



Metropolitan Transportation Authority

Long Island Committee Meeting

March 2019

Members

M. Pally, Chair

R. Glucksman

D. Mack

S. Metzger

C. Moerdler

V. Tessitore

V. Vanterpool

N. Zuckerman

Long Island Rail Road Committee Meeting

2 Broadway

20th Floor Board Room New York, NY

Monday, 3/25/2019

9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - February 25, 2019

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- **LIRR Competitive**
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- **LIRR Ratifications (No Items)**

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Next Meeting: Monday, April 15, 2019
Joint at 8:30 am, MNR Lead

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, February 25, 2019**

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

The following Board Members were present:

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

Board Member not present:

Hon. Randolph Glucksman

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

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

In addition to MTA Long Island Rail Road (“LIRR”) President Phillip Eng and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Catherine Rinaldi and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of February 25, 2019 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

SAFETY PROCEDURES & PUBLIC COMMENTS

Mark D. Hoffer, LIRR Vice President - General Counsel & Secretary reviewed the emergency safety procedures and introduced the three public speakers, one of whom spoke about

matters pertaining to Metro-North Railroad. Mr. Hoffer requested each speaker to limit his or her comments to two minutes, and to only address matters on the agenda for the meeting.

H.P. Schroer, Executive Director of U and Me Become We and a World War II veteran, urged that veterans and their spouses receive the same transportation discounts as senior citizens.

Lisa Daglian, Executive Director of MTA Permanent Citizens Advisory Committee (“PCAC”), stated that the PCAC will be testifying in Albany and across the region in support of sustainable funding for all the MTA operating agencies, including congestion pricing. She stated that the PCAC supports the MTA and knows how critical this is not just to avoid a major fare hike but for the system and for the economy of the region.

APPROVAL OF MINUTES AND 2018 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the January 22, 2019 Long Island Rail Road Committee Meeting. There were no reported changes to the 2019 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT’S REPORT

President Eng reported that in January, LIRR’s ridership increased by 4% compared to 2018--over 280,000 riders--a testament to the economic growth on Long Island. This reaffirms the need to accelerate necessary upgrades and repairs to our critical assets throughout the system, and to push to acquire the fleet needed to meet the increasing demands for LIRR service. He expressed his thanks for the efforts of all our employees who have stepped up to help us achieve one of our best January overall On-Time Performance (“OTP”) figure in years, 92.7%.

President Eng stated that LIRR Forward initiatives continue to validate the direction we are moving toward as we manage our system in challenging fiscal times. Our aggressive vegetation management program allowed us to minimize incidents and to date LIRR has had zero incidents over the last year due to trees or branches falling from our Right-of-Way (“ROW”) onto our tracks, which in the past has resulted in severe delays and even service suspensions.

LIRR’s partnership with Public Service Electric & Gas (“PSEG”) continues to be productive. Since the beginning of the year, PSEG has replaced 25 poles. More than 105 poles have been replaced since we began working with PSEG last summer.

The flexible delineators at all 296 grade crossings, the first in the country, were a low-cost investment in safety to reduce the number of cars turning onto our ROW.

President Eng stated that our winter preparations have been beneficial. We continue to evaluate our storm operations to make sure our employees are positioned strategically, that they have the right tools, and that service adjustments are communicated well in advance.

President Eng stated that the customer experience remains a top priority. Our new train finding tool has been received positively by customers and our own employees, with over 15,000 individual users. Our riders are now able to know where their trains are at all times. This project was done in-house as a team effort across many functional groups.

LIRR's leadership team recently hosted two Customer Conversations in Nassau and Suffolk Counties, both well-attended. Three more are scheduled over the next two months in Queens, Brooklyn and Manhattan. Our weekly Meet Your Manager sessions, led by Chief Stations Officer Jim Compton, continue to be held throughout the system.

President Eng stated that with the financial stress the entire MTA family is facing, we continue to reevaluate LIRR's internal processes to gain efficiencies and maximize our investments.

President Eng stated, regarding Positive Train Control ("PTC"), that we reached a major milestone with the commencement of Revenue Service Demonstration ("RSD") on the Port Washington line. While the Federal Railroad Administration ("FRA"), due to industry-wide challenges, has extended the deadline by an additional two years to the end of 2020, Metro-North and LIRR are doing everything we can to complete this project before this new deadline. However, our success depends upon the ability of the PTC Systems Integrator to deliver on its commitments and to provide resources necessary to support the project through completion.

President Eng stated that in response to a request by the Board in January, the Railroads invited the project managers and executives from the PTC Systems Integrator, a consortium of Bombardier and Siemens, to attend today's meeting so that the Board has an opportunity to ask them questions directly.

President Eng stated that it is important to the railroad and our future growth that we retain a diverse labor force. He thanked Diversity Director, Michael Fyffe, for his leadership regarding this mission. At today's meeting, or at the Diversity Committee, he and Mike will be available to answer any questions about LIRR's 2018 4th Quarter EEO report.

Board Member Charles Moerdler asked if LIRR has anything in mind to deal with the complaint of dirty rail cars and the reduction of the number of rail car cleaners.

President Eng responded since he has been President, 38 additional rail car cleaners have been hired. There have been modifications to the tools and cleaning products used, and the additional personnel have been strategically repositioned in the system to better enable them to clean cars. LIRR also continues to emphasize the Customer Courtesy Campaign.

Board Member Moerdler commented that he will give President Eng a copy of an article which appeared in the *LIRR Today* blog concerning this issue. He also commented about the absence of trash containers within the cars and requested that President Eng look into this.

President Eng responded in the affirmative.

Board Member Vincent Tessitore commented that we need more employees in the system, especially for cleaning. There are different things we can do, there are different tools that can be used and there are different ways to manipulate equipment to get productivity. If we want to make a commitment to clean trains, we have to prioritize these lower salary jobs to get that task done.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen stated that LIRR's Safety Performance Report appears on Page 44 of the Committee Book, reporting through the end of December 2018.

Vice President Ebbighausen reported that LIRR's reportable customer injury rate decreased 51% from 4.13 injuries per million customers in 2017 to 2.03 injuries per million customers in 2018. LIRR's Employee Lost Time injury rate decreased 26% from 3.75 injuries per 200,000 hours worked in 2017 to 2.79 injuries per 200,000 hours worked in 2018.

LIRR continues to focus on employee engagement with the emphasis on raising awareness about the importance of wearing Personal Protective Equipment. During the December to February timeframe, LIRR will be concluding its hard hat campaign.

Vice President Ebbighausen reported that LIRR has a number of labor management partnerships. In 2018, LIRR's Track Safety Labor Management Partnership Team (including representatives from the Engineering, Corporate Safety, Employee Training & Development, and Transportation Services Departments), collaborated with SMART, BRS, IBEW and IRSA on a new safety video to emphasize to our employees the unique hazards presented by working along the ROW. In the video, a Track Supervisor, a Building and Bridges Supervisor and a Signal Inspector represented by the BRS share their experiences over the course of their careers, emphasizing the importance of employees remaining vigilant and watching out for each other on the ROW. The video will be shown in the classroom during LIRR's Engineering and On Track Safety Programs.

Chair Pally commented on the significant decrease in grade crossing incidents in December 2018; seven compared to 17 in 2017. He stated this is a significant reduction both from a safety and customer service perspective.

MTA CAPITAL CONSTRUCTION

MTA Chief Development Officer Janno Lieber detailed the work performed on the East Side Access ("ESA") Project in 2018 and updated the board on the progress of the LIRR Penn Station Critical Infrastructure Project.

In 2018, ESA conducted approximately 100 tours of the ESA project. These tours illuminated the significant contributions this project will deliver. In 2018 ESA began hitting work milestones in Harold Interlocking. A portion of the work in Harold was the cutover of five Central Instrument Locations (CIL), which allowed ESA to retire the antiquated CILs. In July,

ESA placed the permanent Main Line 4 tracks into operational service. ESA completed the Northeast Quadrant Track Work, an incredibly important and complicated portion of ESA work. The area is now ready for the B/C Approach work to begin construction. The work that has been performed within the Harold Interlocking is already providing flexibility for Amtrak and LIRR trains.

Major ESA systems are coming online. The new GO2 Traction Power Substation is now providing power to trains in the Harold Interlocking. The Mid-Day Storage Yard, the new facility adjacent to Northern Boulevard where LIRR trains will be stored, serviced, and accessed by crews, reached 50% completion. In addition, ESA provided Skanska, the B/C Approach Structure contractor, with a Notice to Proceed.

The Manhattan Concourse and Terminal have begun to take shape. The 45th Street passenger escalators and architectural finishes are complete. The finishes throughout the concourse are taking shape. The mezzanine to platform escalator installation has begun. There are mock-ups of finishes throughout the terminal.

Mr. Lieber emphasized that the critical path to completion for ESA relies on systems. The B10 Power Substation is complete, and testing is underway. Local testing is underway at the B11 Power Substation. Traction power from the 43rd Street Substation is anticipated for the second quarter of 2019.

Board Member Saul asked Mr. Lieber if he feels that the budget he provided last year is still appropriate. Mr. Lieber stated that ESA is tracking to the schedule and budget he provided to the Board in April of 2018. The Board will continue to see contract modifications, but those items are within the scope of the schedule and budget. Mr. Lieber emphasized that every one of the changes are given careful consideration. Board Member Saul asked whether the 2022 project completion date is still current. Mr. Lieber explained that the project is tracking to the 2022 date.

Board Member Moerdler expressed concern about the proposed cost containment measure to eliminate the Chief Engineer provision from future contracts. Mr. Lieber explained that this issue is widely seen by contractors to be favorable to owners, and encourages contractors to put a premium on their pricing and at times not bid on projects. Mr. Lieber offered to continue this discussion with Board Member Moerdler offline.

Board Member Zuckerman noted that there is an \$800,000 discrepancy between the ESA forecast and the current budget and asked when that will be addressed. Mr. Lieber confirmed that it will be addressed in the 2020-2024 Capital Plan.

Mr. Lieber reported on the LIRR Penn Station Project. The principal goal of the project is to widen the corridor to improve pedestrian circulation and provide added safety. Penn Station was designed long before current codes, and emergency egress is something Penn Station needs to improve. This project will also significantly improve user experience and reduce the crowding that takes place in Penn Station. The key components of this project include a new direct entrance from 33rd and 7th Avenue, widening the main concourse corridor from 30 feet to 57 feet, and increasing the headroom in the main concourse and at the main gate corridor.

Mr. Lieber provided a plan of the concourse level retail and back of house swap with Vornado, which currently holds the space. The retail will remain viable, but with the public getting better space. Vornado will be partnering in the construction, building the new entrance and bidding the trade work in the corridor. The work will be staged with as minimal impacts to customers as possible.

Board Member Vanterpool commented that these improvements are welcome and asked whether the new screens will reflect all the integrated train departures. Mr. Lieber explained that for ESA we are currently discussing how the screens will display the Metro-North and LIRR services in Grand Central Terminal and that is still a work in progress. Those conversations will happen but have not yet begun for Penn Station.

Board Member Vanterpool also asked for an aggregate cost for this project. Mr. Lieber explained that the MTA portion will be limited to the \$170,000,000 that is currently in the capital plan. The State of New York agreed to assume responsibility for the difference between the \$170,000,000 and the estimate which is in the range of \$590,000,000. Board Member Vanterpool asked whether MTA will be entering into an MOU with the State with regard to those funds. Mr. Lieber stated that the MTA will not enter into a contract with Vornado until the source of the funds has been determined.

Board Member Vanterpool asked what, specifically, the \$170,000,000 will cover and whether the rent credit with Vornado described in the staff summary is in perpetuity. Mr. Lieber explained that the rent credit is currently uncertain because portions of it will capture the cost of moving the storefronts out and then back again after construction. The \$170,000,000 will principally go towards the construction of the entrance, which is the first element of the project, but ultimately all the funds will be bundled together. Board Member Vanterpool asked whether MTACC has an estimate for the State's contribution. Mr. Lieber explained that it is the difference between the \$170,000,000 and the project estimate of \$594,000,000.

Board Member Moerdler commented that the Penn Station renderings look wonderful. Mr. Moerdler asked who will have the responsibility for cleaning the corridors in and around the retail, which has been a problem. Mr. Eng explained that it is contracted out. Mr. Moerdler emphasized that it needs to be better cleaned.

Chairperson Pally thanked Mr. Lieber and LIRR for moving towards a better Penn Station, including the improvements that have been made on the West End Corridor. Chairperson Pally also noted that updated signage will go a long way to add to the improvements. Mr. Eng assured Chairperson Pally that there will be better signage.

MTA POLICE DEPARTMENT

Chief Monaghan commended President Eng and his team in supporting and transporting over 2,000 officers from several different police departments to Hampton Bays to attend the service for fallen New York City Police Department ("NYPD") Police Detective Brian Simonsen. LIRR, New York City Bus, MTA Transit Bus and the MTA Police Department ("MTAPD") provided a

safe and direct route to and from eastern Long Island. This alleviated traffic challenges for Hampton Bays and Suffolk County. Chief Monaghan thanked all those who attended.

Chief Monaghan reported that for the month of January, total major felony crimes system-wide decreased 30%; 21 compared to 30 in 2018. For LIRR, in January, total major felony crimes decreased 17%; 10 compared to 12 in 2018, consisting of one robbery, one felony assault, one burglary and seven grand larcenies.

For the month of January, there were two hate crimes, compared to five in 2018. One of the hate crimes resulted in an immediate arrest by patrol.

In response to Board Member Moerdler's questions, Chief Monaghan responded that the incident where the perpetrator was arrested involved anti-black aggravated harassment, through verbal statements made to a Fed Cap contractor cleaner at Penn Station. MTAPD is monitoring this case closely.

Board Member Moerdler congratulated Chief Monaghan for MTAPD's positive statistics regarding the reduction of hate crimes, as compared to New York City and MTA New York City Transit. There was a discussion among Board Member Andrew Saul, Chief Monaghan, Board Member Moerdler, Chair Pally and Board Member Norman Brown regarding MTAPD's presence and enforcement at Metro-North's 125th Street Station.

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 and METRO NORTH RAILROAD JOINT INFORMATION ITEMS

One joint information item was presented to the Committee:

- Project Update on PTC

Metro-North President Catherine Rinaldi referred to the presentation in the Committee Book and asked the following individuals, who attended the Committee meeting as representatives of the PTC Systems Integrator, to introduce themselves and take seats at the table in order to respond to questions from the Committee:

Representing Bombardier: Richard Hunter - President, Rail Control Solutions; Ronald Birkelbach – Vice President / Head of Region Americas, Rail Control Solutions; Anthony DeFrancisco – Program Director, Rail Control Solutions and Lee Sander – President, AME.

Representing Siemens: Marc Buncher - CEO Siemens Mobility Inc., and Paul Eliea – Program Director.

LIRR Executive Director-PTC Deborah Chin provided an overview of the February 2019 Joint Metro-North/LIRR Committee Meeting PTC Project Update. She reported that Metro-North and LIRR met the federal compliance requirements at the end of 2018 to request an Alternative Schedule which extends the project's completion date until December 2020.

Through the end of January, both Railroads conducted RSD runs. To date, Metro-North has achieved over 80% of its required RSD runs. Because the software release used to initiate RSD on LIRR's Port Washington Branch was not working optimally, LIRR tested a new software release last week to improve its ability to complete the required number of RSD runs. LIRR plans to resume RSD at the end of March with this new software.

Executive Director Chin stated that, as outlined in our presentation, Metro-North and LIRR have developed aggressive internal working schedules to fully implement PTC by the end of 2020. Both LIRR and MNR plan to extend their RSD territories beyond the pilot lines into Extended Revenue Service Demonstration ("ERSD") on their first non-pilot segments in September/October, and to get their entire territories into ERSD in the first half of 2020. We will submit our Safety plans in July/August with the expectation of getting FRA approval in 6-12 months, in advance of the 2020 deadline. We expect to achieve full inter-operability with our tenant railroads by December 2020.

Executive Director Chin stated that the Railroads' ability to meet these working schedules is contingent upon our Systems Integrator's ability to meet its schedule commitments, and mitigate project risks; we cannot afford to encounter any new equipment reliability or quality issues if we are to make our deadline.

Since the PTC schedule is moving to the end of 2020, we are in the process of evaluating our budgets, and anticipate that we will need to request additional funds to complete the project.

Executive Director Chin then gave a detailed slide presentation about PTC, which outlined the major project concerns and risks to the project, including: 1) achieving interoperability with tenant railroads; and 2) the Railroads' lack of confidence in the ability of the Systems Integrator to support the new December 2020 deadline.

She reviewed concerns regarding PTC equipment reliability and quality control; the impacts of unexpected PTC equipment failures on the RSD segments and ERSD on non-pilot segments; and the provision of inadequate resources by the Systems Integrator resulting in less than full support of both LIRR and MNR.

Executive Director Chen also reviewed the steps to be taken to achieve full PTC implementation; and, as of January 2019, the status of the Railroads' PTC programs, Working Schedules and Segment RSD readiness; and PTC Timelines and Look-Ahead.

Metro-North Committee Chair Susan Metzger commented that while LIRR's and Metro-North's independent engineer was not present at this meeting, she had an opportunity to review the report. The independent engineer will be present at today's Capital Program Oversight Committee ("CPOC") meeting.

The Board then engaged in a dialogue with representatives of the Systems Integrator in attendance, asking questions about (among other things) equipment failures, software defects, lack of resources, and the fact that their level of commitment to helping the Railroads achieve full PTC compliance by the December 2020 deadline will be a critical factor in determining the future of their business relationship with the State of New York and the MTA.

This discussion and the details of the Project Update on PTC are contained in the report filed with the minutes of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

- LIRR Adopted Budget/Financial Plan 2019
- LIRR 2018 Annual Operating Results
- LIRR 2018 Annual Fleet Maintenance Report
- LIRR Diversity/EEO Report – 4th Quarter 2018
- March Timetable Change & Trackwork Programs

President Eng reported on the March Timetable Change and Trackwork Programs. Projects supported during this timetable change include Montauk Branch Tie Replacement and Track Surfacing, Amtrak State of Good Repair, Main Line Expansion, and Lynbrook Station Improvements. Continuing projects include East Side Access, West Side Yard Overbuild, Long Beach Branch Hurricane Sandy Restoration Work, and Jamaica Capacity Improvements. LIRR will be operating special service to support increased ridership for the New York City St. Patrick's Day Parade on Saturday, March 16. President Eng also noted that on Monday, March 4, LIRR will launch its South Fork commuter service. LIRR is proud to be able to provide this service to communities on the East End along the Montauk Branch, which will alleviate traffic congestion along local roadways.

Chair Pally requested that the quarterly Diversity report be included in the President's report at the commencement of the Committee meeting.

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

There were no procurement items presented to the Committee for approval.

MTA CAPITAL CONSTRUCTION

Procurement

MTA Capital Construction Vice President and Chief Procurement Officer, David Cannon, presented seven (7) procurement items to the Committee for approval. The procurement items are as follows:

- Award of a contract for Water Infiltration Mitigation Services on an As-Needed Basis (Contract No. MC881A) a competitively solicited zero dollar based on-call contract to Sovereign Hydroseal LP for a term of five years and in the not-to-exceed amount of \$10,000,000.
- A modification to the General Engineering Consultant Services Contract for ESA (Contract No. 98-0040-01R) for the continuation of Project Control and Project Management Services through December 31, 2019, in the amount of \$2,523,169.
- A modification to the General Engineering Consultant Services Contract for ESA (Contract No. 98-0040-01R) for the continuation of Construction Phase Services through December 31, 2019, in the amount of 23,000,000.
- A modification to the Consultant Construction Management Services Contract for ESA (Contract No. PS819) to extend the contract term through June 30, 2019, in the amount of \$10,500,000.
- A modification to System Facilities Package No. 1 (Contract No. CS179) to implement changes in locations and quantities of Closed Circuit Television System cameras, electronic access control card readers/keypads, and door contacts, in the amount of \$1,728,157.
- A modification to the Mid-Day Storage Yard Contract (Contract No. CQ033) for the installation of two catenary structures and associated demolition work, in the amount of \$1,130,000.
- Ratification of a modification to the GCT Concourse and Facilities Fit-Out Contract (Contract No. CM014B) for the addition of a cable tray support system throughout the new concourse, in the amount of \$1,320,058.

Board Member Moerdler requested detail on the Significant Adverse Information that was uncovered for Providence with regard to the Water Infiltration Mitigation Services Contract. Mr. Cannon explained that MTACC is still investigating the SAI and is not currently awarding a contract to Providence. MTACC will return to the Board and provide the requested detail if, after investigating the issue, MTACC wishes to award to Providence.

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

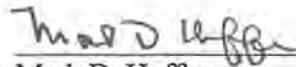
LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program

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

Adjournment

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

Respectfully submitted,



Mark D. Hoffer,
Secretary

Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	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. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>March 2019</u>	
Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering
Spring Trackwork Programs	Service Planning
Customer Satisfaction Survey Report	Public Affairs
PTC Status Report	Engineering
<u>April 2019</u> (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
<u>May 2019</u>	
Diversity/EEO Report – 1 st Q 2019	Administration/Diversity
Summer Service & Track Work Programs	Service Planning
PTC Status Report	Engineering
<u>June 2019</u> (Joint Meeting with MNR)	
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Track Work Programs	Service Planning
LIRR/MNR PTC Project Update	President
<u>July 2019</u>	
Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
September Timetable & Trackwork Programs	Service Planning
PTC Status Report	Engineering

September 2019

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

October 2019 (Joint Meeting with MNR)

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

November 2019

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

December 2019 (Joint Meeting with MNR)

2020 Final Proposed Budget	Management & Budget
2020 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2019	Administration/Diversity
LIRR/MNR PTC Project Update	President

January 2020

Approval of 2020 Committee Work Plan	Committee Chair & Members
PTC Status Report	Engineering
Winter Trackwork Programs	Service Planning

February 2020 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2020	Management & Budget
2018 Annual Operating Results	Operations
2018 Annual RCM Fleet Maintenance Report	Operations
Diversity/EEO Report – 4 th Q 2019	Administration/Diversity
2020 Spring Schedule Change	Service Planning
LIRR/MNR PTC Project Update	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 Report

A monthly report will be given highlighting key operating 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

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.

Spring Trackwork Programs

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

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 2019.

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.

JANUARY 2020

Approval of 2020 Committee Work Plan

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2020 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 2020 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2020

The Agency will present its revised 2020 Financial Plan. These plans will reflect the 2020 Adopted Budget and an updated Financial Plan for 2019 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget.

2019 Annual Operating Results

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

2019 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 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 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 2020.



Long Island Rail Road

Safety Report Highlights

2018-2019

School Safety Slogan Contest Winners





Safety Report Highlights

For the reporting period ending January 2019, the average Reportable Customer Injury Rate decreased thirty-eight percent from 2.93 injuries per million customers to 1.83 injuries per million customers. Slips, trips, and falls generate most injury reports. In partnership with the MTA Police, Together Railroads and Communities Keeping Safe (TRACKS) reached over 24,500 participants through the end of January 2019.

On March 13th, we visited the 2018-2019 School Safety Slogan Contest Winners to recognize their achievement. Over 2,900 schools in Nassau, Suffolk, Queens, Brooklyn, and Manhattan were invited to participate in our third annual contest. We received seventy-one entries from elementary classes and one hundred and forty-six entries from individual middle school students. Mrs. McAllister's Fifth Grade Class from Lee Avenue School in the Hicksville School District won for their slogan, "It's a Good Sign if You Have Safety on Your Mind". Dominic Lane, our Middle School Winner, is a student in Mrs. Poulis' class at the Oregon Middle School in the Patchogue-Medford School District. His winning slogan is, "Doesn't Matter if You are Big or Small, Safety is for All". Banners recognizing the winning slogans will be displayed in the winner's local stations – Hicksville and Patchogue. We appreciate the efforts of our school district partners to promote awareness and emphasize the importance of safety in their communities.

During this reporting period, there was a thirty percent decrease in the average Reportable Employee Lost Time Injury Rate. The rate decreased from 3.79 injuries per 200,000 hours worked to 2.65 injuries per 200,000 hours worked. Soft tissue injuries are the greatest type of injury sustained.

We continue our emphasis on raising awareness about the hazards that contribute to the risk of injury and the importance of wearing the appropriate personal protective equipment (PPE). For the months of March through May, our campaign is focused on gloves. The Long Island Rail Road stocks over thirty types of gloves to address hazards ranging from sharp objects, to chemicals, to electrical hazards. In addition to educating employees about the regulations, hazards, and PPE available to them, we are engaging in conversations with employees to better understand their safety experiences. We want to understand why employees may not be complying to better focus our resources on individual and/or systemic interventions. By engaging with employees, we remain focused on our goal to transform from a culture of safety compliance to a culture of commitment to the core value of safety.

Lori Ebbighausen
Vice President
Corporate Safety

January Safety Report

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

Performance					
Performance Indicator	12-Month Average				
	February 2016 - January 2017	February 2017 - January 2018	February 2018 - January 2019		
FRA Reportable Customer Accident Rate per Million Customers	4.47	2.93	1.83		
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.10	3.79	2.65		
		2018		2019	
		January	Year to Date	January	Year to Date
Grade Crossing Incidents ¹	1	1	3	3	3
Mainline FRA Reportable Train Derailments	0	0	0	0	0
Mainline FRA Reportable Train Collisions	0	0	0	0	0

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

Leading Indicators				
Focus on Safety Training	2018		2019	
	January	Year to Date	January	Year to Date
First Responders Trained	42	42	79	79
Employee Safety Training Courses	69	69	101	101
Employees Trained	992	992	1,137	1,137
Employee Safety Training Hours	21,005	21,005	24,586	24,586
Customer and Community:	January 2018	Year to Date	January 2019	Year to Date
Broken Gates	7	7	7	7
MTA Police Details	124	124	65	65
Summons	82	82	126	126
Warnings	43	43	52	52
Arrests	0	0	1	1
Community Education and Outreach	8,026	8,026	8,424	8,424
		Completed	Total	% Complete
Cameras on Rolling Stock	M7		362	43.30
	C3 Cab		23	100.00
	C3 Trailer		44	39.63
	DE/DM		1	2.22

Definitions:

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

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

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 FEBRUARY 2019**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Hicksville B2	0	0	1
Flushing B	0	0	1

Escalators	Mechanical Injury	Human Factor Injury
No Escalator accidents reported in the month of February 2019		

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 - March 2019
 Expenditures thru February 2019; \$s in million

	April 2018			
	EAC Forecast	Budget	Committed	Expenditures
Construction	\$ 7,054.3	\$ 6,715.1	\$ 6,833.0	\$ 5,735.3
Force Account	\$ 959.8	\$ 821.5	\$ 652.7	\$ 564.9
Soft Costs	\$ 2,192.9	\$ 1,860.5	\$ 1,830.7	\$ 1,753.2
OCIP	\$ 457.4	\$ 379.2	\$ 379.2	\$ 372.5
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	\$ 9,698.8	\$ 8,426.2

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

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Completion
Manhattan Construction								
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.2	\$11.4	\$335.9	Mar-2014	Mar-2014	Nov-2016	Mar-2019
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$484.7	\$466.0	\$18.7*	\$309.4	Dec-2014	Feb-2015	Aug-2018	Oct-2020
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$662.6	\$49.7	\$399.3	Jul-2015	Apr-2016	Jan-2020	Apr-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$265.4	\$262.2	\$3.2	\$246.8	Aug-2011	Aug-2011	Aug-2014	Jun-2019
CQ033: Mid-Day Storage Yard <i>Tutor Perini Corporation</i>	\$325.0	\$308.0	\$17.0	\$161.1	N/A	Apr-2017	Aug-2020	Feb-2021
Harold Construction								
CH057D: Harold Structures - Part 3, Trackwork <i>Railroad Construction Company</i>	\$29.6	\$22.4	\$7.2	\$16.7	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	\$2.4	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***	\$450.0	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	\$21.6	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).

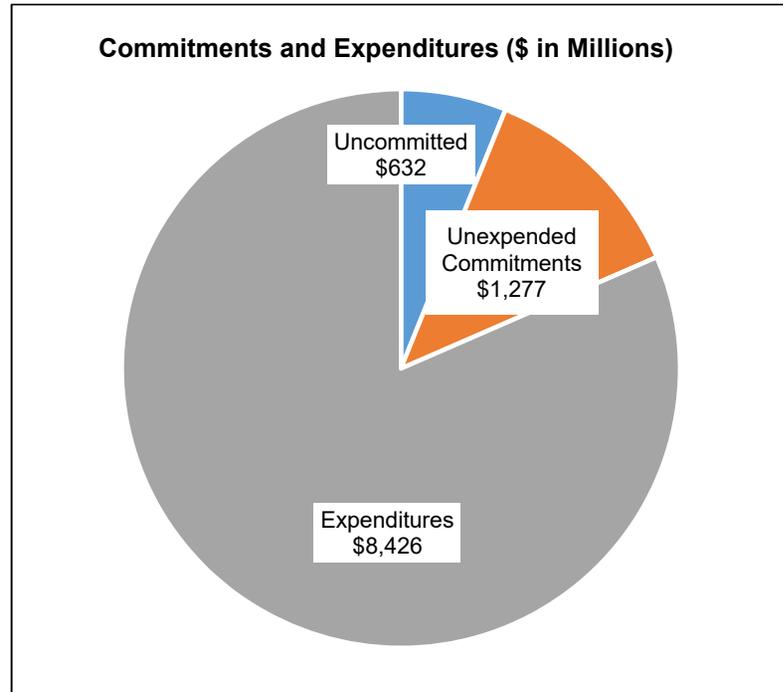
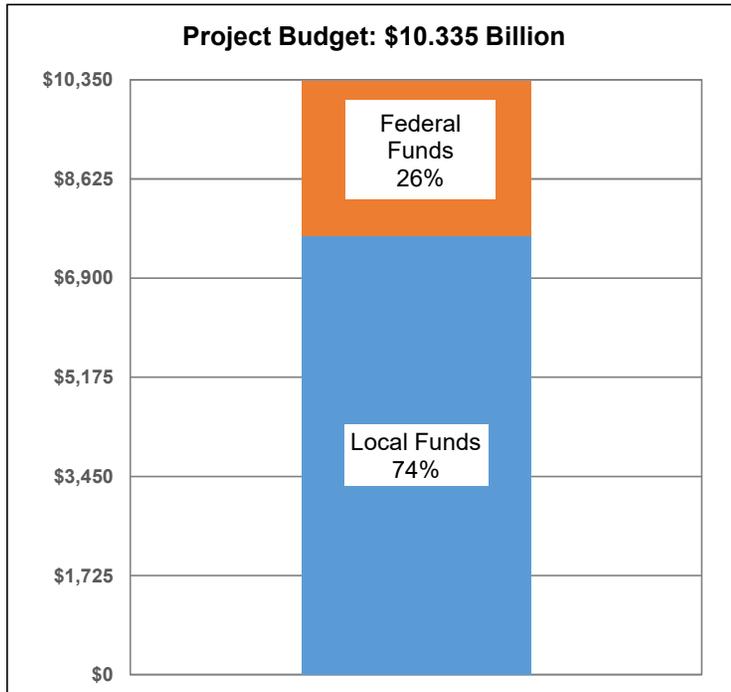
East Side Access Status

Report to the Railroad Committee - March 2019

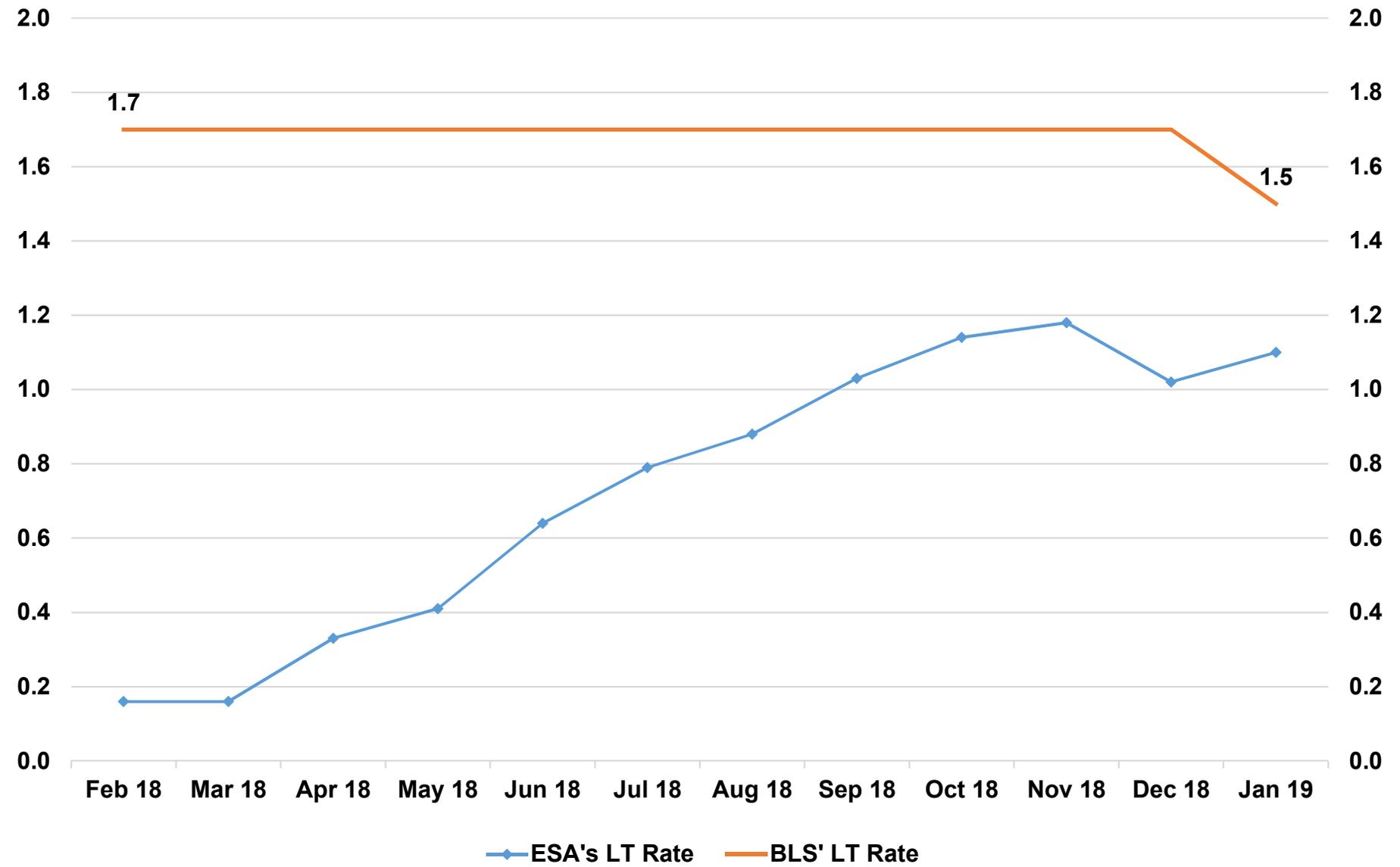
data thru February 2019

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	7	2,661
2010-2014	3,251	2,399	852	852	3,170	81	2,832
2015-2019	2,710	2,710	-	-	2,166	544	1,247
Total	\$ 10,335 *	\$ 7,636	\$ 2,699	\$ 2,699	\$ 9,704	\$ 632	\$ 8,426

* 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

February 2019 Highlights: MTA Police Report

- Long Island Rail Road experienced an increase in the amount of major felonies (5 vs 4) for the month of February compared to the same period last year.
- Year to date Long Island Rail Road is down 1 crime (15 vs 16).
- There was (1) Hate Crime on Long Island Rail Road for the month of February.

