



Metropolitan Transportation Authority

Long Island Committee Meeting

March 2017

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, 3/20/2017
9:30 - 10:30 AM ET**

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Next Meeting: Joint with MNR Monday, April 24, 2017 at 8:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Tuesday, February 21, 2017**

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

The following members were present:

Hon. Mitchell H. Pally, Chair 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. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Andrew Saul
Hon. Vincent Tessitore, Jr.
Hon. Neal Zuckerman

Representing Long Island Rail Road: Patrick A. Nowakowski, Bruce R. Pohlot, Dave Kubicek, Loretta Ebbighausen, Mark Young, Elisa Picca, Dennis Mahon, and Mark D. Hoffer

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

Representing MTA Police: Chief Owen Monaghan

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

In addition to MTA 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 Giuliatti and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of February 21, 2017 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

PUBLIC COMMENTS

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

Randy Glucksman spoke about the limited availability of Wi-Fi service on the lower level of Grand Central Terminal. He expressed his opinion that there is a shortage of rail cars on the LIRR and noted the availability of surplus rail cars from Maryland Commuter Rail and surplus diesel locomotives from New Jersey Transit.

Orrin Getz stated that the Metropolitan Transportation Authority ("MTA") website provided limited information about a meeting on Metro-North's Port Jervis line project and no ability for public comment. He also stated there is a need to make Metro-North Railroad's Suffern Station handicapped accessible and asked the MTA to become an active partner in the Gateway Project.

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

Board Member Charles G. Moerdler stated that he and Board Member James E. Vitiello had not yet received a response from LIRR President Patrick A. Nowakowski regarding their information request at the January 23, 2017 Long Island Committee meeting regarding the applicability and availability of automobile technology to bring trains to a halt.

Chair Pally stated that the minutes would reflect Board Member Moerdler's comment and that President Nowakowski would respond to Board Members Moerdler and Vitiello as soon as possible.

Board Member Moerdler also stated, referring to Page 10 of the Committee Book that he and Board Member Vitiello had not yet received an estimate of the cost of, and time needed for, the installation of cameras at every LIRR grade crossing.

Chairman Pally responded that an estimate would be provided to the Committee.

Upon motion duly made and seconded, the Committee approved the minutes of the January 23, 2017 Long Island Rail Road Committee Meeting. There were no reported changes to the 2017 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported that on Tuesday, February 7, 2017, during the evening rush hour, LIRR experienced a suspension of service between Atlantic Terminal and Jamaica due to the loss of supervisory power at Brook Tower and at East New York leading to more than 30 trains being late or cancelled.

On Wednesday, February 8, 2017, during the morning peak period, a non-revenue train, as it approached Jamaica Station, derailed at Jay Interlocking. The incident caused the last car of the train to derail, striking the west end of the platform; this caused the platform to shift approximately two feet at the very end to the north, fouling the adjacent track. The derailment caused suspended service of all trains in and out of Jamaica until limited service could resume with three tracks unavailable at Jamaica Station. Over the weekend, a contractor was hired to shift the platform back into its proper position.

During the evening rush hour on Wednesday, February 8, 2017, a signal problem at Queens Tower in Queens Village, located east of Jamaica Station, caused the loss of one of the tracks approaching New Hyde Park station, causing delays on all mainline trains.

On Thursday, February 9, 2017, a 12-15 inch snowstorm caused service delays throughout the LIRR service territory. While the blizzard forced LIRR to reduce service, LIRR never suspended service. LIRR had more than 500 cars equipped with scraper shoes for the storm which kept tracks clear of snow and ice. Modifications were made to LIRR alcohol trains, which are used to spray the third rail to melt the ice. Crews worked around the clock clearing station platforms and clearing tracks and equipment of ice and snow.

On Friday, February 10, 2017, LIRR service was impacted due to the implications from the February 8th derailment at Jamaica Station and the aftermath of the February 9th snowstorm.

On Monday February 13, 2017, extremely high winds caused a number of LIRR service suspensions due to fallen trees, branches and utility poles. These strong winds also brought two PSE&G high tension power lines down, which resulted in significant delays on the Babylon branch.

President Nowakowski reported that the LIRR Mainline Expansion Project reached another milestone on February 15, 2017, when the extended public comment period on the Draft Environmental Impact Statement closed. Comments are being reviewed and LIRR is preparing a Final Environmental Impact Statement which will be reported to the LIC Committee in the second quarter of 2017.

President Nowakowski reported on the Main Line Double Track Project, Farmingdale to Ronkonkoma. This project is a two-phase project. Phase I, Ronkonkoma to Central Islip, was funded in the 2010-2014 Capital Program. Phase II, Farmingdale to Central Islip, was funded in the 2015-2019 Capital Program. A civil contractor was hired to work on the widening of the railroad Right-of-Way, construction of retaining walls, drainage modification, construction of bridges, and the modification of grade crossings. The contract was completed last year. LIRR crews are presently laying track. President Nowakowski stated that the signal work was one contract for the entire length of the project and awarded to a single company. The signal contract is in place and the delivery of material for the project is expected to commence in the second quarter or early third quarter of 2017, enabling LIRR to complete the final work of Phase I. The same signal contract will supply the equipment for Phase II which is expected in the fall of 2017 and early part of 2018. The civil contract for Phase II was awarded in 2016 and railroad widening work has commenced. The contract for track, signal and third rail work has been bid out. After the third-party construction work has been completed on Phase II, LIRR will complete the final cutover and testing work. Phase I and Phase II of these contracts are expected to be completed in the 3rd Quarter of 2018.

Chair Pally requested President Nowakowski to report to the Committee on the causes of the various incidents, other than the snowstorm, and what steps LIRR is taken to ensure that these incidents do not happen again.

LIRR SAFETY REPORT

Vice President - Corporate Safety Loretta Ebbighausen reported that LIRR's Safety Performance Report can be found on Page 238 of the Committee Book, reporting through the end of December 2016.

LIRR's Federal Rail Road Administration ("FRA") Reportable Customer Accident Rate and Employee Lost Time Injury Rate is lower than it had been in the past two year period.

Regarding LIRR's Close Call Reporting System ("C3RS"), 261 reports were received during 2016.

Reporting on LIRR's Community Outreach Program, undertaken in collaboration with the MTA Police Department ("MTAPD"), Vice President Ebbighausen reported that LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations reached over 118,000 participants in 2016.

Board Member Moerdler noted 55 broken crossing gates on MNR and asked if the railroads do anything about the people who break our gates. Metro-North Vice President, General Counsel & Secretary Richards Gans and LIRR Vice President, General Counsel & Secretary Mark D. Hoffer indicated that both railroads pursue these parties for the damage they have caused.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction (MTACC) President Dr. Michael Horodniceanu reported progress on the East Side Access (ESA) Project.

To date, ESA design is 99% complete and construction is 67% complete.

MTACC will soon be awarding two contracts as part of the MTA Small Business Mentoring Program (SBMP).

In Manhattan, the fabrication and delivery of the steel for the GCT Concourse and Facilities Fit-Out (CM014B) contract remains behind schedule as a result of shop drawing submittal delays by the contractor. MTACC is working with the contractor in an effort to recover this delay which will include participation in discussions between the Contractor and the escalator subcontractor about modifications to the planned sequence of installation.

The GCT Caverns (CM007) contract is proceeding well. One-third of the pre-cast beams for the cavern have been fabricated and 10% have been installed. One half of the CM007 deck panels have been fabricated and approximately 10% have been installed.

In Queens, the tunneling portion of the Harold Structures (CH057A) contract is not proceeding well. MTACC is working with the Contractor and their respective consultants to determine the cause of the mining issues and the appropriate solution.

February 23, 2017 is the scheduled bid opening date for the Mid-Day Storage Yard Facility (CQ033) contract. MTACC is waiting for approval of a variance request from the New York State Department of Transportation which is a prerequisite to award of this contract. MTACC expects to receive the approval in time to open the bids as scheduled.

Board Member Ira Greenberg asked Dr. Horodniceanu about Amtrak support for ESA. Dr. Horodniceanu advised that he will be meeting with Amtrak's President to discuss creating a master schedule of regional projects that require Amtrak resources in an effort to better identify needs and allocate resources. Chair Pally requested the Dr. Horodniceanu report back on the outcome of that meeting.

MTA POLICE DEPARTMENT

MTAPD Chief Owen Monaghan reported that his assessment of the MTAPD continues and as the two MTA Agency Presidents indicated in their reports, he has had the opportunity to assess MTAPD's rapid deployment in connection with serious incidents. He stated that these assessments will continue on a daily basis and that he has visited all of the Districts in the region and had conversations with all of the Commanding Officers.

Chief Monaghan reported that during the month of January, there was a 32% decrease in major felonies system-wide; 17 versus 25 in 2016.

Metro-North crime was down 57%; six crimes compared to 14 in 2016. There was a decrease in grand larcenies; three compared to eight in 2016.

LIRR saw an increase of two major felonies; 11 compared to nine in 2016, six of which were in Suffolk County, which is experiencing a pattern of copper thefts in the Pineaire Yards.

In response to Chair Pally's question, Chief Monaghan stated that the six copper thefts were not customer-related; the thieves are removing copper wire from the track area.

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

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

- Status Update on Positive Train Control ("PTC")

Chair Pally stated that the status update on PTC will be presented at this afternoon's Capital Project Oversight Committee meeting.

Board Member Ira R. Greenberg stated that when we discuss terminals at Jamaica, Atlantic Terminal and Penn Station, PTC will not be in place. He asked whether some other technology was available to prevent an incident like Atlantic Terminal, and expressed concern about the cost of modifying PTC if such a system is found and put in place. He stated that PTC is absolutely necessary but there may have been something better out there to put into place with our cab signaling, providing protection almost as good as PTC. He further stated that he didn't see the need

to rush and install PTC; he understood this was a federal mandate, but felt it was a mistake by the federal government to press for its rapid implementation. He expressed a desire to see what other technology is available within the next year or two so to ensure speed restrictions in terminals and avoid collisions, on top of PTC.

President Nowakowski responded that any system that is going to bring a train to a stop needs to interface with the acceleration and braking systems of the vehicle that is involved. PTC has that capability. Low speed areas such as terminals were exempted from the PTC requirement. That is the situation we are talking about both in Atlantic Terminal and Hoboken, New Jersey. President Nowakowski stated that we should and will look at whether the system can be further modified and enhanced to provide protection in these low speed situations. Whether some other technology can do that or not is questionable. PTC already has the capability to interact with a vehicle's acceleration and braking systems; you do not want a competing second system attempting to do that as well. You are much better off enhancing the system which is required by federal regulations we need to comply with. Our focus and priority now is meeting the federally-mandated deadline, which requires the dedication of all of our resources.

Chair Pally, following up on Board Member Greenberg's questions, asked about the incidents that occurred in Atlantic Terminal and Hoboken. He asked whether the National Transportation Safety Board ("NTSB"), which is investigating both incidents, will in their final report discuss the PTC issue in low speed areas like these two.

President Nowakowski responded that we were recently notified by the NTSB that they are combining their investigations so it appears that they will discuss this subject. He stated that when the lead investigator came to Atlantic Terminal and was asked about it, he expressed the NTSB's desire to see PTC expanded to address this situation. That said, the NTSB recognizes that we need to comply with the PTC mandate and they recognize where we are in terms of complying with the regulations that are out there and the timeframe.

Chair Pally asked why, when the FRA regulations requiring PTC became final, low speed areas were exempted: did they do that because the technology did not exist or they did not think the technology would cover low speed areas or they thought that there were other mechanisms to address the situation more effectively?

President Nowakowski responded that he did not know the FRA's intent at that time.

Chair Pally stated that they clearly considered low speed areas and decided not to use PTC in such areas. The question is why. Somebody at the FRA said it is not appropriate there. For whatever reason, the question is why the decision was ever made.

Metro-North President Joseph Giulietti responded to Board Member Greenberg's comments about PTC. He stated that Metro-North had taken the lead in the industry by installing cab signals, even when it was not legally mandated, but that a high speed derailment led to the call for implementation of PTC. We are all on a course to implement PTC, and PTC will make the system better. PTC represents FRA's first foray into this type of required system and although it is an unfunded mandate, it is a necessary mandate with which we are all complying. We are all looking right now at the next phase. If we can take care of the high speed, how then do we go to the next level which is to prevent low speed impacts? There are a number of things we are looking at, and we would be happy to come back to the Board with a report. Some of the actions being looked into include a different type of bumper block or a way of enforcing a speed limit even lower than 10 mph in terminal areas.

Board Member Greenberg noted that even in low speed areas such as terminals, the risk of injury remained significant. At Penn Station and Jamaica, we can have a low speed train-to-train collision if an operator fails to observe the rules. Trains approaching these stations usually have significant numbers of people standing, thus creating a likelihood of injuries if a collision occurs.

Chair Pally stated that he felt high speed areas present the greatest risk of serious injuries, and that is what PTC is designed for. We are doing a very good job, as you can read from the report, in getting to the point where we implement PTC. That by itself, however, should not leave low speed areas, however they are defined, with limited safety features below PTC or some other technology that can be incorporated into PTC to address such areas. Obviously, we are not going to stop the implementation of PTC in high speed areas to figure out how low speed areas are to be dealt with. Chair Pally expressed the hope that NTSB will come back with something in regard to their investigation, saying that you have to increase safety in low speed areas and here are ways in which that can be done, working with PTC which is now being implemented.

Board Member Moerdler stated that the FRA regulations are not the maximum, they are the minimum for compliance. So, if you provide for greater safety and for greater attention to the issue, that is not barred by the regulations. Board Member Moerdler stated that he made this point for several reasons: First, NTSB has a record of being somewhat delayed in its reports, and in the intervening period things happen as we found out in the Bronx not too long ago. If they would have acted sooner perhaps we might have avoided another incident. Second, there is the opportunity to do more, and you just can't wait for NTSB. Third, both LIRR President Nowakowski and Metro-North President Giulietti are doing everything they can to comply with the PTC mandate and they are properly focused on that. I want to get focused on what we can do to improve safety and that is why I recommended at the last meeting that that David Mayer's portfolio be expanded to include looking at new technologies or services that can improve safety. I would like you to go back and think about that.

Board Member Joseph Vitiello stated that we need to look at ways to make MTA, a public authority, an innovator in this area. He stated that from what he has seen, mandates generally lag behind what is happening in the field and that rather than issuing a Request for Proposals and paying a premium for what the private sector produces and retains ownership of, perhaps there is a way to look at this differently and put ourselves in the forefront of some of that innovation. We spend billions of dollars on safety and maybe we should take the reins over some of that expenditure. Board Member Vitiello stated that this is a bigger issue for all of us to think about and questioned whether there are investments we should be making and research and development budgets which should be allocated.

Metro-North President Giulietti responded that from his standpoint, he has never failed to receive the full support of the Board on anything that was related to safety. He expressed support for the idea of having David Mayer look into new technology, as he was a top official at NTSB. President Giulietti expressed his full support for the work of NTSB. He conceded that NTSB has sometimes been criticized for taking longer than some would like to produce its reports, but he noted that they go through every single item and examine everything down to the last detail and then come back with recommendations. President Giulietti further stated that the MTA agencies have always been at the forefront of coming up with new ideas for improving safety, such as Metro-North's installation of cab signals before they were required. He added that he has never seen anything at MTA which would preclude going to the next level and looking at further improvements that are practical and implementable across the system.

Chairman Pally commented that he did not think any member of the Board disputed the necessity of having NTSB release its reports in a timely manner.

Board Member Moerdler stated that while he applauded President Giulietti's comments, patience is not a virtue when it comes to safety. Board Member Moerdler further stated that he agreed with Board Member Vitiello's statement that it is time to innovate on safety across the board. The public expects when riding a train, subway or bus that it is operated with the optimum safety. We don't have every answer nor should we be expected to have every answer. There are people out there in industries that get paid to find those answers and I don't mind paying them to look for us.

LONG ISLAND RAIL ROAD INFORMATION ITEMS

- LIRR Adopted Budget/Financial Plan 2017
- LIRR 2016 Annual Operations Results
- LIRR 2016 Annual Fleet Maintenance Report
- LIRR Diversity/EEO Report – 4th Quarter
- LIRR 2017 Spring Schedule Change

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

Board Member Moerdler stated, with respect to both LIRR and Metro-North, that there is a schedule of categories of delay. Among those categories are several that are uninformative but which amount to a great deal. “Customers” account for 26.7% of all delays. Board Member Moerdler stated that for this figure to be informative, we should break it down and explain the ways in which customers cause delay. The same holds true for “Transportation”, which accounts for 2.7% of delays, and “Other” which accounts for 11%.

Chair Pally asked both railroads to provide some better definition of these categories, and President Nowakowski responded that he would do so. Board Member Moerdler noted that President Nowakowski was looking into additional “bus to the train” services and asked whether he felt that would benefit the LIRR.

President Nowakowski responded in the affirmative, and noted that he had met with elected officials from the East End of Long Island to discuss such services, and that additional meetings were scheduled.

Chair Pally stated that the same thing was happening on the Route 110 corridor and that the County is working on expanded bus service to make East Farmingdale a bus-to-train connection.

MTA LONG ISLAND RAIL ROAD

Procurement

Competitive:

- **Miscellaneous Service Contracts** – LIRR requests Board approval to ride Metro-North’s competitively negotiated, five-year miscellaneous service MNR Contract #2010-001-C with Frontier Industrial Corp. For the removal and disposal of (i) obsolete electric propelled passenger coaches and (ii) additional miscellaneous equipment and rolling stock, including but not limited to locomotives, flatcars, boxcars and gondola cars.
- **Kawasaki Rail Car Inc.** – LIRR requests Board approval to award a contract modification to Kawasaki Rail Car Inc., in a negotiated firm fixed amount of \$4,200,000 for an enhanced Closed Circuit Television system to be designed and installed on LIRR’s M-9 railcars, which are being designed and manufactured by Kawasaki at its facilities in Kobe, Japan.

Board Member Moerdler stated that several months ago, with the assistance of Chair Metzger, we pushed to have a process in place through which the Board would be advised if any

vendors had committed crimes or other serious misconduct, and that a program developed by former MTA General Counsel Jerome Page was implemented so that there would be a flag in the Committee Book and then we would get some further notification of the conduct at issue. I did not get that notification but I have information in hand which shows that that in April of 2016, Kawasaki was fined by the federal government for the improper storage of toxic waste. This was not reported in the Committee book. In the same vein, the Committee book makes no mention of the fact that a Kawasaki affiliate pleaded guilty to criminal cartel conduct in the Australian federal court, or that a Kawasaki affiliate signed a consent decree with the United States Government in the United States District Court for the District of Maryland for a violation of the Sherman Act. Why was this not reported?

Chief Procurement Officer Dennis Mahon responded that LIRR's practice is evolving. LIRR's practice has been that before a contract is awarded, we do a responsibility check at the inception of that contract. And during the course of the contract, we operate under the auspices of the initial determination of responsibility. As modifications arise, we continue to rely on the original determination of responsibility. If a new contract is proposed, LIRR would then go through a full investigation and we would then present all that information to the Board.

Board Member Moerdler responded that, with respect, it seemed to him that if you are coming to this Board and you are asking us to approve a modification or any kind of change, you owe it to the members of the Board to be transparent. You owe it to them to conduct a review of the vendor and determine if any wrongful conduct was committed during the intervening period, so that they can take that information into account. Board Member Moerdler stated that he would insist on that and therefore he will vote against the Kawasaki procurement item for just that reason.

MTACC Vice President, General Counsel & Secretary Evan Eisland responded that contractors are required to continually report on changes to their responsibility status. They have a schedule and their contracts tell us when they need to update us on information we consider to be adverse. Most recently, under the new policy that Jerome Page implemented and that Commissioner Moerdler referred to, we have now been doing additional research and attempting to report on this in connection with change orders.

Chief Procurement Officer Mahon responded that with the inception of the program that Jerome Page put together, we are in the process of making sure that we are consistent in its application across all the agencies. We are not trying to hide anything from the Board and not trying to be deceptive in any fashion, we are trying to be as transparent as we possibly can and it is just of question of making sure that we are all applying the new policy in a consistent fashion across the agencies.

MTACC Vice President, General Counsel & Secretary Eisland added that the new policy requires us to update the Board on significant adverse information that has occurred since we awarded the contract. The Board needs to take into consideration that these contracts are already

awarded and it is going to be much more difficult for the agencies to not award a needed modification than it is not to award a contract at inception.

Chair Pally stated that there are two different issues here. He stated that there should have been a paragraph at the end of this Staff Summary outlining the issues Commissioner Moerdler raised. That is issue one. Issue two is what do we do about it? We may have decided, based upon the request of the railroad or any of the other agencies, to approve a modification because of extenuating circumstances, since the M-9 contract is half done, and it is a lot easier to install these cameras which are very important to us now than it is after the cars are built, and then trying to find somebody else to do it. Nonetheless, even if we assume that this is the conclusion that would have been reached, the question is whether the significant adverse information should have been outlined at the end of the Staff Summary so that each Board Member could make his/her own determination as to whether or not it was appropriate to approve the modification. That is the issue.

Board Member Moerdler responded that what is called for is a paragraph at the end alerting us, but providing the Board separately with the details of what has been found. The judgment was made that we will do this through a separate notification to the Board Members through the Director's Desk.

Chair Pally responded that however it was done, each Board Member would determine their own vote on the matter, knowing the information. Having the information to make that determination is better than not having the information to make that determination.

Board Member Vitiello stated that he saw Board Member Moerdler hold something up and he assumed it was a copy of the Consent Decree. He asked whether we were aware of the Consent Decree, in which Kawasaki admitted to a violation of the Sherman Act, subsequent to the award of the contract and while we were being asked to vote on a \$4 million modification.

Board Member Moerdler responded that the Consent Decree issue arose before the original Kawasaki contract was awarded. It may or may not have been reported because at that time the Board was not receiving reports on what was found. He stated that his basic point is as follows: if there is conduct that goes to responsibility of the vendor, the Board ought to know it, the Chief Executive Officer should sign off on it, and say that this what is being done. Board Member Moerdler complimented Jerome Page on the process he put in place and added that he simply wanted to see it followed.

Metro-North General Counsel Gans noted that the requirement is to report on significant adverse information, which has a specific technical definition as per the rules. Without knowing the details of the Consent Decree, which he did not dispute, he further noted that at times you may find a Google article or something else that raises a concern, but when we look at it, and do our review, a we may find that it is not significant adverse information as defined.

Chair Pally responded by stating that he understood that under the terms of its contract, Kawasaki itself was responsible for reporting on any new significant adverse information with respect to its business. The question therefore is did they or did they not report those three situations.

Chief Procurement Officer Mahon responded that we can verify this and go back and look at their latest response.

Chair Pally stated that he understood that there may be a timing issue, but the question remained as to whether, consistent with the terms of its contract, Kawasaki reported on these matters because it is not our job to hit Google every day and see what comes up under Kawasaki. I assume that is why we put it in the contract that they are supposed to tell us. This issue is not limited to Kawasaki, it applies to everyone. The question is did they report it to us and if yes or no what happens next.

Acting MTA General Counsel Helene Fromm underscored the commitment that was made to be transparent and stated that she has been vigilant in reminding agency counsels and agency procurement personnel to be diligent about the SAI process and to make sure we weigh information that we know, find information that may not be readily apparent and weigh whether it is SAI, and conform to the process that Jerome Page started because it is one that guarantees transparency and it is one to which we are committed. She assured the Committee that we are committed to the process and committed to making sure the Committee receives the information that the process is intended to make available to it.

Chair Pally responded we can all make whatever decision we want to make knowing that information.

Metro-North Committee Chair Susan Metzger stated that her bottom line is that she wants the cameras to be installed on these trains. She further stated that she felt what Board Member Moerdler was asking for is whether the disclosure process is working or not. She thinks that management should make an evaluation of the disclosure process and get back to the Board because it is something we believe in, and something we believe is right for the MTA. She added that if it is not working as intended, then let us know and we will have to make a change.

Chair Pally responded that he has seen many instances over his 12 years of Board service where there have been responsibility issues and at the end the Chief Executive Officer and now the Interim Chief Executive Officer determines that it is in the best interest of the MTA to go forward notwithstanding the responsibility issue, which is fine, as long as we know that. And in this case that may or may not have happened depending on the timing of everything that took place.

Acting MTA General Counsel Fromm stated that the Board has her commitment to reinforce the importance of this matter with agency counsel that we will make sure that there is vigilance and continued improvement of the process.

Chairman Pally responded that in light of that assurance, it was appropriate to move forward and vote on each procurement item separately, starting with the first, which is the Frontier Industrial Corp. procurement.

Board Member Veronica Vanterpool asked whether the functions of PTC and CCTV overlapped.

Chair Pally and President Nowakowski responded no. Chair Pally stated that they do separate jobs.

Upon motion duly made and seconded, the Long Island Committee approved the Frontier Industrial Corp. procurement item, the details of which are contained in the minutes of the Long Island 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.

Upon motion duly made and seconded, taking into account the responsibility issues raised by Board Member Moerdler, the Long Island Committee approved the Kawasaki Railcar Inc. procurement item, with Board Member Moerdler abstaining, the details of which are contained in the minutes of the Long Island 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 CAPITAL CONSTRUCTION

Procurement

MTA Capital Construction Senior Vice President, General Counsel and Secretary Evan Eisland presented three procurement items to the Committee for approval. Details of the items are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

The competitive procurement item is as follows:

- A modification to the GCT Concourse and Facilities Fit-Out (CM014B) contract to add the requirement to repair and replace deteriorated portions of existing structural steel at the Grand Central Terminal Express Level under 48th Street between Madison and Park Avenues, in the amount of \$1,078,222.

The procurement ratifications are as follows:

- Ratification of a modification to the General Engineering Consultant Services (98-0040-01R) contract to increase the amount allocated to Construction Phase Services by \$27,000,000.
- Ratification of a modification to the GCT Concourse and Facilities Fit-Out (CM014A) contract to provide for the operation and maintenance of the Breaker 52-F6 of the B30 Substation to provide temporary power for construction in the caverns and tunnels, in the amount of \$1,563,352.

