	0.000	0.000	-	(4.083)	(1.839)	2.244	55.0
Other Cash Adjustments	13.998	34.596	20.598	*	0.000	0.000	0.000	-	13.998	34.596	20.598	*
Total Cash Conversion Adjustments	\$39.014	\$64.253	\$25.238	64.7	0.000	\$0.000	\$0.000	-	\$39.014	\$64.253	\$25.238	64.7
Net Cash Surplus/(Deficit)	(\$79.917)	(\$45.769)	\$34.148	42.7	\$0.000	\$0.000	\$0.000	-	(\$79.917)	(\$45.769)	\$34.148	42.7

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
NOVEMBER 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	\$677.954	\$676.952	(\$1.002)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$677.954	\$676.952	(\$1.002)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	38.113	37.207	(0.907)	(2.4)	0.000	0.000	0.000	-	38.113	37.207	(0.907)	(2.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	391.713	474.576	82.863	21.2	391.713	474.576	82.863	21.2
Total Revenue	\$716.067	\$714.159	(\$1.908)	(0.3)	\$391.713	\$474.576	\$82.863	21.2	\$1,107.780	\$1,188.735	\$80.955	7.3
Expenses												
Labor:												
Payroll	\$504.043	\$487.262	\$16.781	3.3	\$127.473	\$129.500	(\$2.027)	(1.6)	\$631.515	\$616.762	\$14.754	2.3
Overtime	133.129	138.366	(5.237)	(3.9)	39.582	64.779	(25.197)	(63.7)	172.710	203.145	(30.435)	(17.6)
Health and Welfare	103.877	97.887	5.990	5.8	28.351	32.730	(4.379)	(15.4)	132.228	130.617	1.611	1.2
OPEB Current Payment	60.415	56.527	3.888	6.4	0.000	0.000	0.000	-	60.415	56.527	3.888	6.4
Pensions	118.155	114.959	3.197	2.7	44.748	47.945	(3.197)	(7.1)	162.903	162.903	0.000	0.0
Other Fringe Benefits	145.286	144.230	1.056	0.7	29.348	35.199	(5.851)	(19.9)	174.635	179.429	(4.794)	(2.7)
Reimbursable Overhead	(33.824)	(51.409)	17.585	52.0	33.824	51.409	(17.585)	(52.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,031.081	\$987.822	\$43.259	4.2	\$303.326	\$361.561	(\$58.235)	(19.2)	\$1,334.407	\$1,349.383	(\$14.976)	(1.1)
Non-Labor:												
Electric Power	\$82.445	\$81.401	\$1.043	1.3	\$1.085	\$1.140	(\$0.055)	(5.0)	\$83.530	\$82.541	\$0.989	1.2
Fuel	20.171	19.568	0.604	3.0	0.000	0.042	(0.042)	-	20.171	19.609	0.562	2.8
Insurance	18.826	18.207	0.618	3.3	8.097	8.008	0.088	1.1	26.922	26.215	0.707	2.6
Claims	4.702	1.631	3.071	65.3	0.000	0.000	0.000	-	4.702	1.631	3.071	65.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	70.385	63.179	7.206	10.2	18.491	29.382	(10.890)	(58.9)	88.877	92.561	(3.684)	(4.1)
Professional Service Contracts	37.124	37.612	(0.487)	(1.3)	0.875	6.283	(5.408)	*	37.999	43.895	(5.895)	(15.5)
Materials & Supplies	162.940	128.011	34.929	21.4	59.517	67.004	(7.487)	(12.6)	222.457	195.015	27.442	12.3
Other Business Expenses	17.858	11.198	6.661	37.3	0.321	1.156	(0.835)	*	18.180	12.354	5.826	32.0
Total Non-Labor Expenses	\$414.450	\$360.806	\$53.644	12.9	\$88.387	\$113.015	(\$24.628)	(27.9)	\$502.837	\$473.821	\$29.016	5.8
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	\$1,445.531	\$1,348.628	\$96.903	6.7	\$391.713	\$474.576	(\$82.863)	(21.2)	\$1,837.244	\$1,823.204	\$14.040	0.8
Depreciation	\$322.050	\$353.266	(31.216)	(9.7)	\$0.000	\$0.000	\$0.000	-	\$322.050	\$353.266	(31.216)	(9.7)
Other Post Employment Benefits	127.349	128.840	(1.490)	(1.2)	0.000	0.000	0.000	-	127.349	128.840	(1.490)	(1.2)
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	1.843	1.996	(0.152)	(8.3)	0.000	0.000	0.000	-	1.843	1.996	(0.152)	(8.3)
Total Expenses	\$1,896.774	\$1,832.730	\$64.044	3.4	\$391.713	\$474.576	(\$82.863)	(21.2)	\$2,288.487	\$2,307.305	(\$18.819)	(0.8)
Net Surplus/(Deficit)	(\$1,180.707)	(\$1,118.571)	\$62.136	5.3	\$0.000	\$0.000	\$0.000	-	(\$1,180.707)	(\$1,118.571)	\$62.136	5.3
Cash Conversion Adjustments												
Depreciation	\$322.050	\$353.266	\$31.216	9.7	\$0.000	\$0.000	\$0.000	-	322.050	\$353.266	\$31.216	9.7
Operating/Capital	(30.016)	(13.753)	16.263	54.2	0.000	0.000	0.000	-	(30.016)	(13.753)	16.263	54.2
Other Cash Adjustments	158.981	119.805	(39.176)	(24.6)	0.000	0.000	0.000	-	158.981	119.805	(39.176)	(24.6)
Total Cash Conversion Adjustments	\$451.015	\$459.319	\$8.304	1.8	\$0.000	\$0.000	\$0.000	-	\$451.015	\$459.319	\$8.304	1.8
Net Cash Surplus/(Deficit)	(\$729.691)	(\$659.252)	\$70.440	9.7	\$0.000	\$0.000	\$0.000	-	(\$729.691)	(\$659.252)	\$70.440	9.7

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)

