



Metropolitan Transportation Authority

Long Island Committee Meeting

March 2015

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

J. Sedore

V. Tessitore, Jr.

C. Wortendyke

N. Zuckerman

Long Island Committee Meeting

2 Broadway, 20th Floor

New York, New York

Monday, 3/23/2015

9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. Approval of Minutes - February 23, 2015

LIRR Minutes - Page 4

3. 2015 WORK PLAN

LIRR 2015 WORK PLAN - Page 10

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

b. MTA Capital Construction Report

MTA Capital Construction Report - Page 16

c. MTA Police Report

MTA Police Report - Page 22

5. INFORMATION ITEMS

a. Annual Strategic Investments & Planning Study

Annual Strategic Investments & Planning Study - Page 27

b. Track Work Program Schedule Changes

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c. Annual Elevator/Escalator Report

Annual Escalator/Elevator Report - Page 46

6. ACTION ITEM

a. Amendment to Gateway Agreement

Amendment to Gateway Agreement - Page 54

7. PROCUREMENTS

a. LIRR Procurements

LIRR Procurements - Page 58

i. Non-Competitive (No Items)

ii. Competitive

LIRR Competitive Procurements - Page 62

iii. Ratifications (No Items)

b. MTA CC Procurements

MTACC Procurements - Page 65

i. Non-Competitive (No Items)

ii. Competitive (No Items)

iii. Ratifications

MTACC Ratifications - Page 68

8. PERFORMANCE SUMMARIES

a. Operations

i. Transportation

Operations-Transportation Report - Page 70

ii. Mechanical

Operations - Mechanical Report - Page 75

iii. Safety

Operations - Safety Report - Page 78

iv. Enhanced Safety Memo

Enhanced Safety Memo - Page 82

b. Financial

Financial Report - Page 83

c. Ridership

Ridership Report - Page 104

d. Capital Program

Capital Program Report - Page 111

Date of Next Meeting: Joint MNR/LIRR Meeting on Monday, April 27, 2015, at 8:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, February 23, 2015
held at
2 Broadway – 20th Floor
New York, New York 10004
8:30 a.m.**

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. James L. Sedore, Jr., Chairman of the Metro-North Committee
Hon. Mitchell H. Pally, Chairman of the Long Island Committee
Hon. Robert C. Bickford
Hon. Norman Brown
Hon. Ira Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Vincent Tessitore
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Jonathan A. Ballan
Hon. Jeffrey A. Kay
Hon. Susan G. Metzger
Hon. Andrew M. Saul

Representing Long Island Rail Road: Patrick A. Nowakowski, Loretta Ebbighausen,
Mark Young, Bruce Pohlot, David Kubicek, Dennis Mahon

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

The members of the Long Island Committee met jointly with the members of the Metro-North Committee. Long Island Committee Chairman Mitchell H. Pally called the joint meeting to order. In addition to the LIRR and MTACC Presidents and staff noted above, Metro-North President Giulietti and various staff of Metro-North attended the joint committee meeting. The minutes of Metro-North of this day should be consulted for additional matters addressed at the joint meeting related to Metro-North.

Chairman Pally discussed the tragic grade crossing accident near Valhalla Station on Tuesday, February 3, 2015, noting that the loss of life and the injuries to our customers has deeply affected everyone who works at the railroad and has shaken the entire MTA family to its core. He

led the Committee in observing a moment of silence in remembrance of the deceased, their families and all those who were injured.

Upon motion duly made and seconded, the members of the Committee present approved the minutes of the January 20, 2015 Long Island Committee meeting. Vice Chairman Ferrer and Board Member Moerdler were not present for the vote. There were no changes to the Long Island Rail Road 2015 Work Plan.

Two public speakers addressed the Committee. Murray Bodin expressed his opinion that there is a need to update safety equipment at railroad crossings and that bright lights similar to the LED lights used on the top of police cars or strobe lights should be used at railroad crossings. Orrin Getz expressed his opinion concerning the cause of the crossing accident in Valhalla and the need to upgrade the Amtrak tunnels under the Hudson River.

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.

MTA LONG ISLAND RAIL ROAD

LIRR President Patrick A. Nowakowski noted the challenges presented by January's snow, ice and extreme cold weather. He commended the extraordinary and outstanding efforts by LIRR employees to battle these conditions under very difficult circumstances. President Nowakowski stated that safety is the railroad's priority.

President Nowakowski reported on ridership. During the month of January, there was a slight decline in ridership compared to January 2014. This was due to the January 27th winter storm which caused a complete suspension of service.

On February 20th LIRR was awarded the TSA Gold Award for achievements in its Security Program. LIRR was one of five transportation properties receiving the award.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported progress on the East Side Access Project.

In Manhattan, the Manhattan South Structures (CM005) contractor is advancing well and ahead of schedule. Dr. Horodniceanu presented photographs of the contractor erecting the lower walls in the cavern. The 55th Street Vent Plant Facility (CM013A) is expected to achieve substantial completion in April or May of 2015.

In Queens, the Harold Structures (CH054A) contractor completed the connections for the new 12KV S-2 and S-3 Feeders over the past weekend. In addition, Dr. Horodniceanu presented photographs of the progress of construction from 2010 through the present in the area in Queens referred to as the “Q-Tip”.

Dr. Horodniceanu reported that a picture of the East Side Access project’s GCT Caverns appeared on the cover of Engineering News Record’s “Images of the Year in Construction” issue and Dr. Horodniceanu presented a copy of the magazine’s cover.

MTA POLICE DEPARTMENT

Chief Coan reported that during the month of January, crime was down 38% throughout the system; 20 incidents compared to 32 in January 2014. Long Island showed a decrease of 47% with nine incidents compared to 17 in January 2014. Of those nine incidents, eight were property crimes and one was an assault.

JOINT BIENNIAL REPORT ON POSITIVE TRAIN CONTROL

President Nowakowski reported that the biennial report on Positive Train Control (“PTC”) would be presented at the MTA CPOC meeting. He discussed project updates and stated that the PTC project remains on schedule. He stated that the installation of transponders has been initiated on Metro-North. President Nowakowski discussed LIRR and Metro-North’s progress on the acquisition of spectrum and stated that both Railroads will report back to the Committee when the acquisition has been completed. President Nowakowski reported that LIRR and Metro-North remain on budget for the project.

There was discussion between President Nowakowski and Board Member Charles Moerdler regarding the FRA’s Buy America Waiver requirements. President Nowskowski stated that LIRR applied for a FRA RRIF loan to help finance the project and discussed the differences between the RRIF loan regulations and the FTA regulations under which the contract was originally procured. Regarding the acquisition of spectrum to support PTC, it was discussed with Chairman Pally that the Railroads have sufficient spectrum to support testing at this time. Responding to Board Member Moerdler’s questions regarding the track sensors, President Nowakowski stated that the transponders being installed as part of PTC are not designed to discern objects on the tracks.

MTA LONG ISLAND RAIL ROAD

Information Items

There were five LIRR Information Items:

- Adopted Budget/Financial Plan 2015
- 2014 Annual Operating Results
- 2014 Annual Fleet Maintenance Report
- Diversity/EEO Report – 4th Q 2014
- March Timetable Change/Track Work Programs

There was discussion among President Nowakowski, Board Member Moerdler and Chief Financial Officer Mark Young regarding the 30% increase in routine maintenance overtime. Mr. Young stated that one of the major drivers for the overtime increase was track maintenance activities. President Nowakowski stated that LIRR labor contracts control the assignment of overtime.