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

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

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

Adjournment

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

Respectfully submitted,



Mark D. Hoffer
Secretary



2017 Long Island Rail Road Committee Work Plan

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

	<u>Responsibility</u>
<u>March 2017</u>	
Annual Strategic Investments & Planning Study	Strategic Investments
Annual Elevator/Escalator Report	Engineering
Spring Track Work	Service Planning
<u>April 2017</u> (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
<u>May 2017</u>	
Diversity/EEO Report – 1 st Q 2017	Administration/Diversity
<u>June 2017</u> (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
<u>July 2017</u>	
Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2017 Fall Construction Schedule Change	Service Planning
<u>September 2017</u>	
2018 Preliminary Budget (Public Comment)	Management & Budget
2017 Mid Year Forecast	Administration/Diversity
Diversity/EEO Report – 2 nd Q 2017	Service Planning
Fall Track Work	

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 – 3rd Q 2016
2018 Final Proposed Budget
2018 Proposed Committee Work Plan

Administration/Diversity
Management & Budget
Committee Chair & Members

January 2018

Approval of 2018 Committee Work Plan

Committee Chair & Members

February 2018 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2018
2017 Annual Operating Results
2017 Annual RCM Fleet Maintenance Report
Status Update on PTC
Diversity/EEO Report – 4th Q 2017
2018 Spring Schedule Change

Management & Budget
Operations
Operations
President/Sr. Staff
Administration/Diversity
Service Planning

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

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

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– 1st 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– 2nd 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– 3rd 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.

JANUARY 2018

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2018 that will address initiatives to be reported on throughout the year.

FEBRUARY 2018 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2018

The Agency will present its revised 2018 Financial Plan. These plans will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018 reflecting the out-year impact of any changes incorporated into the 2018 Adopted Budget.

2018 Annual Operating Results

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

2018 Annual Fleet Maintenance Report

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

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– 4th 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 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 2018 .

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - March 2017

Expenditures thru February 2017; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 7,157.0	\$ 5,264.6
Design	\$ 723.5	\$ 708.7	\$ 692.5
Project Management	\$ 1,036.2	\$ 880.5	\$ 750.1
Real Estate	\$ 178.0	\$ 119.9	\$ 117.2
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 8,866.1	\$ 6,824.5

† 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>	\$61.1	\$58.8	\$2.3	\$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	\$302.4	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$436.9	\$26.8*	\$123.2	Dec-2014	Feb-2015	Aug-2018	Jun-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.2	\$49.2	\$35.0	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	\$1.9	\$240.5	Aug-2011	Aug-2011	Aug-2014	Jun-2017
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$142.8	\$116.9	\$25.9	\$52.2	Nov-2013	Nov-2013	Feb-2016	May-2018
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$89.9	\$66.0	\$23.8	\$43.0	Nov-2014	Dec-2015	Aug-2017	Jul-2017
CH061A: Harold Tunnel A Cut and Cover Structures <i>Michels Corp.</i>	\$42.0	\$34.1	\$7.9	\$0.0	N/A	Nov-2016	May-2018	May-2018
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***	\$166.0	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS086)	In Design (Repackaging)				N/A	Jun-2017	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$3.5	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	\$7.9	Sep-2014	Oct-2014	Dec-2019	Jul-2020

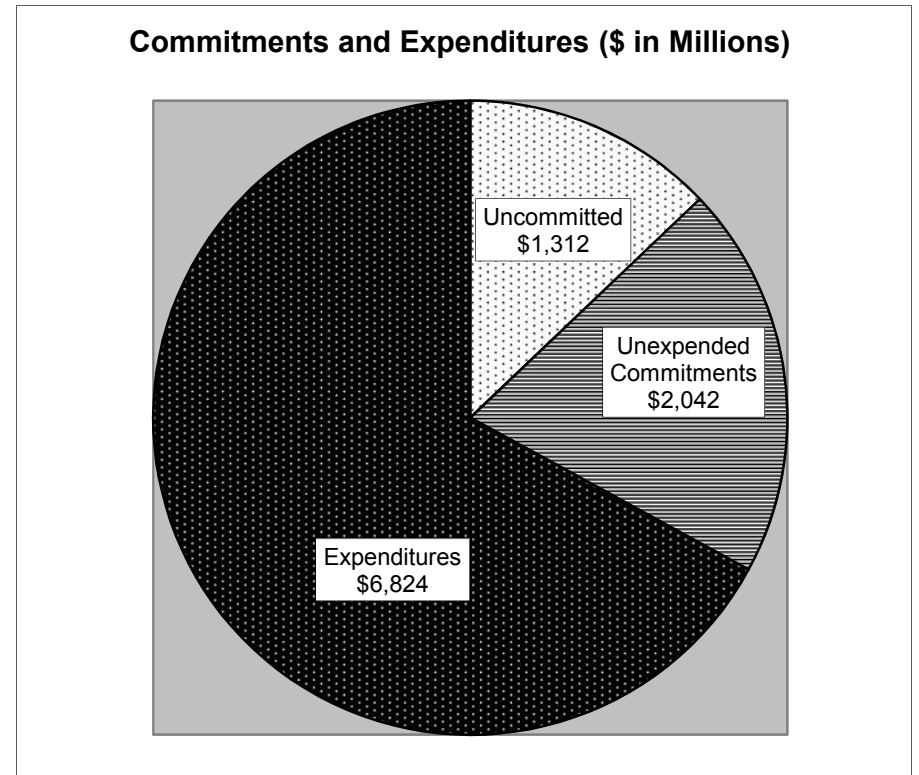
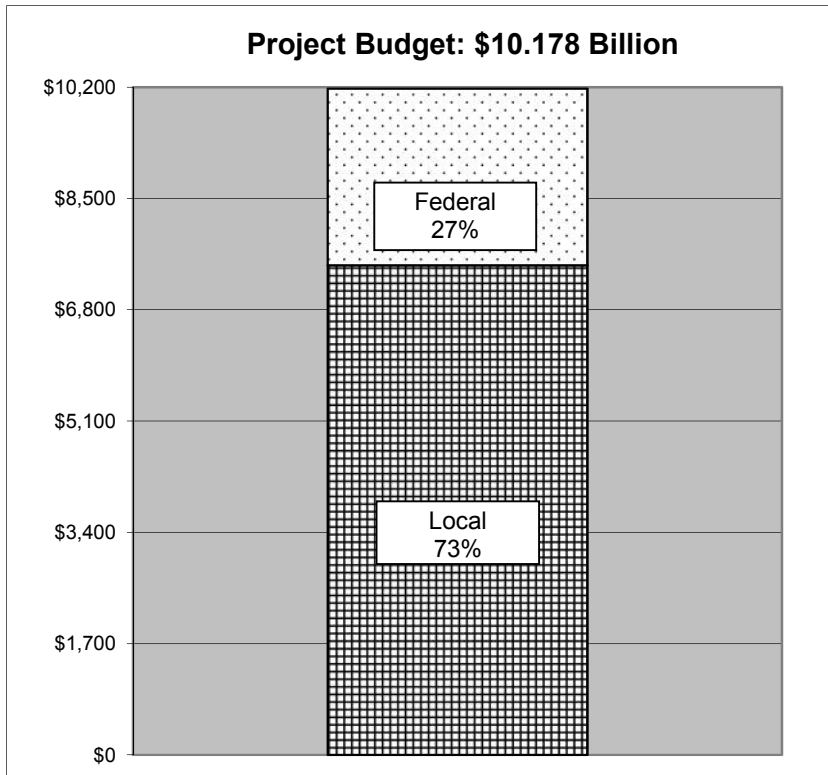
* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

** 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.

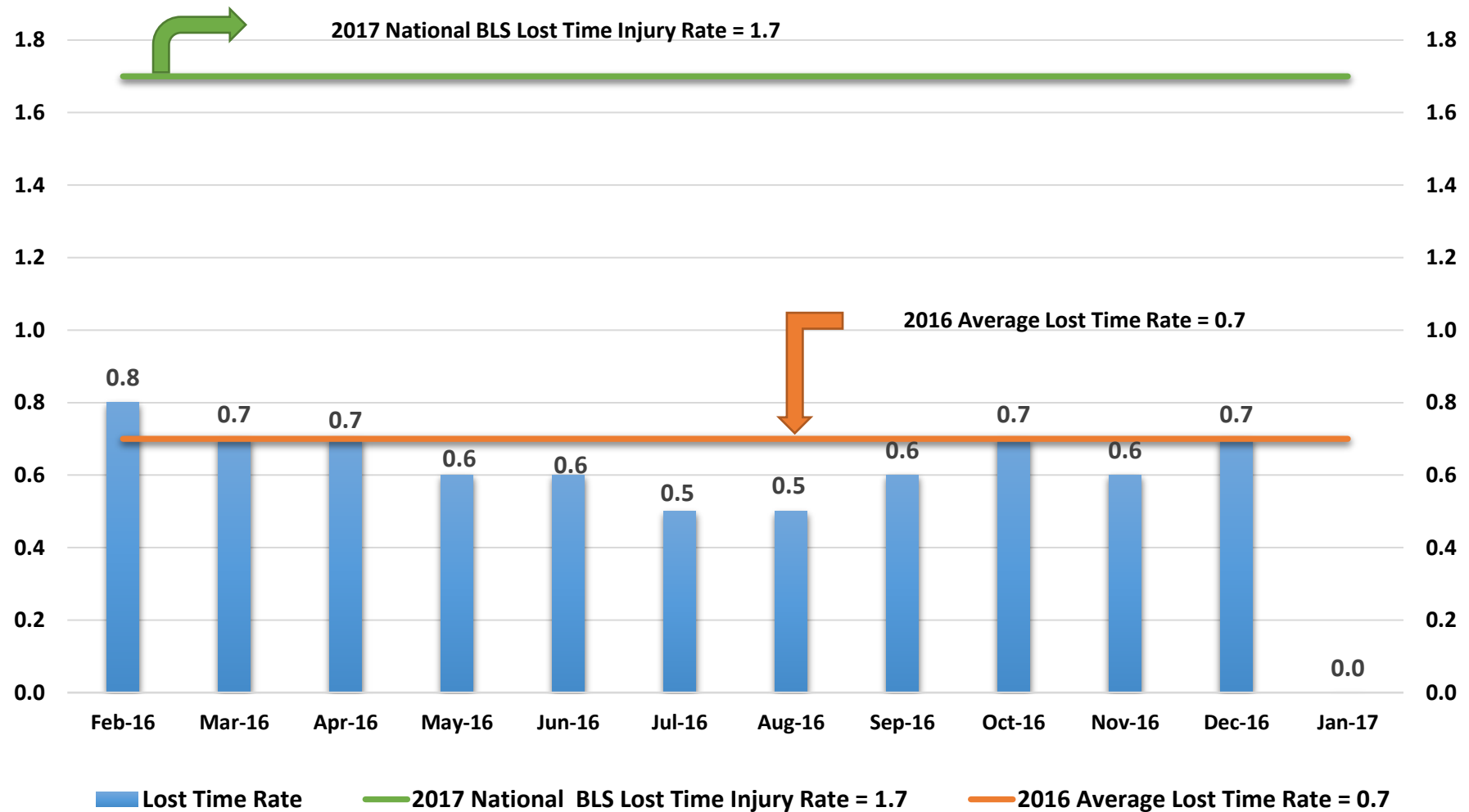
*** Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

East Side Access Status **Report to the Railroad Committee - March 2017** *data thru February 2017*

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	839	1,843	1,843	2,675	8	2,632
2010-2014	3,232	3,232	-	-	3,140	92	2,321
2015-2019	2,572	2,572	-	-	1,360	1,211	191
Total	\$ 10,178	\$ 7,479	\$ 2,699	\$ 2,699	\$ 8,866	\$ 1,312	\$ 6,824



ESA Annual Cumulative Profile of Lost Time Injury Rates





POLICE REPORT



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

February 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	2	1	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	6	3	3	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	7	5	71%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	3	3	100%
Felony Assault	4	1	3	300%
Burglary	1	1	0	0%
Grand Larceny	10	11	-1	-9%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	22	16	6	38%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

February 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	3	2	67%
Felony Assault	4	1	3	300%
Burglary	2	1	1	100%
Grand Larceny	19	15	4	27%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	30	20	10	50%

Year to Date 2017 vs. 2016

	2017	2016	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	6	2	33%
Felony Assault	6	2	4	200%
Burglary	4	3	1	33%
Grand Larceny	26	33	-7	-21%
Grand Larceny Auto	2	1	1	100%
Total Major Felonies	46	45	1	2%

INDEX CRIME REPORT

Per Day Average

February 2017

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	4	1	0
Fel. Assault	4	2	1	1
Burglary	2	0	2	0
Grand Larceny	19	6	13	0
GLA	0	0	0	0
Total	30	12	17	1
Crimes Per Day	1.07	0.43	0.61	0.04



MTA Police Department Arrest Summary: Department Totals

1/1/2017 to 2/28/2017

Arrest Classification	Total Arrests	
	2017	2016
Robbery	4	4
Felony Assault	8	3
Burglary	1	3
Grand Larceny	3	8
Grand Larceny Auto	0	1
Aggravated Unlicensed Operator	3	7
Assault-Misdemeanor	12	5
Breach of Peace	1	1
Child Endangerment	0	2
Criminal Contempt	3	0
Criminal Impersonation	0	2
Criminal Mischief	5	9
Criminal Possession Stolen Property	2	3
Criminal Tampering	3	0
Criminal Trespass	5	5
Disorderly Conduct	0	1
Drug Offenses	13	10
DUI Offenses	2	1
Forgery	4	3
Graffiti	7	2
Identity Theft	0	1
Issue a Bad Check	0	1
Menacing	3	0
Obstruct Government	4	7
Official Misconduct	0	5
Petit Larceny	28	24
Public Lewdness	3	20
Reckless Endangerment	2	0
Resisting Arrest	4	5
Sex Offenses	2	1
Stalking	1	0
Theft of Services	34	28
VTL Offenses	0	1
Warrant Arrest	9	13
Weapons Offenses	1	0
Total Arrests	167	176



Long Island Rail Road

INFORMATION

ITEMS

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1. Safety
2. LIRR Expansion (Main Line)
3. Penn Station
4. Enhanced Station Initiatives
5. Mets-Willets Point – LaGuardia AirTrain
6. 2015-2019 Capital Program
7. Service Enhancements
8. Transit Oriented Development
9. Hudson Yards/Tunnel Casement Agreement
10. Moynihan Station Project
11. Mobile Ticketing & New Fare Payment Systems

SECTION II Capital Program – Project Highlights

1. Rolling Stock
2. Stations
3. Track
4. Line Structures
5. Communications
6. Signals
7. Shops & Yards
8. Power
9. Superstorm Sandy
10. East Side Access Readiness
11. Enterprise Asset Management

SECTION III Planning Studies

1. Network Strategy Study

INTRODUCTION

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

This document details the ongoing capital projects in 2016, as well as current capital program initiatives and planning studies.

SECTION I

Initiatives

1. Safety

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

The CSD develops and oversees the LIRR's comprehensive safety management plan. LIRR's System Safety Program Plan (SSPP) is in compliance with Federal Transit Administration (FTA) requirements, and is being revised so as to be compliant with the recently-issued Federal Railroad Administration's (FRA) System Safety Program regulations (49 CFR 270). For more than a decade, LIRR had voluntarily participated in a triennial audit of its SSPP by the American Public Transportation Association (APTA), which had routinely recognized the strength of LIRR's safety program.

In spite of the strength of LIRR's existing program, LIRR acknowledges that there is always an opportunity for improvement. In this regard, key programmatic initiatives include:

- Conducted quarterly "Safety Stand-Downs" across LIRR, each attended by approximately 4,000 employees. Conducted weeklong Safety, Health, and Wellness Events throughout the property on all tours focusing on seasonal safety trends, personal protective equipment, fire extinguisher safety, physical fitness, fatigue, and electrical safety.
- Completed system-wide implementation of the Confidential Close Call Reporting System (C3RS), a collaborative effort between management, labor, and the Federal Railroad Administration (FRA), that provides a mechanism for employees to confidentially report "close calls" that could have resulted in operating and safety incidents. Several corrective actions recommended by the Peer Review Team were implemented.
- Continued to work with MTAHQ, NYSDOT, Nassau and Suffolk counties, local government authorities, and a third-party consultant to develop improved safety measures at railroad grade crossings. Applied for and awarded a competitive FRA Infrastructure Safety Grant to implement enhancements at two crossings.
- Continued design and development efforts with Metro-North and a third party vendor for a new enterprise safety system. This system will replace LIRR's existing mainframe-based Accident Control System that currently serves as the railroad's FRA accident-reporting system and the official depository of accident and incident data.

- Began implementing a “safety management systems” (SMS) approach to LIRR’s overall safety program. The SMS approach, which has been endorsed by the FTA, the FRA, the federal DOT, other transportation authorities, supplements an engineering-centered process with increased attention to the “human element,” data sharing, and measurements of safety performance.
- Implemented Customer Safety Awareness Days in partnerships with New Jersey Transit, Amtrak, and New York City Transit at Penn Station. Messaging focused on “Let’s Travel Safely Together” highlighting how customer behaviors can help reduce customer accidents and injuries.
- Implemented a Labor Management Personal Protective Equipment (PPE) Partnership Committee to review corporate needs for PPE, assist in developing specifications, and piloting potential new PPE.
- As part of a joint contract with Metro-North Railroad, LIRR is progressing with efforts to purchase and install inward- and outward-facing cameras in the cabs of all rail fleets. The outward-facing cameras will be used to record track and wayside activities, and the inward-facing cameras will be used to record the engineer’s control area while the train is in operation. In addition to the cab cameras, the two railroads have elected to incorporate passenger area cameras to improve passenger and crew safety by acting as a deterrent to crime and providing forensic investigative capability. This initiative responds to a recommendation made by the National Transportation Safety Board.

2. LIRR Expansion (Main Line)

LIRR continues to advance environmental review and preliminary design for the LIRR Expansion Project, a key initiative of Governor Andrew M. Cuomo’s comprehensive plan to transform and expand vital regional transportation infrastructure. The Project will improve rail service, reliability, public safety, and quality of life along the Main Line between Floral Park and Hicksville by constructing a third track, eliminating grade crossings, installing sound barrier walls, adding parking, and enhancing stations in the project area. LIRR is currently reviewing input received during the public review of the Project’s Draft Environmental Impact Statement (DEIS). LIRR plans to release a Final Environmental Impact Statement (FEIS) later this year. Construction is expected to begin following the completion of the environmental review process, approval of funding, and the selection of a design-build firm to finalize design and build the project.

3. Penn Station

A comprehensive effort is underway to re-imagine Penn Station through renovations that will transform the station into a state-of-the-art transportation hub, with improved passenger circulation and retail amenities. This is one of Governor Andrew M. Cuomo’s initiatives to vastly transform the MTA customer experience, including infusing the station with the latest technology, LED lighting, bright colors and permanent public artwork.

4. Enhanced Station Initiatives

In 2016, Governor Andrew M. Cuomo announced a new Enhanced Station Initiative that would transform the customer environment at select LIRR and MNR stations. For Long Island, Stewart Manor, Bayside, East Hampton, Port Jefferson and Wyandanch stations were identified. The Enhanced Station Initiatives will deploy best practices and architectural and design consultants to identify significant station upgrades. These include new LED lighting, USB charging ports, Wi-Fi service, interactive digital kiosks and numerous other improvements to the station environments. An additional 12 LIRR station locations, beyond the original five stations, are being incorporated into this effort.

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

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

6. 2015-2019 Capital Program

The LIRR's \$2.8B 2015-2019 Capital Program was approved by the MTA Board in May 2016. The approved program makes crucial investments in rolling stock and infrastructure as the railroad looks to maintain and improve safety, reliability, and on-time performance. To be ready for East Side Access as well as future service demands—when the LIRR will begin operating trains directly to Grand Central Terminal—the LIRR will expand capacity in Jamaica and complete the construction of a second track on the Main Line between Farmingdale and Ronkonkoma. The railroad will purchase M-9 electric cars to replace its aging M-3 fleet and to expand service. The program also includes station upgrades in Brooklyn, Queens, Nassau and Suffolk counties. The 2015-2019 Capital Program reflects investments that renew LIRR assets, promoting a state of good repair with vision investments that enhance and expand the system in step with changing regional demands.

7. Service Enhancements

The Long Island Rail Road (LIRR) experienced record-breaking ridership for the second year in a row in 2016 with carrying 89.3 million customers, the railroad's highest ridership in more than six decades. This marked a 1.9 percent increase over the previous year, as the LIRR remains the busiest commuter railroad in North America. Annual Commutation ridership in 2016 was 51.7 million customers, while Non-Commutation ridership during the year totaled 37.6 million. A steadily improving economy and popular service to Barclays Center in Brooklyn contributed to the increase.

The LIRR continues to analyze ridership trends in order to respond to service needs. During 2016, the LIRR posted favorable trends in both commutation and non-commutation ridership. A recent survey of LIRR customers revealed an increasing reliance on the service -- especially on the part of younger riders -- for travel to work and other destinations. A number of Service Enhancements were implemented in response to these trends:

- Two seasonal trains were added to the summer timetable, for customers connecting with Fire Island ferries in Bay Shore, Sayville and Patchogue. This service enhancement was aimed at not only improving service for customers traveling to Fire Island, but also to better address crowding on trains serving the Hamptons and Montauk, during the busy summer travel season.
- Cars were added to Greenport summer trains serving Long Island's North Fork, to better address ridership demands.
- LIRR announced the return of year-round weekend service to/from Greenport, which was suspended in 2010 due to systemwide cost-cutting measures resulting from a large MTA operating deficit. Prior to the announcement in summer 2016, weekend Greenport service was scheduled to end for the season following Thanksgiving weekend.
- LIRR provided additional Brooklyn service for customers attending New York Islanders games at the Barclays Center. This included special service during the Stanley Cup Playoff games in April 2016. Special post-game train service was provided direct from Atlantic Terminal to Babylon and to Ronkonkoma.
- During the PGA Golf Tournament in August 2016, LIRR provided additional train service to/from Farmingdale Station, where customers could connect to free shuttle bus service to the Bethpage Black golf course. It is estimated that around 35,000 spectators, or approximately 20% of the total tournament attendees, utilized LIRR for travel to/from the golf tournament.
- As of September 2016, the LIRR made four additional post-game trains a permanent part of its service plan for all New York Islanders home games at the Barclays Center. This includes two trains departing Atlantic Terminal traveling to Babylon, one train to Farmingdale, and one train to Ronkonkoma. In addition, for New York Islanders' weekend home games, LIRR is providing additional westbound, pre-game train service – with two trains from Babylon to Atlantic Terminal, one train from Farmingdale and one train from Ronkonkoma.
- In addition, for selected high-demand New York Islanders home games, two post-game shuttle trains will operate from Atlantic Terminal to Jamaica, providing additional eastbound service, and allowing customers to connect to other branches in Jamaica.

8. Transit Oriented Development (TOD)

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

Wyandanch

- As a key stakeholder, the LIRR is participating in one of the most exciting and “transformative” TOD initiatives on Long Island – **Wyandanch Rising** – a development that will transform the most economically distressed area on Long Island into a vibrant mixed-use development.

- This initiative included LIRR construction of a new 920 space structured parking facility, which opened in August 2015 and provides a significant increase in commuter parking along the parking-constrained Main Line. The additional parking capacity remedies the current shortage of parking spaces at the station and provides additional parking capacity to support future ridership projections associated with the East Side Access Project. It also includes the construction of a new Wyandanch LIRR station building, which is funded by the Town of Babylon.

Hicksville

- LIRR is supportive of the collaborative effort of the Town of Oyster Bay's Hicksville Downtown Revitalization Action Plan that is proposing to rezone the area around LIRR's Hicksville station. This rezoning will allow for a mix of multi-family housing, offices and a variety of retail uses in order to revitalize the downtown area. The LIRR is in the process of investing \$120M into Hicksville station and track improvements, which will further improve the station area.

Copague

- LIRR is supportive of The Town of Babylon's innovative new Copague Downtown Zoning Code which will allow redevelopment around the LIRR Copague station. In 2016, construction began on "Copague Commons", a smart growth, transit-oriented housing development which will include two energy efficient four story apartment buildings. This development will provide residents an affordable and sustainable housing option.

Route 110 (East Farmingdale) / Republic Station

- Town of Babylon envisions the re-opening of the LIRR Republic Station as a key component to the success of the Route 110 corridor BRT initiative and other TOD efforts in East Farmingdale.
- LIRR is supportive of The Town of Babylon's East Farmingdale Form Based Code and Regulating Plan whose goal is to create diverse housing choices, a vibrant business community and an overall welcoming place that will attract and retain young people. The vision is centered around a reopened LIRR Republic Station near the intersection of Route 110 & Conklin Street.
- The Town of Babylon's Route 110 Bus Rapid Transit (BRT) initiative which would provide attractive north-south mass transit along Route 110, home to Long Island's largest job center, as well as connecting two LIRR branches (Babylon and Ronkonkoma). Besides alleviating traffic congestion, the BRT system would enhance numerous TOD initiatives along the corridor and encourage economic development and job creation in the area.
- LIRR has included preliminary design and environmental review of a new Republic Station in its 2015-2019 Capital Program.

Baldwin

- The LIRR continues to support development of the Baldwin Downtown and Commercial Corridor Resiliency (DCCR) Study. This Study builds on existing local initiatives to

develop an implementable plan that ensures economic and physical resiliency within the Baldwin community, including the area around LIRR's Baldwin Station. The Study is evaluating the potential for downtown revitalization designed to promote new residential options and increase demand for local businesses. The Study goals focus on commercial and mixed use development opportunities as well as green infrastructure improvements.

Ronkonkoma

- LIRR is working with the Town of Brookhaven and the Town of Islip to transform the area around the station into a mixed-use TOD, leveraging the LIRR station and the nearby Long Island MacArthur Airport.
- The vision includes new residential development, retail, restaurants, and new office space.
- LIRR continues to work with the Town of Brookhaven to address current parking needs and future demands associated with planned service to Grand Central Terminal.

Hempstead

- LIRR is actively participating with the Village of Hempstead and its Master Developer to transform the area around the Hempstead station into a mixed-use TOD, leveraging the LIRR station and Rosa Parks Hempstead Transit Center.
- The vision includes residences, a hotel, shops, open space, parking and entertainment venues.
- LIRR continues to work with the Village to address current parking needs and future demands associated with planned service to Grand Central Terminal.