November 2018					Year-to-Date November 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.	1.047	1.7	Higher ridership \$1.296, partially offset by lower yield per passenger \$(0.249).	(1.002)	(0.1)	Lower ridership \$(2.253), partially offset by higher yield per passenger \$1.251.
Other Operating Revenue	Non Reimb.	(0.929)	(25.7)	Primarily due to timing of advertising, miscellaneous and freight revenue, partially offset by higher rental revenue.	(0.907)	(2.4)	Primarily due to timing of advertising and freight revenue, partially offset by the timing of rental and miscellaneous revenue and higher FEMA Reimbursement revenue.
Capital & Other Reimbursements	Reimb.	(1.308)	(4.2)	Timing of capital project activity and interagency reimbursements.	82.863	21.2	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2.980	5.4	Primarily due to vacant positions and higher sick pay law claim credits.	16.781	3.3	Primarily vacant positions, higher sick pay law claim credits and lower vacation pay and wage claim accruals, partially offset by the timing of management vacation buyback and retiree sick/vacation buyout payments.
	Reimb.	1.706	16.8	Primarily due to timing of project activity.	(2.027)	(1.6)	Primarily due to timing of project activity.
Overtime	Non Reimb.	(1.331)	(11.3)	Primarily due to higher scheduled/unscheduled service, weather-related overtime and maintenance.	(5.237)	(3.9)	Primarily due to higher unscheduled/scheduled service, maintenance and weather-related overtime, partially offset by lower vacancy/absentee coverage.
	Reimb.	(0.895)	(31.5)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, PSEG Long Island pole replacements, Bridge Program - Structural Inspections (various locations), Jamaica Capacity improvements, Hicksville Station improvements and Long Island City Yard Restoration.	(25.197)	(63.7)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Buckram Road Bridge replacement, Bridge Program - Structural Inspections (various locations), Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG transmission pole replacement, PTC, Concrete Tie Program and Annual Track program.

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)

November 2018				Year-to-Date November 2018			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Health and Welfare	Non Reimb.	(0.212)	(2.1)	Timing of payments, partially offset by vacant positions.	5.990	5.8	Vacant positions.
	Reimb.	0.087	4.0	Primarily due to timing of project activity.	(4.379)	(15.4)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.607	10.9	Fewer retirees/beneficiaries.	3.888	6.4	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(0.436)	(3.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	3.197	2.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	0.436	12.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over-estimated.	(3.197)	(7.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	1.046	13.6	Lower Railroad Retirement Taxes, partially offset by higher FELA Indemnity reserves.	1.056	0.7	Lower Railroad Retirement Taxes, partially offset by higher FELA Indemnity Reserves and meal allowances.
	Reimb.	(0.014)	(0.6)	Primarily due to timing of project activity.	(5.851)	(19.9)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.222	59.4	Primarily due to timing of project activity.	17.585	52.0	Primarily due to timing of project activity.
	Reimb.	(1.222)	(59.4)	Primarily due to timing of project activity.	(17.585)	(52.0)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.132	2.0	Lower consumption, partially offset by higher rates.	1.043	1.3	Lower consumption, partially offset by higher rates and the timing of accrual adjustments.
	Reimb.	(0.067)	(79.9)	Primarily due to the timing of project activity.	(0.055)	(5.0)	Primarily due to the timing of project activity.
Fuel	Non Reimb.	0.316	17.6	Primarily due to lower consumption and the timing of accrual adjustments.	0.604	3.0	Lower consumption and the timing of accrual adjustments, partially offset by higher rates.
	Reimb.	(0.000)	-		(0.042)	-	Primarily due to the timing of project activity.
Insurance	Non Reimb.	0.060	3.5	Lower liability insurance, partially offset by higher property insurance.	0.618	3.3	Lower property and liability insurance.
	Reimb.	0.139	21.9	Force Account Insurance associated with project activity.	0.088	1.1	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.363	*	Primarily lower non-employee claims.	3.071	65.3	Decrease in non-employee reserves, partially offset by higher corporate 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)

November 2018				Year-to-Date November 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.	(0.316)	(3.8)	Primarily due to the timing of vegetation management and elevator/escalator maintenance, partially offset by timing of platform investments, construction services, non-revenue vehicle repairs and HVAC maintenance.	7.206	10.2	Timing of platform investments, TVM maintenance, non-revenue vehicle repairs, security initiatives, equipment rentals, construction services and joint facilities, partially offset by higher vegetation management and emergency bussing.
	Reimb.	(1.379)	(93.8)	Primarily due to timing of project activity.	(10.890)	(58.9)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.130	25.8	Primarily due to timing of Enterprise Asset Management (EAM), MTA chargebacks and medical testing invoices, partially offset by the timing of invoices for advertising and market research initiatives.	(0.487)	(1.3)	Primarily write-off of various projects that are no longer capital eligible, partially offset by the timing of EAM, MTA chargebacks, medical service invoices, market research and advertising initiatives.
	Reimb.	(1.055)	*	Primarily due to timing of project activity.	(5.408)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	6.971	38.7	Primarily timing of modifications and Reliability Centered Maintenance (RCM) activities for revenue fleet.	34.929	21.4	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 RCM program.
	Reimb.	3.611	60.0	Primarily due to timing of project activity.	(7.487)	(12.6)	Primarily due to timing of project activity.
Other Business Expenses	Non Reimb.	(1.027)	(42.5)	Primarily due to higher bad debt expense, partially offset by higher restitution of property damage, lower office supplies and other miscellaneous expenses.	6.661	37.3	Primarily due to higher restitution of property damage as a result of an insurance settlement and lower office and other miscellaneous expenses, partially offset by losses due to the demolition of assets which were not fully depreciated.
	Reimb.	(0.040)	*		(0.835)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(2.396)	(8.2)	Based on certain capital assets being fully depreciated.	(31.216)	(9.7)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.307)	(2.7)	Latest actuarial estimates.	(1.490)	(1.2)	Latest actuarial estimates.
Environmental Remediation	Non Reimb.	(0.010)	(6.4)		(0.152)	(8.3)	