There was discussion between President Nowakowski and Board Member Ira Greenberg regarding fleet maintenance and On-Time Performance (“OTP”) goals. President Nowakowski stated that the revised LIRR OTP and fleet maintenance performance goals are based on LIRR’s past experiences. Also, President Nowakowski stated that LIRR is working very closely with the labor unions and the FRA to move the Confidential Close Call Reporting agreement forward. President Nowakowski responded to Board Member Greenberg’s question regarding the Port Washington Branch standee issue, stating that at times, the railroad is short on equipment.

There was discussion between Board Member Greenberg and Chief Safety Officer Loretta Ebbighausen regarding gap incidents and crowding issues at Penn Station. Ms. Ebbighausen stated that the majority of LIRR customer injuries occur in Penn Station. She stated that LIRR’s gap injuries are down 30%. She noted that many people who travel through Penn Station do not regularly use the LIRR system. Ms. Ebbighausen also stated that LIRR analyzes each injury incident.

There was discussion between Board Member Moerdler and President Nowakowski regarding the increase in certain categories of delay, particularly in the categories of Engineering, Maintenance of Equipment, Other and Public between 2013 and 2014. President Nowakowski responded to Board Member Moerdler’s questions regarding the prevention of slips and falls in winter. He stated that when there is a predicted storm, the LIRR communicates to its customers through public outreach, public notices and social media. President Nowakowski noted the difficulties that arise when the railroad is operating with minimum physical plant, where there is limited ability to recover from unexpected problems.

President Nowakowski responded to Board Member Moerdler’s questions regarding the increase in employee injuries and the possibility of hiring a consulting group that addresses this issue. He stated that LIRR is working to change the current trend and its employee culture.

Board Member Norman Brown commented that current safety performance reflects decisions made many years ago. He stated that in the past, DuPont was LIRR's safety consultant. Board Member Brown commented that managers should take responsibility for their employees' behaviors.

Procurements

There were two LIRR non-competitive procurement items presented to the Committee. Details of the items are set forth below and in the Staff Summaries, copies of which are on file with the record of this meeting.

- Award of a sole source contract to ASC Telecom, LP for additional vital voice recorder capabilities, in the not-to-exceed amount of \$49,817.72.
- On behalf of LIRR and Metro-North, award of individual five-year Original Equipment Manufacturer (OEM) agreements for spare parts and technical support to Bombardier, Knorr, Merak and NYAB in the total not-to-exceed amount of \$286,500,000.

There was discussion between Board Member Moerdler and Chief Procurement and Logistics Officer Dennis Mahon regarding competition and the award of contracts to suppliers. Mr. Mahon stated that in this instance, the OEMs are the suppliers for major systems on the rail cars, and that certain of their information was proprietary. He stated that efforts have been made to limit future sole source procurements, including in contracts for new rail cars.

Upon motion duly made and seconded, the procurement items were approved for recommendation to the Board. Board Member Moerdler voted in opposition to the rail car parts procurement.

MTA CAPITAL CONSTRUCTION

Procurements

One procurement item was presented to the Committee for approval. Details of the item are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

The procurement item is as follows:

- Ratification of a modification to Contract CQ032 to add the construction of a duct bench in the Bellmouth Tunnel. This is a scope and budget transfer in the amount of \$2,200,000.00.

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

LIRR Reports on Operations, Enhanced Safety Action Update, Financial and Ridership and the Capital Program

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

There was discussion between President Nowakowski and Board Member Moerdler regarding reporting on OTP at individual stations. President Nowakowski stated that the industry does not measure OTP at individual stations, but rather based upon the complete train run. He stated that LIRR provides real time reporting at each station and that an LIRR smartphone application provides real time updates.

Board Member Vincent Tessitore praised both Presidents for their commitment to safety. He stated that the way crews operate and the way service is run demonstrate that safety is a priority.

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Richard L. Gans', is written over a horizontal line.

Richard L. Gans
Secretary

2015 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2015 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
Transportation	
Mechanical	
Safety	
Financial	
Ridership	
Capital Program Report	

II. SPECIFIC AGENDA ITEMS

Responsibility

March 2015

Annual Strategic Investments & Planning Study	Strategic Investments
2015 Spring Schedule Change	Service Planning
Annual Elevator/Escalator Report	Engineering

April 2015 (Joint Meeting with MNR)

Final Review of 2014 Operating Results	Management & Budget
Annual Inventory Report	Procurement
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
2014 Annual Ridership/Marketing Plan Report	Finance/Marketing

May 2015

Diversity/EEO Report – 1 st Q 2015	Administration/Diversity
2015 Summer Schedule Change	Service Planning

June 2015 (Joint Meeting with MNR)

Penn Station Retail Development	MTA Real Estate
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July 2015

Environmental Audit	Corporate Safety
2015 Fall Construction Schedule Change	Service Planning

September 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)	
2015 Mid-Year Forecast	Management & Budget
Bi-Annual Report on M-9 Procurement	President/Sr. Staff

Diversity/EEO Report – 2nd Q 2015

Administration/Diversity

October 2015

2016 Preliminary Budget (Public Comment)

November 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)

Review of Committee Charter

Bi-Annual Report on PTC

East Side Access Readiness Projects Update

2015 Holiday Schedule

Committee Chair & Members

President/Sr. Staff

President/Sr. Staff

Service Planning

December 2015

Diversity/EEO Report – 3rd Q 2015

2016 Final Proposed Budget

2016 Proposed Committee Work Plan

Administration/Diversity

Management & Budget

Committee Chair & Members

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.

2015 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.

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 2015

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.

2015 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 2015.

Annual Elevator/Escalator Report

Annual report to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

APRIL 2015 (Joint Meeting with MNR)

Final Review of 2014 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.

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.

2014 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2013 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

MAY 2015

Diversity & EEO Report– 1st Quarter 2015

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.

2015 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2015.

JUNE 2015 (Joint Meeting with MNR)

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.

JULY 2015

Environmental Audit Report

The Committee will be briefed on the results of the 2015 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

SEPTEMBER 2015 (Joint Meeting with MNR)

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

2015 Mid-Year Forecast

The agency will provide the 2015 Mid-Year Forecast financial information for revenue and expense by month.

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.

Diversity & EEO Report– 2nd Quarter 2015

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.

2015 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2015.

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

NOVEMBER 2015 (Joint Meeting with MNR)

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

Review Committee Charter

Annual review of LIRR/LI Bus Committee Charter for Committee revision/approval.

East Side Access Readiness Projects Update

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

Holiday Schedule

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

DECEMBER 2015

Diversity & EEO Report– 3rd Quarter 2015

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.

2016 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2016.

Proposed 2016 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2016 that will address initiatives to be reported throughout the year.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

March 2015

Project Description

The East Side Access project brings Long Island Rail Road (LIRR) train service to a new lower level of Grand Central Terminal. The connection significantly improves travel times for Long Island and Queens commuters to the Midtown business district and alleviates pressure at a crowded Penn Station.

