



VIA ELECTRONIC AND FIRST CLASS MAIL

August 17, 2023

Mr. Ricardo Sanchez, General Chairman
International Brotherhood of Electrical Workers/Local Union 589
38B Church Street
Patchogue, NY 11772

Re: Extension of Memorandum of Agreement for Contracting the Vacuum Pressure Impregnation of the M3, D77/78 Traction Motors to a Third Party

Dear Mr. Sanchez:

This letter is in reference to the prior agreements dated June 21, 2016 and November 6, 2019 between the Long Island Rail Road ("Carrier") and the International Brotherhood of Electrical Workers ("Organization") with respect to the contracting out of work associated with the Vacuum Pressure Impregnation of the M3, D77/78 Traction Motors and the related terms and conditions applicable to the electricians in the Hillside Support Facility ("HSF") Motor Shop. Pursuant to the November 6, 2019 agreement, the terms and conditions were extended through January 1, 2023, or until the M3 fleet was decommissioned.

Based on the continued operational requirements and additional equipment demands relating to the Carrier's new service to Grand Central Madison, the M3 fleet remains in service. Therefore, the terms of the prior agreements referenced above remain in effect. Although the M3 fleet has not been decommissioned and the prior agreements stipulated decommission as a condition for the agreement to become null and void, this letter serves as notice to the Organization that the Carrier hereby exercises the extension referenced therein. We will continue to extend the terms until the M3 fleet is decommissioned and will notify the Organization of this condition accordingly. We do not anticipate extension beyond January 1, 2027.

In furtherance of clarity and pursuant to the extension articulated herein, electricians in the HSF Motor Shop will be compensated at the Armature Winder HSF Motor Shop rate of pay, which is currently \$43.906207 as of the date of this letter. It will be adjusted in accordance with any future negotiated general wage increases, as applicable. Moreover, once the M3 equipment is decommissioned and the terms of the agreement are null and void, it is further reiterated that the rate of pay for electricians in the HSF Motor Shop will revert to the standard Armature Winders' rate of pay, which is currently \$43.041220, and which will also be adjusted in accordance with any future negotiated general wage increases, as applicable.

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Construction & Development
MTA Bus Company

Please acknowledge receipt and understanding of the terms included herein by signing below and returning a copy of this letter to my attention.

Very truly yours,



Kelli Coughlin
Deputy Chief Labor Relations Officer

Enclosures

On behalf of the IBEW:

Ricardo Sanchez, General Chairman
International Brotherhood of Electrical Workers

Date

cc: J. Stolz, B. Jenkins, C. Swicicki, K. Wieber, T. Hessel-Andor, L. Martinez, J. Tinghino,
L. Kane; J. Klein; IBEW

JUN21'16AM10:13
RCVD LABOR RELATIONS

Memorandum of Agreement

Whereas, the Long Island Rail Road (LIRR) has indicated to the International Brotherhood of Electrical Workers (IBEW) its intentions to permanently shut down the vacuum pressure impregnation (VPI) system located at the Hillside Support Facility (HSF) due to safety concerns and the cost to repair or replace the system; and

Whereas, the VPI system is used to insulate the M3 and D-77/78 traction motors; and

Whereas, the work to clean, disassemble, vacuum pressure impregnate and reassemble the aforementioned components is work performed by the IBEW; and

Whereas, the LIRR seeks to contract out to a third party contractor the work to vacuum pressure impregnate the M3, D77/78's traction motors until such time as the M3 rail cars are replaced by the M9 rail cars and the twenty four work locomotives utilizing D77/78 traction motors are replaced with refurbished or new locomotives utilizing alternating current (AC) traction motors; and

Whereas, this Memorandum of Agreement is being reached in the furtherance of sound labor-management relations; and

NOW THEREFORE, the parties hereto, mutually agree to the terms set forth below:

1. The LIRR agrees that the IBEW pursuant to the jurisdiction of work regarding the cleaning, disassembling and reassembling of the M3 and D77/78 traction motors will clean (when required), disassemble, and prepare for shipment the applicable traction motor components for vacuum pressure impregnation to be performed by a third party contractor.
2. When the components are returned to the Carrier, IBEW forces as mentioned above will reassemble the traction motors and perform any other Carrier dictated work to ready the traction motors for service.
3. For the aforementioned concession, the Carrier will temporarily increase the rate of pay for those electricians who work in the HSF Motor Shop to \$38.046 per hour. The \$38.046 per hour will be the 100% rate of pay for the armature winder-electrician title and subject to any negotiated general wage increase.
4. With the full retirement of the M3 fleet, however, in no case longer than December 31, 2019, this agreement will expire and the rate of pay mentioned in No. 3 above will revert back to \$37.296 plus any general wage increases derived from the \$37.296 negotiated during that time period. Should the M3 fleet not be totally retired by December 31, 2019 or should the twenty four (24) work locomotives not be converted or replaced with AC traction by that date, the parties will meet and discuss an extension/modification to this agreement.

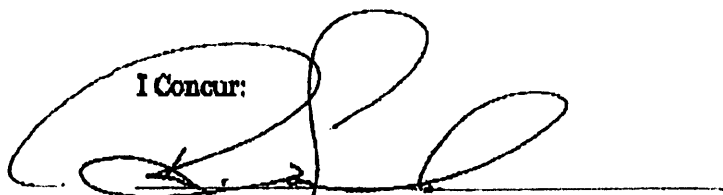
If this correctly reflects our understanding please sign in the space provided below:

Very truly yours,



Michael D. Chirillo
Vice President-Labor Relations

I Concur:



Ricardo Sanchez, General Chairman
IBEW

6/21/2016
Date

Jamaica Station
Jamaica, NY 11435-4380
718-217-5477

Phillip Eng
President



Long Island Rail Road

VIA ELECTRONIC AND FIRST CLASS MAIL

November 6, 2019

Mr. Ricardo Sanchez, General Chairman
International Brotherhood of Electrical Workers
Local Union 589
38B Church Street
Patchogue, NY 11772

Re: Extension of Memorandum of Agreement for Contracting the Vacuum Pressure Impregnation of the M3, D77/78 Traction Motors to a Third Party

Dear Mr. Sanchez:

The Long Island Rail Road seeks concurrence from the Organization to extend the attached Memorandum of Agreement, signed on June 28, 2016, allowing the Carrier to contract out vacuum pressure impregnation of the M3, D77/78 Traction Motors to a Third Party. The Carrier has been unable to replace the M3 rail cars in the time frame originally contemplated.

As a result, the Carrier wishes to extend the above referenced agreement and continue to send the M3 Shells and Armatures off property for servicing until January 1, 2023, or until the remaining M3 Fleet has been decommissioned. During that time period, electricians in the HSF Motor Shop, shall be compensated \$39.972 per hour, under the conditions provided in the June 28, 2016 agreement, and subject to adjustment resulting from negotiated general wage increase.

Once the M3 Fleet has been decommissioned, the rates of pay for the HSF Motor Shop Electricians shall revert to the regular Armature Winders' rate of pay; \$39.185, adjusted to reflect general wage increases negotiated during the life of this agreement.

If the extension detail above is acceptable to the Organization, please sign in the space provided.

Very truly yours,

A handwritten signature in black ink, appearing to read "Marilyn Kustoff".

Marilyn Kustoff
Acting Vice President – Labor Relations (Administration)

Attachment

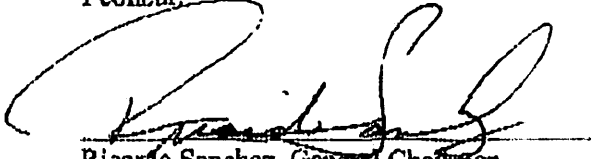
The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Capital Construction
MTA Bus Company

I concur:



Ricardo Sanchez, General Chairman
International Brotherhood of Electrical Workers

11/6/2019
Date

cc: C. Daly, B. Jenkins, E. Rodriguez, C. Swicicki, J. Klein; IBEW, J. Tinghino, L. Kane,
K. Layne