



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

## **January 2017**

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### **Members**

**M. Pally, Chair**

**I. Greenberg**

**S. Metzger**

**C. Moerdler**

**J. Molloy**

**V. Tessitore**

**V. Vanterpool**

**J. Vitiello**

**C. Wortendyke**

**N. Zuckerman**

# **Long Island Rail Road Committee Meeting**

**2 Broadway  
20th Floor Board Room  
New York, NY  
Monday, 1/23/2017  
9:30 - 10:30 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES - December 12, 2016**

*Minutes from December 12, 2016 - Page 4*

## **3. AGENCY PRESIDENTS'/CHIEF'S REPORTS**

**LIRR President's Report (no material)**

**MTA Capital Construction Report**

*MTA Capital Construction Report - Page 15*

**MTA Police Report**

*MTA Police Reports - Page 19*

## **4. ACTION ITEM**

**Approval of LIRR 2017 Proposed Committee Work Plan**

*Approval of LIRR 2017 Committee Work Plan - Page 24*

## **5. INFORMATION ITEM**

**LIRR Origin and Destination Study Results Presentation (No Documentation)**

## **6. PROCUREMENTS**

**LIRR Procurements (None)**

**Competitive**

**Non-Competitive**

**Ratifications**

**MTA CC Procurements**

*MTA CC Procurements - Page 31*

**Competitive**

*MTA CC Competitive Procurements - Page 34*

**Non-Competitive (No Items)**

**Ratifications (No Items)**

## **7. PERFORMANCE SUMMARIES**

### **Operations - Transportation**

*Operations - Transportation - Page 37*

### **Operations - Mechanical**

*Operations - Mechanical - Page 42*

### **Operations - Safety**

*Operations - Safety - Page 46*

### **Financial**

*Financial Report - Page 48*

### **Ridership**

*Ridership Report - Page 71*

### **Capital Program**

*Capital Program Report - Page 78*

**Next Meeting: Joint with MNR Tuesday, February 21, 2017 at 8:30 AM**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, December 12, 2016**

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

**The following members were present:**

Hon. Mitchell H. Pally, Chair of the Long Island Rail Road Committee  
Hon. Susan G. Metzger, Chair of the Metro-North Committee  
Hon. Norman Brown  
Hon. Ira R. Greenberg  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Andrew Saul  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke  
Hon. Neal Zuckerman

**The following member was not present:**

Hon. Vincent Tessitore, Jr.

**Representing Long Island Rail Road:** Patrick A. Nowakowski, Bruce R. Pohlott, Dave Kubicek, Loretta Ebbighausen, Mark Young, Elisa Picca, Cynthia Carter, James W. Allen, and Mark D. Hoffer

**Representing MTA Capital Construction Company:** Michael Horodniceanu, Evan Eisland, David Cannon, and Peter Kohner

**Representing MTA Police:** Assistant Chief Kathleen Finneran

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

In addition to Long Island Rail Road (“LIRR”) President Patrick A. Nowakowski and members of the LIRR staff noted above, MTA Metro-North Railroad (“Metro-North”) President Joseph Giulietti and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of December 12, 2016 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

### **PUBLIC COMMENTS**

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

Orrin Getz presented public speaker Murray Bodin with a December 4, 2016 newspaper article about young people working on projects to come up with new and innovative ways to promote railroad grade crossing safety. He suggested Mr. Bodin speak to this group and meet with New York State officials regarding railroad grade crossing safety. Mr. Getz also spoke about matters pertaining to Metro-North.

Murray Bodin wished the Long Island and Metro-North Committees a very healthy New Year and requested to reserve his time to comment on the Metro-North's President's Report until after it had been presented to the Committee.

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

### **APPROVAL OF MINUTES AND 2016 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the November 14, 2016 Long Island Rail Road Committee Meeting. There were no reported changes to the 2016 Work Plan.

After the Metro-North President's Report, Board Member Charles G. Moerdler asked both railroads what measures are being taken to ensure that stair treads are in good condition, given approaching winter storms and inclement weather.

President Giulietti responded that Metro-North gangs work throughout storms and that Metro-North has an ongoing tread replacement program.

President Nowakowski responded that LIRR, like Metro-North, assigns and deploys crews before and during inclement weather events, including salting in advance to prevent freezing if snow is forecast. Depending on the severity of the storm, LIRR will hire third-party contractors to assist its efforts. LIRR crews also inspect stair treads on a regular basis.

### **MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT**

President Nowakowski reported that on November 28<sup>th</sup>, LIRR released a Draft Environmental Impact Statement ("DEIS") for the Main Line Expansion Project, which is available at the project's website, [www.aModernLI.com](http://www.aModernLI.com). The public comment period for the

DEIS is currently underway and will continue through January 31, 2017. Also on November 28<sup>th</sup>, LIRR issued a Request for Qualifications (“RFQ”), asking interested firms to submit their qualifications to perform Design-Build services for the Project. On December 5<sup>th</sup>, an information meeting was held for interested firms. The meeting, hosted by the MTA along with its New York State Department of Transportation partners, was combined with a Women and Minority-Owned Business Enterprises (“MWBE”) outreach event giving prospective bidders the opportunity to meet with potential MWBE partners as LIRR seeks to maximize MWBE participation. The event was attended by large and small firms and allowed for interaction between firms that could potentially work together on the project.

On December 3<sup>rd</sup>, LIRR’s Inaugural Holiday Express departed a festively-decorated Ronkonkoma Station carrying more than 700 customers on a non-stop holiday journey to Penn Station. The all reserved train sold out six bi-level C-3 coaches in less than four days with word of mouth and social media to advertise the event. A ticket aboard the Holiday Express entitled purchasers to a voucher for 20% off the ticket price of *Rudolph the Red-Nosed Reindeer-The Musical* at the Theater at Madison Square Garden (“MSG”). MSG supplied a character from the musical to ride along with customers who were also treated to caroling by *Carolers for a Cause*. The effort was a great success due in large part to the dedication and holiday spirit of LIRR’s Transportation, Stations, Maintenance of Equipment, Public Affairs and Market Development, Engineering, Service Planning and Finance Departments.

President Nowakowski reported that November ridership compared to 2015 increased by 2.6%. Year-to-date ridership increased by 2%, an increase of 1.6 million customers.

### **LIRR SAFETY REPORT**

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR’s Safety Performance Report can be found on Page 194 of the Committee Book, reporting through the end of October 2016.

LIRR continues to see a decrease in Federal Railroad Administration (“FRA”) reportable employee lost-time injury rates, a decrease of 20% over the 12-month period ending October 2016; and continues to see a decrease in reportable Customer Accident and Injury Rates, a decrease of 30% over the same period.

A new federal regulation, Title 49 CFR Part 270, System Safety Program Rule, was published in October 2016 and goes into effect in 2018. FRA representatives met with LIRR Labor Organizations to discuss partnering with LIRR during this process. LIRR looks forward to this partnership as this new rule moves forward and is implemented.

LIRR’s fourth quarter employee Safety FOCUS Day was held on December 9, 2016. The topics for discussion were fatigue, electrical safety, and tips for working in winter weather.

Board Member Neal Zuckerman asked why Metro-North has three times more Close Call Reporting System (“C3RS”) reports than LIRR. President Nowakowski responded that each railroad reports on its C3RS differently. Metro-North’s C3RS program was rolled out before LIRR’s and the difference in statistics in some part is due to LIRR’s joint territory with Amtrak. Board Member Zuckerman stated that he hopes that over time, as employees grow more comfortable with the system, there will be similar numbers of C3RS submissions by each railroad.

### MTA CAPITAL CONSTRUCTION

MTA Capital Construction (“MTACC”) President Dr. Michael Horodniceanu reported progress on the ESA Project.

In Manhattan, the GCT Caverns (CM007) contractor began receiving and installing precast beams in the cavern.

The Systems (CS179) contractor was late in completing its design of the backbone communications system and that design is now under review. The delay in completing the design will impact the installation schedule and the contractor is currently forecasting a four month delay to substantial completion. MTACC believes that there will be some delay to installation activities but that the substantial completion date of July 2020 can still be achieved.

The Manhattan North Structures (CM006) contract work is progressing well. The GCT Concourse and Facilities Fit-Out (CM014B) contract work is also progressing. However, water infiltration from the Metro-North tracks above into the area that will be the new LIRR concourse has presented a challenge. MTACC is working with the General Engineering Consultant and the contractor to implement mitigation measures.

In Queens, the Harold Structures (CH057A) contractor has encountered issues mining the bypass tunnel. Those issues will be discussed further at the CPOC meeting this afternoon.

Board Member James Vitiello inquired as to the responsibility for the potential four month delay to the Systems (CS179) contract. Dr. Horodniceanu stated that the ultimate determination of responsibility is never simple but that primary responsibility currently lies with the contractor. Mr. Vitiello also asked whether the potential delay will impact other contracts and Dr. Horodniceanu responded that at this time it does not appear that it will.

Metro-North Committee Chair Susan Metzger asked about the water intrusion impacting the GCT Concourse and Facilities Fit-Out (CM014B) contract. Dr. Horodniceanu explained that water intrusion into this area was not a concern when the area was operated as a Metro-North railroad yard. Now that the area will be transformed into a beautiful concourse, however, the East Side Access (“ESA”) project must implement measures to protect it from water.

**MTA POLICE DEPARTMENT**

MTA Police Department (“MTAPD”) Assistant Chief Kathleen Finneran reported that year-to-date: there has been a decrease in reportable major felonies, 280 compared to 282 in 2015; an increase in robberies, 42 compared to 33 in 2015; and an increase in arrests for robberies, 33 compared to 28 in 2015.

MTAPD is continuing its enforcement efforts at LIRR and Metro-North grade crossings. Year-to-date 200 summons have been issued.

MTAPD experienced few issues during the Saturday, December 10<sup>th</sup> SantaCon 2016 event; one summons was issued.

MTAPD details are in place for holiday travel on December 23<sup>rd</sup>-24<sup>th</sup> and major MTAPD details are in place for the Times Square New Year’s Eve celebration.

Board Member Andrew Saul asked if there had been a change in the situation at 125<sup>th</sup> Street Station. Chief Finneran responded that there is an issue at 125<sup>th</sup> Street. There are several methadone clinics in the area and MTAPD has increased its patrols in the area and its on-train patrols from Grand Central Terminal to 125<sup>th</sup> Street. Board Member Saul asked for a follow-up report at the next meeting.

Board Member Moerdler asked why there was a 24% increase in public lewdness compared to 2015 and a significant increase in sex offenses compared to 2015, and asked for further information on the specific incidents. Assistant Chief Finneran responded that the increase in public lewdness was associated with use of restrooms and that MTAPD increased its patrols in restroom areas and increased its enforcement activity by issuing summonses and/or making arrests. She stated that the MTAPD would provide the Committee with a more detailed report on this subject.

Chair Metzger noted that this is a particularly busy time of the year for the MTAPD and that both the LIRR and Metro-North Committees appreciate all the extra effort MTAPD provides during the holiday season.

The details of Assistant Chief Finneran’s report are contained in the MTA Police Report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes Board member comments regarding the police report.



**LONG ISLAND RAIL ROAD ACTION ITEM**

- 2017 Final Proposed Budget

Mark Young, Vice President - Management & Finance summarized highlights of LIRR's Final Proposed 2017 Budget. He stated that the material starting at Page 61 of the Committee Book includes the documentation and staff summary for the LIRR's 2016 November forecast update, the proposed 2017 budget and the financial plan for 2017 through 2020. The November 2016 forecast reflects continued improving conditions financially for LIRR. LIRR's fare box revenue continues to grow and expenses are well below budget. The key features of the 2017 budget and the 2017-2020 financial plan include continued investments in LIRR's rolling stock maintenance, particularly the M-7 electric cars and C-3 diesel coaches. Vice President Young stated that the out years of the financial plan reflect the operating impacts of key capital projects such as Positive Train Control, M-9 fleet, Double Track and East Side Access ("ESA").

There was a discussion between Board Member Andrew Saul and Vice President Young regarding the November 2016 forecast and the reference to a \$200 million cash adjustment on a \$600 million deficit. Vice President Young responded that this item is a GASB 68 pension adjustment and that he and Metro-North Chief Financial Officer Kim Porcelain will provide the Committee with a joint report explaining the nature of this adjustment.

Upon motion duly made and seconded, the foregoing action item was approved for recommendation to the Board.

**LONG ISLAND RAIL ROAD and METRO-NORTH RAILROAD  
JOINT INFORMATION ITEM**

The following joint information item was on the agenda:

- Bi-Annual Report on M-9 Procurement

James W. Allen, LIRR Director-Rolling Stock Programs and Project Manager for the Joint M-9 Procurement, presented LIRR and Metro-North's bi-annual report on the joint LIRR and Metro-North M-9 procurement and LIRR M-9A procurement. He stated that the last M-9 and M-9A briefing to the LIRR and Metro-North Committees was given on June 16, 2016 and a CPOC briefing was given in October, 2016.

Mr. Allen reported that the M-9 contract was awarded to Kawasaki Rail Car in September 2013. The initial base order for LIRR was for 92 cars with the mock up car being constructed at the Kawasaki facility in Kobe, Japan. The M-9A contract builder has yet to be determined. The M-9 cars are funded from the 2010-2014 Capital Program. He discussed the first M-9 car option, 88 cars for LIRR, intended to replace M-3 units, which are funded from the

2015-2019 Capital Program; and the second M-9 car option, 76 cars for LIRR to support ESA and increased ridership, which are funded from the 2015-2019 Capital Program.

Mr. Allen reported that the 160 M-9A cars are for ESA service. The Request for Proposals ("RFP") for the M-9A's has not yet been advertised and should be released in the first quarter of 2017. Since the M-9A cars were identified in the full funding grant agreement between the Federal Transit Administration and MTA for ESA, they must be procured from a separate solicitation, which is subject to federal procurement guidelines. Metro-North has also identified a requirement for up to 130 cars, which are funded from the 2015-2019 Capital Program.

Mr. Allen discussed the value of the LIRR's 92 car base order. He stated that the current estimate at completion of the base car order is \$381.3 million, which represents a \$6 million increase over the initial estimate at completion. This is due to a negotiated change order for structural improvements to the B-end of the cars, and resolution of certain technical issues, which arose during the three-year design of the car.

Mr. Allen discussed the estimated budget for LIRR's options for 164 additional cars, which is \$500 million; Metro-North's estimate for their 130 option cars is \$442 million. These estimates are all-inclusive and include the cost of the car builder, third-party consultants and force account labor.

Mr. Allen reported that the Initial Design Reviews of the M-9 were completed in December 2014; the Final Design Reviews commenced in September 2015; First Article Inspections commenced in January 2016; and Qualification Testing commenced in April 2016. He stated that System Qualification Tests will be completed in the first quarter of 2017; First Article Inspections will be completed in the first quarter of 2017; the testing by LIRR of its 14 Pilot Cars will occur during the period of October through December 2017; the Pilot Test Mod Program will occur during the period of January through May 2018; and the LIRR 92 base car deliveries are expected from June 2018 through January 2019. Mr. Allen discussed the M-9 safety and security improvements, customer amenity enhancements, crew amenity improvements, and the reduction of sole source parts. He stated that the delivery of the 130 Metro-North M-9 Cars is expected to take place from September 2019 through August 2020; and the delivery of 2<sup>nd</sup> Option for 76 LIRR M-9 Cars for ESA is expected to take place from September 2020 through March 2021.

There was a lengthy discussion among Mr. Allen, President Nowakowski, Chair Susan G. Metzger, Board Member Saul, Board Member Veronica Vanterpool, Board Member James E. Vitiello, Board Member Ira R. Greenberg, Board Member Moerdler and Board Member Norman Brown regarding: the difference between the values of the base order cost per car and the three option orders cost per car; the number and location of states involved with the M-9 production; Wi-Fi connectivity; preliminary design costs; consultants being used; the number of car

production jobs and what portion of the aggregate dollars are in New York; and rebidding options.

President Nowakowski responded to Board Member Saul that LIRR will report back to the Committees with a more detailed breakdown of the costs involved with the M-9 procurement.

Mr. Allen responded to Board Member Vanterpool that there are 10 states involved with the M-9 car production and that he would provide her with a list of those states, a list of the products that are manufactured and the costs involved.

Mr. Allen responded to Board Member Greenberg that materials will be used in the window installation of the M-9A car that will not cause the windows to cloud or fade. He stated that the design life of the M-9 car is 40 years.