Budget and Estimate at Completion (EAC)

	<u>New Budget</u>	<u>Current Month</u> <u>EAC</u>	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$633,165,700
Construction	\$8,036,910,326	\$8,036,910,326	\$4,131,883,787
Project Management	\$1,036,168,644	\$1,036,168,644	\$623,223,691
Real Estate	\$182,076,230	\$182,076,230	\$114,247,099
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$5,502,520,277

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

Major Milestones and Forecasts

	<u>Original Schedule</u>	<u>New Schedule</u>	<u>Current Month</u> <u>Schedule</u>
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	November 2014	July 2015
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	December 2022	December 2022

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Contractor is expected to complete the concrete placement for the upper level slab in GCT 1&2 East Wye and the intermediate level interior walls in Tail Track 1 by the end of March. Contractor will proceed to complete the installation of the pneumatically applied concrete (PAC) in Access Tunnel 2 and the rebar installation in the lower level interior walls of the East Cavern in April.
- **Manhattan North Structures (CM006):** Contractor is working on waterproofing, rebar installation, and concreting in GCT 5 West Wye, GCT 4 Crossover, WB1 Tunnel and Cross Flue through March. Upon completion of Stage 1 West Lower Level tunnel construction in March, the Contractor plans to switch Site Access to the westbound tunnel to start Stage 2 East Lower Level tunnel construction.
- **55th Street Vent Plant Facility (CM013A):** Contractor continues to progress towards meeting the substantial completion, now targeted for May 2015.

- **Plaza Substation and Queens Structures (CQ032):** Contractor is progressing work on the CO7 substation in the Plaza Interlocking. Contractor continues demolition work at the Early Access Chamber (EAC) and installation of concrete duct bench and conduits in the eastbound 63rd Street tunnel.
- **Harold Structures (CH053):** Contractor and Amtrak are finalizing the Commissioning test procedure for the 12KV C3 Feeder. Final testing and commissioning of the C3 Feeder is currently scheduled for April. Cutover of the C1 and C2 Feeders is expected to follow in April.
- **Harold Structures (CH054A):** The Storm Sewer system and the 12KV S Feeder system were completed in February. Contractor is demolishing the existing S Feeder system ductbank and will proceed to install new underdrain piping and track bed.
- **Harold Structures-Part 3A (CH057A):** Contractor can resume pile installations for the West Approach of the Westbound Bypass (WBY) with the decommissioning of the 6EA/6EB Signal Cases in late February. Eight of the remaining 30 piles are expected to be installed by the end of March. The final 22 piles are expected to be installed during the 30-day westward passenger outage, which is currently scheduled for mid-April, as long as Amtrak can support the work with continuous protection resources.
- **GCT Caverns (CM007):** A pre-proposal conference and site tour for prospective proposers were held on March 5 and 6, 2015, respectively.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - March 2015

Expenditures thru February 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,824.2	\$ 4,131.9
Design	\$ 720.6	\$ 661.0	\$ 633.2
Project Management	\$ 1,036.2	\$ 674.6	\$ 623.2
Real Estate	\$ 182.1	\$ 116.5	\$ 114.2
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,276.4	\$ 5,502.5

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

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>	\$57.6	\$51.6	\$6.0	\$44.8	Nov-2011	Nov-2011	Apr-2013	Jul-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.0	\$1.9	\$39.5	Aug-2012	Aug-2012	Apr-2015	May-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.6	\$13.5	\$134.5	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$340.3	\$316.5	\$23.8	\$44.1	Mar-2014	Mar-2014	Nov-2016	Nov-2016
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$439.1	\$404.6	\$34.5	\$0.0	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out	In Procurement				Jul-2015	Jan-2016	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$248.8	\$217.0	\$31.9	\$152.4	Aug-2011	Aug-2011	Aug-2014	Mar-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$316.5	\$294.0	\$22.6	\$259.9	Jan-2008	Jan-2008	Feb-2011	Jun-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.3	\$104.4	\$21.9	\$14.1	Nov-2013	Nov-2013	Feb-2016	Sep-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure	In Design (Repackaging)				Nov-2014	Jul-2015	N/A	Mar-2017
CH058: Harold Structures - Part 3: Eastbound Reroute	In Design				Jul-2015	Feb-2016	N/A	Mar-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$333.6	\$273.4**	\$12.1	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Tunnel Systems (CS284)	In Design (Repackaging)				TBD	TBD	N/A	TBD
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$78.4	\$71.2	\$7.1	\$0.0	Sep-2014	Oct-2014	Dec-2019	Dec-2019

*Planned Completion at Award date for contract CH053 is adjusted to the 2009 plan.

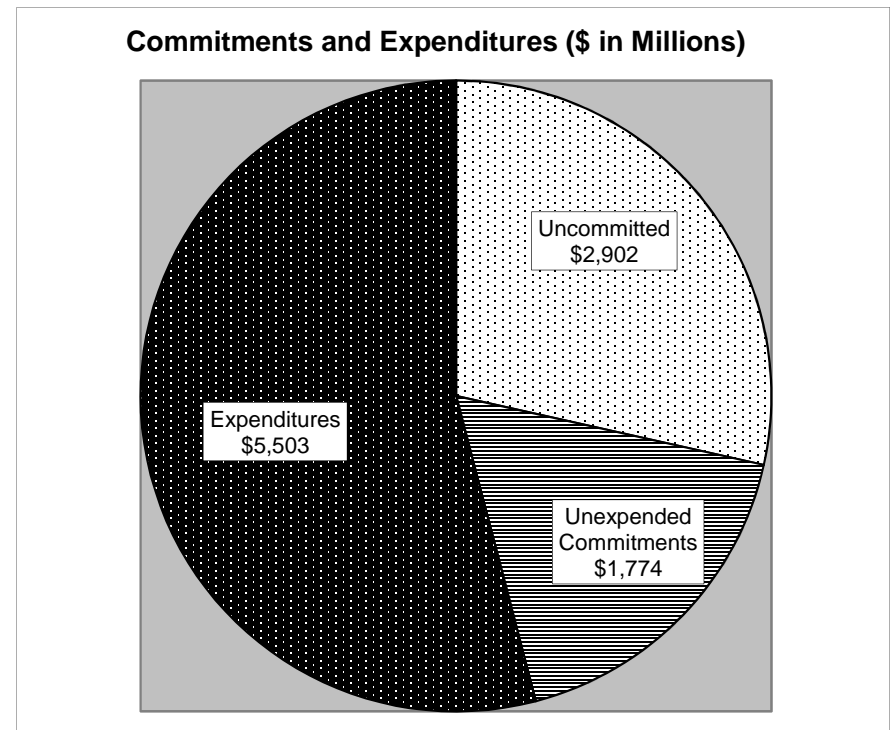
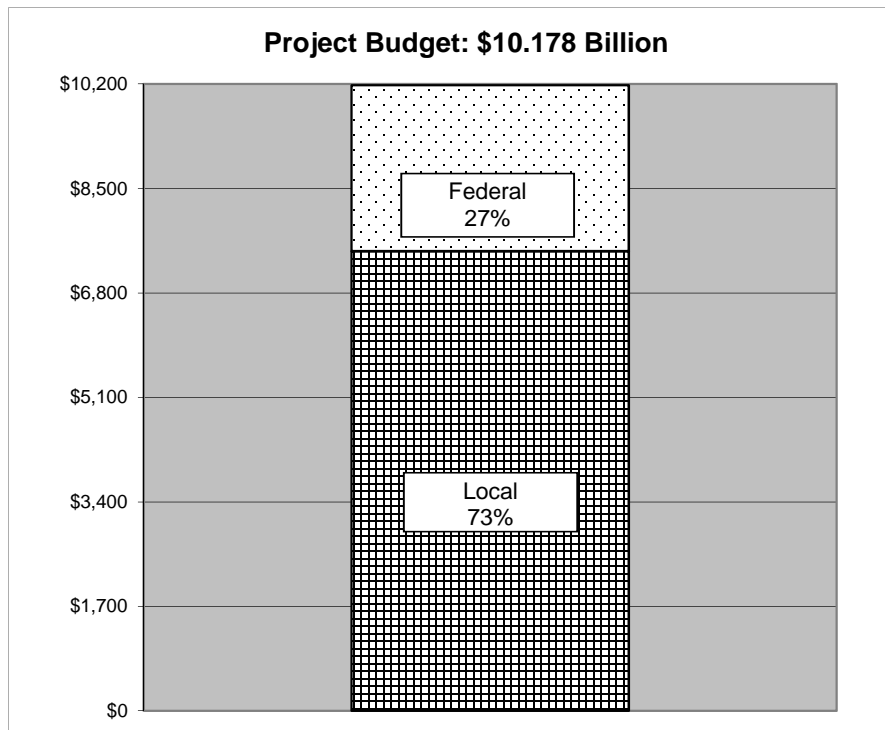
** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status