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES November 2018 (\$ in millions)								
	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$62.851	\$64.570	\$1.719	2.7	\$693.643	\$698.170	\$4.527	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.085	1.360	0.275	25.4	27.737	27.110	(0.627)	(2.3)
Capital & Other Reimbursements	37.776	55.329	17.553	46.5	403.123	442.612	39.489	9.8
Total Receipts	\$101.712	\$121.260	\$19.548	19.2	\$1,124.503	\$1,167.893	\$43.390	3.9
Expenditures								
<i>Labor:</i>								
Payroll	\$70.862	\$65.347	\$5.515	7.8	\$625.126	\$609.909	\$15.217	2.4
Overtime	18.043	20.797	(2.754)	(15.3)	175.643	201.321	(25.678)	(14.6)
Health and Welfare	12.381	11.667	0.714	5.8	131.164	138.426	(7.262)	(5.5)
OPEB Current Payment	5.577	5.082	0.495	8.9	60.415	60.684	(0.269)	(0.4)
Pensions	14.910	14.637	0.273	1.8	161.033	158.614	2.419	1.5
Other Fringe Benefits	11.788	14.239	(2.451)	(20.8)	171.052	172.739	(1.687)	(1.0)
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	\$133.561	\$131.768	\$1.793	1.3	\$1,324.433	\$1,341.694	(\$17.261)	(1.3)
<i>Non-Labor:</i>								
Electric Power	\$6.722	\$6.964	(\$0.242)	(3.6)	\$83.674	\$84.443	(\$0.769)	(0.9)
Fuel	1.791	1.296	0.495	27.7	20.171	19.746	0.425	2.1
Insurance	3.515	1.843	1.672	47.6	22.551	24.443	(1.892)	(8.4)
Claims	0.265	0.217	0.048	18.1	3.785	2.526	1.259	33.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.533	6.020	3.513	36.8	98.657	88.234	10.423	10.6
Professional Service Contracts	3.104	2.258	0.846	27.3	38.735	30.390	8.345	21.5
Materials & Supplies	19.032	15.073	3.959	20.8	226.100	206.449	19.651	8.7
Other Business Expenses	2.725	2.175	0.550	20.2	20.969	14.188	6.781	32.3
Total Non-Labor Expenditures	\$46.687	\$35.846	\$10.841	23.2	\$514.642	\$470.419	\$44.223	8.6
<i>Other Expenditure Adjustments:</i>								
Other	\$1.381	\$1.474	(\$0.093)	(6.8)	\$15.119	\$15.283	(\$0.164)	(1.1)
Total Other Expenditure Adjustments	\$1.381	\$1.474	(\$0.093)	(6.8)	\$15.119	\$15.283	(\$0.164)	(1.1)
Total Expenditures	\$181.629	\$169.088	\$12.541	6.9	\$1,854.194	\$1,827.396	\$26.798	1.4
Cash Timing and Availability Adjustment	0.000	2.060	2.060	-	0.000	0.252	0.252	-
Net Cash Deficit (excludes opening balance)	(\$79.917)	(\$45.769)	\$34.148	42.7	(\$729.691)	(\$659.252)	\$70.440	9.7
Subsidies								
MTA	79.917	45.769	(34.148)	(42.7)	729.691	659.251	(70.440)	(9.7)

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	November 2018			Year-to-Date as of November 30, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.719	2.7	Higher ridership \$1.296, higher advance sales impact \$0.648 and higher MetroCard/AirTrain sales \$0.024, partially offset by lower yields \$(0.249).	4.527	0.7	Higher advance sales impact \$5.447, higher yields \$1.251 and higher MetroCard/AirTrain sales \$0.082, partially offset by lower ridership \$(2.253).
Other Operating Revenue	0.275	25.4	Primarily due to higher miscellaneous revenue.	(0.627)	(2.3)	Primarily due to the timing of rental and freight receipts, partially offset by higher miscellaneous revenue and a FEMA receipt.
Capital and Other Reimbursements	17.553	46.5	Timing of activity and reimbursement for capital and other reimbursements.	39.489	9.8	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	5.515	7.8	Primarily due to vacant positions and sick pay law claim credits, partially offset by the timing of intercompany reimbursements.	15.217	2.4	Primarily due to vacant positions and higher sick pay law claim credits, partially offset by the timing of management vacation buyback payments and retiree sick/vacation payments.
Overtime	(2.754)	(15.3)	Primarily due to higher project overtime, scheduled/unscheduled service, weather-related overtime and maintenance.	(25.678)	(14.6)	Primarily due to higher project overtime, scheduled/unscheduled service, maintenance and weather-related overtime, partially offset by lower vacancy/absentee coverage.
Health and Welfare	0.714	5.8	Primarily due to vacant positions and intercompany reimbursements.	(7.262)	(5.5)	Primarily due to the timing of payments, partially offset by vacant positions and intercompany reimbursements.
OPEB Current Payment	0.495	8.9	Primarily due to fewer retirees/beneficiaries.	(0.269)	(0.4)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.
Pensions	0.273	1.8	Due to intercompany reimbursements.	2.419	1.5	Due to intercompany reimbursements.

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

Table 5

Generic Revenue or Expense Category	November 2018			Year-to-Date as of November 30, 2018		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(2.451)	(20.8)	Primarily due to higher FELA payments, partially offset by lower Railroad Retirement Tax payments.	(1.687)	(1.0)	Primarily due to higher FELA and meal payments, partially offset by lower Railroad Retirement Tax payments which include intercompany reimbursements.
Non-Labor:						
Electric Power	(0.242)	(3.6)	Primarily due to higher rates and the timing of payments, partially offset by lower consumption.	(0.769)	(0.9)	Primarily due to the timing of payments and higher rates, partially offset by lower consumption.
Fuel	0.495	27.7	Primarily due to lower consumption and timing of payments.	0.425	2.1	Primarily due to lower consumption, partially offset by higher rates and the timing of payments.
Insurance	1.672	47.6	Primarily due to the timing of payments.	(1.892)	(8.4)	Primarily due to the timing of payments.
Claims	0.048	18.1	Timing of claim payments.	1.259	33.3	Timing of claim payments.
Maintenance and Other Operating Contracts	3.513	36.8	Timing of payments.	10.423	10.6	Timing of payments.
Professional Service Contracts	0.846	27.3	Primarily the timing of intercompany reimbursements for professional services.	8.345	21.5	Primarily the timing of payments for MTA Chargeback and other professional services.
Materials and Supplies	3.959	20.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	19.651	8.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.550	20.2	Primarily due to the timing of payments and higher restitution of property damages, partially offset by higher credit/debit card fees.	6.781	32.3	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.
Other Expenditure Adjustments	(0.093)	(6.8)	Higher MetroCard/AirTrain pass through payments.	(0.164)	(1.1)	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) November 2018 (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$1.402	\$2.074	\$0.672	48.0	\$15.689	\$21.218	\$5.529	35.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(2.535)	(1.330)	1.204	47.5	(10.376)	(10.097)	0.280	2.7
Capital & Other Reimbursements	6.484	25.345	18.862	*	11.410	(31.963)	(43.373)	*
Total Receipts	\$5.351	\$26.089	\$20.738	*	\$16.723	(\$20.842)	(\$37.565)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$5.685)	(\$4.856)	\$0.829	14.6	\$6.389	\$6.853	\$0.463	7.3
Overtime	(3.384)	(3.912)	(0.528)	(15.6)	(2.933)	1.824	4.756	*
Health and Welfare	0.000	0.839	0.839	*	1.064	(7.809)	(8.873)	*
OPEB Current Payment	0.000	(0.112)	(0.112)	*	0.000	(4.157)	(4.157)	*
Pensions	0.000	0.274	0.273	*	1.870	4.290	2.419	*
Other Fringe Benefits	(1.877)	(5.360)	(3.483)	*	3.583	6.690	3.107	86.7
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$10.946)	(\$13.127)	(\$2.181)	(19.9)	\$9.974	\$7.689	(\$2.285)	(22.9)
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.308)	(\$0.308)	*	(\$0.144)	(\$1.902)	(\$1.758)	*
Fuel	(0.000)	0.180	0.180	*	0.000	(0.137)	(0.137)	*
Insurance	(1.145)	0.328	1.473	*	4.371	1.773	(2.598)	(59.4)
Claims	0.054	(0.262)	(0.315)	*	0.917	(0.895)	(1.812)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.194	5.402	5.208	*	(9.780)	4.327	14.107	*
Professional Service Contracts	1.321	2.092	0.771	58.3	(0.736)	13.504	14.240	*
Materials & Supplies	5.015	(1.609)	(6.624)	*	(3.643)	(11.434)	(7.791)	*
Other Business Expenses	(0.278)	1.339	1.617	*	(2.789)	(1.834)	0.955	34.3
Total Non-Labor Expenditures	\$5.161	\$7.162	\$2.001	38.8	(\$11.805)	\$3.402	\$15.207	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.381)	(\$1.474)	(\$0.093)	(6.8)	(\$15.119)	(\$15.283)	(\$0.164)	(1.1)
Total Other Expenditure Adjustments	(\$1.381)	(\$1.474)	(\$0.093)	(6.8)	(\$15.119)	(\$15.283)	(\$0.164)	(1.1)
Total Expenditures before Depreciation	(\$7.166)	(\$7.440)	(\$0.273)	(3.8)	(\$16.950)	(\$4.192)	\$12.758	75.3
Depreciation Adjustment	\$29.099	\$31.496	\$2.396	8.2	\$322.050	\$353.266	\$31.216	9.7
Other Post Employment Benefits	11.574	11.881	0.307	2.7	127.349	128.840	1.490	1.2
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.157	0.167	0.010	6.4	1.843	1.996	0.152	8.3
Total Expenditures	\$33.664	\$36.104	\$2.440	7.2	\$434.292	\$479.909	\$45.617	10.5
Cash Timing and Availability Adjustment	0.000	2.060	2.060	-	0.000	0.252	0.252	-
Total Cash Conversion Adjustments	\$39.014	\$64.253	\$25.238	64.7	\$451.015	\$459.319	\$8.304	1.8