Owen Monaghan
Chief of Police



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

February 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	2	5	-3	-60%
Burglary	2	5	-3	-60%
Grand Larceny	9	7	2	29%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	17	18	-1	-6%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	6	-1	-17%
Felony Assault	6	10	-4	-40%
Burglary	4	8	-4	-50%
Grand Larceny	20	24	-4	-17%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	37	48	-11	-23%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

February 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	3	2	1	50%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	5	4	1	25%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	2	5	-3	-60%
Burglary	1	0	1	100%
Grand Larceny	10	9	1	11%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	15	16	-1	-6%

INDEX CRIME REPORT
Per Day Average
February 2019

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	0	2	1
Fel. Assault	2	1	1	0
Burglary	2	0	2	0
Grand Larceny	9	3	6	0
GLA	1	1	0	0
Total	17	5	11	1
Crimes Per Day	0.61	0.18	0.39	0.04



Metropolitan Transportation Authority Police Department

Hate Crimes Report (January - February 2019)

Motivation	2019	2018	Diff	% Change
Asian	0	0	0	0 %
Black	1	2	-1	-50 %
Ethnic	0	0	0	0 %
Gender	0	0	0	0 %
Hispanic	0	0	0	0 %
Muslim	0	0	0	0 %
Other	0	1	-1	-100 %
Anti-Semitic	2	2	0	0 %
Sexual Orientation	0	0	0	0 %
White	0	0	0	0 %
Motivation Total	3	5	-2	-40 %

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment #1	0	0	0	0 %
Aggravated Harassment #2	1	0	1	0 %
Felony Assault	0	0	0	0 %
Misdemeanor Assault	0	0	0	0 %
Criminal Mischief #3	1	0	1	0 %
Criminal Mischief #4	1	5	-4	-80 %
Grand Larceny #4	0	0	0	0 %
Menacing #2	0	0	0	0 %
Robbery #2	0	0	0	0 %
Crime Total	3	5	-2	-40 %



MTA Police Department Arrest Summary: Department Totals

1/1/2019 to 2/28/2019

Arrest Classification	Total Arrests	
	2019	2018
Robbery	2	9
Felony Assault	8	10
Burglary	3	8
Grand Larceny	17	6
Grand Larceny Auto	1	0
Aggravated Harassment	2	1
Aggravated Unlicensed Operator	6	5
Assault-Misdemeanor	12	15
Breach of Peace	7	1
Child Endangerment	1	0
Criminal Contempt	3	2
Criminal Impersonation	1	0
Criminal Mischief	6	9
Criminal Possession Stolen Property	2	2
Criminal Trespass	6	8
Disorderly Conduct	0	1
Drug Offenses	47	5
DUI Offenses	0	3
Falsely Reporting an Incident	2	0
Forgery	3	11
Fraudulent Accosting	4	1
Graffiti	4	2
Identity Theft	1	0
Issue a Bad Check	1	0
Make Terrorist Threat	0	2
Menacing	2	3
Obstruct Government	1	0
Petit Larceny	49	32
Public Lewdness	2	4
Reckless Endangerment	2	0
Resisting Arrest	14	5
Sex Offenses	4	3
Stalking	1	0
Theft of Services	58	35
Warrant Arrest	15	30
Weapons Offenses	2	3
Unauthorized Use Vehicle	1	0
Total Arrests	290	216



Long Island Rail Road

INFORMATION

ITEMS

**STRATEGIC INVESTMENTS AND
 PLANNING STUDIES**

STATUS UPDATE

March 2019

LONG ISLAND COMMITTEE



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INTRODUCTION

The Strategic Investments and Planning Studies Report provides an overview of active investments in the Long Island Rail Road's Capital Program and updates strategic initiatives and planning studies taking place at the railroad. The LIRR's strategic investment and planning goals seek to improve the railroad's operations by enhancing customer and employee safety, improving service reliability, communications, and the customer experience and expanding the system's capacity to accommodate ridership growth.

This document details the ongoing capital projects in 2018, as well as current capital program initiatives and planning studies.

SECTION I Initiatives

1. Safety

The goal of the Long Island Rail Road's (LIRR) Corporate Safety Management System (SMS) Program is to work towards an accident-free workplace through the implementation of comprehensive, sustainable, and measurable safety initiatives designed to engage every level of the organization in promoting the value of safety. These initiatives are a collaborative effort between the Corporate Safety Department (CSD); all LIRR operating, support, and administrative departments; and, our Labor partners. Communication of safety as a core agency value begins at the highest executive levels, and is constantly reinforced to all employees.

The CSD develops and oversees the LIRR's comprehensive SMS Program Plan. One significant element of our SMS Program is the LIRR's System Safety Plan (SSP). Our SSP is in compliance with Federal Transit Administration (FTA) and New York State Department of Transportation requirements, and is being revised so as to be compliant with the pending Federal Railroad Administration's (FRA) System Safety Program regulations (49 CFR 270). For more than a decade, LIRR had voluntarily participated in a triennial audit of its SSP by the American Public Transportation Association (APTA), which had routinely recognized the strength of LIRR's safety program. In 2018, in preparation for the transition to the new FRA requirements, we engaged a consultant to conduct an in-depth audit of our SSP. The consultant will audit one third of our program elements each year.

In spite of the strength of LIRR's existing program, the LIRR strives for continuous improvement. In this regard, key programmatic initiatives include:

- Quarterly "Safety FOCUS Days" attended by an average of approximately 4,000 employees each quarter. The President and Vice President of Corporate Safety also meet quarterly with frontline supervisors and managers to discuss how they and their employees are experiencing safety in the field. The goal of these sessions is to share challenges and best practices. FOCUS Days conducted throughout the property on all tours focused on seasonal safety trends, personal protective equipment, fire extinguisher safety, physical fitness, fatigue, and electrical safety.
- The Confidential Close Call Reporting System (C3RS), a collaborative effort between management, labor, and the Federal Railroad Administration (FRA), provides a mechanism for employees to confidentially report "close calls" that could have resulted in operating and safety incidents. The Peer Review Team consisting of representatives from each of the LIRR's Labor organizations, management from the Operating Departments and Corporate Safety, and the FRA meet several times a month to review reports and brainstorm potential mitigations. Several corrective actions recommended by the Peer Review Team were implemented.
- Installation of delineators and pavement markings at 296 grade crossings was completed in 2018. In addition, LIRR partnered with WAZE to alert drivers not to turn on tracks. These

efforts were in response to incidents where drivers mistook the grade crossing for a driveway or road.

- Implementation of a new Enterprise Safety System (ESS) to replace LIRR's existing mainframe-based Accident Control System. In addition to serving as the LIRR's FRA accident-reporting system (the official repository of accident and incident data), the new ESS has robust Business Intelligence functionality to facilitate trend analysis useful for data driven decision-making to improve safety performance.
- Expansion of the SMS model as the LIRR's overall safety program. The SMS approach, which has been endorsed by the United States Department of Transportation and the National Transportation Safety Board, supplements an engineering-centered process with increased attention to the "human element," data sharing, and measurements of safety performance.
- Customer Safety Awareness Days in partnership with New Jersey Transit, Amtrak, and New York City Transit at Penn Station. Messaging focuses on "Let's Travel Safely Together" highlighting how customer behaviors can help reduce customer accidents and injuries.
- Labor Management Partnership Committees at the Corporate and Department levels including: Mechanical Safety Partnership Meeting focusing on safety concerns related to Maintenance of Equipment Department responsibilities; Transportation Safety Committee focusing on Transportation Department employee concerns; Corporate Safety Personal Protective Equipment (PPE) Partnership Committee to review corporate needs for PPE, assist in developing specifications, and piloting potential new PPE; and On Track Safety Engineering Department Labor Management Partnership Committee focusing on the right of way safety concerns of Engineering Department employees.
- Installation of inward- and outward-facing cameras in the cabs of all rail fleets. The outward-facing cameras will be used to record track and wayside activities, and the inward-facing cameras will be used to record the engineer's control area while the train is in operation. In addition to the cab cameras, the two railroads have elected to incorporate passenger area cameras to improve passenger and crew safety by acting as a deterrent to crime and providing forensic investigative capability. This initiative responds to a recommendation made by the National Transportation Safety Board.
- Expansion of our Roadway Worker Field Compliance Division. This Division, comprised of employees who are fully qualified on the LIRR Operating Rules and Physical Characteristics, is engaged full-time with employees in the field. The Roadway Worker Field Compliance Managers conduct observations and testing to ensure employees and contractors are abiding by all Federal Railroad Administration Regulations and LIRR On Track Safety Rules.

2. LIRR Forward

In May 2018, MTA Long Island Rail Road announced *LIRR Forward*, a package of specialized actions designed to transform the efficiency of railroad operations while hardening infrastructure as LIRR continuously strives to provide a world-class customer experience to its travelers. This set of

initiatives marks the beginning of a new way the railroad does business by proactively attacking the root causes of the system's problematic areas.

To develop this framework, President Eng met with LIRR staff at all levels across each department to learn about its operations, its goals and its needs. Senior staff carefully examined its current employee and equipment levels and identified ways to redeploy existing resources to better serve customers on a daily basis.

President Eng has also met with customers on an ongoing basis while riding the trains on his daily commute, asking them to openly share their experiences and suggestions on how the LIRR can improve its daily service. These comments have been taken to appropriate LIRR staff and many of them have tended to, while others, with more complex long-term solutions, have been weaved into what is now *LIRR Forward*.

Highlights of LIRR Forward:

Reliability and Safety:

- Upgrading 10 switches in High Priority Areas.
- Finalizing repairs on a critical switch at Jamaica.
- Conducting comprehensive joint inspections and upgrades on track circuits in High Priority Areas.
- Welding over 2,000 rail joints.
- Grinding 116 miles of rail, inspecting over 160 grade crossings, surfacing over 70 turnouts, and conducting over 950 miles of Sperry.
- Clearing 225 miles of overgrown vegetation along our right of way to reduce track incidents.
- In 2017, over 2,600 trains were delayed due to weather-related events. LIRR has hardened assets prior to hurricane season and winter storms.
- Installing 60 snow switch covers two years ahead of schedule.
- Installing additional third rail heaters to better prevent crippling power failures that cause train delays and cancellations during snowfall.
- Insulating critical components located within Atlantic Tunnel manholes before hurricane season.
- In response to the 417 trains that were delayed due to vehicles on tracks in 2017, installing high visibility safety delineators at all 296 grade crossings. Also, partnering with GPS service providers like Waze to prevent accidental turns onto grade crossing tracks.
- Ensuring accelerated replacement of 80 utility poles by PSEG LI along LIRR's right of way.
- Replacing M7 door components to reduce door failures during the winter and installing over 2,400 heated threshold plates on M7 fleet.

Cleanliness:

- Expanding the car maintenance program to include car cleaning midway through routes.
- Increasing the frequency of station cleaning at all 124 stations by 30%.

Communications:

- Countdown clocks at all stations.
- Installing GPS equipment on all LIRR fleet to push out accurate train locations via MyLIRR.org.
- Customer Conversations and weekly Meet the Managers to offer opportunities for LIRR customers to interact directly with President Eng and other LIRR staff on issues of importance to customers.

3. Central Branch Electrification

During 2018, Long Island Rail Road embarked on an initiative as part of *LIRR Forward* to electrify and replace/upgrade the antiquated signal system of the Central Branch, which runs between Beth Interlocking on the Main Line (between Bethpage and Farmingdale Stations) and Babylon Interlocking on the Babylon Branch, as well as evaluate the potential for a future double track. Currently, the Central Branch is approximately 6.7 miles of single track, diesel territory that provides access from the Babylon/Montauk Branch to the Main Line.

The goals of this project include improving reliability, and providing flexibility and redundancy to the LIRR network in event of both planned and unexpected service disruptions by providing an alternative path for electric trains between the Babylon Branch and Main Line, reducing reliance on limited diesel fleet, and allowing for electric train service and intra-island travel along the Main Line and Babylon Branch after the completion of other major expansion projects (East Side Access, Double Track, and Third Track). Electrifying the Central Branch is essential as ridership and service demands continue to grow.

4. LIRR Care Program

LIRR Care is an upgrade to LIRR's previous Call Ahead program, where customers were asked to call three hours in advance of their rides between the hours of 6 a.m. and 10 p.m. Now, the extended, round-the-clock hours are available by using our new, easy-to-remember phone number -- 718-LIRR-CARE (718-547-7227) -- for access to trains throughout the LIRR system. Calls to this number will be answered by the railroad's Customer Service Center, where employees will help coordinate assistance with appropriate personnel aboard trains, or at stations.

Adding to this service, from 6 a.m. to 10 p.m. each day, LIRR Customer Service Ambassadors will be stationed at LIRR's main terminals -- at the LIRR Customer Service Desk at Penn Station in Manhattan, and LIRR Ticket Offices at Atlantic Terminal in Brooklyn, and Jamaica Station in Queens -- where customers can request assistance in person, just 15 minutes prior to a train departure.

LIRR Ambassadors -- who are identifiable by the orange vests they wear -- will assist with station-to-station coordination with our train crews. They will escort the passenger to an elevator, if necessary, and to the track level, where they will be met by a conductor on the train who will assist with a bridge plate, to help them onto the train. At the passenger's destination, the train's conductor will again assist with a bridge plate to ensure they disembark safely.

5. Customer Conversations

Customer Conversations are forums to gather ideas and insights from commuters, leisure travelers, and community residents. At these forums, President Eng and LIRR senior staff have Q&A sessions with customers and stakeholders to discuss ways to improve the LIRR customer experience. These forums are held throughout various LIRR service territory.

6. Enhanced Station Initiatives

The Enhanced Station Initiatives (ESI) program retained Architectural design consultants to reference global best practices and identified significant station upgrades to modernize 17 LIRR stations: Stewart Manor, Bayside, East Hampton, Port Jefferson, Wyandanch, Great Neck, Bellmore, Valley Stream, Baldwin, Merrick, Syosset, Farmingdale, Northport, Stony Brook, Deer Park, Brentwood, and Ronkonkoma. The construction of these stations was split into Design build, Design-bid-build, or LIRR in-house construction. The overall scope includes architectural and structural improvements, historic restoration (as applicable), ADA improvements, electrical upgrades including new LED lighting, communications upgrades including speakers and LED information screens, new benches, USB charging ports, free customer Wi-Fi, digital information totems, CCTV security cameras, signage, and numerous other improvements to the station environments.

During 2018, the Wyandanch, East Hampton, Stony Brook, Northport, Port Jefferson, Farmingdale, Deer Park, Brentwood, and Bellmore station buildings were completed. In addition, the Stewart Manor platforms and Port Jefferson parking lot were also completed. The remaining ESI work will be completed during the second quarter of 2019.

7. New Mets-Willets Point Station - (Coordinated with LaGuardia AirTrain)

During 2018, LIRR advanced environmental review and preliminary design for a new LIRR station and associated infrastructure at Mets-Willets Point. A new, modernized station facility will support future ridership demands and provide full ADA access.

8. 2015-2019 Capital Program

The LIRR's \$2.8B 2015-2019 Capital Program was approved by the MTA Board in May 2016. In May 2018, the Capital Program Review Board in Albany approved the most recent amendment to the 2015-2019 Capital Program. The program makes crucial investments in rolling stock and infrastructure as the railroad looks to maintain and improve safety, reliability, and on-time performance. To be ready for East Side Access as well as future service demands—when the LIRR will begin operating trains directly to Grand Central Terminal—the LIRR will expand capacity in Jamaica and has completed the construction of a second track on the Main Line between

Farmingdale and Ronkonkoma. The railroad will purchase M-9 electric cars to replace its aging M-3 fleet and to expand service. The program also includes station upgrades in Brooklyn, Queens, Nassau and Suffolk counties. The 2015-2019 Capital Program reflects investments that renew LIRR assets, promoting a state of good repair with vision investments that enhance and expand the system in step with changing regional demands.

9. Service Enhancements

The Long Island Rail Road (LIRR) experienced one of its strongest ridership years in modern history, with 89.8 million customers in 2018. LIRR remains the busiest commuter railroad in North America. Annual commutation ridership in 2017 was 50.8 million customers, while non-commutation ridership during the year totaled 38.9 million. Strong local economic conditions and continuous growth in non-commutation travel, including trips to entertainment and sports venues, have contributed to these ridership numbers.

The LIRR continues to analyze ridership trends in order to respond to service needs. Market Research has revealed an increased reliance on the service—especially on the part of younger riders—for travel to work and other destinations.

The following service improvements occurred during 2018:

North Fork – Upon the completion of the Main Line Double Track project, three Farmingdale trains were extended to start out of Ronkonkoma. This allowed for additional connections with the Greenport Scoot, with two reverse peak trains having additional station stops.

South Fork – Implemented in May, a dual-mode train was extended to originate out of Southampton instead of Speonk, providing customers with a one-seat ride to Penn Station.

South Fork Commuter Connection - The South Fork Commuter Connection (SFCC) is a coordinated rail and bus system created to operate during peak commuting hours in order to provide workers with a public transportation travel option.

The service offers local LIRR trips, stopping in Speonk, Westhampton, Hampton Bays, Southampton, Bridgehampton, East Hampton, Amagansett, and Montauk. Select trains will connect with 'last-mile' shuttle bus service to nearby workplaces and employment centers.

The service will begin during March 2019 and will operate Monday through Friday year-round, except for major legal holidays and on Fridays during the summer.

10. Huntington/Port Jefferson Branch Yard

LIRR is undertaking an initiative to evaluate feasibility of improving service and providing additional capacity along the Port Jefferson Branch in anticipation of ridership growth. This evaluation will consider construction of a new electric yard, double-tracking from Huntington Station to Port Jefferson Station, and electrifying the tracks between Huntington Station and Port Jefferson Station.

11. East Yaphank Station

This a proposal to invest in a new LIRR station in East Yaphank, in conjunction with investments being undertaken by New York State to create jobs and stimulate economic growth in Suffolk County. This project will perform site alternative identification/analysis, environmental review and preliminary design for the design-build construction of a new East Yaphank Station located closer to Brookhaven National Laboratory. The exact location of the new station will be determined based upon an evaluation analysis.

12. Transit Oriented Development (TOD)

The LIRR is a strong supporter of TOD and continues to participate, as a resource and key stakeholder, in multiple TOD projects.

Wyandanch

- As a key stakeholder, the LIRR is participating in one of the most exciting and “transformative” TOD initiatives on Long Island – **Wyandanch Rising** – a development that is transforming the most economically distressed area on Long Island into a vibrant mixed-use development.
- This initiative included LIRR’s construction of a new 920 space structured parking facility, which opened in August 2015 and provides a significant increase in commuter parking along the parking-constrained Main Line. The additional parking capacity will provide additional parking capacity to support future ridership growth associated with the East Side Access Project. Also included in this initiative was LIRR’s construction of a new state-of-the-art station building, two new 12-car-long platforms that include a snow melt system, a pedestrian overpass with elevators, new stairs, canopies and platform shelters. The new ADA-accessible station was completed in 2018 and provides LIRR customers a full slate of amenities, including benches, bike racks, digital signs, MTA Help Points and USB charging stations.

Hicksville

- LIRR is supportive of the Town of Oyster Bay’s Hicksville Downtown Revitalization Action Plan that is proposing to rezone the area around LIRR’s Hicksville station. This rezoning will allow for a mix of multi-family housing, offices and a variety of retail uses in order to revitalize the downtown area.
- In conjunction with the above, the Town of Oyster Bay recently received a \$10M Downtown Revitalization Initiative (DRI) Grant from New York State. The DRI initiative proposed a development framework that repositions and gives clear definition to the downtown. Station projects proposed as part of the \$10M DRI grant include Hicksville Station access and public space Improvements and mixed-use TOD.
- The LIRR has undertaken a \$120M investment to rebuild and modernize the Hicksville Station. This station improvement project includes installation of new platforms, platform waiting rooms, canopies, elevators, escalators, stairways, signage, and other amenities (e.g., security cameras, WiFi, charging ports). The Town hopes to use the LIRR Hicksville Station renovation to further leverage its revitalization efforts.

Copiague

- LIRR is supportive of The Town of Babylon's innovative new Copiague Downtown Zoning Code which will allow redevelopment around the LIRR Copiague station. The recently completed "Copiague Commons", a smart growth housing development adjacent to the station, includes two energy efficient four-story apartment buildings providing residents an affordable and sustainable housing option.

Baldwin

- The LIRR provided technical review and support for the Baldwin Downtown and Commercial Corridor Resiliency Study. This Study builds on existing local initiatives to develop an implementable plan that ensures economic and physical resiliency within the Baldwin community, including the area around LIRR's Baldwin Station. The Study evaluated the potential for downtown revitalization designed to promote new residential options and increase demand for local businesses. The Study goals focus on commercial and mixed-use development opportunities as well as green infrastructure improvements.

Ronkonkoma

- LIRR is working with the Town of Brookhaven, the Town of Islip, and other area stakeholders to transform station area into a mixed-use TOD, leveraging the LIRR station and the nearby Long Island MacArthur Airport.
- The vision includes new residential development, retail, restaurants, office space, and new/replacement parking facilities.
- Another step toward spurring economic development in the Ronkonkoma Hub area is a study that evaluates transportation connectivity alternatives between LIRR's Ronkonkoma station and Long Island MacArthur Airport. Suffolk County received \$300K in Federal funds to conduct a plain-to-train connectivity study. The Town of Islip is currently seeking NYS funds to implement enhanced shuttle bus service between LIRR's Ronkonkoma Station and the Airport.
- The LIRR is currently making enhancements to the Ronkonkoma station, including the addition of free public Wi-Fi, LCD display screens, signage, new benches and an electronic information display column. With the completion of the Double Track Project from Ronkonkoma to Farmingdale, Ronkonkoma Station is integral to accommodating increases in ridership, and these enhancements are being added to the station to improve customer experiences and contributed to economic growth throughout Long Island.

Hempstead

- LIRR is actively participating with the Village of Hempstead and its Master Developer to transform the area around the Hempstead station into a mixed-use TOD, leveraging the LIRR station and Rosa Parks Hempstead Transit Center.
- The vision includes residences, a hotel, shops, open space, parking and entertainment.

Farmingdale

- The LIRR has actively supported several new mixed-use projects at the LIRR Farmingdale Station. Jefferson Plaza at Farmingdale Station is located diagonally across the street from LIRR's Farmingdale station, and is also one block away from Farmingdale's Main Street retail corridor. The mixed-use TOD project consists of 154 residential units, ground floor retail and below-grade parking. The project also features 12 workforce units. In addition, a 42-unit apartment complex (the Cornerstone), was constructed 1 block from the Station in 2016. These projects exhibit continuing revitalization efforts in Farmingdale's once-struggling downtown.
- In 2018, the historic Farmingdale Station building was fully restored with numerous upgrades including, new ADA accessible restrooms, windows, doors, electrical, plumbing and HVAC upgrades. Additional customer service enhancements such as USB charging stations technology counters LCD information displays and new CCTV cameras were also included as part of this renovation.

Freeport

- The LIRR is actively working with (and supporting) the Village of Freeport on a proposed mixed use (housing/retail) TOD project at the Freeport Station. The development, which would replace a site that has been vacant for years, would enhance the LIRR station environment and would provide additional riders to the LIRR system.

Port Jefferson

- LIRR is participating with the Village of Port Jefferson on mixed use TOD projects that will help transform the area around the Port Jefferson station - leveraging the LIRR station and proximity to Port Jefferson's thriving waterfront community.
- In conjunction with the Village's efforts, the LIRR, in 2018, made numerous improvements at the station will included station building renovations, platform repairs, railings, shelters, lighting upgrades, redesigned plaza area, parking lot rehabilitation, and additional customer enhancements such as artwork, Wi-Fi, charging stations, and digital interactive signs.

Mineola

- LIRR has supported numerous TOD projects at the Mineola station. Recently completed projects include an affordable senior housing development, new rental apartments, and conversion of a historic building into apartments, with retail space below and residential parking spaces. Another mixed-use project with approximately 250 residential units, is currently under construction next to the Mineola Station.
- Mineola is a key station within the LIRR system and provides direct access to a dense concentration of retail, employment, courts/government offices, universities, transportation and recreation. These TOD projects help meet the demand for new housing in Nassau County by providing new opportunities for households who desire a vibrant suburban downtown with strong transit access.
- As part of LIRR's upcoming Main Line Expansion project, the Mineola station will receive various station improvements and modifications including enhanced ADA accessibility; enhanced pedestrian access; improved lighting, landscaping and other visual elements; and improved platforms and passenger waiting areas.

Huntington

- LIRR is working with the Town of Huntington and its Master Developer on their TOD initiative to revitalize the Huntington LIRR Station vicinity into a vibrant mixed-use development.
- LIRR is working with the Town of Huntington and its Master Developer to address the TOD impacts on commuter parking and future parking demands associated with planned service to Grand Central Terminal.

Nicolls Road / Route 110 Bus Rapid Transit Systems

- LIRR is supportive of Suffolk County's Bus Rapid Transit (BRT) initiatives, which would provide attractive north-south transportation along Nicolls Road and Route 110. The proposed BRT's would also connect job centers as well as alleviate traffic congestion along these corridors. This initiative would also compliment TOD initiatives along these corridors and encourage economic development and job creation in the area.

13. Hudson Yards/Tunnel Casement Agreement

As per existing agreements with MTA/LIRR, the Hudson Yards Developer is progressing the mixed-use commercial overbuild project over the LIRR's West Side Yard. The eastern portion of this development designated as the Eastern Rail Yard (between 11th Avenue and 10th Avenue, as bounded by 33rd and 30th Street) is currently underway and scheduled for completion in 2019. Amtrak is undertaking the "Gateway Program," to build a new tunnel under the Hudson River from New Jersey through the west side of Manhattan to connect with Penn Station. Amtrak determined that an underground alignment under the portion of the LIRR West Side Storage Yard facility between 10th and 11th Avenues in Manhattan (the Eastern Rail Yard) can achieve a direct connection. Given the regional importance of the proposed Gateway Program to commuter transportation, and the need to preserve the Right Of Way so as not to have the Overbuild Project preclude the Gateway Program from going forward, MTA and LIRR have cooperated with this effort.

Amtrak's plans for the Tunnel Concrete Casement Project required the LIRR to vacate the Maintenance of Equipment facility in July of 2012 to allow for the demolition of that facility and certain shop tracks. MTA and LIRR facilitated the Tunnel Concrete Casement Project by agreeing, among other things, to grant a temporary construction license and subsequently a permanent easement to accommodate the placement of a concrete casing beneath the Eastern Rail Yard. This project was originally planned for completion in October 2015. Substantial Completion was attained in November 2017 and the Maintenance of Equipment Facility was returned to service on February 12, 2018.

14. Moynihan Station Project

The Moynihan Station Development Project to transform a portion of the Farley Post Office Building into Amtrak and LIRR's new ticketing, waiting room and train boarding areas. Amtrak will move all ticketing and train boarding facilities from Penn Station into Moynihan Station, while LIRR will have additional station facilities at Moynihan to complement the expanding demand of

Penn Station. Phase I construction elements include expansion of the Eighth Avenue Entrance Concourse; installation of a platform ventilation system; and widening of the Connecting Corridor that connects Penn Station to the Eighth Avenue Concourse. Enhancements incorporated as part of the Eighth Avenue Entrance Concourse expansion include new LED lighting, digital information screens, way finding graphics, and ceiling-mounted LED displays. Phase I of this project achieved beneficial use in June of 2017.

Phase II of the project commenced in June 2017 and will provide for two escalators each on Platforms 4, 5, 6, 7, and 8, one escalator on Platform 3, and one elevator leading to/from the train hall and Platforms 3, 4, 5, 6, 7, and 8. Work has begun on Platforms 5, 6, and 7 and is anticipated to be completed in late 2018 when work on Platforms 3, 4, and 8 will begin. Fit-out work of the train hall also began in June 2017 and will include new waiting areas, ticket offices for both Amtrak and Long Island Rail Road, rest rooms, wireless communications, LED Lighting, digital information screens, way finding graphics, and a full glass skylight above the train hall. As of December 2018, Moynihan Train Hall construction reached the 50 percent construction completion milestone.

15. Mobile Ticketing & New Fare Payment Systems

Mobile Ticketing

Long Island Rail Road and Metro-North launched MTA eTix in June 2016, and system-wide deployment was achieved in August 2016. MTA eTix is a mobile ticketing application that lets customers purchase and display LIRR and MNR tickets directly on their smartphone or mobile devices for validation by train crews onboard. MTA eTix mobile ticketing has been a success and has been extremely popular with customers since it was launched. From inception to December 31, 2018, approximately 36 million tickets have been purchased via MTA eTix generating \$850 million in revenue. Market penetration has also been high. For example, in November 2018, 32.9% of LIRR tickets and 33% of MNR tickets purchased were via MTA eTix. A pilot test of technology that would allow these same mobile devices to be accepted at NYCT turnstiles is scheduled to take place during 2018.

New Fare Payment System (NFPS)

The MTA's NFPS project achieved a critical milestone during October 2017 with the award of the contract to design/build an entirely new MTA-wide fare payment system to Cubic Transportation Systems, Inc. LIRR and MNR are contributing existing capital funds to the design phase of the project, which will benefit the commuter railroads as well as NYCT subway and bus. The cost to purchase and install ticket selling machines and other infrastructure will be covered in the 2020-2024 Capital Program. To date, the NFPS is on track to roll out the first phase of the program on the subway in Spring 2019, which will allow contactless cards to be used at the turnstiles.

MTA NFPS an account based system that will allow customers to purchase tickets using a wide variety of payment and purchasing methods, including the use of contactless cards and mobile payment, in addition to enhanced ticket functionality while supporting interoperability amongst the MTA agencies.

16. LIRR Expansion (Main Line)

The LIRR Expansion Project is a key initiative and will improve rail service, reliability, public safety, and quality of life by constructing approximately 10 miles of third track, eliminating seven grade crossings, installing sound attenuation walls, adding parking, and enhancing stations along the Main Line between Floral Park and Hicksville. The ground-breaking ceremony for this project was held in September 2018. Construction is ongoing and is scheduled to be completed in December 2022. The project is being managed by MTA Capital Construction Company.

SECTION II Capital Program – Project Highlights

1. Rolling Stock

MTA LIRR currently has a fleet of 836 M-7 EMU cars, 170 M-3 EMU cars, 45 locomotives, 134 bi-level coaches, and a fleet of work locomotives and other maintenance rolling stock. Rolling stock investments play a crucial role in the customer experience by improving on-time performance while providing a safe, reliable, and comfortable passenger environment. To ensure high-level reliable performance, the LIRR is proceeding with the procurement of new rail cars that will allow for reduced maintenance and repair costs.