Farmingdale

- In 2016, Starbucks opened up on the bottom floor of a recently constructed mixed use building (called Jefferson Plaza). Jefferson Plaza at Farmingdale Station is located diagonally across the street from LIRR's Farmingdale station, and is also one block away from Farmingdale's Main Street retail corridor. The mixed-use transit oriented development project consists of 154 residential units, ground floor retail space and below grade parking. The project also features 12 workforce housing units. In addition, a 42 unit apartment complex, known as the Cornerstone, was constructed 1 block from LIRR's Farmingdale Station in 2016. These two projects are a continuation of recent and on-going revitalization efforts in Farmingdale's once-struggling downtown.

Port Jefferson

- LIRR is actively participating with the Village of Port Jefferson to transform the area around the Port Jefferson station into a vibrant mixed-use TOD, leveraging the LIRR station and proximity to Port Jefferson's thriving waterfront community.

Mineola

- The LIRR is supportive of the numerous TOD initiatives that have arisen within walking distance of the Mineola station since the Village incentivized investment in its

downtown. Some of the major TOD projects recently completed include: an affordable senior housing development, a number of new rental apartment buildings, and conversion of a historic building into 1-bedroom apartments, with retail space below and residential parking spaces.

- Mineola is a key station within the LIRR system and provides direct access to a dense concentration of retail, employment, courts/government offices, universities, transportation and recreation. These transit-oriented development projects go a long way toward helping meet the demand for new housing in Nassau County by providing new opportunities for households who desire a vibrant suburban downtown with strong transit access.

Huntington

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

Nicolls Road Bus Rapid Transit

- LIRR is supportive of Suffolk County's Bus Rapid Transit (BRT) initiative which would provide attractive north-south mass transit along Nicolls Road. This initiative would connect job centers between Stony Brook and Patchogue; connect three LIRR branches (Port Jefferson, Ronkonkoma and Montauk) and help support LIRR's Double Track initiative. Besides alleviating traffic congestion, the BRT system would also enhance numerous TOD initiatives along the corridor and encourage economic development and job creation in the area.

9. Hudson Yards/Tunnel Casement Agreement

As per existing agreements with MTA/LIRR, the Hudson Yards Developer is progressing the mixed-use commercial overbuild project over the LIRR's West Side Yard. The eastern portion of this development (between 11th Avenue and 10th Avenue, as bounded by 33rd and 30th Street) is currently underway and scheduled for completion in 2018. Amtrak has developed a conceptual program, known as the "Gateway Program," to build a new tunnel under the Hudson River from New Jersey through the west side of Manhattan to connect with Penn Station. Amtrak determined that only a single underground alignment under the LIRR West Side Yard facility between 10th and 11th Avenues in Manhattan (the East Rail Yard) can achieve a direct connection. Given the regional importance of the proposed Gateway Program to commuter transportation, and the need to preserve the Right Of Way so as not to have the Overbuild Project preclude the Gateway Program from going forward, MTA and LIRR have cooperated with this effort.

Amtrak's plans for the Tunnel Casement Project required the LIRR to vacate the Maintenance of Equipment facility in an expedited manner to allow for the demolition of that facility and certain tracks. MTA and LIRR facilitated the Tunnel Project by agreeing, among other things,

to grant a temporary construction license and subsequently a permanent easement to accommodate the placement of a concrete casing in the Eastern Rail Yard. This project, originally planned for completion in October 2015, is now scheduled to be completed in March 2018.

10. Moynihan Station Project

This effort to transform a portion of the Farley Post Office Building into Amtrak's new ticketing, waiting room and train boarding areas is underway with construction of the Phase I elements including expansion of the West End Concourse; installation of a platform ventilation system; and widening of the Connecting Corridor that connects Penn Station to the West End Concourse. Enhancements incorporated as part of the West End Concourse expansion include new LED lighting, digital information screens, way finding graphics, and ceiling-mounted LED displays. Phase I of this project is scheduled for completion May 2017.

11. Mobile Ticketing & New Fare Payment Systems

Mobile Ticketing

Long Island Rail Road and Metro-North launched MTA eTix in June 2016. MTA eTix is a mobile ticketing application that lets customers purchase and display LIRR tickets directly on their smartphone or mobile devices. MTA eTix mobile ticketing has been a success since it was launched in June 2016 and the application became accepted system wide in August 2016. A pilot to include railroad customers with joint tickets who also ride the subways to pay their fares using a single mobile app and a single transit account is currently under design. Pilot testing is anticipated in 2017. Since inception of MTA eTix app, a total of over 1.6 million tickets have been sold on LIRR generating over \$37 million in sales for LIRR.

New Fare Payment Systems

NFPS technology is a major MTA-wide customer service oriented initiative. Jointly the Long Island Rail Road and Metro-North are developing the design for a new system and ticket vending machine to be installed and deployed in the 2020-2024 Capital Program. The design phase of this project is expected to begin in 2017 and will support MTA subway, bus and commuter rail interoperability. NYCT NFPS is currently under procurement.

MTA NFPS is based on open payment industry standards that will allow customers to purchase tickets using a wide variety of payment and purchasing methods in addition to enhanced ticket functionality while supporting interoperability amongst the MTA agencies.

SECTION II

Capital Program – Project Highlights

1. Rolling Stock

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

Ongoing:

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

- A contract was awarded to Kawasaki Rail Car in September 2013 for a base order of 92 M-9 cars and up to 584 LIRR/MNR option cars. The award was in the amount of \$1.8B, including options. The project is currently in the Final Design Phase.
- LIRR anticipates issuing an RFP for 160 M-9A cars identified in the Full Funding Grant Agreement (FFGA) and funded by the ESA project (2nd Quarter 2017).

2. Stations

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

Ongoing:

Wantagh Platform Replacement - \$22.5M

- This project will replace the station platform along with other station components, including the platform waiting room, canopy, escalator, platform lighting, communications and security systems, and drainage. The scope also includes the installation of a new elevator which will make this station wheelchair accessible. Construction started in March 2016 and is scheduled for completion in March 2018.

New Elevators – Flushing-Main Street - \$24.6M

- This project designed and will construct the following improvements at Flushing – Main Street station: two new hydraulic elevators (one to serve each platform), new platform railings, staircases, lighting, station plaza, tactile warning strips on platform edges, CCTV security cameras, and new ticket office. Construction began in March 2016, with construction completion forecasted for March 2018.

Escalator Replacement Program - \$14.0M

- This program replaces a total of six escalators and associated equipment at Rockville Centre, Baldwin, Freeport, Amityville, Copiague, and Lindenhurst on the Babylon Branch. These new all-weather heavy duty escalators will be equipped with the latest safety enhancements. Construction began in August 2014 and is scheduled for completion in March 2017.

Hicksville Station Rehabilitation - \$70.6M

- This project includes the demolition and construction of two new 12-car platforms; new platform waiting rooms; new platform canopy structures and associated drainage systems; new platform lighting, communications and CCTV systems; replacement of staircases and escalators, along with construction of new elevators. Construction began in July 2016 and is scheduled to be completed in August 2018.

Hicksville North Siding - \$50.6M

- This project will modify signal relays and install third rail power to connect existing north siding in Hicksville with station track #1 for main track operations; construction of approximately 6,200 linear feet of new track which will provide infrastructure to support additional Manhattan-bound train trips from Hicksville, and provide an alternative routing in case of maintenance, construction or service disruption at Hicksville. Also, the existing North Track Siding will be upgraded to Main Line track standards. Construction began in July 2016 and is scheduled to be completed in September 2019.

3. Track

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

Ongoing:

East River Tunnel Track Rehabilitation - \$43.2M

- At the completion of this Amtrak-managed project, the track structure and drainage system in East River Tunnel (ERT) Lines 3 and 4 will be completely rehabilitated, reducing ponding water and bringing the entire track structure into a state of good repair.
- ERT Lines 3 and 4 will be renewed by removing and replacing the track and drainage systems with new track and ballast, new welded rail, impedance bonds and insulated joints. The project will also remove and replace third rail for the entire length of Line 3 and 4.
- This effort will span multiple capital programs. Track infrastructure in Lines 1 and 2 is expected to be renovated as part of a future total interior tunnel rebuilding project, which will address Superstorm Sandy related infrastructure damage in these two tunnel lines. This track rehabilitation effort requires significant track outages and the

goal is to utilize outages scheduled for East Side Access construction and the Moynihan Station development, in order to progress work in the tunnels.

Annual Track Rehabilitation Program (2015-2019) - \$332.5M

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

In addition, work is ongoing as part of the LIRR's Jamaica Capacity Improvements Project – Phase I (\$301.7M), which includes upgrades to track and switches within Jamaica, including Johnson Avenue Yard, Dunton Interlocking and the track infrastructure which will support future Platform F operations.

Double Track Ronkonkoma Phase I –\$137.2M

Double Track Ronkonkoma Phase II - \$250.0M

This project involves design and construction of a Main Line second track for the 17 miles between Farmingdale and Ronkonkoma. The Main Line east of Farmingdale is mostly single track (13 miles) with passing sidings (4 miles) and double track at most stations. Single track along this critical stretch of LIRR network poses a significant risk to reliable service and on-time performance. The Double Track Project will enable LIRR to provide half-hourly off-peak service in both directions between Penn Station and Ronkonkoma. Single track also adversely impacts LIRR's ability to maintain and repair the infrastructure and increases costs when track is taken out of service and LIRR is required to bus customers.

The project consists of environmental assessment, survey, track alignment, and design of all wayside elements between Farmingdale and Ronkonkoma including preliminary design for Design-Build civil and site work packages for Phase I- Ronkonkoma to Central Islip, and Phase II- Central Islip to Farmingdale. Also included in Phase II is new platforms and station rehabilitation at Pinelawn and Wyandanch stations, and procurement, testing, and installation of signal equipment for the entire Farmingdale to Ronkonkoma segment.

Phase I construction began in December 2013 and Phase 1 track laying was completed in 2016. Phase II began construction in June 2016, with construction completion anticipated for August 2018.

4. Line Structures

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

Ongoing:

Post Avenue Bridge Replacement - \$20.0M

- Replacement of the LIRR bridge over Post Avenue, located in Westbury on the Main Line, which dates from 1914. The new bridge will be raised to meet New York State Department of Transportation (NYSDOT) vertical clearance requirements of 14'-0" above the roadway. This will enhance safety and reduce the bridge's vulnerability to vehicular bridge strikes, while also providing a third track bay to support the future construction of third track along the Main Line in Nassau County. Construction start began December 2016, with construction completion forecasted for December 2018.

5. Communications

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

Ongoing:

Communications Pole Line Replacement - \$7.7M

Fiber Optic Network - \$34.5M

6. Signals

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

Ongoing:

Signal Normal Replacement Program - \$40.0M

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

Centralized Train Control – \$12.9M

- The relocation of the Movement Bureau from the Jamaica Main Building into the Jamaica Central Control (JCC) is a critical first step towards realizing the LIRR's vision for Centralized Train Control.

- This project will fit-out the space within the JCC to allow the Movement Bureau to be relocated into a modernized facility.

Construction is ongoing, with completion forecasted for May 2018.

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

Positive Train Control System (PTC) is a system designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position. In accordance with the Rail Safety Improvement Act of 2008 that was signed into law, an interoperable PTC system is required on all commuter railroad main-line tracks.

- Subsystem Designs have matured and are in the process of being finalized.
- Pilot installations have commenced for the Pilot, including M7 prototype and fitups (undercar scanner antenna, Mobile Communication Manager (MCP), OnBoard Computer (OBC), and roof top antennas, signal transponder and Wayside Interface Unit (WIU) installations, and Communication Radio Frequency (RF) locations with cases, poles, cabling, and antennas).
- The segment of dark territory between Speonk and Montauk is being eliminated by installing Automatic Speed Control (ASC). Project completion is scheduled for December 2017.
- LIRR has acquired spectrum for all LIRR operating counties.

7. Shops & Yards

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

Ongoing:

Rehabilitation of Employee Facilities - \$10.5M

- Project provides for improvements to a number of LIRR employee facilities, including: Jamaica Corporate Building roof, Richmond Hill Sheridan Shop Building, Upper Holban Yard Parking Lot, Babylon Employee Facility, Morris Park Communications Building, and the UCC Shop and East End Pumphouse.
- Construction is ongoing, with completion scheduled for July 2017.

Morris Park Diesel Locomotive Shop Improvements - \$108.3M

- Project provides for the replacement / upgrade of the Morris Park Shop in Queens, which is utilized to maintain and overhaul diesel locomotives. Work includes new maintenance bays and associated work areas, employee facilities, parts storage and wayside power for storage tracks. In 2016, site preparation work was performed, in preparation for the effort that will be undertaken by a design-build contractor.

Mid-Suffolk Yard - \$128.0M

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

8. Power

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

Ongoing:

Port Washington Substation - \$26.2M

- Installation of new prefabricated modular substation buildings and associated equipment and components, to replace the existing substation which is at the end of its useful life. Construction began in October 2016 and is anticipated to be completed in May 2018.

Penn Station Substation - \$22.1M

- New AC-DC traction power substation to replace the existing Penn Station Substation. Preliminary design for the new substation is currently underway and scheduled to be completed in March 2017.

Substation Replacements - \$81.0M

Project provides for the replacement of the following substations, which are operating beyond their useful life and are in need of replacement: Meadowbrook, Bellmore, Ocean Avenue, Murray Hill, Queens Breaker House, and Jamaica. This project will also undertake preliminary designs of the Forest Hills and Winfield substations, thus supporting construction in a future capital program.

Design work began in March 2016 and is ongoing, with Meadowbrook substation being the first substation to progress.

9. Superstorm Sandy

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

In 2013, restoration projects were added to the MTA's 2010 – 2014 Capital Program.

Superstorm Sandy Restoration Projects

Restoration Projects	Cost (\$M)
East River Tunnel Signal System & Infrastructure	\$68.6M
Wreck Lead Bridge Systems	\$14.9M
Long Beach Branch Systems	\$64.9M
West Side Storage Yard	\$43.3M
Long Island City Yard	\$4.5M
Substation Replacements	\$51.6M
1st Avenue Substation Restoration	\$8.4M
Long Island City Substation	\$1.1M
Infrastructure / System Upgrades (various locations)	\$9.7M

Superstorm Sandy Resiliency Projects

The LIRR is currently progressing four Superstorm Sandy Resiliency projects:

River to River Rail Resiliency Project - \$108.0M (FTA Competitive Resiliency Funds)

- West Side Yard Perimeter Protection: Construct a barrier around the West End of the yard to prevent Hudson River floodwaters from entering the yard.
- East River Tunnels Walls: Queens Portal Flood Barriers: Construct flood barriers to protect the East River Tunnels entrance portals in Queens, near LIRR's Hunterspoint Avenue Station.
- East River Tunnels Resiliency Elements: Work includes waterproofing and emergency generators at Vent Plant Building(s) and tunnels dewatering equipment.

Long Island City Yard Mitigation – \$26.8M (FTA Competitive Resiliency Funds & FTA Local Priority Resiliency Funds): Protects yard against flooding, storm surge and extreme weather – including installing sump pumps, retention manholes, drainage systems, and a flood wall.

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

Atlantic Avenue Tunnel Mitigation – \$9.9M (FTA Local Priority Resiliency Funds): Mitigation of the infiltration of rain and flood water into the Atlantic Tunnel by elevating the existing roadway ventilation grates located in the roadway median of Atlantic Avenue in Brooklyn and Queens.

In addition, the project will upgrade 14 pump rooms and replace/upgrade pumps throughout the length of the tunnel.

10. East Side Access Readiness

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

Projects	Cost	Construction Starts
Jamaica Capacity Improvements (phase 1)	\$301.7 M	May 2014 (award)
Mid Suffolk Train Storage Yard	\$128.0 M*	September 2017
Great Neck Pocket Track	\$25.4 M	October 2014
Massapequa Pocket Track	\$19.6 M	June 2014
Port Washington Yard Track Extensions	\$12.1 M	Mid- 2018
TOTAL	\$445.3 M	

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

11. Enterprise Asset Management

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

SECTION III Planning Studies

1. Network Strategy Study

In mid-2015, the Long Island Rail Road (LIRR) launched a two-year Network Strategy Study (NSS), to look comprehensively and strengthen our regional position following the opening of East Side Access. The NSS will study the demographics in our region, the markets we serve, the perspective fleet options and possible future infrastructure investments the LIRR needs to serve our customers over the coming decades.

The LIRR completed the first NSS in 1994. The study informed Capital Program development and provided a long-term blueprint for East Side Access and other investments over the past twenty years. The current NSS study will assist in establishing our vision and framework for the LIRR of the future post East Side Access opening.

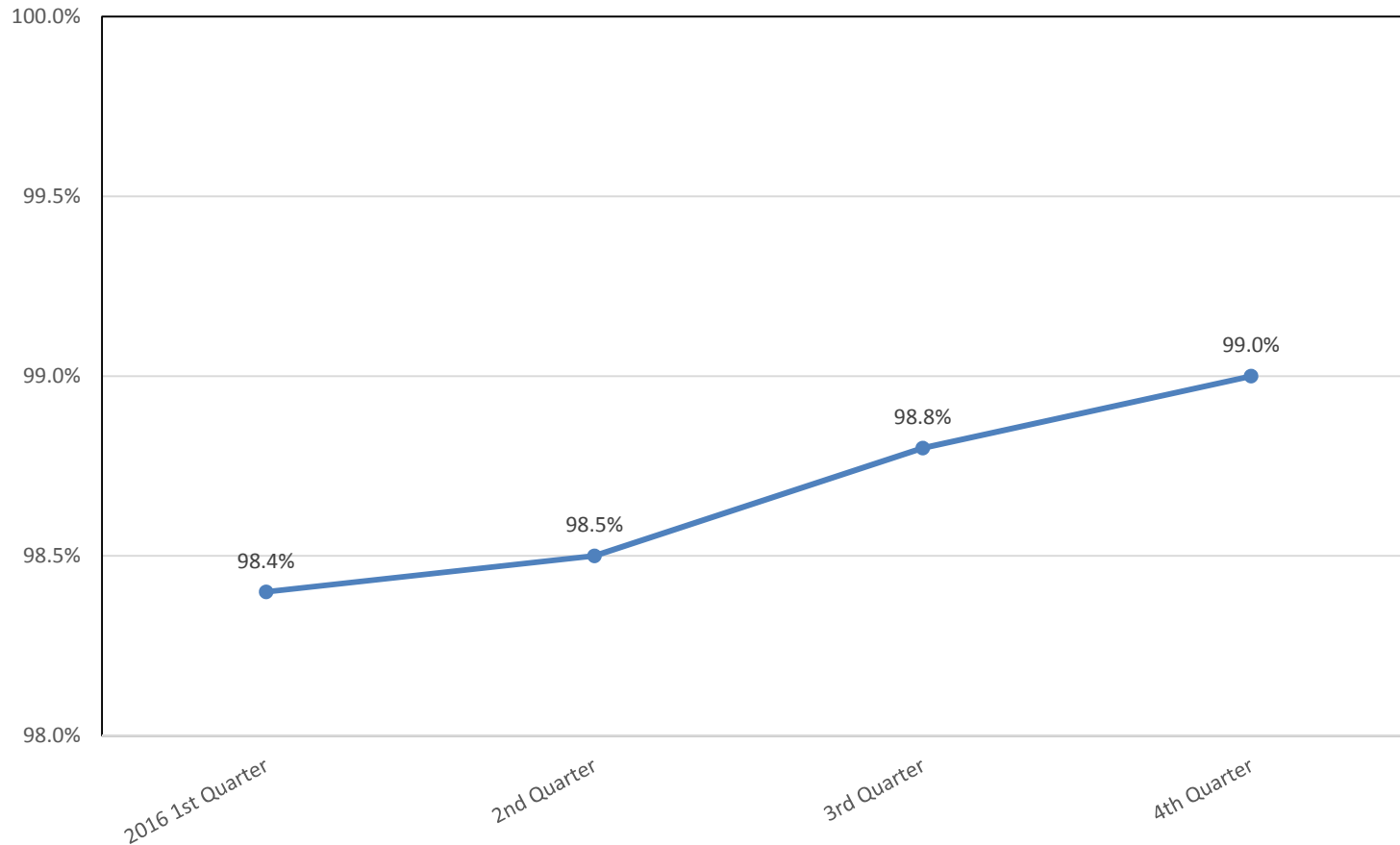
The study consists of three parts: 1) Market Analysis, 2) Development of Alternatives, 3) Recommend Short and Long Term Strategies. Currently, we are in part two (2) of the study refining alternatives, service plans and analyzing potential fleet options.

Long Island Rail Road Elevator/Escalator

2016 Annual Report



2016 Passenger Elevator Availability



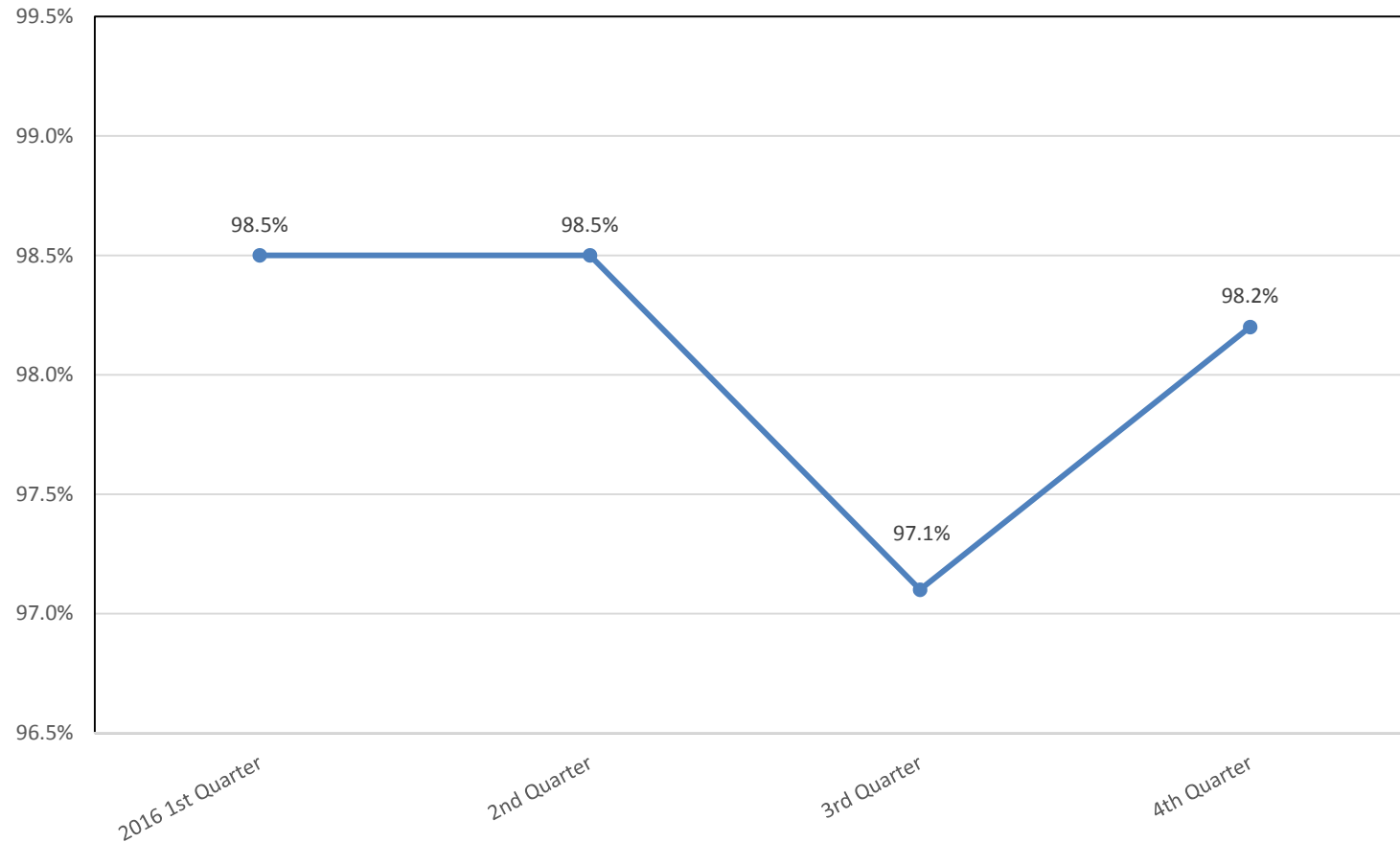
Definition: Availability measures the percent of time that a unit is running and available for customer service.

2016 Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
BABYLON		HEMPSTEAD	
Babylon (A)	97.9%	Queens Village (A)	99.1%
Babylon (B)	98.1%	Queens Village (B)	98.9%
Seaford	98.6%	FAR ROCKAWAY	
Bellmore	99.3%	Valley Stream	99.0%
Merrick	99.2%	Rosedale	98.8%
Freeport	98.8%	PORT JEFFERSON	
Baldwin	99.0%	Hicksville (A)	97.7%
Rockville Centre	98.3%	Hicksville (B)	98.6%
Massapequa	98.7%	Mineola Garage 1	97.5%
		Mineola Garage 2	94.3%
PORT WASHINGTON		LONG BEACH	
Great Neck (A)	99.0%	Lynbrook (A)	99.1%
Great Neck (B)	99.4%	Lynbrook (B)	99.3%
Auburndale	97.1%	CITY TERMINAL	
		Atlantic Terminal 1	99.0%
RONKONKOMA		Atlantic Terminal 2	99.2%
Ronkonkoma (A)	99.5%	Woodside 415x	96.4%
Ronkonkoma (B)	99.2%	Woodside 418x	99.3%
Ronkonkoma (C)	98.8%	Woodside 419x	99.4%
Ronkonkoma Garage 1	99.2%	Penn 34S-ELV-P34 (1)	97.7%
Ronkonkoma Garage 2	99.1%	Penn CEN-ELV-P-7 (1)	98.6%
Wyandanch 1	99.8%	Penn CEN-ELV-P-8 (1)	99.3%
Wyandanch 2	98.9%	Penn CEN-ELV-P-9 (1)	99.6%
Wyandanch 3	99.7%	Penn CEN-ELV-P10 (1)	99.3%
		Penn CEN-ELV-P11 (1)	98.1%

(1) Penn Station data provided by Amtrak

2016 Passenger Escalator Availability



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

2016 Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION (1)	
Babylon A (W/B)	96.3%	Valley Stream	97.9%	Penn 34S-ESC-34A	97.7%
Babylon B (E/B)	98.4%	PORT JEFFERSON		Penn 34S-ESC-34B	99.0%
Lindenhurst	98.0% (2)	Hicksville A (W/B)	96.8%	Penn 34S-ESC-34C	99.6%
Copague	99.0% (3)	Hicksville B (E/B)	97.9%	Penn EXI-ESC-09E	99.9%
Amityville	96.4% (2)	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	98.1%	Lynbrook	96.0%	Penn EXI-ESC-10W	99.8%
Massapequa	94.7%	HEMPSTEAD		Penn EXI-ESC-7EW	99.9%
Seaford	98.6%	Floral Park	98.0%	Penn EXI-ESC-8EW	99.9%
Wantagh	96.0%			Penn MG-ESC-011	99.0%
Bellmore	97.7%			Penn MG-ESC-1MG	99.7%
Merrick	98.0%			Penn MG-ESC-2MG	96.0%
Freeport	99.0% (2)			Penn MG-ESC-3MG	93.6%
Baldwin	98.8% (3)			Penn MG-ESC-7MG	99.4%
Rockville Center	98.8% (3)			Penn MG-ESC-8MG	99.7%
				Penn WEC-ESC-8WE	(4)

(1) Penn Station data provided by Amtrak

(2) Lindenhurst(6/4/16), Amityville(4/25/16) & Freeport(8/19/16) escalators were placed in service after Capital Replacement.