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)

	November 2018						November 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	55,822	\$3.444	63,857	\$3.902	(8,035) -14.4%	(\$0.458) -13.3%	389,011	\$24.562	403,354	\$25.486	(14,343) -3.7%	(\$0.924) -3.8%
<u>Unscheduled Service</u>	6,077	\$0.386	9,787	\$0.631	(3,710) -61.1%	(\$0.245) -63.5%	81,465	\$5.256	106,400	\$6.904	(24,935) -30.6%	(\$1.648) -31.4%
<u>Programmatic/Routine Maintenance</u>	70,845	\$4.127	72,189	\$4.259	(1,344) -1.9%	(\$0.131) -3.2%	786,745	\$46.123	800,045	\$47.574	(13,301) -1.7%	(\$1.451) -3.1%
<u>Unscheduled Maintenance</u>	431	\$0.026	2,413	\$0.148	(1,982) *	(\$0.122) *	11,858	\$0.719	25,847	\$1.578	(13,989) *	(\$0.859) *
<u>Vacancy/Absentee Coverage</u>	59,717	\$3.519	58,122	\$3.486	1,595 2.7%	\$0.032 0.9%	729,155	\$44.242	714,624	\$42.699	14,530 2.0%	\$1.543 3.5%
<u>Weather Emergencies</u>	2,496	\$0.147	6,082	\$0.371	(3,586) *	(\$0.224) *	165,987	\$10.329	174,157	\$10.919	(8,170) -4.9%	(\$0.591) -5.7%
<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	\$0.168	2,086	\$0.351	168 7.5%	(\$0.183) *	24,670	\$1.898	22,775	\$3.207	1,895 7.7%	(\$1.309) -68.9%
NON-REIMBURSABLE OVERTIME	197,641	\$11.818	214,535	\$13.149	(16,894) -8.5%	(\$1.331) -11.3%	2,188,891	\$133.129	2,247,202	\$138.366	(58,312) -2.7%	(\$5.237) -3.9%
REIMBURSABLE OVERTIME	50,478	\$2.842	58,588	\$3.736	(8,111) -16.1%	(\$0.895) -31.5%	669,266	\$39.582	1,018,621	\$64.779	(349,355) -52.2%	(\$25.197) -63.7%
TOTAL OVERTIME	248,119	\$14.659	273,124	\$16.885	(25,005) -10.1%	(\$2.226) -15.2%	2,858,157	\$172.710	3,265,824	\$203.145	(407,667) -14.3%	(\$30.435) -17.6%

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)