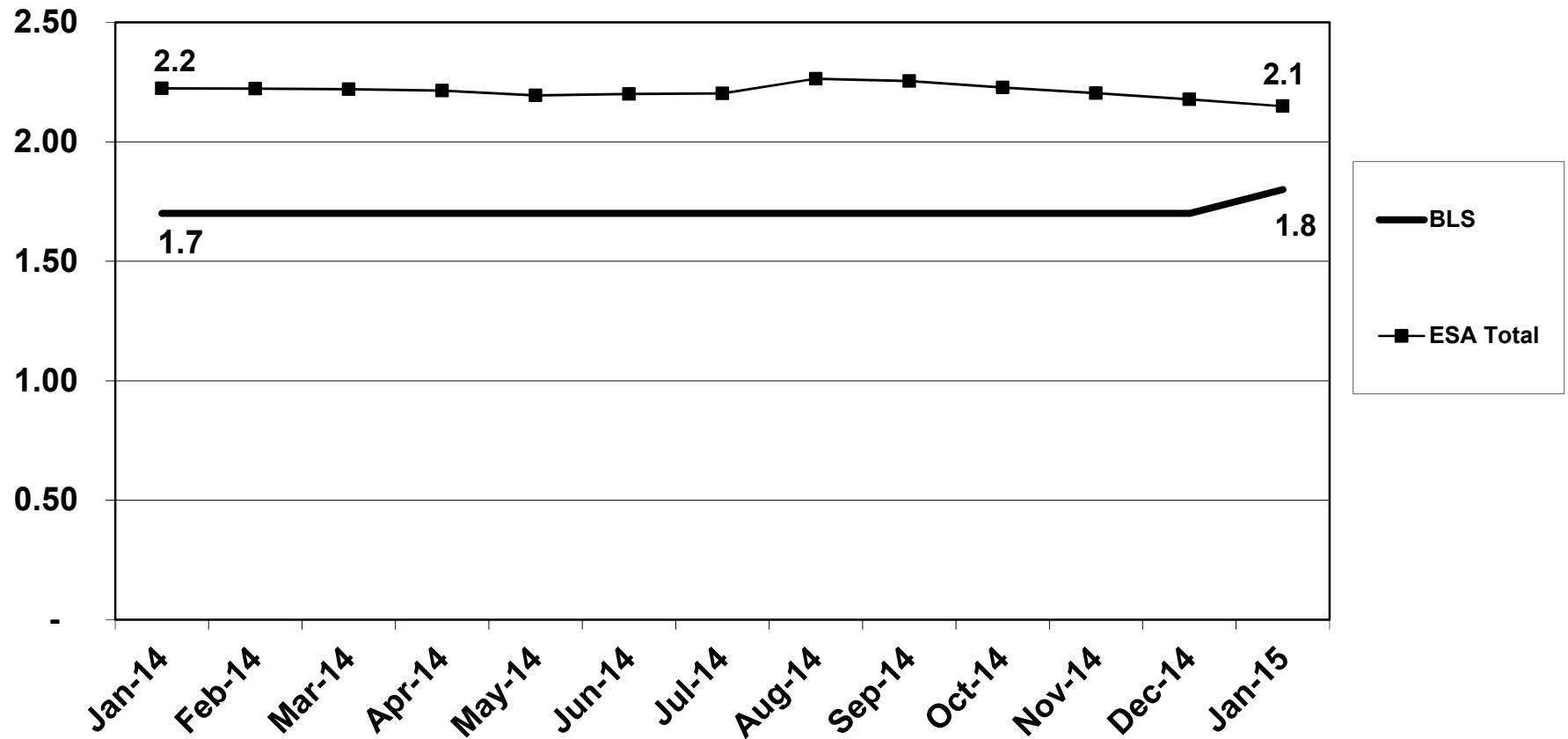
Report to the Railroad Committee - March 2015

data thru February 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	748	-	785	785	1,533	0	1,513
2005-2009	2,683	838	-	1,845	1,176	2,680	3	2,572
2010-2014	3,232	3,228	-	5	5	2,906	326	1,260
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,276	\$ 2,901	\$ 5,503



Lost Time Injury Rate East Side Access Project, 2014-2015 vs. US BLS National Standard for Heavy & Civil Construction



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)



POLICE REPORT

March 2015



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

February 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	1	1	0	0%
Burglary	1	0	1	100%
Grand Larceny	5	3	2	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	6	3	50%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	2	5	-3	-60%
Burglary	1	1	0	0%
Grand Larceny	14	13	1	8%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	19	23	-4	-17%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

February 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	5	0	0%
Felony Assault	3	2	1	50%
Burglary	1	2	-1	-50%
Grand Larceny	10	9	1	11%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	20	18	2	11%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	6	10	-4	-40%
Felony Assault	6	7	-1	-14%
Burglary	1	3	-2	-67%
Grand Larceny	26	30	-4	-13%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	41	50	-9	-18%

INDEX CRIME REPORT

Per Day Average

February 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	2	0	3
Fel. Assault	3	1	2	0
Burglary	1	1	0	0
Grand Larceny	10	5	5	0
GLA	1	0	1	0
Total	20	9	8	3
Crimes Per Day	0.71	0.32	0.29	0.11



MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 2/28/2015

Arrest Classification	Total Arrests	
	2015	2014
Robbery	3	6
Felony Assault	8	4
Burglary	2	1
Grand Larceny	2	7
Aggravated Unlicensed Operator	5	9
Assault-Misdemeanor	12	10
Breach of Peace	3	2
Criminal Contempt	2	0
Criminal Impersonation	1	1
Criminal Mischief	3	11
Criminal Possession Stolen Property	3	2
Criminal Tampering	1	0
Criminal Trespass	2	2
Disorderly Conduct	1	2
Drug Offenses	7	8
DUI Offenses	1	1
Falsely Reporting an Incident	1	1
Forgery	11	5
Fraud	0	2
Graffiti	0	2
Harassment	0	4
Issue a Bad Check	1	0
Make Terrorist Threat	2	0
Menacing	6	1
Obstruct Government	3	1
Petit Larceny	23	15
Probation/Parole Violation	1	0
Public Lewdness	3	3
Reckless Endangerment	1	0
Resisting Arrest	6	12
Sex Offenses	3	2
Theft of Services	21	15
Unlawful Surveillance	1	0
VTL Offenses	0	1
Warrant Arrest	9	11
Weapons Offenses	0	2
Total Arrests	148	143



Long Island Rail Road

INFORMATION

ITEMS



STRATEGIC INVESTMENTS AND PLANNING STUDIES

STATUS UPDATE

March 2015

LONG ISLAND COMMITTEE



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INTRODUCTION

The Strategic Initiatives and Planning Studies Report has been modified this year to reduce the overlap of reporting of information already provided to the Board and deleting completed initiatives. The Long Island Rail Road and Metro-North have worked together to make the report more focused and useful.