(3) Baldwin(9/12/16), Rockville Center(5/23/16) & Copague (6/13/16) Escalators were taken out of service for Capital Replacement.

(4) Penn WEC-ESC-8WE Escalator was taken out of service on 12/8/13 for Moynihan Project

2016 Elevator Customer Injuries/Entrapments by Station

Station Name`	Mechanical Injuries	Human Factor Injuries	Entrapment
Atlantic Terminal	0	0	3
Auburndale	0	0	1
Freeport	0	0	1
Great Neck	0	0	1
Lynbrook	0	0	2
Mineola	0	0	1
Ronkonkoma	0	0	2
Valley Stream	0	0	1
Woodside	0	0	1
Wyandanch	0	0	1

2016 Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Babylon	0	1
Bellmore	0	3
Copague	0	1
Hicksville	0	1
Lindenhurst	0	1
Valley Stream	0	1
Wantagh	0	1
Jamaica (1)	0	2
Penn Station (2)	0	15

Definitions:


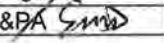
Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined when customers are removed from an elevator with special tools or training. These events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

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2016.

(1) Jamaica elevators and escalators maintained by Port Authority

(2) Penn Station elevators and escalators maintained by Amtrak

Staff Summary

Subject SPRING TRACKWORK PROGRAMS						Date FEBRUARY 28, 2017			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name D. KUBICEK 						Contract Number			
Department Head Signature						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	3/20/17				3	Sr VP – Eng. 	1	President 
						2	VP Mktg & PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support Spring trackwork programs on the Main Line and West Hempstead Branch.

TRACK WORK PROGRAMS

- **Main Line, Riverhead-Greenport – Switch Replacement in Mattituck and Southold** – The single main track will be out of service between Riverhead and Greenport middays for switch replacements in Mattituck and Southold on two consecutive Wednesdays – March 22 & March 29.
- **West Hempstead Branch, Valley Stream-West Hempstead – Franklin Avenue Crossing Renewal in Malverne** – The single main track will be out of service between Valley Stream and West Hempstead middays April 3rd-7th for renewal of the Franklin Avenue grade crossing in Malverne.
- **Main Line, Brentwood-Ronkonkoma– Main Line 2nd Track CWR Drop** – The single main track will be out of service between Brentwood and Ronkonkoma for 24 hours on Saturday, April 15, to allow the dropping of Continuous Welded Rail for later installation as Main Line 2nd Track construction progresses.

DISCUSSION:

- **Main Line, Riverhead-Greenport – Switch Replacement in Mattituck and Southold** – The single main track will be out of service between Riverhead and Greenport middays for switch replacements in Mattituck and Southold on two consecutive Wednesdays – March 22 & March 29. Customers on

two midday trains that operate east of Riverhead will have replacement bus service. Eastbound customers will board buses at Riverhead to continue to their station, arriving up to 10 minutes later than normal. Westbound customers at stations Greenport, Southold and Mattituck will board buses at their stations up to 15 minutes earlier than normal train times for service to Riverhead, where train service will resume.

- **West Hempstead Branch, Valley Stream-West Hempstead – Franklin Avenue Crossing Renewal in Malverne** – The single main track will be out of service between Valley Stream and West Hempstead middays April 3rd-7th for renewal of the Franklin Avenue grade crossing in Malverne. Four eastbound and four westbound midday trains will be replaced by buses between Valley Stream and West Hempstead. Eastbound customers will board buses at Valley Stream for service to their station, arriving up to 18 minutes later than normal. Westbound customers will board buses at their station up to 19 minutes later than normal train times for service to Valley Stream, where train service will resume.
- **Main Line, Brentwood-Ronkonkoma– Main Line 2nd Track CWR Drop** – The single main track will be out of service between Brentwood and Ronkonkoma for 24 hours on Saturday, April 15, to allow the dropping of Continuous Welded Rail for later installation as Main Line 2nd Track construction progresses. Eastbound customers will board buses at Brentwood for Central Islip and Ronkonkoma, and will experience up to 34 minutes additional travel time. Westbound customers from Ronkonkoma and Central Islip will board buses to Brentwood, where train service will resume. Westbound buses will depart up to 34 minutes earlier than normal train times in order to connect with trains at Brentwood. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.

Public timetables and other informational material will be issued providing details of service.

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Capital budget.

2016 Customer Satisfaction Survey

Long Island Rail Road



Overall Context

- The improved On Time Performance during the first half of 2016 and the restoration of several trains from the previous year possibly contributed to the overall customer satisfaction increase.
- Overall Customer Satisfaction increased significantly on the Port Jefferson, Montauk and Long Beach Branches benefitting from recently completed trackwork and signal improvements.
- Survey attributes related to “Communication During Unplanned Service Disruptions” received lower satisfaction scores, possibly influenced by service disruptions in June 2016 during the survey period.
- The Reverse Peak customers showed a decline in overall satisfaction as train availability is challenged from limited track capacity. The Main Line Expansion Project will seek to improve train service, which should benefit this customer segment.



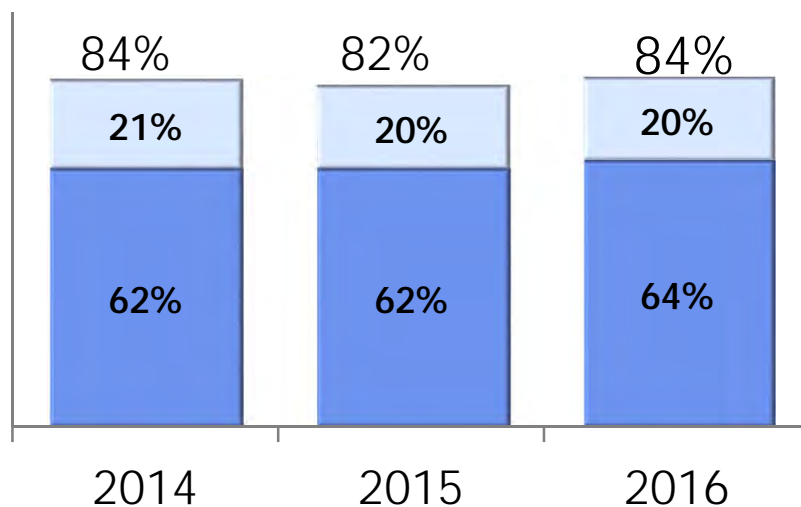
Key Findings

- Overall customer satisfaction for 2016 increased to 84% from 82% in 2015.
- The Overall LIRR satisfaction score increased in the Peak segment (77% vs. 76%), decreased in the Reverse Peak segment (87% vs. 88%), and increased in the Weekday Off-Peak (80% vs. 78%) and Weekend (91% vs. 88%) segments.
- The highest scoring satisfaction attribute pertains to “Professional Appearance of Conductors” reaching a record satisfaction score of 93%. “Courtesy & Responsiveness of Conductors” received the second highest score of 92%, as well as “Safety from Train Accidents (92%).”
- The satisfaction score for “On Time Performance” increased to 79% from 78% as actual OTP improved during the 1st half of 2016. “Overall Schedule of Trains” also followed suite showing an increase (79% vs. 78%), as related to the restoration of several train on the schedule.
- Boarding Station “Electronic/LED Signs with Train Schedules” and “Station Signage” received high scores, 90% and 88%, respectively.

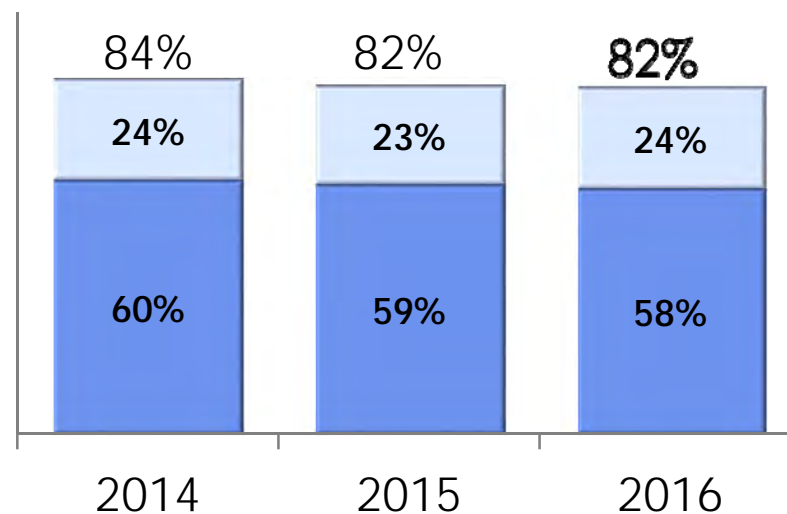


LIRR Overall Customer Satisfaction

LIRR Overall



Train Service Overall

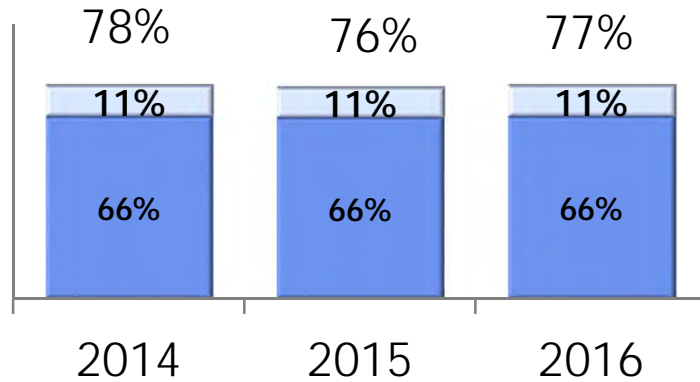


Top Area = Very Satisfied / Bottom Area = Satisfied

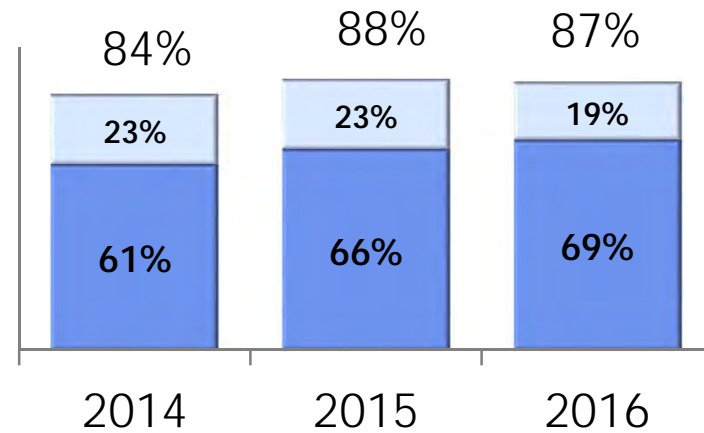


LIRR Overall Customer Satisfaction: By Time Period

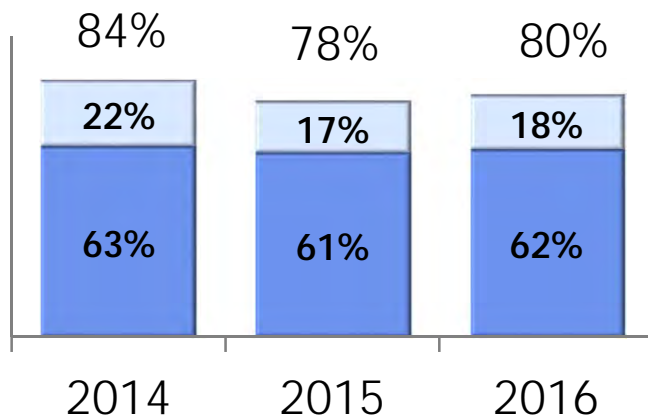
Peak



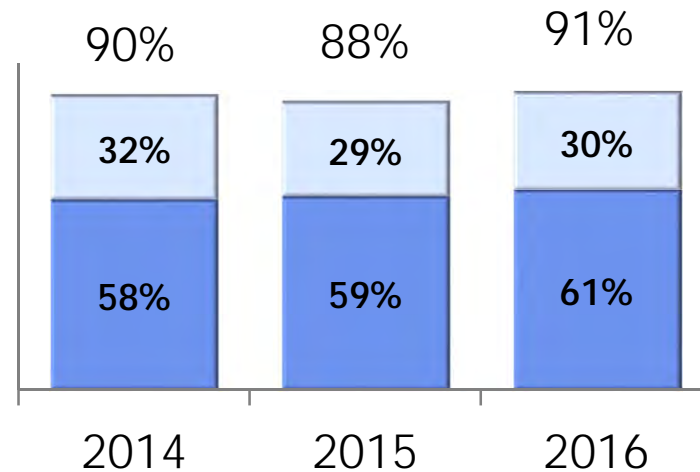
Reverse Peak



Weekday Off-Peak



Weekend Off-Peak



Top Area = Very Satisfied / Bottom Area = Satisfied



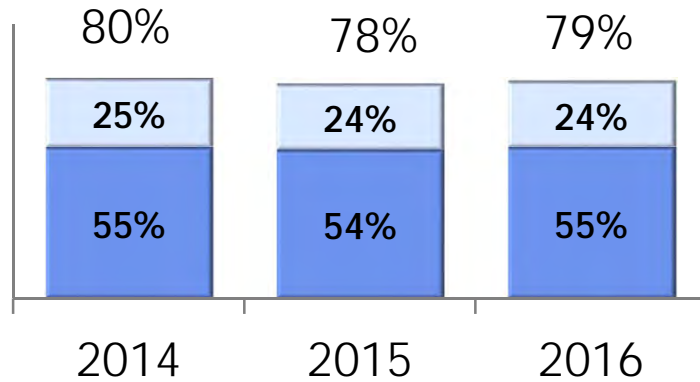
Overall Satisfaction By Branch

	2014	2015	2016
LIRR Overall Score	84%	82%	84%
Port Washington	87%	87%	85%
Hempstead	84%	85%	81%
West Hempstead	86%	85%	84%
Huntington	83%	83%	82%
Far Rockaway	86%	81%	87%
Montauk	87%	81%	88%
Oyster Bay	86%	81%	84%
Babylon	82%	80%	82%
Long Beach	84%	78%	85%
Ronkonkoma (Electric)	81%	78%	81%
Port Jefferson	79%	73%	82%

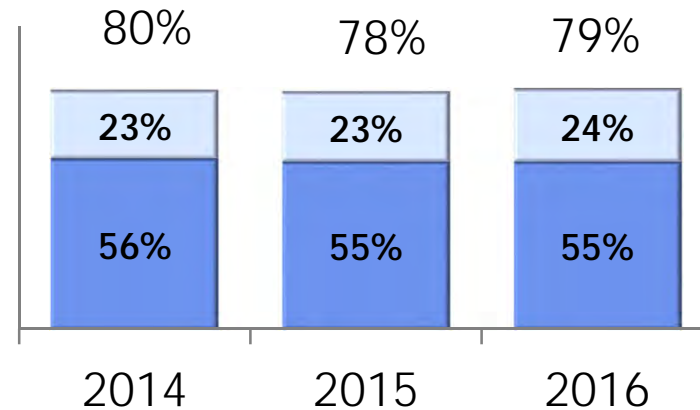


LIRR Train Service

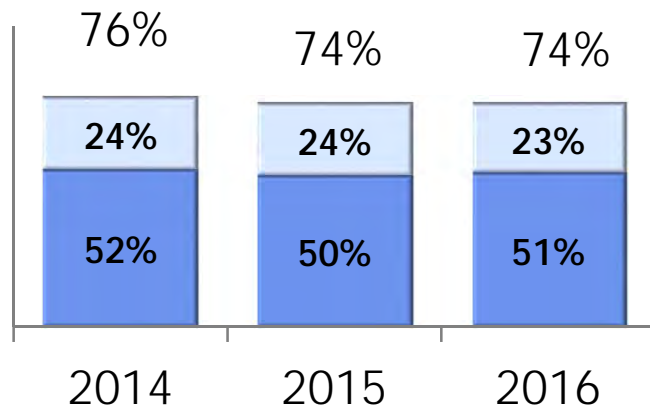
On-Time Performance



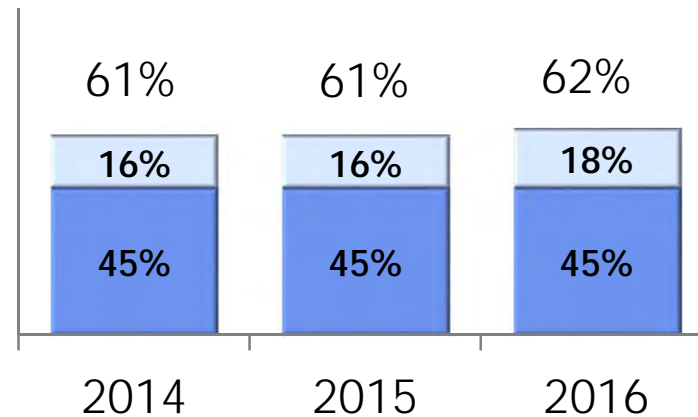
Overall Schedule Of Trains



Availability of Seats



Value for the Money Using the Railroad

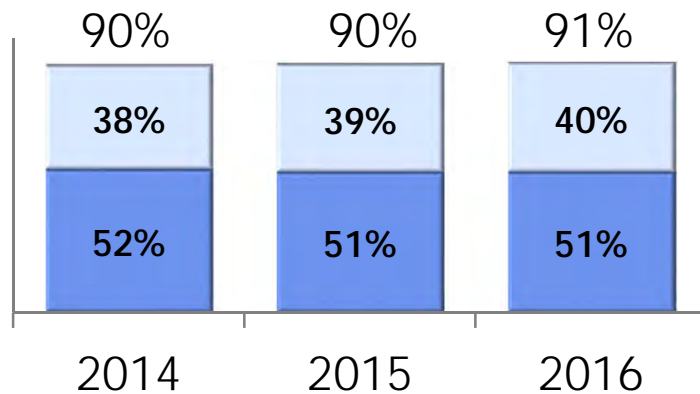


Top Area = Very Satisfied / Bottom Area = Satisfied

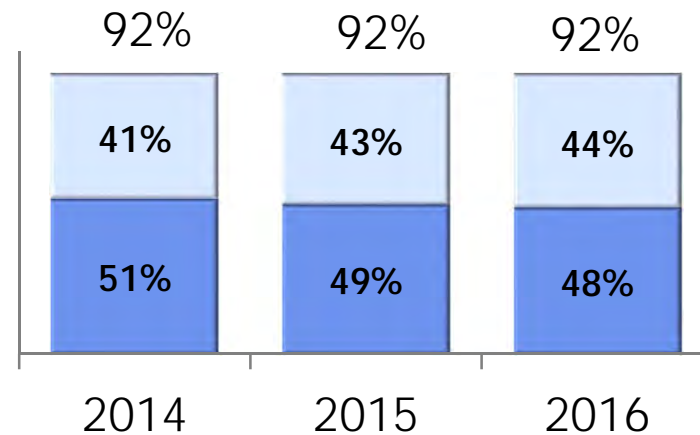


LIRR Employees – Courtesy and Responsiveness

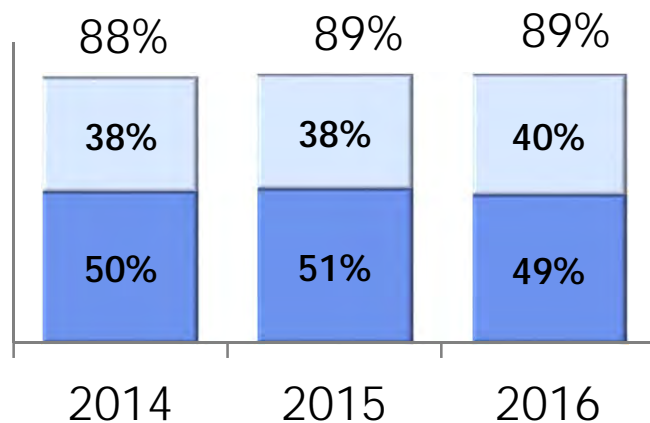
Overall



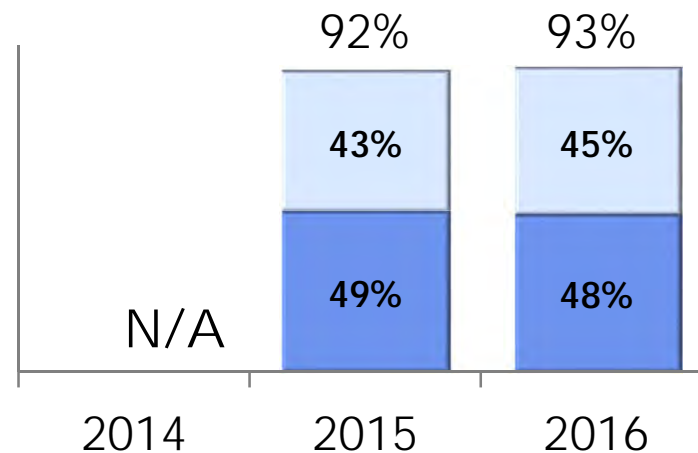
Train Conductors



Ticket Sellers



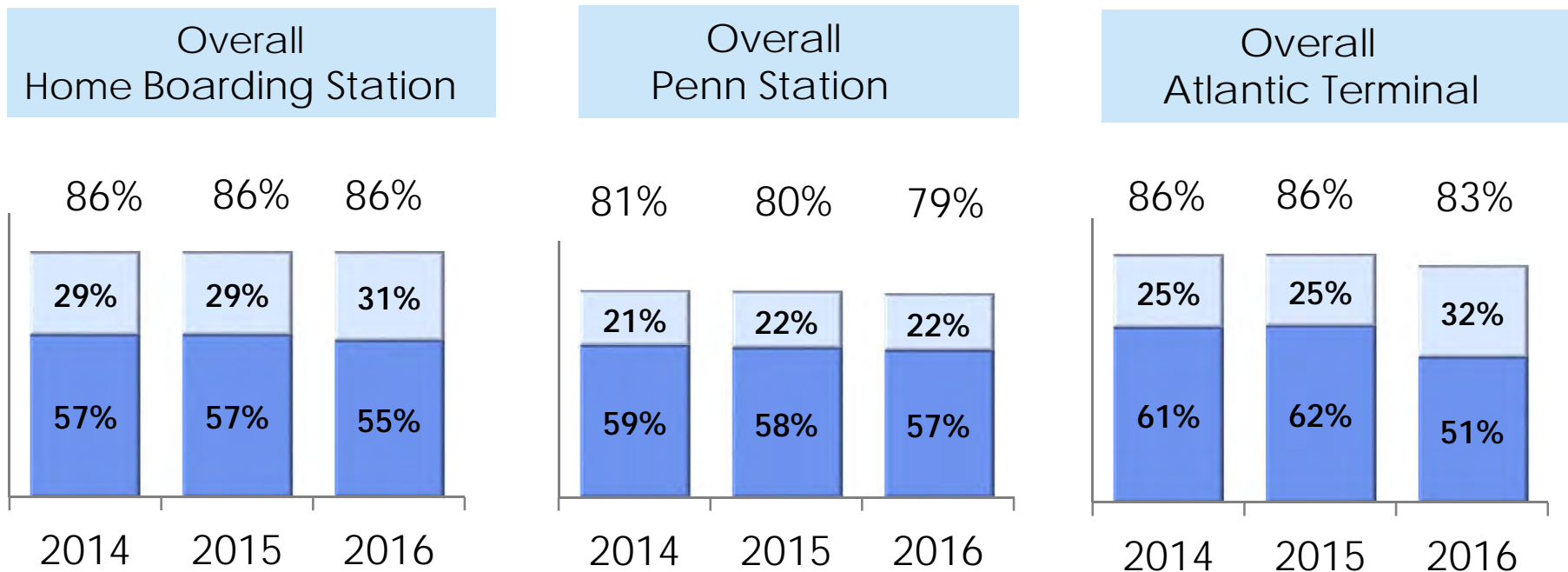
Professional Appearance of Conductors



Top Area = Very Satisfied / Bottom Area = Satisfied



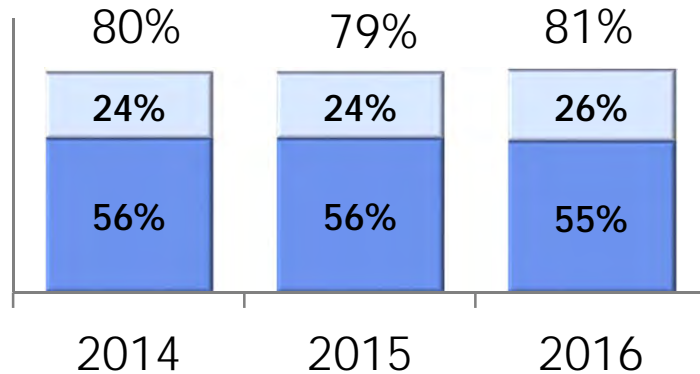
Boarding Stations and Penn Station/Atlantic Terminal