President Nowakowski responded to Board Member Moerdler's question about LIRR's exercising an option rather than rebidding. He stated that nonrecurring costs and design development costs are a huge number, and that these costs have already been worked off when you exercise an option. By way of contrast, if you rebid you would pay more because you would have to account for these costs. He stated that the price on this procurement is extremely low and he would provide Board Member Moerdler with an analysis demonstrating this.

Board Member Moerdler requested a list of the consultants used in connection with the procurement, their compensation and the work they performed. President Nowakowski responded that the consultants are technical experts who supplement Mr. Allen's small staff and help manage the contract and the review of drawings as LIRR and Metro-North go through the design process. LTK is the consultant on the M-9 procurement project.

In response to a question by Board Member Moerdler about jobs created and dollars spent in New York State, Mr. Allen stated that there is a New York State 33 ½% content requirement. Mr. Allen also stated that he would provide Board Member Moerdler with an estimate of the number of jobs that are in New York.

In response to Board Member Moerdler's question regarding M-9 car pass-through doors, Mr. Allen stated that the M-9 will have powered B-end doors. FRA limits the use of such doors on the A-end due to crash worthiness requirements.

Board Member Brown stated that he understood per unit costs and that non-recurring costs per car would go down and as more cars are ordered, but that option cars would also be subject to inflation factors, which would pull per unit costs up. President Nowakowski agreed with Board Member Brown's assessment regarding per unit costs. He also stated that the M-9A procurement was funded with federal dollars associated with the ESA project. Because there is

federal money involved, LIRR cannot use the New York State content requirement for that procurement.

Board Member Brown commented that FRA construction standards were changed or amended in November, to allow for a whole different array of engineering considerations. He asked when LIRR's procurement strategy would be modified to encompass the new engineering standards.

In response to Board Member Brown's question, President Nowakowski stated the cars that LIRR and Metro-North have bought are married pairs. Married pairs consist of two cars that are joined together semi-permanently. There are couplers on the outer ends that connect to other married pairs. The outer ends where the couplers are located are called F-ends and the other ends are called B-ends. The change LIRR made to this contract is to the B-end of the car. The B-end strength requirements were not as rigorous under FRA regulations as the F-end. As a result of an NTSB investigation into a Metro-North crash, a recommendation was made to increase the strength of the B-end. It will take some time for this to be codified in FRA regulations, if in fact it eventually is, but LIRR used its best judgment and strengthened the B-end to better protect the cars and its passengers. There is still no FRA regulation requiring this.

Board Member Greenberg asked who owns the design of the M-9 car.

President Nowakowski responded that the engineering costs are significant in railcar orders. When LIRR shows you the numbers you will see how the costs come down. A significant cost for a new procurement is setting up the production line. In terms of doing another procurement, we are going to have to do this for the M-9A. Once the production line is established, the cost per car comes down as more cars are ordered, reflecting a working off of the production line costs. If for some reason you do not exercise an option and the production line needs to be broken down, there is an additional cost to reestablish it.

Board Member Vitiello asked if the railroads wanted to rebid by issuing a new RFP could we simply use the same design.

President Nowakowski responded yes.

Board Member Moerdler asked if the railroads owned the design of the car and chose to rebid, would we still be required to pay additional manufacturing costs.

Metro North's Vice President – General Counsel Richard Gans responded that we do not get complete ownership of the design. These cars include components based on the intellectual property of subcontractors and suppliers that has been developed over a decade. We get certain rights for use, but do not get complete rights.

Board Member Moerdler stated that what you are telling me is that we are locked in whether I like it or not to the contract with Kawasaki if we want additional cars.

Mr. Gans responded that if we want the option cars, yes.

Chair Metzger stated that these issues will not be resolved in today's meeting. She requested that LIRR and Metro-North prepare a detailed report to the Committees containing a full review of the costs of the M-9 and M-9A procurements.

### **LONG ISLAND RAIL ROAD INFORMATION ITEMS**

- 2017 Proposed Committee Work Plan
- Diversity/EEO Report – 3<sup>rd</sup> Quarter

President Nowakowski reported that the 2017 Proposed Committee Work Plan was similar to that of Metro-North and that both railroads are endeavoring to coordinate Work Plans.

President Nowakowski reported that the Diversity/EEO Report will be presented at today's Diversity Committee meeting.

### **MTA METRO NORTH RAILROAD**

#### **Procurement**

Metro-North Railroad presented following procurement item to the Metro-North Committee for approval, which item relates to the Long Island Rail Road as well as to Metro-North:

- **KD Analytical LLC** – \$1,975,000 (not-to-exceed) - Approval is requested to award a Joint Agency, non-competitive (one year base and 2 one year options) miscellaneous service contract for maintenance of the 'PROTECT' Chemical Detection System presently installed in Grand Central Terminal (GCT) and Penn Station for MNR and LIRR, to the firm KD Analytical, LLC.

Upon motion duly made and seconded, the Metro-North Committee approved the foregoing procurement item, the details of which are contained in the minutes of the Metro-North Committee held this day, the staff summary filed with those minutes and in the video recording of the meeting, produced by the MTA and maintained in MTA records.

**MTA LONG ISLAND RAIL ROAD**

**Procurement**

President Nowakowski withdrew the following procurement intended to be presented to the Committee for approval.

Competitive:

- **Ansaldo STS USA, Inc.** – LIRR requests MTA Board approval to award a Public Works contract to Ansaldo STS USA, Inc. in the amount of \$325,851 to design, furnish, and deliver switch machine kits and equipment for LIRR's West-Side Yard.

**MTA CAPITAL CONSTRUCTION**

**Procurement**

MTACC did not present any procurement items.

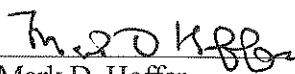
**LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program**

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

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - January 2017

Expenditures thru December 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 7,146.0	\$ 5,198.9
Design	\$ 723.5	\$ 702.5	\$ 687.4
Project Management	\$ 1,036.2	\$ 880.5	\$ 742.0
Real Estate	\$ 178.0	\$ 119.6	\$ 116.0
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 8,848.5</b>	<b>\$ 6,744.3</b>

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve and \$50 million is included in the Regional Investment budget.

	Schedule
Project Design Start	March-1999
Project Design Completion	June-2017
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								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.1	\$58.8	\$0.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Mar-2017
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$350.0	\$11.6	\$299.2	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$432.5	\$31.1*	\$108.7	Dec-2014	Feb-2015	Aug-2018	Jan-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.2	\$49.2	\$20.5	Jul-2015	Apr-2016	Jan-2020	Jan-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$263.9	\$262.0	\$2.0	\$239.7	Aug-2011	Aug-2011	Aug-2014	Mar-2017
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$142.8	\$116.9	\$25.9	\$49.1	Nov-2013	Nov-2013	Feb-2016	Jan-2018
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$89.9	\$64.8	\$25.0	\$36.6	Nov-2014	Dec-2015	Aug-2017	Jul-2017
CH058A: Harold Structures - Part 3A: B/C Approach**		In Design			Jul-2015	Jun-2018	N/A	Oct-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$545.6	\$61.3***	\$155.8	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)		In Design (Repackaging)			TBD	May-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$3.1	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.5	\$7.2	\$7.8	Sep-2014	Oct-2014	Dec-2019	Jul-2020

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

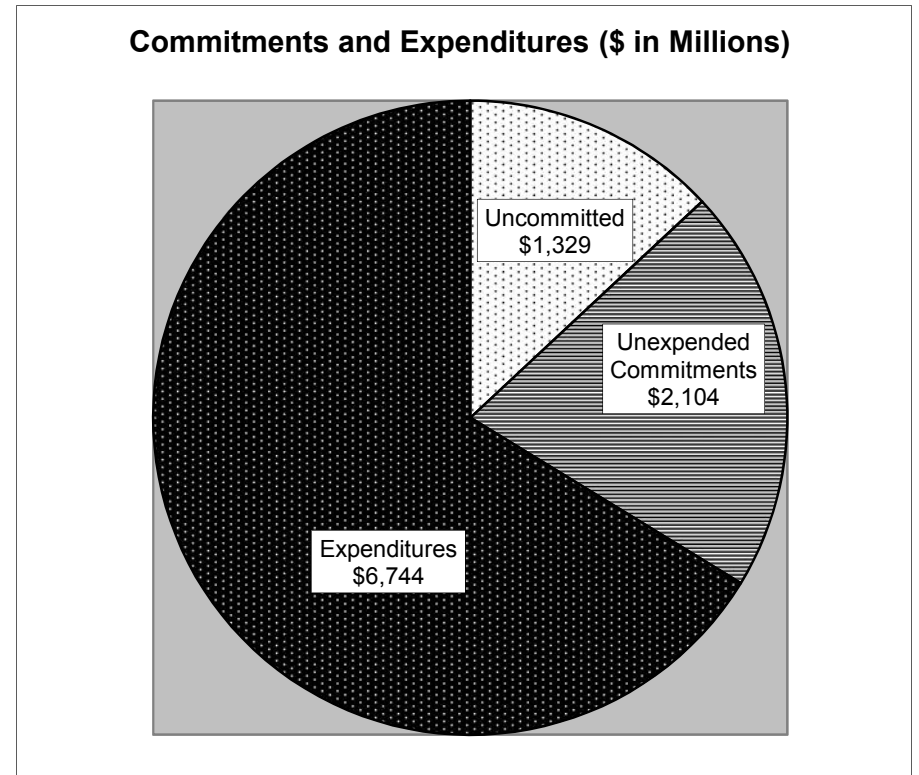
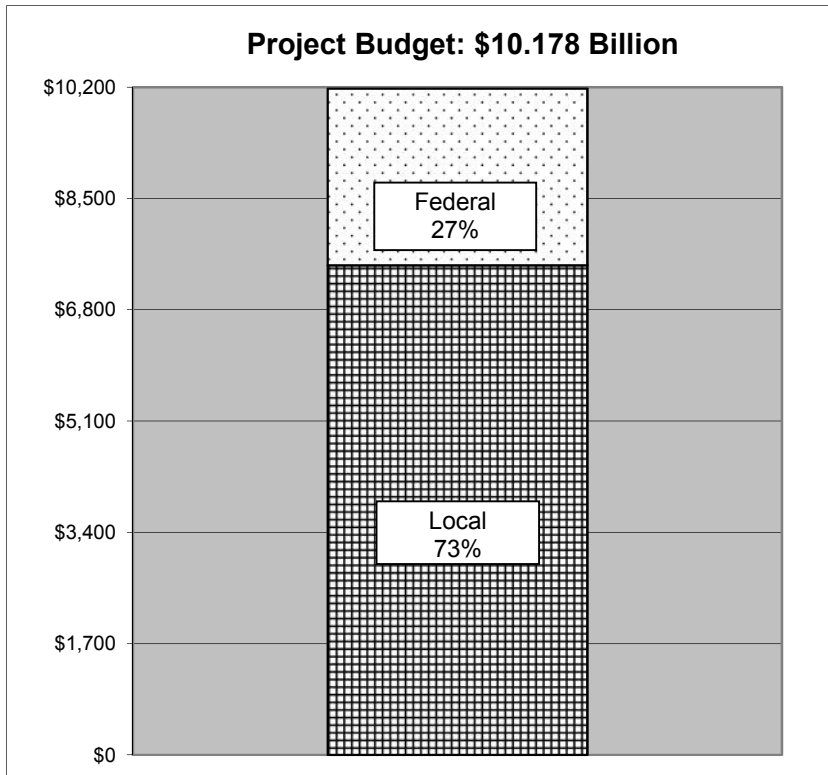
\*\* CH058 contract package is being split into two packages. The first package will be CH058A Harold Structures Part 3A B/C Approach. There will be a future package CH058B which will include regional investment of the Eastbound Reroute.

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

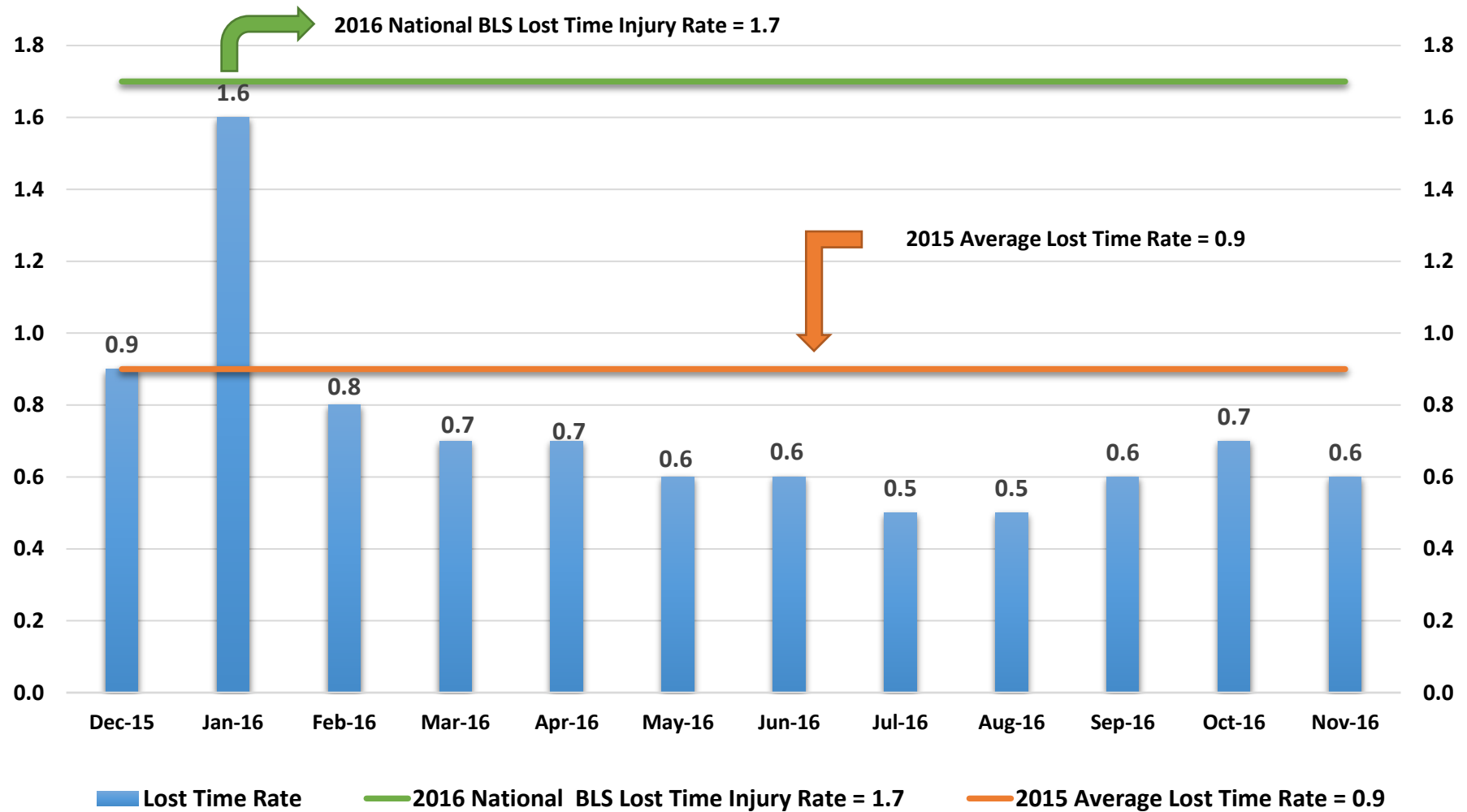


# **East Side Access Status** **Report to the Railroad Committee - January 2017** *data thru December 2016*

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	1,534	742	792	792	1,533	1	1,522
2005-2009	2,683	840	1,843	1,843	2,675	8	2,631
2010-2014	3,232	3,232	-	-	3,138	94	2,276
2015-2019	2,572	2,572	-	-	1,345	1,227	158
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 7,479</b>	<b>\$ 2,699</b>	<b>\$ 2,699</b>	<b>\$ 8,849</b>	<b>\$ 1,329</b>	<b>\$ 6,744</b>



# ESA Annual Cumulative Profile of Lost Time Injury Rates





# **POLICE REPORT**



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Long Island Rail Road**

**December 2016 vs. 2015**

	2016	2015	Diff	% Change
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Burglary</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>43%</b>