Ongoing:

M9/M-9A Procurement

The procurement of the M-9/M-9A cars will enable the LIRR to provide cars for ESA Opening Day service and M-3 replacement using funds provided under two MTA Capital Programs for the M-9 cars and ESA Funds for the M-9A cars (Federal Procurement), as follows:

- A contract was awarded to Kawasaki Rail Car in September 2013 for a base order of 92 M-9 cars and up to 584 LIRR/MNR option cars. The award was in the amount of \$1.8B, including options. The project is currently in the Pilot Car Testing Phase. The Pilot car phase began with the cars being testing in Pueblo, Colorado and continues on LIRR property. The LIRR exercised its first option for an additional 110-cars on July 13, 2017.
- The original M-9A Phase 1 Request for Proposal (RFP) was advertised/released Tuesday, November 21, 2017 for the design, manufacturing, testing, and delivery of a minimum of 60 and up to 160 M-9A married-pair cars structured as a base order with options. The original M-9A Phase RFP was retracted due to a change in the Scope of Work and lack of competition. The revised Scope of Work includes the inclusion of (i) MNR Technical Specification Addendum, (ii) LIRR Locomotive Hauled Married Pair coach cars, and (iii) decommissioning of the M-3 fleet. The Phase I RFP was re-issued on October 2018. Phase I proposals were received on December 12, 2018 and are currently under review. The 160 M-9A cars are identified in the Full Funding Grant Agreement (FFGA) and funded by the ESA project.

Tier IV Low Emission Diesel Locomotives (LEDL) Procurement

The procurement of the LEDL's will enable the LIRR to replace its existing fleet of Work Locomotives, which are beyond their useful life.

- The project is for the design, manufacturing, testing, and delivery of up to 28 locomotives for use by the LIRR and for use by New York and Atlantic Railway (NYAR).
- The project has been advertised and is currently awaiting release of the Phase 2 Request for Proposal (RFP) – Technical and Price proposals.
- The base order consists of 12 LIRR locomotives and 2 NYAR locomotives with options of 8 additional LIRR and 6 additional NYAR locomotives.
- Funding for the LIRR base locomotives is included in the MTA 2015 – 2019 Capital Program with options being funded in the MTA 2020-2024 Capital Program. Funding for the NYAR locomotives is provided through grant funds from the New York State Department of Transportation.

ESA Diesel Protect Locomotive Procurement

The procurement of the protect locomotives is essential to support rescue moves and future maintenance within the ESA tunnels. These locomotives will be designed to meet the restrictive clearance requirements of the ESA tunnels.

- The project is for the design, manufacture, testing, and delivery of locomotives to support rescue moves and future maintenance.
- The project has been advertised and is currently awaiting receipt of Phase 1 proposals, which are due in January 2019.
- Funding for the locomotives is identified in the Full Funding Grant Agreement (FFGA) and funded by the ESA project.

2. Stations

The LIRR operates 11 rail branches and serves customers at 124 stations in Nassau and Suffolk Counties and New York City. Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system; it also recognizes the integral role stations play in defining communities across Long Island and neighborhoods in Queens and Brooklyn.

Ongoing:

Nostrand Ave Station Rehabilitation - \$28.1M

- Station rehabilitation of the circa 1977 elevated Nostrand Ave Station. Work includes replacement of the station platforms, railings and canopy roofing system, replacement of the four overpasses and platform stairs, installation of two new elevators, along with replacement of and upgrades to the station lighting, electrical and communication systems, CCTV security cameras, and signage. Construction is currently underway and is forecasted for completion in October 2019.

Hicksville North Siding - \$50.6M

- This project will modify signal relays and install third rail power to connect existing north siding in Hicksville with station track #1 for main track operations; construction of approximately 6,200 linear feet of new track which will provide infrastructure to support additional Manhattan-bound train trips from Hicksville, and provide an alternative routing in case of maintenance, construction or service disruption at Hicksville. Also, the existing North Track Siding will be upgraded to Main Line track standards. Construction began in July 2016 and is scheduled to be completed in September 2020.

Stations Initiatives

- **Phase 1 - \$93.9M:** East Hampton, Merrick, Bellmore, Deer Park, Brentwood, Farmingdale, Syosset, Stony Brook
 - Construction began in February 2018 and is forecasted for completion in January 2020.
- **Phase 2 - \$26.6M:** Bayside, Great Neck, Baldwin, Ronkonkoma, Valley Stream, Northport
 - Construction began in April 2018 and is forecasted for completion in June 2019.

Murray Hill Station New Elevators - \$11.5M

- The project will construct two new elevators at this station, located on the Port Washington Branch in Queens. Work includes two new elevator shafts, machine rooms, associated cut-back and reinstallation of retaining walls, new ADA compliant tactile warning strips on platform edges, lighting in area surrounding the elevators, CCTV security cameras, signage, and bird control. Construction began in December 2017, with construction completion anticipated for September 2019.

3. Track

MTA Long Island Rail Road has 515 miles of main line track and 156 miles of yard and siding track. Track investments are prioritized based upon the condition and utilization of the track components.

Ongoing:

East River Tunnel Track Rehabilitation - \$43.2M

- At the completion of this Amtrak-managed project, the track structure and drainage system in East River Tunnel (ERT) Lines 3 and 4 will be completely rehabilitated, reducing ponding water and bringing the entire track structure into a state of good repair. ERT Line 3 was completed in September 2016. No work took place in 2018 due to unavailability of weekend outages for this project. Priority outages were taken by the Moynihan and ESA Projects, and Amtrak State of Good Repair and maintenance.
- ERT Lines 3 and 4 will be renewed by removing and replacing the track with new continuous welded track rails and ballast, impedance bonds and insulated joints. The drainage troughs will be completely flushed out and new drain cover gratings will be installed.
- This effort will span multiple capital programs. Track infrastructure in Lines 1 and 2 is expected to be renovated as part of a future total interior tunnel rebuilding project, which will address Superstorm Sandy related infrastructure damage in these two tunnel lines. This track rehabilitation effort requires significant track outages and the goal is to utilize outages scheduled for East Side Access construction and the Moynihan Station development, in order to progress work in the tunnels.

Annual Track Rehabilitation Program (2015-2019) - \$344.8M

The 2015-2019 Capital Program continues the LIRR's cyclical track rehabilitation efforts, which renews track components system-wide, include wood and concrete railroad ties, track, ballast, rail profiling, rail grinding, rail tampering, grade crossing renewals, and switch renewal and replacement.

4. Line Structures

LIRR Line Structures are comprised of 640 bridges, 30 viaducts and 4 tunnels which allow for railroad travel across the region's waterways, highway crossings, and dense urban and suburban areas. Through a combined mix of capital and operating solutions, the LIRR cost-effectively preserves safe structural conditions in support of on-time performance and system reliability goals.

Ongoing:

Flushing Main Street Bridge Renewal - \$3.5M

- Renewal of Flushing Main St Bridge on the Port Washington Branch in Queens. The scope of work includes new bearings and bridge deck waterproofing, repairs to the concrete underdeck, girders, parapets, piers, abutments, and ornamental cladding. Construction began in April 2017 and is anticipated to be completed in November 2019.

North Main Street and Accabonac Road Bridge Replacements - \$21.1M

- Project replaces two LIRR bridges over North Main Street and Accabonac Road in East Hampton on the Montauk Branch. These bridges each carry one railroad track over two lanes of vehicular traffic. Work includes new bridge structures, abutments, retaining walls, and site drainage. The new bridges and track will be installed at higher elevations to increase vertical roadway clearance. Construction began in May 2017 and is projected for completion in November 2019.

Webster Avenue Bridge Replacement - \$2.4M

- This project provides for the preliminary design of a replacement bridge for the Webster Avenue vehicular bridge over the LIRR Port Washington Branch in Manhasset. Preliminary design start was November 2017 with the completion of the preliminary design forecasted for March 2019.

Wreck Lead Bridge Rehabilitation - \$2.0M

- Project entails the mechanical rehabilitation of the movable bridge components for the Wreck Lead Bridge over Reynolds Channel on the Long Beach Branch, between Island park and Long Beach. Design began during November 2017 and design completion is forecasted for March 2019. Construction start is forecasted for August 2019.

Springfield Boulevard & Union Turnpike Bridge Rehabilitation - \$7.4M

- At the Springfield Boulevard Bridge, this project will undertake repairs to the girders, platform support steel brackets, platform stubs, and parapet concrete, removal of the existing concrete platforms, light poles, conduits, and concrete, and replacement of the passenger platforms. At the Union Turnpike Bridge, this project will undertake rehabilitation of bearings, removal and replacement of partial bridge seat and pedestals, and repairs to the back wall. Construction began during July 2018 and is forecasted for completion in August 2019.

Lynbrook & Rockville Centre Viaducts - \$12.0M

This project will undertake repairs to the concrete parapet walls, concrete piers, parapet railings, underdeck spalls, expansion joints, concrete encasements, cracks, and other existing utilities. The scope of work also includes rehabilitating the existing drainage system and installing troughs to collect water and transfer it to existing drains. The design began in March 2017 and forecasted for completion in March 2019.

5. **Communications**

The communication systems transmit information between trains and operational control centers including train dispatchers, train crews, tower operators and others involved in the movement of trains, while also providing information to LIRR customers. By investing in the communication infrastructure, including rehabilitation/replacement of assets based upon functionality, condition and technological obsolescence, the LIRR is able to ensure that the vital communication service, which contributes to safety, on-time performance and customer satisfaction, continues.

Ongoing:

Communications Pole Line Replacement - \$5.7M

Fiber Optic Network - \$34.5M

Station Platform CCTV Cameras - \$1.2M

6. **Signals**

Signal assets allow the safe operation of trains system-wide at high speeds in close proximity – currently 740 scheduled trains each weekday. Previous investments have modernized high traffic interlockings in Queens and Valley Stream, going from 1930s relay technology to 21st century microprocessor technology. Signal modernization continues with additional planned microprocessor upgrades, emphasis on normal component replacement, as well as upgrading dark territory and automatic block territory to automatic speed control territory.

Ongoing:

Signal Normal Replacement Program - \$30.0M

As part of the 2015-2019 Capital Program, signal system normal replacement work is ongoing, which targets various elements of the signal infrastructure system-wide. This include replacement and upgrading of cables, batteries, switches, signals, huts and cases, grade crossing equipment, and other signal system components.

Centralized Train Control – \$17.9M

- The relocation of the Movement Bureau from the Jamaica Main Building into the Jamaica Central Control (JCC) is a critical first step towards realizing the LIRR's vision for Centralized Train Control.
- This project will fit-out the space within the JCC to allow the Movement Bureau to be relocated into a modernized facility.

Construction is ongoing, with completion forecasted for mid-February 2019.

Positive Train Control (PTC) - \$ 443.8M (Funded Over Multiple Capital Programs)

PTC systems are designed to prevent train-to-train collisions, over-speed derailments, train incursions into work zones, and the movement of train through a wrongly positioned switch. The LIRR is implementing a PTC program to meet the PTC requirements of the Rail Safety Improvement Act of 2008 (the PTC Act). The railroads existing train-control systems cover a substantial portions of those requirements, and the LIRR is currently overlaying the Advanced Civil Speed Enforcement System II (ACSES II) onto their current train-control systems to provide those required safeguards not already covered.

PTC Requirements. The PTC Act of 2008 originally required full implementation of PTC for all LIRR main line track and rolling stock by December 31, 2015. That deadline was revised by Congress to December 31, 2018. However, if the railroads fulfill certain specified requirements by the end of 2018, they qualify for an Alternative Schedule, with an extension for full implementation of their PTC systems by December 31, 2020. To receive this extension, the railroads must have met all of the following requirements by December 31, 2018:

- a) Acquired the necessary spectrum;
- b) Completed the installation of all the necessary on-board and wayside hardware to implement their PTC systems;
- c) Completed the development of their PTC training program and trained a sufficient number of employees to support PTC operations on lines in Revenue Service Demonstration (RSD);
- d) Initiated RSD on one territory, or received approval of substitute criteria, as authorized by the Federal Railroad Administration (FRA);
- e) Updated their PTC Implementation Plan with an Alternative Schedule. The Alternative Schedule outlines the schedule and sequence for commissioning the railroads' remaining (non-RSD) territories, a date for the submission of their PTC Safety Plan, and a completion schedule for full interoperability with tenant railroads.
- f) Provided written notification and supporting documentation to the FRA attesting that the railroads have met the above statutory requirements, along with a final date for full PTC implementation prior to December 31, 2020.

PTC Program Status. As of November 30th, 2018, LIRR has met all of the statutory requirements for PTC compliance utilizing their substitute criteria approval which was submitted as a risk mitigation measure. Progress to date includes the following:

- a) Acquired all the necessary spectrum to implement the PTC system.
- b) LIRR had completed all required hardware installations by October 2018.
- c) Completed the necessary training to support RSD, as of the end of October 2018.
- d) Received conditional approvals of RSD application. LIRR initiated RSD on the Port Washington branch in December 2018.
- e) LIRR finalized their Alternative Schedule and submitted their revised PTC Implementation Plan with this schedule in November. Full implementation of the PTC system will be completed by December 31, 2020.
- f) LIRR submitted their written notification to the FRA in November 2018, confirming that they will achieve full PTC implementation by December 31, 2020.

In addition to the requirements of the PTC Act, LIRR is implementing a new Roadway Worker Protection Systems, which provide for control of work zone protection by workers on the site.

7. Shops & Yards

Currently, the LIRR operates 5 shops and 26 yards. These assets ensure proper storage, cleaning, inspection, repair and maintenance of the fleet in support of the Reliability Centered Maintenance (RCM) Program.

Ongoing:

Morris Park Diesel Locomotive Shop Improvements - \$102.3M

- Project provides for the replacement / upgrade of the Morris Park Shop in Queens, which is utilized to maintain and overhaul diesel locomotives. Work includes new maintenance bays and associated work areas, employee facilities, parts storage and wayside power for storage tracks. Site preparation work has been performed, in preparation for the effort that will be undertaken by a design-build contractor. Construction began during December 2017 with construction completion anticipated for March 2020.

Mid-Suffolk Yard - \$128.0M

- Project constructs a new Mid-Suffolk Yard, to inspect, repair, clean, maintain and store electric trains. The yard includes a new lead track interlocked signals, switches and crossovers and 11 electrified train storage tracks for 12-car consists. Also included is construction of a new employee facility. The Preliminary 30% Design for the new yard was completed in December 2016, with construction starting in December 2017. The construction completion is forecasted for March 2020.

8. Power

Train service within the LIRR's electric territory relies upon a network of infrastructure which includes 109 substations/breaker houses, and 353 miles of third rail system-wide to deliver the traction power supply necessary for train operations.

Ongoing:

Richmond Hill Substation Replacement - \$16.6M

- Installation of a new substation and associated equipment and components to replace the existing substation which is at the end of its useful life. Construction began on during October 2015 and is scheduled to be completed in February 2020.

Penn Station Substation - \$38.2M

- New AC-DC traction power substation to replace the existing Penn Station Substation. Preliminary design for the new substation was completed in March 2017, with construction start anticipated for June 2019.

Substation Replacements - \$59.1M

- Project provides for the replacement of the following substations, which are operating beyond their useful life and are in need of replacement: Meadowbrook, Bellmore, and Ocean Avenue. Design work began in March 2016 and is ongoing, with Meadowbrook substation being the first substation to enter the construction phase. Construction of Meadowbrook Substation is ongoing. Award of a construction contract for Ocean Ave, with a contract option for Bellmore, is anticipated to be awarded in June 2020.

9. Superstorm Sandy

On Monday, October 29, 2012, the New York region suffered the devastating effects of Superstorm Sandy. For MTA LIRR, damage and storm-related impacts were most pronounced in four key areas: East River Tunnels, West Side Yard, Long Island City Yard, and the Long Beach Branch. Infrastructure replacement and/or major rehabilitations are crucial to ensure the long term operational reliability of service in the parts of the Railroad that were heaviest hit by Superstorm Sandy. In 2013, restoration projects were added to the MTA's 2010 - 2014 Capital Program.

Superstorm Sandy Restoration Projects

Restoration Projects	Cost (\$M)
East River Tunnel Signal System & Infrastructure (upcoming)	\$121.8M
Wreck Lead Bridge Systems (completed)	\$14.9M
Long Beach Branch Systems Restoration (ongoing)	\$68.7M
West Side Storage Yard Restoration (ongoing)	\$41.1M
Long Island City Yard Restoration (ongoing)	\$24.3M
Substation Replacements (completed)	\$50.2M
1st Avenue Substation Restoration (completed)	\$8.4M
Long Island City Substation (completed)	\$0.9M
Infrastructure / System Upgrades (various locations) (completed)	\$6.8M

Superstorm Sandy Resiliency Projects

The LIRR is currently progressing three Superstorm Sandy Resiliency projects, with one project already completed:

River to River Rail Resiliency Project - \$90.4M (FTA Competitive Resiliency Funds)

- West Side Yard Perimeter Protection: Construct a barrier around the West End of the yard to prevent Hudson River floodwaters from entering the yard.

- East River Tunnels Walls: Queens Portal Flood Barriers: Construct flood barriers to protect the East River Tunnels entrance portals in Queens, near LIRR’s Hunterspoint Avenue Station.

Long Island City Yard Resiliency – \$21.6M (FTA Competitive Resiliency Funds & FTA Local Priority Resiliency Funds): Protects yard against flooding, storm surge and extreme weather – including installing sump pumps, retention manholes, drainage systems, and a flood wall.

Emergency Management Equipment – \$20.0M (FTA Local Priority Resiliency Funds): Purchase of Emergency Equipment that will improve LIRR’s preparedness and ability to recover following extreme weather events.

Atlantic Avenue Tunnel Mitigation – \$9.9M (FTA Local Priority Resiliency Funds): Mitigation of the infiltration of rain and flood water into the Atlantic Tunnel by elevating selected ventilation grates located in the roadway median of Atlantic Avenue in Brooklyn and Queens. In addition, the project will upgrade 14 underground pump rooms and replace/upgrade pumps throughout the length of the tunnel. Construction was completed in 2018.

10. East Side Access Readiness

The LIRR is progressing capital projects aimed at supporting future train service to Grand Central Terminal. Identified for many years as East Side Access Readiness projects, these efforts will provide benefits for today’s commuters as well as those who in the next decade will travel to Grand Central. The projects include pocket tracks in Massapequa and Great Neck, a track extension project in Port Washington, a yard and construction of an additional platform in Jamaica. The LIRR’s readiness infrastructure improvements support current and future ridership growth opportunities, as shown:

Projects	Cost	Construction Starts
Jamaica Capacity Improvements (phase 1)	\$301.7 M	May 2014 (award)
Mid Suffolk Train Storage Yard	\$128.0 M*	December 2017
Great Neck Pocket Track	\$25.4 M	October 2014
Massapequa Pocket Track	\$19.6 M	June 2014
Port Washington Yard Track Extensions	\$12.1 M	Mid- 2020
TOTAL	\$445.3 M	

**Reflects funding in both the 2010-2014 and the 2015-2019 Capital Programs*

11. Enterprise Asset Management

LIRR is devoted to delivering safe, reliable and on time service in a sustained way. Enterprise Asset Management (EAM) provides key enablers including modern technologies to optimally manage train equipment and the infrastructure on which the trains traverse. EAM will provide agency decision makers with timely and accurate information regarding asset condition, cost, performance and reliability. This will ensure asset investments and maintenance efforts focus on areas of the transportation system that deliver the greatest benefits to customers.

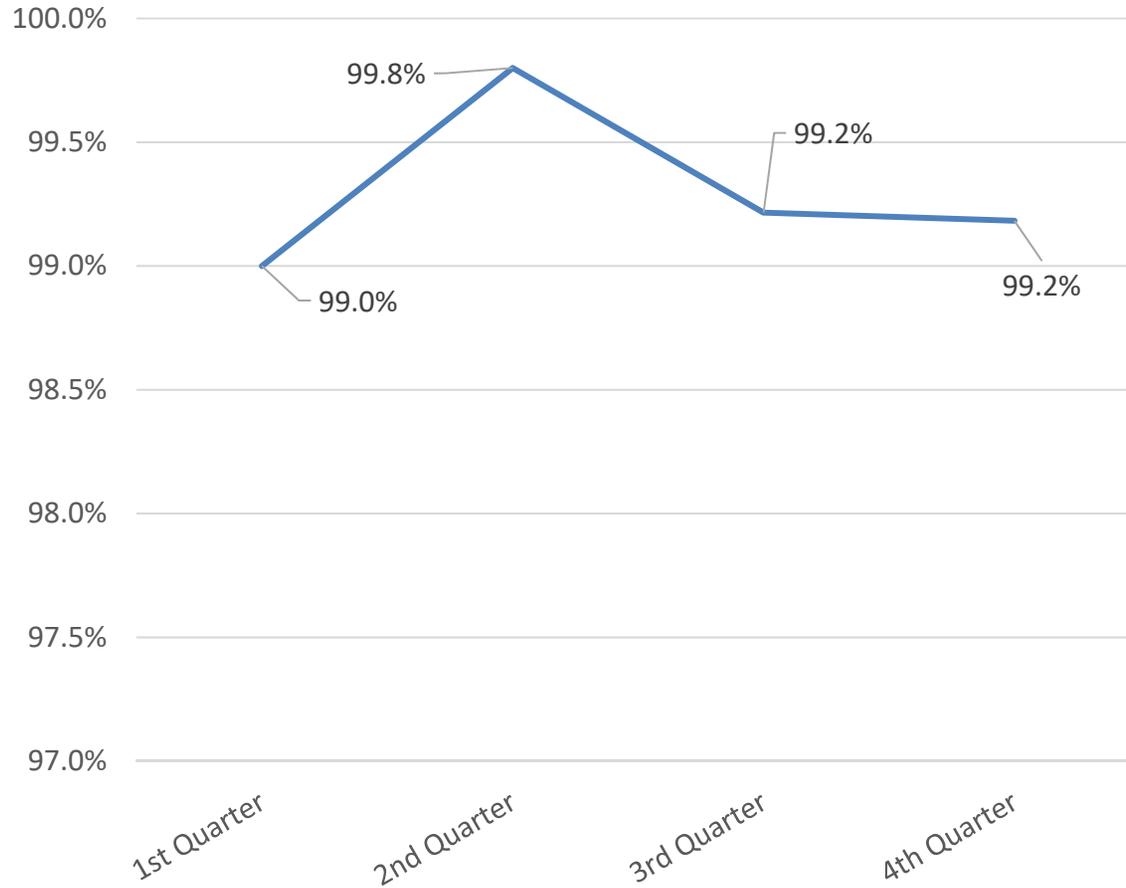
During 2018, EAM coordinated with various departments, including Strategic Investments and Maintenance of Equipment, to accomplish several key initiatives including the development of a regulatory driven transit asset management plan. Further, EAM successfully digitized several regulatory and non-regulatory inspections. The EAM department at LIRR pursued increased registration of physical assets in newly configured physical asset information management systems. These initiatives build the foundation for enhanced digital asset tracking and condition management in the future.

Long Island Rail Road Elevator/Escalator

2018 Annual Report



2018 Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

2018 Elevator Availability by Station (Goal 98%)

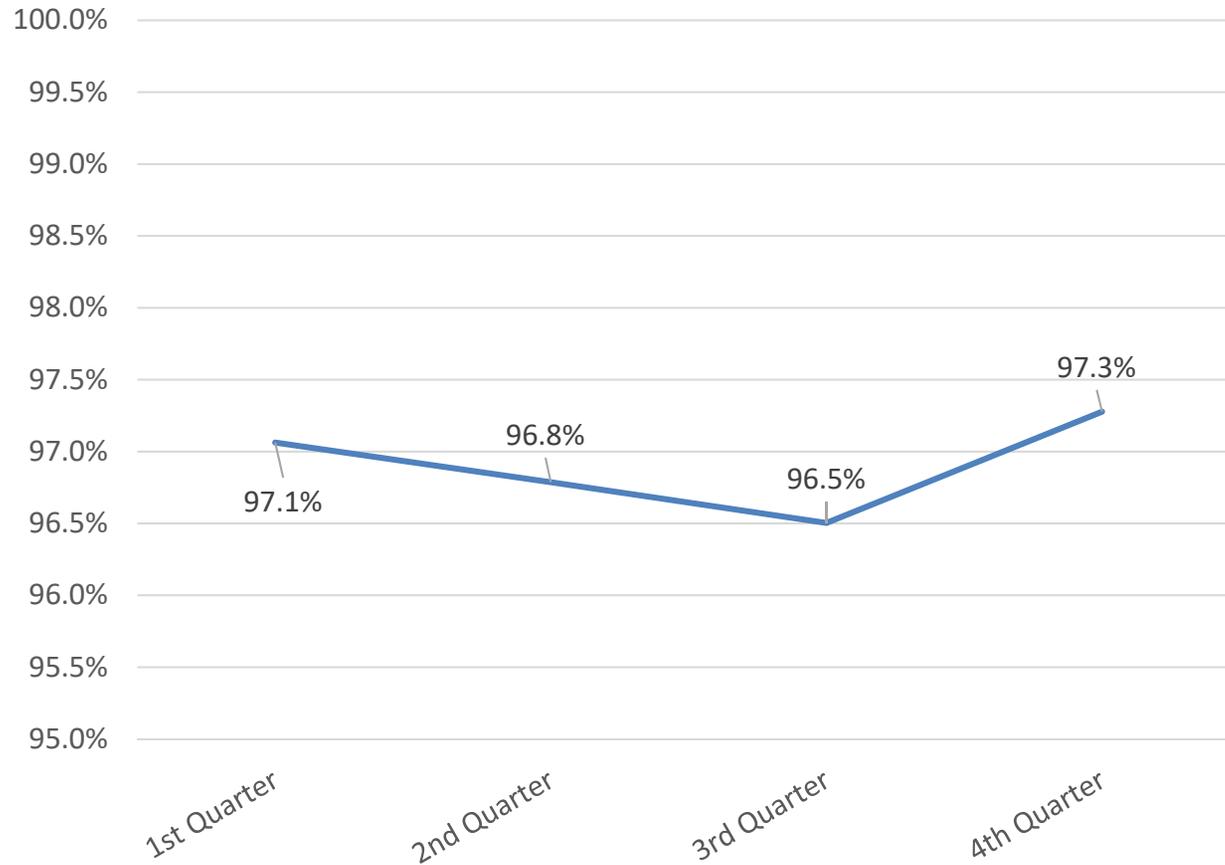
Branch/Station	Availability	Branch/Station	Availability
BABYLON		HEMPSTEAD	
Babylon (A)	99.6%	Queens Village (A)	99.6%
Babylon (B)	99.6%	Queens Village (B)	99.5%
Baldwin	98.6%	FAR ROCKAWAY	
Bellmore	98.4%	Valley Stream	99.4%
Freeport	99.6%	Rosedale	99.6%
Massapequa	99.5%	PORT JEFFERSON	
Merrick	99.2%	Hicksville (A)	98.9%
Rockville Centre	99.0%	Hicksville (B)	99.1%
Seaford	99.6%	Mineola Garage 1	99.1%
Wantagh ⁽²⁾	90.3%	Mineola Garage 2 ⁽³⁾	97.7%
PORT WASHINGTON		LONG BEACH	
Great Neck (A)	99.6%	Lynbrook (A)	99.5%
Great Neck (B)	99.4%	Lynbrook (B)	99.5%
Auburndale	99.6%	CITY TERMINAL	
Flushing (A)	98.8%	Atlantic Terminal 1	99.4%
Flushing (B)	98.3%	Atlantic Terminal 2	99.0%
RONKONKOMA		Woodside 415x	98.8%
Ronkonkoma (A)	99.3%	Woodside 418x	99.6%
Ronkonkoma (B)	98.8%	Woodside 419x	99.4%
Ronkonkoma (C)	98.4%	Penn 34S-ELV-P34 ⁽¹⁾	98.4%
Ronkonkoma Garage 1	99.2%	Penn CEN-ELV-P-7 ⁽¹⁾	99.8%
Ronkonkoma Garage 2	99.1%	Penn CEN-ELV-P-8 ⁽¹⁾	99.4%
Wyandanch 1	99.7%	Penn CEN-ELV-P-9 ⁽¹⁾	99.6%
Wyandanch 2	99.6%	Penn CEN-ELV-P10 ⁽¹⁾	99.9%
Wyandanch 3	99.8%	Penn CEN-ELV-P11 ⁽¹⁾	99.7%
Wyandanch A	99.5%		
Wyandanch B	99.1%		

(1) Penn Station data provided by Amtrak

(2) Wantagh Elevator placed in service 2/26/18 – below goal due to warranty issues with the rupture valve

(3) Mineola Garage Elevator 2 below goal due to Kone proprietary controller issues

2018 Passenger Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

2018 Escalator Availability by Station (Goal 97%)

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION ⁽¹⁾	
Babylon A (W/B) ⁽²⁾	94.3%	Valley Stream	97.4%	Penn 34S-ESC-34A	98.9%
Babylon B (E/B)	97.2%	PORT JEFFERSON		Penn 34S-ESC-34B	99.5%
Lindenhurst	97.5%	Hicksville A (W/B)	99.3%	Penn 34S-ESC-34C ⁽⁸⁾	90.2%
Copiapue ⁽³⁾	95.7%	Hicksville B (E/B)	99.1%	Penn EXI-ESC-09E ⁽⁹⁾	88.0%
Amityville ⁽⁴⁾	96.7%	LONG BEACH		Penn EXI-ESC-10E	99.7%
Massapequa Park	98.3%	Lynbrook	97.3%	Penn EXI-ESC-10W	99.5%
Massapequa ⁽⁵⁾	95.2%	HEMPSTEAD		Penn EXI-ESC-7EW ⁽¹⁰⁾	96.4%
Seaford	98.3%	Floral Park	97.9%	Penn EXI-ESC-8EW	99.1%
Wantagh ⁽⁶⁾	96.4%			Penn MG-ESC-011	97.1%
Bellmore	98.4%			Penn MG-ESC-1MG ⁽¹¹⁾	96.6%
Merrick	98.0%			Penn MG-ESC-2MG	97.1%
Freeport	97.5%			Penn MG-ESC-3MG ⁽¹²⁾	96.5%
Baldwin ⁽⁷⁾	95.9%			Penn MG-ESC-7MG	98.1%
Rockville Center	97.3%			Penn MG-ESC-8MG ⁽¹³⁾	95.0%
				Penn WEC-ESC-8WE ⁽¹⁴⁾	

(1) Penn Station data provided by Amtrak

(2) Babylon A (W/B) below goal due to scheduled step chain replacement and clean-down

(3) Copiapue below goal due to warranty issues with speed deviation and controller issues

(4) Amityville below goal due to a scheduled clean-down and controller issues

(5) Massapequa below goal due to water damage and scheduled clean-down

(6) Wantagh below goal due to warranty issues with missing step fault & multiple power losses

(7) Baldwin below goal due to a defective head shaft main bearing

(8) Penn 34S-ESC-34C below goal due to controller wiring issues

(9) Penn EXI-ESC-09E below goal due to electrical problems

(10) Penn EXI-ESC-7EW below goal due to defective handrail

(11) Penn MG-ESC-1MG below goal due to handrail drive system problems

(12) Penn MG-ESC-3MG below goal due to defective handrail

(13) Penn MG-ESC_8MG below goal due to defective handrail

(14) Penn WEC-ESC-8WE was taken out of service for the Moynihan Project

2018 Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Atlantic Terminal	0	0	1
Baldwin	0	0	1
Flushing	0	0	2
Hicksville	0	0	4
Mineola	0	0	2
Ronkonkoma	0	0	4
Seaford	0	0	1
Valley Stream	0	0	2
Wantagh	0	0	6
Woodside	0	0	2
Wyandanch	0	0	2

2018 Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Amityville	0	2
Babylon	0	3
Bellmore	0	1
Freeport	0	1
Hicksville	0	3
Jamaica Station (1)	0	7
Merrick	0	3
Penn Station (2)	0	9
Rockville Centre	0	1
Valley Stream	0	1
Wantagh	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 when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2017.

- (1) Jamaica elevators and escalators maintained by the Port Authority
- (2) Penn Station elevators and escalators maintained by Amtrak

Staff Summary



Subject SPRING TRACKWORK PROGRAMS						Date March 1, 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	3/25/19				4	Sr VP – Eng.	1	President
						3	VP Mktg & PA		
						2	CTO		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules for a Trackwork Program on the Atlantic Branch supporting switch replacement at Dunton Interlocking in Jamaica, DOT overpass work on Atlantic Avenue, Nostrand Avenue Station Rehabilitation and PTC installation.