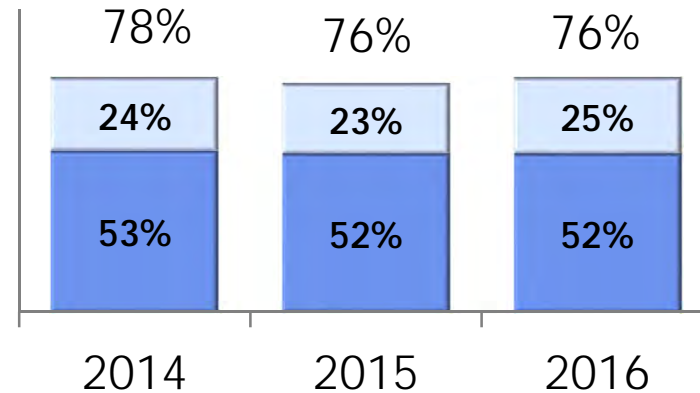
Top Area = Very Satisfied / Bottom Area = Satisfied

LIRR Boarding Station

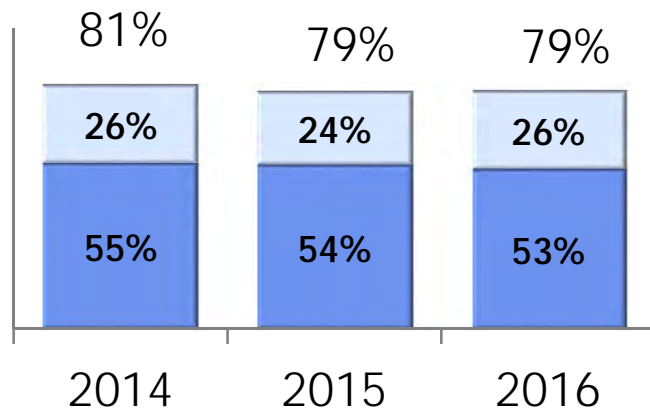
Maintenance of Station



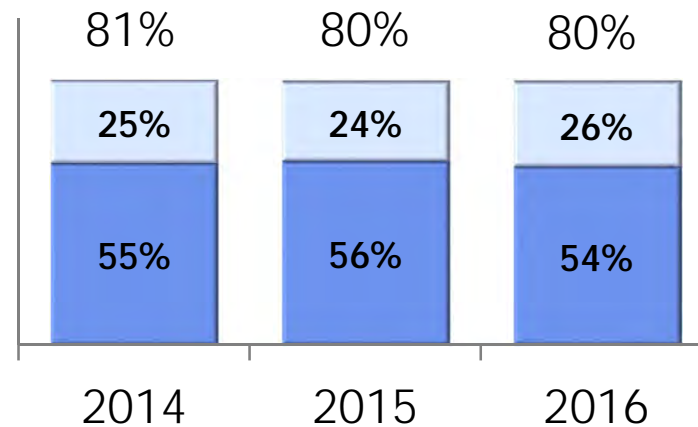
Cleanliness: Inside the Station Building



Cleanliness: Platforms & Shelters



Cleanliness: Track Area Around the Station

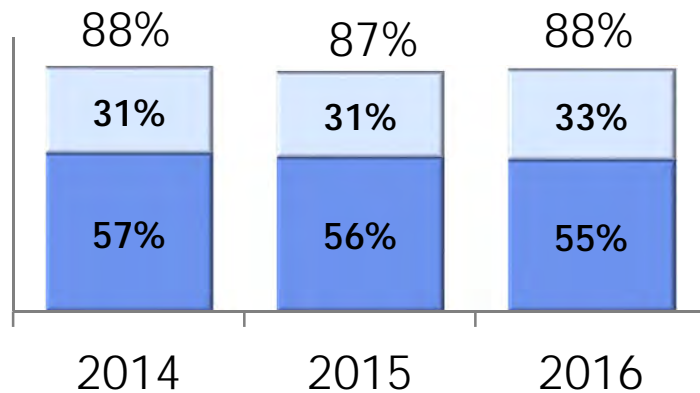


Top Area = Very Satisfied / Bottom Area = Satisfied

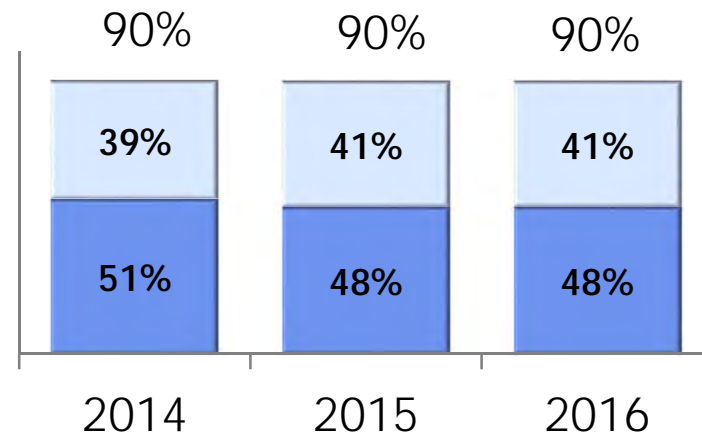


LIRR Boarding Station

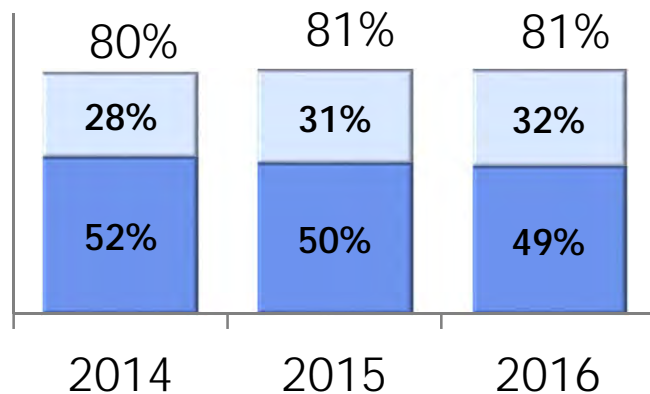
Station Signage



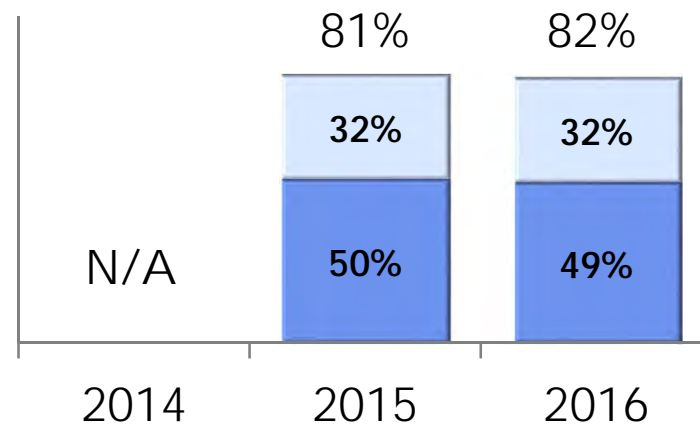
Electronic/LED Signs with Train Schedules



Sound Quality of Audio Announcements



Usefulness of Audio Announcements

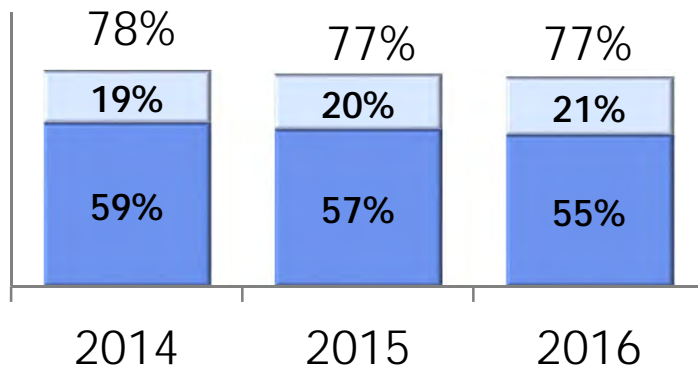


Top Area = Very Satisfied / Bottom Area = Satisfied

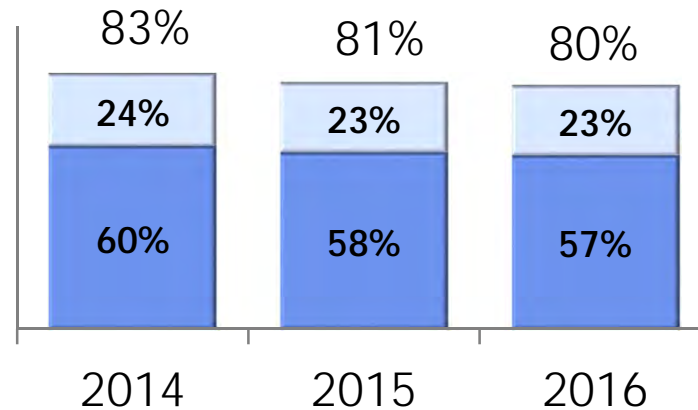


LIRR On-Board Conditions

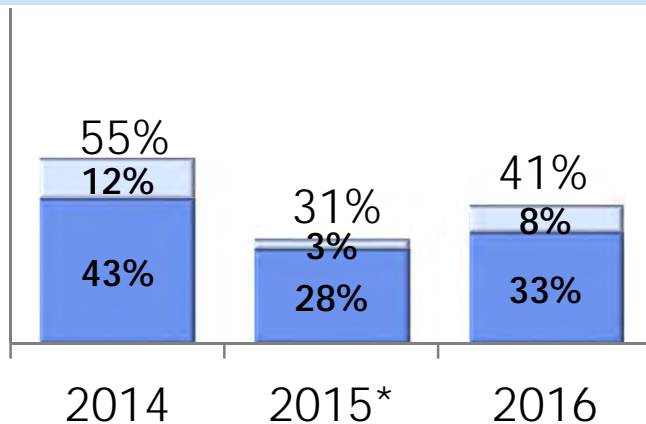
Train Interior Cleanliness



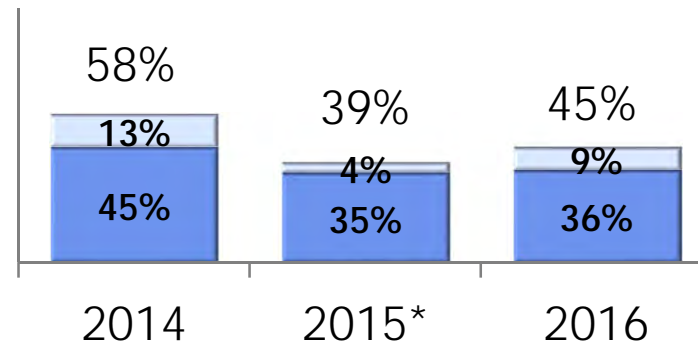
Train Interior Maintenance



Cleanliness of Restrooms



Physical Condition of Restrooms



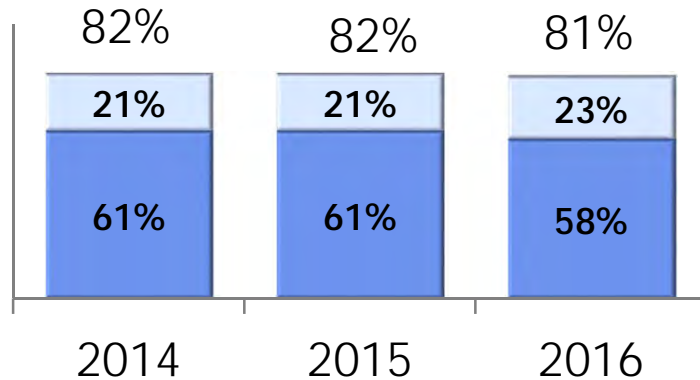
Top Area = Very Satisfied / Bottom Area = Satisfied

*2015 data reflects scores only for customers who used a restroom in the past 12 months.

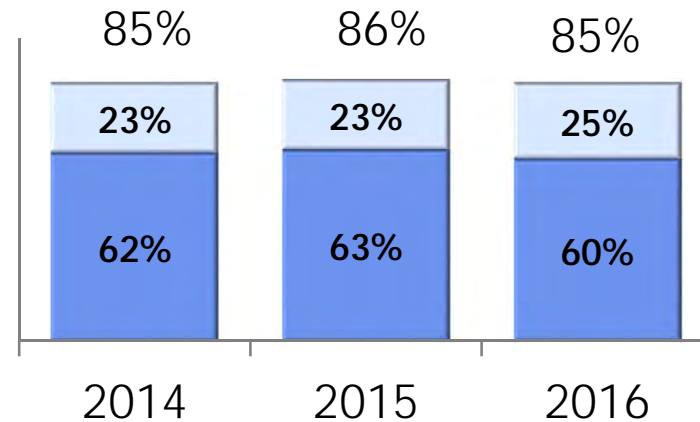


LIRR Customer Communication

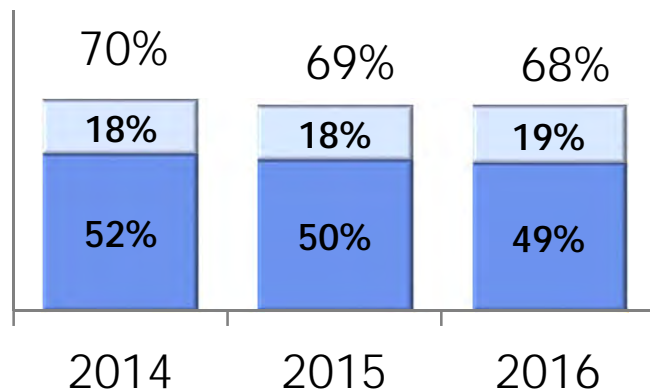
Overall Communication



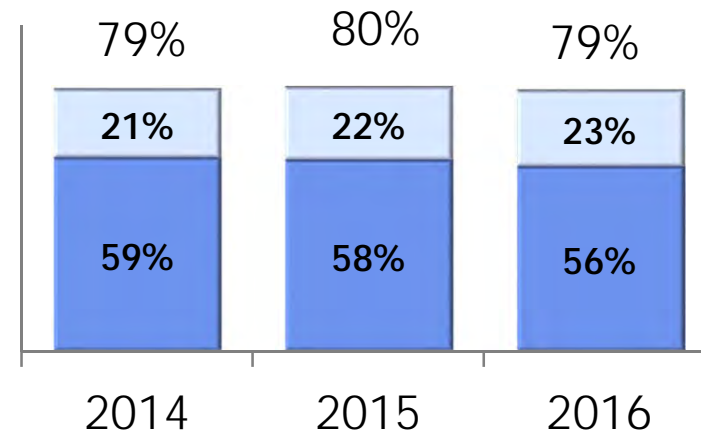
Normal Service



Unplanned Service Disruptions



Planned Service Changes



Top Area = Very Satisfied / Bottom Area = Satisfied



Appendix

- Methodology
- Full Set of Attribute Ratings



Methodology

The LIRR survey used an onboard distribution methodology among a sample of trains. A total of 15,314 surveys were completed and tabulated, as follows:

	LIRR Survey			
	Total	AM Peak	Off-Peak	Reverse Peak
Completed Surveys	15,314	11,036	3,722	556
Survey dates	6/6-9, 6/11-16, 6/20-23, 6/25, 6/27-30	6/6-9, 6/13-16, 6/20-23, 6/27-30	6/11-12, 6/14, 6/25	6/7, 6/16, 6/22-23, 6/28
Trains sampled	112	80	24	8

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

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

Margin of error: $\pm 1.1\%$ at the 95% level of statistical confidence for a total satisfaction rating of 84% overall. At a 50% total satisfaction level, the margin of error is $\pm 1.4\%$.



SERVICE ATTRIBUTE RATINGS 2012-2016



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
1. Long Island Rail Road overall	86	84	84	82	84
Home Boarding Station					
2. Your boarding station overall	88	88	86	86	86
3. Personal security	85	85	85	85	84
4. Cleanliness inside the station building (excluding restrooms)	81	79	78	76	76
5. Maintenance of station	82	82	80	79	81
6. Station signage	89	88	88	87	88
7. Sound quality of audio announcements	81	80	80	81	81
8. Usefulness of audio announcements	NA	NA	NA	81	82
9. Electronic or LED signs with train schedules	91	89	90	90	90
10. Availability of parking on weekdays	62	62	61	58	57
11. Security of your car while parked at the station	79	79	80	78	78
12. Cleanliness of platforms and outdoor shelters	81	81	81	79	79
13. Cleanliness of the track area around the station	81	81	81	80	80



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
Your Train (AM & PM)					
14. LIRR train service overall	86	84	84	82	82
15. On-time performance	84	82	80	78	79
16. Availability of seats	79	78	76	74	74
17. Condition of seats	84	82	79	75	75
18. Train interior maintenance – lights, floors, windows, etc. (excluding seats)	86	85	83	81	80
19. The temperature on the train	88	87	88	86	88
20. Personal security	90	90	89	88	88
21. Cleanliness of train's interior (excluding restrooms)	80	80	78	77	77
22. Safety from train accidents	93	92	92	91	92
23. Value for the money using the railroad	62	59	61	61	62
24. Sound quality of audio announcements	81	79	78	78	77
25. Usefulness of audio announcements	NA	NA	NA	81	81



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
Courtesy and Responsiveness of Our Employees					
26. The overall courtesy and responsiveness of our employees	91	90	90	90	91
27. Conductors	93	92	92	92	92
28. Ticket Sellers	90	88	88	89	89
29. Customer Service Ambassadors	NA	NA	NA	89	89
30. Information booth and customer service office	NA	NA	NA	88	88
31. Personnel at Penn Station	NA	NA	NA	85	85
32. Customer service call center representatives	NA	NA	NA	82	82
33. MTA Police	NA	NA	NA	87	89
34. Professional appearance of conductors	NA	NA	NA	92	93



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
Train Scheduling					
35. Overall schedule of trains	80	79	80	78	79
36. The weekday AM and PM peak schedule to and from your station	82	81	81	79	79
37. The weekday off-peak schedule to and from your station (including late night train service)	75	75	76	76	75
38. The weekend schedule to and from your station	75	75	77	77	76
Overall Communication					
39. Overall communication to you	84	83	82	82	81
40. Overall communication during normal service conditions	87	86	85	86	85
41. Overall communication during unplanned service disruptions	71	71	70	69	68
42. Overall communication during planned service disruptions (track work, etc.)	82	80	79	80	79



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
Communication (During Normal Service Conditions)					
43. At your boarding station	88	87	86	87	85
44. On board your trains	87	87	86	86	85
45. At your destination station	88	88	87	88	87
46. At our website (www.mta.info/lirr)	89	86	86	86	86
47. Through the “service status” box on web	NA	NA	NA	85	84
48. Via our e-mail alerts (if you subscribe)	NA	NA	NA	85	83
49. Via our social media sites (Facebook/Twitter)	NA	NA	NA	85	83
50. Through the Train Time Mobile App. (if used)	NA	NA	NA	86	85
51. With the Automated Phone System (Schedules, Fares, etc.)	84	82	83	82	80



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
Communication (During Unplanned Service Disruptions)					
52. At your boarding station	70	69	69	70	67
53. On board your trains	72	71	71	71	69
54. At your destination station	73	73	73	74	71
55. At our website (www.mta.info/lirr)	76	74	75	76	73
56. Through the “service status” box on web	NA	NA	NA	77	74
57. Via our e-mail alerts (if you subscribe)	78	75	76	77	74
58. Via our social media sites (Facebook/Twitter)	NA	NA	NA	78	74
59. Through the TrainTime Mobile App. (if used)	NA	NA	NA	77	74
60. With the Automated Phone System (Schedules, Fares, etc.)	76	73	75	75	73



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
Destination Station					
61. LIRR destination station overall	84	82	81	81	79
62. Cleanliness of destination station/waiting room (excluding restrooms)	76	72	72	72	72
63. Personal security	83	80	80	82	80
64. Signs providing directions to and from LIRR trains	88	87	86	85	86
65. Signs providing directions to and from connecting buses or subways	85	83	83	82	83
66. Presence of MTA Police	84	82	80	84	84
67. Sound quality of audio announcements	81	80	79	79	80
68. Usefulness of audio announcements	NA	NA	NA	81	81
69. Electronic or LED signs with train schedules	89	87	86	87	88



	TOTAL SATISFIED				
	2012	2013	2014	2015	2016
	%	%	%	%	%
Restroom Facilities*					
70. Home Boarding Station - Cleanliness of restroom	61	60	60	49	52
71. Home Boarding Station - Physical condition of restroom	65	63	63	54	55
72. On Board - Cleanliness of restroom	59	56	55	31	41
73. On Board - Physical condition of restroom	62	59	58	39	45
74. Destination Station - Cleanliness of restroom	64	62	61	46	48
75. Destination Station - Physical condition of restroom	67	65	63	51	50
Quiet Car Commute Car Program					
76. How satisfied	NA	NA	NA	76	74

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





2016 CUSTOMER SATISFACTION SURVEY

Dear Customer:

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

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

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

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

INSTRUCTIONS:

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

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

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

2016 CUSTOMER SATISFACTION SURVEY

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

LONG ISLAND RAIL ROAD OVERALL

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

YOUR HOME BOARDING STATION

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA
How satisfied are you with:					

How satisfied are you with:

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

YOUR TRAIN (AM & PM)

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA
How satisfied are you with:					

How satisfied are you with:

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

COURTESY AND RESPONSIVENESS OF EMPLOYEES

	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA
How satisfied are you with:					

How satisfied are you with:

26.	The overall courtesy and responsiveness of our employees	1	2	3	4	5	6	7	8	9	10	NA
27.	Conductors	1	2	3	4	5	6	7	8	9	10	NA
28.	Ticket Sellers	1	2	3	4	5	6	7	8	9	10	NA
29.	Customer Service Ambassadors	1	2	3	4	5	6	7	8	9	10	NA
30.	Information Booth and Customer Service Office	1	2	3	4	5	6	7	8	9	10	NA

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

TRAIN SCHEDULING

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

COMMUNICATION

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

Communication during normal service conditions

How satisfied are you with the information we give to you:											Don't know	Very Dissatisfied	Very Satisfied										
	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA		Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA		Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA						
43. At your boarding station	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
44. On board your trains	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
45. At your destination station	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
46. At our website (www.mta.info/lirr)	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
47. Through the "Service Status" box on web	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
48. Via our email alerts (if you subscribe)	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
49. Via our social media sites (Facebook/Twitter)	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
50. Through the TrainTime Mobile App (if used)	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA
51. With the Automated Phone System (Schedules, Fares, etc.)	1	2	3	4	5	6	7	8	9	10	NA		1	2	3	4	5	6	7	8	9	10	NA

Communication during unplanned service disruptions

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

YOUR DESTINATION STATION

How satisfied are you with:	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA	
61. LIRR destination station overall	1.2	3.4	5.6	7.8	9.10	NA
62. Cleanliness of destination station/waiting room (excluding restrooms)	1.2	3.4	5.6	7.8	9.10	NA
63. Personal security	1.2	3.4	5.6	7.8	9.10	NA
64. Signs providing directions to and from LIRR trains	1.2	3.4	5.6	7.8	9.10	NA
65. Signs providing directions to and from connecting buses or subways	1.2	3.4	5.6	7.8	9.10	NA
66. Presence of MTA Police	1.2	3.4	5.6	7.8	9.10	NA
67. Sound quality of audio announcements	1.2	3.4	5.6	7.8	9.10	NA
68. Usefulness of audio announcements	1.2	3.4	5.6	7.8	9.10	NA
69. Electronic or LED signs with train schedules	1.2	3.4	5.6	7.8	9.10	NA

RESTROOM FACILITIES

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

Restrooms at your destination station

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

QUIET COMMUTE CAR PROGRAM

76. Are you aware that LIRR trains contain a Quiet Commute Car during AM and PM peak periods?	APR 11 Yes 2 No											
If yes to Q76, how satisfied are you with:												
	Very Dissatisfied	Dissatisfied	Satisfied	Very Satisfied	NA							
77. The Quiet Commute Car Program	1	2	3	4	5	6	7	8	9	10	NA	

IMPORTANCE OF SERVICE FACTORS

78. Please tell us which are the 5 most important aspects of the LIRR service in rank order with item 1 being most important.					
1. _____	85				
2. _____	88				
3. _____	71				
4. _____	74				
5. _____	77				

ABOUT YOUR TRIP

79. At what station did you board this train today?	63.85
<hr/>	
(Please write in station name)	

(Please write in station name)



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

March 22, 2017

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date March 22, 2017			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	3.20.17				1	President		
2	MTA Board	3.22.17				2	Exec. Vice President		

PURPOSE:

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

DISCUSSION:

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

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

LIRR proposes to award Competitive Procurements in the following categories:

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

Schedules Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purch & Pub Work Contracts)	1	\$325,851
SUBTOTAL	1	\$325,851

LIRR proposes to award Ratifications in the following categories:

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

<u>TOTAL:</u>	<u>1</u>	<u>\$325,851</u>
----------------------	-----------------	-------------------------

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date: <i>[Signature]</i>					
Division & Division Head Name: Department of Program Management, Paul Dietlin					
Division Head Signature & Date: <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.20.17			
2	MTA Board	3.22.17			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	Sr. VP/Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP & CFO <i>[Signature]</i>		
4	Sr. VP/Operations <i>[Signature]</i>	1	VP, Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Ansaldo STS USA, Inc. (ASTS)	6218
Description: Design/Furnish/Deliver Switch Machine Kits and Equipment – West Side Yard	
Total Amount	
\$325,851	
Contract Term (Including Options, if any)	
450 consecutive calendar days	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: SANDY	

Narrative

I. PURPOSE/RECOMMENDATION:

The Long Island Rail Road (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. This work is part of the MTA/LIRR Super-Storm Sandy recovery program (Project PNZD, Western Rail Yards). The switches at West-Side Yard were severely damaged as a result of Super-Storm Sandy in October 2012. LIRR requires the expertise of a contractor to design and manufacture Switch Machine components for rod mechanisms to move in a non-conventional way due to clearance issues.