**Year to Date 2016 vs. 2015**

	2016	2015	Diff	% Change
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>20</b>	<b>17</b>	<b>3</b>	<b>18%</b>
<b>Felony Assault</b>	<b>17</b>	<b>18</b>	<b>-1</b>	<b>-6%</b>
<b>Burglary</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>83%</b>
<b>Grand Larceny</b>	<b>74</b>	<b>92</b>	<b>-18</b>	<b>-20%</b>
<b>Grand Larceny Auto</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>126</b>	<b>138</b>	<b>-12</b>	<b>-9%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **December 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	1	2	-1	-50%
<b>Felony Assault</b>	5	2	3	150%
<b>Burglary</b>	3	1	2	200%
<b>Grand Larceny</b>	16	18	-2	-11%
<b>Grand Larceny Auto</b>	1	1	0	0%
<b>Total Major Felonies</b>	26	24	2	8%

#### **Year to Date 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	2	-2	-100%
<b>Robbery</b>	42	35	7	20%
<b>Felony Assault</b>	35	28	7	25%
<b>Burglary</b>	36	20	16	80%
<b>Grand Larceny</b>	185	212	-27	-13%
<b>Grand Larceny Auto</b>	8	9	-1	-11%
<b>Total Major Felonies</b>	306	306	0	0%

# INDEX CRIME REPORT

## Per Day Average

### December 2016

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	1	1	0	0
<b>Fel. Assault</b>	5	3	2	0
<b>Burglary</b>	3	2	1	0
<b>Grand Larceny</b>	16	4	12	0
<b>GLA</b>	1	0	1	0
<b>Total</b>	26	10	16	0
<b>Crimes Per Day</b>	0.84	0.32	0.52	0.00



# MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 12/31/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	34	30
Felony Assault	37	27
Burglary	29	9
Grand Larceny	67	57
Grand Larceny Auto	6	0
Aggravated Harassment	4	4
Aggravated Unlicensed Operator	17	10
Arson	0	1
Assault-Misdemeanor	48	49
Breach of Peace	13	16
Child Endangerment	6	3
Criminal Contempt	4	10
Criminal Impersonation	9	5
Criminal Mischief	48	44
Criminal Possession Stolen Property	14	16
Criminal Tampering	4	10
Criminal Trespass	35	33
Disorderly Conduct	6	4
Drug Offenses	56	70
DUI Offenses	10	9
Falsely Reporting an Incident	4	6
Forgery	65	56
Fraud	8	7
Graffiti	17	11
Harassment	0	4
Identity Theft	1	3
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	6	13
Obstruct Government	15	10
Official Misconduct	5	1
Panhandling	1	0
Petit Larceny	190	108
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	105	30
Reckless Endangerment	5	10
Resisting Arrest	38	31
Sex Offenses	14	13
Stalking	0	1
Theft of Services	166	189
Unlawful Fleeing a Police Officer	1	0
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	3	2
Warrant Arrest	49	59
Weapons Offenses	10	8
Unauthorized Use Vehicle	0	2
<b>Total Arrests</b>	<b>1,152</b>	<b>992</b>



## **2017 Long Island Rail Road Committee Work Plan**

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### **I. RECURRING AGENDA ITEMS**

Approval of Minutes	<u>Responsibility</u> Committee Chair & Members
2017 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

### **II. SPECIFIC AGENDA ITEMS**

#### January 2017

Approval of 2017 Committee Work Plan	Committee Chair & Members
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#### February 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017	Management & Budget
2017 Annual Operating Results	Operations
2017 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 <sup>th</sup> Q 2016	Administration/Diversity
2017 Spring Schedule Change	Service Planning

#### March 2017

Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering
Spring Track Work	Service Planning

#### April 2017 (Joint Meeting with MNR)

Final Review of 2016 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2016 Annual Ridership/Marketing Plan Report	Finance/Marketing
2017 Summer Schedule Change	Service Planning
MTA Homeless Outreach	MTA

#### May 2017

Diversity/EEO Report – 1 <sup>st</sup> Q 2017	Administration/Diversity
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#### June 2017 (Joint Meeting with MNR)

Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Summer Track Work	Service Planning



July 2017

Penn Station Retail Development  
Environmental Audit  
2017 Fall Construction Schedule Change

MTA Real Estate  
Corporate Safety  
Service Planning

September 2017

2018 Preliminary Budget (Public Comment)  
2017 Mid Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Q 2017  
Fall Track Work

Management & Budget  
Administration/Diversity  
Service Planning

October 2017 (Joint Meeting with MNR)

2018 Preliminary Budget (Public Comment)  
Status Update on PTC  
November Schedule Change  
MTA Homeless Outreach  
Bi-Annual Report on M-9 Procurement

President/Sr. Staff  
Service Planning  
MTA  
President/Sr. Staff

November 2017

Review of Committee Charter  
East Side Access Support Projects Update  
2017 Holiday Schedule

Committee Chair & Members  
President/Sr. Staff  
Service Planning

December 2017 (Joint Meeting with MNR)

Diversity/EEO Report – 3<sup>rd</sup> Q 2016  
2018 Final Proposed Budget  
2018 Proposed Committee Work Plan

Administration/Diversity  
Management & Budget  
Committee Chair & Members

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## 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.

#### **2017 Work Plan**

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

#### **Information Items (if any)**

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

#### **Action Items (if any)**

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

#### **Procurements**

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

#### **Police Activity Report**

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

#### **Police Activity Report**

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

### **PERFORMANCE SUMMARIES**

#### **Report on Transportation**

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

#### **Report on Mechanical**

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

#### **Report on Safety**

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

#### **Financial Report**

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

#### Ridership Report

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against prior year results.

#### Capital Program Progress Report

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

## **II. SPECIFIC AGENDA ITEMS**

### **JANUARY 2017**

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

### **FEBRUARY 2017 (Joint Meeting with MNR)**

#### Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

#### 2017 Annual Operating Results

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

#### 2017 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.

#### Status 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– 4<sup>th</sup> Quarter 2016

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.

#### 2017 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 2017.

### **MARCH 2017**

#### 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.

#### **APRIL 2017** (Joint Meeting with MNR)

##### Final Review of 2016 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.

##### 2016 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2016 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

##### 2017 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2017.

##### MTA Homeless Outreach

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

#### **MAY 2017**

##### Diversity & EEO Report– 1<sup>st</sup> Quarter 2017

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.

#### **JUNE 2017** (Joint Meeting with MNR)

##### Status 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.

##### 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.

#### **JULY 2017**

##### 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.

### Environmental Audit Report

The Committee will be briefed on the results of the 2016 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.

### 2017 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2017.

## **SEPTEMBER 2017**

### 2018 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

### 2017 Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2017

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.

## **OCTOBER 2017 (Joint Meeting with MNR)**

### 2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

### Status 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.

## **NOVEMBER 2017**

### 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.

### **DECEMBER 2017** (Joint Meeting with MNR)

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2017

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.

#### 2018 Final Proposed Budget

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

#### Proposed 2018 Committee Work Plan

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

#### Bi-Annual Report on M-9 Procurement

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

**LONG ISLAND RAILROAD COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE**

**January 2017**

**Staff Summary**



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Law and Procurement					
<b>Department Head Name</b> Evan M. Eisland					
<b>Department Head Signature</b> <i>[Signature]</i>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Long Island Rail Road Joint Committee	1/23/17	X		
2	Board	1/25/17	X		

<b>Date:</b> January 17, 2017			
<b>Vendor Name</b>			
<b>Contract Number</b>			
<b>Contract Manager Name</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	President <i>[Signature]</i>	3	Executive Vice President <i>[Signature]</i>
2	Vice President, Program Controls <i>[Signature]</i>	1	Chief Procurement Officer <i>[Signature]</i>

**PURPOSE**

To obtain the approval of the Board to adopt a resolution/declaration and, to inform the Long Island Rail Road Committee of these procurement actions.

**DISCUSSION**

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

**Schedules Requiring Two-Thirds Vote:**

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

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

**Budget Impact:**

To be determined.

**Recommendation:**

That the resolution/declaration be adopted as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)



**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2017

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule B. Competitive Request for Proposals (Solicitation of Purchase and Public Work Contracts)**  
(Staff Summaries required for items estimated to be greater than \$1M.)

- |    |   |                              |                                      |
|----|---|------------------------------|--------------------------------------|
| 1. | <b>Contractor To Be Determined<br/>Contract Term to Be Determined<br/>Contract No. MC-852</b> | <b>Cost To Be Determined</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|------------------------------|--------------------------------------|

Pursuant to Subdivision 4(f) of section 1265-a of the Public Authorities Law, and Article III(B) (6) of the All Agency General Contract Procurement Guidelines, MTACC requests that the Board adopt a resolution declaring competitive bidding is impractical or inappropriate and it is in the public interest to issue a competitive Request for Proposal ("RFP") to obtain On-Call Miscellaneous Construction Services for the East Side Access Project.

Item Number: 1					
Dept & Dept Head Name: Law & Procurement, E. Eisland <i>E. Eisland</i>					
Division & Division Head Name: Procurement, D. Cannon <i>Daniel X Cannon</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1/23/17	X		
2	Board	1/25/17	X		
Internal Approvals					
	Approval		Approval		
2	Executive Vice President <i>AD</i>	1	President <i>Ge</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	MC-852
Description On-Call Miscellaneous Construction Services For the East Side Access Project	
Total Amount N/A	
Contract Term (including Options, if any) To Be Determined	
Option(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 checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III(B)(6) of the All Agency General Contract Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP") to obtain On-Call Miscellaneous Construction Services for the East Side Access Project ("ESA") on an as-needed basis.

## II. DISCUSSION

In accordance with Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III(B)(6) of the All Agency General Contract Procurement Guidelines, MTACC is requesting that the Board declare competitive bidding to be impractical for this solicitation and authorize MTACC to enter into a competitive RFP process to award contracts for miscellaneous construction services to multiple contractors who could provide competitive bids for various construction projects on an as-needed task-order basis. MTACC has successfully used this type of as-needed contract since 2011 to meet certain construction requirements on an expedited basis. The budget for these as yet defined scopes of work is \$25M. The duration of this contract will be three years with an option to extend for an additional two years.

This contract will facilitate the award of work on expedited basis, predominantly in the Harold Interlocking, to take advantage of Long Island Rail Road and Amtrak resources (jointly referred to herein as "Railroad resources") that become available and address other expedited needs that may arise. In connection with the ESA work in the Harold Interlocking, certain scopes of work have been deleted from contract packages for various reasons, but predominantly because Railroad resources were or will not be available to support the work to support the contract schedule. Traditionally, these deleted scopes of work were then added to other contract packages by change order, when Railroad resources became available. The downside to that approach is that the change orders were negotiated rather than competitively bid and, in some cases, impacted the schedules of existing contract.

The creation of this contract will, in certain circumstances, allow MTACC to competitively bid these scope transfers on an expedited basis when Railroad resources become available without impacting the schedules of existing contracts. The contractors selected through this RFP process will demonstrate experience and ability in areas such as general construction, demolition, site excavation, structural steel repairs, plumbing, installation of catenary, tracks, signals and switches and roadway repairs. As specific scopes of work are identified, the selected contractors will be invited to bid on those scopes and the work will be awarded to the lowest bidders by task orders. Funds from the aggregate contract amount will be allocated to individual task orders to pay contractors for the work they perform.



As noted above, this competitive RFP method of selection is in the public interest because it provides the following benefits:

- 1) It allows MTACC to award work on an expedited basis to take advantage of Railroad resources as they become available and to address potential emergencies or other unforeseen conditions;
- 2) It affords price competition for work that would otherwise be added by change order; and
- 3) It reduces schedule impacts to existing contracts.

Accordingly, MTACC deems it to be in the public interest to request that the Board adopt a resolution to declare competitive bidding impractical in favor of contract award by means of a competitive request for proposal process.

### **III. D/M/WBE**

The MTA's Department of Diversity and Civil Rights will assign applicable goals prior to issuance of the Request for Proposals.

### **IV. IMPACT ON FUNDING**

Funding for this Contract will be from the Federal, other funds and Capital Budget in an amount of \$25M.

### **V. ALTERNATIVES**

The alternatives are to use a standard competitive bidding process to award each scope of work as it arises, or to add the work as modifications to existing contracts. Using individual competitively bid contracts is impractical because the time it takes to award such contracts does not allow MTACC to take full advantage of Railroad resources that become available or otherwise respond to issues in a timely manner. Adding this work to existing contracts is an alternative, but the recommended approach will reduce the need to do so and, thus, increase competition and decrease impact to existing contracts.



# LONG ISLAND RAIL ROAD



## Monthly Operating Report December 2016

Patrick Nowakowski  
President

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01/23/17 \*\*\*\*\*

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**Performance Summary**

			2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	Dec	Dec	Dec	Dec
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>91.4%</b>	<b>92.7%</b>	<b>93.9%</b>	<b>91.6%</b>
		AM Peak		89.1%	92.6%	93.2%	90.0%
		PM Peak		89.5%	90.0%	91.5%	87.5%
		<b>Total Peak</b>		<b>89.3%</b>	<b>91.4%</b>	<b>92.4%</b>	<b>88.8%</b>
		Off Peak Weekday		91.2%	92.7%	93.7%	92.0%
		Weekend		94.5%	94.5%	96.3%	94.2%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>90.8%</b>	<b>91.9%</b>	<b>93.1%</b>	<b>91.7%</b>
		AM Peak		90.3%	93.7%	94.7%	91.0%
		PM Peak		86.5%	88.6%	90.7%	86.9%
		<b>Total Peak</b>		<b>88.6%</b>	<b>91.3%</b>	<b>92.9%</b>	<b>89.1%</b>
		Off Peak Weekday		90.5%	91.9%	92.6%	92.6%
		Weekend		95.4%	92.6%	94.4%	93.9%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>95.5%</b>	<b>96.5%</b>	<b>97.5%</b>	<b>95.5%</b>
		AM Peak		89.7%	93.5%	95.9%	90.3%
		PM Peak		96.5%	96.3%	98.0%	94.6%
		<b>Total Peak</b>		<b>92.7%</b>	<b>94.8%</b>	<b>96.8%</b>	<b>92.2%</b>
		Off Peak Weekday		96.1%	96.7%	97.5%	96.3%
		Weekend		97.0%	97.6%	98.3%	97.3%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>89.6%</b>	<b>91.1%</b>	<b>91.4%</b>	<b>88.6%</b>
		AM Peak		88.8%	91.6%	91.5%	88.8%
		PM Peak		86.7%	88.5%	90.3%	83.7%
		<b>Total Peak</b>		<b>87.8%</b>	<b>90.1%</b>	<b>90.9%</b>	<b>86.3%</b>
		Off Peak Weekday		89.2%	90.1%	89.4%	86.4%
		Weekend		91.7%	93.4%	94.6%	93.6%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>93.8%</b>	<b>95.7%</b>	<b>97.5%</b>	<b>94.8%</b>
		AM Peak		89.1%	95.8%	97.3%	94.2%
		PM Peak		91.9%	92.3%	94.4%	91.0%
		<b>Total Peak</b>		<b>90.4%</b>	<b>94.2%</b>	<b>95.9%</b>	<b>92.7%</b>
		Off Peak Weekday		94.1%	96.4%	97.9%	95.3%
		Weekend		96.7%	96.0%	98.5%	95.9%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>94.4%</b>	<b>94.9%</b>	<b>96.3%</b>	<b>93.3%</b>
		AM Peak		92.8%	94.8%	97.0%	91.5%
		PM Peak		95.5%	93.1%	95.0%	90.9%
		<b>Total Peak</b>		<b>94.1%</b>	<b>94.0%</b>	<b>96.0%</b>	<b>91.2%</b>
		Off Peak Weekday		93.9%	94.8%	95.8%	93.6%
		Weekend		96.0%	96.1%	97.5%	95.2%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>92.3%</b>	<b>90.2%</b>	<b>92.6%</b>	<b>90.0%</b>
		AM Peak		83.5%	87.7%	86.4%	88.8%
		PM Peak		91.2%	90.0%	88.3%	86.4%
		<b>Total Peak</b>		<b>87.2%</b>	<b>88.8%</b>	<b>87.3%</b>	<b>87.6%</b>
		Off Peak Weekday		93.9%	91.1%	93.8%	91.9%
		Weekend		93.9%	90.0%	95.7%	89.0%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>91.3%</b>	<b>92.5%</b>	<b>91.9%</b>	<b>92.4%</b>
		AM Peak		90.3%	93.8%	92.2%	92.8%
		PM Peak		90.2%	85.8%	86.4%	83.8%
		<b>Total Peak</b>		<b>90.2%</b>	<b>90.1%</b>	<b>89.5%</b>	<b>88.7%</b>
		Off Peak Weekday		90.9%	93.7%	91.3%	92.8%
		Weekend		93.9%	93.1%	97.0%	96.4%