TRACK WORK PROGRAMS

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

- **Atlantic Branch Switch Replacement, 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 weekend of April 13-14, 2019, both Main Tracks being out of service for 48 hours.
 - **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 weekend of April 13-14, 2019, both Main Tracks will be out of service during operating hours, and there will be no service between Jamaica Station and Atlantic Terminal in Brooklyn. Customers may opt to travel via Penn Station and/or subway services with cross-honoring anticipated. During the course of the weekend, track switches will be replaced at Dunton Interlocking in Jamaica, DOT overpass work will continue on Atlantic Avenue, and the Nostrand Avenue Station Rehabilitation and PTC Installation projects will progress.

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.

2018 Customer Satisfaction Survey

Long Island Rail Road



Overall Context

- Overall customer satisfaction decreased to 76% from 77% in 2017.
- A record number of trackwork programs and signal improvements contributed to service changes impacting customer perceptions.
- Customer Satisfaction scores varied among branches: Ronkonkoma Branch had the largest drop as a result of extensive trackwork. The completion of the Double Track project should improve customer experience.
- “Communication During Unplanned Service Disruptions” pertaining to trains and boarding stations received large increases in satisfaction scores.
- Penn Station infrastructure repairs resulted in service disruptions.
- Train interior areas that historically scored very low, such as restrooms, are trending upward.



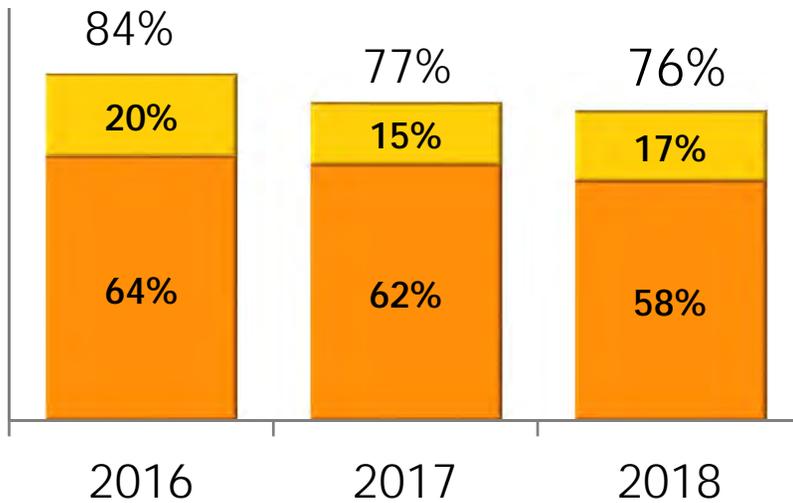
Key Findings

- Overall customer satisfaction decreased to 76% from 77% in 2017.
- The overall LIRR satisfaction scores were mixed among daypart segments: Peak (68% in 2018 vs. 69% in 2017), Reverse Peak (87% in 2018 vs. 79% in 2017), Weekday Off-Peak (78% in 2018 vs. 77% in 2017) and Weekend Off-Peak (80% in 2018 vs. 85% in 2017).
- The highest scoring attributes in 2018 were related to “Satisfaction with MTA eTix” (92%) and “Courtesy & Responsiveness of Conductors and “Professional Appearance of Conductors” both 91%.
- The satisfaction score for “On Time Performance” decreased to 71% from 73% in 2017. “Overall Train Service” also followed suit showing declines in satisfaction (75% in 2018 vs. 76% in 2017), as OTP is significantly tied to train service operations.

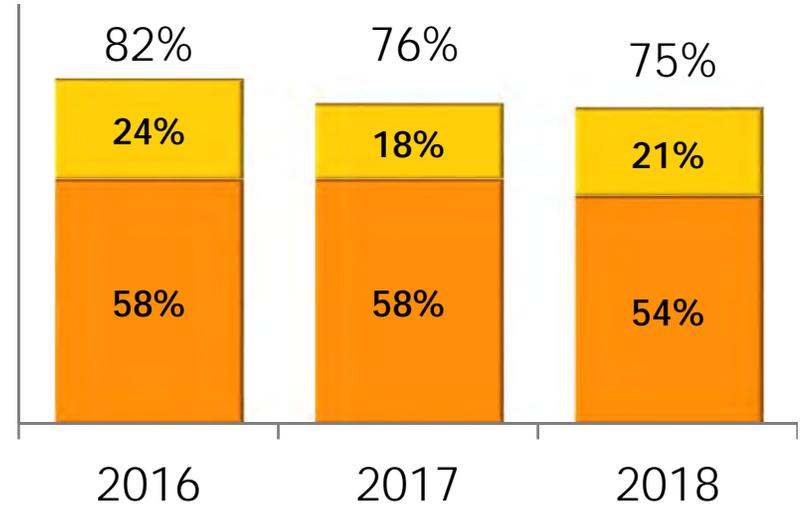


LIRR Overall Customer Satisfaction

LIRR Overall



Train Service Overall



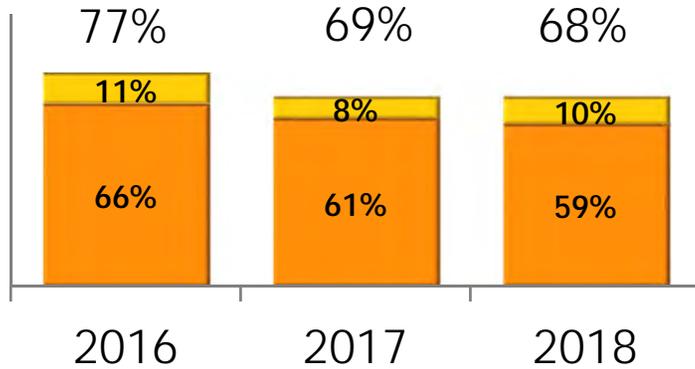
Top Area = Very Satisfied

Bottom Area = Satisfied

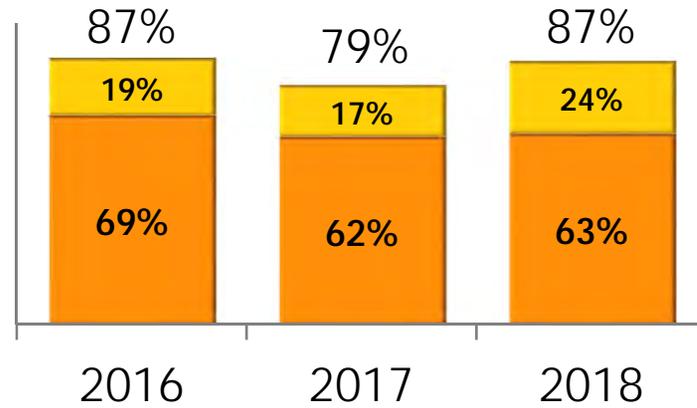


LIRR Overall Customer Satisfaction: By Time Period

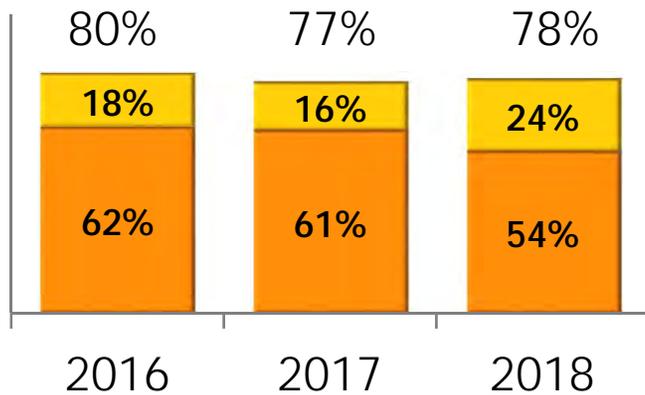
Peak



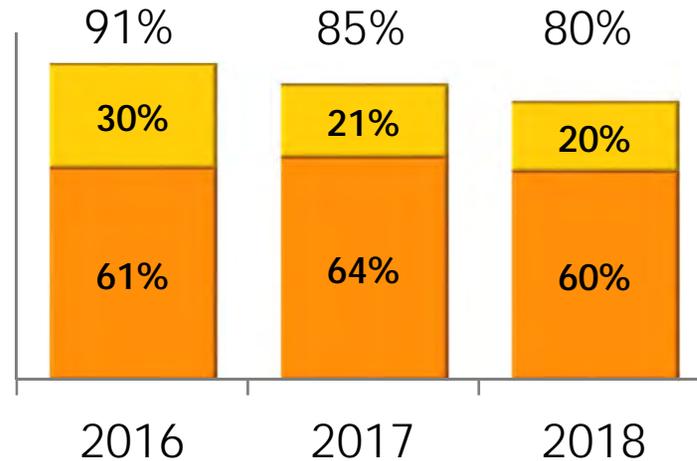
Reverse Peak



Weekday Off-Peak



Weekend Off-Peak



Top Area = Very Satisfied

Bottom Area = Satisfied

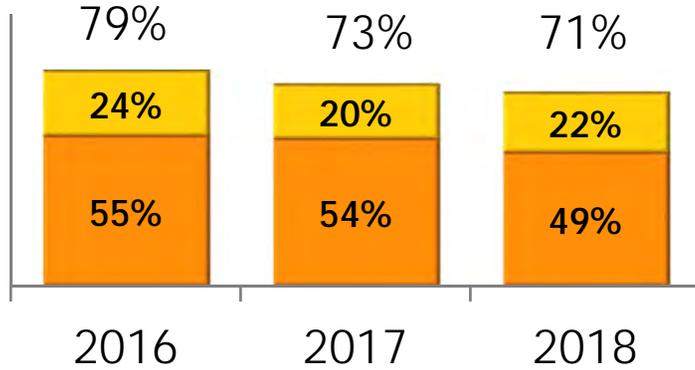
Overall Satisfaction By Branch

	2016	2017	2018	'18 vs.'17
LIRR Overall Score	84%	77%	76%	↓
Port Washington	85%	81%	86%	↑
Hempstead	81%	79%	73%	↓
West Hempstead	84%	77%	80%	↑
Huntington	82%	75%	70%	↓
Far Rockaway	87%	81%	79%	↓
Montauk	88%	74%	67%	↓
Oyster Bay	84%	74%	84%	↑
Babylon	82%	71%	75%	↑
Long Beach	85%	81%	82%	↑
Ronkonkoma (Electric)	81%	71%	59%	↓
Port Jefferson	82%	76%	78%	↑

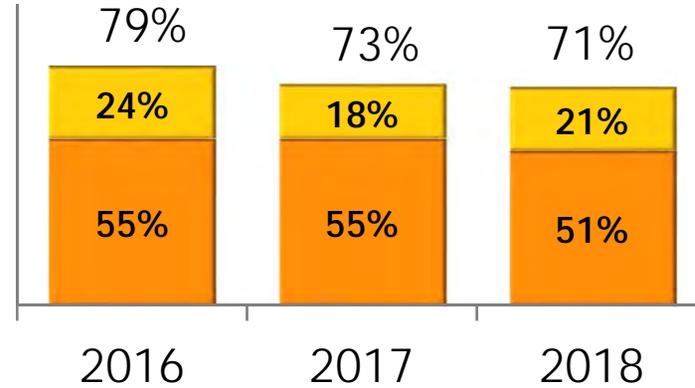


LIRR Train Service

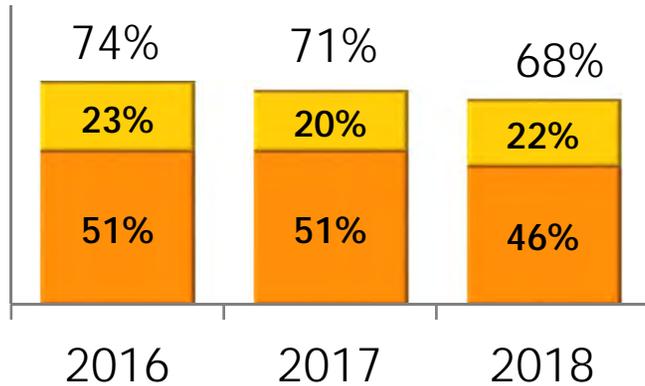
On-Time Performance



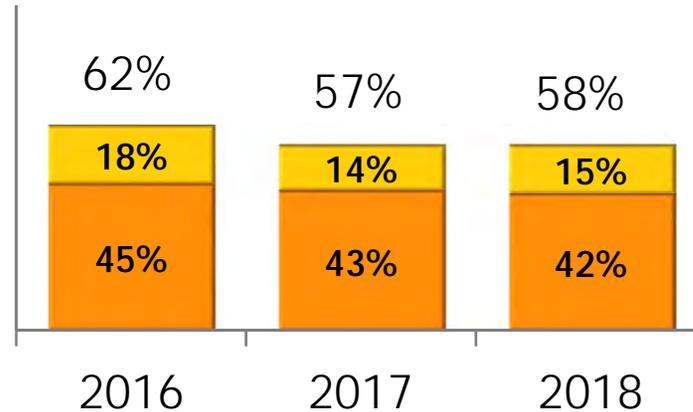
Overall Schedule Of Trains



Availability of Seats



Value for the Money Using the Railroad

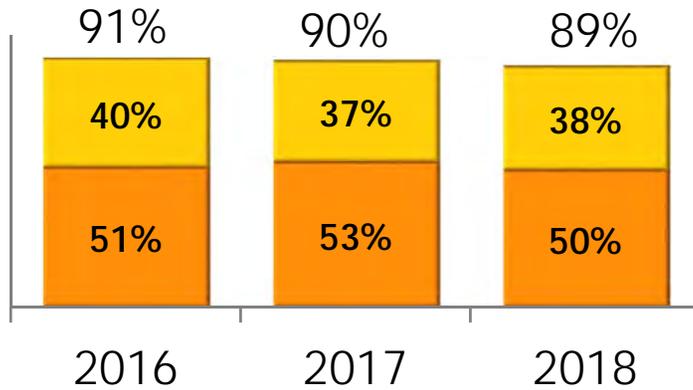


Top Area = Very Satisfied

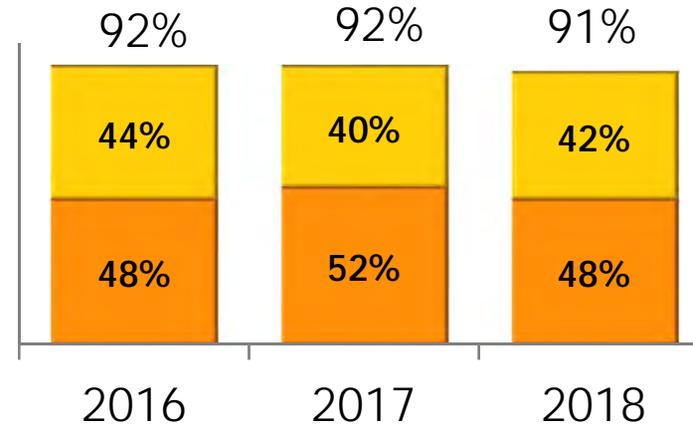
Bottom Area = Satisfied

LIRR Employees – Courtesy and Responsiveness

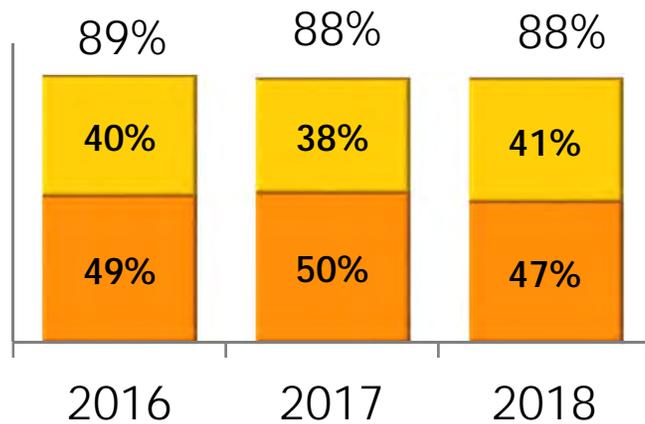
Overall



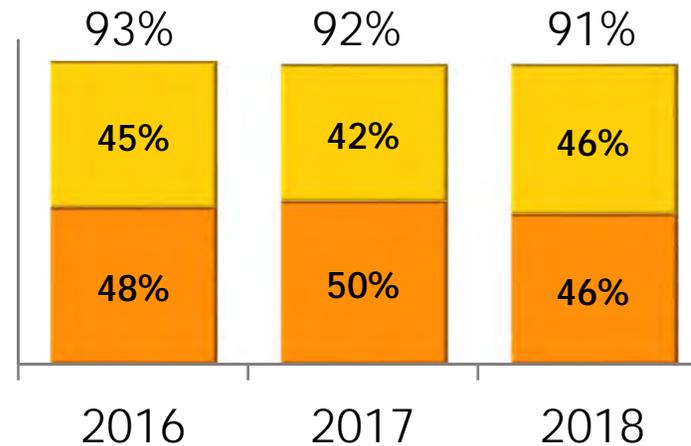
Train Conductors



Ticket Sellers



Professional Appearance of Conductors

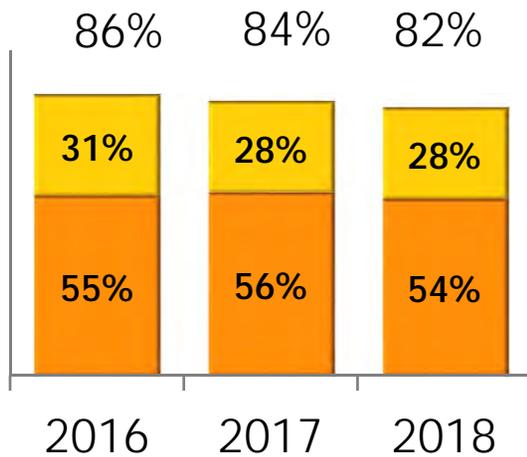


Top Area = Very Satisfied

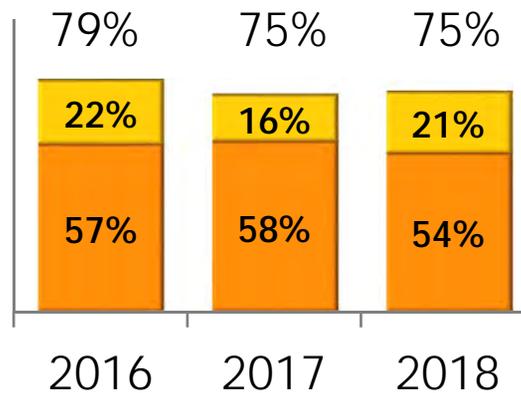
Bottom Area = Satisfied

Boarding Stations and Penn Station/Atlantic Terminal

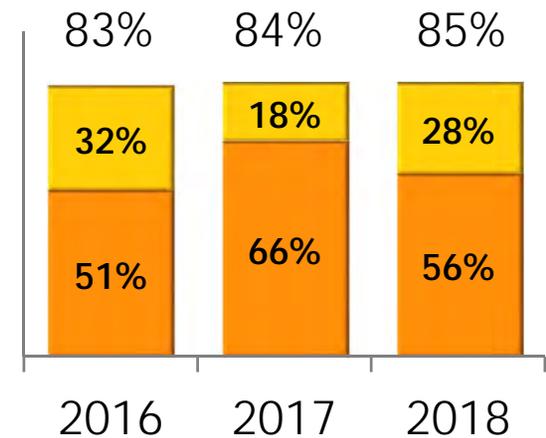
Overall Home Boarding Station



Overall Penn Station



Overall Atlantic Terminal

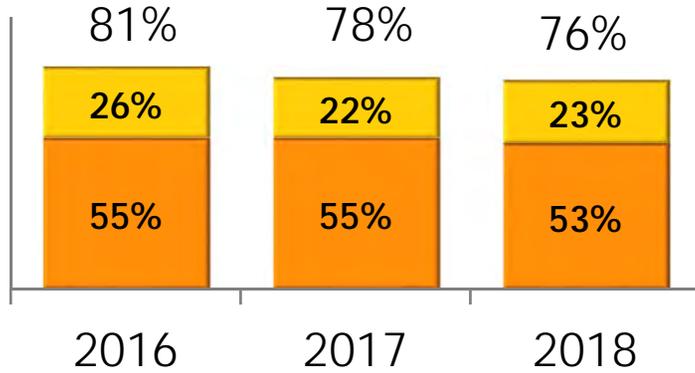


Top Area = Very Satisfied

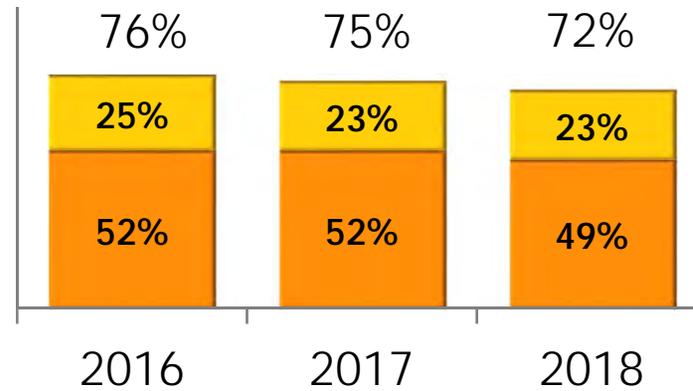
Bottom Area = Satisfied

LIRR Boarding Station

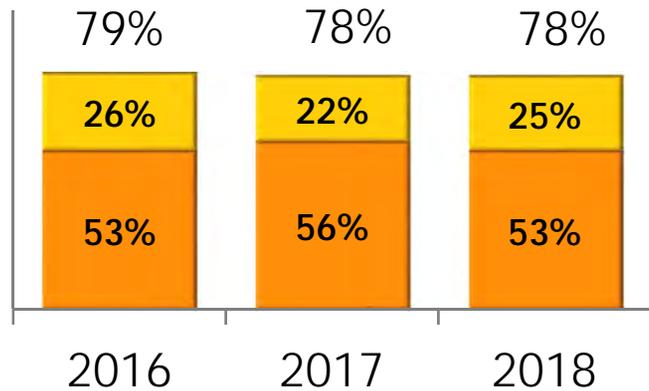
Maintenance of Station



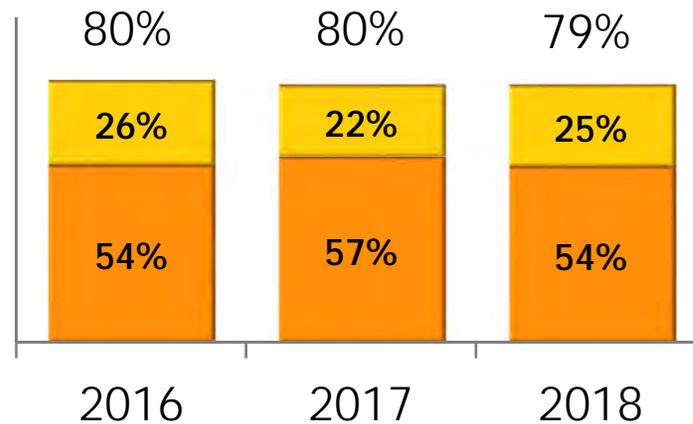
Cleanliness: Inside the Station Building



Cleanliness: Platforms & Shelters



Cleanliness: Track Area Around the Station

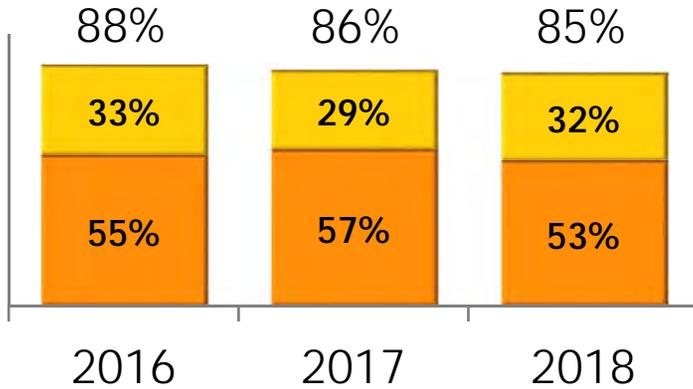


Top Area = Very Satisfied

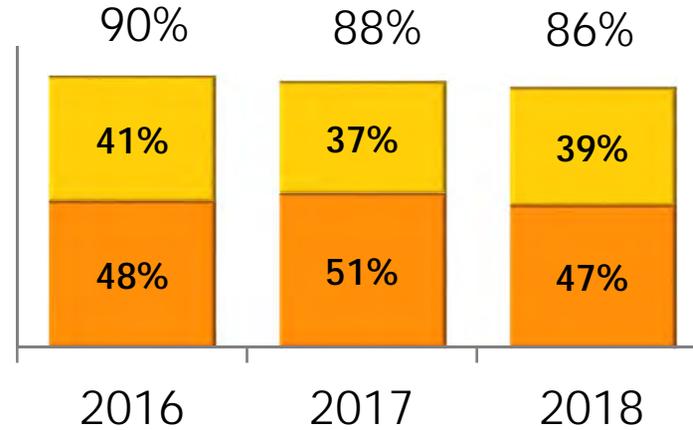
Bottom Area = Satisfied

LIRR Boarding Station

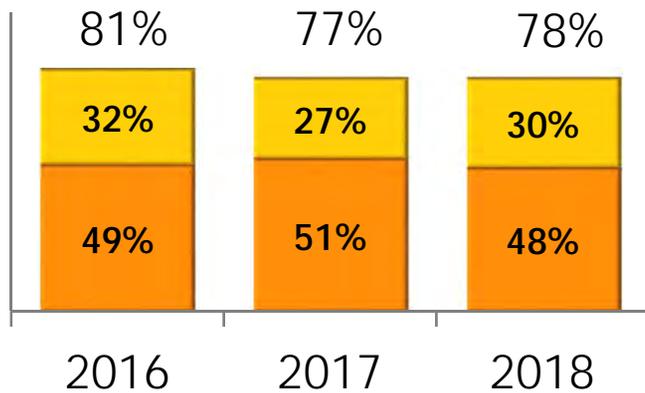
Station Signage



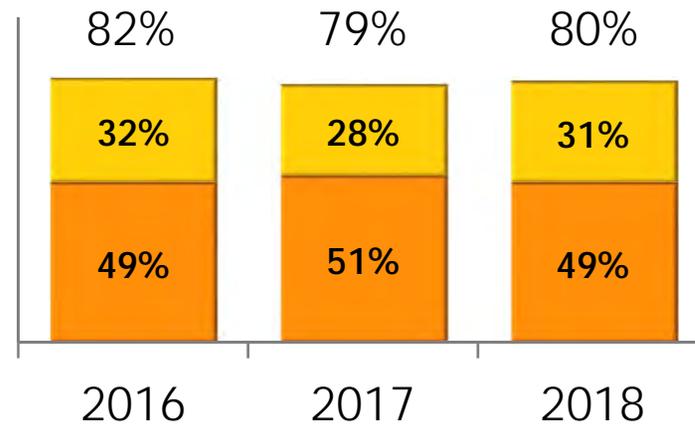
Electronic/LED Signs with Train Schedules



Sound Quality of Audio Announcements



Usefulness of Audio Announcements

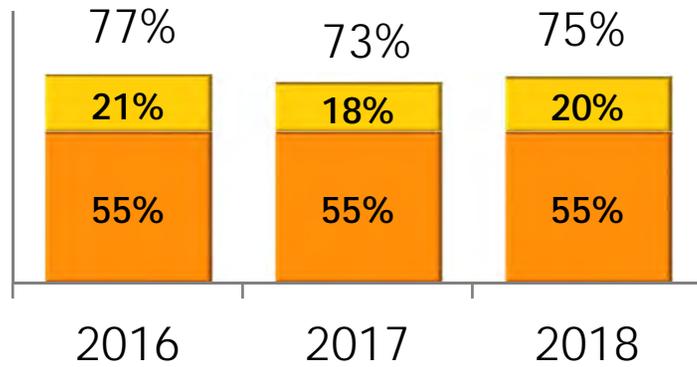


Top Area = Very Satisfied

Bottom Area = Satisfied

LIRR On-Board Conditions

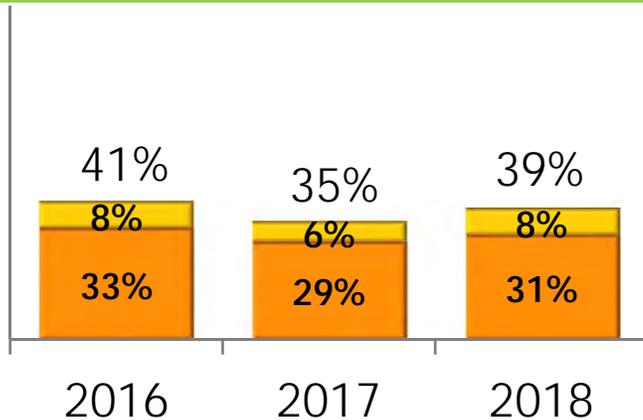
Train Interior Cleanliness



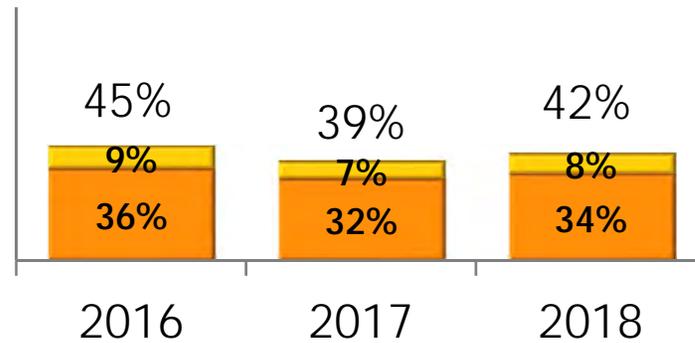
Train Interior Maintenance



Cleanliness of Restrooms



Physical Condition of Restrooms

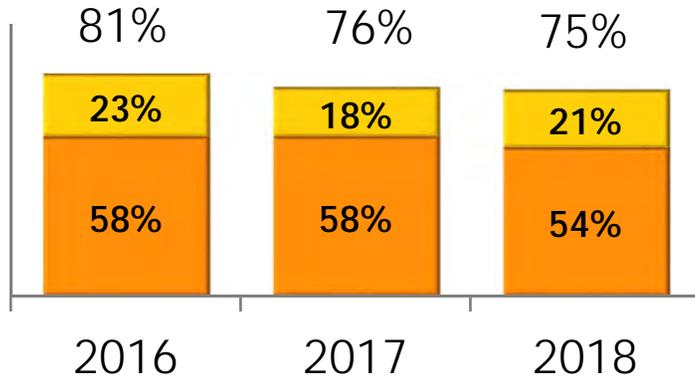


Top Area = Very Satisfied

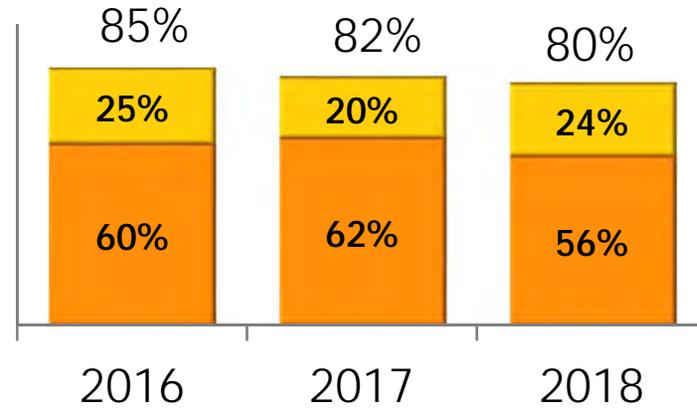
Bottom Area = Satisfied

LIRR Customer Communication

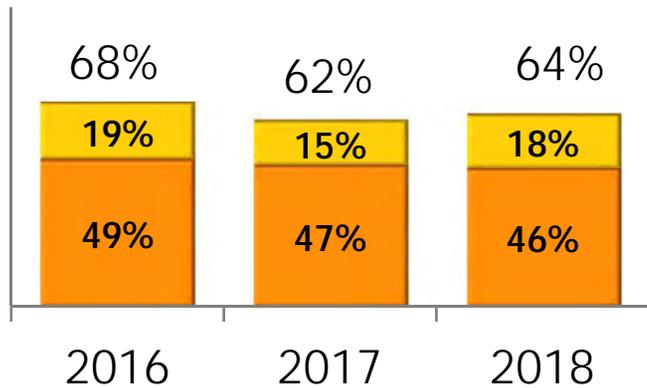
Overall Communication



Normal Service



Unplanned Service Disruptions



Planned Service Changes



Top Area = Very Satisfied

Bottom Area = Satisfied

Appendix

- Methodology
- Full Set of Attribute Ratings



Methodology

The LIRR survey used an onboard distribution methodology among a sample of trains. A total of 12,891 surveys were completed and tabulated, as follows:

	LIRR Survey			
	Total	AM Peak	Off-Peak	Reverse Peak
Completed Surveys	12,891	10,528	1,921	442
Survey dates	June 2018	June 2018	June 2018	June 2018
Trains sampled	120	88	24	8

The sample selection allowed for maximum representation of lines while keeping data collection as cost efficient as possible.

Survey data were first weighted to actual ridership levels within line segments by time period. Weighting survey data helps ensure representativeness of results.

Margin of error: $\pm 2.1\%$ at the 95% level of statistical confidence for a total satisfaction rating of 76% overall. At a 50% total satisfaction level, the margin of error is $\pm 2.4\%$.