NON-REIMBURSABLE OVERTIME

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

NON-REIMBURSABLE OVERTIME

REIMBURSABLE OVERTIME

TOTAL OVERTIME

November 2018			November Year-to-Date		
Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
Hours	\$		Hours	\$	
(8,035)	(\$0.458)	Higher Crew Book overtime and higher holiday coverage in Stations, Transportation and Engineering.	(14,343)	(\$0.924)	Higher Crew Book overtime and higher holiday coverage in Transportation, Stations and Engineering.
-14.4%	-13.3%		-3.7%	-3.8%	
(3,710)	(\$0.245)	Additional operational support required to fulfill on time performance.	(24,935)	(\$1.648)	Additional operational support required to fulfill on time performance.
-61.1%	-63.5%		-30.6%	-31.4%	
(1,344)	(\$0.131)	Unfavorable Right of Way maintenance efforts including boutet field welding (bond or weld running rails together when installing tracks); platform stairs rehabilitation (Gibson & Baldwin Stations).	(13,301)	(\$1.451)	Long Beach Wreck Lead bridge timber renewal (wood ties), additional track night time emergency crew, replacement of defective concrete ties system wide, undercutting track maintenance (removal of contaminated gravel and mud remediation), thermite welding, red flag compliance, Kew Gardens/Forest Hills temporary platform install and Sperry rail car initiative within Engineering. Partially offset by lower maintenance efforts within the Equipment department due to less running repair and delayed camera installation.
-1.9%	-3.2%		-1.7%	-3.1%	
(1,982)	(\$0.122)	Unfavorable due to system wide unscheduled maintenance.	(13,989)	(\$0.859)	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.
*	*		*	*	
1,595	\$0.032		14,530	\$1.543	Primarily driven by fewer tours and higher availability within Transportation, partially offset by lower availability within Stations and Equipment departments.
2.7%	0.9%		2.0%	3.5%	
(3,586)	(\$0.224)	Adverse weather conditions.	(8,170)	(\$0.591)	Adverse weather conditions.
*	*		-4.9%	-5.7%	
168	(\$0.183)	Unfavorable due to variance between actual and forecasted wage rates.	1,895	(\$1.309)	Unfavorable due to variance between actual and forecasted wage rates.
7.5%	*		7.7%	-68.9%	
(16,894)	(\$1.331)		(58,312)	(\$5.237)	
-8.5%	-11.3%		-2.7%	-3.9%	
(8,111)	(\$0.895)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, PSEG Long Island pole replacements, Bridge Program - Structural Inspections (various locations), Jamaica Capacity improvements, Hicksville Station improvements and Long Island City Yard Restoration.	(349,355)	(\$25.197)	Over-run attributed to Main Line Double Track phase 2 improvements, East Side Access, East Rail Yard, Buckram Road Bridge replacement, Bridge Program - Structural Inspections (various locations), Jamaica Capacity improvements, Hicksville & Wantagh Station improvements, PSEG transmission pole replacement, PTC, Concrete Tie Program and Annual Track program.
-16.1%	-31.5%		-52.2%	-63.7%	
(25,005)	(\$2.226)		(407,667)	(\$30.435)	
-10.1%	-15.2%		-14.3%	-17.6%	

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 NOVEMBER 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	17	2
Procurement & Logistics (excl. Stores)	77	64	13
Human Resources	36	34	2
Sr VP Administration	2	2	0
Strategic Investments	18	18	0
President	7	5	2
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	44	45	(1)
Management & Budget	18	16	2
BPM, Controls & Compliance	7	5	2
Market Dev. & Public Affairs	73	72	1
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	13	10	3
System Safety	39	35	4
Training	69	65	4
Service Planning	27	26	1
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	1	1
Total Administration	520	471	49
Operations			
Transportation Services - Train Operations	2,343	2,325	18
Customer Services	313	306	7
Total Operations	2,656	2,631	25
Maintenance			
Engineering	2,058	2,071	(13)
Equipment	2,184	2,143	41
Procurement (Stores)	97	94	3
Total Maintenance	4,339	4,308	31
Engineering/Capital			
Department of Program Management	156	134	22
Special Projects/East Side Access	46	41	5
Positive Train Control	12	12	-
Total Engineering/Capital	214	187	27
Baseline Total Positions	7,729	7,597	132
<i>Non-Reimbursable</i>	6,477	6,539	(62)
<i>Reimbursable</i>	1,252	1,058	194
Total Full-Time	7,729	7,597	132
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 NOVEMBER 2018**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable 62 positions primarily due to unfavorable positions in Train Operations and Engineering workforce working on maintenance activities instead of capital project activities, partially offset by vacant positions in Maintenance of Equipment and other administrative departments.
REIMBURSABLE POSITIONS - Favorable 194 positions primarily due to the timing of project activity Engineering, Train Operations, Department of Program Management, Procurement and Logistics and Maintenance of Equipment departments.

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 NOVEMBER 2018

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	266	244	22
Professional, Technical, Clerical	149	121	28
Operational Hourlies	106	106	0
Total Administration	520	471	49
Operations			
Managers/Supervisors	311	310	1
Professional, Technical, Clerical	105	104	1
Operational Hourlies	2,240	2,217	23
Total Operations	2,656	2,631	25
Maintenance			
Managers/Supervisors	816	772	44
Professional, Technical, Clerical	297	225	72
Operational Hourlies	3,226	3,311	(85)
Total Maintenance	4,339	4,308	31
Engineering/Capital			
Managers/Supervisors	145	127	18
Professional, Technical, Clerical	69	60	9
Operational Hourlies	0	0	0
Total Engineering/Capital	214	187	27
Total Positions			
Managers/Supervisors	1,538	1,453	85
Professional, Technical, Clerical	620	510	110
Operational Hourlies	5,572	5,634	(62)
Total Positions	7,729	7,597	132

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

RIDERSHIP

Monthly
Weekly
Total Commutation

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

NOVEMBER 2018							
Month			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2018	2017	Mid Year		2017		
			#	%	#	%	
Monthly	4.030	4.014	4.059	(0.016)	-0.4%	(0.045)	-1.1%
Weekly	0.125	0.142	0.108	0.017	13.3%	0.034	31.3%
Total Commutation	4.156	4.156	4.168	0.001	0.0%	(0.011)	-0.3%
One-Way Full Fare	0.701	0.799	0.725	0.098	14.0%	0.073	10.1%
One-Way Off-Peak	1.583	1.587	1.568	0.003	0.2%	0.019	1.2%
All Other	0.884	0.936	0.916	0.052	5.9%	0.020	2.2%
Total Non-Commutation	3.168	3.321	3.209	0.154	4.9%	0.112	3.5%
Total	7.323	7.478	7.377	0.154	2.1%	0.101	1.4%

NOVEMBER YEAR TO DATE 2018							
YTD			Variance				
	Actual	Adjusted*			Adjusted*		
Mid Year	2018	2017	Mid Year		2017		
			#	%	#	%	
Monthly	45.254	45.012	45.219	(0.242)	-0.5%	(0.207)	-0.5%
Weekly	1.782	1.881	1.721	0.099	5.5%	0.160	9.3%
Total Commutation	47.036	46.893	46.940	(0.143)	-0.3%	(0.047)	-0.1%
One-Way Full Fare	8.117	8.484	8.115	0.367	4.5%	0.369	4.5%
One-Way Off-Peak	17.211	16.786	17.076	(0.425)	-2.5%	(0.290)	-1.7%
All Other	10.093	10.021	9.851	(0.073)	-0.7%	0.170	1.7%
Total Non-Commutation	35.422	35.291	35.042	(0.131)	-0.4%	0.248	0.7%
Total	82.457	82.183	81.982	(0.274)	-0.3%	0.201	0.2%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
November 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⁾	46.8%	41.7%	54.2%	5.1%	-7.4%
	Adjusted ⁽²⁾	52.3%	47.2%	67.2%	5.1%	-14.9%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.85	\$20.11	\$15.56	\$2.25	(\$2.29)
	Adjusted ⁽²⁾	\$16.66	\$18.83	\$14.19	\$2.17	(\$2.47)
Passenger Revenue/Passenger ⁽³⁾		\$8.36	\$8.39	\$8.43	(\$0.03)	(\$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⁾	49.7%	46.0%	51.4%	3.7%	-1.7%
	Adjusted ⁽²⁾	56.3%	52.0%	60.1%	4.3%	-3.8%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.58	\$17.89	\$15.89	\$1.32	(\$0.69)
	Adjusted ⁽²⁾	\$15.42	\$16.68	\$14.52	\$1.26	(\$0.90)
Passenger Revenue/Passenger ⁽³⁾		\$8.24	\$8.22	\$8.17	\$0.02	\$0.07