This 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 2014, as well as current capital program initiatives and planning studies. These initiatives and studies include the development of the 2015-2019 Capital Program as well as the kick-off of the LIRR's Network Strategy Study.

SECTION I Initiatives

1. Safety

The Long Island Rail Road's (LIRR) safety program is designed to engage every employee in promoting the value of safety and is a collaborative effort among the Corporate Safety Department; all LIRR operating, support, and administrative departments; and our Labor partners. Communication of safety as a core agency value starts at the top and is constantly reinforced.

The Corporate Safety Department develops and oversees the implementation of a comprehensive Safety Management Plan. The LIRR's System Safety Program Plan is in compliance with FTA requirements and is being revised in anticipation of the pending Federal Railroad Administration's Risk Reduction/System Safety Program Plan rule, scheduled for publication later in 2015. The System Safety Program Plan details specific corporate and department responsibilities and activities. Further, for over a decade, the LIRR has voluntarily participated in an audit of our Plan every three years by the American Public Transportation Association (APTA).

In spite of the strength of its existing program and the LIRR's longstanding safety-first philosophy, a series of rail incidents, both locally and nationally since 2013, refocused our efforts and the LIRR acknowledges that there is always an opportunity for improvement.

Key programmatic initiatives include:

- Chief Safety Officer - Establishment of a Chief Safety Officer with a direct line of report to the agency president and re-organization of Corporate Safety and Training into two separate departments.
- Quarterly Safety Stand-Downs - Safety sessions/discussions were conducted with staff across the LIRR on the same day to stress the importance of safety and to provide an opportunity for employees to share how they are experiencing safety at the LIRR. An average of over 4,000 employees participated in each session. Additionally, two of the dates coincided with a Safety, Health, and Wellness Event conducted in various locations across the property. Among many other topics, these events focused on seasonal safety trends, personal protective equipment, fire extinguisher safety, physical fitness, and fatigue.
- Confidential Close Call Reporting System (C3RS) - A collaborative effort among Management, Labor Organizations and the Federal Railroad Administration, C3RS will provide a mechanism for employees to confidentially report close calls that could have resulted in operating and safety incidents. These close calls will be investigated by a peer review team consisting of management, participating labor organization representatives and FRA with the goal of proactively instituting measures to prevent incidents from occurring.
- Speed Reductions - Installation of speed signs at all curves reinforcing civil speed restriction requirements.
- Alerters - Installation of alerters on all LIRR passenger equipment. This effort was completed December 2014 and is designed to support the operating vigilance of locomotive engineers.
- Rail Resource Management Training (RRM) - Training designed to instruct management and represented employees on how to work effectively as teams to mitigate human factor accidents by addressing two key areas of employee behavior:
 1. The ability of an employee, as member of a crew (team), to effectively use all available resources to achieve safe and efficient operations;
 2. The ability of an employee, as member of a crew (team), to choose appropriate behaviors not only during routine operations but also during times of crisis.
- Accident Investigation Unit - A dedicated Accident Investigation Unit will be tasked with conducting investigations of major accidents and incidents in an objective manner, making recommendations for corrective actions and ensuring their implementation, providing accident/incident review presentations to senior staff, providing staff development in accident investigation techniques, and leading LIRR's support of major accidents.
- Positive Train Control and Cab Cameras - Installation of inward and outward cameras and recording devices in the locomotive engineer cab of rolling stock equipment (M7, C3 coaches, diesel locomotives), enabling future analysis for investigations.

- Sleep Apnea Pilot - LIRR will monitor the Metro-North Railroad sleep apnea pilot program with the goal of developing our own protocols and procedures related to addressing obstructive sleep apnea.

2. Development of 2015-2019 Capital Program

The LIRR's Proposed \$3.1B 2015-2019 Capital 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 proposed program also includes station upgrades in Brooklyn, Queens, Nassau and Suffolk counties. The Proposed 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.

3. Service Enhancements

The LIRR continues to analyze ridership trends in order to respond to service needs. During 2014, the LIRR posted favorable trends in both commutation and non-commutation ridership. A number of Service Enhancements were implemented in response to these trends:

- During 2014, the LIRR restored weekend bihourly West Hempstead Branch service, which was eliminated in 2010 due to budget cuts.
- Additionally, the LIRR addressed service guideline inconsistencies regarding loading and frequency of service in order to support ridership growth. This included extending train lengths on select peak trains on various branches and the extension of seasonal service on the Montauk Branch by an additional 10 weeks.
- Key sports and entertainment events at the Barclays Center have continued to call for enhanced late night train service with eastbound trains departing Atlantic Terminal.

4. 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 includes LIRR construction of a new structured parking facility that will provide a net increase of approximately 500 spaces. The additional parking capacity will remedy the current shortage of parking spaces at the station and provide 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.

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.

Hicksville

- LIRR is actively participating with the Town of Oyster Bay and Hicksville Chamber of Commerce (COC) on a downtown revitalization/TOD initiative for downtown Hicksville. This initiative will:
 - Build upon the community's assets (including the train station)
 - Identify potential TOD opportunities to create growth and development opportunities
 - Identify sustainable land-use/transportation solutions, as they relate to station access and intermodal connectivity
- LIRR capital projects currently underway in Hicksville, including station rehabilitation, track and signal improvements will support this TOD effort.

Huntington

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

Route 110/Republic Station, East Farmingdale

- LIRR is supportive of the Town of Babylon's Route 110 Bus Rapid Transit (BRT) study/alternatives analysis 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.
- 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 has included the design of a new Republic Station in its proposed 2015-2019 Capital Program.

5. 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 is now in progress and scheduled for completion in October 2015.

6. 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. Phase I of this project is on schedule for completion in August 2016.

7. Mobile Ticketing (New Fare Payment System)

A major MTA-wide customer service oriented initiative – the further development of New Fare Payment System (NFPS) technology - is progressing. The goal of the NFPS is to enable customers to purchase tickets on-board trains or off-board using a wide variety of payment and purchase methods including cash, credit cards and pin-less debit cards, "smartcards," smartphones, and self-printed bar-coded tickets. These tickets will be validated on-board trains by train crew members equipped with hand-held Ticket Issuing Machines (TIMS).

SECTION II Capital Program

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 Preliminary 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.

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:

Massapequa Platform Replacement – \$20.5M

- The project will replace the station platform, as well as provide a new platform waiting room, stairways, elevator, escalator, canopy, platform lighting, communications and security systems as well as drainage improvements. Construction began in May 2013 and is scheduled for completion in May 2015. An additional project scope already completed is the rehabilitation of the Broadway Bridge overpass located west of the station.

Wantagh Platform Replacement - \$20.7M

- 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.

Elevator Replacement Program - \$5.0M

- Project will replace two elevators - one at Merrick Station and one at Woodside Station. Construction began in March 2014 and is scheduled for completion in January 2016.