SERVICE ATTRIBUTE RATINGS 2014-2018



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
1. Long Island Rail Road overall	84	82	84	77	76↓
Home Boarding Station					
2. Your boarding station overall	86	86	86	84	82↓
3. Personal security	85	85	84	83	82↓
4. Cleanliness inside the station building (excluding restrooms)	78	76	76	75	72↓
5. Maintenance of station	80	79	81	78	76↓
6. Station signage	88	87	88	86	85↓
7. Sound quality of audio announcements	80	81	81	77	78↑
8. Usefulness of audio announcements	NA	81	82	79	80↑
9. Electronic or LED signs with train schedules	90	90	90	88	86↓
10. Availability of parking on weekdays	61	58	57	55	56↑
11. Security of your car while parked at the station	80	78	78	79	79
12. Cleanliness of platforms and outdoor shelters	81	79	79	78	78
13. Cleanliness of the track area around the station	81	80	80	80	79↓



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
Train					
14. LIRR train service overall	84	82	82	76	75 ↓
15. On-time performance	80	78	79	73	71 ↓
16. Availability of seats	76	74	74	71	68 ↓
17. Condition of seats	79	75	75	71	73 ↑
18. Train interior maintenance – lights, floors, windows, etc. (excluding seats)	83	81	80	76	77 ↑
19. The temperature on the train	88	86	88	84	84
20. Personal security	89	88	88	85	85
21. Cleanliness of train’s interior (excluding restrooms)	78	77	77	73	75 ↑
22. Safety from train accidents	92	91	92	88	89 ↑
23. Value for the money using the railroad	61	61	62	57	58 ↑
24. Sound quality of audio announcements	78	78	77	72	72
25. Usefulness of audio announcements	NA	81	81	77	78 ↑



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
Courtesy and Responsiveness of Our Employees					
26. The overall courtesy and responsiveness of our employees	90	90	91	90	89 ↓
27. Conductors	92	92	92	92	91 ↓
28. Ticket Sellers	88	89	89	88	88
29. Customer Service Ambassadors	NA	89	89	88	87 ↓
30. Information booth and customer service office	NA	88	88	87	87
31. Personnel at Penn Station	NA	85	85	83	80 ↓
32. Customer service call center representatives	NA	82	82	78	79 ↑
33. MTA Police	NA	87	89	86	84 ↓
34. Professional appearance of conductors	NA	92	93	92	91 ↓



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
Train Scheduling					
35. Overall schedule of trains	80	78	79	73	71 ↓
36. The weekday AM and PM peak schedule to and from your station	81	79	79	76	71 ↓
37. The weekday off-peak schedule to and from your station (including late night train service)	76	76	75	71	68 ↓
38. The weekend schedule to and from your station	77	77	76	72	69 ↓
Overall Communication					
39. Overall communication to you	82	82	81	76	75 ↓
40. Overall communication during normal service conditions	85	86	85	82	80 ↓
41. Overall communication during unplanned service disruptions	70	69	68	62	64 ↑
42. Overall communication during planned service disruptions (track work, etc.)	79	80	79	74	73 ↓



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
Communication (During Normal Service Conditions)					
43. At your boarding station	86	87	85	82	83↑
44. On board your trains	86	86	85	81	83↑
45. At your destination station	87	88	87	83	84↑
46. At our website (www.mta.info/lirr)	86	86	86	82	81↓
47. Through the “service status” box on web	NA	85	84	80	80
48. Via our e-mail alerts (if you subscribe)	NA	85	83	78	80↑
49. Via our social media sites (Facebook/Twitter)	NA	85	83	78	79↑
50. Through the Train Time Mobile App. (if used)	NA	86	85	81	82↑
51. With the Automated Phone System (Schedules, Fares, etc.)	83	82	80	74	76↑



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
Communication (During Unplanned Service Disruptions)					
52. At your boarding station	69	70	67	62	65 ↑
53. On board your trains	71	71	69	64	67 ↑
54. At your destination station	73	74	71	66	68 ↑
55. At our website (www.mta.info/lirr)	75	76	73	68	69 ↑
56. Through the “service status” box on web	NA	77	74	68	68
57. Via our e-mail alerts (if you subscribe)	76	77	74	67	69 ↑
58. Via our social media sites (Facebook/Twitter)	NA	78	74	67	69 ↑
59. Through the TrainTime Mobile App. (if used)	NA	77	74	69	71 ↑
60. With the Automated Phone System (Schedules, Fares, etc.)	75	75	73	66	67 ↑



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
Destination Station					
61. LIRR destination station overall	81	81	79	76	76
62. Cleanliness of destination station/waiting room (excluding restrooms)	72	72	72	68	70 ↑
63. Personal security	80	82	80	78	77 ↓
64. Signs providing directions to and from LIRR trains	86	85	86	83	83
65. Signs providing directions to and from connecting buses or subways	83	82	83	80	80
66. Presence of MTA Police	80	84	84	82	82
67. Sound quality of audio announcements	79	79	80	75	77 ↑
68. Usefulness of audio announcements	NA	81	81	77	79 ↑
69. Electronic or LED signs with train schedules	86	87	88	86	85 ↓



	TOTAL SATISFIED				
	2014	2015	2016	2017	2018
	%	%	%	%	%
Restroom Facilities*					
70. Home Boarding Station - Cleanliness of restroom	60	49	52	47	48↑
71. Home Boarding Station - Physical condition of restroom	63	54	55	51	50↓
72. On Board - Cleanliness of restroom	55	31	41	35	39↑
73. On Board - Physical condition of restroom	58	39	45	39	42↑
74. Destination Station - Cleanliness of restroom	61	46	48	40	42↑
75. Destination Station - Physical condition of restroom	63	51	50	43	45↑
Miscellaneous					
76. Quiet commute car program	NA	76	74	74	76↑
77. Mobile tickets	NA	NA	NA	89	92↑

*2015 data reflects scores only for customers who used a restroom in the past 12 months.
 2016 data excludes station scores for West Hempstead customers.





2018 CUSTOMER SATISFACTION SURVEY

Dear Customer:

Please take a few minutes to fill out the Long Island Rail Road Customer Satisfaction Survey. Your answers to the survey will guide our efforts to provide better service to you.

Please answer each question based upon your experience with the Long Island Rail Road. Your responses will be tabulated and reported back to you.

Several survey specialists will be assigned to your train for today's trip. They are there to distribute and collect your completed questionnaire. If they miss you, or if you need more time, the questionnaire can also be returned by mail - no postage necessary.

Thank you for helping us serve you better and for riding the Long Island Rail Road.

INSTRUCTIONS:

In the first portion of this survey, please tell us how satisfied you have been with various aspects of our services over the past 12 months, beginning with the overall rating; then environment of your home station and ending when you leave the train.

Please circle one of the numbers in the scale on the next page that best reflects your opinion of our service. Circle numbers 9 or 10 to indicate you are "very satisfied" with our services and performance. Circle numbers 6, 7 or 8 if you are generally "satisfied" with our services and performance. Circle numbers 3, 4, or 5 to indicate you are generally "dissatisfied" with our services and performance. Circle numbers 1 or 2 if you are "very dissatisfied" with our services and performance.

If you are not familiar with a particular aspect, please circle NA.

2018 CUSTOMER SATISFACTION SURVEY

OVER THE PAST 12 MONTHS, HOW SATISFIED ARE YOU WITH:

LONG ISLAND RAIL ROAD OVERALL

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
1. Long Island Rail Road overall	1	2	3	4	5	6	7	8	9	10	NA

YOUR HOME BOARDING STATION

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with:											
2. Your boarding station overall	1	2	3	4	5	6	7	8	9	10	NA
3. Personal security	1	2	3	4	5	6	7	8	9	10	NA
4. Cleanliness inside the station building (excluding restrooms)	1	2	3	4	5	6	7	8	9	10	NA
5. Maintenance of station	1	2	3	4	5	6	7	8	9	10	NA
6. Station signage	1	2	3	4	5	6	7	8	9	10	NA
7. Sound quality of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
8. Usefulness of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
9. Electronic or LED signs with train schedules	1	2	3	4	5	6	7	8	9	10	NA
10. Availability of parking on weekdays	1	2	3	4	5	6	7	8	9	10	NA
11. Security of your car while parked at the station	1	2	3	4	5	6	7	8	9	10	NA
12. Cleanliness of platforms and outdoor shelters	1	2	3	4	5	6	7	8	9	10	NA
13. Cleanliness of the track area around the station	1	2	3	4	5	6	7	8	9	10	NA

YOUR TRAIN (AM & PM)

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with:											
14. LIRR train service overall	1	2	3	4	5	6	7	8	9	10	NA
15. On-time performance	1	2	3	4	5	6	7	8	9	10	NA
16. Availability of seats	1	2	3	4	5	6	7	8	9	10	NA
17. Condition of seats	1	2	3	4	5	6	7	8	9	10	NA
18. Train interior maintenance - lights, floors, windows, etc. (excluding seats)	1	2	3	4	5	6	7	8	9	10	NA
19. The temperature on the train	1	2	3	4	5	6	7	8	9	10	NA
20. Personal security	1	2	3	4	5	6	7	8	9	10	NA
21. Cleanliness of train's interior (excluding restrooms)	1	2	3	4	5	6	7	8	9	10	NA
22. Safety from train accidents	1	2	3	4	5	6	7	8	9	10	NA
23. Value for the money using the railroad	1	2	3	4	5	6	7	8	9	10	NA
24. Sound quality of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
25. Usefulness of audio announcements	1	2	3	4	5	6	7	8	9	10	NA

COURTESY AND RESPONSIVENESS OF EMPLOYEES

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with:											
26. The overall courtesy and responsiveness of our employees	1	2	3	4	5	6	7	8	9	10	NA
27. Conductors	1	2	3	4	5	6	7	8	9	10	NA
28. Ticket Sellers	1	2	3	4	5	6	7	8	9	10	NA
29. Customer Service Ambassadors	1	2	3	4	5	6	7	8	9	10	NA
30. Information Booth and Customer Service Office	1	2	3	4	5	6	7	8	9	10	NA

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with:											
31. Personnel at Penn Station	1	2	3	4	5	6	7	8	9	10	NA
32. Customer Service Call Center Representatives	1	2	3	4	5	6	7	8	9	10	NA
33. MTA Police	1	2	3	4	5	6	7	8	9	10	NA
34. Professional appearance of conductors	1	2	3	4	5	6	7	8	9	10	NA

TRAIN SCHEDULING

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with:											
35. Overall schedule of trains	1	2	3	4	5	6	7	8	9	10	NA
36. The weekday AM and PM peak schedule to and from your station	1	2	3	4	5	6	7	8	9	10	NA
37. The weekday off-peak schedule to and from your station (including late night train service)	1	2	3	4	5	6	7	8	9	10	NA
38. The weekend schedule to and from your station	1	2	3	4	5	6	7	8	9	10	NA

COMMUNICATION

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with:											
39. Overall communication to you	1	2	3	4	5	6	7	8	9	10	NA
40. Overall communications during normal service conditions	1	2	3	4	5	6	7	8	9	10	NA
41. Overall communications during unplanned service disruptions	1	2	3	4	5	6	7	8	9	10	NA
42. Overall communications during planned service disruptions (track work, etc.)	1	2	3	4	5	6	7	8	9	10	NA

Communication during normal service conditions

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with the information we give you:											
43. At your boarding station	1	2	3	4	5	6	7	8	9	10	NA
44. On board your trains	1	2	3	4	5	6	7	8	9	10	NA
45. At your destination station	1	2	3	4	5	6	7	8	9	10	NA
46. At our website (www.mta.info/lirr)	1	2	3	4	5	6	7	8	9	10	NA
47. Through the "Service Status" box on web	1	2	3	4	5	6	7	8	9	10	NA
48. Via our email alerts (if you subscribe)	1	2	3	4	5	6	7	8	9	10	NA
49. Via our social media sites (Facebook/Twitter)	1	2	3	4	5	6	7	8	9	10	NA
50. Through the TrainTime Mobile App (if used)	1	2	3	4	5	6	7	8	9	10	NA
51. With the Automated Phone System (Schedules, Fares, etc.)	1	2	3	4	5	6	7	8	9	10	NA

Communication during unplanned service disruptions

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with the information we give you about the length and cause of the unplanned service disruption:											
52. At your boarding station	1	2	3	4	5	6	7	8	9	10	NA
53. On board your trains	1	2	3	4	5	6	7	8	9	10	NA
54. At your destination station	1	2	3	4	5	6	7	8	9	10	NA
55. At our website (www.mta.info/lirr)	1	2	3	4	5	6	7	8	9	10	NA
56. Through the "Service Status" box on web	1	2	3	4	5	6	7	8	9	10	NA
57. Via our email alerts (if you subscribe)	1	2	3	4	5	6	7	8	9	10	NA
58. Via our social media sites (Facebook/Twitter)	1	2	3	4	5	6	7	8	9	10	NA
59. Through the TrainTime Mobile App (if used)	1	2	3	4	5	6	7	8	9	10	NA
60. With the Automated Phone System (Schedules, Fares, etc.)	1	2	3	4	5	6	7	8	9	10	NA

YOUR DESTINATION STATION

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
How satisfied are you with:											
61. LIRR destination station overall	1	2	3	4	5	6	7	8	9	10	NA
62. Cleanliness of destination station/waiting room (excluding restrooms)	1	2	3	4	5	6	7	8	9	10	NA
63. Personal security	1	2	3	4	5	6	7	8	9	10	NA
64. Signs providing directions to and from LIRR trains	1	2	3	4	5	6	7	8	9	10	NA
65. Signs providing directions to and from connecting buses or subways	1	2	3	4	5	6	7	8	9	10	NA
66. Presence of MTA Police	1	2	3	4	5	6	7	8	9	10	NA
67. Sound quality of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
68. Usefulness of audio announcements	1	2	3	4	5	6	7	8	9	10	NA
69. Electronic or LED signs with train schedules	1	2	3	4	5	6	7	8	9	10	NA

RESTROOM FACILITIES

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
Restrooms at your boarding station											
How satisfied are you with:											
70. Cleanliness	1	2	3	4	5	6	7	8	9	10	NA
71. Physical condition	1	2	3	4	5	6	7	8	9	10	NA
Restrooms on board your train											
How satisfied are you with:											
72. Cleanliness	1	2	3	4	5	6	7	8	9	10	NA
73. Physical condition	1	2	3	4	5	6	7	8	9	10	NA

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
Restrooms at your destination station											
How satisfied are you with:											
74. Cleanliness	1	2	3	4	5	6	7	8	9	10	NA
75. Physical condition	1	2	3	4	5	6	7	8	9	10	NA

QUIET COMMUTE CAR PROGRAM

76. Are you aware that LIRR trains contain a Quiet Commute Car during AM and PM peak periods? <input type="checkbox"/> Yes <input type="checkbox"/> No											
If yes to Q76, how satisfied are you with:											
77. The Quiet Commute Car Program	1	2	3	4	5	6	7	8	9	10	NA

MOBILE TICKETS

78. Are you aware of MTA eTix, MTA's mobile ticketing app that lets you purchase and display LIRR tickets directly on your smartphone or mobile device? <input type="checkbox"/> Yes <input type="checkbox"/> No											
If you use it, how satisfied are you with:											
79. MTA eTix	1	2	3	4	5	6	7	8	9	10	NA

IMPORTANCE OF SERVICE FACTORS

80. Please tell us which are the 5 most important aspects of the LIRR service in rank order with item 1 being most important.	
1. _____	40
2. _____	40
3. _____	15
4. _____	7.5
5. _____	7.5



ABOUT YOUR TRIP

81. At what station did you board this train today? (13)
(Please write in station name)
82. At what time is your train scheduled to depart from your boarding station today? (13)
(Please circle AM or PM) _____ AM / PM
83. How frequently do you travel on the LIRR? (13)
 6 - 7 days per week 1 - 2 days per week
 5 days per week < 1 day per week
 3 - 4 days per week Other: _____ (Please write in)
84. What type of LIRR ticket are you using today? (13)
 Monthly (purchased at station) Ten-Trip Peak
 Monthly (Mail/Ride) One-Way Off Peak
 Monthly UniTicket Ten-Trip Off Peak
 Weekly Senior Citizen/People with Disabilities
 Weekly UniTicket Employee Pass
 One-Way Peak Other: _____ (Please write in)
85. At which station will you end this trip today? (13)
 Penn Station Jamaica
 Atlantic Terminal (Brooklyn) Other: _____ (Please write in station name)
 Hunterspoint Avenue
86. What is the final destination location of your trip today? (13)
(Not the LIRR train station, but for example your office location, etc.)
 Zip Code: _____
 Address/Nearest Intersection: _____
 City/Borough/Town: _____
87. How do you typically receive your train information? (13)
 TrainTime Mobile App Social Media
 Email alerts Facebook
 Customer Service Call Center Twitter
 Representatives At our website (www.mta.info/lirr)
 Other: _____
88. Do you use paper timetables for train schedule information? (13)
 Never Sometimes Often Always
89. Where do you typically get your LIRR paper timetables? (13)
 Penn Station Some Other Home Boarding Station
 Atlantic Terminal Some Other Destination Station
 Jamaica

ABOUT YOU

90. Which of the following categories includes your age? (13)
 Under 18 25-34 45-54
 18-24 35-44 55-64
 65 and over
91. Are you? Male Female
92. What is your home zip code? (13)
93. What county or borough do you reside in? (13)
 Nassau Manhattan
 Suffolk Bronx
 Queens Staten Island
 Brooklyn Other: _____ (Please write in)

94. What is the last grade of school you completed? (13)
 Less than high school graduate Some college
 High school graduate College graduate
 Technical/vocational business school Post graduate
95. Are you of Hispanic origin? Yes No
96. Are you: (13)
 White American Indian or Alaska Native
 Black or African American Native Hawaiian or other Pacific Islanders
 Asian Other: _____ (Please write in)
97. In what country/countries were you born? (13)
 You born: USA Other: _____
 Your parents/ancestors born: USA Other: _____
98. Which language would be most helpful to you when receiving written or electronically displayed information from the LIRR? (13)
 English Another Language (specify): _____
 Spanish No Preference
99. Which language would be most helpful to you to understand announcements (or converse with LIRR personnel e.g. to ask for travel directions)? (13)
 English Another Language (specify): _____
 Spanish No Preference
100. What is the primary language spoken in your home? (13)
 English Spanish Another Language (specify): _____
101. How well do you speak English? (13)
 Very well Well Not very well Not at all
102. Including yourself, how many people live in your household? (13)
 1-2 5-6 9 or more
 3-4 7-8
103. What is your approximate annual household income? (13)
 Under \$12,500 \$75,000-\$99,999
 \$12,500-\$24,999 \$100,000-\$149,999
 \$25,000-\$37,499 \$150,000-\$199,999
 \$37,500-\$49,999 \$200,000-\$299,999
 \$50,000-\$74,999 \$300,000 or more
104. The Long Island Rail Road wants your input on what we can do to improve. If you are not satisfied with our performance in any of the areas in questions 1 through 79, please explain why below. Please also include any other comments or service suggestions. (13)

If you would be interested in participating in future LIRR market research projects, please write your name, address and day or evening phone numbers below. All information will be kept confidential. By providing your email address, you are agreeing to receive invitations to participate in MTA LIRR online surveys. (13)

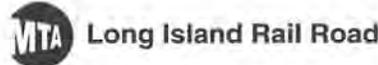
Name: _____
 Street Address: _____
 Town or City: _____ Zip Code: _____
 Home Phone: (_____) _____
 Business Phone: (_____) _____
 E-mail Address: _____

THANK YOU FOR PARTICIPATING



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 1113 CHICAGO, IL

POSTAGE WILL BE PAID BY ADDRESSEE
 LIRR CUSTOMER SATISFACTION SURVEY
 C/O TAB SERVICE COMPANY
 STE 6S
 310 S RACINE AVE
 CHICAGO IL 60607-9923



Si usted prefiere completar esta encuesta en español, dígaselo al encargado.



March 2019 LIRR Committee Meeting PTC Project Update

March 25, 2019



LIRR Overall PTC Project Status

Item	Comments
Schedule	<ul style="list-style-type: none"><li data-bbox="457 630 1837 673"><input type="checkbox"/> On schedule to achieve full PTC Implementation by December 2020.<li data-bbox="457 743 1612 787"><input type="checkbox"/> Resume RSD on Port Washington branch on March 25th.
Budget	\$489.9M; Estimate at Completion under review.



LIRR Monthly Project Update (February 2019)

- Successfully completed System Software Baseline 3.4 Factory Acceptance Testing in Pittsburgh with no major defects.
- In parallel successfully completed Site Update Period (SUP) field testing with System Software Baseline 3.4 on both pilot lines with no major defects.
- Reviewing test data and completing safety reviews to resume RSD on Port Washington branch.
- Progressed the development of the PTC Safety Plan
 - First review with FRA planned in April
- Performed Interoperability Testing with M7s through Harold and developing detailed plans to type test LIRR fleet on AMTRAK territory.
- Finalizing agreement with MNR/SI and AMTRAK for design of safety server interface for interoperability.
- Agreed to the SI's plan and delivery schedule for the recall of defective undercar equipment.
 - 16 new production kits utilizing new process delivered in late February.
 - Still awaiting delivery of "repaired" units. 40 units expected in March.



LIRR Project Risks and Mitigations

- **RISK**: Interoperability with AMTRAK
 - **Mitigation**: Align design of safety server interface with the rest of the NEC Railroads.
 - Although this will require changes to SI's current design this will avoid a one-off design with AMTRAK for MTA (LIRR/MNR).
 - This updated design needs to be delivered as part of System Software release 3.7 in December 2019.
 - **Mitigation**: The complicated boundary between AMTRAK and LIRR at Harold may be mitigated utilizing a "one database" design for both Railroads.
 - Discussions with AMTRAK/SI are in progress and requires agreement no later than May 2019 for design to be incorporated into release 3.7. Other options are being pursued in parallel.

- **RISK**: Back-to-Back (b2b) interlocking design delays for the 22 affected locations may impact entry into ERSD on certain non-pilot segments.
 - **Mitigation**: Formed a joint LIRR/SI tiger team to specifically address and manage the design and delivery of this solution to meet the project schedule.
 - Requires joint SI/LIRR agreement for design by April 2019 for delivery as part of System Software release 3.6 in October 2019.
 - Harold also has b2b locations (included in the 22), which are being closely coordinated with AMTRAK and their PTC supplier.



LIRR Project Risks and Mitigations (cont'd)

- **RISK:** The contractually required LIRR Systems Integrator position is still vacant.
 - Mitigation: LIRR continues to provide in-house expertise to fill in SI resource gaps.
 - Mitigation: At LIRR's direction, the Contractor has added resources for System Integration and other key areas of concern. They have also submitted 2 proposed candidates for the LIRR Systems Integrator position for approval. This latest action will minimize any further delays in the resolution of on-going technical issues.
 - SI needs to provide an updated organization chart with defined roles & responsibilities for their new SI team.

- **RISK:** Based on the SI's software release plan, multiple OBC software releases will require LIRR to deploy software across the entire fleet at least 2-3 times.
 - Mitigation: LIRR has established a dedicated support team to deploy on-board software in a reduced time frame in lieu of performing this task during the regular 92 day vehicle inspection period.

- **RISK:** If SI does not provide a sufficient number of repaired units for the undercar scanner/CTV/harnesses, this will impact RSD and full PTC deployment.
 - Mitigation: Joint LIRR/MNR QA team will monitor quality of repairs/processes to avoid a repeat situation. An audit/inspection plan has been established for more frequent visits to the manufacturing facility in Pittsburgh. Next trip scheduled at the end of March.



LIRR Project Risks and Mitigations (cont'd)

- SI must meet their proposed delivery schedule each week to allow the LIRR to complete their installations by October 2019 prior to ERSD.
- **RISK:** LIRR has concerns that other unexpected PTC equipment failures and system performance issues will be encountered which will impact train service on the RSD segment and ERSD on the non-pilot segments.
- **Mitigation:** Using System Software release 3.4 (which was tested and proven to be reliable for resuming RSD) LIRR has been able to recently complete a 96 hour load test. By conducting this test, LIRR was able to identify several new operational and performance variances early enough to allow sufficient time for the SI to correct before full PTC deployment. LIRR will perform similar tests in the field to ensure no other variances exist which cannot be found in a simulated lab environment.
 - All performance issues must be corrected as part of System Software release 3.6 to ensure successful PTC deployment in October 2019.
- **Mitigation:** LIRR is tracking and analyzing equipment replacements/failures during RSD operations to monitor reliability and any potential fleet defects.



LIRR Working Schedule and Sequence

Start RSD on Babylon to Patchogue pilot segment in May 2019

Start ERSD in October 2019

Last non-pilot segment in ERSD in Jan 2020

System Integrator's Software release plan

Integrated System Baseline release

3.3

3.4

3.5

3.6

3.7

LIRR Field Testing

Pilot Line 2 - Port Washington Branch

SUP

RSD

SUP

RSD

PTC Operations

Pilot Line 1 - Babylon to Patchogue

SUP

RSD

PTC Operations

Safety Plan - Submission to FRA

Safety Plan - Anticipated FRA Approval

Oyster Bay Branch

SIT

SPT

ERSD

PTC Operations

Hempstead Branch

SIT

SPT

ERSD

PTC Operations

Montauk Branch - ASC Territory (excluding Patchogue to Speonk)

SIT

SPT

ERSD

PTC Operations

Port Jefferson Branch

SIT

SPT

ERSD

PTC Operations

Far Rockaway Branch

SIT

SPT

ERSD

PTC Operations

Long Beach Branch

SIT

SPT

ERSD

PTC Operations

Main Line - KO to Riverhead Dark Territory - Mile Post 49 to 74

SIT

SPT

ERSD

PTC Operations

Main Line - Riverhead to Greenport Dark Territory - Mile Post 74 to 94.3

SIT

SPT

ERSD

PTC Operations

Atlantic Branch

SIT

SPT

ERSD

PTC Operations

Central Branch

SIT

SPT

ERSD

PTC Operations

West Hempstead Branch

SIT

SPT

ERSD

PTC Operations

Montauk Branch - Speonk to Montauk and Patchogue to Speonk

SIT

SPT

ERSD

PTC Operations

Main Line - ASC Territory (Mile Post 3 to 49)

SIT

SPT

ERSD

PTC Operations

Main Line - ASC Territory (Mile Post 0 to 3)

SIT

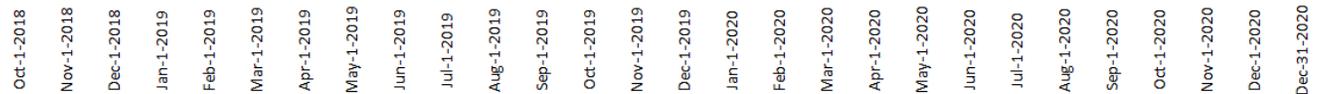
SPT

ERSD

PTC Operations

Tenant Interoperability

Tenant Interoperability

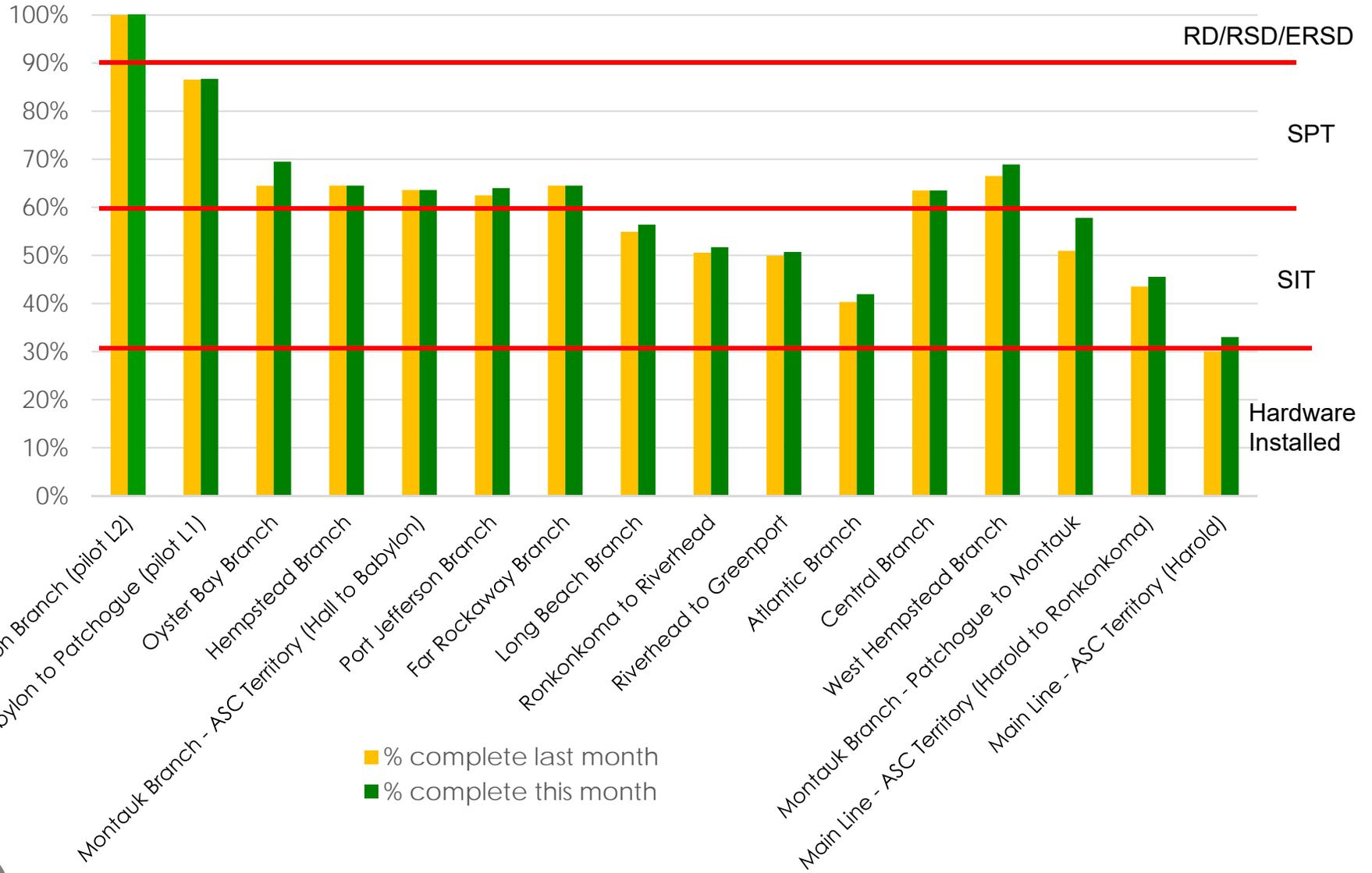


FRA Deadline

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



LIRR Segment RSD Readiness (Previous vs Current Month)



■ % complete last month
■ % complete this month

SIT = Site Installation Tests
 SPT = Site Performance Testing
 RD/RSD/ERSD = Repeatability Demonstration/Revenue Service Demonstration/Extended RSD



LIRR PTC Timeline and Look-ahead

Feb 2019

- ✓ Completed Factory Acceptance Testing (FAT) and Site Update Period (SUP) testing in the field on both pilots with system software baseline 3.4 with no major variances.

Mar 2019

- ❑ Resume FRA RSD runs on the Port Washington line.
- ❑ Start Site Performance Test on Non-Pilot lines with software baseline 3.4 (advanced from April).

Apr 2019

- ❑ SI to complete Office 3.5 Factory Acceptance Test (FAT).
- ❑ SI to deliver OBC S5 software for field testing.

May 2019

- ❑ Start RSD runs on Babylon to Patchogue pilot segment (L1).

Jun 2019

- ❑ SI to deliver OBC S6 software & Baseline 3.5 for field testing.



LIRR PTC Timeline and Look-ahead (cont'd.)

Jul 2019

- Submit PTC Safety Plan to FRA for approval.

Sep 2019

- SI to deliver system software baseline 3.6 (including back-to-back solution) to support ERSD on all lines.

Oct 2019

- Start to place non-pilot segments into Extended Revenue Service Demonstration (ERSD).

Nov 2019

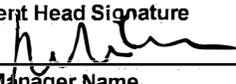
- Continue to place non-pilot segments into ERSD.

Dec 2019/Jan 2020

- SI to deliver system software baseline 3.7 for Interoperability and to correct residual variances/deferred functions.
- Continue to place non-pilot segments into ERSD.

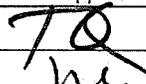
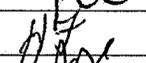
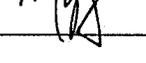


Staff Summary

Subject PENN STATION CONCOURSE IMPROVEMENTS
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name Mark Roche

Date MARCH 25, 2019
Vendor Name
Contract Number LIRR CONTRACT GEC 6168A-02-01
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/25/19	X		
2	Board	3/27/19	X		
3	LIRR	3/25/19		X	

Internal Approvals			
Order	Approval	Order	Approval
1	Legal		
2	Chief Development Officer		
3	Chief of Staff		
4	Chief Financial Officer		

AGENCIES: MTA Capital Construction ("MTACC")
Long Island Rail Road ("LIRR")

LOCATION: The LIRR Main Concourse, running approximately beneath 33rd Street, between Seventh and Eighth Avenues (the "Concourse") and connecting corridors located within a portion of Pennsylvania Station (the "Station").