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2018 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	716.1	713.6	714.2	(1.9)	(0.3)	0.5	0.1
Total Expenses before Non-Cash Liability Adjs	1,445.5	1,383.5	1,348.6	96.9	6.7	34.9	2.5
Depreciation	322.0	353.1	353.3	(31.2)	(9.7)	(0.2)	(0.0)
OPEB Obligation	127.3	128.0	128.8	(1.5)	(1.2)	(0.8)	(0.6)
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	1.8	1.9	2.0	(0.2)	(8.3)	(0.1)	(7.1)
Total Expenses	1,896.8	1,866.5	1,832.7	64.0	3.4	33.8	1.8
Net Surplus/(Deficit)	(1,180.7)	(1,152.9)	(1,118.6)	62.1	5.3	34.3	3.0

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2018 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$0.5	0.1	Higher passenger revenue, partially offset by lower other operating revenue.
Total Expenses	\$33.8	1.8	Favorable labor expenses due to vacant positions and associated fringe costs, timing of modifications and Reliability Centered Maintenance activity for revenue fleet, timing of activities/payments for Enterprise Asset Management and lower non-employee claims, partially offset by write-off of various projects that are no longer capital eligible.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee



Long Island Rail Road

Ridership Report Highlights

November 2018 vs. 2017

- November 2018 total ridership increased +1.4% compared to November 2017 (7,477,649 in November 2018 vs. 7,376,934 in November 2017).
- Commutation ridership decreased -0.3% compared to November 2017
- November 2018 Non-Commutation ridership increased +3.5% compared to November 2017
- The factors affecting Non-Commutation ridership this November:
 - The continuing increase of Family Fare sales (+8%) indicates that the Autumn Weekends program contributed to ridership gains, while *Leisure Travel* experienced very strong growth (+46%).

2018 vs. 2017 YTD

- Total YTD ridership is +0.2% above 2017 and -0.3% below Mid-Year Forecast
- YTD Commutation ridership is -0.1% below 2017
- YTD Non-Commutation ridership is +0.7% above 2017

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

November 2018

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

EXECUTIVE SUMMARY

November Ridership and Revenue (millions)

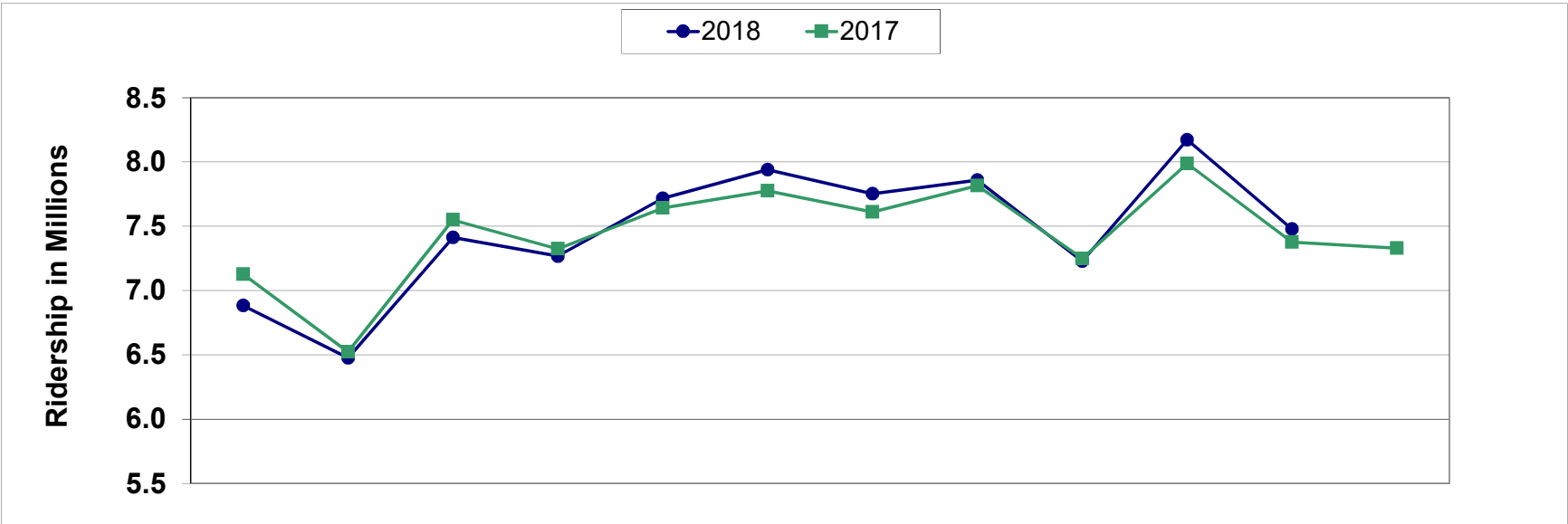
	November 2018	% Change vs. 2017
Total Rail Ridership	7.478	1.4% ▲
Commutation Ridership	4.156	-0.3% ▼
Non-Commutation Ridership	3.321	3.5% ▲
Rail Revenue	\$62.5	0.9% ▲

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

	November 2018	% Change vs. 2017	Comparison to Mid Year
Total Rail Ridership	82.183	0.2% ▲	-0.3% ▼
Commutation Ridership	46.893	-0.1% ▼	-0.3% ▼
Non-Commutation Ridership	35.291	0.7% ▲	-0.4% ▼
Rail Revenue	\$677.0	1.7% ▲	-0.1% ▼