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
Port Jefferson Branch	<b>Overall</b>	<b>90.9%</b>	<b>87.5%</b>	<b>89.9%</b>	<b>88.4%</b>	<b>87.0%</b>
	AM Peak		87.5%	89.6%	86.4%	85.6%
	PM Peak		87.0%	89.7%	86.4%	83.7%
	<b>Total Peak</b>		<b>87.3%</b>	<b>89.7%</b>	<b>86.4%</b>	<b>84.7%</b>
	Off Peak Weekday		85.4%	87.3%	85.3%	84.3%
	Weekend		92.1%	95.4%	97.6%	96.1%
Port Washington Branch	<b>Overall</b>	<b>95.3%</b>	<b>91.6%</b>	<b>93.1%</b>	<b>96.5%</b>	<b>91.8%</b>
	AM Peak		91.2%	93.5%	97.5%	91.2%
	PM Peak		84.7%	87.0%	94.3%	85.2%
	<b>Total Peak</b>		<b>87.8%</b>	<b>90.2%</b>	<b>95.8%</b>	<b>88.1%</b>
	Off Peak Weekday		90.8%	92.2%	96.2%	92.2%
	Weekend		98.0%	98.2%	98.0%	95.4%
Ronkonkoma Branch	<b>Overall</b>	<b>91.6%</b>	<b>87.3%</b>	<b>90.4%</b>	<b>91.0%</b>	<b>89.2%</b>
	AM Peak		84.3%	89.2%	86.6%	85.1%
	PM Peak		93.0%	91.6%	90.6%	89.2%
	<b>Total Peak</b>		<b>88.3%</b>	<b>90.3%</b>	<b>88.5%</b>	<b>87.0%</b>
	Off Peak Weekday		86.1%	90.4%	91.8%	90.1%
	Weekend		88.6%	90.6%	92.9%	90.4%
West Hempstead Branch	<b>Overall</b>	<b>95.8%</b>	<b>95.1%</b>	<b>96.4%</b>	<b>95.4%</b>	<b>95.0%</b>
	AM Peak		91.8%	94.9%	97.3%	93.7%
	PM Peak		91.7%	92.2%	87.1%	89.4%
	<b>Total Peak</b>		<b>91.7%</b>	<b>93.4%</b>	<b>91.7%</b>	<b>91.3%</b>
	Off Peak Weekday		96.4%	97.8%	96.2%	96.3%
	Weekend		96.9%	97.2%	98.8%	96.8%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>21,251</b>	<b>247,073</b>	<b>21,219</b>	<b>247,112</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-13.8	-13.2	-15.1	-12.9
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			371	3,254	301	3,849
<b>Trains Canceled</b>			131	1,269	62	1,260
<b>Trains Terminated</b>			89	567	24	653
<b>Percent of Scheduled Trips Completed</b>			99.0%	99.3%	99.6%	99.2%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.0%			
		PM Peak	98.1%			
		<b>Total Peak</b>	<b>98.6%</b>			

System Categories Of Delay	% Total	Nov	2016 Data		2015 Data		YTD 2016 Vs 2015
			Dec	YTD Thru Dec	Dec	YTD Thru Dec	
Engineering (Scheduled)	4.1%	30	74	820	25	421	399
Engineering (Unscheduled)	17.1%	307	311	2,196	138	2,074	122
Maintenance of Equipment	6.3%	116	114	1,505	70	1,859	(354)
Transportation	0.9%	24	16	486	20	776	(290)
Capital Projects	0.9%	21	16	460	3	415	45
Weather and Environmental	12.4%	218	226	2,119	55	3,291	(1,172)
Police	14.8%	181	269	2,079	417	2,616	(537)
Customers	21.7%	411	395	4,797	350	4,694	103
Other	6.9%	235	126	2,026	168	1,938	88
3rd Party Operations	15.0%	98	272	1,463	50	2,605	(1,142)
<b>Total</b>	<b>100.0%</b>	<b>1,641</b>	<b>1,819</b>	<b>17,951</b>	<b>1,296</b>	<b>20,689</b>	<b>(2,738)</b>





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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Dec	Thurs	Switch trouble at Nassau Interlocking	10									10		
2-Dec	Fri	Train 3115 with equipment trouble in Jamaica				27	2		11			38	2	
3-Dec	Sat	Train 6718 with equipment trouble east of East New York							9	1	1	9	1	1
5-Dec	Mon	Signal trouble east of Divide Interlocking	23						8			31		
5-Dec	Mon	Low adhesion system wide	8			2			1			11		
6-Dec	Tues	Trespasser strike at Massapequa Station				16	4	3	7	2		23	6	3
8-Dec	Thurs	Track work between Nassau and Queens Interlocking							16			16		
9-Dec	Fri	Loss of Supervisory System at Babylon				11	3		12	1	1	23	4	1
11-Dec	Sun	Switch trouble at Jay Interlocking							10			10		
12-Dec	Mon	Equipment train disabled in Line 3 due to Amtrak power issue	68	10	9				40	2	3	108	12	12
13-Dec	Tues	Amtrak related track condition on 14 track in Penn Station				4	2		5			9	2	
14-Dec	Wed	Shortage of equipment in Penn Station				11	1		8	1		19	2	
15-Dec	Thurs	Broken rail east of Woodside				6			4			10		
15-Dec	Thurs	Automobile on the tracks west of Cold Spring Harbor				7	2	3	2	3		9	5	3
15-Dec	Thurs	Trespasser strike at Baldwin station							20	4		20	4	
16-Dec	Fri	Third rail between Rocky and Valley Interlocking	41	4	6				14	4	1	55	8	7
16-Dec	Fri	Signal trouble at CI Interlocking				3			7	1		10	1	
17-Dec	Sat	Snow							25	1		25	1	
18-Dec	Sun	Police activity near Floral Park Station							14	4		14	4	
20-Dec	Tues	Multiple track conditions on the Main Line	53	6					26	12	2	79	18	2
21-Dec	Wed	Amtrak related smoke condition in Line 2				5	2		3			8	2	
21-Dec	Wed	Track condition in Divide Interlocking				4			18			22		
23-Dec	Fri	Heavy holiday loading /unloading				9	1		32			41	1	
24-Dec	Sat	Trespasser strike west of Carle Place							6	1	10	6	1	10
27-Dec	Tues	No. 2064 with equipment trouble				6		1	4			11		
29-Dec	Thurs	Track condition east of Huntington Station	3	3	1		2	4	2	11	6	5	16	11
29-Dec	Thurs	Amtrak related smoke condition in Line 4				19	16		29	3	19	48	19	19
31-Dec	Sat	Unoccupied vehicle strike west of Cold Spring Harbor							8	2	4	8	2	4
TOTAL FOR MONTH			206	23	16	130	35	11	341	53	47	678	111	73

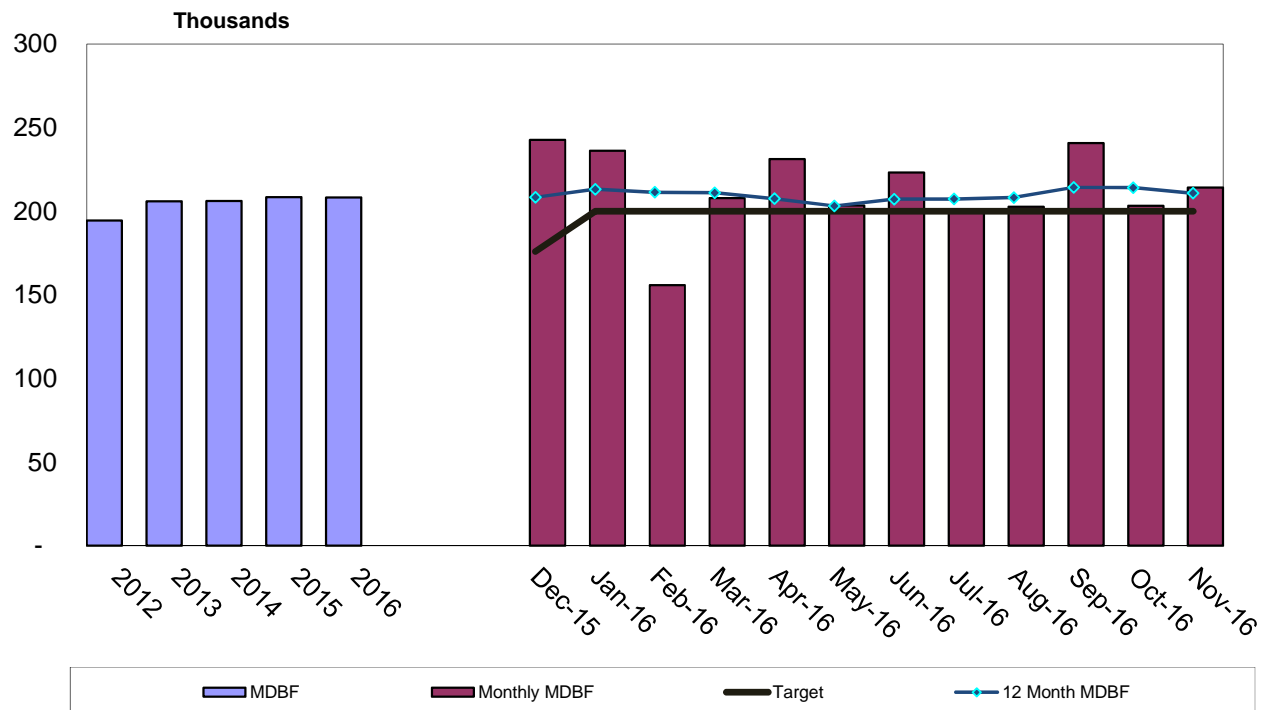
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES - NOVEMBER 2016

	Equip- ment Type	Total Fleet Size	2016 Data					2015 Data		
			MDBF Goal (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)	12 month MDBF Rolling Avg (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)
<b>Mean</b>	M-3	150	75,000	57,856	9	64,946	65,433	85,289	6	63,195
<b>Distance</b>	M-7	836	460,000	340,568	15	419,605	421,837	459,694	11	492,767
<b>Between Failures</b>	DM	21	22,000	68,782	1	27,158	29,590	77,570	1	22,354
	DE	24	22,000	44,307	2	22,813	23,749	28,361	3	24,202
	C-3	134	100,000	213,671	3	161,960	156,787	225,773	3	121,056
	Diesel	179	60,000	133,069	6	77,594	79,470	119,996	7	67,408
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>214,254</b>	<b>30</b>	<b>208,198</b>	<b>210,785</b>	<b>267,014</b>	<b>24</b>	<b>205,672</b>

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 2012 - 2016





### Standee Report

#### East Of Jamaica

East Of Jamaica			2016 Data	
			December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	11	26
		Total Standees	11	26
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	19	0
		Total Standees	59	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	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	3	0
		Total Standees	3	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	5	3
		Total Standees	5	3
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	65
		Total Standees	15	65
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	28	28	
	Total Standees	28	28	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			123	123

#### Definitions

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

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

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

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

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF DECEMBER 2016

### Standee Report

#### West Of Jamaica

			2016 Data December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	10	48
		<b>Total Standees</b>	<b>10</b>	<b>48</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	Huntington Branch	Program Standees	0	0
		Add'l Standees	15	33
		<b>Total Standees</b>	<b>15</b>	<b>33</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	4	49
		<b>Total Standees</b>	<b>4</b>	<b>49</b>
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	10	0
		<b>Total Standees</b>	<b>38</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	65
		<b>Total Standees</b>	<b>15</b>	<b>65</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	11	23
		<b>Total Standees</b>	<b>11</b>	<b>23</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	22	0
		<b>Total Standees</b>	<b>22</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>119</b>	<b>219</b>

#### 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 MONTH OF DECEMBER 2016

Elevator Availability		2016		2015	
		December	Year to Date	December	Year to Date
Branch	Babylon Branch	97.90%	98.70%	98.40%	98.50%
	Far Rockaway Branch	99.40%	98.90%	98.70%	98.80%
	Hempstead Branch	99.20%	99.00%	99.50%	99.30%
	Long Beach Branch	99.30%	99.20%	99.30%	98.00%
	Port Jefferson Branch	99.20%	97.00%	98.00%	97.50%
	Port Washington Branch	96.80%	98.50%	98.40%	98.80%
	Ronkonkoma Branch	99.50%	99.30%	99.30%	99.00%
	City Terminal Stations	99.60%	98.70%	97.00%	97.90%
	Overall Average	98.90%	98.70%	98.30%	98.40%

Escalator Availability		2016		2015	
		December	Year to Date	December	Year to Date
Branch	Babylon Branch	97.30%	97.50%	98.40%	98.20%
	Far Rockaway Branch	92.20%	97.90%	97.20%	98.20%
	Hempstead Branch	99.00%	98.00%	99.10%	98.40%
	Long Beach Branch	93.50%	96.00%	98.00%	98.40%
	Port Jefferson Branch	97.20%	97.30%	98.50%	95.20%
	City Terminal	99.30%	98.80%	99.20%	99.20%
	Overall Average	98.00%	98.10%	99.00%	98.50%

ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR MONTH OF DECEMBER 2016

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
There were no incidents reported on Elevators in the month of December 2016			

Escalators	Mechanical Injury	Human Factor Injury
Penn Station	0	1

## Definitions:

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

# November Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	December 2013 - November 2014	December 2014 November 2015	December 2015 - November 2016
FRA Reportable Customer Accident Rate per Million Customers	5.25	4.17	2.80
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.85	3.54	2.85
Grade Crossing Incidents <sup>1</sup>	3	11	7
Mainline FRA Reportable Train Derailments	0	0	2
Mainline FRA Reportable Train Collisions	2	3	1

<sup>1</sup> 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				
Employee: Focus on C3RS	2015		2016	
	November	Year to Date	November	Year to Date
Total Reports Received	21	66	28	234
Total Reports Reviewed by PRT	12	57	20	187
Total Reports that Meet C3RS Program Criteria	17	44	26	211
Total Corrective Actions being Developed	0	0	0	11
Total Corrective Actions Implemented	0	0	0	5
Customer and Community: Focus on Grade Crossings	November	Year to Date	November	Year to Date
Broken Gates	6	113	19	127
MTA Police Details	32	829	37	464
Summons	102	1,127	74	1,625
Warnings	36	540	53	793
Arrests	0	1	0	5
Community Education and Outreach	7,634	98,068	7,355	109,266
		Completed	Total	% Complete
Cameras on Rolling Stock	Production to begin in May 2017		TBD	TBD

## Definitions:

**Confidential Close Call Reporting System (C3RS)** - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

**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.



# **Long Island Rail Road**

## **Monthly Financial Report**

**November 2016**



**MTA LONG ISLAND RAIL ROAD  
NOVEMBER 2016 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS MID-YEAR FORECAST  
(\$ In Millions)**

**SUMMARY**

November YTD operating results were favorable by \$76.0 million or 7.4% lower than the Mid-Year Forecast.

Non-Reimbursable revenues through November were \$3.3 million or 0.5% above the Mid-Year Forecast due to higher ridership. Total Non-Reimbursable expenses through November were \$72.7 million lower than projected due to timing of non-payroll related expenses and lower labor expenses as a result of vacant positions and associated fringe costs, partially offset by higher Depreciation, GASB 68 Pension Adjustment, Environmental Remediation and Claims.

YTD capital and other reimbursable expenditures (and reimbursements) were \$13.2 million higher than the forecast due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$1,018.4 were \$16.5 or 1.6% favorable to the Mid-Year Forecast.

- **Y-T-D Farebox Revenues** were \$2.0 favorable to forecast due to higher ridership. Ridership through November was 81.7 million. This was 2.0% above 2015 (adjusted for same number of calendar work days) and 0.5% higher than the forecast.
- **Y-T-D Other Operating Revenues** were \$1.3 favorable to forecast due to prior period right of way lease revenue.
- **Y-T-D Capital and Other Reimbursements** were \$13.2 million favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date November **Total Expenses** (including depreciation and other) of \$1,964.1 were favorable to forecast by \$59.5 or 2.9%.