- ACTIONS REQUESTED:
- (1) Authorization to enter into Memorandum of Understanding with One Penn Plaza LLC, as modified.
 - (2) Approval of a modification to Long Island Rail Road Contract GEC 6168A-02-01 with AECOM USA, Inc. in the amount of \$6 Million

COMMENTS:

In February, the Board authorized MTACC and LIRR to enter into a Memorandum of Understanding (the "MOU") with One Penn Plaza LLC ("Vornado") that will provide for, among other things, widening of and improvements to the Concourse and a new entrance from street level into the Concourse on 33rd Street. Subsequently, Vornado agreed to certain changes to the program that will allow for a better process and earlier completion. Consequently, MTACC and LIRR seek authorization to enter the previously authorized MOU, with the modification set forth below. In addition, and as further described below, MTACC and LIRR seek approval to award a further contract modification to LIRR Contract GEC 6168A-02-01 with AECOM USA, Inc. in the amount of \$6 Million, to prepare a design-build contract package for the Concourse work.

A. Concourse Improvements

The MOU presented to the Board in February contemplated delivery to Vornado by MTACC of a complete (100%) design for the Concourse before Vornado would solicit proposals from prospective contractors. Vornado has now agreed to undertake a design-build project based on a preliminary (30%) design. This change to a design-build approach based on a 30% design provides the advantage of reducing the project duration by up to nine months without increasing the cost of the improvements.

B. Modification to AECOM's Contract

Contract GEC 6168A-02-01 with AECOM was awarded in December 2016 to provide for a 30% design for the Concourse program. In February, the Board approved a modification to that contract to add the 30% design-build package for the new entrance, escalator specifications that will allow the early procurement of long-lead material and equipment, and developing a preliminary layout of certain spaces that MTA will lease from Vornado. Because the MOU contemplated that Vornado would be delivered a 100% design of the Concourse improvements, the Board was advised at that time that the design for the remainder of the Concourse improvements would be procured separately by the MTA through a competitive Request for Proposals.

Staff Summary

FINANCE COMMITTEE MEETING

Penn Station Concourse Improvements

Now that Vornado has agreed to the design-build approach for the Concourse as well as the entrance, it is no longer necessary to provide the 100% design. Rather, MTA must deliver a design-build contract package for the Concourse work based on a 30% design. In addition, to meet the accelerated program schedule, which contemplates full concourse completion in the first quarter of 2022, the design-build contract package must be delivered by May 31, 2019.

Accordingly, MTACC and LIRR seek authorization to modify the AECOM contract to address design elements not contemplated in the original scope of work for the Concourse and to bring the 30% design for the Concourse to a design-build contract package by April 11, 2019. Modifying the AECOM contract is the only way to achieve this program in the desired timeframe.

In accordance with terms of the MOU, MTACC and LIRR intend to return to the Board in the next couple of months to seek approval to enter into a more definitive contract(s) with Vornado for the construction of the New Entrance and Concourse Improvements.

FUNDING:

LIRR has a \$170 Million project in the capital program to support this effort. The balance will be funded by the State of New York, as reflected in the written commitment of the Budget Director last month.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

March 27, 2019

Staff Summary



Subject: Request for Authorization to Award Various Procurements						Date <p style="text-align: center;">March 27, 2019</p>			
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	3.20.19				X	President		
2	MTA Board	3.27.19							

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

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

LIRR proposes to award Competitive Procurements in the following

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule B: Competitive Purchases and Public Works	1	\$TBD
SUBTOTAL:	1	\$TBD

LIRR proposes to award Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
	NONE	
TOTAL:	<u>1</u>	<u>\$TBD</u>

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.

MARCH 2019

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

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

- | | | | |
|-----------|---|--------------|-------------------------------|
| 1. | TBD
Competitive RFP
Contract No. TBD | \$TBD | <u>Staff Summary Attached</u> |
|-----------|---|--------------|-------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) alternative procurement method for best value pursuant to Section 1265-a of the Public Authorities Law to award the construction contract for the Wreck Lead Bridge Rehabilitation Project.

Wreck Lead Bridge is a single leaf rolling lift thru-truss bascule bridge that carries passenger rail traffic on the Long Beach Branch over Reynolds Channel. It is part of the viaduct structure between Island Park and Long Beach, New York. The movable span is 108 feet long and was originally constructed in 1970. The purpose of this project is to provide for a mechanical rehabilitation and associated electrical upgrades of the movable bridge components to improve bridge reliability by rehabilitating the lower span locks and installing a new centering device with appropriate capacity. The LIRR will seek a contractor specializing in marine bridges for this project.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Item Number:					
Dept. Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i> 7/20/19					
Division Head Name: Program Management, Paul Dietlin					
Division Head Signature & Date <i>[Signature]</i> 3/20/18					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.25.19			
2	MTA Board	3.27.19			
Internal Approvals					
Order	Approval	Order	Approval		
1	President <i>[Signature]</i>	4	VP & CFO <i>[Signature]</i>		
2	Sr. VP/Operations <i>[Signature]</i>	5	VP, Gen'l Counsel & Sec'y <i>[Signature]</i>		
3	Sr. VP/Engineering	6	<i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description Wreck Lead Bridge Rehabilitation Project	
Total Amount	
\$ TBD	
Contract Term (including Options, if any)	
TBD	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) alternative procurement method for best value pursuant to Section 1265-a of the Public Authorities Law to award the construction contract for the Wreck Lead Bridge Rehabilitation Project.

II. DISCUSSION

Wreck Lead Bridge is a single leaf rolling lift thru-truss bascule bridge that carries passenger rail traffic on the Long Beach Branch over Reynolds Channel. It is part of the viaduct structure between Island Park and Long Beach, New York. The movable span is 108 feet long and was originally constructed in 1970 and served the Charlotte Harbor and Northern Railway in Florida. In 1986, the bascule bridge was relocated from Florida and installed in the current location.

The span hinges up out of the way so that boats can pass under the bridge. The bridge has experienced operational reliability issues such as limit switch failures and shows signs of misalignment as evidenced by the deformation of the centering device. In recent years, the instances of the bridge not being able to fully close due to these reliability issues have been increasing, causing greater negative impacts to railroad operations.

The purpose of this project is to provide for a mechanical rehabilitation and associated electrical upgrades of the movable bridge components to improve bridge reliability by rehabilitating the lower span locks and installing a new centering device with appropriate capacity. The LIRR will seek a contractor specializing in marine bridges for this project.

The utilization of the RFP process will help ensure that the LIRR selects a specialty Contractor based upon considerations of technical capability, experience, and completion schedule, and afford the LIRR the ability to evaluate the specialty contractor's approach to key components of the project such as site constraints, construction schedule, force account support and outage requirements, access issues, sequence of operation, and minimizing impact to rail road operation and navigational use of the channel. Additionally, the RFP process gives LIRR the ability to negotiate and evaluate terms other than price alone, such as past performance, and work experience in a railroad environment, qualifications of key personnel, and safety records.

Staff Summary

III. D/M/WBE INFORMATION

Goals for this Contract are to be determined by the MTA Department of Diversity and Civil Rights.

IV. IMPACT ON FUNDING

This contract will be funded by the MTA's 2015 to 2019 Capital Program Budget.

V. ALTERNATIVES

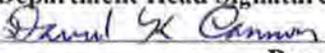
The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to negotiate costs or select a specialty Contractor based upon best experience, technical capability and/or proposed work completion schedule. In addition, an IFB would delay meaningful dialogue with the specialty Contractor until after award, thereby preventing the LIRR from being able to negotiate improvements to the construction schedule and incorporate more efficient means and methods for construction. Also, IFB will not allow the LIRR to review and compare bidders in order to select the very unique mechanical rehabilitation experience and technology that is optimal for the railroad operation and long term maintenance.

PROCUREMENT PACKAGE
March 2019

PROCUREMENTS

The Procurement Agenda this month includes five actions for a proposed expenditure of \$7,018,745.

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	3/25/19	X		
2	Board	3/27/19	X		

Date: March 21, 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 various modifications and, to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule I Modifications to Purchase and Public Work Contracts	1	\$ 1,485,135
SUBTOTAL	1	\$ 1,485,135

MTA Capital Construction proposes to award a Ratification in the following category:

Schedule K Ratification of Completed Procurement Actions	4	\$ 5,533,610
SUBTOTAL	4	\$ 5,533,610
TOTAL	5	\$ 7,018,745

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 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.

MARCH 2019

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**Procurements Requiring Majority Vote:**

Schedule I. Modification To Purchase and Public Work Contracts
(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- | | | | |
|-----------|---------------------------------|---------------------|--------------------------------------|
| 1. | Tutor Perini Corporation | \$ 1,485,135 | <u>Staff Summary Attached</u> |
| | Contract No. CQ033 | | |
| | Modification No. 32 | | |

In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a contract requests that the Board approve a Modification to furnish and install a new lighting scheme for the Mid-Day Storage Yard including fixtures, additional steel support members, brackets, channels, and angle plates.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 1

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

Contract Number	AWO/Modification #
CQ033	32
Original Amount:	\$ 291,503,430
Prior Modifications:	\$ 19,588,347
Options:	\$ 1, 873,570
Current Amount:	\$ 312,965,347
This Request	\$ 1,485,135
% of This Request to Current Amount:	.4%
% of Modifications (including This Request) to Original Amount:	7%

Discussion:

This Contract is for the demolition and removal of the existing catenary structures, railroad buildings and Montauk Cutoff Bridge and Ramp and the construction of the Mid-Day Storage Yard (“Yard”) in the Harold Interlocking. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board approve a Modification to furnish and install a new lighting scheme for the Yard including fixtures, additional steel support members, brackets, channels, and angle plates.

The metal halide fixtures originally specified in the design for CQ33 are no longer available. To achieve comparable lighting with LED lighting fixtures will require an additional one hundred and fifty-nine fixtures. In addition, in locations where New York City Department of Transportation (“NYCDOT”) bridges pass through the Yard, the CQ033 lighting design specifies attaching the fixtures to the underside of the bridge. In light of the revised lighting requirements, additional steel support members, brackets, channels, and angle plates are required. This issue has been marked as a potential design error or omission and is being pursued with the designer of record.

The Contractor’s proposal was in the amount of \$2,007,402. Negotiations were held and the parties agreed to \$1,485,135 which is deemed to be fair and reasonable.

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

MARCH 2019

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)
 (Staff Summaries required for items requiring Board Approval)

2 & 3.	Tutor Perini Corporation Contract No. CS179 Mod No. 193 Contract No. CS179 Mod No. 194	\$ 1,568,357 \$ 766,312	<u>Staff Summary Attached</u> ↓ ↓
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In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify two contract modifications for the Contractor to furnish and install cable trays, radio antenna cable, antennas and cable bracket supports, and to provide associated wall penetrations, fire stopping and bonding.

4.	Tutor Perini Corporation Contract No. CS179 Modification No. 175	\$ 2,163,594	<u>Staff Summary Attached</u>
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In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification to provide network and critical circuit redundancy with respect to the Public Address and Visual Message Sign (PA/VMS) system throughout the ESA premises, including Grand Central Terminal (GCT) and the ESA Tunnels.

5.	GCT Constructors Joint Venture Contract No. CM014B Modification No. 222	\$ 1,035,347	<u>Staff Summary Attached</u>
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In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification for the re-orientation of four chilled water pumps within the Pump Room of the 50th Street Ventilation Facility and the reconfiguration of associated supply and return pipes.

Schedule K: Ratification of Completed Procurement Actions

Item Numbers 2 and 3

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) 75 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Sr. Program Executive	

Contract Number CS179	AWO/Modification # 193 & 194
Original Contract Amount:	\$ 333,588,000
Original Option Amounts:	\$ 216,800,000
Original Board Approved Amount:	\$ 550,388,000
Prior Modifications:	\$ 45,644,747
Exercised Options:	\$ 216,800,001
Current Amount:	\$ 595,814,486
This Request	\$ 2,334,669
% of This Request to Current Amount:	.4%
% of Modifications (including This Request) to Original Amount:	14%

Discussion:

This Contract provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify two contract modifications for the Contractor to furnish and install cable trays, radio antenna cable, antennas and cable bracket supports, and to provide associated wall penetrations, fire stopping and bonding.

The Contractor is required to design a two-way radio system to meet parameters specified in Contract CS179. The radio system in the GCT Concourse and Caverns includes discrete ceiling mounted radio antennas to transmit and receive radio frequencies designated for LIRR Operations, the New York City Fire Department and the MTA Police Department. The Contract Documents require the CS179 Contractor to install radio antenna cables in rigid conduits installed under Contracts CM014B in the GCT Concourse and CM007 in the GCT Caverns. The conduit layouts were based on the ESA General Engineering Consultant’s (GEC) rough approximation for the number and location of antennas needed to provide the radio coverage.

The CS179 Contractor performed a radio frequency (RF) study and determined that the optimal number and location of the antennas was different from what was specified on the Contract Documents. Consequently, a new layout for the radio antenna cable is required. In addition, the conduit specified was not sized properly to hold the radio antenna cable determined to be necessary through the RF study and, with the introduction of a wifi network to the project after this Contract was awarded, additional and/or larger conduit would have been required for that cable in any event. Therefore, cable trays will be used to support both the radio antenna cable and the wifi cable, rather than the originally specified conduits.

Under separate modifications, CM007 will be deleting the conduit work in the caverns and CM014B will be deleting the conduits and installing cable trays in the concourse. The Modifications addressed here provide for the CS179 Contractor to install cable trays and the radio antenna cable in the caverns (MOD #193) and to install radio antenna cable in the cable trays provided by CM014B in the Concourse (MOD #194). In both instances, the Contractor must install additional antennas and cable bracket supports, as well as providing associated wall penetrations, fire stopping and bonding. This issue has been marked as the result in part of a potential design error and omission and is being pursued with the designer of record.

To avoid potential delay to the Contractor's Recovery Schedule, the President authorized a retroactive modification and on March 1, 2019, the Contractor was directed to proceed with the full scope of work associated with this change up to a Not-To-Exceed value of \$1,450,000.

The Contractor's proposal was in the amount of \$2,935,560 for Modification No. 193 and \$1,461,478 for Modification No. 194. The parties agreed to \$1,568,357 and \$766,312, respectively, for the direct costs of Modifications 193 and 194, which is deemed to be fair and reasonable. The Contractor has also asserted claims for time impacts and has sought \$243,332 and \$128,956, respectively, in additional overhead costs for Modifications 193 and 194. 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 a previous contract award to Tutor Perini Corporation (TPC), TPC was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in February 2017. No new SAI has been found relating to TPC and TPC was found responsible.

Schedule K: Ratification of Completed Procurement Actions

Item Number 4

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) 75 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Sr. Program Executive	

Contract Number CS179	AWO/Modification # 175
Original Contract Amount:	\$ 333,588,000
Original Option Amounts:	\$ 216,800,000
Original Board Approved Amount:	\$ 550,388,000
Prior Modifications:	\$ 45,644,747
Exercised Options:	\$ 216,800,001
Current Amount:	\$ 595,814,486
This Request	\$ 2,163,594
% of This Request to Current Amount:	.4%
% of Modifications (including This Request) to Original Amount:	14%

Discussion:

This Contract provides the systems for the East Side Access (“ESA”) project, including the fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems. In accordance with Article VIII of the All-Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification to provide network and critical circuit redundancy with respect to the Public Address and Visual Message Sign (PA/VMS) system throughout the ESA premises, including Grand Central Terminal (GCT) and the ESA Tunnels.

The Contract Documents did not provide for complete redundancy in the PA/VMS network design, as required by the ESA Design Criteria. The Contract Documents provided for a star network configuration between the PA/VMS headend equipment and the field devices located throughout the GCT Concourse and Caverns. Consequently, a single failure to either the networking equipment or the physical interface that connects the PA/VMS headend to each communication room would disable all PA/VMS devices that are fed from that communication room and the loss of PA/VMS announcements in large areas within GCT.

This Modification will implement a redundant ring network architecture for the PA/VMS system so that, if the primary interface to the communication room were to fail, traffic will continue unobstructed via a secondary interface. The Change Work includes revising the design of the GCT PA/VMS network architecture, furnishing and installing additional cable between tunnel speakers to support dual “A” and “B” circuits, and relocating connectivity of the PA/VMS servers and workstation from the Backbone Communication System (BCS) to the ESA Support Network.

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

Schedule K: Ratification of Completed Procurement Actions

Item Number 4

The Contractor's proposal for this work was in the amount of \$5,235,160. After negotiations, the parties agreed to \$2,163,594 for direct costs, which is deemed to be fair and reasonable. The Contractor has also asserted a claim for time impacts and has sought \$341,367 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.

To avoid impact to the progress of the Project's Integrated Systems Testing, the MTACC President authorized a retroactive modification and on September 19, 2018, the Contractor was directed to proceed with the early engineering work associated with this change up to a Not-To-Exceed value of \$200,000.

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

Schedule K: Ratification of Completed Procurement Actions

Item Number 5

Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)
Description GCT Concourse and Facilities Fit-Out for the ESA Project
Contract Term (including Options, if any): 1,826 Days
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid Other: Modification
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: East Side Access, Rob Troup, SVP & Senior Program Executive

Contract Number	AWO/Modification #
CM014B	222
Original Contract Amount:	\$ 404,622,096
Original Option Amounts:	\$ 24,277,904
Original Board Approved Amount:	\$ 428,900,000
Prior Modifications:	\$ 41,485,608
Exercised Options:	\$ 24,277,904
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 470,385,608
This Request	\$ 1,035,347
% of This Request to Current Amount:	.2%
% of Modifications (including This Request) to Original Amount:	10%

Discussion:

Contract CM014B is for the architectural, structural, electrical, plumbing and mechanical fit-out of the new Long Island Rail Road (LIRR) Concourse located in the Madison Yard of Grand Central Terminal. In accordance with Article VIII of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board ratify a contract modification for the re-orientation of four chilled water pumps within the Pump Room of the 50th Street Ventilation Facility and the reconfiguration of associated supply and return pipes.

The layout for these pumps and the related piping in the contract documents did not provide the clearances mandated by the New York State Building Code nor sufficient access for maintenance. As a result, the orientation of the pumps must be changed and the associated supply and return pipes reconfigured. This will require demolition and reinstallation of pipes that were installed under a predecessor contract before this issue was identified. This issue has been marked as a potential design error and omission and is being pursued with the designer of record.

The chilled water system must operate to provide the environmental controls necessary to protect finishes within the new concourse as those finishes are installed. Due to the critical nature of this work, the President approved a Retroactive Memorandum and, on January 9, 2019, MTACC directed the Contractor to commence with coordination, submittals, procurement of materials, demolition of existing piping, and commencement of work up to a not-to-exceed amount of \$600,000.

The Contractor submitted a cost proposal of \$3,662,829. The parties agreed to a cost of \$1,035,347, which is deemed to be fair and reasonable. There is no impact to the schedule.

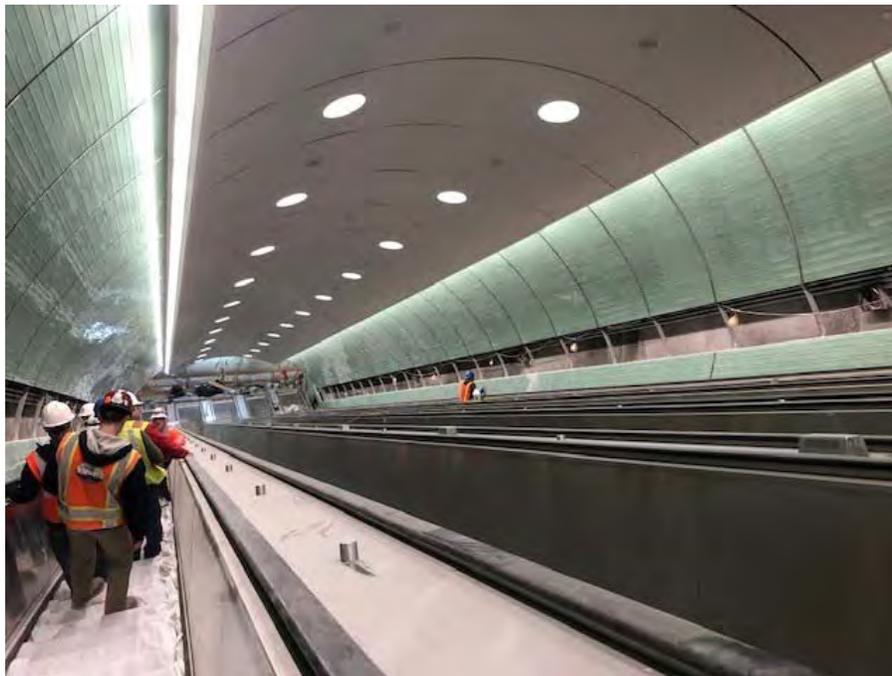
In connection with previous contracts awarded to the joint venture partners who form GCT Constructors Joint Venture, both John P. Picone Inc. (“JPP”) and Schiavone Construction Company, LLC (“Schiavone”) were found to be responsible notwithstanding Significant Adverse Information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to JPP or Schiavone and they have both been found to be responsible.



Long Island Rail Road

Performance Summary

Rod Brooks, Senior Vice President – Operations



Grand Central Terminal: Progress continues at Grand Central Terminal. Pictured above are photos of the 45th Street LIRR Concourse and escalator wellway.



Long Island Rail Road

Performance Summary

February 2019 Highlights:

February On-Time Performance (OTP), was below goal at **92.1%**. The AM Peak period OTP was 87.8%, and PM Peak closed at 87.8%. Year to Date (YTD) performance was **92.4%**, which is a 4.0% increase compared to same period last year.

On February 26th, service was impacted when a motor vehicle entered the School Street crossing east of Westbury Station, even though crossing protection was in the down position. The vehicle was subsequently struck by oncoming trains. This incident caused a total of 388 late trains over a three-day period unfavorably impacting the month end on time performance by almost 2.1%. Infrastructure repairs were made, and full service resumed by Friday March 1, 2019.

Branches Performance:

In February, 4.1% of all scheduled trains arrived between 6 and 10 minutes late at their final destinations. The average delay per late train was 12.0 minutes for the month of February. There were 270 cancelled or terminated trains in February, which accounts for 1.4% of all scheduled trains for the month.

Both the Montauk and West Hempstead branches operated above goal month and year to date.

Consist Compliance:

98.0% during the Peak periods throughout the month.

Equipment Performance:

While the fleet MDBF was affected by the seasonal inclement weather, the performance remained closely consistent with the same period last year. January MDBF stood at 157,563 versus the goal of 185,000. Diesel fleet showed good improvement over the same period last year. The fleet performance is poised to improve in February.

Performance Summary			2019 Data			2018 Data	
			Annual	YTD thru		YTD thru	
			Goal	Feb	Feb	Feb	Feb
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	92.1%	92.4%	93.2%	88.4%
		AM Peak		87.8%	86.7%	93.7%	83.3%
		PM Peak		87.8%	89.8%	86.4%	79.9%
		Total Peak		87.8%	88.1%	90.3%	81.7%
		Off Peak Weekday		91.5%	92.4%	93.8%	89.3%
		Weekend		97.9%	97.5%	95.5%	94.0%
	Babylon Branch	Overall	93.9%	92.8%	92.7%	93.2%	86.8%
		AM Peak		91.1%	89.8%	93.6%	82.4%
		PM Peak		84.4%	87.8%	84.6%	77.9%
		Total Peak		88.0%	88.9%	89.4%	80.3%
	Off Peak Weekday		93.9%	93.4%	94.4%	89.5%	
	Weekend		97.7%	97.6%	96.6%	90.8%	
Far Rockaway Branch	Overall	96.6%	96.2%	96.4%	96.3%	92.2%	
	AM Peak		88.4%	88.4%	94.3%	83.9%	
	PM Peak		95.9%	96.5%	93.6%	88.3%	
	Total Peak		92.0%	92.2%	93.9%	85.9%	
	Off Peak Weekday		96.2%	96.7%	97.4%	93.5%	
	Weekend		99.8%	99.8%	96.3%	95.6%	
Huntington Branch	Overall	92.5%	87.2%	88.9%	91.8%	87.7%	
	AM Peak		83.9%	82.3%	94.4%	83.8%	
	PM Peak		77.3%	83.4%	81.4%	75.2%	
	Total Peak		80.8%	82.8%	88.3%	79.8%	
	Off Peak Weekday		83.0%	86.1%	93.5%	88.6%	
	Weekend		97.5%	98.0%	92.4%	92.6%	
Hempstead Branch	Overall	96.5%	94.8%	94.0%	92.7%	88.5%	
	AM Peak		91.6%	91.5%	91.6%	81.0%	
	PM Peak		88.3%	85.9%	86.0%	81.7%	
	Total Peak		90.0%	88.8%	88.9%	81.3%	
	Off Peak Weekday		95.1%	94.4%	94.1%	89.3%	
	Weekend		98.5%	98.4%	93.4%	93.4%	
Long Beach Branch	Overall	95.9%	95.0%	95.0%	94.3%	89.5%	
	AM Peak		90.8%	90.4%	89.5%	80.6%	
	PM Peak		94.3%	94.7%	91.9%	84.1%	
	Total Peak		92.4%	92.5%	90.6%	82.3%	
	Off Peak Weekday		96.1%	96.0%	95.4%	90.2%	
	Weekend		96.0%	96.2%	96.3%	96.4%	
Montauk Branch	Overall	90.8%	91.8%	91.5%	94.0%	87.8%	
	AM Peak		86.2%	82.3%	97.4%	88.1%	
	PM Peak		88.3%	88.8%	87.3%	76.8%	
	Total Peak		87.2%	85.4%	92.7%	82.8%	
	Off Peak Weekday		89.9%	91.5%	93.0%	88.3%	
	Weekend		98.1%	96.5%	96.5%	90.9%	
Oyster Bay Branch	Overall	94.1%	93.7%	92.8%	93.4%	88.8%	
	AM Peak		89.5%	86.8%	99.2%	89.3%	
	PM Peak		88.6%	89.0%	78.9%	73.3%	
	Total Peak		89.1%	87.8%	89.9%	81.9%	
	Off Peak Weekday		94.0%	93.5%	94.7%	90.6%	
	Weekend		99.0%	98.0%	94.9%	93.8%	

Performance Summary		2019 Data			2018 Data	
		Annual	YTD thru		YTD thru	
		Goal	Feb	Feb	Feb	Feb
Port Jefferson Branch	Overall	90.9%	89.7%	88.2%	89.0%	85.8%
	AM Peak		84.9%	82.3%	91.4%	83.1%
	PM Peak		85.0%	85.4%	83.5%	77.9%
	Total Peak		84.9%	83.7%	87.7%	80.7%
	Off Peak Weekday		88.6%	87.9%	86.8%	84.0%
	Weekend		97.2%	94.3%	94.6%	95.2%
Port Washington Branch	Overall	95.3%	92.4%	93.3%	95.4%	91.4%
	AM Peak		88.0%	89.0%	97.4%	88.8%
	PM Peak		91.5%	92.7%	93.0%	83.8%
	Total Peak		89.8%	90.9%	95.2%	86.3%
	Off Peak Weekday		90.9%	92.2%	94.0%	90.5%
	Weekend		98.0%	98.2%	98.4%	98.0%
Ronkonkoma Branch	Overall	91.6%	87.3%	89.0%	90.3%	84.5%
	AM Peak		82.3%	79.8%	92.0%	79.2%
	PM Peak		86.3%	90.9%	81.4%	78.7%
	Total Peak		84.1%	84.7%	87.3%	79.0%
	Off Peak Weekday		84.8%	89.0%	91.0%	85.4%
	Weekend		97.7%	96.1%	93.7%	93.5%
West Hempstead Branch	Overall	95.8%	95.9%	96.2%	94.0%	89.8%
	AM Peak		86.3%	88.3%	87.4%	77.5%
	PM Peak		96.5%	95.1%	89.5%	80.8%
	Total Peak		91.9%	92.0%	88.5%	79.3%
	Off Peak Weekday		97.2%	97.8%	96.1%	92.8%
	Weekend		98.1%	98.1%	96.3%	96.8%
Operating Statistics	Trains Scheduled		18,790	39,806	18,791	39,550
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.0	-12.0	-12.7	-14.5
	Trains Over 15 min. Late excluding trains canceled or terminated		218	467	181	989
	Trains Canceled		180	245	71	424
	Trains Terminated		90	147	40	175
	Percent of Scheduled Trips Completed		98.6%	99.0%	99.4%	98.5%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		98.5%			
	PM Peak		97.5%			
	Total Peak		98.0%			

System Categories Of Delay	% Total	2019	2019 Data		2018 Data		YTD 2019 Vs 2018
		Jan	Feb	YTD Thru Feb	Feb	YTD Thru Feb	
Engineering (Scheduled)	1.9%	36	28	64	11	27	37
Engineering (Unscheduled)	16.3%	457	242	699	177	619	80
Maintenance of Equipment	7.7%	159	115	274	187	391	(117)
Transportation	1.1%	32	17	48	14	55	(7)
Capital Projects	2.6%	19	38	57	82	125	(68)
Weather and Environmental	5.0%	192	75	267	59	1,400	(1,133)
Police	35.3%	141	526	667	296	477	190
Customers	14.6%	253	217	471	275	659	(188)
Special Events	0.5%	12	8	20	12	50	(30)
Other	4.2%	90	62	152	79	269	(117)
3rd Party Operations	10.8%	142	161	303	80	533	(230)
Total	100.0%	1,533	1,489	3,022	1,272	4,605	(1,583)

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	Cxtd	Term
4-Feb	Mon	Signal issues in Dunton Interlocking				1	1		6		2	7	1	2
4-Feb	Mon	Slow loading system wide	1			5			5			11		
5-Feb	Tues	Track condition near Hicksville							10			10		
6-Feb	Wed	Track circuit failure in Queens Interlocking				12		1	3			16		
12-Feb	Tues	Weather related delays system wide							15			15		
12-Feb	Tues	Weather loading				1			10			11		
12-Feb	Tues	Train 870 with equipment trouble in Penn Station				7	1		2			9	1	
13-Feb	Wed	Train 1203 canceled in Hicksville with equipment trouble	15	1					1			16	1	
13-Feb	Wed	Smoke condition at East New York	41		8				7	1	2	48	1	10
13-Feb	Wed	Disabled Amtrak train causing congestion in Penn Station				23	3		4			27	3	
19-Feb	Tues	Broken rail east of Little Neck station	4	2					4	5		8	7	
20-Feb	Wed	Multiple track circuit failures Amtrak tunnels				39	5		35			74	5	
20-Feb	Wed	Weather loading	1			3			9			13		
21-Feb	Thurs	Broken rail at Flushing Main Street	7						3	7		10	7	
25-Feb	Mon	Switch trouble in West Side Yard				7	4		7		1	14	4	1
26-Feb	Tues	Trespasser strike near Freeport Station				22	14		20	5	4	42	19	4
26-Feb	Tues	Motor vehicle strike east of Westbury Station				4	3	4	17	17	6	21	20	10
27-Feb	Wed	Motor vehicle strike east of Westbury Station (2/26/19)	53	15	2	31	11		46	42	34	130	68	36
28-Feb	Thurs	Motor vehicle strike east of Westbury Station (2/26/19)	42	12	1	2	3		29	13	8	73	28	9
28-Feb	Thurs	Broken crossing gate at New Hyde Park Road				5			8			13		
TOTAL FOR MONTH			164	30	11	162	45	5	241	90	57	568	165	72
												805		

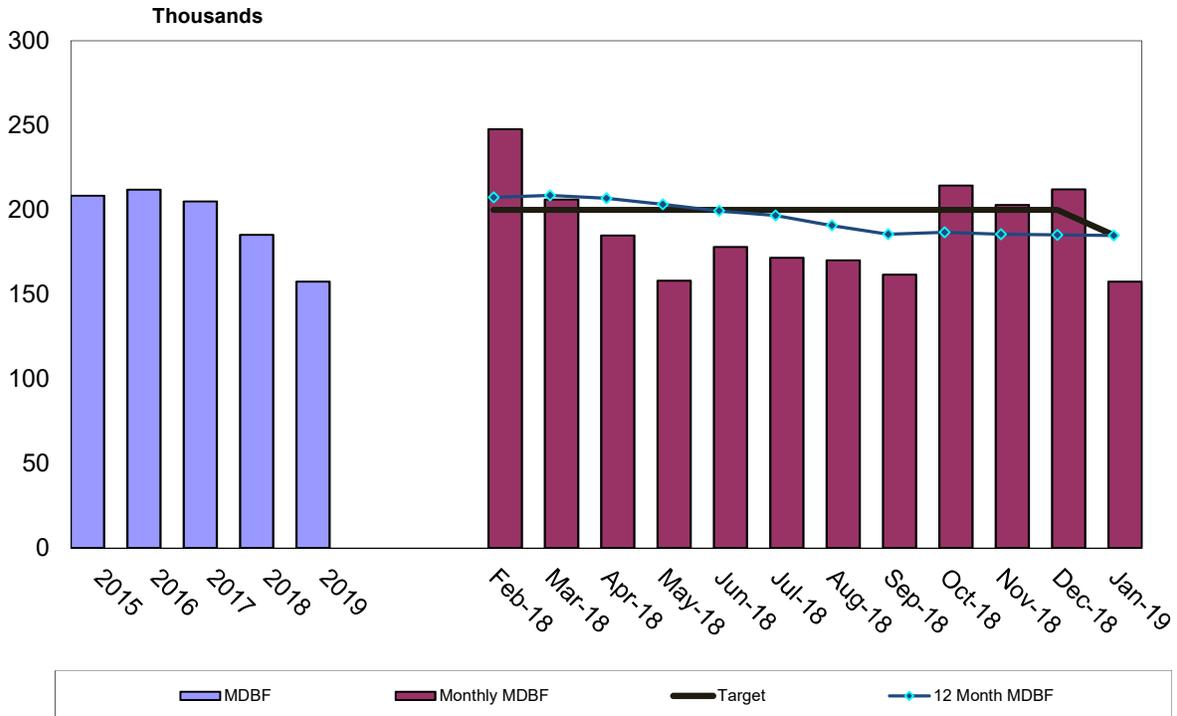
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - JANUARY 2019

			2019 Data					2018 Data		
	Equip-ment Type	Total Fleet Owned	MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean Distance Between Failures	M-3	142	60,000	45,798	10	45,798	73,021	58,810	9	58,810
	M-7	836	378,000	360,401	15	360,401	459,896	645,253	8	645,253
	C-3	134	103,000	82,676	9	82,676	118,293	43,056	16	43,056
	DE	24	19,000	29,926	3	29,926	17,059	23,792	4	23,792
	DM	21	19,000	12,891	6	12,891	14,535	17,328	4	17,328
	Diesel	179	51,000	50,623	18	50,623	53,563	35,557	24	35,557
	Fleet	1,157	185,000	157,563	43	157,563	184,888	159,627	41	159,627

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 2015 - 2019





Standee Report

East Of Jamaica

			2019 Data	
			February	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	8
			2	8
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	2
			0	2
	Huntington Branch	Program Standees	70	0
		Add'l Standees	60	5
			130	5
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	42
			0	42
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	8	0
			8	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	13	140
			13	140
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	45	19
			45	19
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
System Wide PEAK			198	216

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

		2019 Data		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	8
		Total Standees	1	8
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	2
		Total Standees	0	2
	Huntington Branch	Program Standees	40	0
		Add'l Standees	25	47
		Total Standees	65	47
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	118
		Total Standees	0	118
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	0	4
		Total Standees	28	4
	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	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	13	140
		Total Standees	13	140
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	14	15
		Total Standees	14	15
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
		System Wide PEAK	130	336

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 FEBRUARY 2019**

Elevator Availability		2019		2018	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	99.6%	99.5%	99.5%	99.1%
	Far Rockaway Branch	93.9%	96.8%	99.3%	99.3%
	Hempstead Branch	99.3%	99.5%	99.2%	99.5%
	Long Beach Branch	99.8%	99.6%	98.8%	99.2%
	Port Jefferson Branch	99.3%	98.3%	99.4%	97.4%
	Port Washington Branch	99.5%	99.6%	99.6%	99.6%
	Ronkonkoma Branch	99.3%	99.2%	99.6%	99.4%
	City Terminal Stations	99.2%	96.4%	99.6%	99.8%
	Overall Average	99.2%	98.5%	99.5%	99.2%

Escalator Availability		2019		2018	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	97.5%	97.7%	98.4%	94.1%
	Far Rockaway Branch	99.8%	99.4%	99.7%	99.2%
	Hempstead Branch	98.8%	98.9%	98.7%	98.8%
	Long Beach Branch	97.1%	97.3%	97.4%	97.9%
	Port Jefferson Branch	99.7%	98.8%	100.0%	100.0%
	City Terminal	98.0%	97.5%	99.9%	99.7%
	Overall Average	97.9%	97.7%	99.2%	97.2%



Long Island Rail Road Performance Metrics Report



The LIRR has greatly expanding its wheel truing capacity. This enables it to maintain car availability and reduce the number of short trains.