NOVEMBER RIDERSHIP

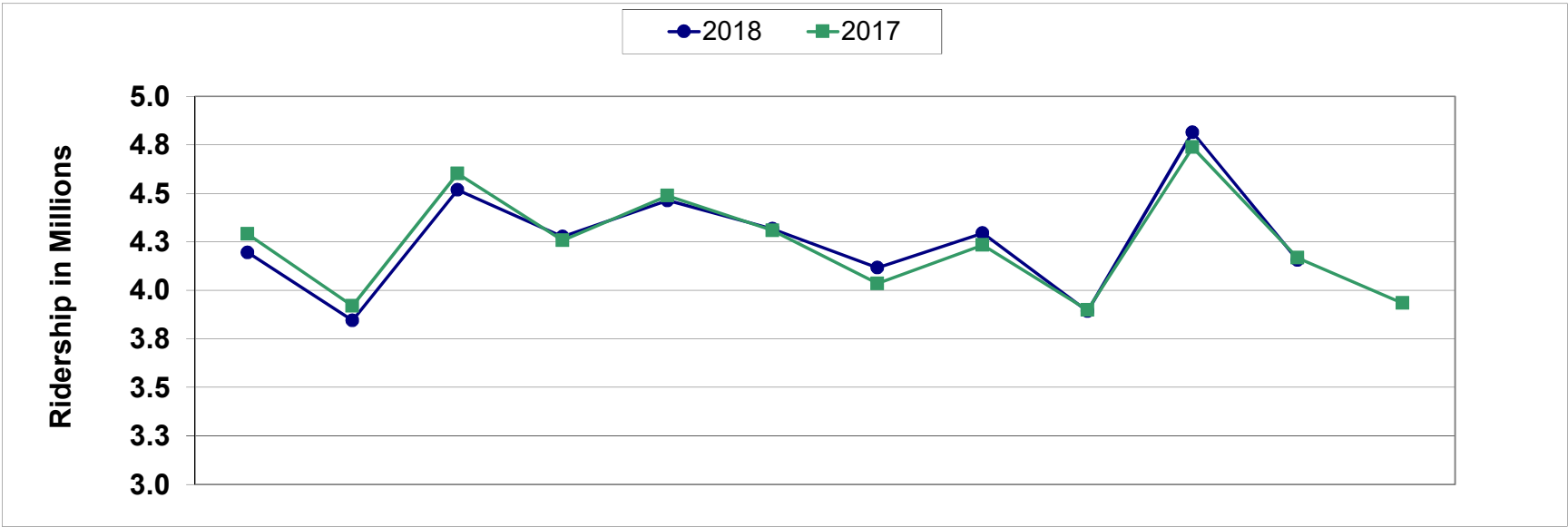
- November Total Ridership was 1.4% above '17 and 2.1% above Mid-Year Forecast.



	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	8.2	7.5		82.2
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	82.0
PCT CHG.	-3.4%	-0.7%	-1.8%	-0.8%	1.0%	2.1%	1.9%	0.5%	-0.3%	2.3%	1.4%		0.2%

NOVEMBER COMMUTATION RIDERSHIP

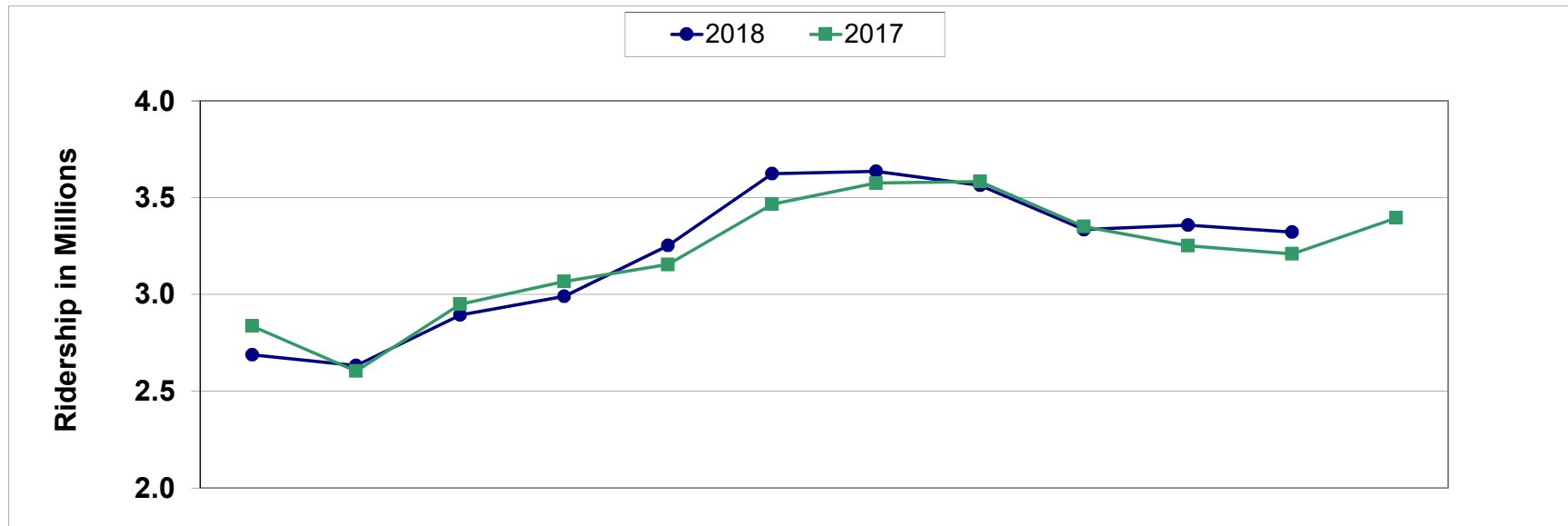
- November Commutation Ridership was -0.3% below '17 and 0.0% flat to Mid-Year Forecast.



	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	4.8	4.2		46.9
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	46.9
PCT CHG.	-2.2%	-1.9%	-1.8%	0.5%	-0.5%	0.2%	2.0%	1.5%	-0.2%	1.6%	-0.3%		-0.1%