**Labor Expenses**, \$12.3 favorable Y-T-D.

- **Payroll**, \$15.8 favorable Y-T-D (primarily vacant positions, lower rates and vacation pay, contractual wage and wage claim accrual reversals).
- **Overtime**, \$(13.2) unfavorable Y-T-D (higher capital project activity, maintenance and vacancy/absentee coverage, partially offset by lower unscheduled service).
- **Health & Welfare**, \$1.8 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$4.1 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$3.9 favorable Y-T-D (primarily lower Railroad Retirement Taxes and FELA indemnity Reserves).

**Non-Labor Expenses**, \$72.6 favorable Y-T-D.

- **Electric Power**, \$1.4 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.9 favorable Y-T-D (lower Force Account insurance).
- **Claims**, \$(2.0) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$15.3 favorable Y-T-D (primarily timing of various safety/security related projects, vegetation management, platform investments, parking garage maintenance, TVM maintenance/modifications and various other maintenance contracts, partially offset by higher non-revenue vehicle maintenance and joint facility accruals).
- **Professional Services**, \$9.6 favorable Y-T-D (timing of invoices for document scanner system, MTA Chargebacks and medical provider and timing of activities for enterprise asset management and homeless outreach).
- **Materials and Supplies**, \$47.3 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and capital project activity and miscellaneous inventory adjustments).

**Depreciation and Other**, \$(25.4) unfavorable Y-T-D (unfavorable Depreciation, GASB 68 Pension Adjustment, Other Post-Employment Benefits and Environmental Remediation).

**CASH DEFICIT SUMMARY**

The Cash Deficit through November of \$528.2 million was \$113.4 favorable to forecast due to higher receipts and lower expenses.

**FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 52.5%, 4.6 percentage points above the forecast resulting from lower expenses and higher revenue.
- Through November, the Adjusted Farebox Operating Ratio was 61.6%, which is favorable to forecast due to lower expenses and higher revenue.
- Through November, the Adjusted Cost per Passenger was \$13.92, which is lower than forecast due to lower expenses and higher ridership.
- Through November, the Revenue per Passenger was \$8.01, which was slightly below forecast.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2016**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$58.689	\$59.956	\$1.267	2.2	\$0.000	\$0.000	\$0.000	-	\$58.689	\$59.956	\$1.267	2.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.920	3.749	(0.171)	(4.4)	0.000	0.000	0.000	-	3.920	3.749	(0.171)	(4.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	33.550	31.692	(1.858)	(5.5)	33.550	31.692	(1.858)	(5.5)
<b>Total Revenue</b>	<b>\$62.609</b>	<b>\$63.705</b>	<b>\$1.096</b>	<b>1.8</b>	<b>\$33.550</b>	<b>\$31.692</b>	<b>(\$1.858)</b>	<b>(5.5)</b>	<b>\$96.159</b>	<b>\$95.398</b>	<b>(\$0.761)</b>	<b>(0.8)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$39.393	\$39.495	(\$0.102)	(0.3)	\$11.091	\$9.120	\$1.971	17.8	\$50.484	\$48.615	\$1.869	3.7
Overtime	10.913	12.962	(2.049)	(18.8)	2.413	3.941	(1.528)	(63.3)	13.326	16.903	(3.577)	(26.8)
Health and Welfare	7.765	8.189	(0.424)	(5.5)	2.218	2.218	0.000	0.0	9.983	10.407	(0.424)	(4.2)
OPEB Current Payment	5.321	4.769	0.552	10.4	0.000	0.000	0.000	-	5.321	4.769	0.552	10.4
Pensions	12.268	11.836	0.432	3.5	3.604	4.036	(0.432)	(12.0)	15.872	15.873	(0.001)	(0.0)
Other Fringe Benefits	6.999	6.260	0.739	10.6	2.269	2.334	(0.065)	(2.9)	9.268	8.594	0.674	7.3
Reimbursable Overhead	(1.933)	(3.224)	1.291	66.8	1.933	3.224	(1.291)	(66.8)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$80.726</b>	<b>\$80.288</b>	<b>\$0.438</b>	<b>0.5</b>	<b>\$23.528</b>	<b>\$24.872</b>	<b>(\$1.344)</b>	<b>(5.7)</b>	<b>\$104.254</b>	<b>\$105.161</b>	<b>(\$0.907)</b>	<b>(0.9)</b>
<i>Non-Labor:</i>												
Electric Power	\$5.786	\$6.177	(\$0.391)	(6.8)	\$0.041	\$0.072	(\$0.031)	(76.0)	\$5.827	\$6.249	(\$0.422)	(7.2)
Fuel	1.166	1.097	0.069	5.9	0.000	0.000	0.000	-	1.166	1.097	0.069	5.9
Insurance	1.831	1.831	0.000	0.0	0.842	0.613	0.229	27.2	2.673	2.444	0.229	8.6
Claims	0.341	0.193	0.148	43.3	0.000	0.000	0.000	-	0.341	0.193	0.148	43.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.277	5.176	3.101	37.5	2.409	1.303	1.106	45.9	10.686	6.479	4.207	39.4
Professional Service Contracts	4.273	1.851	2.422	56.7	0.787	0.330	0.457	58.1	5.060	2.181	2.879	56.9
Materials & Supplies	16.934	14.566	2.368	14.0	5.912	4.412	1.500	25.4	22.846	18.978	3.868	16.9
Other Business Expenses	1.348	1.177	0.171	12.7	0.031	0.090	(0.059)	*	1.379	1.267	0.112	8.1
<b>Total Non-Labor Expenses</b>	<b>\$39.956</b>	<b>\$32.068</b>	<b>\$7.888</b>	<b>19.7</b>	<b>\$10.022</b>	<b>\$6.820</b>	<b>\$3.202</b>	<b>31.9</b>	<b>\$49.978</b>	<b>\$38.888</b>	<b>\$11.090</b>	<b>22.2</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$120.682</b>	<b>\$112.357</b>	<b>\$8.325</b>	<b>6.9</b>	<b>\$33.550</b>	<b>\$31.692</b>	<b>\$1.858</b>	<b>5.5</b>	<b>\$154.232</b>	<b>\$144.049</b>	<b>\$10.183</b>	<b>6.6</b>
Depreciation	\$27.377	\$27.378	(\$0.001)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$27.377	\$27.378	(\$0.001)	(0.0)
Other Post Employment Benefits	6.956	7.059	(0.103)	(1.5)	0.000	0.000	0.000	-	6.956	7.059	(0.103)	(1.5)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.142	0.167	(0.025)	(17.4)	0.000	0.000	0.000	-	0.142	0.167	(0.025)	(17.4)
<b>Total Expenses</b>	<b>\$155.157</b>	<b>\$146.960</b>	<b>\$8.197</b>	<b>5.3</b>	<b>\$33.550</b>	<b>\$31.692</b>	<b>\$1.858</b>	<b>5.5</b>	<b>\$188.707</b>	<b>\$178.653</b>	<b>\$10.054</b>	<b>5.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$92.548)</b>	<b>(\$83.255)</b>	<b>\$9.293</b>	<b>10.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$92.548)</b>	<b>(\$83.255)</b>	<b>\$9.293</b>	<b>10.0</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.377	\$27.378	\$0.001	0.0	\$0.000	\$0.000	\$0.000	-	\$27.377	\$27.378	\$0.001	0.0
Operating/Capital	(4.645)	(2.688)	1.957	42.1	0.000	0.000	0.000	-	(4.645)	(2.688)	1.957	42.1
Other Cash Adjustments	22.055	16.595	(5.460)	(24.8)	0.000	0.000	0.000	-	22.055	16.595	(5.460)	(24.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$44.787</b>	<b>\$41.285</b>	<b>(\$3.502)</b>	<b>(7.8)</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$44.787</b>	<b>\$41.285</b>	<b>(\$3.502)</b>	<b>(7.8)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$47.761)</b>	<b>(\$41.970)</b>	<b>\$5.791</b>	<b>12.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$47.761)</b>	<b>(\$41.970)</b>	<b>\$5.791</b>	<b>12.1</b>

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

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$649.160	\$651.115	\$1.955	0.3	\$0.000	\$0.000	\$0.000	-	\$649.160	\$651.115	\$1.955	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	47.717	49.061	1.344	2.8	0.000	0.000	0.000	-	47.717	49.061	1.344	2.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	305.058	318.248	13.190	4.3	305.058	318.248	13.190	4.3
<b>Total Revenue</b>	<b>\$696.877</b>	<b>\$700.177</b>	<b>\$3.300</b>	<b>0.5</b>	<b>\$305.058</b>	<b>\$318.248</b>	<b>\$13.190</b>	<b>4.3</b>	<b>\$1,001.935</b>	<b>\$1,018.425</b>	<b>\$16.490</b>	<b>1.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$467.945	\$458.493	\$9.452	2.0	\$97.783	\$91.480	\$6.303	6.4	\$565.728	\$549.973	\$15.755	2.8
Overtime	108.406	111.504	(3.098)	(2.9)	26.911	37.044	(10.133)	(37.7)	135.317	148.548	(13.231)	(9.8)
Health and Welfare	90.107	86.980	3.127	3.5	20.513	21.881	(1.368)	(6.7)	110.620	108.861	1.759	1.6
OPEB Current Payment	57.184	53.113	4.071	7.1	0.000	0.000	0.000	-	57.184	53.113	4.071	7.1
Pensions	130.500	125.109	5.391	4.1	34.527	39.918	(5.391)	(15.6)	165.027	165.027	(0.000)	(0.0)
Other Fringe Benefits	121.388	115.751	5.637	4.6	21.233	22.941	(1.708)	(8.0)	142.621	138.692	3.929	2.8
Reimbursable Overhead	(21.418)	(32.319)	10.901	50.9	21.418	32.319	(10.901)	(50.9)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$954.112</b>	<b>\$918.631</b>	<b>\$35.481</b>	<b>3.7</b>	<b>\$222.385</b>	<b>\$245.583</b>	<b>(\$23.198)</b>	<b>(10.4)</b>	<b>\$1,176.497</b>	<b>\$1,164.215</b>	<b>\$12.282</b>	<b>1.0</b>
<i>Non-Labor:</i>												
Electric Power	\$72.847	\$71.002	\$1.845	2.5	\$0.502	\$0.952	(\$0.450)	(89.6)	\$73.349	\$71.954	\$1.395	1.9
Fuel	13.007	12.977	0.030	0.2	0.000	0.000	0.000	-	13.007	12.977	0.030	0.2
Insurance	20.810	20.887	(0.077)	(0.4)	7.109	6.101	1.008	14.2	27.919	26.989	0.930	3.3
Claims	4.060	6.099	(2.039)	(50.2)	0.000	0.000	0.000	-	4.060	6.099	(2.039)	(50.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	70.613	58.439	12.174	17.2	21.471	18.340	3.131	14.6	92.084	76.779	15.305	16.6
Professional Service Contracts	29.085	20.126	8.959	30.8	2.574	1.951	0.623	24.2	31.659	22.078	9.581	30.3
Materials & Supplies	154.591	113.528	41.063	26.6	50.595	44.330	6.265	12.4	205.186	157.858	47.328	23.1
Other Business Expenses	14.947	14.293	0.654	4.4	0.422	0.990	(0.568)	*	15.369	15.283	0.086	0.6
<b>Total Non-Labor Expenses</b>	<b>\$379.960</b>	<b>\$317.352</b>	<b>\$62.608</b>	<b>16.5</b>	<b>\$82.673</b>	<b>\$72.665</b>	<b>\$10.008</b>	<b>12.1</b>	<b>\$462.633</b>	<b>\$390.017</b>	<b>\$72.616</b>	<b>15.7</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$1,334.072</b>	<b>\$1,235.983</b>	<b>\$98.089</b>	<b>7.4</b>	<b>\$305.058</b>	<b>\$318.248</b>	<b>(\$13.190)</b>	<b>(4.3)</b>	<b>\$1,639.130</b>	<b>\$1,554.231</b>	<b>\$84.899</b>	<b>5.2</b>
Depreciation	\$306.104	\$307.079	(0.975)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$306.104	\$307.079	(\$0.975)	(0.3)
Other Post Employment Benefits	76.517	76.996	(0.479)	(0.6)	0.000	0.000	0.000	-	76.517	76.996	(0.479)	(0.6)
GASB 68 Pension Expense Adjustment	0.000	21.951	(21.951)	-	0.000	0.000	0.000	-	0.000	21.951	(21.951)	-
Environmental Remediation	1.863	3.853	(1.990)	*	0.000	0.000	0.000	-	1.863	3.853	(1.990)	*
<b>Total Expenses</b>	<b>\$1,718.556</b>	<b>\$1,645.862</b>	<b>\$72.694</b>	<b>4.2</b>	<b>\$305.058</b>	<b>\$318.248</b>	<b>(\$13.190)</b>	<b>(4.3)</b>	<b>\$2,023.614</b>	<b>\$1,964.111</b>	<b>\$59.503</b>	<b>2.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,021.679)</b>	<b>(\$945.685)</b>	<b>\$75.994</b>	<b>7.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,021.679)</b>	<b>(\$945.685)</b>	<b>\$75.994</b>	<b>7.4</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$306.104	\$307.079	\$0.975	0.3	\$0.000	\$0.000	\$0.000	-	\$306.104	\$307.079	\$0.975	0.3
Operating/Capital	(27.530)	(9.777)	17.752	64.5	0.000	0.000	0.000	-	(27.530)	(9.777)	17.752	64.5
Other Cash Adjustments	101.507	120.172	18.665	18.4	0.000	0.000	0.000	-	101.507	120.172	18.665	18.4
<b>Total Cash Conversion Adjustments</b>	<b>\$380.081</b>	<b>\$417.473</b>	<b>\$37.392</b>	<b>9.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$380.081</b>	<b>\$417.473</b>	<b>\$37.392</b>	<b>9.8</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$641.598)</b>	<b>(\$528.212)</b>	<b>\$113.386</b>	<b>17.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$641.598)</b>	<b>(\$528.212)</b>	<b>\$113.386</b>	<b>17.7</b>

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

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

November 2016					Year-to-Date November 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.267	2.2	Higher ridership \$1.028 and higher yield per passenger \$0.239.	1.955	0.3	Higher ridership \$2.994, partially offset by lower yield per passenger \$(1.039).
Other Operating Revenue	Non Reimb.	(0.171)	(4.4)	Primarily due to timing on rental and freight revenue, partially offset by timing of station privileges and special services revenue.	1.344	2.8	Primarily due to higher rental, special services and timing of miscellaneous revenue, partially offset by timing of station privileges revenue.
Capital & Other Reimbursements	Reimb.	(1.858)	(5.5)	Timing of capital project activity.	13.190	4.3	Timing of capital project activity.
Expenses							
Payroll	Non Reimb.	(0.102)	(0.3)	Primarily Engineering field forces working on maintenance activities instead of project activity, partially offset by vacant positions, lower rates and reversal of contractual wage accruals.	9.452	2.0	Primarily vacant positions, rates, sick pay/law claims and reversal of contractual wage accruals, partially offset by Engineering field forces working on maintenance activities instead of project activity.
	Reimb.	1.971	17.8	Primarily due to timing of project activity.	6.303	6.4	Primarily due to timing of project activity.
Overtime	Non Reimb.	(2.049)	(18.8)	Higher maintenance, vacancy/absentee coverage and holiday overtime.	(3.098)	(2.9)	Higher maintenance and vacancy/absentee coverage, partially offset by lower unscheduled service overtime.
	Reimb.	(1.528)	(63.3)	Over-run attributed to annual track program, East Side Access and Second Track Main Line.	(10.133)	(37.7)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements and Second Track Main Line, partially offset by PTC delays.
Health and Welfare	Non Reimb.	(0.424)	(5.5)	Timing of payments for NYSHIP, partially offset by vacant positions.	3.127	3.5	Vacant positions.
	Reimb.	0.000	0.0		(1.368)	(6.7)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.552	10.4	Fewer retirees/beneficiaries.	4.071	7.1	Fewer retirees/beneficiaries.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