Executive Summary

The Long Island Rail Road has developed a robust performance management program enabling it to assess agency performance, measure whether goals and objectives are being achieved and guide investments decisions. At its February 2019 meeting, the MTA Board approved an action item directing the LIRR to report monthly on three key metrics: Systemwide On Time Performance (OTP), the Number of Short Trains, and the Number of Track Circuit Incidents Causing At Least One Delay. Highlights through February 2019 include:

- Year-to-date through February the LIRR's 2019 OTP is 92.4%, including a 92.7% OTP in January 2019, which was almost 10% better than January 2018. The 2019 annual goal is 94%.
- Year-to-date through February the number of short trains dropped by 8.6% when compared to the same period in 2018 (730 versus 799). The annual goal is a 10.0% reduction.
- Year-to-date through February, the LIRR experienced 13 track circuit failures that caused at least one delay. This was four incidents more than the same period in 2018. The annual goal is a 16% reduction versus 2018.

In addition, the LIRR has embarked on an anti-fare evasion strategy that focuses both on reducing credit card fraud and improving on-board fare collection. Highlights of this effort so far in 2019 include:

- The key initiative to reducing credit card fraud is the deployment of special chip readers on ticket selling machines and is scheduled to begin in Q2 2019 and be completed by the end of the year. Through February 2019, the LIRR's Credit Card Chargeback Rate was 0.77% versus a year-end goal of 0.10%.
- Effective February 12th, 2019, the LIRR is no longer accepting checks for payment on new Mail & Ride accounts.
- The Transportation Department has strategically deployed train crews to increase its ability to collect fares onboard. The LIRR's Fare Not Collected Rate as of February 2019 was 6.1%, which was less than the 2018 annual rate of 6.9%. The 2019 goal is 5.0%. The LIRR's Incorrect Fare Collected Rate year to date as of February 2019 was 10.8%, which was less than the 2018 rate during the same time frame of 13.2%. The 2019 goal is 10.0%.

The LIRR has established ambitious goals for 2019 and the leadership team is reviewing performance monthly to assess the impact that its activities and investments are having on the customer experience. It will use this information to shape decisions as the year progresses.

Mark Young

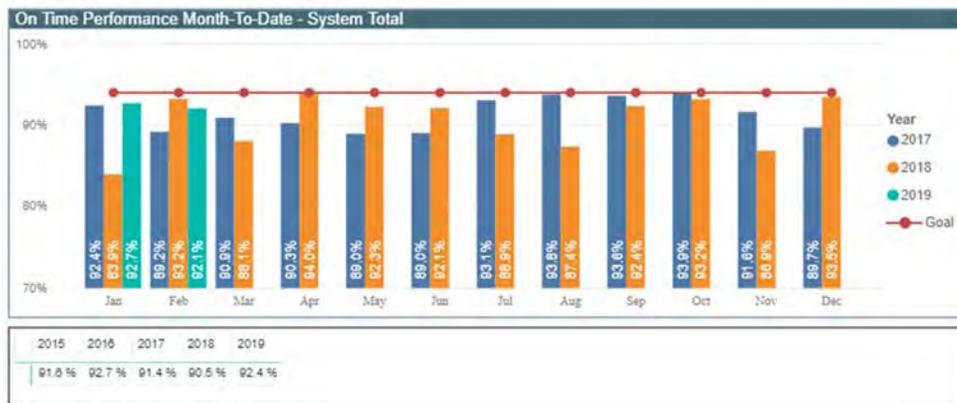
Vice President – Management & Finance and Chief Financial Officer

On Time Performance (OTP)

Systemwide OTP represents the average on time performance of all LIRR trains. The national commuter railroad industry standard defines “on time” as a train that arrives at its final destination within 5 minutes and 59 seconds of its scheduled time. OTP provides the best overall picture of the Rail Road’s operating performance and surveys have revealed that it is the single most important factor affecting customer satisfaction.

The LIRR’s 2019 OTP goal is 94.0%, which is significantly better than the five-year average of 91.6%. While the LIRR has not achieved an annual 94.0% OTP since 2009, it will continue to strive to achieve that level of performance even though there will be at least 209 scheduled track work programs during 2019 (including significant efforts related to Penn Station, Mainline Expansion, East Side Access and other projects) with a potential for more. Note there were only 67 track work programs in 2009.

Performance				
Performance Indicator	Yearly Performance			
	2017	2018	2019 YTD	OTP Goal
OTP	91.4%	90.5%	92.4%	94.0%



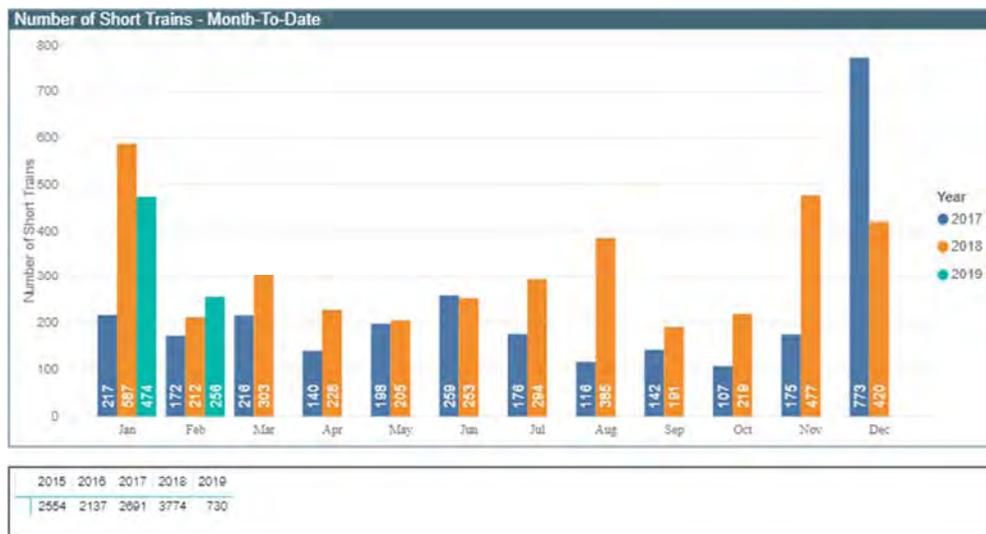
December 2018 and January 2019 reveal dramatic improvements in OTP when compared to the prior year. While still short of the 94.0% goal, OTP improved from 89.7% in December 2017 to 93.5% in December 2018, and from 83.9% in January 2018 to 92.7% in January 2019. Additionally, OTP in February was 92.1% with a total 2019 year-to-date OTP of 92.4%.

While the LIRR is yet to achieve its goal of 94% it is encouraged by the success of *LIRR Forward* in improving key facets of performance that will make the 94.0% goal that much more attainable. Some examples of these service improvements include a reduction in failures at our addressed switch locations, and the complete elimination of cars turning onto the right of way at our grade crossings, PSEG poles falling onto the right of way, and bridge strikes at Buckram Road and Post Avenue Bridges after their replacement.

Number of Short Trains

The number of short trains is defined as the total number of AM and PM peak trains that operate with fewer cars than planned. This is an important metric because operating with fewer cars than planned can result in overcrowding and produce delays. It is one of the most important indicators of customer satisfaction and short trains can result in standees. The LIRR's 2019 goal for this metric is 3,397 short trains, which represents an 10.0% reduction from 2018's number.

Performance					
Performance Indicator	Yearly Performance				
	2017	2018	2019	Reduction Goal	Short Trains Goal
Number of Short Trains	2691	3774	730	10.0%	3397



December 2018 and January 2019 represented marked improvements over the prior year. There was a 46% reduction in the number of short trains in December 2018 when compared to December 2017, and there was a 19% reduction in the number of short trains in January 2019 when compared to January 2018. In February 2019, the number of short trains increased slightly to 256 from 212 in 2018.

The 8.6% reduction year to date is due to a few initiatives. The LIRR increased its wheel truing capacity by 30%; it adopted an aggressive vegetation management campaign along the right of way, clearing over 220 miles of trees and shrubbery that could negatively impact performance with their leaf fall; and it proactively reduced the speed of trains in strategic locations, which mitigates the risk of flat wheels.

Number of Track Circuit Failures

The LIRR is committed to addressing those issues that cause the most train delays. Because of their location at major interlockings, track circuits are a critical piece of the infrastructure and their failure can cause significant delays. Improved performance in this area will have a dramatic impact on the customer experience and the Rail Road's performance. The LIRR's 2019 goal will be to reduce the number of track circuit failures that cause at least one train delay to 72 incidents, which is the midpoint between the Rail Road's best year since 2014 (59 failures in 2016) and its worst year (86 failures in 2018) and would also represent an approximate 16% reduction from 2018.

Through two months of 2019, the LIRR had experienced 13 track circuit failures causing at least one delay. This was four more incidents than the same period in 2018. Many of these failures occurred in Harold Interlocking, which is the busiest interlocking in North America, and undergoing a tremendous amount of construction as part of the East Side Access construction project. The LIRR Engineering Department is carefully reviewing the nature of these failures and determining what actions it can take to reduce this number going forward.

Performance					
Performance Indicator	Yearly Performance				
	2017	2018	2019 YTD	Reduction Goal	Incident Goal
Track Circuit Failures	61	86	13	16%	72

Anti-Fare Evasion Strategy

The LIRR has developed a two-pronged approach to its anti-fare evasion strategy:

1. Address Payment/Credit Card Fraud
2. Enhance onboard ticket collection/validation

Credit Card Fraud Strategy

1. Deploy "Chip" Credit/Debit Card Acceptance at Ticket Selling Machines
 - Deployment will begin in Q2 2019 and be complete by the end of 2019.
2. Deploy Visa Anti-Fraud Tool
 - Deployment will take place in Q2 2019.
3. Shift Monthly Pre-Sale Sales from 20th to 25th Day of Month
 - Implementation scheduled for the May monthly ticket - April 25, 2019.
4. Eliminate Check Payment for New Mail and Ride Accounts
 - Status: Implemented on February 12, 2019.



While the LIRR's chargeback rate is trending upward, once chip readers are deployed, full responsibility for fraud will shift to credit card companies and this rate will drop dramatically.

On Board Strategy

1. Enhance Train Crew/Customer Education Efforts
 - The LIRR has launched a more robust education campaign through customer communications (public announcements, social media, etc.) and internal communications to train crews (bulletin boards, FAQs, notices, etc.). Phase 1 will be completed in Q2 2019.
2. Charge On-Board Fare if a Customer has not Pre-Purchased an e-Ticket
 - LIRR is considering the best approach to addressing this issue.
3. Reduce the Time Flag for Recently Activated e-Tickets from 5 to 2 Minutes.
 - This will be applicable to LIRR once e-Ticket electronic scanning begins in Q2 2019.
4. Reduce the e-Tix Refund Fee Waiver Period from 5 Minutes to 2 Minutes
 - Implemented on February 12th, 2019.
5. Request that MTA Audit Services Re-Assess Its On-Board Compliance Program and Evaluate Whether a Redesign or Expansion, Performed Either In-House or by a Third Party, Would Be Beneficial
 - Will launch in Q2 2019.



The data shows progress with regard to the Fare Not and Incorrect Fare Collected rate in recent months. The LIRR expects continued improvement as the year progresses and the initiatives take hold.



Long Island Rail Road

Financial Report Highlights



Photo Recommended by Christina Itwaru, LIRR Administrative Assistant

In January 2019 LIRR ridership of 7.2 million exceeded both our budget and prior year by over 4%.



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 Adopted Budget and key financial performance indicators.

January 2019 Highlights

- Total revenue of \$91.3 million was \$5.5 million higher than the budget. This was primarily due to the timing of reimbursements for capital activity and higher farebox revenue.
- January 2019 ridership was 7.2 million, which was 4.1% above 2018 (adjusted for the same number of work days) and 4.3% above the budget. Commutation ridership of 4.2 million was 1.2% above 2018 and 1.6% above the budget. Non-Commutation ridership of 2.9 million was 8.8% above 2018 and 8.4% above the budget. Consequently, farebox revenue of \$58.3 million was \$2.1 million higher than the budget.
- Total expenses before non-cash liability adjustments of \$164.9 million were \$6.1 million or 3.6% favorable to the budget. The primary drivers of this favorable variance are vacant positions and associated fringe costs and the timing of material usage, partially offset by higher FELA indemnity reserves.

Financial results for January 2019 are presented in the table below and compared to the budget.

<u>Category (\$ in Millions)</u>	<u>Budget</u>	<u>Actual</u>	<u>Variance</u>
Total Revenue	\$85.8	\$91.3	\$5.5
Total Expenses Before Non-Cash Liabilities	171.0	164.9	6.1
Net Surplus/(Deficit) Before Non-Cash Liabilities	(\$85.2)	(\$73.6)	\$11.6
Other Non-Cash Liabilities	44.5	43.6	0.9
Net Surplus/(Deficit) After Non-Cash Liabilities	(\$129.7)	(\$117.2)	\$12.5
Cash Adjustments	33.2	43.7	10.5
Net Cash Surplus/(Deficit)	(\$96.5)	(\$73.5)	\$23.0

Mark Young

Vice President, Management and Finance



Long Island Rail Road

Financial Report Highlights

NON-REIMBURSABLE SUMMARY

January operating results were favorable by \$12.5 or 9.6% lower than the budget.

Non-Reimbursable revenues through January were \$3.1 favorable to the budget. Farebox Revenue was favorable as a result of higher ridership. Other Operating Revenues were favorable to budget due to the timing of advertising revenues. Total Non-Reimbursable expenses were \$9.4 favorable due to lower labor expenses as a result of vacant positions and associated fringe costs, timing of materials, lower OPEB current expenses and lower depreciation, partially offset by higher FELA indemnity reserves.

January capital and other reimbursable expenditures (and reimbursements) were \$2.4 higher than the budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

January **Total Revenues** (including Capital and Other Reimbursements) of \$91.3 were \$5.5 or 6.4% favorable to the budget.

- **Farebox Revenues** were \$2.1 favorable to the budget due to higher ridership, partially offset by lower yield per passenger. January ridership was 7.2 million. This was 4.1% higher than 2018 (adjusted for same number of calendar work days) and 4.3% higher than the budget.
- **Other Operating Revenues** were \$1.0 favorable to the budget due to the timing of advertising revenue.
- **Capital and Other Reimbursements** were \$2.4 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

January **Total Expenses** (including depreciation and other) of \$208.5 were favorable to the budget by \$7.0 or 3.2%.

Labor Expenses, \$1.6 favorable.

- **Payroll**, \$3.9 favorable (primarily vacant positions).
- **Overtime**, \$(1.2) unfavorable (primarily higher capital project activity, maintenance and scheduled/unscheduled service, partially offset by lower weather-related overtime).
- **Health & Welfare**, \$1.8 favorable (vacant positions).
- **OPEB Current Payment**, \$1.2 favorable (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(4.0) unfavorable (primarily higher FELA indemnity reserves and Railroad Retirement Taxes).

Non-Labor Expenses, \$4.5 favorable.

- **Maintenance and Other Operating Contracts**, \$0.6 favorable (timing of construction services and other maintenance and operating contracts, partially offset by the timing of prior year accrual reversals).



Long Island Rail Road

Financial Report Highlights

- **Professional Services**, \$0.4 favorable (Primarily timing of professional and other outside service activities, partially offset by the timing of write-offs of various projects that are no longer capital eligible).
- **Materials and Supplies**, \$3.4 favorable (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and capital project material, partially offset by higher right of way material).

Depreciation and Other, \$0.9 favorable depreciation.

CASH DEFICIT SUMMARY

The January Cash Deficit of \$73.5 was \$23.0 favorable to the budget due to lower expenditures, partially offset by the timing of capital and other reimbursements.

FINANCIAL PERFORMANCE MEASURES

- The January Farebox Operating Ratio was 43.0%, 4.2 percentage points above the budget resulting from lower expenses and higher farebox revenue.
- The January Adjusted Farebox Operating Ratio was 48.4%, which is above the budget due to lower expenses and higher farebox revenue.
- The January Adjusted Cost per Passenger was \$17.69, which is lower than the budget due to lower expenses and higher ridership.
- The January Revenue per Passenger was \$8.13, which was \$0.04 below the budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY 2019
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$56.130	\$58.255	\$2.125	3.8	\$0.000	\$0.000	\$0.000	-	\$56.130	\$58.255	\$2.125	3.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.078	3.077	1.000	48.1	0.000	0.000	0.000	-	2.078	3.077	1.000	48.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	27.570	29.928	2.359	8.6	27.570	29.928	2.359	8.6
Total Revenue	\$58.208	\$61.332	\$3.125	5.4	\$27.570	\$29.928	\$2.359	8.6	\$85.778	\$91.261	\$5.483	6.4
Expenses												
<i>Labor:</i>												
Payroll	\$54.432	\$50.391	\$4.040	7.4	\$10.047	\$10.149	(\$0.102)	(1.0)	\$64.479	\$60.540	\$3.938	6.1
Overtime	12.901	13.065	(0.165)	(1.3)	2.266	3.318	(1.052)	(46.4)	15.166	16.383	(1.216)	(8.0)
Health and Welfare	11.475	9.123	2.353	20.5	2.052	2.627	(0.574)	(28.0)	13.528	11.749	1.778	13.1
OPEB Current Payment	6.078	4.894	1.184	19.5	0.000	0.000	0.000	-	6.078	4.894	1.184	19.5
Pensions	11.439	11.114	0.325	2.8	3.334	3.659	(0.325)	(9.7)	14.773	14.773	0.000	0.0
Other Fringe Benefits	14.694	18.151	(3.456)	(23.5)	2.099	2.681	(0.582)	(27.7)	16.793	20.831	(4.038)	(24.0)
Reimbursable Overhead	(1.922)	(3.600)	1.678	87.3	1.922	3.600	(1.678)	(87.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$109.096	\$103.138	\$5.958	5.5	\$21.721	\$26.033	(\$4.312)	(19.9)	\$130.817	\$129.171	\$1.645	1.3
<i>Non-Labor:</i>												
Electric Power	\$7.235	\$7.622	(\$0.387)	(5.3)	\$0.021	\$0.078	(\$0.057)	*	\$7.256	\$7.700	(\$0.444)	(6.1)
Fuel	1.953	1.741	0.212	10.9	0.000	0.000	0.000	-	1.953	1.741	0.212	10.9
Insurance	1.797	1.671	0.126	7.0	0.619	0.581	0.039	6.2	2.416	2.252	0.164	6.8
Claims	0.374	0.230	0.144	38.5	0.000	0.000	0.000	-	0.374	0.230	0.144	38.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.412	6.036	0.376	5.9	1.713	1.495	0.218	12.7	8.125	7.531	0.594	7.3
Professional Service Contracts	2.619	2.172	0.447	17.1	0.046	0.121	(0.075)	*	2.666	2.294	0.372	14.0
Materials & Supplies	12.413	10.969	1.444	11.6	3.421	1.504	1.917	56.0	15.834	12.473	3.361	21.2
Other Business Expenses	1.521	1.367	0.154	10.1	0.028	0.116	(0.088)	*	1.549	1.484	0.066	4.3
Total Non-Labor Expenses	\$34.325	\$31.809	\$2.516	7.3	\$5.849	\$3.895	\$1.954	33.4	\$40.174	\$35.704	\$4.470	11.1
<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	\$143.421	\$134.947	\$8.474	5.9	\$27.570	\$29.928	(\$2.359)	(8.6)	\$170.990	\$164.875	\$6.115	3.6
Depreciation	\$32.343	\$31.495	\$0.848	2.6	\$0.000	\$0.000	\$0.000	-	\$32.343	\$31.495	\$0.848	2.6
Other Post Employment Benefits	11.986	11.957	0.029	0.2	0.000	0.000	0.000	-	11.986	11.957	0.029	0.2
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	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$187.916	\$178.566	\$9.350	5.0	\$27.570	\$29.928	(\$2.359)	(8.6)	\$215.486	\$208.495	\$6.992	3.2
Net Surplus/(Deficit)	(\$129.709)	(\$117.234)	\$12.475	9.6	\$0.000	\$0.000	\$0.000	-	(\$129.709)	(\$117.234)	\$12.475	9.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.343	\$31.495	(\$0.848)	(2.6)	\$0.000	\$0.000	\$0.000	-	32.343	\$31.495	(\$0.848)	(2.6)
Operating/Capital	(1.226)	(0.413)	0.814	66.3	0.000	0.000	0.000	-	(1.226)	(0.413)	0.814	66.3
Other Cash Adjustments	2.093	12.661	10.568	*	0.000	0.000	0.000	-	2.093	12.661	10.568	*
Total Cash Conversion Adjustments	\$33.210	\$43.744	\$10.534	31.7	0.000	\$0.000	\$0.000	-	\$33.210	\$43.744	\$10.534	31.7
Net Cash Surplus/(Deficit)	(\$96.499)	(\$73.490)	\$23.009	23.8	\$0.000	\$0.000	\$0.000	-	(\$96.499)	(\$73.490)	\$23.009	23.8

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$56.130	\$58.255	\$2.125	3.8	\$0.000	\$0.000	\$0.000	-	\$56.130	\$58.255	\$2.125	3.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.078	3.077	1.000	48.1	0.000	0.000	0.000	-	2.078	3.077	1.000	48.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	27.570	29.928	2.359	8.6	27.570	29.928	2.359	8.6
Total Revenue	\$58.208	\$61.332	\$3.125	5.4	\$27.570	\$29.928	\$2.359	8.6	\$85.778	\$91.261	\$5.483	6.4
Expenses												
<i>Labor:</i>												
Payroll	\$54.432	\$50.391	\$4.040	7.4	\$10.047	\$10.149	(\$0.102)	(1.0)	\$64.479	\$60.540	\$3.938	6.1
Overtime	12.901	13.065	(0.165)	(1.3)	2.266	3.318	(1.052)	(46.4)	15.166	16.383	(1.216)	(8.0)
Health and Welfare	11.475	9.123	2.353	20.5	2.052	2.627	(0.574)	(28.0)	13.528	11.749	1.778	13.1
OPEB Current Payment	6.078	4.894	1.184	19.5	0.000	0.000	0.000	-	6.078	4.894	1.184	19.5
Pensions	11.439	11.114	0.325	2.8	3.334	3.659	(0.325)	(9.7)	14.773	14.773	0.000	0.0
Other Fringe Benefits	14.694	18.151	(3.456)	(23.5)	2.099	2.681	(0.582)	(27.7)	16.793	20.831	(4.038)	(24.0)
Reimbursable Overhead	(1.922)	(3.600)	1.678	87.3	1.922	3.600	(1.678)	(87.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$109.096	\$103.138	\$5.958	5.5	\$21.721	\$26.033	(\$4.312)	(19.9)	\$130.817	\$129.171	\$1.645	1.3
<i>Non-Labor:</i>												
Electric Power	\$7.235	\$7.622	(\$0.387)	(5.3)	\$0.021	\$0.078	(\$0.057)	*	\$7.256	\$7.700	(\$0.444)	(6.1)
Fuel	1.953	1.741	0.212	10.9	0.000	0.000	0.000	-	1.953	\$1.741	0.212	10.9
Insurance	1.797	1.671	0.126	7.0	0.619	0.581	0.039	6.2	2.416	\$2.252	0.164	6.8
Claims	0.374	0.230	0.144	38.5	0.000	0.000	0.000	-	0.374	\$0.230	0.144	38.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	\$0.000	0.000	-
Maintenance and Other Operating Contracts	6.412	6.036	0.376	5.9	1.713	1.495	0.218	12.7	8.125	\$7.531	0.594	7.3
Professional Service Contracts	2.619	2.172	0.447	17.1	0.046	0.121	(0.075)	*	2.666	\$2.294	0.372	14.0
Materials & Supplies	12.413	10.969	1.444	11.6	3.421	1.504	1.917	56.0	15.834	\$12.473	3.361	21.2
Other Business Expenses	1.521	1.367	0.154	10.1	0.028	0.116	(0.088)	*	1.549	\$1.484	0.066	4.3
Total Non-Labor Expenses	\$34.325	\$31.809	\$2.516	7.3	\$5.849	\$3.895	\$1.954	33.4	\$40.174	\$35.704	\$4.470	11.1
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	\$143.421	\$134.947	\$8.474	5.9	\$27.570	\$29.928	(\$2.359)	(8.6)	\$170.990	\$164.875	\$6.115	3.6
Depreciation	\$32.343	\$31.495	0.848	2.6	\$0.000	\$0.000	\$0.000	-	\$32.343	\$31.495	\$0.848	2.6
Other Post Employment Benefits	11.986	11.957	0.029	0.2	0.000	0.000	0.000	-	11.986	11.957	0.029	0.2
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	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	0.167	0.167	0.000	0.0
Total Expenses	\$187.916	\$178.566	\$9.350	5.0	\$27.570	\$29.928	(\$2.359)	(8.6)	\$215.486	\$208.495	\$6.992	3.2
Net Surplus/(Deficit)	(\$129.709)	(\$117.234)	\$12.475	9.6	\$0.000	\$0.000	\$0.000	-	(\$129.709)	(\$117.234)	\$12.475	9.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$32.343	\$31.495	(\$0.848)	(2.6)	\$0.000	\$0.000	\$0.000	-	32.343	\$31.495	(\$0.848)	(2.6)
Operating/Capital	(1.226)	(0.413)	0.814	66.3	0.000	0.000	0.000	-	(1.226)	(0.413)	0.814	66.3
Other Cash Adjustments	2.093	12.661	10.568	*	0.000	0.000	0.000	-	2.093	12.661	10.568	*
Total Cash Conversion Adjustments	\$33.210	\$43.744	\$10.534	31.7	\$0.000	\$0.000	\$0.000	-	\$33.210	\$43.744	\$10.534	31.7
Net Cash Surplus/(Deficit)	(\$96.499)	(\$73.490)	\$23.009	23.8	\$0.000	\$0.000	\$0.000	-	(\$96.499)	(\$73.490)	\$23.009	23.8

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

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2019		Reason for Variance	Year-to-Date January 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	2.125	3.8	Higher ridership \$2.387, partially offset by lower yield per passenger \$(0.262).	2.125	3.8	
Other Operating Revenue	Non Reimb.	1.000	48.1	Primarily due to timing of advertising revenue.	1.000	48.1	
Capital & Other Reimbursements	Reimb.	2.359	8.6	Timing of capital project activity and interagency reimbursements.	2.359	8.6	
Expenses							
Payroll	Non Reimb.	4.040	7.4	Primarily vacant positions.	4.040	7.4	
	Reimb.	(0.102)	(1.0)	Primarily due to timing of project activity.	(0.102)	(1.0)	
Overtime	Non Reimb.	(0.165)	(1.3)	Primarily higher due to higher maintenance, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower weather-related overtime.	(0.165)	(1.3)	
	Reimb.	(1.052)	(46.4)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Hicksville North Siding and Main Line Double Track.	(1.052)	(46.4)	
Health and Welfare	Non Reimb.	2.353	20.5	Vacant positions.	2.353	20.5	
	Reimb.	(0.574)	(28.0)	Primarily due to timing of project activity.	(0.574)	(28.0)	
OPEB Current Payment	Non Reimb.	1.184	19.5	Fewer retirees/beneficiaries.	1.184	19.5	
Pensions	Non Reimb.	0.325	2.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.325	2.8	
	Reimb.	(0.325)	(9.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.325)	(9.7)	

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2019		Reason for Variance	Year-to-Date January 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	(3.456)	(23.5)	Higher FELA indemnity reserves and Railroad Retirement Taxes.	(3.456)	(23.5)	
	Reimb.	(0.582)	(27.7)		Primarily due to timing of project activity.	(0.582)	
Reimbursable Overhead	Non Reimb.	1.678	87.3	Primarily due to timing of project activity.	1.678	87.3	
	Reimb.	(1.678)	(87.3)		Primarily due to timing of project activity.	(1.678)	
Electric Power	Non Reimb.	(0.387)	(5.3)	Timing of accrual adjustments.	(0.387)	(5.3)	
	Reimb.	(0.057)	*			(0.057)	
Fuel	Non Reimb.	0.212	10.9	Timing of accrual adjustments.	0.212	10.9	
Insurance	Non Reimb.	0.126	7.0	Lower liability insurance, partially offset by higher property insurance.	0.126	7.0	
	Reimb.	0.039	6.2		Force Account Insurance associated with project activity.	0.039	
Claims	Non Reimb.	0.144	38.5	Primarily due to timing.	0.144	38.5	
Maintenance & Other Operating Contracts	Non Reimb.	0.376	5.9	Timing of construction services, TVM, equipment and joint facility maintenance, partially offset by prior year accruals not reversed out for vegetation management, HVAC maintenance, hazardous waste cleanup and equipment/vehicle rentals.	0.376	5.9	
	Reimb.	0.218	12.7		Primarily due to timing of project activity.	0.218	

**MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS
 (\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2019		Reason for Variance	Year-to-Date January 2019		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.447	17.1	Primarily timing of payments/activities for rolling stock decommissioning, bank processor conversions and other outside services, partially offset by the timing of write-offs of projects that are no longer capital eligible.	0.447	17.1	
	Reimb.	(0.075)	*		Primarily due to timing of project activity.	(0.075)	
Materials & Supplies	Non Reimb.	1.444	11.6	Primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet, partially offset by higher right of way material. Primarily due to timing of project activity.	1.444	11.6	
	Reimb.	1.917	56.0		Primarily due to timing of project activity.	1.917	
Other Business Expenses	Non Reimb.	0.154	10.1	Primarily lower debit/credit card fees, print and stationary supplies and higher restitution of property damages.	0.154	10.1	
	Reimb.	(0.088)	*		Primarily due to timing of project activity.	(0.088)	
Depreciation	Non Reimb.	0.848	2.6	Based on certain capital assets being fully depreciated.	0.848	2.6	
Other Post Employment Benefits	Non Reimb.	0.029	0.2	Latest actuarial estimates	0.029	0.2	
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	0.000	0.0		0.000	0.0	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
January 2019								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$57.505	\$61.544	\$4.039	7.0	\$57.505	\$61.544	\$4.039	7.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.485	(0.768)	(2.253)	*	1.485	(0.768)	(2.253)	*
Capital & Other Reimbursements	24.259	8.386	(15.873)	(65.4)	24.259	8.386	(15.873)	(65.4)
Total Receipts	\$83.249	\$69.161	(\$14.088)	(16.9)	\$83.249	\$69.161	(\$14.088)	(16.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$64.593	\$57.413	\$7.180	11.1	\$64.593	\$57.413	\$7.180	11.1
Overtime	16.771	17.381	(0.610)	(3.6)	16.771	17.381	(0.610)	(3.6)
Health and Welfare	13.528	(0.990)	14.518	*	13.528	(0.990)	14.518	*
OPEB Current Payment	6.078	0.851	5.227	86.0	6.078	0.851	5.227	86.0
Pensions	14.773	14.157	0.616	4.2	14.773	14.157	0.616	4.2
Other Fringe Benefits	16.395	14.403	1.992	12.2	16.395	14.403	1.992	12.2
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$132.138	\$103.215	\$28.923	21.9	\$132.138	\$103.215	\$28.923	21.9
<i>Non-Labor:</i>								
Electric Power	\$7.256	\$3.834	\$3.422	47.2	\$7.256	\$3.834	\$3.422	47.2
Fuel	1.953	1.562	0.391	20.0	1.953	1.562	0.391	20.0
Insurance	9.839	4.105	5.734	58.3	9.839	4.105	5.734	58.3
Claims	0.291	0.105	0.186	63.8	0.291	0.105	0.186	63.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.125	9.802	(1.677)	(20.6)	8.125	9.802	(1.677)	(20.6)
Professional Service Contracts	1.448	3.353	(1.905)	*	1.448	3.353	(1.905)	*
Materials & Supplies	15.515	15.355	0.160	1.0	15.515	15.355	0.160	1.0
Other Business Expenses	1.808	2.025	(0.217)	(12.0)	1.808	2.025	(0.217)	(12.0)
Total Non-Labor Expenditures	\$46.235	\$40.142	\$6.093	13.2	\$46.235	\$40.142	\$6.093	13.2
<i>Other Expenditure Adjustments:</i>								
Other	\$1.375	\$1.482	(\$0.107)	(7.8)	\$1.375	\$1.482	(\$0.107)	(7.8)
Total Other Expenditure Adjustments	\$1.375	\$1.482	(\$0.107)	(7.8)	\$1.375	\$1.482	(\$0.107)	(7.8)
Total Expenditures	\$179.748	\$144.839	\$34.909	19.4	\$179.748	\$144.839	\$34.909	19.4
Cash Timing and Availability Adjustment	0.000	2.187	2.187	-	0.000	2.187	2.187	-
Net Cash Deficit (excludes opening balance)	(\$96.499)	(\$73.490)	\$23.009	23.8	(\$96.499)	(\$73.490)	\$23.009	23.8
Subsidies								
MTA	96.499	78.430	(18.069)	(18.7)	96.499	78.430	(18.069)	(18.7)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2019			Year-to-Date as of January 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	4.039	7.0	Higher ridership \$2.387 and advance sales impact \$1.972, partially offset by lower yields \$(0.262) and lower MetroCard/AirTrain sales \$(0.058).	4.039	7.0	
Other Operating Revenue	(2.253)	*	Primarily due to the return of 2018 wireless rental revenue to MTAHQ.	(2.253)	*	
Capital and Other Reimbursements	(15.873)	(65.4)	Timing of activity and reimbursement for capital and other reimbursements, including the adverse impact of the Federal Government shutdown.	(15.873)	(65.4)	
Expenditures						
Labor:						
Payroll	7.180	11.1	Primarily due to vacant positions and the timing of intercompany reimbursements.	7.180	11.1	
Overtime	(0.610)	(3.6)	Primarily due to higher project overtime, maintenance, scheduled/unscheduled service and vacancy/absentee coverage, partially offset by lower weather-related overtime.	(0.610)	(3.6)	
Health and Welfare	14.518	*	Primarily due to the timing of payments, vacant positions and intercompany reimbursements.	14.518	*	
OPEB Current Payment	5.227	86.0	Primarily due to the timing of payments and fewer retirees/beneficiaries.	5.227	86.0	
Pensions	0.616	4.2	Due to intercompany reimbursements.	0.616	4.2	
Other Fringe Benefits	1.992	12.2	Primarily due to lower Railroad Retirement Tax payments which include intercompany reimbursements, and the timing of FELA payments.	1.992	12.2	

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2019			Year-to-Date as of January 31, 2019		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	3.422	47.2	Primarily due to the timing of a PSEG traction payment.	3.422	47.2	
Fuel	0.391	20.0	Primarily due to the timing of payments.	0.391	20.0	
Insurance	5.734	58.3	Timing of insurance premium payments and lower station liability installment payment.	5.734	58.3	
Claims	0.186	63.8	Timing of payment for claims.	0.186	63.8	
Maintenance and Other Operating Contracts	(1.677)	(20.6)	Timing of payments.	(1.677)	(20.6)	
Professional Service Contracts	(1.905)	*	Timing of payments for consulting services.	(1.905)	*	
Materials and Supplies	0.160	1.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.	0.160	1.0	
Other Business Expenses	(0.217)	(12.0)	Primarily higher credit/debit card fees payments.	(0.217)	(12.0)	
Other Expenditure Adjustments	(0.107)	(7.8)	Higher MetroCard/AirTrain pass through payments.	(0.107)	(7.8)	

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
January 2019
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.375	\$3.288	\$1.914	*	\$1.375	\$3.288	\$1.914	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.593)	(3.845)	(3.253)	*	(0.593)	(3.845)	(3.253)	*
Capital & Other Reimbursements	(3.311)	(21.543)	(18.232)	*	(3.311)	(21.543)	(18.232)	*
Total Receipts	(\$2.529)	(\$22.100)	(\$19.571)	*	(\$2.529)	(\$22.100)	(\$19.571)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$0.114)	\$3.128	\$3.242	*	(\$0.114)	\$3.128	\$3.242	*
Overtime	(1.605)	(0.998)	0.606	37.8	(1.605)	(0.998)	0.606	37.8
Health and Welfare	(0.000)	12.739	12.740	*	(0.000)	12.739	12.740	*
OPEB Current Payment	(0.000)	4.043	4.043	*	(0.000)	4.043	4.043	*
Pensions	0.000	0.616	0.616	*	0.000	0.616	0.616	*
Other Fringe Benefits	0.398	6.428	6.031	*	0.398	6.428	6.031	*
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	(\$1.321)	\$25.956	\$27.278	*	(\$1.321)	\$25.956	\$27.278	*
<i>Non-Labor:</i>								
Electric Power	(\$0.000)	\$3.866	\$3.866	*	(\$0.000)	\$3.866	\$3.866	*
Fuel	(0.000)	0.179	0.179	*	(0.000)	0.179	0.179	*
Insurance	(7.423)	(1.853)	5.570	75.0	(7.423)	(1.853)	5.570	75.0
Claims	0.083	0.125	0.042	49.8	0.083	0.125	0.042	49.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.000)	(2.272)	(2.271)	*	(0.000)	(2.272)	(2.271)	*
Professional Service Contracts	1.218	(1.059)	(2.277)	*	1.218	(1.059)	(2.277)	*
Materials & Supplies	0.319	(2.882)	(3.201)	*	0.319	(2.882)	(3.201)	*
Other Business Expenses	(0.259)	(0.542)	(0.283)	*	(0.259)	(0.542)	(0.283)	*
Total Non-Labor Expenditures	(\$6.061)	(\$4.438)	\$1.624	26.8	(\$6.061)	(\$4.438)	\$1.624	26.8
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.375)	(\$1.482)	(\$0.107)	(7.8)	(\$1.375)	(\$1.482)	(\$0.107)	(7.8)
Total Other Expenditure Adjustments	(\$1.375)	(\$1.482)	(\$0.107)	(7.8)	(\$1.375)	(\$1.482)	(\$0.107)	(7.8)
Total Expenditures before Depreciation	(\$8.758)	\$20.037	\$28.794	*	(\$8.758)	\$20.037	\$28.794	*
Depreciation Adjustment	\$32.343	\$31.495	(\$0.848)	(2.6)	\$32.343	\$31.495	(\$0.848)	(2.6)
Other Post Employment Benefits	11.986	11.957	(0.029)	(0.2)	11.986	11.957	(0.029)	(0.2)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.0	0.167	0.167	0.000	0.0
Total Expenditures	\$35.738	\$63.656	\$27.918	78.1	\$35.738	\$63.656	\$27.918	78.1
Cash Timing and Availability Adjustment	0.000	2.187	2.187	-	0.000	2.187	2.187	-
Total Cash Conversion Adjustments	\$33.210	\$43.744	\$10.534	31.7	\$33.210	\$43.744	\$10.534	31.7

MTA LONG ISLAND RAIL ROAD
2019 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January 2019						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	48,044	\$2.981	50,382	\$3.162	(2,338)	(\$0.180)	48,044	\$2.981	50,382	\$3.162	(2,338)	(\$0.180)
					-4.9%	-6.0%					-4.9%	-6.0%
<u>Unscheduled Service</u>	3,213	\$0.214	6,808	\$0.450	(3,595)	(\$0.236)	3,213	\$0.214	6,808	\$0.450	(3,595)	(\$0.236)
					*	*					*	*
<u>Programmatic/Routine Maintenance</u>	64,175	\$3.762	82,052	\$4.796	(17,877)	(\$1.034)	64,175	\$3.762	82,052	\$4.796	(17,877)	(\$1.034)
					-27.9%	-27.5%					-27.9%	-27.5%
<u>Unscheduled Maintenance</u>	598	\$0.036	2,835	\$0.170	(2,237)	(\$0.134)	598	\$0.036	2,835	\$0.170	(2,237)	(\$0.134)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	40,687	\$2.452	44,971	\$2.713	(4,284)	(\$0.261)	40,687	\$2.452	44,971	\$2.713	(4,284)	(\$0.261)
					-10.5%	-10.7%					-10.5%	-10.7%
<u>Weather Emergencies</u>	58,633	\$3.334	28,205	\$1.741	30,428	\$1.594	58,633	\$3.334	28,205	\$1.741	30,428	\$1.594
					51.9%	47.8%					51.9%	47.8%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Other</u> ³	2,261	\$0.122	2,861	\$0.034	(600)	\$0.088	2,261	\$0.122	2,861	\$0.034	(600)	\$0.088
					-26.6%	72.3%					-26.5%	72.3%
NON-REIMBURSABLE OVERTIME	217,610	\$12.901	218,113	\$13.065	(504)	(\$0.165)	217,611	\$12.901	218,113	\$13.065	(502)	(\$0.165)
					-0.2%	-1.3%					-0.2%	-1.3%
REIMBURSABLE OVERTIME	39,595	\$2.266	49,467	\$3.318	(9,872)	(\$1.052)	39,595	\$2.266	49,467	\$3.318	(9,872)	(\$1.052)
					-24.9%	-46.4%					-24.9%	-46.4%
TOTAL OVERTIME	257,205	\$15.166	267,581	\$16.383	(10,376)	(\$1.216)	257,206	\$15.166	267,581	\$16.383	(10,375)	(\$1.216)
					-4.0%	-8.0%					-4.0%	-8.0%

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
2019 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January 2019			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(2,338)	(\$0.180)	Higher Crew book overtime within Transportation and higher Holiday overtime within Stations partially offset by lower Holiday overtime within Equipment.	(2,338)	(\$0.180)	
	-4.9%	-6.0%		-4.9%	-6.0%	
<u>Unscheduled Service</u>	(3,595)	(\$0.236)	Additional operational support required to fulfill on time performance.	(3,595)	(\$0.236)	
	*	*		*	*	
<u>Programmatic/Routine Maintenance</u>	(17,878)	(\$1.034)	Higher running repair on M3s and additional cleaning efforts within Equipment and higher Sperry rail car initiative along the Main Line, Port Washington and Montauk Branches.	(17,877)	(\$1.034)	
	-27.9%	-27.5%		-27.9%	-27.5%	
<u>Unscheduled Maintenance</u>	(2,237)	(\$0.134)	Due to system wide emergencies.	(2,237)	(\$0.134)	
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(4,284)	(\$0.261)	Open jobs within the Equipment Department, lower availability in Stations partially offset higher availability within Transportation.	(4,284)	(\$0.261)	
	-10.5%	-10.7%		-10.5%	-10.7%	
<u>Weather Emergencies</u>	30,428	\$1.594	Favorable weather patterns.	30,428	\$1.594	
	51.9%	47.8%		51.9%	47.8%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(600)	\$0.088		(600)	\$0.088	
	-26.6%	72.3%		-26.5%	72.3%	
NON-REIMBURSABLE OVERTIME	(504)	(\$0.165)		(502)	(\$0.165)	
	-0.2%	-1.3%		-0.2%	-1.3%	
REIMBURSABLE OVERTIME	(9,872)	(\$1.052)	Over-run attributed to East Side Access, Annual Track Program, East Rail Yard, Hicksville North Siding and Main Line Double Track.	(9,872)	(\$1.052)	
	-24.9%	-46.4%		-24.9%	-46.4%	
TOTAL OVERTIME	(10,376)	(\$1.216)		(10,375)	(\$1.216)	
	-4.0%	-8.0%		-4.0%	-8.0%	

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2019 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
 NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
 END-of-MONTH JANUARY 2019

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	6	1
Sr. Vice President - Engineering	2	2	0
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	75	64	11
Human Resources	44	34	10
Sr VP Administration	2	2	0
Strategic Investments	18	18	0
President	9	6	3
VP & CFO	3	2	1
Information Technology	0	-	0
Controller	45	44	1
Management & Budget	18	16	2
BPM, Controls & Compliance	6	5	1
Market Dev. & Public Affairs	71	72	(1)
Gen. Counsel & Secretary	33	32	1
Diversity Management	3	3	0
Security	14	10	4
System Safety	42	36	6
Training	68	65	3
Service Planning	31	26	5
Rolling Stock Programs	17	10	7
Sr Vice President - Operations	2	1	1
Total Administration	530	474	56
Operations			
Transportation Services - Train Operations	2,340	2,340	0
Customer Services	308	304	4
Total Operations	2,648	2,644	4
Maintenance			
Engineering	2,080	2,056	24
Equipment	2,209	2,139	70
Procurement (Stores)	95	95	0
Total Maintenance	4,384	4,290	94
Engineering/Capital			
Department of Program Management	152	133	19
Special Projects/East Side Access	57	41	16
Positive Train Control	14	13	1
Total Engineering/Capital	223	187	36
Baseline Total Positions	7,785	7,595	190
<i>Non-Reimbursable</i>	6,584	6,382	202
<i>Reimbursable</i>	1,201	1,213	(12)
Total Full-Time	7,785	7,595	190
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JANUARY 2019**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 202 positions due to the vacancies in Maintenance of Equipment, Engineering and administrative departments.
REIMBURSABLE POSITIONS - Unfavorable 12 positions primarily due to the timing of project activity in Engineering, partially offset by vacancies within Train Operations and Procurement and Logistics.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JANUARY 2019

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	275	248	27
Professional, Technical, Clerical	151	121	30
Operational Hourlies	104	105	(1)
Total Administration	530	474	56
Operations			
Managers/Supervisors	317	306	11
Professional, Technical, Clerical	100	101	(1)
Operational Hourlies	2,231	2,237	(6)
Total Operations	2,648	2,644	4
Maintenance			
Managers/Supervisors	848	771	77
Professional, Technical, Clerical	295	235	60
Operational Hourlies	3,241	3,284	(43)
Total Maintenance	4,384	4,290	94
Engineering/Capital			
Managers/Supervisors	152	126	26
Professional, Technical, Clerical	71	61	10
Operational Hourlies	0	0	0
Total Engineering/Capital	223	187	36
Total Positions			
Managers/Supervisors	1,592	1,451	141
Professional, Technical, Clerical	617	518	99
Operational Hourlies	5,576	5,626	(50)
Total Positions	7,785	7,595	190

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
 RIDERSHIP
 (In Millions)

	JANUARY 2019							JANUARY YEAR TO DATE 2019						
	Month			Variance				Month			Variance			
	Adopted Budget	Actual 2019	Adjusted* 2018	Adopted Budget		Adjusted* 2018		Adopted Budget	Actual 2019	Adjusted* 2018	Adopted Budget		Adjusted* 2018	
			#	%	#	%				#	%	#	%	
RIDERSHIP														
Monthly	4.036	4.074	4.060	0.037	0.9%	0.014	0.3%	4.036	4.074	4.060	0.037	0.9%	0.014	0.3%
Weekly	0.143	0.170	0.136	0.028	19.3%	0.035	25.4%	0.143	0.170	0.136	0.028	19.3%	0.035	25.4%
Total Commutation	4.179	4.244	4.196	0.065	1.6%	0.048	1.2%	4.179	4.244	4.196	0.065	1.6%	0.048	1.2%
One-Way Full Fare	0.623	0.744	0.620	0.121	19.4%	0.124	20.0%	0.623	0.744	0.620	0.121	19.4%	0.124	20.0%
One-Way Off-Peak	1.328	1.359	1.289	0.031	2.3%	0.069	5.4%	1.328	1.359	1.289	0.031	2.3%	0.069	5.4%
All Other	0.744	0.820	0.778	0.076	10.2%	0.042	5.4%	0.744	0.820	0.778	0.076	10.2%	0.042	5.4%
Total Non-Commutation	2.695	2.923	2.687	0.227	8.4%	0.235	8.8%	2.695	2.923	2.687	0.227	8.4%	0.235	8.8%
Total	6.874	7.167	6.883	0.292	4.3%	0.284	4.1%	6.874	7.167	6.883	0.292	4.3%	0.284	4.1%

*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2019 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
January 2019**

	MONTH			VARIANCE	
	Actual 2019	Adopted Budget	Actual 2018	vs. Budget	vs. 2018
Farebox Operating Ratio					
Standard ⁽¹⁾	43.0%	38.8%	43.4%	4.2%	-0.4%
Adjusted ⁽²⁾	48.4%	43.2%	48.3%	5.2%	0.1%
Cost Per Passenger					
Standard ⁽¹⁾	\$18.89	\$21.04	\$18.86	\$2.15	(\$0.03)
Adjusted ⁽²⁾	\$17.69	\$19.60	\$17.42	\$1.91	(\$0.27)
Passenger Revenue/Passenger ⁽³⁾	\$8.13	\$8.17	\$8.19	(\$0.04)	(\$0.06)
	YEAR-TO-DATE			VARIANCE	
	Actual 2019	Adopted Budget	Actual 2018	vs. Budget	vs. 2018
Farebox Operating Ratio					
Standard ⁽¹⁾	43.0%	38.8%	43.4%	4.2%	-0.4%
Adjusted ⁽²⁾	48.4%	43.2%	48.3%	5.2%	0.1%
Cost Per Passenger					
Standard ⁽¹⁾	\$18.89	\$21.04	\$18.86	\$2.15	(\$0.03)
Adjusted ⁽²⁾	\$17.69	\$19.60	\$17.42	\$1.91	(\$0.27)
Passenger Revenue/Passenger ⁽³⁾	\$8.13	\$8.17	\$8.19	(\$0.04)	(\$0.06)

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services



Long Island Rail Road

Ridership Report Highlights

January 2019 vs. 2018

- January 2019 total ridership increased +4.1% compared to January 2018 (7,166,693 in January 2019 vs. 6,882,948 in January 2018).
- Commutation ridership increased 1.2% compared to January 2018
- January 2019 Non-Commutation ridership increased +8.8% compared to January 2018
- The factors affecting Non-Commutation ridership this January:
 - Last year's January Non-Commutation ridership was unusually lower mainly due to heavier snow accumulation (11.2 inches) in comparison to this January's snowfall (1.1 inches).
 - Double-digit growth in Leisure Travel ridership (+20.4%) contributed to gains in the Off-Peak market.

2019 vs. 2018 YTD

- Total YTD ridership is +4.1% above 2018 and +4.3% above Budget
- YTD Commutation ridership is +1.2% above 2018
- YTD Non-Commutation ridership is +8.8% above 2018

Mark Young

Vice President

Management & Finance and Chief Financial Officer

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

January 2019

**January 2019 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD**

EXECUTIVE SUMMARY

January Ridership and Revenue (millions)

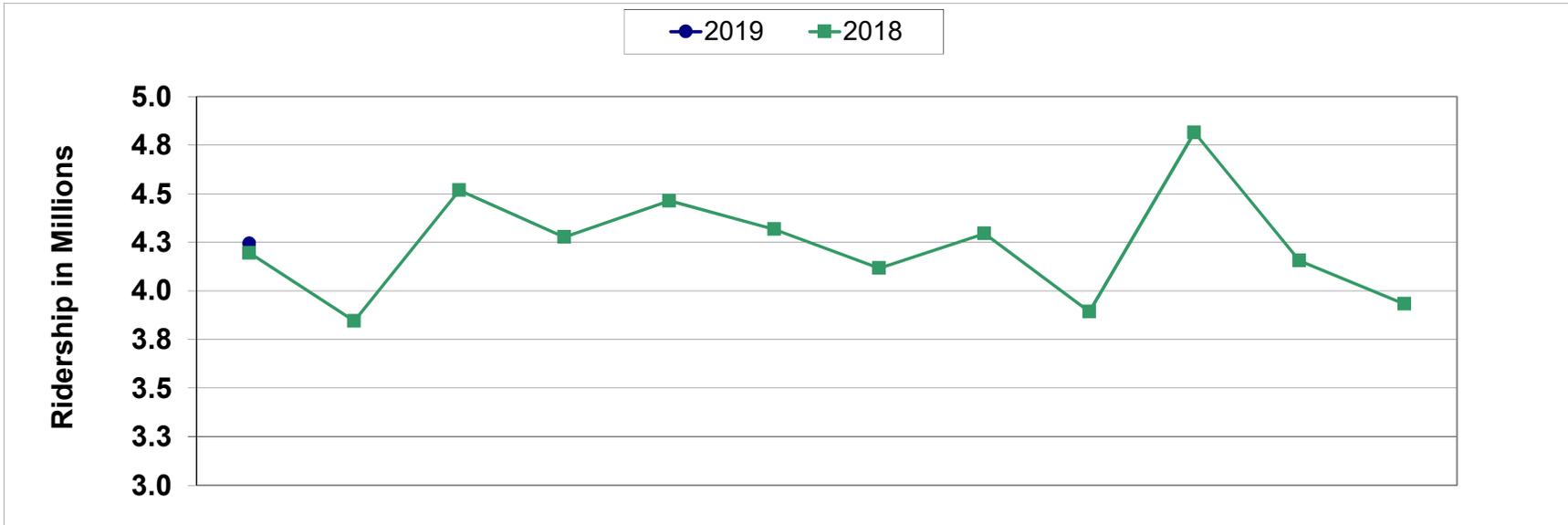
	January 2019	% Change vs. 2018
Total Rail Ridership	7.167	4.1% ▲
Commutation Ridership	4.244	1.2% ▲
Non-Commutation Ridership	2.923	8.8% ▲
Rail Revenue	\$58.3	3.7% ▲

Year-to-Date through January Prelim. Ridership and Revenue (millions)

	January 2019	% Change vs. 2018	Comparison to Budget
Total Rail Ridership	7.167	4.1% ▲	4.3% ▲
Commutation Ridership	4.244	1.2% ▲	1.6% ▲
Non-Commutation Ridership	2.923	8.8% ▲	8.4% ▲
Rail Revenue	\$58.3	3.7% ▲	3.8% ▲

JANUARY COMMUTATION RIDERSHIP

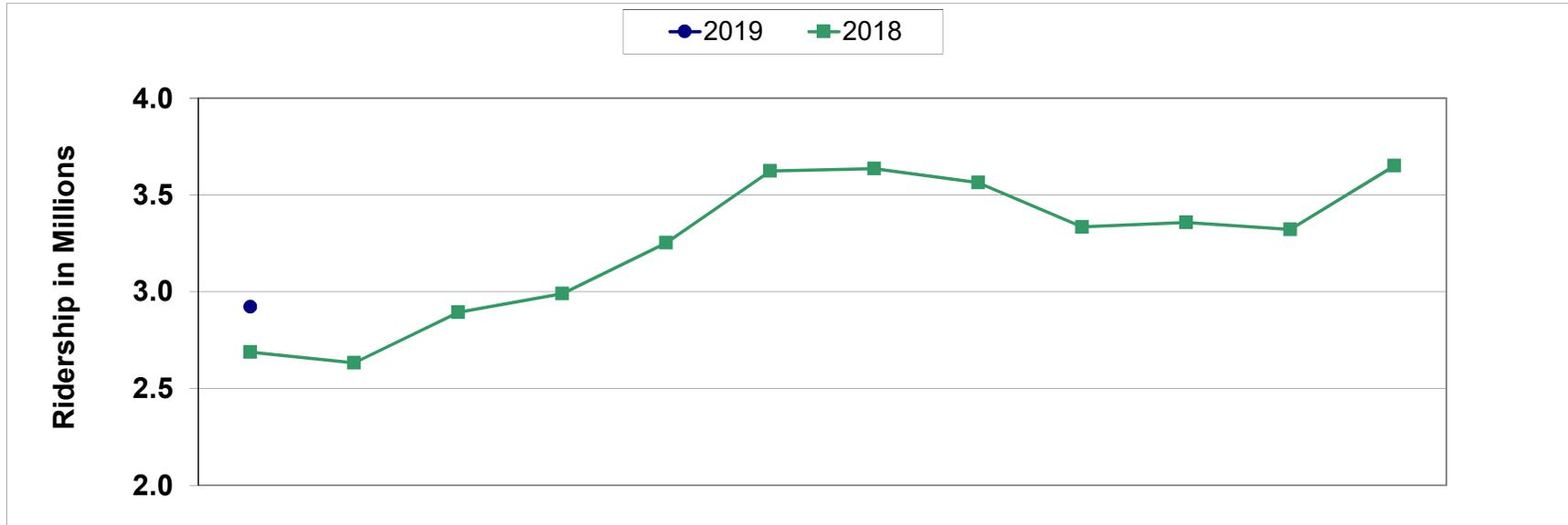
- January Commutation Ridership was 1.2% above '18 and 1.6% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	4.2												4.2
2018	4.2	3.8	4.5	4.3	4.5	4.3	4.1	4.3	3.9	4.8	4.2	3.9	4.2
PCT CHG.	1.2%												1.2%

JANUARY NON-COMMUTATION RIDERSHIP

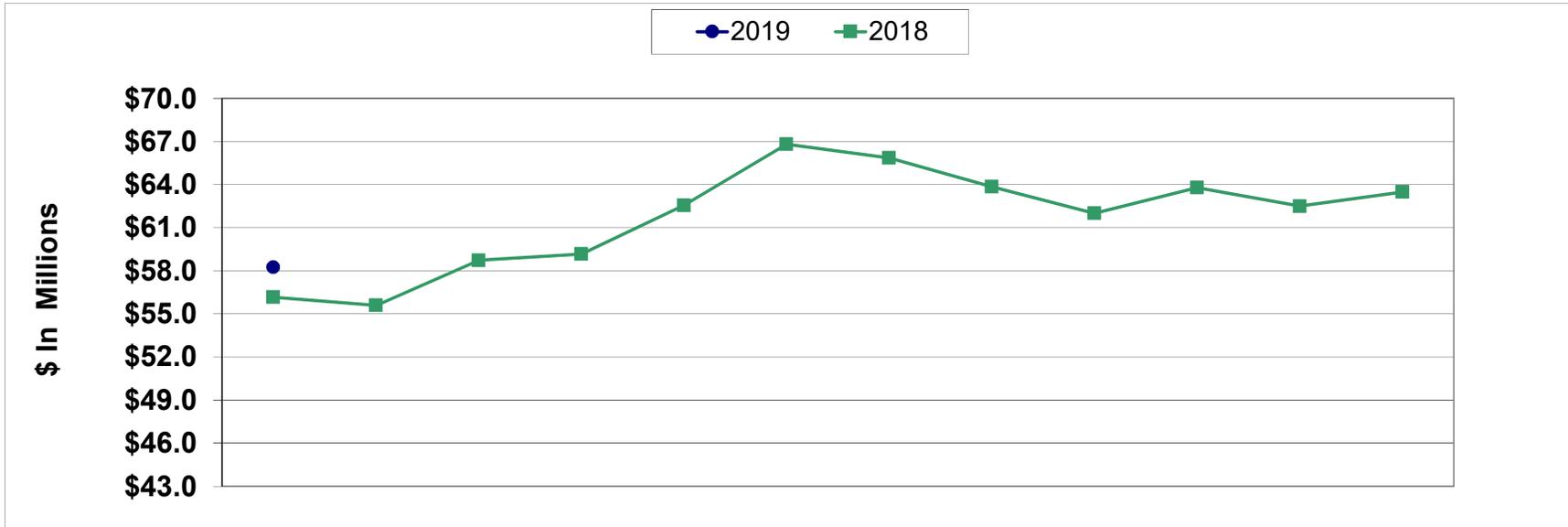
- January Non-Commutation Ridership was 8.8% above '18 and 8.4% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	2.9												2.9
2018	2.7	2.6	2.9	3.0	3.3	3.6	3.6	3.6	3.3	3.4	3.3	3.7	2.7
PCT CHG.	8.8%												8.8%

JANUARY REVENUE

- January Total Revenue was 3.7% above '18 and 3.8% above 2019 Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2019	\$58.3												\$58.3
2018	\$56.2	\$55.6	\$58.7	\$59.2	\$62.6	\$66.8	\$65.8	\$63.8	\$62.0	\$63.8	\$62.5	\$63.5	\$56.2
PCT CHG.	3.7%												3.7%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
January 2019**

TICKET TYPE/SERVICE	January 2019	January 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,244,052	4,195,725	48,327	1.2%
NON-COMMUTATION RIDERSHIP	2,922,641	2,687,223	235,418	8.8%
TOTAL RIDERSHIP	7,166,693	6,882,948	283,745	4.1%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2019 YEAR-TO-DATE**

TICKET TYPE/SERVICE	January 2019	January 2018	CHANGE VS. 2018	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,244,052	4,195,725	48,327	1.2%
NON-COMMUTATION RIDERSHIP	2,922,641	2,687,223	235,418	8.8%
TOTAL RIDERSHIP	7,166,693	6,882,948	283,745	4.1%

* 2017 ridership numbers were adjusted using 2018 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
January 2019**

REVENUE	January 2019	January 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,165,412	\$31,016,352	\$149,060	0.5%
NON-COMMUTATION REVENUE	\$27,089,948	\$25,136,998	\$1,952,950	7.8%
TOTAL REVENUE	\$58,255,361	\$56,153,350	\$2,102,010	3.7%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2019 YEAR-TO-DATE**

REVENUE	January 2019	January 2018	CHANGE VS. 2018	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,165,412	\$31,016,352	\$149,060	0.5%
NON-COMMUTATION REVENUE	\$27,089,948	\$25,136,998	\$1,952,950	7.8%
TOTAL REVENUE	\$58,255,361	\$56,153,350	\$2,102,010	3.7%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
FEBRUARY 2019**

L70301WE: 2019 ANNUAL TRACK PROGRAM

Milestone: Construction Start

Project Budget: \$74.08

The LIRR Annual Track Program for 2019 addresses the cyclical needs of the track structure through replacement of track components to maintain a state of good repair throughout the system. The planned major component renewals and replacements include 15,600 mechanized ties and 41,500 concrete ties, 12 grade crossings, surfacing of 10 interlocking switches, 82 miles of track surfacing, 13 switch installations, and 780 field welds. The cyclical renewal of track infrastructure facilitates the railroad's efforts to provide reliable service and supports on-time performance.

SMALL BUSINESS MENTOR PROGRAM

- The new contract/s awarded this month:
 - St Albans Station Rehabilitation awarded for \$889,650.

2019 LIRR Capital Program Goals