II. DISCUSSION:

The contract requires Ansaldo STS USA, Inc. (ASTS) to design, manufacture and deliver ten (10) Switch Machine Layout Kits (machines are not included) to be installed by LIRR forces. The contract also requires submittals at 60% and 100% design completion.

The MTA Board granted an "omnibus" approval to use the "Request for Proposal" (RFP) method to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives (specifically citing the West-Side Yard, among others) at its November 2013 meeting. On June 14, 2016, LIRR publicly advertised the RFP for this project in the New York State Contract Reporter, N.Y. Post, and on the MTA website.

A single proposal was received from ASTS. Two other prospective proposers who expressed interest advised they could not satisfy the FRA requirements of the RFP. LIRR conducted a technical evaluation of the proposal submitted by ASTS. It was determined that ASTS demonstrated an acceptable approach to the work, utilized

Staff Summary



Long Island Rail Road

Page 2 of 2

effective means and methods, and met the RFP's experience requirements. Therefore, LIRR entered into negotiations with Ansaldo, addressing various cost-saving initiatives such as the frequency/location of progress meetings, reductions to labor costs and efficiencies with the required materials. As a result, ASTS reduced their labor and material costs by \$60,000, resulting in the final negotiated price of \$325,851. Accordingly, Ansaldo STS USA, Inc.'s proposal was deemed fair and reasonable.

In connection to previous awards to ASTS, they were found to be responsible notwithstanding adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the LIRR President in consultation with LIRR General Counsel in December, 2015. In addition, since prior contract award, new significant adverse information was identified related to Hitachi LTD., the ultimate parent of ASTS' principal shareholder and ASTS was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was subsequently approved by the MTA Interim Executive Officer in consultation with the MTA Acting General Counsel.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) have established 0% DBE goals for this project.

Ansaldo STS USA, Inc. has not completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

This contract will be funded by the LIRR Capital Budget supported by federal Super Storm Sandy relief funding.

V. ALTERNATIVES:

There are no alternatives, since LIRR does not have the ability to undertake the design and fabrication of these customized Switch Machine components with in-house forces.

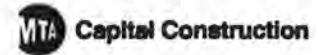
LONG ISLAND RAIL ROAD COMMITTEE

MTA BOARD


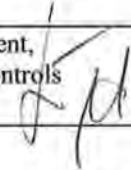

PROCUREMENT PACKAGE

MARCH 2017

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Rail Road Joint Committee	3/20/17	X		
2	Board	3/22/17	X		

Date: March 8, 2017			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
4	President 	3	Executive Vice President 
2	Vice President, Program Controls 	1	Chief Procurement Officer 

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 3,000,000
SUBTOTAL	1	\$ 3,000,000

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

Schedules Requiring Majority Vote:

Schedule K Ratifications of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$ 1,912,500
SUBTOTAL	2	\$ 1,912,500
TOTAL	3	\$ 4,912,500

Budget Impact:

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

Recommendation:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

March 2017

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule I. Modifications To Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- | | | | |
|----|---|---------------------|--------------------------------------|
| 1. | GCT Constructors Joint Venture
Contract No. CM014B
Modification No. 54 | \$ 3,000,000 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the contract to increase the amount of Payment Item No. 11A, Allowance for Utilities Not Identified in the Contract Documents.

Item Number: 1

Vendor Name (& Location) GCT Constructors Joint Venture (Secaucus, NJ)	Contract Number CM014B	AWO/Modification # 54
Description GCT Concourse and Facilities Fit-Out for the ESA Project	Original Contract Amount: \$ 404,622,096 Original Option Amounts: \$ 24,277,904 Original Board Approved Amount: \$ 428,900,000	
Contract Term (including Options, if any): 1,726 Days	Prior Modifications: \$ 9,622,960	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Exercised Options: \$ 24,277,904	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 438,522,960	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Modification	This Request \$ 3,000,000	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	% of This Request to Current Amount: .7 %	
Requesting Dept/Div & Dept/Div Head Name: East Side Access/William Goodrich, P.E.	% of Modifications (including This Request) to Original Board Approved Amount: 2.9%	

Discussion:

This Contract is for the architectural, structural, mechanical and electrical fit-out of the new Long Island Rail Road ("LIRR") Concourse within the Grand Central Terminal. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the contract to increase the amount of Payment Item No. 11A, Allowance for Utilities Not Identified in the Contract Documents.

In order to construct the new LIRR Concourse, existing utilities within Madison Yard that conflict with the new Concourse construction must be removed, relocated or otherwise addressed. However, due to limited access within Madison Yard during the design of the CM014B Contract and the lack of as-built drawings identifying the location of existing utilities with Madison Yard, not all of the existing utilities that interfere with the new construction are reflected in the CM014B Contract documents. To address these existing unknown conditions and potential conflicts with the design of the new LIRR Concourse, the CM014B Contract includes Payment Item No. 11A – Allowance Item for Utilities Not Identified in the Contract Documents. This allowance item permits the Construction Manager to direct the Contractor to remove or relocate or otherwise address undocumented existing utilities that interfere with new construction based on a negotiated lump sum or time and materials basis. Because it was impossible to determine the full quantity or impact of these undocumented existing utilities prior to the award of the Contract, the amount allocated in the Contract for this item of \$350,000 was based on a very rough estimate.

As of February 2017, the Contractor has completed approximately 25% of the CM014B Contract Work but has encountered significantly more undocumented utilities than anticipated and expended approximately \$319,000 to address the conflicts caused by them. Moreover, additional locations with undocumented utilities have been identified but to this point full access is not available and those areas have been only partially surveyed. Based on all of the information available to date, the Construction Management team estimates that an additional \$3,000,000 will be needed to remove or relocate or otherwise address these undocumented existing utilities that interfere with new construction. Accordingly, MTACC requests approval to modify the Contract to increase Payment Item No. 11A by that amount.

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

March 2017

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

2 & 3.	Tutor Perini Corporation	\$ 1,912,500 (Aggregate)	<u>Staff Summary Attached</u>
	Contract No. CH057		
	Modification No. 18	\$ 960,000	
	Modification No. 20	\$ 952,500	

In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC request that the Board ratify modifications to the Contract for the demolition and removal of the foundation of old Signal Bridge 23 and the installation of a new foundation and new Signal Bridge 23 (Modification No. 18) and, for the construction of 710 feet of concrete ductbank, installation of a 625 foot action block retaining wall and installation of 10 electrical pull boxes (Modification No. 20)

Item Nos. 2 & 3

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (New Rochelle, NY)	Contract Number CH057	AWO/Modification #s 18 & 20
Description Harold Structures Part 3 for the ESA Project		
Contract Term (including Options, if any) 19 Months		
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, W. Goodrich, P.E.		
	Original Amount:	\$ 53,352,586
	Prior Modifications:	\$ 4,343,050
	Exercised Options	\$ 8,680,000
	Current Amount:	\$ 66,375,636
	This Request	\$ 1,912,500
	% of This Request to Current Amount:	2.88%
	% of Modifications (including This Request) to Original Amount:	30.5%

Discussion:

The CH057 Contract includes construction of the Track D Approach Structure, 48th Street MM2 Bridge, and Retaining Walls 48-S2 and 39-S6, site grading, demolition of the existing G02 Substation, demolition of Signal Bridges 18 and 22, and installation of electrical, sewer and communication utilities, catenary structures and track work. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC requests that the Board ratify the following contract modifications:

Modification No. 18

This Modification is for the demolition and removal of the foundation of old Signal Bridge 23 and the installation of a new foundation and Signal Bridge 23. New Signal Bridge 23 will carry the signals and infrastructure that communicates to the new H1/H2 Central Instrument Locations (H1/H2 CILs) which are part of the new signal infrastructure in Harold Interlocking. Activation of the new H1/H2 CILs will allow for the decommissioning of the existing Harold CIL and will clear space in the Harold Interlocking for construction of the B/C Tunnel Approach Structure. The B/C Tunnel Approach Structure is the final tunnel approach structure required for Revenue Service. MTACC was intending to perform this scope of work in another contract, but this Contractor was best suited to perform the work in time to meet the current scheduled need date of February 2017 because it was already mobilized and performing similar work at an adjacent location, and has the necessary experience and resources.

The Contractor submitted a cost proposal of \$1,209,037 for this work while the MTACC project estimate was \$1,136,594. Negotiations were held on January 27, 2017, and both parties agreed to a cost of \$960,000, which is considered fair and reasonable.

In order to not delay the installation of Signal Bridge 23, the President approved a retroactive memo and, on January 10, 2017, the Contractor was directed to proceed with the work up to the not-to-exceed amount of \$1,000,000. The installation of Signal Bridge 23 was completed on February 25, 2017.

Modification No. 20

This Modification is for the construction of 710 feet of concrete ductbank, installation of a 625 foot action block retaining wall and installation of 10 electrical pull boxes. The ductbank, retaining wall and pullboxes are required in order to install the signal trough and signal cables between the H2 and H3 Central Instrument Locations ("CILs"), which is a prerequisite for the pretesting of the H1/H2 CILs. The cables must be installed by May 2017 to start pre-testing and meet the scheduled H1/H2 CILs activation date of May 2018. If the pre-testing is not started by May 2017, the H1/H2 CILs will not be activated in May 2018. This will delay the construction of the B/C Tunnel Approach Structure, which is the final tunnel approach structure required for Revenue Service. The signal trough and cables were originally intended to be installed after completion of the Track A Approach Structure which would not have required the ductbank and retaining wall. However, delay to completion of the Track A Approach Structure necessitated this alternative plan.

The CH057 Contractor is best suited to construct the ductbank, and install the required pull boxes and retaining wall because it is mobilized on site, performing similar work, and has the experience and resources necessary to complete the work in the time required. In order to not delay the required pre-testing work, the President approved a retroactive memo and on January 12, 2017, the Contractor was directed to proceed with the work up to the not-to-exceed amount of \$1,000,000. The work is currently progressing on schedule.

The Contractor submitted a cost proposal of \$1,048,576 while the MTACC project estimate was \$1,090,050. Negotiations were held on February 14, 2017, and both parties agreed to a cost of \$952,500, which is considered fair and reasonable.

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



LONG ISLAND RAIL ROAD



Monthly Operating Report February 2017

Patrick Nowakowski
President

03/20/17 *****

Performance Summary

			2017 Data			2016 Data	
			Annual	YTD thru		YTD thru	
			Goal	Feb	Feb	Feb	Feb
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	89.2%	90.9%	92.3%	91.9%
		AM Peak		83.1%	88.3%	93.9%	90.4%
		PM Peak		79.9%	84.2%	85.3%	86.9%
		Total Peak		81.5%	86.4%	89.8%	88.7%
		Off Peak Weekday		89.3%	90.6%	92.1%	92.2%
		Weekend		97.3%	96.3%	95.6%	94.9%
	Babylon Branch	Overall	93.9%	87.6%	90.0%	92.3%	91.7%
		AM Peak		82.9%	88.4%	95.2%	91.1%
		PM Peak		76.3%	82.1%	80.9%	83.8%
		Total Peak		79.8%	85.5%	88.5%	87.7%
		Off Peak Weekday		88.7%	90.3%	93.3%	92.8%
		Weekend		97.4%	96.5%	95.9%	95.2%
	Far Rockaway Branch	Overall	96.6%	92.8%	93.8%	96.1%	95.9%
		AM Peak		84.2%	89.5%	92.3%	91.9%
		PM Peak		86.0%	89.2%	93.3%	94.7%
		Total Peak		85.0%	89.4%	92.8%	93.2%
		Off Peak Weekday		93.8%	93.7%	97.4%	96.9%
		Weekend		98.0%	98.0%	96.5%	96.6%
	Huntington Branch	Overall	92.5%	87.3%	89.8%	89.5%	89.0%
		AM Peak		78.9%	87.2%	96.7%	89.6%
		PM Peak		74.4%	79.8%	84.6%	84.6%
		Total Peak		76.8%	83.6%	90.9%	87.2%
		Off Peak Weekday		86.8%	88.9%	86.7%	86.5%
		Weekend		96.2%	95.6%	92.0%	93.0%
	Hempstead Branch	Overall	96.5%	90.3%	91.6%	94.4%	94.9%
		AM Peak		82.6%	88.2%	95.5%	96.1%
		PM Peak		82.5%	84.7%	87.2%	88.9%
		Total Peak		82.5%	86.6%	91.6%	92.7%
		Off Peak Weekday		90.4%	91.1%	95.9%	96.0%
		Weekend		97.2%	97.0%	94.2%	95.1%
	Long Beach Branch	Overall	95.9%	90.5%	91.5%	93.0%	93.8%
		AM Peak		85.5%	89.8%	92.5%	94.7%
		PM Peak		84.7%	86.6%	85.0%	87.3%
		Total Peak		85.1%	88.3%	88.9%	91.2%
		Off Peak Weekday		90.0%	90.4%	93.1%	93.8%
		Weekend		97.6%	97.3%	97.9%	96.5%
	Montauk Branch	Overall	90.8%	88.9%	90.3%	91.4%	91.0%
		AM Peak		80.3%	84.1%	87.5%	86.2%
		PM Peak		83.2%	85.4%	88.9%	90.4%
		Total Peak		81.7%	84.7%	88.2%	88.2%
		Off Peak Weekday		87.9%	91.0%	91.7%	91.8%
		Weekend		96.0%	93.7%	93.6%	91.8%
	Oyster Bay Branch	Overall	94.1%	90.0%	91.6%	91.6%	90.6%
		AM Peak		83.5%	88.2%	97.9%	93.0%
		PM Peak		82.5%	86.2%	85.0%	82.9%
		Total Peak		83.0%	87.3%	91.9%	88.4%
		Off Peak Weekday		91.1%	92.5%	90.0%	90.2%
		Weekend		96.5%	95.0%	94.9%	93.9%

Performance Summary		2017 Data			2016 Data	
		Annual	YTD thru		YTD thru	
		Goal	Feb	Feb	Feb	Feb
Port Jefferson Branch	Overall	90.9%	86.1%	89.7%	88.3%	87.5%
	AM Peak		83.6%	85.9%	88.8%	83.7%
	PM Peak		75.9%	85.4%	83.6%	84.6%
	Total Peak		80.0%	85.7%	86.3%	84.1%
	Off Peak Weekday		83.1%	87.7%	84.0%	84.7%
	Weekend		98.4%	97.8%	98.8%	95.9%
Port Washington Branch	Overall	95.3%	92.3%	91.8%	93.1%	93.2%
	AM Peak		90.9%	94.2%	97.5%	92.2%
	PM Peak		84.5%	83.9%	80.5%	85.4%
	Total Peak		87.6%	88.9%	88.8%	88.7%
	Off Peak Weekday		91.2%	90.5%	92.2%	93.3%
	Weekend		99.0%	97.0%	99.6%	97.5%
Ronkonkoma Branch	Overall	91.6%	85.5%	88.8%	91.0%	89.3%
	AM Peak		76.9%	84.4%	90.8%	84.3%
	PM Peak		75.4%	85.0%	91.7%	90.7%
	Total Peak		76.2%	84.7%	91.2%	87.2%
	Off Peak Weekday		86.0%	88.5%	90.2%	89.3%
	Weekend		96.2%	94.5%	92.7%	92.1%
West Hempstead Branch	Overall	95.8%	92.2%	93.5%	95.3%	95.0%
	AM Peak		86.3%	89.0%	92.0%	92.1%
	PM Peak		81.6%	85.4%	90.0%	89.0%
	Total Peak		83.7%	87.0%	90.9%	90.4%
	Off Peak Weekday		94.2%	94.9%	97.4%	97.6%
	Weekend		98.8%	98.8%	96.3%	95.2%
Operating Statistics		Trains Scheduled	18,905	38,869	19,597	39,113
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12.1	-12.1	-16.3	-16.3
Trains Over 15 min. Late excluding trains canceled or terminated			574	801	258	671
Trains Canceled			210	283	172	438
Trains Terminated			41	130	76	137
Percent of Scheduled Trips Completed			98.7%	98.9%	98.7%	98.5%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.1%			
		PM Peak	98.8%			
		Total Peak	98.9%			

System Categories Of Delay	% Total	2016	2017 Data		2016 Data		YTD 2016 Vs 2015
		Jan	Feb	YTD Thru Feb	Feb	YTD Thru Feb	
Engineering (Scheduled)	2.5%	47	51	98	24	90	8
Engineering (Unscheduled)	25.5%	205	523	725	174	321	404
Maintenance of Equipment	10.9%	215	224	439	303	381	58
Transportation	1.9%	47	38	85	69	89	(4)
Capital Projects	0.1%	5	2	7	12	19	(12)
Weather and Environmental	37.1%	344	760	1,107	330	1,210	(103)
Police	3.8%	259	78	337	72	178	159
Customers	11.8%	284	241	525	236	463	62
Other	2.0%	88	40	128	151	231	(103)
3rd Party Operations	4.4%	95	90	185	136	170	15
Total	100.0%	1,589	2,047	3,636	1,507	3,152	484

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-Feb	Wed	Signal trouble west of Jay Interlocking				1			10			11		
7-Feb	Tues	Amtrak related smoke condition in Line 1 and Line 2, Penn Station	16						2			18		
7-Feb	Tues	Loss of supervisory system in Brook Tower				8	6	5	9	1	3	17	7	8
8-Feb	Wed	Switch trouble in Queens Interlocking				41	3		14			55	3	
8-Feb	Wed	Derailment in Jamaica Station	88	27		35	9		63	10	1	186	46	1
9-Feb	Thurs	Derailment in Jamaica Station (2/8/17)		9		16			19	1		35	10	
9-Feb	Thurs	Winter storm Niko	87		2	78	29	2	222	24	1	387	53	5
10-Feb	Fri	Winter storm Niko	80	1	1	5	3		58	3	2	143	7	3
10-Feb	Fri	Derailment in Jamaica Station (2/8/17)		9		30			11			41	9	
10-Feb	Fri	Train 1718 with equipment trouble in New Hyde Park Station				32	1		26		1	58	1	1
13-Feb	Mon	Weather loading system wide	13						1			14		
13-Feb	Mon	Heavy wind causing power outages, utility pole damage		1		41	24	1	41	17	2	82	42	3
16-Feb	Thurs	Track condition east of Wyandanch				8	1	2	1	1		9	2	2
16-Feb	Thurs	Train 2303 requiring medical assistance at Merillon Avenue	16									16		
21-Feb	Tues	Train 701 with equipment trouble in Queens Interlocking							10			10		
21-Feb	Tues	Amtrak related smoke condition in Line 3, Penn Station				24	10		14	5		38	15	
TOTAL FOR MONTH			300	47	3	319	86	10	501	62	10	1120	195	23
													1338	

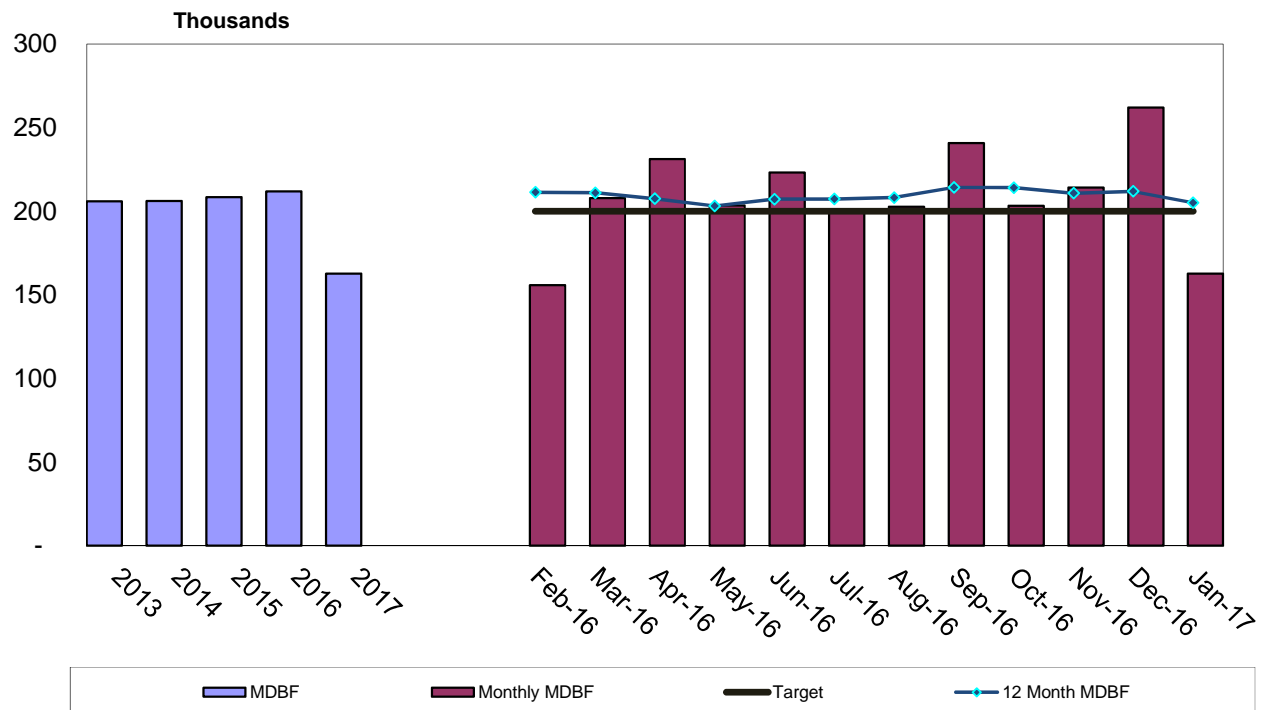
Long Island Rail Road

MEAN DISTANCE BETWEEN FAILURES - JANUARY 2017

			2017 Data					2016 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean	M-3	150	67,000	84,671	7	84,671	63,719	117,485	4	117,485
Distance	M-7	836	440,000	349,014	15	349,014	431,716	515,961	9	515,961
Between Failures	DM	21	22,000	18,492	4	18,492	26,071	38,991	2	38,991
	DE	24	22,000	18,294	5	18,294	23,119	13,631	6	13,631
	C-3	134	122,000	67,966	10	67,966	143,973	157,384	4	157,384
	Diesel	179	65,000	44,479	19	44,479	73,607	65,775	12	65,775
	Fleet	1,165	200,000	162,757	41	162,757	205,201	236,115	25	236,115

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 2013 - 2017





Standee Report

East Of Jamaica

			2017 Data February	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	15
		Total Standees	2	15
	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	9	0
		Total Standees	49	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	2	1
		Total Standees	2	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	5	0
		Total Standees	5	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	10	43
		Total Standees	10	43
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	13	33
		Total Standees	13	33
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			82	93

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 FEBRUARY 2017

Standee Report

West Of Jamaica

			2017 Data February	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	23
		Total Standees	1	23
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	4	22
		Total Standees	44	22
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	9
		Total Standees	2	9
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	17	0
		Total Standees	45	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	10	43
		Total Standees	10	43
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	20
		Total Standees	1	20
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
System Wide PEAK			112	117

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 FEBRUARY 2017

Elevator Availability		2017		2016	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	99.00%	99.10%	99.30%	98.90%
	Far Rockaway Branch	98.50%	98.80%	99.50%	98.80%
	Hempstead Branch	99.30%	99.30%	99.80%	99.20%
	Long Beach Branch	98.20%	98.30%	99.80%	99.70%
	Port Jefferson Branch	99.40%	99.10%	99.10%	99.00%
	Port Washington Branch	99.60%	99.60%	99.40%	98.50%
	Ronkonkoma Branch	99.10%	98.90%	98.80%	98.20%
	City Terminal Stations	99.50%	96.90%	96.30%	96.90%
	Overall Average	99.20%	98.50%	98.40%	98.20%

Escalator Availability		2017		2016	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	96.70%	97.50%	96.30%	97.40%
	Far Rockaway Branch	99.00%	98.40%	97.90%	97.70%
	Hempstead Branch	99.00%	99.10%	90.10%	94.60%
	Long Beach Branch	91.60%	91.10%	97.30%	98.10%
	Port Jefferson Branch	98.00%	97.60%	97.50%	96.90%
	City Terminal	99.90%	99.20%	98.80%	99.40%
	Overall Average	98.20%	98.20%	97.50%	98.20%



Long Island Rail Road

OPERATIONS

SAFETY REPORT

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR MONTH OF FEBRUARY 2017**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
There were no Elevator incidents reported in the month of February 2017			

Escalators	Mechanical Injury	Human Factor Injury
Merrick	0	1
Jamaica	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.

January Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	February 2014 - January 2015	February 2015 - January 2016	February 2016 - January 2017
FRA Reportable Customer Accident Rate per Million Customers	4.69	4.27	3.21
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.94	3.37	3.06
Grade Crossing Incidents ¹	4	13	8
Mainline FRA Reportable Train Derailments	0	0	2
Mainline FRA Reportable Train Collisions	3	2	2

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

Leading Indicators				
Employee: Focus on C3RS	2016		2017	
	January	Year to Date	January	Year to Date
Total Reports Received	10	10	16	16
Total Reports Reviewed by PRT	6	6	15	15
Total Reports that Meet C3RS Program Criteria	6	6	16	16
Total Corrective Actions being Developed	6	6	0	0
Total Corrective Actions Implemented	0	0	0	0
Customer and Community: Focus on Grade Crossings	January 2016	Year to Date	January 2017	Year to Date
Broken Gates	9	9	8	8
MTA Police Details	63	63	41	41
Summons	127	127	123	123
Warnings	108	108	52	52
Arrests	0	0	0	0
Community Education and Outreach	8,743	8,743	7,313	7,313
		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

January 2017

**MTA LONG ISLAND RAIL ROAD
JANUARY 2017 FINANCIAL REPORT
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET
(\$ In Millions)**

SUMMARY

January YTD operating results were favorable by \$12.5 or 11.8% lower than the Adopted Budget.

Non-Reimbursable revenues through January were on budget. Farebox Revenue was favorable to budget due to higher ridership which was offset by timing of advertising revenue accruals. Total Non-Reimbursable expenses through January were \$12.5 lower than projected due to lower labor expenses as a result of vacant positions and associated fringe costs, Other Post-Employment Benefits and timing of materials.

YTD capital and other reimbursable expenditures (and reimbursements) were \$4.6 higher than the Adopted Budget due to timing of capital and other reimbursements.