November 2016					Year-to-Date November 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.432	3.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	5.391	4.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.432)	(12.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(5.391)	(15.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.739	10.6	Lower Railroad Retirement Taxes and lower FELA indemnity reserves.	5.637	4.6	Lower Railroad Retirement Taxes and lower FELA indemnity reserves.
	Reimb.	(0.065)	(2.9)	Primarily due to timing of project activity.	(1.708)	(8.0)	Primarily due to timing of project activity.
Reimbursable Overhead	Non Reimb.	1.291	66.8	Primarily due to timing of project activity.	10.901	50.9	Primarily due to timing of project activity.
	Reimb.	(1.291)	(66.8)	Primarily due to timing of project activity.	(10.901)	(50.9)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.391)	(6.8)	Accrual adjustments and timing of payments.	1.845	2.5	Lower rates and consumption.
	Reimb.	(0.031)	(76.0)	Traction Power reimbursement for train displacement due to third party West Side Yard construction.	(0.450)	(89.6)	Traction Power reimbursement for train displacement due to third party West Side Yard construction.
Fuel	Non Reimb.	0.069	5.9	Lower consumption, partially offset by higher rates.	0.030	0.2	Lower consumption, partially offset by higher rates.
Insurance	Non Reimb.	0.000	0.0		(0.077)	(0.4)	Higher Property Insurance, partially offset by lower Liability Insurance.
	Reimb.	0.229	27.2	Force Account Insurance associated with project activity.	1.008	14.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.148	43.3	Lower legal claim reserves.	(2.039)	(50.2)	Higher public liability claim reserves.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

November 2016				Year-to-Date November 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	3.101	37.5	Timing of payments/activities for vegetation management, safety/security initiatives, elevator/escalator maintenance and platform investments, partially offset by the timing of payments for joint facilities.	12.174	17.2	Timing of payments/activities for vegetation management, safety/security related initiatives, TVM maintenance, platform investments and lower payments for parking facility maintenance, partially offset by timing of payments for joint facilities and non-revenue vehicle repairs.
	Reimb.	1.106	45.9	Primarily due to timing of project activity.	3.131	14.6	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	2.422	56.7	Timing of Enterprise Asset Management initiatives, MTA Chargebacks and various Maintenance of Way professional services.	8.959	30.8	Delayed Enterprise Asset Management initiatives, purchase of document scanner, delayed propulsion consultant services, timing of various Maintenance of Way professional services and payments for medical services.
	Reimb.	0.457	58.1	Primarily due to timing of project activity.	0.623	24.2	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.368	14.0	Delayed security related initiatives, RCM initiatives (MU propulsion and 15 year Diesel) and delayed fleet modifications, partially offset by higher chargeouts of material in the Engineering department and higher chargeouts of pool material in the Equipment department.	41.063	26.6	Primarily due to delayed fleet modifications (DE/DM gate units, M7 Observer seats and C3 Bender), contracts for non-recurring engineering costs (C3 CCU and C-3 Phase 3 door), delays in RCM initiatives (M7 door thresholds, propulsion control units, Diesel 15 year engine and C3 truck) higher reclaims of pool material, lower chargeouts of running repair material (primarily M3 wheels) delayed security initiatives and lower corporate inventory adjustments.
	Reimb.	1.500	25.4	Primarily due to timing of project activity.	6.265	12.4	Primarily due to timing of project activity.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID YEAR AND ACTUAL: ACCRUAL BASIS**

November 2016				Year-to-Date November 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.171	12.7	Timing of purchases of miscellaneous items for the Training Department and higher restitution of property damage.	0.654	4.4	Delayed M3 decommissioning, higher restitution of property damage and lower office supplies, partially offset by higher credit/debit card fees and higher reserves for bad debt.
	Reimb.	(0.059)	*	Primarily due to timing of project activity.	(0.568)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.001)	(0.0)		(0.975)	(0.3)	
Other Post Employment Benefits	Non Reimb.	(0.103)	(1.5)	Due to latest actuarial estimates	(0.479)	(0.6)	Due to latest actuarial estimates.
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		(21.951)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.
Environmental Remediation	Non Reimb.	(0.025)	(17.4)	Higher environmental remediation reserves.	(1.990)	*	Higher environmental remediation reserves.



Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>November 2016</b> (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$60.367	\$61.420	\$1.053	1.7	\$668.434	\$670.289	\$1.855	0.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.881	1.545	(0.336)	(17.9)	43.576	44.445	0.869	2.0
Capital & Other Reimbursements	32.758	29.251	(3.507)	(10.7)	261.541	288.323	26.781	10.2
<b>Total Receipts</b>	<b>\$95.006</b>	<b>\$92.216</b>	<b>(\$2.790)</b>	<b>(2.9)</b>	<b>\$973.551</b>	<b>\$1,003.056</b>	<b>\$29.505</b>	<b>3.0</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$48.181	\$47.387	\$0.794	1.6	\$556.265	\$539.439	\$16.826	3.0
Overtime	10.687	13.557	(2.870)	(26.9)	134.936	144.989	(10.053)	(7.5)
Health and Welfare	9.983	10.386	(0.403)	(4.0)	99.588	96.153	3.435	3.4
OPEB Current Payment	5.321	4.692	0.629	11.8	52.938	48.772	4.166	7.9
Pensions	15.873	15.495	0.378	2.4	163.717	161.062	2.655	1.6
Other Fringe Benefits	7.926	7.261	0.665	8.4	141.719	138.469	3.250	2.3
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$97.971</b>	<b>\$98.778</b>	<b>(\$0.807)</b>	<b>(0.8)</b>	<b>\$1,149.163</b>	<b>\$1,128.884</b>	<b>\$20.279</b>	<b>1.8</b>
<i>Non-Labor:</i>								
Electric Power	\$5.828	\$6.422	(\$0.594)	(10.2)	\$73.959	\$72.912	\$1.047	1.4
Fuel	1.166	0.478	0.688	59.0	13.107	11.908	1.199	9.1
Insurance	3.367	0.015	3.352	99.5	25.072	24.965	0.107	0.4
Claims	0.119	0.633	(0.514)	*	1.614	2.692	(1.078)	(66.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.046	6.129	3.917	39.0	100.091	72.715	27.376	27.4
Professional Service Contracts	4.270	1.891	2.379	55.7	29.640	20.826	8.814	29.7
Materials & Supplies	16.983	12.609	4.374	25.8	189.670	160.329	29.341	15.5
Other Business Expenses	1.339	1.369	(0.030)	(2.3)	14.511	13.022	1.489	10.3
<b>Total Non-Labor Expenditures</b>	<b>\$43.118</b>	<b>\$29.546</b>	<b>\$13.572</b>	<b>31.5</b>	<b>\$447.664</b>	<b>\$379.370</b>	<b>\$68.294</b>	<b>15.3</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.678	\$1.641	\$0.037	2.2	\$18.322	\$18.544	(\$0.222)	(1.2)
<b>Total Other Expenditure Adjustments</b>	<b>\$1.678</b>	<b>\$1.641</b>	<b>\$0.037</b>	<b>2.2</b>	<b>\$18.322</b>	<b>\$18.544</b>	<b>(\$0.222)</b>	<b>(1.2)</b>
<b>Total Expenditures</b>	<b>\$142.767</b>	<b>\$129.965</b>	<b>\$12.802</b>	<b>9.0</b>	<b>\$1,615.149</b>	<b>\$1,526.798</b>	<b>\$88.351</b>	<b>5.5</b>
Cash Timing and Availability Adjustment	0.000	(4.221)	(4.221)	-	0.000	(4.470)	(4.470)	*
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$47.761)</b>	<b>(\$41.970)</b>	<b>\$5.791</b>	<b>12.1</b>	<b>(\$641.598)</b>	<b>(\$528.212)</b>	<b>\$113.386</b>	<b>17.7</b>
<b>Subsidies</b>								
MTA	47.761	41.971	(5.790)	(12.1)	641.598	528.211	(113.387)	(17.7)

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	November 2016			Year-to-Date as of November 30, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	1.053	1.7	Higher ridership \$1.028 and higher yields \$0.239, partially offset by lower advance sales impact \$(0.166) and lower Metrocard/AirTrain sales \$(0.048).	1.855	0.3	Higher ridership \$2.994 and higher Metrocard/AirTrain sales \$0.150, partially offset by lower yields \$(1.039) and lower advance sales impact \$(0.250).
Other Operating Revenue	(0.336)	(17.9)	Primarily due to the timing of rental receipts.	0.869	2.0	Primarily due to higher rental receipts.
Capital and Other Reimbursements	(3.507)	(10.7)	Timing of activity and reimbursement for capital and other reimbursements.	26.781	10.2	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	0.794	1.6	Primarily due to vacant positions and rates.	16.826	3.0	Primarily due to vacant positions, rates and higher sick pay law claims, partially offset by the timing of intercompany reimbursements.
Overtime	(2.870)	(26.9)	Primarily due to higher maintenance, project and vacancy/absentee coverage overtime.	(10.053)	(7.5)	Primarily due to higher project and maintenance overtime, partially offset by lower unscheduled service.
Health and Welfare	(0.403)	(4.0)	Primarily due to the timing of payments, partially offset by intercompany reimbursements.	3.435	3.4	Primarily due to lower headcount and intercompany reimbursements.
OPEB Current Payment	0.629	11.8	Primarily due to fewer retirees/beneficiaries.	4.166	7.9	Primarily due to fewer retirees/beneficiaries.
Pensions	0.378	2.4	Due to higher intercompany reimbursements.	2.655	1.6	Due to higher intercompany reimbursements.
Other Fringe Benefits	0.665	8.4	Primarily the timing of FELA payments and lower Railroad Retirement payments, partially offset by higher meal payments.	3.250	2.3	Primarily the timing of and lower Railroad Retirement payments including intercompany reimbursements and the timing of FELA payments, partially offset by higher meal payments.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR FORECAST AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	November 2016			Year-to-Date as of November 30, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(0.594)	(10.2)	Primarily due to higher rates and the timing of payments.	1.047	1.4	Primarily due to lower rates and lower consumption.
Fuel	0.688	59.0	Primarily due to the timing of payments.	1.199	9.1	Primarily the timing of payments, partially offset by higher rates.
Insurance	3.352	99.5	Timing of Insurance premium payments favorable due to earlier than forecast prior month payments.	0.107	0.4	Timing of Insurance premium payments.
Claims	(0.514)	*	Higher claim payments.	(1.078)	(66.8)	Higher claim payments.
Maintenance and Other Operating Contracts	3.917	39.0	Primarily lower payments for maintenance and construction services, partially offset by the timing of Joint Facility payments.	27.376	27.4	Lower payments for maintenance and construction services and the timing of Joint Facility payments, partially offset by higher operating payments.
Professional Service Contracts	2.379	55.7	Primarily the timing of services and payments.	8.814	29.7	Primarily the timing of services and payments, partially offset by the timing of intercompany reimbursements.
Materials and Supplies	4.374	25.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	29.341	15.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.030)	(2.3)		1.489	10.3	Primarily due to accelerated ROCLA concrete tie restitution forecast in 2017 and 2018 received in 2016 and the shifting of other miscellaneous expenses and associated payments to 2017, partially offset by higher credit card fee payments.
Other Expenditure Adjustments	0.037	2.2	Lower Metrocard/AirTrain pass through payments.	(0.222)	(1.2)	Higher Metrocard/AirTrain pass through payments.

Table 6

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
**November 2016**  
(\$ in millions)

	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.678	\$1.464	(\$0.214)	(12.7)	\$19.274	\$19.173	(\$0.101)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(2.039)	(2.204)	(0.165)	(8.1)	(4.141)	(4.617)	(0.476)	(11.5)
Capital & Other Reimbursements	(0.792)	(2.441)	(1.649)	*	(43.517)	(29.926)	13.591	31.2
<b>Total Receipts</b>	<b>(\$1.153)</b>	<b>(\$3.181)</b>	<b>(\$2.028)</b>	<b>*</b>	<b>(\$28.384)</b>	<b>(\$15.369)</b>	<b>\$13.015</b>	<b>45.9</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$2.303	\$1.228	(\$1.075)	(46.7)	\$9.463	\$10.534	\$1.071	11.3
Overtime	2.639	3.347	0.708	26.8	0.381	3.559	3.178	*
Health and Welfare	0.000	0.021	0.021	-	11.032	12.708	1.676	15.2
OPEB Current Payment	0.000	0.077	0.077	-	4.246	4.341	0.095	2.2
Pensions	(0.001)	0.378	0.379	*	1.310	3.965	2.655	*
Other Fringe Benefits	1.342	1.333	(0.009)	(0.7)	0.902	0.223	(0.679)	(75.3)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$6.283</b>	<b>\$6.383</b>	<b>\$0.100</b>	<b>1.6</b>	<b>\$27.334</b>	<b>\$35.330</b>	<b>\$7.996</b>	<b>29.3</b>
<i>Non-Labor:</i>								
Electric Power	(\$0.001)	(\$0.173)	(\$0.172)	*	(\$0.610)	(\$0.958)	(\$0.348)	(57.1)
Fuel	0.000	0.619	0.619	-	(0.100)	1.069	1.169	*
Insurance	(0.694)	2.429	3.123	*	2.847	2.024	(0.823)	(28.9)
Claims	0.222	(0.440)	(0.662)	*	2.446	3.407	0.961	39.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.640	0.350	(0.290)	(45.3)	(8.007)	4.064	12.071	*
Professional Service Contracts	0.790	0.290	(0.500)	(63.3)	2.019	1.252	(0.767)	(38.0)
Materials & Supplies	5.863	6.369	0.506	8.6	15.516	(2.471)	(17.987)	*
Other Business Expenses	0.040	(0.102)	(0.142)	*	0.858	2.261	1.403	*
<b>Total Non-Labor Expenditures</b>	<b>\$6.860</b>	<b>\$9.342</b>	<b>\$2.482</b>	<b>36.2</b>	<b>\$14.969</b>	<b>\$10.647</b>	<b>(\$4.322)</b>	<b>(28.9)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.678)	(\$1.641)	\$0.037	2.2	(\$18.322)	(\$18.544)	(\$0.222)	(1.2)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.678)</b>	<b>(\$1.641)</b>	<b>\$0.037</b>	<b>2.2</b>	<b>(\$18.322)</b>	<b>(\$18.544)</b>	<b>(\$0.222)</b>	<b>(1.2)</b>
<b>Total Expenditures before Depreciation</b>	<b>\$11.465</b>	<b>\$14.084</b>	<b>\$2.619</b>	<b>22.8</b>	<b>\$23.981</b>	<b>\$27.433</b>	<b>\$3.452</b>	<b>14.4</b>
Depreciation Adjustment	\$27.377	\$27.378	\$0.001	0.0	\$306.104	\$307.079	\$0.975	0.3
Other Post Employment Benefits	6.956	7.059	0.103	1.5	76.517	76.996	0.479	0.6
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	21.951	21.951	-
Environmental Remediation	0.142	0.167	0.025	17.4	1.863	3.853	1.990	*
<b>Total Expenditures</b>	<b>\$45.940</b>	<b>\$48.687</b>	<b>\$2.747</b>	<b>6.0</b>	<b>\$408.465</b>	<b>\$437.312</b>	<b>\$28.847</b>	<b>7.1</b>
Cash Timing and Availability Adjustment	0.000	(4.221)	(4.221)	-	0.000	(4.470)	(4.470)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$44.787</b>	<b>\$41.285</b>	<b>(\$3.502)</b>	<b>(7.8)</b>	<b>\$380.081</b>	<b>\$417.473</b>	<b>\$37.392</b>	<b>9.8</b>