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 September 2016.

Hicksville Station Rehabilitation - \$68.6M (Forecast)

- 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, elevators and escalators.

Hicksville North Siding - \$52.3M (Forecast)

- 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 3,300 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.

Parking

Through the parking program, the LIRR improves access to the system by working with communities to identify and discuss parking expansion opportunities to meet ridership growth demands.

Ongoing:

Wyandanch Parking Facility - \$29.0M

- Design-Build construction of new 5-level parking facility that will provide additional LIRR customer parking spaces at Wyandanch Station and will remedy the current shortage of parking spaces as well as support future ridership projections. Project scope includes drainage improvements, elevators, emergency generator, and electronic and way-finding signage. Construction is scheduled for completion in August 2015.

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. The LIRR has been working closely with the MTA Blue Ribbon Panel, which has been tasked with examining maintenance and inspection programs across the MTA, with a particular focus on track. The LIRR continues to incorporate the Blue Ribbon Panel's recommendations as it develops the 2015 - 2019 Capital Program.

Ongoing:

East River Tunnel Track Rehabilitation - \$28.0M

- At the completion of this Amtrak-managed project, the track structure and drainage system will be completely rehabilitated, reducing ponding water and bringing the entire track structure into a state of good repair. It will result in improved reliability for trains operating into and out of Penn Station.
- All four tunnels 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 all four tunnels.
- This effort will span multiple capital programs. The budget is currently under review and the LIRR is exploring use of Superstorm Sandy funds since tunnels were damaged during the storm.
- 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.

Atlantic Branch Half-Ties - \$29.4M

- Design has been completed for a new half tie rail fastening system to replace up to 21,500 deteriorated and damaged half-ties in the Atlantic Branch tunnel between Jamaica and East New York.
- Installation of the new half-tie system in selected locations throughout the tunnel begins in March 2015, with anticipated beneficial use in September 2016.

Second Track Farmingdale to Ronkonkoma Phase I - \$137.2M

This project involves design 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.

Phase I construction began in December 2013 and continues to progress. Funding for Phase II is included in the proposed 2015-2019 Capital Program.

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:

Broadway - Port Washington Bridge Rehabilitation - \$4.8M

- Project will undertake replacement of bearings and bridge seats, rehabilitation of abutments, concrete decks, piers, and structural steel. Above deck work includes waterproofing and drainage installation.
- Construction began in May 2012 and is scheduled for completion in June 2015.

150th Street - Jamaica Bridge Rehabilitation – \$24.9M

- Construction has been underway on the 150th Street bridge spans since March 2013. The scope of the work includes new bearings and bridge seats, repairs to abutments, concrete deck, piers, and structural steel, along with above-deck work which includes waterproofing and drainage installation. Construction is scheduled for completion in December 2015.

Ellison Avenue Bridge - \$39.2M

- This project provides for the construction of a new Ellison Avenue roadway bridge, located on the Main Line between Carle Place and Westbury Stations. This project will provide a modernized roadway bridge with improved safety features, and also supports the future build-out of the Main Line third track. Design began in February 2013 and is currently ongoing.

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:

Fiber Optic Network - \$10.0M

Private Branch Exchange (PBX) Wayside Phone Replacement – Phase I – \$10.5M

Atlantic Avenue Tunnel Cable Replacement - \$5.1M

Communication Pole Replacement –\$7.0M

Improved Radio Coverage –\$10.3M

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 - \$15.0M

- Selected signal system equipment components, including batteries, switch machines, signal position lights, signal cable, and crossing gate mechanisms continue to be replaced system-wide.

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.

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.

- MNR and LIRR PTC Systems Integrator (SI) contract was awarded on November 13, 2013.
- Preliminary Design Reviews are being held and progressing.
- The segment of dark territory between Speonk and Montauk is being eliminated by installing Automatic Speed Control (ASC). Project completion is scheduled for April 2017.
- LIRR has acquired spectrum for all LIRR operating counties.

Divide Supervisory Control - \$14.0M

- Design furnish and install a new signal supervisory control system at Divide Tower (located immediately east of Hicksville Station) and upgrade the associated field units on the Main Line and Port Jefferson Branch. Design contract for Supervisory Control/RTU was awarded in February 2014.

7. Shops & Yards

Currently, the LIRR operates 24 shops and yards. These assets ensure proper storage, cleaning, inspection, repair and maintenance of the fleet in support of the Reliability Centered Maintenance (RCM) Program.

Ongoing:

Hillside Facility Roof Renewal - \$6.0M

- Work on roofs at the Hillside Facility continues, involving replacement of deteriorated rubber roll roofing with new PVC membrane built-up roofing. Construction is scheduled for completion in January 2016.

8. Power

Train service within the LIRR's electric territory relies upon a network of infrastructure which includes 108 substations/breaker houses, and 353 miles of third rail system-wide to deliver the traction power supply necessary for train operations.

The long-term goal of the LIRR power strategy is to address components necessary to maintain the traction power system and ensure its reliability and safety.

Ongoing:

Replacement of Hillside and Kew Gardens Substations - \$25.5M

- Installation of new prefabricated modular substation buildings and associated equipment and components is scheduled to be completed at both locations by April 2015.

Port Washington Substation - \$25.5M

- Installation of new prefabricated modular substation buildings and associated equipment and components is scheduled to be completed by 4th Quarter 2017.

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.

Third Rail Replacement – \$10.9M

- In September 2014 replacement of 18,729 LF of third rail was completed to achieve the project goal of 89,000 LF.

Additional Power Projects \$ 37.0M

- The cyclical normal replacement investments of power components includes substation battery replacement, cables, switches, protection board, power lines,

power pole replacement, negative reactors, substation relay controls and motor generators.

9. Environmental

The LIRR continues to comply with environmental mandates through investigation, delineation and remediation activities at various locations system wide.

Ongoing:

Yaphank Landfill Remediation - \$9.1M

This entails the investigation, design, and remediation of the LIRR landfill, located in Yaphank.

- Design is being performed by a 3rd party consultant.
- The NYSDEC approved the preferred remedial alternative on May 27, 2014. Upon agreement with affected adjacent property owners, the remedial design will be prepared.

10. 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	\$7.7M
Long Beach Branch Systems	\$60.8M
West Side Storage Yard	\$43.3M
Long Island City Yard	\$4.5M
Substation Replacements	\$56.6M
1st Avenue Substation	\$8.4M
Long Island City Substation	\$1.3M
Infrastructure / System Upgrades (various locations)	\$9.7M

Superstorm Sandy Resiliency Projects

The LIRR has identified a need for resiliency projects to better protect the system against future weather events. The LIRR has received FTA funding to progress some of the Superstorm Sandy Resiliency projects but continues to work closely with the MTA in regards to advancing all resiliency projects and seeking Federal funds.

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)

- Protects yard against flooding, storm surge and extreme weather – including new third rail traction power, installing 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, replace and upgrade 16 pumps located in the 8 pump rooms throughout the length of the tunnel.