REVENUE/RIDERSHIP

Year-to-date January **Total Revenues** (including Capital and Other Reimbursements) of \$87.6 were \$4.6 or 5.6% favorable to the Adopted Budget.

- **Y-T-D Farebox Revenues** were \$1.4 favorable to budget due to higher ridership. Ridership through January was 7.0 million. This was 4.7% above 2016 (adjusted for same number of calendar work days) and 2.7% higher than budget.
- **Y-T-D Other Operating Revenues** were \$(1.4) unfavorable to budget due to timing of advertising revenue accruals.
- **Y-T-D Capital and Other Reimbursements** were \$4.6 favorable due to timing of capital activity and interagency reimbursements.

EXPENSES

Year-to-date January **Total Expenses** (including depreciation and other) of \$180.7 were favorable to the Adopted Budget by \$7.8 or 4.2%.

Labor Expenses, \$2.2 favorable Y-T-D.

- **Payroll**, \$1.9 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(0.9) unfavorable Y-T-D (higher capital project activity, maintenance and scheduled service partially offset by lower unscheduled service and weather related overtime).
- **Health & Welfare**, \$0.5 favorable Y-T-D (vacant positions).
- **OPEB Current Payment**, \$0.6 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$0.1 favorable Y-T-D (primarily lower FELA indemnity Reserves, partially offset by higher Railroad Retirement Taxes).

Non-Labor Expenses, \$3.4 favorable Y-T-D.

- **Electric Power**, \$(0.4) unfavorable Y-T-D (primarily accrual adjustments).
- **Fuel**, \$(0.1) unfavorable Y-T-D (primarily accrual adjustments)
- **Maintenance and Other Operating Contracts**, \$(0.9) unfavorable Y-T-D (primarily timing of prior year accrual reversals for non-revenue vehicle repairs, real estate rent and vegetation management, partially offset by timing of capital project activity).
- **Professional Services**, \$(1.0) unfavorable Y-T-D (timing of capital project activity and prior year accrual reversals for rail grinding and track bed maintenance, legal fees and various other professional services).
- **Materials and Supplies**, \$5.7 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and miscellaneous inventory adjustments).
- **Other Business Expense**, \$0.1 favorable Y-T-D (lower bad debt, lower stationary, print and office supplies, partially offset by higher debit/credit card fees.)

Depreciation and Other, \$2.2 favorable Y-T-D (timing of Depreciation and Other Post-Employment Benefits).

CASH DEFICIT SUMMARY

The Cash Deficit through January of \$71.4 was \$2.0 favorable to the Adopted Budget due to lower expenditures.

FINANCIAL PERFORMANCE MEASURES

- The year-to-date Farebox Operating Ratio was 47.4%, 4.6 percentage points above the Adopted Budget resulting from lower expenses and higher revenue.
- Through January, the Adjusted Farebox Operating Ratio was 53.6%, which is favorable to the Adopted Budget due to lower expenses and higher revenue.
- Through January, the Adjusted Cost per Passenger was \$15.60, which is lower than the Adopted Budget due to lower expenses and higher ridership.
- Through January, the Revenue per Passenger was \$8.09, which was slightly below the Adopted Budget.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY 2017
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$54.652	\$56.048	\$1.396	2.6	\$0.000	\$0.000	\$0.000	-	\$54.652	\$56.048	\$1.396	2.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.601	2.168	(1.433)	(39.8)	0.000	0.000	0.000	-	3.601	2.168	(1.433)	(39.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.747	29.391	4.644	18.8	24.747	29.391	4.644	18.8
Total Revenue	\$58.253	\$58.216	(\$0.037)	(0.1)	\$24.747	\$29.391	\$4.644	18.8	\$83.000	\$87.607	\$4.607	5.6
Expenses												
<i>Labor:</i>												
Payroll	\$44.467	\$42.276	\$2.191	4.9	\$9.683	\$9.986	(\$0.303)	(3.1)	\$54.150	\$52.261	\$1.889	3.5
Overtime	11.360	10.709	0.651	5.7	1.766	3.339	(1.573)	(89.0)	13.126	14.047	(0.921)	(7.0)
Health and Welfare	9.166	8.197	0.969	10.6	1.958	2.391	(0.433)	(22.1)	11.124	10.588	0.536	4.8
OPEB Current Payment	5.756	5.107	0.649	11.3	0.000	0.000	0.000	-	5.756	5.107	0.649	11.3
Pensions	12.196	11.625	0.571	4.7	3.181	3.753	(0.572)	(18.0)	15.377	15.377	(0.000)	(0.0)
Other Fringe Benefits	13.203	12.515	0.688	5.2	2.002	2.595	(0.593)	(29.6)	15.205	15.109	0.096	0.6
Reimbursable Overhead	(2.427)	(3.612)	1.185	48.8	2.427	3.612	(1.185)	(48.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$93.721	\$86.816	\$6.905	7.4	\$21.017	\$25.675	(\$4.658)	(22.2)	\$114.738	\$112.491	\$2.247	2.0
<i>Non-Labor:</i>												
Electric Power	\$6.961	\$7.303	(\$0.342)	(4.9)	\$0.000	\$0.070	(\$0.070)	-	\$6.961	\$7.372	(\$0.411)	(5.9)
Fuel	1.460	1.559	(0.099)	(6.8)	0.000	0.000	0.000	-	1.460	1.559	(0.099)	(6.8)
Insurance	2.028	1.959	0.069	3.4	0.593	0.647	(0.054)	(9.1)	2.621	2.606	0.015	0.6
Claims	0.364	0.390	(0.026)	(7.1)	0.000	0.000	0.000	-	0.364	0.390	(0.026)	(7.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.329	7.795	(1.466)	(23.2)	1.035	0.480	0.555	53.6	7.364	8.274	(0.910)	(12.4)
Professional Service Contracts	2.212	2.554	(0.342)	(15.5)	0.046	0.679	(0.633)	*	2.258	3.234	(0.976)	(43.2)
Materials & Supplies	13.731	8.208	5.523	40.2	2.029	1.851	0.178	8.8	15.760	10.059	5.701	36.2
Other Business Expenses	1.365	1.335	0.030	2.2	0.027	(0.010)	0.037	*	1.392	1.325	0.067	4.8
Total Non-Labor Expenses	\$34.450	\$31.102	\$3.348	9.7	\$3.730	\$3.717	\$0.013	0.4	\$38.180	\$34.819	\$3.361	8.8
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$128.171	\$117.919	\$10.252	8.0	\$24.747	\$29.391	(\$4.644)	(18.8)	\$152.918	\$147.310	\$5.608	3.7
Depreciation	\$28.274	\$27.378	\$0.896	3.2	\$0.000	\$0.000	\$0.000	-	\$28.274	\$27.378	\$0.896	3.2
Other Post Employment Benefits	7.165	5.827	1.338	18.7	0.000	0.000	0.000	-	7.165	5.827	1.338	18.7
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
Total Expenses	\$163.777	\$151.290	\$12.487	7.6	\$24.747	\$29.391	(\$4.644)	(18.8)	\$188.524	\$180.681	\$7.843	4.2
Net Surplus/(Deficit)	(\$105.524)	(\$93.074)	\$12.450	11.8	\$0.000	\$0.000	\$0.000	-	(\$105.524)	(\$93.074)	\$12.450	11.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.274	\$27.378	(\$0.896)	(3.2)	\$0.000	\$0.000	\$0.000	-	\$28.274	\$27.378	(\$0.896)	(3.2)
Operating/Capital	(0.037)	(0.896)	(0.859)	*	0.000	0.000	0.000	-	(0.037)	(0.896)	(0.859)	*
Other Cash Adjustments	3.909	(4.834)	(8.743)	*	0.000	0.000	0.000	-	3.909	(4.834)	(8.743)	*
Total Cash Conversion Adjustments	\$32.146	\$21.648	(\$10.498)	(32.7)	0.000	\$0.000	\$0.000	-	\$32.146	\$21.648	(\$10.498)	(32.7)
Net Cash Surplus/(Deficit)	(\$73.378)	(\$71.427)	\$1.951	2.7	\$0.000	\$0.000	\$0.000	-	(\$73.378)	(\$71.427)	\$1.951	2.7

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
JANUARY Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$54.652	\$56.048	\$1.396	2.6	\$0.000	\$0.000	\$0.000	-	\$54.652	\$56.048	\$1.396	2.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.601	2.168	(1.433)	(39.8)	0.000	0.000	0.000	-	3.601	2.168	(1.433)	(39.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.747	29.391	4.644	18.8	24.747	29.391	4.644	18.8
Total Revenue	\$58.253	\$58.216	(\$0.037)	(0.1)	\$24.747	\$29.391	\$4.644	18.8	\$83.000	\$87.607	\$4.607	5.6
Expenses												
<i>Labor:</i>												
Payroll	\$44.467	\$42.276	\$2.191	4.9	\$9.683	\$9.986	(\$0.303)	(3.1)	\$54.150	\$52.261	\$1.889	3.5
Overtime	11.360	10.709	0.651	5.7	1.766	3.339	(1.573)	(89.0)	13.126	14.047	(0.921)	(7.0)
Health and Welfare	9.166	8.197	0.969	10.6	1.958	2.391	(0.433)	(22.1)	11.124	10.588	0.536	4.8
OPEB Current Payment	5.756	5.107	0.649	11.3	0.000	0.000	0.000	-	5.756	5.107	0.649	11.3
Pensions	12.196	11.625	0.571	4.7	3.181	3.753	(0.572)	(18.0)	15.377	15.377	(0.000)	(0.0)
Other Fringe Benefits	13.203	12.515	0.688	5.2	2.002	2.595	(0.593)	(29.6)	15.205	15.109	0.096	0.6
Reimbursable Overhead	(2.427)	(3.612)	1.185	48.8	2.427	3.612	(1.185)	(48.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$93.721	\$86.816	\$6.905	7.4	\$21.017	\$25.675	(\$4.658)	(22.2)	\$114.738	\$112.491	\$2.247	2.0
<i>Non-Labor:</i>												
Electric Power	\$6.961	\$7.303	(\$0.342)	(4.9)	\$0.000	\$0.070	(\$0.070)	-	\$6.961	\$7.372	(\$0.411)	(5.9)
Fuel	1.460	1.559	(0.099)	(6.8)	0.000	0.000	0.000	-	1.460	1.559	(0.099)	(6.8)
Insurance	2.028	1.959	0.069	3.4	0.593	0.647	(0.054)	(9.1)	2.621	2.606	0.015	0.6
Claims	0.364	0.390	(0.026)	(7.1)	0.000	0.000	0.000	-	0.364	0.390	(0.026)	(7.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.329	7.795	(1.466)	(23.2)	1.035	0.480	0.555	53.6	7.364	8.274	(0.910)	(12.4)
Professional Service Contracts	2.212	2.554	(0.342)	(15.5)	0.046	0.679	(0.633)	*	2.258	3.234	(0.976)	(43.2)
Materials & Supplies	13.731	8.208	5.523	40.2	2.029	1.851	0.178	8.8	15.760	10.059	5.701	36.2
Other Business Expenses	1.365	1.335	0.030	2.2	0.027	(0.010)	0.037	*	1.392	1.325	0.067	4.8
Total Non-Labor Expenses	\$34.450	\$31.102	\$3.348	9.7	\$3.730	\$3.717	\$0.013	0.4	\$38.180	\$34.819	\$3.361	8.8
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$128.171	\$117.919	\$10.252	8.0	\$24.747	\$29.391	(\$4.644)	(18.8)	\$152.918	\$147.310	\$5.608	3.7
Depreciation	\$28.274	\$27.378	0.896	3.2	\$0.000	\$0.000	\$0.000	-	\$28.274	\$27.378	\$0.896	3.2
Other Post Employment Benefits	7.165	5.827	1.338	18.7	0.000	0.000	0.000	-	7.165	5.827	1.338	18.7
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
Total Expenses	\$163.777	\$151.290	\$12.487	7.6	\$24.747	\$29.391	(\$4.644)	(18.8)	\$188.524	\$180.681	\$7.843	4.2
Net Surplus/(Deficit)	(\$105.524)	(\$93.074)	\$12.450	11.8	\$0.000	\$0.000	\$0.000	-	(\$105.524)	(\$93.074)	\$12.450	11.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.274	\$27.378	(\$0.896)	(3.2)	\$0.000	\$0.000	\$0.000	-	28.274	\$27.378	(\$0.896)	(3.2)
Operating/Capital	(0.037)	(0.896)	(0.859)	*	0.000	0.000	0.000	-	(0.037)	(0.896)	(0.859)	*
Other Cash Adjustments	3.909	(4.834)	(8.743)	*	0.000	0.000	0.000	-	3.909	(4.834)	(8.743)	*
Total Cash Conversion Adjustments	\$32.146	\$21.648	(\$10.498)	(32.7)	\$0.000	\$0.000	\$0.000	-	\$32.146	\$21.648	(\$10.498)	(32.7)
Net Cash Surplus/(Deficit)	(\$73.378)	(\$71.427)	\$1.951	2.7	\$0.000	\$0.000	\$0.000	-	(\$73.378)	(\$71.427)	\$1.951	2.7

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS

January 2017					Year-to-Date January 2017		
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.	1.396	2.6	Higher ridership \$1.501, partially offset by lower yield per passenger \$(0.105).	1.396	2.6	
Other Operating Revenue	Non Reimb.	(1.433)	(39.8)	Primarily due to timing of advertising, freight, and miscellaneous revenue, partially offset by special services revenue.	(1.433)	(39.8)	
Capital & Other Reimbursements	Reimb.	4.644	18.8	Timing of capital project activity and interagency reimbursements.	4.644	18.8	
Expenses							
Payroll	Non Reimb.	2.191	4.9	Primarily vacant positions.	2.191	4.9	
	Reimb.	(0.303)	(3.1)	Primarily due to timing of project activity.	(0.303)	(3.1)	
Overtime	Non Reimb.	0.651	5.7	Lower weather, unscheduled service overtime and prior year accrual reversed in error (to be corrected in February), partially offset by higher maintenance and vacancy/absentee coverage.	0.651	5.7	
	Reimb.	(1.573)	(89.0)	Over-run attributed to bridge program, Hudson Rail yard projects, Great Neck Pocket Track extension, Second Track Main Line and prior year accrual reversed in error (to be corrected in February).	(1.573)	(89.0)	
Health and Welfare	Non Reimb.	0.969	10.6	Vacant positions.	0.969	10.6	
	Reimb.	(0.433)	(22.1)	Primarily due to timing of project activity.	(0.433)	(22.1)	
OPEB Current Payment	Non Reimb.	0.649	11.3	Fewer retirees/beneficiaries.	0.649	11.3	
Pensions	Non Reimb.	0.571	4.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.571	4.7	
	Reimb.	(0.572)	(18.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.572)	(18.0)	

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS

January 2017				Year-to-Date January 2017			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Fringe Benefits	Non Reimb.	0.688	5.2	Primarily lower FELA indemnity reserves.	0.688	5.2	
	Reimb.	(0.593)	(29.6)	Primarily due to timing of project activity.	(0.593)	(29.6)	
Reimbursable Overhead	Reimb.	(1.185)	(48.8)	Primarily due to timing of project activity.	(1.185)	(48.8)	
	Non Reimb.	1.185	48.8	Primarily due to timing of project activity.	1.185	48.8	
Electric Power	Non Reimb.	(0.342)	(4.9)	Primarily accrual adjustments.	(0.342)	(4.9)	
	Reimb.	(0.070)	-		(0.070)	-	
Fuel	Non Reimb.	(0.099)	(6.8)	Primarily accrual adjustments.	(0.099)	(6.8)	
Insurance	Non Reimb.	0.069	3.4	Lower Liability insurance, partially offset by higher Property insurance.	0.069	3.4	
	Reimb.	(0.054)	(9.1)	Force Account Insurance associated with project activity.	(0.054)	(9.1)	
Claims	Non Reimb.	(0.026)	(7.1)	Higher reserves for public liability claims.	(0.026)	(7.1)	
Maintenance & Other Operating Contracts	Non Reimb.	(1.466)	(23.2)	Timing of payments (prior year accruals not reversed out) for vegetation management, non-revenue vehicle repairs and real estate rent.	(1.466)	(23.2)	
	Reimb.	0.555	53.6	Primarily due to timing of project activity.	0.555	53.6	

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS

January 2017					Year-to-Date January 2017		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	(0.342)	(15.5)	Timing of payments (prior year accruals not reversed out) for rail grinding and track bed maintenance, legal fees and other professional services.	(0.342)	(15.5)	
	Reimb.	(0.633)	*	Primarily due to timing of project activity.	(0.633)	*	
Materials & Supplies	Non Reimb.	5.523	40.2	Primarily due to corporate inventory adjustment, delayed modifications for Cameras, MFU/TOD and C3 CCU, AC Shop less running repair and truck shop favorable due to delayed C3 BOM revisions and lower right of way material usage.	5.523	40.2	
	Reimb.	0.178	8.8	Primarily due to timing of project activity.	0.178	8.8	
Other Business Expenses	Non Reimb.	0.030	2.2	Primarily lower expenditures of office, print and stationary supplies and lower bad debt, partially offset by higher debit/credit card fees.	0.030	2.2	
	Reimb.	0.037	*	Primarily due to timing of project activity.	0.037	*	
Depreciation	Non Reimb.	0.896	3.2	Based on certain capital assets being fully depreciated.	0.896	3.2	
Other Post Employment Benefits	Non Reimb.	1.338	18.7	Primarily due to latest actuarial estimates	1.338	18.7	
GASB 68 Pension Expense Adj.	Non Reimb.	0.000	-		0.000	-	
Environmental Remediation	Non Reimb.	0.000	0.2		0.000	0.2	

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES January 2017 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$56.319	\$57.843	\$1.524	2.7	\$56.319	\$57.843	\$1.524	2.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.346	1.808	(0.538)	(22.9)	2.346	1.808	(0.538)	(22.9)
Capital & Other Reimbursements	22.037	20.224	(1.813)	(8.2)	22.037	20.224	(1.813)	(8.2)
Total Receipts	\$80.702	\$79.876	(\$0.826)	(1.0)	\$80.702	\$79.876	(\$0.826)	(1.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$48.813	\$45.212	\$3.601	7.4	\$48.813	\$45.212	\$3.601	7.4
Overtime	11.974	11.889	0.085	0.7	11.974	11.889	0.085	0.7
Health and Welfare	11.124	9.725	1.399	12.6	11.124	9.725	1.399	12.6
OPEB Current Payment	5.756	5.070	0.686	11.9	5.756	5.070	0.686	11.9
Pensions	15.377	14.532	0.845	5.5	15.377	14.532	0.845	5.5
Other Fringe Benefits	14.367	12.387	1.980	13.8	14.367	12.387	1.980	13.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$107.411	\$98.815	\$8.596	8.0	\$107.411	\$98.815	\$8.596	8.0
<i>Non-Labor:</i>								
Electric Power	\$6.961	\$6.952	\$0.009	0.1	\$6.961	\$6.952	\$0.009	0.1
Fuel	1.460	1.505	(0.045)	(3.1)	1.460	1.505	(0.045)	(3.1)
Insurance	10.495	9.798	0.697	6.6	10.495	9.798	0.697	6.6
Claims	0.146	0.103	0.043	29.5	0.146	0.103	0.043	29.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.364	8.908	(1.544)	(21.0)	7.364	8.908	(1.544)	(21.0)
Professional Service Contracts	2.740	4.275	(1.535)	(56.0)	2.740	4.275	(1.535)	(56.0)
Materials & Supplies	14.499	17.332	(2.833)	(19.5)	14.499	17.332	(2.833)	(19.5)
Other Business Expenses	1.337	1.305	0.032	2.4	1.337	1.305	0.032	2.4
Total Non-Labor Expenditures	\$45.002	\$50.178	(\$5.176)	(11.5)	\$45.002	\$50.178	(\$5.176)	(11.5)
<i>Other Expenditure Adjustments:</i>								
Other	\$1.667	\$1.714	(\$0.047)	(2.8)	\$1.667	\$1.714	(\$0.047)	(2.8)
Total Other Expenditure Adjustments	\$1.667	\$1.714	(\$0.047)	(2.8)	\$1.667	\$1.714	(\$0.047)	(2.8)
Total Expenditures	\$154.080	\$150.708	\$3.372	2.2	\$154.080	\$150.708	\$3.372	2.2
Cash Timing and Availability Adjustment	0.000	(0.594)	(0.594)	-	0.000	(0.594)	(0.594)	-
Net Cash Deficit (excludes opening balance)	(\$73.378)	(\$71.427)	\$1.951	2.7	(\$73.378)	(\$71.427)	\$1.951	2.7
Subsidies								
MTA	73.378	72.582	(0.796)	(1.1)	73.378	72.582	(0.796)	(1.1)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2017			Year-to-Date as of January 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.524	2.7	Higher ridership \$1.501 and higher advance sales impact \$0.265, partially offset by and lower Metrocard/AirTrain sales \$(0.137) and lower yields \$(0.105).	1.524	2.7	
Other Operating Revenue	(0.538)	(22.9)	Primarily due to the timing of rental receipts.	(0.538)	(22.9)	
Capital and Other Reimbursements	(1.813)	(8.2)	Timing of activity and reimbursement for capital and other reimbursements.	(1.813)	(8.2)	
Expenditures						
Labor:						
Payroll	3.601	7.4	Primarily due to vacant positions and the timing of intercompany reimbursements, partially offset by the timing of tax payments.	3.601	7.4	
Overtime	0.085	0.7	Primarily due to lower weather-related and unscheduled service overtime, partially offset by higher project and maintenance overtime.	0.085	0.7	
Health and Welfare	1.399	12.6	Primarily due to intercompany reimbursements, the timing of payments and vacant positions.	1.399	12.6	
OPEB Current Payment	0.686	11.9	Primarily due to fewer retirees/beneficiaries and the timing of payments.	0.686	11.9	
Pensions	0.845	5.5	Due to intercompany reimbursements.	0.845	5.5	
Other Fringe Benefits	1.980	13.8	Primarily the timing of FELA payments and intercompany reimbursements.	1.980	13.8	
Non-Labor:						
Electric Power	0.009	0.1		0.009	0.1	
Fuel	(0.045)	(3.1)		(0.045)	(3.1)	
Insurance	0.697	6.6	Timing of insurance premium payments.	0.697	6.6	
Claims	0.043	29.5	Timing of payment for claims.	0.043	29.5	

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2017			Year-to-Date as of January 31, 2017		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Maintenance and Other Operating Contracts	(1.544)	(21.0)	Timing of payments.	(1.544)	(21.0)	
Professional Service Contracts	(1.535)	(56.0)	Primarily the timing of payments for consulting services.	(1.535)	(56.0)	
Materials and Supplies	(2.833)	(19.5)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(2.833)	(19.5)	
Other Business Expenses	0.032	2.4		0.032	2.4	
Other Expenditure Adjustments	(0.047)	(2.8)	Higher Metrocard/AirTrain pass through payments.	(0.047)	(2.8)	

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) January 2017 (\$ in millions)								
	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$1.667	\$1.795	\$0.128	7.7	\$1.667	\$1.795	\$0.128	7.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.255)	(0.360)	0.895	71.3	(1.255)	(0.360)	0.895	71.3
Capital & Other Reimbursements	(2.710)	(9.167)	(6.457)	*	(2.710)	(9.167)	(6.457)	*
Total Receipts	(\$2.298)	(\$7.732)	(\$5.434)	*	(\$2.298)	(\$7.732)	(\$5.434)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$5.337	\$7.049	\$1.712	32.1	\$5.337	\$7.049	\$1.712	32.1
Overtime	1.152	2.158	1.006	87.4	1.152	2.158	1.006	87.4
Health and Welfare	0.000	0.863	0.863	-	0.000	0.863	0.863	-
OPEB Current Payment	0.000	0.037	0.037	-	0.000	0.037	0.037	-
Pensions	0.000	0.846	0.846	-	0.000	0.846	0.846	-
Other Fringe Benefits	0.838	2.722	1.884	*	0.838	2.722	1.884	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$7.327	\$13.676	\$6.349	86.6	\$7.327	\$13.676	\$6.349	86.6
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.420	\$0.420	-	\$0.000	\$0.420	\$0.420	-
Fuel	0.000	0.054	0.054	-	0.000	0.054	0.054	-
Insurance	(7.874)	(7.192)	0.682	8.7	(7.874)	(7.192)	0.682	8.7
Claims	0.218	0.287	0.069	31.7	0.218	0.287	0.069	31.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(0.633)	(0.633)	-	0.000	(0.633)	(0.633)	-
Professional Service Contracts	(0.482)	(1.042)	(0.560)	*	(0.482)	(1.042)	(0.560)	*
Materials & Supplies	1.261	(7.273)	(8.534)	*	1.261	(7.273)	(8.534)	*
Other Business Expenses	0.055	0.020	(0.035)	(63.8)	0.055	0.020	(0.035)	(63.8)
Total Non-Labor Expenditures	(\$6.822)	(\$15.359)	(\$8.537)	*	(\$6.822)	(\$15.359)	(\$8.537)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.667)	(\$1.714)	(\$0.047)	(2.8)	(\$1.667)	(\$1.714)	(\$0.047)	(2.8)
Total Other Expenditure Adjustments	(\$1.667)	(\$1.714)	(\$0.047)	(2.8)	(\$1.667)	(\$1.714)	(\$0.047)	(2.8)
Total Expenditures before Depreciation	(\$1.162)	(\$3.398)	(\$2.236)	*	(\$1.162)	(\$3.398)	(\$2.236)	*
Depreciation Adjustment	\$28.274	\$27.378	(\$0.896)	(3.2)	\$28.274	\$27.378	(\$0.896)	(3.2)
Other Post Employment Benefits	7.165	5.827	(1.338)	(18.7)	7.165	5.827	(1.338)	(18.7)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.167	0.167	(0.000)	(0.2)
Total Expenditures	\$34.444	\$29.973	(\$4.471)	(13.0)	\$34.444	\$29.973	(\$4.471)	(13.0)
Cash Timing and Availability Adjustment	0.000	(0.594)	(0.594)	-	0.000	(0.594)	(0.594)	-
Total Cash Conversion Adjustments	\$32.146	\$21.648	(\$10.498)	(32.7)	\$32.146	\$21.648	(\$10.498)	(32.7)