NOVEMBER NON-COMMUTATION RIDERSHIP

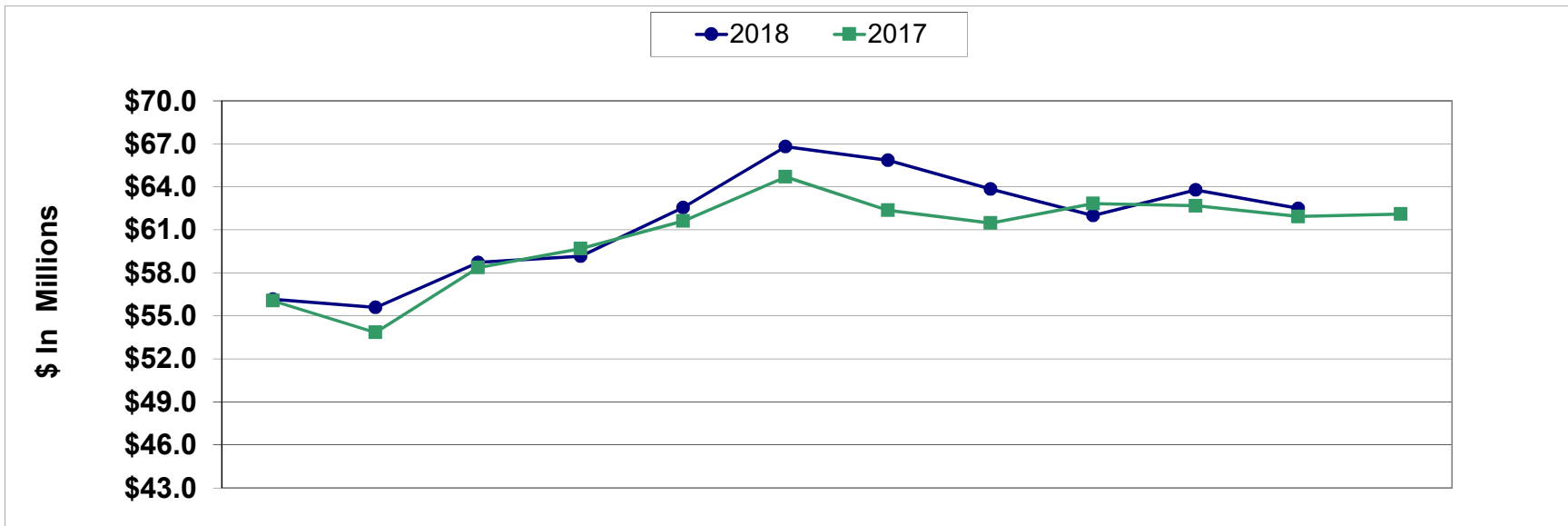
- November Non-Commutation Ridership was 3.5% above '17 and 4.9% above Mid-Year Forecast.



	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	3.4	3.3		35.3
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	35.0
PCT CHG.	-5.2%	1.1%	-1.9%	-2.5%	3.1%	4.5%	1.7%	-0.5%	-0.5%	3.3%	3.5%		0.7%

NOVEMBER REVENUE

- November Total Revenue was 0.9% above '17 and 1.7% above 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	\$63.8	\$62.5		\$677.0
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	\$665.5
PCT CHG.	0.2%	3.2%	0.6%	-0.9%	1.5%	3.3%	5.6%	3.9%	-1.3%	1.8%	0.9%		1.7%

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

TICKET TYPE/SERVICE	November 2018	November 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,156,151	4,167,580	(11,430)	-0.3%
NON-COMMUTATION RIDERSHIP	3,321,498	3,209,354	112,144	3.5%
TOTAL RIDERSHIP	7,477,649	7,376,934	100,714	1.4%

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

TICKET TYPE/SERVICE	November 2018	November 2017	CHANGE VS. 2017	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	46,892,715	46,940,036	(47,321)	-0.1%
NON-COMMUTATION RIDERSHIP	35,290,527	35,042,052	248,475	0.7%
TOTAL RIDERSHIP	82,183,242	81,982,088	201,154	0.2%

* 2017 ridership numbers were adjusted using 2018 factors.

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

REVENUE	November 2018	November 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,814,258	\$31,943,790	(\$129,532)	-0.4%
NON-COMMUTATION REVENUE	\$30,682,254	\$29,982,976	\$699,278	2.3%
TOTAL REVENUE	\$62,496,512	\$61,926,766	\$569,746	0.9%

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

REVENUE	November 2018	November 2017	CHANGE VS. 2017	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$344,886,464	\$339,210,075	\$5,676,388	1.7%
NON-COMMUTATION REVENUE	\$332,065,740	\$326,281,690	\$5,784,051	1.8%
TOTAL REVENUE	\$676,952,204	\$665,491,765	\$11,460,439	1.7%



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

L70301WD: 2018 ANNUAL TRACK PROGRAM

Milestone: Beneficial Use

Project Budget: \$74.00M

The annual life cycle replacement and upgrade of select track components for 2018 is complete. The LIRR Annual Track Program's planned major component renewals and replacements include 64,027 LF of continuous welded rail [CWR], 20,931 mechanized ties and 10,802 concrete ties, 19 grade crossings, surfacing of 55 interlocking switches, 92 miles of track surfacing, 1,005 field welds, and 4 switch installations. The cyclical renewal of the track infrastructure facilitates the railroad's efforts to maintain a state of good repair throughout the railroad's track infrastructure and provide reliable service.

L60701AQ: PORT WASHINGTON SUBSTATION REPLACEMENT

Milestone: Beneficial Use

Project Budget: \$26.16M

Replacement of the Port Washington Substation and associated equipment is complete. The new prefabricated modular substation houses pre-installed AC and DC switchgear, rectifiers, control cabinets, and related equipment. New transformers were installed outside the modular building. This project is part of the LIRR's efforts to maintain a state of good repair, improve service reliability by reducing equipment failures, and meet the current and future service demands of the railroad.

NEW LIRR METS / WILLETS POINT STATION INITIATIVE

Milestone: Design Completion \$7.83M [L50601YF \$4.83M, L70204UG \$3.00M]

Project Budget: \$28.30M [L50601YF \$18.30M, L70204UG \$10.00M]

Preliminary Design of the New LIRR Mets / Willets Point Station, which will be integrated with La Guardia Airport Access AirTrain Overbuild, is complete. The design addressed the total replacement of the current station with a new intermodal LIRR – AirTrain station while minimizing interruptions to service and station operations. The new LIRR Mets / Willets Point Hub will include infrastructure upgrades to support year-round train service and connection to the future AirTrain Facility which will provide access from the LIRR to La Guardia Airport. This new station will also serve LIRR customers using Mets Citi Field Stadium and the Arthur Ashe Tennis Center as well as facilitating future development of the Mets Willets Point area.

L70204UO: EAST YAPHANK STATION

Milestone: Contract Award \$4,040,289

Project Budget: \$20,000,000

A Contract for Preliminary Design and Environmental Review was awarded to Gannet Fleming for \$4,040,289. The consultant will assist the LIRR in the selection of potential sites and the identification of a preferred location for a new East Yaphank Station east of the existing Yaphank Station. The project will be progressed in two phases. Phase 1 will provide for selection of a site and development of 30% design. Phase 2 will be the design-build effort which will include decommissioning of the existing Yaphank Station. This project is part of the railroad's initiatives to meet current and future transit demands associated with the commercial and residential economic development in central Suffolk County.

SMALL BUSINESS MENTOR PROGRAM

- The new contract/s awarded this month:
 - Morris Park Communications Building Rehabilitation awarded for \$868,093.

2018 LIRR Capital Program Goals