11. 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 Begins
Jamaica Capacity Improvements (phase 1)	\$301.7 M	May 2014 (award)
Mid Suffolk Train Storage Yard	\$76.6 M	January 2016
Great Neck Pocket Track and Colonial Road Bridge	\$35.3 M	October 2014
Massapequa Pocket Track	\$19.6 M	March 2013
Port Washington Yard Track Extensions	\$12.1 M	January 2016
TOTAL	\$445.3 M	

12. Enterprise Asset Management

Each of the MTA agencies is investing in Enterprise Asset Management (EAM) systems, which includes substantial investments in both business and technology improvements. LIRR is currently undergoing an agency-wide EAM Gap Assessment, which will produce a 5-year improvement program to meet new regulatory requirements. This Gap assessment will align with industry best-practices, MTA standards and ongoing LIRR asset investment needs. Advancing EAM development will result in a planning framework that links asset condition and maintenance activities to life cycle planning in order to improve asset performance, optimize maintenance resources, and strengthen long-term planning.

SECTION III Planning Studies

1. Network Strategy Study

The Long Island Rail Road last completed a Network Strategy Study (NSS) in 1994. This strategic study has informed Capital Program development and provided a long-term blueprint for service, infrastructure and rolling stock investments for the past twenty years. With the upcoming opening of East Side Access, the LIRR is undertaking a new Network Strategy Study to establish a comprehensive basis for targeting future LIRR investments. The framework and resulting NSS recommendations will provide a basis for corporate decision-making to strengthen the quality and attractiveness of LIRR passenger service in both the short and long term. The study consists of three parts: 1) Market Analysis, 2) Development of Alternatives, 3) Short and Long Term Strategies.

The study was put out to bid in December 2014; award is expected in May 2015.

2. Penn Station Capacity and Utilization Study

LIRR, Metro-North, Amtrak and New Jersey Transit are currently reviewing the final draft of this MTA-managed Penn Station Operations Study. Findings and insights gained from this coordinated simulation effort may be utilized to inform future Penn Station planning efforts, including the opportunity to bring Metro-North's New Haven Line customers directly to Penn.

3. Penn Station Visioning Study

MTA, LIRR, Amtrak and New Jersey Transit (NJT) are completing a study of transformative changes at Penn Station to modernize the rail facility with improved functionality, pedestrian circulation and customer amenities. Toward this end, the railroads are developing a vision to transform Penn Station through a set of short and long-term enhancements. This incremental approach will outline the necessary building blocks to create a renewed and world-class Penn Station complex that is passenger-friendly, easy to traverse, iconic in appearance, and enhances real estate potential. The goal is to meet the needs of the region for additional railroad passenger capacity including Metro-North's service on the New Haven Line to Penn Station, and to accommodate the influx of new visitors, employees, and residents to midtown Manhattan. Amtrak has shared its Gateway planning effort to ensure that a future vision for Penn Station embraces the expansion plans contemplated by Amtrak.



Staff Summary

Subject MONTAUK BRANCH TRACK WORK PROGRAM						Date MARCH 23, 2015			
Department SR. VICE PRESIDENT - OPERATIONS						Vendor Name			
Department Head Name DAVE 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	3/23/15				3	Executive VP	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 track work programs during the months of March, April and May 2015.

TRACK WORK PROGRAM

- Montauk Branch – On five weekends, March 28-29, April 11-12, April 18-19, April 25-26 and May 2-3 main track will be out of service between Babylon and Patchogue for Concrete Tie installation between Sayville and Patchogue and Switch Resurfacing in Babylon and Patchogue.

DISCUSSION

Montauk Branch – Sayville to Patchogue Concrete Tie Installation and Babylon and Patchogue Switch Surfacing

On five weekends, March 28-29, April 11-12, April 18-19, April 25-26 and May 2-3, beginning at 1:00 AM on Saturdays and continuing through 1:00 AM Mondays, main track will be out of service between Babylon and Patchogue for Concrete Tie installation between Sayville and Patchogue and Switch Resurfacing in Babylon and Patchogue. Buses replace trains between Babylon and Speonk. Trains will operate between Speonk and Montauk on adjusted schedules.

Eastbound customers will board buses at Babylon for station stops Bay Shore through Speonk. Customers for stations stops Speonk through Montauk will board buses at Babylon for Speonk where train service will resume on adjusted schedules for station stops Westhampton through Montauk. Eastbound customers can expect up to 50 minutes of additional travel time.

Westbound customers will board buses at stations Speonk through Bay Shore, and transfer at Babylon for connecting train service to western stations and terminals. Buses replacing trains, for westbound customers from Speonk to Babylon, will depart up to 42 minutes later than normal. Westbound customers from Montauk to Westhampton will board a train and transfer at Speonk to an express bus to Babylon where train service will resume. Westbound customers can expect up to 84 minutes of additional travel time. Approximately 2,000 customers per day will be impacted by this work.

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 Operating and Capital budgets.

MEMORANDUM



Long Island Rail Road

DATE: March 23, 2015

TO: Members of Long Island Committee

FROM: Patrick Nowakowski, President

PN for PN

RE: 2014 LIRR Report on Elevator/Escalator Performance:

Attached for your review is the LIRR's annual 2014 report on the performance of its customer elevators and escalators.

The report provides data on the 19 escalators and 28 elevators directly maintained by the LIRR and the 15 escalators and 6 elevators maintained by AMTRAK. Performance data on the 6 escalators and 10 elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

The LIRR's Elevators & Escalators Operations Center (EEOC) responds quickly to reports of malfunctions, significantly reducing downtime while increasing oversight of third party maintenance contractors. 2014 highlights directly contributable to this unit are:

- The EEOC responded to 490 trouble calls
- Step chain replacement of 3 Thyssen Krupp escalators
- Addition of public safety announcements on 3 Thyssen Krupp escalators
- Door upgrades on 7 customer elevators
- One new elevator at Atlantic Terminal

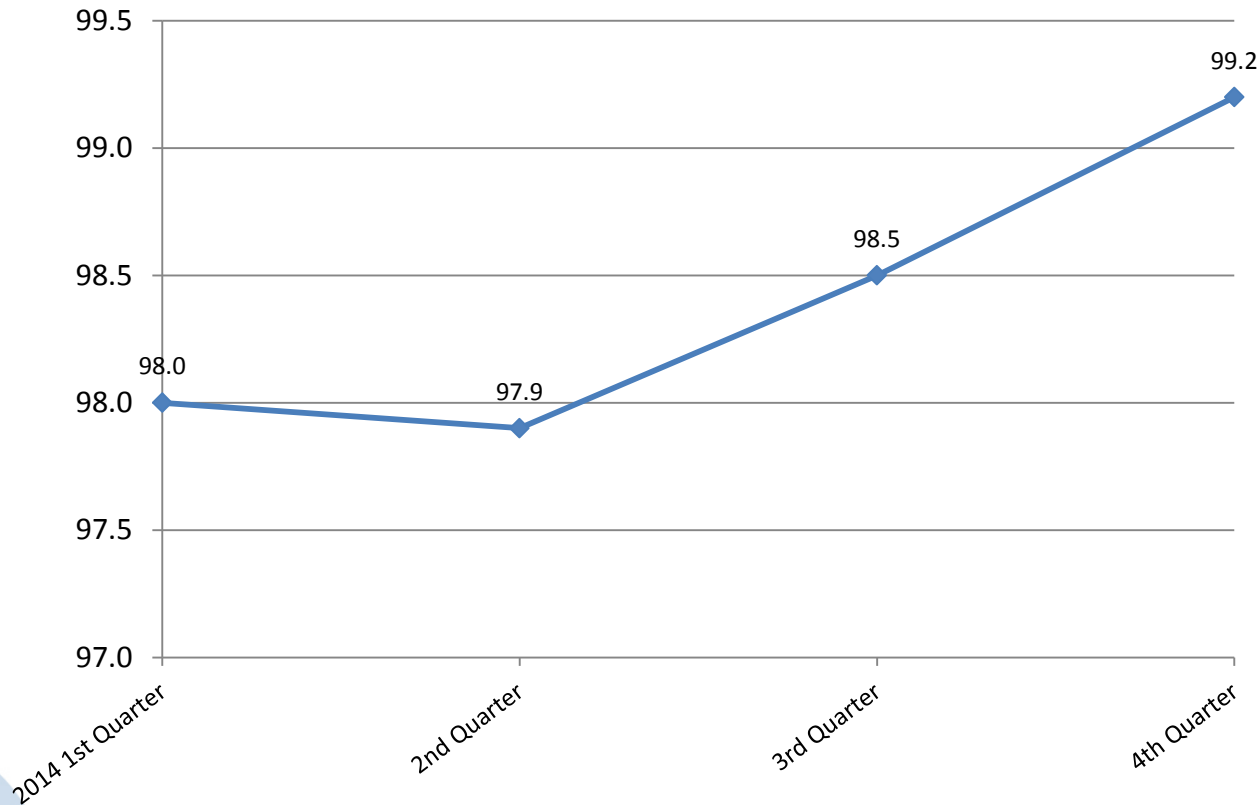
In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports.