**MTA LONG ISLAND RAIL ROAD**  
**2016 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	November 2016						November Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	55,621	\$3.305	61,580	\$3.620	(5,958)	(\$0.314)	362,902	\$21.897	365,224	\$21.950	(2,323)	(\$0.052)
					-10.7%	-9.5%					-0.6%	-0.2%
<u>Unscheduled Service</u>	10,046	\$0.626	9,764	\$0.619	282	\$0.007	97,491	\$6.108	86,021	\$5.390	11,470	\$0.719
					2.8%	1.1%					11.8%	11.8%
<u>Programmatic/Routine Maintenance</u>	65,124	\$3.613	82,663	\$4.626	(17,539)	(\$1.013)	644,581	\$36.088	679,925	\$38.484	(35,344)	(\$2.397)
					-26.9%	-28.0%					-5.5%	-6.6%
<u>Unscheduled Maintenance</u>	526	\$0.029	4,050	\$0.221	(3,524)	(\$0.192)	5,358	\$0.313	20,443	\$1.183	(15,085)	(\$0.870)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	52,577	\$3.061	63,062	\$3.646	(10,485)	(\$0.585)	578,516	\$33.396	587,290	\$33.756	(8,774)	(\$0.360)
					-19.9%	-19.1%					-1.5%	-1.1%
<u>Weather Emergencies</u>	2,876	\$0.161	253	\$0.015	2,623	\$0.146	152,389	\$9.204	150,832	\$9.167	1,557	\$0.037
					91.2%	90.8%					1.0%	0.4%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	2,280	\$0.118	2,977	\$0.216	(697)	(\$0.098)	21,613	\$1.399	19,779	\$1.574	1,834	(\$0.176)
					-30.6%	-82.7%					8.5%	-12.6%
<b>NON-REIMBURSABLE OVERTIME</b>	189,050	\$10.913	224,349	\$12.962	(35,299)	(\$2.049)	1,862,850	\$108.406	1,909,514	\$111.504	(46,664)	(\$3.098)
					-18.7%	-18.8%					-2.5%	-2.9%
<b>REIMBURSABLE OVERTIME</b>	42,803	\$2.413	63,477	\$3.941	(20,674)	(\$1.528)	465,297	\$26.911	611,792	\$37.044	(146,495)	(\$10.133)
					-48.3%	-63.3%					-31.5%	-37.7%
<b>TOTAL OVERTIME</b>	<b>231,853</b>	<b>\$13.326</b>	<b>287,826</b>	<b>\$16.903</b>	<b>(55,973)</b>	<b>(\$3.577)</b>	<b>2,328,147</b>	<b>\$135.317</b>	<b>2,521,306</b>	<b>\$148.548</b>	<b>(193,159)</b>	<b>(\$13.231)</b>
					-24.1%	-26.8%					-8.3%	-9.8%

<sup>1</sup> Includes Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> 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**  
**2016 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	November 2016			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(5,958)	(\$0.314)	Higher than forecasted holiday overtime in Stations, Equipment and Engineering, partially offset by lower holiday and crew book overtime in Transportation.	(2,323)	(\$0.052)	Higher than forecasted holiday overtime in Stations, Equipment and Engineering, partially offset by lower holiday and crew book overtime within Transportation.
	-10.7%	-9.5%		-0.6%	-0.2%	
<u>Unscheduled Service</u>	282	\$0.007		11,470	\$0.719	Lower than forecasted overtime needed to maintain on-time performance.
	2.8%	1.1%		11.8%	11.8%	
<u>Programmatic/Routine Maintenance</u>	(17,539)	(\$1.013)	Primarily replacement of defective concrete ties, rail grinding, thermite welding and other maintenance activities which can only be completed on overtime due to track time outage and track availability.	(35,344)	(\$2.397)	Greater than anticipated maintenance efforts within Engineering which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated rolling stock maintenance within Equipment.
	-26.9%	-28.0%		-5.5%	-6.6%	
<u>Unscheduled Maintenance</u>	(3,524)	(\$0.192)	Primarily due to passenger/work train derailment at New Hyde Park in prior month.	(15,085)	(\$0.870)	Higher system wide emergencies, including derailments at New Hyde Park, Hall, Woodside and Speonk Yard.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(10,485)	(\$0.585)	Higher unavailability within Equipment, Transportation and Stations. Partially offset by fewer open jobs within Equipment and lower than forecasted tours within Transportation.	(8,774)	(\$0.360)	Higher unavailability and open jobs within Equipment and Stations. Partially offset by lower than forecasted tours and higher availability within Transportation.
	-19.9%	-19.1%		-1.5%	-1.1%	
<u>Weather Emergencies</u>	2,623	\$0.146	Lower than forecasted weather related expenses.	1,557	\$0.037	Lower than forecasted weather related expenses.
	91.2%	90.8%		1.0%	0.4%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(697)	(\$0.098)	Due to double time impact and higher rates crafts, partially offset by favorable variance between actual and forecasted wage rates.	1,834	(\$0.176)	Due to double time impact and higher rates crafts, partially offset by favorable variance between actual and forecasted wage rates.
	-30.6%	-82.7%		8.5%	-12.6%	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(35,299)</b>	<b>(\$2.049)</b>		<b>(46,664)</b>	<b>(\$3.098)</b>	
	-18.7%	-18.8%		-2.5%	-2.9%	
<b>REIMBURSABLE OVERTIME</b>						
	(20,674)	(\$1.528)	Over-run attributed to Annual Track Program, Second Track Main Line, East Side Access, East Rail Yards and Jamaica Capacity Improvements.	(146,495)	(\$10.133)	Over-run attributed to Annual Track Program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica Capacity Improvements and Second Track Main Line, partially offset by PTC delays.
	-48.3%	-63.3%		-31.5%	-37.7%	
<b>TOTAL OVERTIME</b>	<b>(55,973)</b>	<b>(\$3.577)</b>		<b>(193,159)</b>	<b>(\$13.231)</b>	
	-24.1%	-26.8%		-8.3%	-9.8%	

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2016 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS  
END-of-MONTH NOVEMBER 2016

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Sr. Vice President - Engineering/PTC	11	9	2
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	85	75	10
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	23	2
President	4	4	0
VP & CFO	5	3	2
Information Technology	0	0	0
Controller	43	41	2
Management & Budget	21	15	6
BPM, Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	61	8
Gen. Counsel & Secretary	32	31	1
Diversity Management	3	3	0
Security	14	8	6
System Safety	36	33	3
Training	65	63	2
Service Planning	23	20	3
Sr. VP Operations/Rolling Stock	13	11	2
<b>Total Administration</b>	<b>512</b>	<b>458</b>	<b>54</b>
<b>Operations</b>			
Train Operations	2,161	2,126	35
Customer Services	295	297	(2)
<b>Total Operations</b>	<b>2,456</b>	<b>2,423</b>	<b>33</b>
<b>Maintenance</b>			
Engineering	1,881	1,883	(2)
Equipment	2,083	2,062	21
Procurement (Stores)	94	93	1
<b>Total Maintenance</b>	<b>4,058</b>	<b>4,038</b>	<b>20</b>
<b>Engineering/Capital</b>			
Department of Project Management	157	132	25
Special Projects	46	43	3
<b>Total Engineering/Capital</b>	<b>203</b>	<b>175</b>	<b>28</b>
<b>Baseline Total Positions</b>	<b>7,229</b>	<b>7,094</b>	<b>135</b>
<i>Non-Reimbursable</i>	<b>6,033</b>	<b>6,098</b>	<b>(65)</b>
<i>Reimbursable</i>	<b>1,196</b>	<b>996</b>	<b>200</b>
<b>Total Full-Time</b>	<b>7,229</b>	<b>7,094</b>	<b>135</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding



**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH NOVEMBER 2016**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 65 positions due to Engineering field forces working on maintenance activities versus capital activity, partially offset by vacant positions in Administration departments and Train Operations.
<b>REIMBURSABLE POSITIONS</b> - Favorable 200 positions primarily due to the timing of project activity in Engineering and Department of Project Management.

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH NOVEMBER 2016**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	256	236	20
Professional, Technical, Clerical	152	118	34
Operational Hourlies	104	104	-
<b>Total Administration</b>	<b>512</b>	<b>458</b>	<b>54</b>
<b>Operations</b>			
Managers/Supervisors	291	293	(2)
Professional, Technical, Clerical	97	91	6
Operational Hourlies	2,068	2,039	29
<b>Total Operations</b>	<b>2,456</b>	<b>2,423</b>	<b>33</b>
<b>Maintenance</b>			
Managers/Supervisors	751	697	54
Professional, Technical, Clerical	226	280	(54)
Operational Hourlies	3,081	3,061	20
<b>Total Maintenance</b>	<b>4,058</b>	<b>4,038</b>	<b>20</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	141	115	26
Professional, Technical, Clerical	62	60	2
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>203</b>	<b>175</b>	<b>28</b>
<b>Total Positions</b>			
Managers/Supervisors	1,439	1,341	98
Professional, Technical, Clerical	537	549	(12)
Operational Hourlies	5,253	5,204	49
<b>Total Positions</b>	<b>7,229</b>	<b>7,094</b>	<b>135</b>

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2016 MID YEAR**  
**RIDERSHIP**  
**(In Millions)**

	NOVEMBER 2016							NOVEMBER YEAR TO DATE 2016						
	Month			Variance				YTD			Variance			
		Actual	Adjusted*			Adjusted*			Actual	Adjusted*			Adjusted*	
	Mid Year	2016	2015	Mid Year		2015		Mid Year	2016	2015	Mid Year		2015	
				#	%	#	%				#	%	#	%
RIDERSHIP														
Monthly	4.058	4.114	4.031	0.056	1.4%	0.083	2.1%	45.325	45.747	44.363	0.422	0.9%	1.383	3.1%
Weekly	0.127	0.114	0.127	(0.013)	-10.6%	(0.013)	-10.3%	1.759	1.728	1.821	(0.031)	-1.8%	(0.093)	-5.1%
Total Commutation	4.185	4.228	4.158	0.043	1.0%	0.070	1.7%	47.084	47.475	46.184	0.391	0.8%	1.291	2.8%
One-Way Full Fare	0.666	0.713	0.644	0.047	7.0%	0.069	10.7%	7.861	7.834	7.770	(0.027)	-0.3%	0.065	0.8%
One-Way Off-Peak	1.533	1.548	1.523	0.015	1.0%	0.025	1.6%	16.548	16.514	16.397	(0.034)	-0.2%	0.117	0.7%
All Other	0.875	0.897	0.873	0.022	2.5%	0.024	2.7%	9.802	9.845	9.703	0.043	0.4%	0.142	1.5%
Total Non-Commutation	3.074	3.158	3.040	0.084	2.7%	0.118	3.9%	34.211	34.193	33.869	(0.018)	-0.1%	0.324	1.0%
Total	7.259	7.386	7.198	0.127	1.7%	0.188	2.6%	81.295	81.668	80.053	0.373	0.5%	1.615	2.0%

\*Prior year adjusted to reflect current year calendar.

**MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST  
MONTHLY PERFORMANCE INDICATORS  
November 2016**

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2016</u></b>	<b><u>Forecast</u></b>	<b><u>2015</u></b>	<b><u>Forecast</u></b>	<b><u>2015</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	52.3%	47.0%	55.4%	5.3%	-3.1%
	Adjusted <sup>(2)</sup>	60.7%	54.7%	68.1%	6.0%	-7.4%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$15.58	\$17.27	\$14.98	\$1.69	(\$0.60)
	Adjusted <sup>(2)</sup>	\$14.22	\$15.78	\$13.01	\$1.56	(\$1.21)
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.15	\$8.11	\$8.30	\$0.04	(\$0.15)
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2016</u></b>	<b><u>Forecast</u></b>	<b><u>2015</u></b>	<b><u>Forecast</u></b>	<b><u>2015</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	52.5%	47.9%	50.2%	4.6%	2.3%
	Adjusted <sup>(2)</sup>	61.6%	55.9%	61.1%	5.7%	0.5%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$15.25	\$16.75	\$15.90	\$1.49	\$0.65
	Adjusted <sup>(2)</sup>	\$13.92	\$15.33	\$13.99	\$1.41	\$0.06
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.01	\$8.02	\$7.98	(\$0.01)	\$0.03

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

**MTA LONG ISLAND RAIL ROAD**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2016 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>November Year-to-Date</b>			<b>Favorable(Unfavorable) Variance</b>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	696.9	700.3	700.2	3.3	0.5	(0.2)	(0.0)
Total Expenses before Non-Cash Liability Adjs	1,334.1	1,253.9	1,236.0	98.1	7.4	17.9	1.4
Depreciation	306.1	307.1	307.1	(1.0)	(0.3)	(0.0)	(0.0)
OPEB Obligation	76.5	76.5	77.0	(0.5)	(0.6)	(0.5)	(0.7)
GASB 68 Pension Expense Adjustment	-	17.8	22.0	(22.0)	-	(4.1)	(23.1)
Environmental Remediation	1.9	1.9	3.9	(2.0)	*	(2.0)	*
Total Expenses	1,718.6	1,657.2	1,645.9	72.7	4.2	11.3	0.7
<b>Net Surplus/(Deficit)</b>	<b>(1,021.7)</b>	<b>(956.8)</b>	<b>(945.7)</b>	<b>76.0</b>	<b>7.4</b>	<b>11.1</b>	<b>1.2</b>

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**NOVEMBER 2016 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.2)	(0.0)	Lower station privileges revenue, partially offset by higher commutation ridership, rental and special services revenues.
Total Expenses	\$11.3	0.7	Lower miscellaneous inventory adjustments, delayed RCM DE/DM 15 year Engine, lower usage of M3 Wheels sets for running repair, lower miscellaneous revenue service vehicle material usage due to changes in production schedule and quantities, favorable labor expenses due to vacant positions, lower pay rates and associated fringe costs, lower OPEB Current due to fewer retiree/beneficiaries and lower FELA Indemnity reserves, partially offset by GASB 68 Pension Expense Adjustment, Environmental Remediation, timing of payments for joint facilities, higher maintenance overtime expenses, higher chargeouts of pool materials in the Equipment department and higher material usage for the Engineering Department, higher expenditures for Electric Power, public liability expenses and higher non revenue vehicle repairs.

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

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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**NOVEMBER 2016**

# NOVEMBER 2016 RIDERSHIP & REVENUE REPORT

## MTA LONG ISLAND RAIL ROAD

### EXECUTIVE SUMMARY

#### NOVEMBER Ridership and Revenue (millions)

	NOVEMBER 2016	% Change vs. 2015
Total Rail Ridership	7.386	2.6% ▲
Commutation Ridership	4.228	1.7% ▲
Non-Commutation Ridership	3.158	3.9% ▲
Rail Revenue	\$60.0	3.2% ▲

#### Key Factors Impacting November Ridership

- Gains in the local job employment continue to support growth in the Commutation market.
- Non-Commutation ridership experienced a significant increase, despite November having one less weekend day (Sunday) compared to last year.
- The Thanksgiving Day Parade and events at Barclays Center helped boost Non-Commutation ridership.

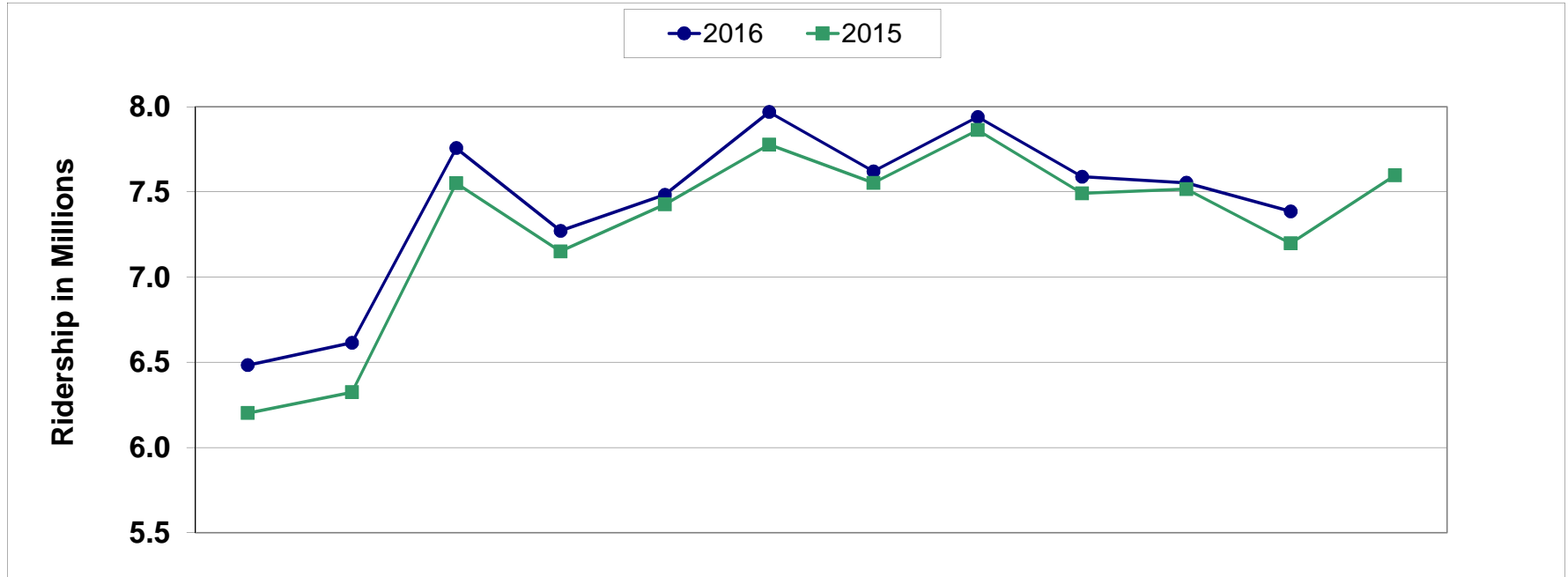
#### Year-to-Date through NOVEMBER Ridership and Revenue (millions)