MTA LONG ISLAND RAIL ROAD
2017 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January 2017						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	46,680	\$2.843	48,738	\$2.940	(2,058)	(\$0.097)	46,680	\$2.843	48,738	\$2.940	(2,058)	(\$0.097)
					-4.4%	-3.4%					-4.4%	-3.4%
<u>Unscheduled Service</u>	9,989	\$0.615	7,343	\$0.427	2,646	\$0.189	9,989	\$0.615	7,343	\$0.427	2,646	\$0.189
					26.5%	30.7%					26.5%	30.7%
<u>Programmatic/Routine Maintenance</u>	50,393	\$2.827	69,460	\$3.829	(19,068)	(\$1.002)	50,393	\$2.827	69,460	\$3.829	(19,068)	(\$1.002)
					-37.8%	-35.4%					-37.8%	-35.4%
<u>Unscheduled Maintenance</u>	300	\$0.018	5,810	\$0.341	(5,510)	(\$0.323)	300	\$0.018	5,810	\$0.341	(5,510)	(\$0.323)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	37,536	\$2.292	43,851	\$2.573	(6,314)	(\$0.281)	37,536	\$2.292	43,851	\$2.573	(6,314)	(\$0.281)
					-16.8%	-12.2%					-16.8%	-12.2%
<u>Weather Emergencies</u>	46,500	\$2.642	23,537	\$1.345	22,964	\$1.298	46,500	\$2.642	23,537	\$1.345	22,964	\$1.298
					49.4%	49.1%					49.4%	49.1%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	2,301	\$0.122	2,262	(\$0.746)	39	\$0.868	2,301	\$0.122	2,262	(\$0.746)	39	\$0.868
					1.7%	*					1.7%	*
NON-REIMBURSABLE OVERTIME	193,699	\$11.360	201,001	\$10.709	(7,301)	\$0.651	193,699	\$11.360	201,001	\$10.709	(7,301)	\$0.651
					-3.8%	5.7%					-3.8%	5.7%
REIMBURSABLE OVERTIME	30,281	\$1.766	35,010	\$3.339	(4,728)	(\$1.573)	30,281	\$1.766	35,010	\$3.339	(4,728)	(\$1.573)
					-15.6%	-89.0%					-15.6%	-89.0%
TOTAL OVERTIME	223,981	\$13.126	236,011	\$14.047	(12,030)	(\$0.921)	223,981	\$13.126	236,011	\$14.047	(12,030)	(\$0.921)
					-5.4%	-7.0%					-5.4%	-7.0%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
2017 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME

Scheduled Service

January 2017		Explanations	January Year-to-Date	
Var. - Fav./(Unfav)			Var. - Fav./(Unfav)	
Hours	\$		Hours	\$
(2,058)	(\$0.097)	Higher holiday overtime within Equipment, partially offset by lower crew book overtime within Transportation.	(2,058)	(\$0.097)
-4.4%	-3.4%		-4.4%	-3.4%

Unscheduled Service

2,646	\$0.189	Lower overtime needed to maintain on-time performance.	2,646	\$0.189
26.5%	30.7%		26.5%	30.7%

Programmatic/Routine Maintenance

(19,068)	(\$1.002)	Higher maintenance efforts within the Engineering Department including annual track program preliminary efforts, removal of rails, ties and debris from the right of way, state of good repair efforts at Locust Manor station, installation of timber and track ties by hand and high security switch installation and higher maintenance within the Equipment Department due to wheel running repairs, out of service cars, reduced shop capacity due delayed opening of West Side Yard shops and wreck crew efforts at Atlantic Terminal.	(19,068)	(\$1.002)
-37.8%	-35.4%		-37.8%	-35.4%

Unscheduled Maintenance

(5,510)	(\$0.323)	Engineering department efforts due to derailment at Atlantic Terminal.	(5,510)	(\$0.323)
*	*		*	*

Vacancy/Absentee Coverage

(6,314)	(\$0.281)	Open jobs within the Equipment Department, partially offset by lower than budgeted tours in the Transportation Department.	(6,314)	(\$0.281)
-16.8%	-12.2%		-16.8%	-12.2%

Weather Emergencies

22,964	\$1.298	Lower than budgeted weather related expenses.	22,964	\$1.298
49.4%	49.1%		49.4%	49.1%

Safety/Security/Law Enforcement

Other

39	\$0.868	Primarily a prior year accrual that was reversed out in error (will be corrected in February)	39	\$0.868
1.7%	*		1.7%	*

NON-REIMBURSABLE OVERTIME

(7,301)	\$0.651		(7,301)	\$0.651
-3.8%	5.7%		-3.8%	5.7%

REIMBURSABLE OVERTIME

(4,728)	(\$1.573)	Over-run attributed to East Side Access projects, East Rail Yard, Western Rail Yards and Jamaica capacity improvements and a prior year accrual that was reversed in error (to be corrected in February).	(4,728)	(\$1.573)
-15.6%	-89.0%		-15.6%	-89.0%

TOTAL OVERTIME

(12,030)	(\$0.921)		(12,030)	(\$0.921)
-5.4%	-7.0%		-5.4%	-7.0%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2017 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS
END-of-MONTH JANUARY 2017

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Enterprise Asset Management	7	7	0
Sr. Vice President - Engineering	2	4	(2)
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	70	76	(6)
Human Resources	33	31	2
Sr VP Administration	2	1	1
Strategic Investments	17	16	1
President	4	4	0
VP & CFO	4	3	1
Information Technology	0	0	0
Controller	43	41	2
Management & Budget	21	15	6
BPM, Controls & Compliance	7	7	0
Market Dev. & Public Affairs	71	60	11
Gen. Counsel & Secretary	33	31	2
Diversity Management	3	3	0
Security	14	8	6
System Safety	36	34	2
Training	67	63	4
Service Planning	25	20	5
Rolling Stock Programs	17	9	8
Sr Vice President - Operations	2	2	0
Total Administration	499	453	46
Operations			
Transportation Services - Train Operations	2,219	2,141	78
Customer Services	303	297	6
Total Operations	2,522	2,438	84
Maintenance			
Engineering	1,988	1,886	102
Equipment	2,164	2,077	87
Procurement (Stores)	96	95	1
Total Maintenance	4,248	4,058	190
Engineering/Capital			
Department of Program Management	146	134	12
Special Projects/East Side Access	46	44	2
Positive Train Control	11	5	6
Total Engineering/Capital	203	183	20
Baseline Total Positions	7,472	7,132	340
<i>Non-Reimbursable</i>	6,335	6,214	121
<i>Reimbursable</i>	1,137	918	219
Total Full-Time	7,472	7,132	340
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JANUARY 2017**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 121 positions due to the vacancies in Train Operations, Maintenance of Equipment and administrative departments, offset by unfavorable positions in Engineering.
REIMBURSABLE POSITIONS - Favorable 219 positions primarily due to the timing of project activity in the Engineering, Maintenance of Equipment and Train Operations departments.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JANUARY 2017

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	254	232	22
Professional, Technical, Clerical	139	113	26
Operational Hourlies	106	108	(2)
Total Administration	499	453	46
Operations			
Managers/Supervisors	295	295	-
Professional, Technical, Clerical	97	92	5
Operational Hourlies	2,130	2,051	79
Total Operations	2,522	2,438	84
Maintenance			
Managers/Supervisors	777	699	78
Professional, Technical, Clerical	267	257	10
Operational Hourlies	3,204	3,102	102
Total Maintenance	4,248	4,058	190
Engineering/Capital			
Managers/Supervisors	136	126	10
Professional, Technical, Clerical	67	57	10
Operational Hourlies	-	-	-
Total Engineering/Capital	203	183	20
Total Positions			
Managers/Supervisors	1,462	1,352	110
Professional, Technical, Clerical	570	519	51
Operational Hourlies	5,440	5,261	179
Total Positions	7,472	7,132	340

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
RIDERSHIP
(In Thousands)

	JANUARY 2017								JANUARY YEAR TO DATE 2017							
	Month			Variance					YTD			Variance				
	Budget	Actual	Adjusted*	Budget		Adjusted*			Budget	Actual	Adjusted*	Budget		Adjusted*		
		2017	2016							2017	2016					
				#	%	\$	%					#	%	#	%	
RIDERSHIP																
Monthly	3.936	3.988	3.891	0.052	1.3%	0.097	2.5%		3.936	3.988	3.891	0.052	1.3%	0.097	2.5%	
Weekly	0.136	0.134	0.139	(0.002)	-1.2%	(0.004)	-3.1%		0.136	0.134	0.139	(0.002)	-1.2%	(0.004)	-3.1%	
Total Commutation	4.072	4.123	4.030	0.051	1.2%	0.093	2.3%		4.072	4.123	4.030	0.051	1.2%	0.093	2.3%	
One-Way Full Fare	0.615	0.638	0.585	0.023	3.7%	0.052	8.9%		0.615	0.638	0.585	0.023	3.7%	0.052	8.9%	
One-Way Off-Peak	1.335	1.382	1.294	0.047	3.5%	0.088	6.8%		1.335	1.382	1.294	0.047	3.5%	0.088	6.8%	
All Other	0.750	0.816	0.738	0.066	8.8%	0.078	10.5%		0.750	0.816	0.738	0.066	8.8%	0.078	10.5%	
Total Non-Commutation	2.700	2.836	2.618	0.135	5.0%	0.218	8.3%		2.700	2.836	2.618	0.135	5.0%	0.218	8.3%	
Total	6.772	6.958	6.647	0.186	2.7%	0.311	4.7%		6.772	6.958	6.647	0.186	2.7%	0.311	4.7%	

*Prior year adjusted to reflect current year calendar.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
January 2017

		MONTH			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2017</u>	<u>Budget</u>	<u>2016</u>	<u>Budget</u>	<u>2016</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	25.2%	42.8%	46.8%	-17.6%	-21.6%
	Adjusted ⁽²⁾	-23.1%	49.8%	55.6%	-72.9%	-78.7%
Cost Per Passenger						
	Standard ⁽¹⁾	\$0.13	\$18.93	\$17.76	\$18.80	\$17.63
	Adjusted ⁽²⁾	(\$1.35)	\$17.28	\$15.84	\$18.63	\$17.19
Passenger Revenue/Passenger ⁽³⁾		\$0.03	\$8.10	\$8.32	(\$8.07)	(\$8.29)
		YEAR-TO-DATE			VARIANCE	
		Actual	Adopted	Actual	vs.	vs.
		<u>2017</u>	<u>Budget</u>	<u>2016</u>	<u>Budget</u>	<u>2016</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	25.2%	42.8%	46.8%	-17.6%	-21.6%
	Adjusted ⁽²⁾	-23.1%	49.8%	64.8%	-72.9%	-87.9%
Cost Per Passenger						
	Standard ⁽¹⁾	\$0.13	\$18.93	\$17.76	\$18.80	\$17.63
	Adjusted ⁽²⁾	(\$1.35)	\$17.28	\$15.90	\$18.63	\$17.25
Passenger Revenue/Passenger ⁽³⁾		\$0.03	\$8.10	\$8.32	(\$8.07)	(\$8.29)

(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

MONTHLY RIDERSHIP REPORT

JANUARY 2017

JANUARY 2017 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

January Ridership and Revenue (millions)

	January 2017	% Change vs. 2016
Total Rail Ridership	6.958	4.7% ▲
Commutation Ridership	4.123	2.3% ▲
Non-Commutation Ridership	2.836	8.3% ▲
Rail Revenue	\$56.0	4.3% ▲

Key Factors Impacting January Ridership

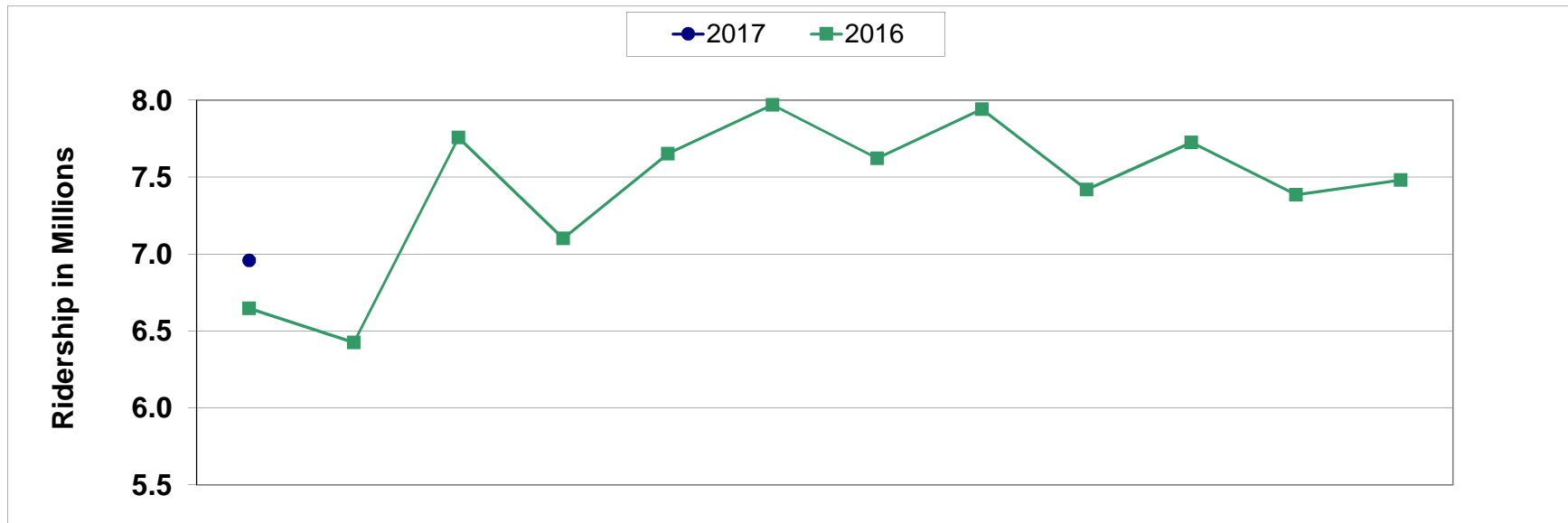
- Gains in the local job employment continue to support growth in the Commutation market.
- Ridership in January 2017 benefitted from considerably less snowfall (7.9 inches of snow in 2017 vs. 27.2 inches in 2016), while last year's ridership suffered from a service suspension due to the heavy snowfall.
- Non-Commutation ridership experienced a significant increase of 8.3%, despite January having one less weekend day (Saturday) compared to last year.

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

	January 2017	% Change vs. 2016	Comparison to Budget
Total Rail Ridership	6.958	4.7% ▲	2.7% ▲
Commutation Ridership	4.123	2.3% ▲	1.2% ▲
Non-Commutation Ridership	2.836	8.3% ▲	5.0% ▲
Rail Revenue	\$56.0	4.3% ▲	2.6% ▲

JANUARY RIDERSHIP

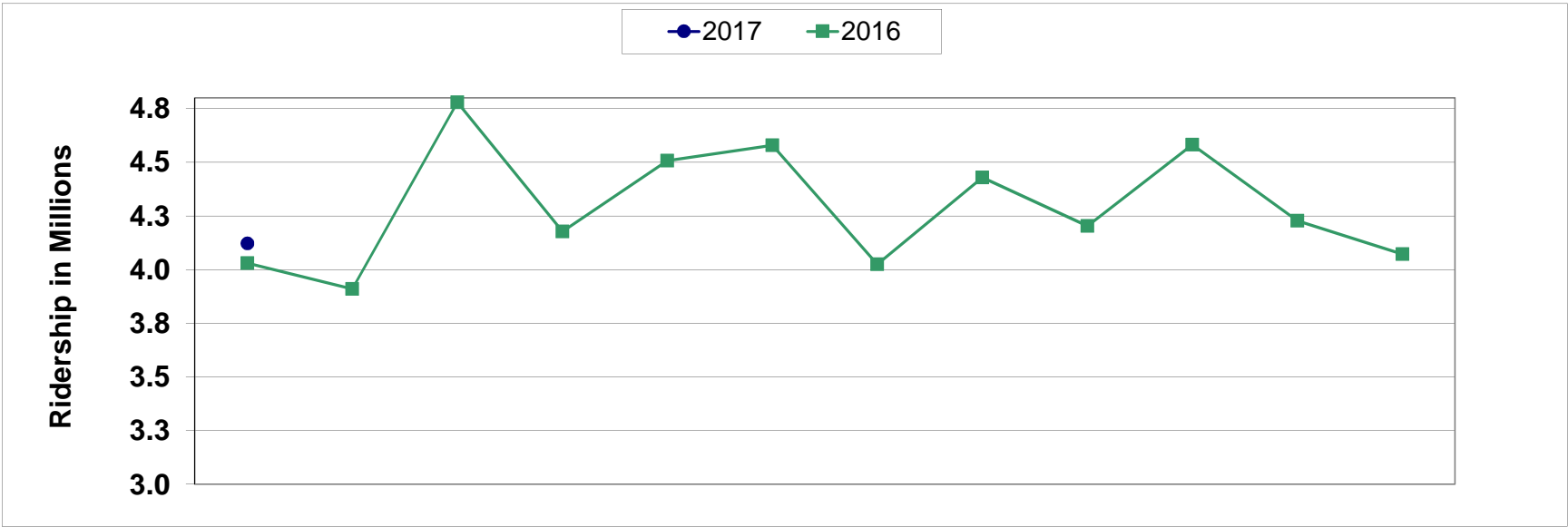
- January's Total Ridership was 4.7% above '16 and 2.7% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	7.0												7.0
2016	6.6	6.4	7.8	7.1	7.7	8.0	7.6	7.9	7.4	7.7	7.4	7.5	6.6
PCT CHG.	4.7%												4.7%

JANUARY COMMUTATION RIDERSHIP

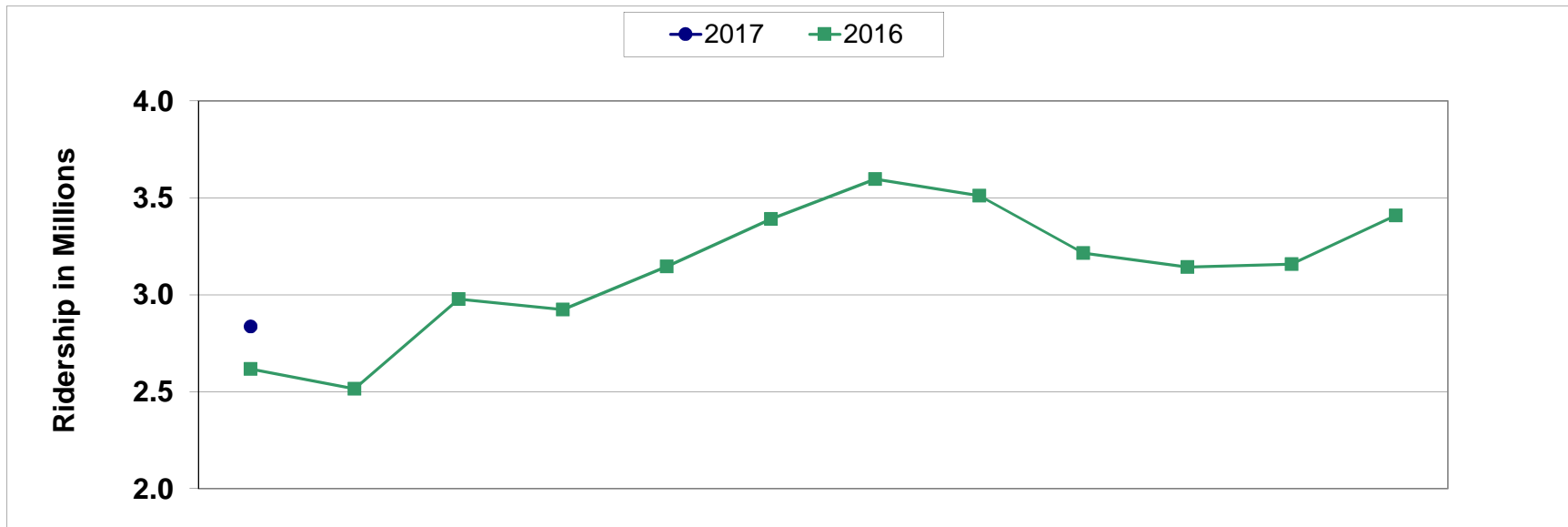
•January's Commutation Ridership was 2.3% above '16 and 1.2% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	4.1												4.1
2016	4.0	3.9	4.8	4.2	4.5	4.6	4.0	4.4	4.2	4.6	4.2	4.1	4.0
PCT CHG.	2.3%												2.3%

JANUARY NON-COMMUTATION RIDERSHIP

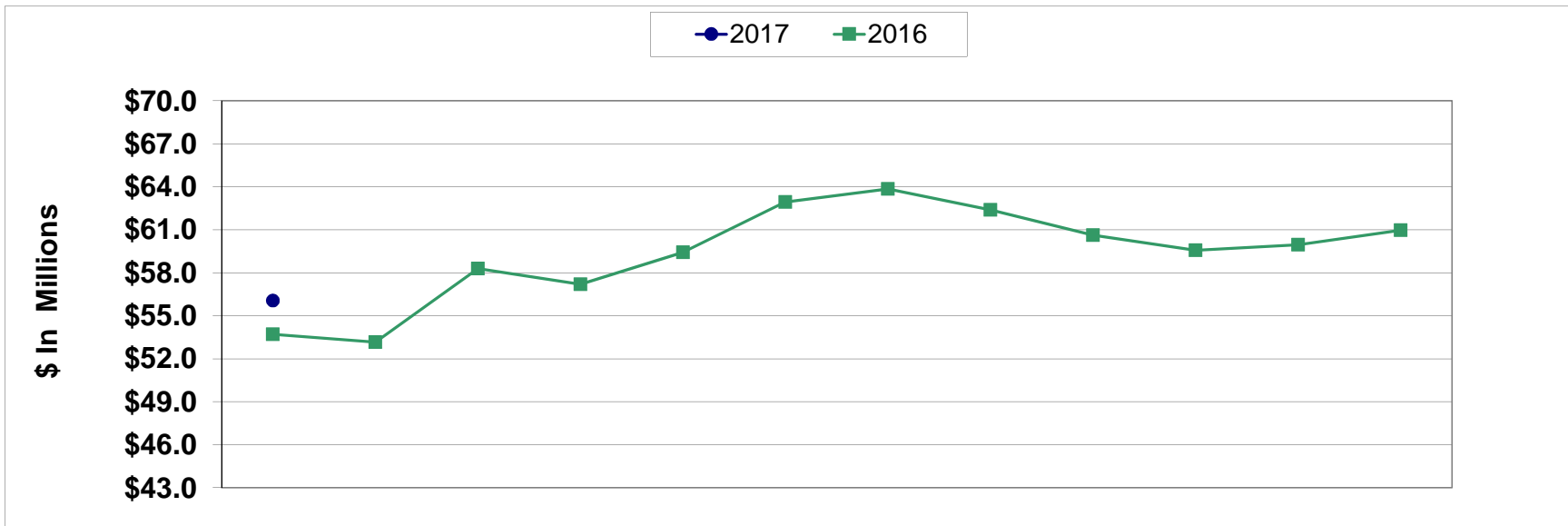
- January's Non-Commutation Ridership was 8.3% above '16 and 5.0% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	2.8												2.8
2016	2.6	2.5	3.0	2.9	3.1	3.4	3.6	3.5	3.2	3.1	3.2	3.4	2.6
PCT CHG.	8.3%												8.3%

JANUARY REVENUE

- January's Total Revenue was 4.3% above '16 and 2.6% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2017	\$56.0												\$56.0
2016	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4	\$62.9	\$63.9	\$62.4	\$60.6	\$59.6	\$60.0	\$61.0	\$53.7
PCT CHG.	4.3%												4.3%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
JANUARY 2017**

TICKET TYPE/SERVICE	JANUARY 2017	JANUARY 2016	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,122,643	4,029,610	93,033	2.3%
NON-COMMUTATION RIDERSHIP	2,835,748	2,617,836	217,912	8.3%
TOTAL RIDERSHIP	6,958,391	6,647,446	310,945	4.7%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2017 YEAR-TO-DATE**

TICKET TYPE/SERVICE	JANUARY 2017	JANUARY 2016*	CHANGE VS. 2016	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,122,643	4,029,610	93,033	2.3%
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TOTAL RIDERSHIP	6,958,391	6,647,446	310,945	4.7%

* 2016 ridership numbers were adjusted using 2017 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
JANUARY 2017**

REVENUE	JANUARY 2017	JANUARY 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,480,047	\$30,085,656	\$394,391	1.3%
NON-COMMUTATION REVENUE	\$25,567,525	\$23,628,861	\$1,938,664	8.2%
TOTAL REVENUE	\$56,047,571	\$53,714,516	\$2,333,055	4.3%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2017 YEAR-TO-DATE**

REVENUE	JANUARY 2017	JANUARY 2016	CHANGE VS. 2016	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,480,047	\$30,085,656	\$394,391	1.3%
NON-COMMUTATION REVENUE	\$25,567,525	\$23,628,861	\$1,938,664	8.2%
TOTAL REVENUE	\$56,047,571	\$53,714,516	\$2,333,055	4.3%



Long Island Rail Road

CAPITAL PROGRAM REPORT

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
FEBRUARY 2017**

L60204UD: Escalator Replacement Program

Project Budget: \$14.02M [\$11.17 from L60204UD and \$2.85M from L50204V\$]

A new all-weather heavy duty escalator at Rockville Centre was opened to the public in February. As part of the escalator replacement program, escalators and associated equipment have also been replaced at Freeport, Amityville, and Lindenhurst, and work is nearing completion at Copiague and Baldwin. Each station has one escalator serving a center island platform. The new escalators are equipped with safety enhancements including three flat steps at top & bottom landings, the ability to measure horizontal impact and forces applied to comb plates at the top and bottom of the escalator, detect obstructions between step and skirt, sense handrail speed variations, and provide remote monitoring capability.

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: Submittals in process.
- Morris Park Site Preparation: Submittals in process.
- HSF Substation Roof: Procurement in process.
- New Hyde Park Fence: Procurement in process.
- Speonk Metals Treatment System: Procurement commenced.

2017 LIRR Capital Program Goals