	NOVEMBER 2016	% Change vs. 2015	Comparison to Mid-Year
Total Rail Ridership	81.668	2.0% ▲	0.5% ▲
Commutation Ridership	47.475	2.8% ▲	0.8% ▲
Non-Commutation Ridership	34.193	1.0% ▲	0.0% ▼
Rail Revenue	\$651.1	2.5% ▲	0.3% ▲



# NOVEMBER RIDERSHIP

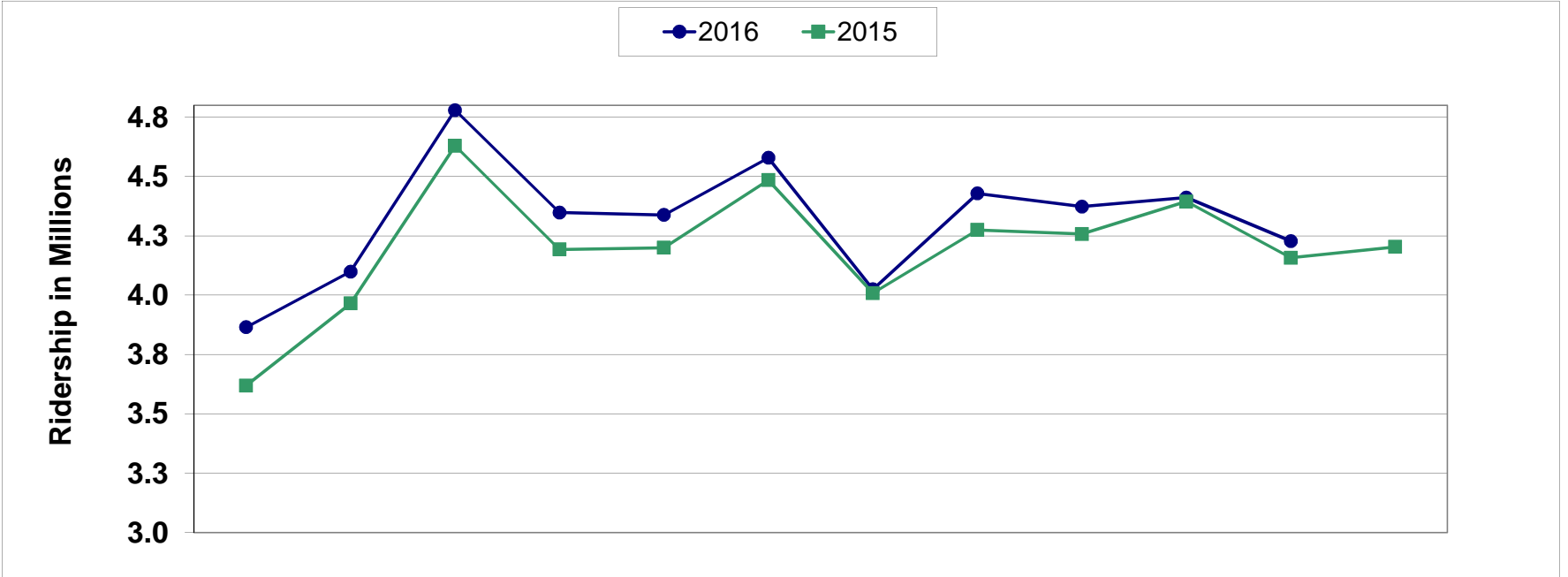
- November's Total Ridership was 2.6% above '15 and 1.8% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	6.5	6.6	7.8	7.3	7.5	8.0	7.6	7.9	7.6	7.6	7.4		81.7
2015	6.2	6.3	7.6	7.2	7.4	7.8	7.6	7.9	7.5	7.5	7.2	7.6	80.1
PCT CHG.	4.5%	4.6%	2.7%	1.7%	0.8%	2.5%	0.9%	1.0%	1.3%	0.5%	2.6%		2.0%

# NOVEMBER COMMUTATION RIDERSHIP

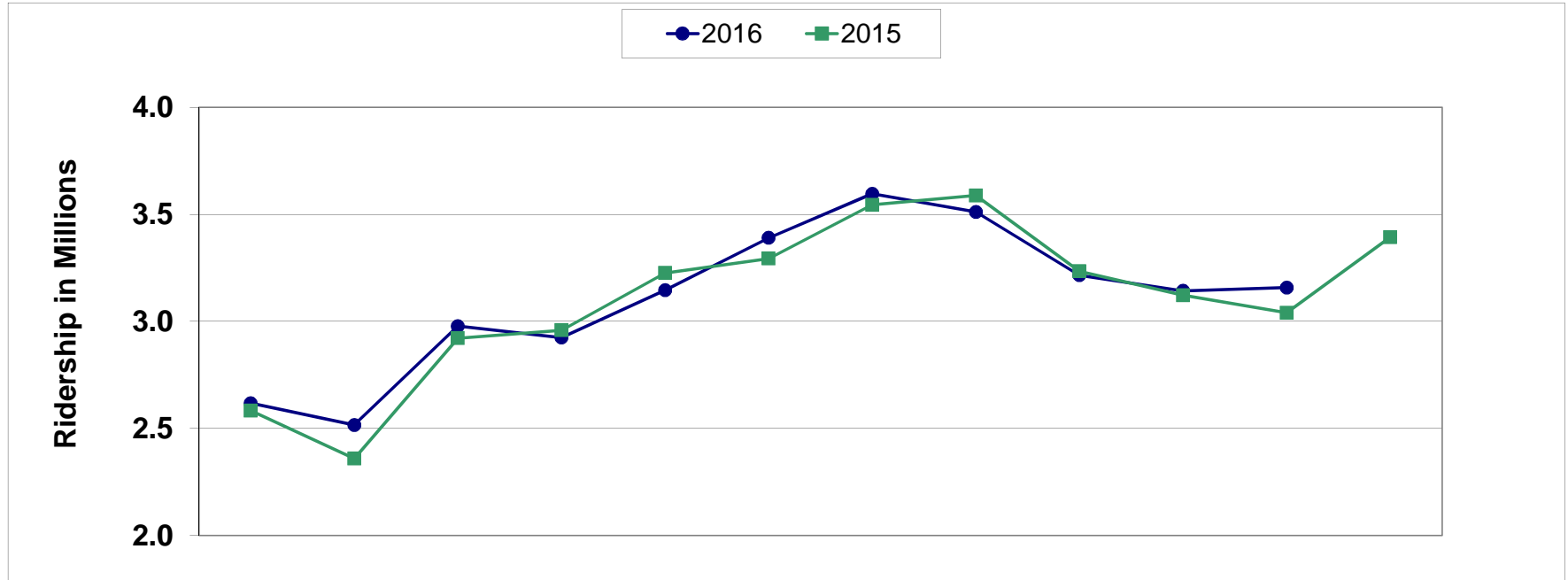
•November's Commutation Ridership was 1.7% above '15 and 1.0% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.9	4.1	4.8	4.3	4.3	4.6	4.0	4.4	4.4	4.4	4.2		47.5
2015	3.6	4.0	4.6	4.2	4.2	4.5	4.0	4.3	4.3	4.4	4.2	4.2	46.2
PCT CHG.	6.8%	3.4%	3.2%	3.7%	3.3%	2.1%	0.4%	3.6%	2.7%	0.4%	1.7%		2.8%

# NOVEMBER NON-COMMUTATION RIDERSHIP

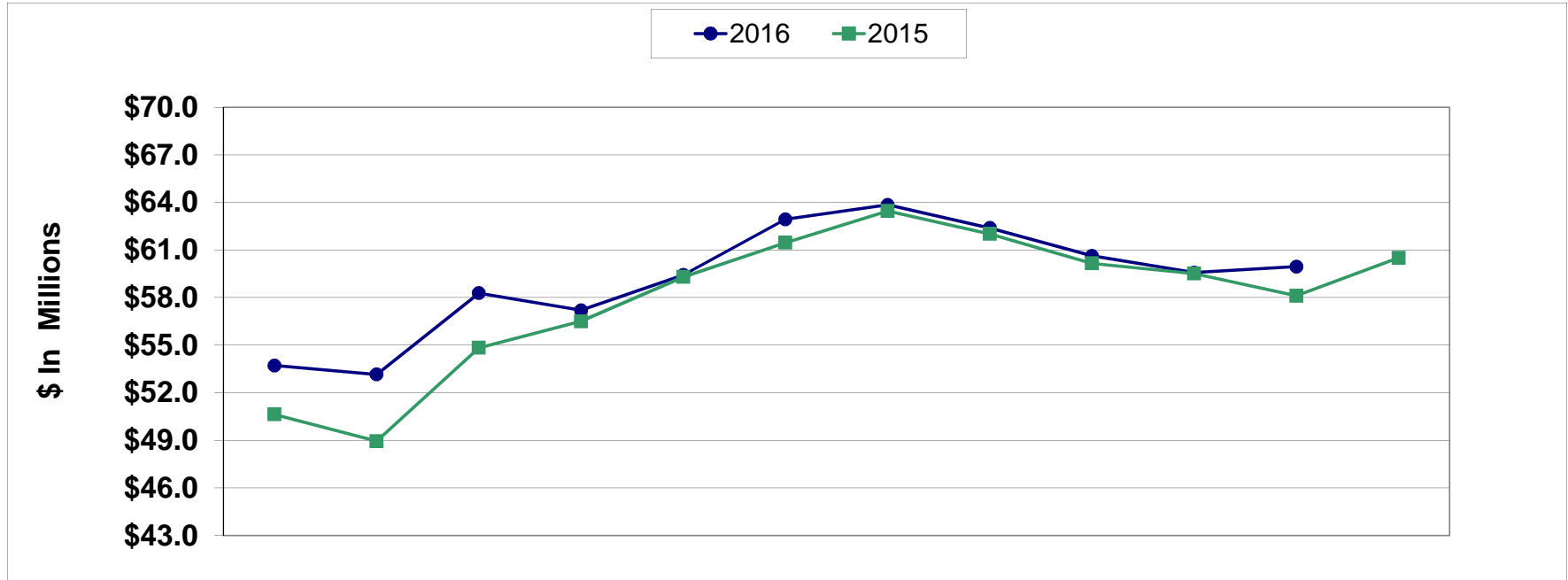
- November's Non-Commutation Ridership was 3.9% above '15 and 2.7% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1	3.2		34.2
2015	2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6	3.2	3.1	3.0	3.4	33.9
PCT CHG.	1.4%	6.6%	1.9%	-1.2%	-2.5%	2.9%	1.5%	-2.1%	-0.6%	0.7%	3.9%		1.0%

# NOVEMBER REVENUE

- November's Total Revenue was 3.2% above '15 and 2.2% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6	\$59.6	\$60.0		\$651.1
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$634.9
PCT CHG.	6.1%	8.6%	6.3%	1.2%	0.2%	2.4%	0.6%	0.6%	0.8%	0.1%	3.2%		2.5%

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
NOVEMBER 2016**

TICKET TYPE/SERVICE	NOVEMBER 2016	NOVEMBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,227,970	4,157,805	70,165	1.7%
NON-COMMUTATION RIDERSHIP	3,157,578	3,040,061	117,517	3.9%
<b>TOTAL RIDERSHIP</b>	<b>7,385,548</b>	<b>7,197,866</b>	<b>187,682</b>	<b>2.6%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	NOVEMBER 2016	NOVEMBER 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	47,474,751	46,183,894	1,290,858	2.8%
NON-COMMUTATION RIDERSHIP	34,193,381	33,869,393	323,988	1.0%
<b>TOTAL RIDERSHIP</b>	<b>81,668,132</b>	<b>80,053,287</b>	<b>1,614,846</b>	<b>2.0%</b>

\* 2015 ridership numbers were adjusted using 2016 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
NOVEMBER 2016**

REVENUE	NOVEMBER 2016	NOVEMBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,367,774	\$30,948,632	\$419,142	1.4%
NON-COMMUTATION REVENUE	\$28,588,342	\$27,164,578	\$1,423,765	5.2%
<b>TOTAL REVENUE</b>	<b>\$59,956,117</b>	<b>\$58,113,210</b>	<b>\$1,842,907</b>	<b>3.2%</b>

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
2016 YEAR-TO-DATE**

REVENUE	NOVEMBER 2016	NOVEMBER 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$338,895,133	\$328,579,992	\$10,315,142	3.1%
NON-COMMUTATION REVENUE	\$312,220,234	\$306,349,125	\$5,871,109	1.9%
<b>TOTAL REVENUE</b>	<b>\$651,115,367</b>	<b>\$634,929,117</b>	<b>\$16,186,250</b>	<b>2.5%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
DECEMBER 2016**

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**L70401BR: POST AVENUE BRIDGE REPLACEMENT**

Project Budget: \$15.6M Post Ave; \$47.80M Project Total

Milestone: Contract Award

A Design-Build Contract for replacement of the circa 1914 single span Post Avenue Bridge on the LIRR Main Line in Westbury, Nassau County was awarded to Halmar International for \$9,715,000. This Design-Build project will replace the existing two bay [two track] bridge with a new three bay structure that will accommodate a future third track. The replacement bridge will also provide additional vehicular clearance to meet the current NYSDOT 14'-0" roadway clearance standard. This project contributes to the LIRR's efforts to maintain a State of Good Repair. Project Completion is planned for the 4<sup>th</sup> Quarter 2018.

**L60604YN: NEW MID-SUFFOLK ELECTRIC YARD**

Project Budget: \$76.60M

Milestone: 30% Design Completion

The Preliminary Design for a new Mid-Suffolk Electric Train Yard, to be located south of the existing Ronkonkoma Storage Yard, is complete. This Preliminary Design will provide a basis for a Design-Build contract award anticipated in the 3<sup>rd</sup> Quarter 2017. The Mid-Suffolk Yard project will provide additional storage capacity for 12-car electric trains with the construction of up to 11 new layup tracks and service platforms, a new substation, walkways and driveways, and a new employee facility. In addition to overnight storage, accommodations will be provided for light interior cleaning, toilet servicing, inspection, and light repairs. The new Mid-Suffolk Train Yard will provide the storage capacity for future service improvements, ridership growth, and LIRR's new fleet of M-9 Trains. Design-Build Construction is planned to commence in the 3<sup>rd</sup> Quarter 2017.

**L60501L4: IMPROVED RADIO COVERAGE**

Project Budget: \$10.30M

Milestone: Beneficial Use

Improvements to the radio coverage communication system are complete. New radio and communication equipment, cabling, and land-line interface systems were installed and tested at 5 radio tower locations. This installation allows radio to be transmitted over Internet Protocol (RoIP). The upgrade ensures that the LIRR radio infrastructure continues to meet current and future mandates set by the FCC. In addition, mobile and portable radios were replaced with new narrow band compliant radios while base and desktop radios and fleet radios were upgraded.

**SANDY PROJECTS**

**EL0502ZC: LONG BEACH BRANCH SYSTEMS RESTORATION**

Project Budget: \$64.91M

Milestone: Contract Award

A Design-Build Contract to furnish and install a Supervisory Control and Data Acquisition [SCADA] System on the Long Beach Branch was awarded to Power Resources International, Inc [PRI] for \$2,346,848. Supervisory equipment, communications to signal huts and cases, control of switch machines, and other wayside and network equipment will be replaced as part of storm hardening measures to restore the Long Beach Branch's infrastructure which was severely damaged by Hurricane Sandy. Installation of SCADA and the permanent infrastructure replacements are crucial to providing effective train service and meeting on-time performance goals on the busy Long Beach Branch. Project Completion is planned for the 3<sup>rd</sup> Quarter 2019.

**SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES**

- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Construction continued.
- Stations Air Conditioning Installations: Work continued.
- Locust Manor Railings and Locust Valley Roof: Procurement in process.
- Colonial Road Landscaping: Work completed.
- Morris Park Site Preparation: Procurement in process.
- HSF Substation Roof: Procurement in process.
- New Hyde Park Fence: Procurement in process.

# 2016 LIRR Capital Program Goals