Long Island Rail Road Elevator/Escalator

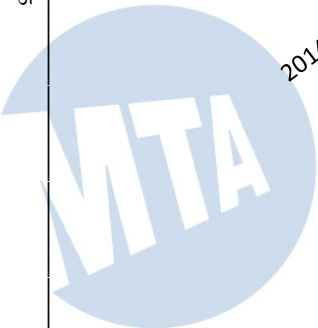
2014 Annual Report



2014 Passenger Elevator Availability



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



2014 Elevator Availability by Station

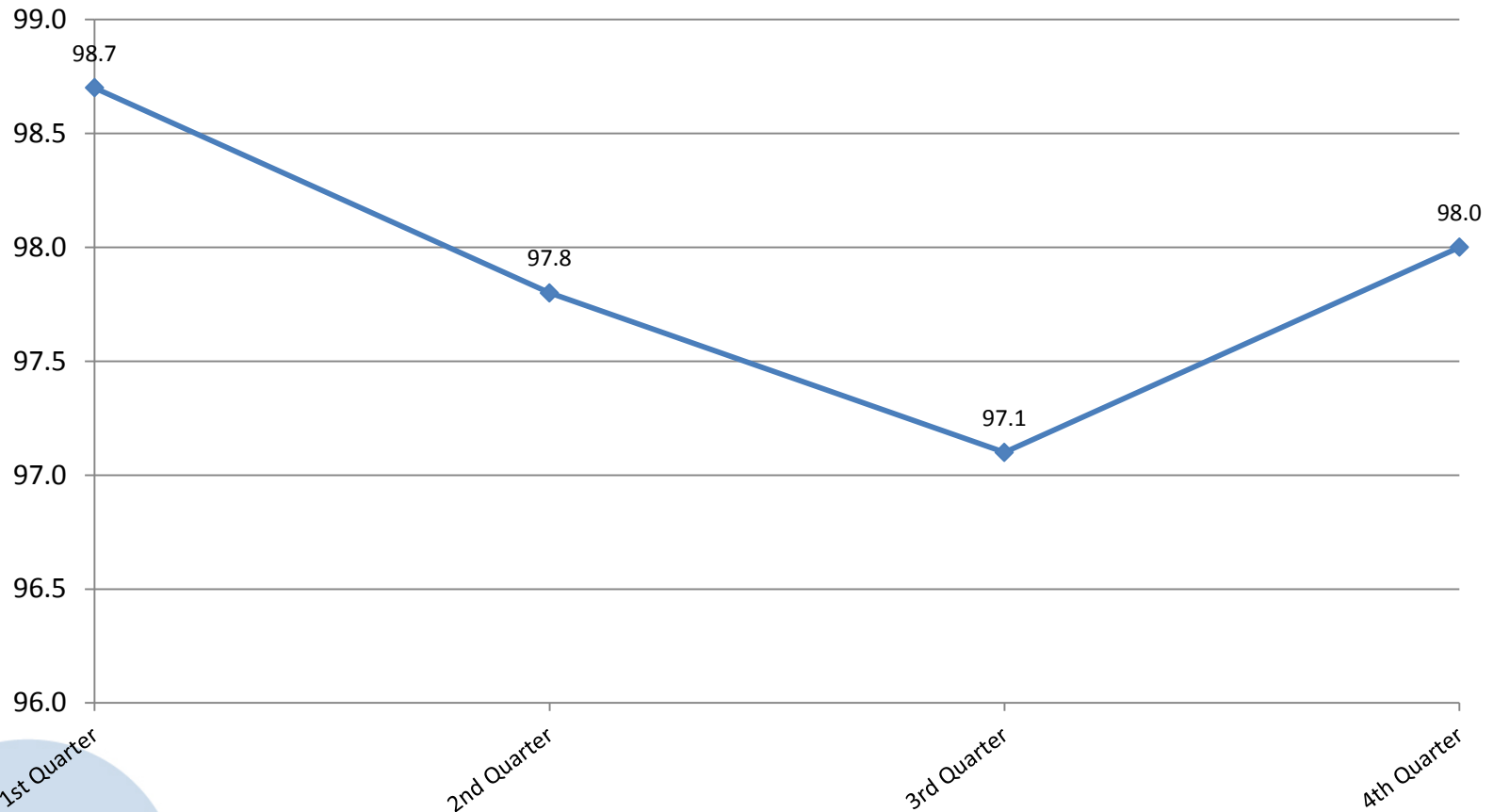
Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY	
Babylon (A)	95.7%	Valley Stream	95.9%
Babylon (B)	96.9%	Rosedale	99.2%
Massapequa	98.8%	PORT JEFFERSON	
Seaford	98.9%	Hicksville (A)	99%
Bellmore	97.7%	Hicksville (B)	99%
Merrick	99.4% (2)	LONG BEACH	
Freeport	98%	Lynbrook (A)	98.9%
Baldwin	96.5%	Lynbrook (B)	99.2%
Rockville Centre	96.8%	CITY TERMINAL	
PORT WASHINGTON		Atlantic Terminal 1	98.6%
Great Neck (A)	99.3%	Atlantic Terminal 2	98.8%
Great Neck (B)	99.3%	Woodside 415x	97.8% (3)
Auburndale	98.2%	Woodside 418x	97.7%
RONKONKOMA		Woodside 419x	98.2%
Ronkonkoma (A)	98.1%	Penn 34S-ELV-P34	99%
Ronkonkoma (B)	99.2%	Penn CEN-ELV-P-7	100%
Ronkonkoma (C)	99.3%	Penn CEN-ELV-P-8	100%
HEMPSTEAD		Penn CEN-ELV-P-9	97%
Queens Village (A)	98.4%	Penn CEN-ELV-P10	98%
Queens Village (B)	99.6%	Penn CEN-ELV-P11	100%

(1) Penn Station data provided by Amtrak

(2) Merrick out of service for Capital replacement on 12/1/14

(3) Woodside 415x out of service for Capital replacement on 10/1/14

2014 Passenger Escalator Availability



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

2014 Escalator Availability by Station

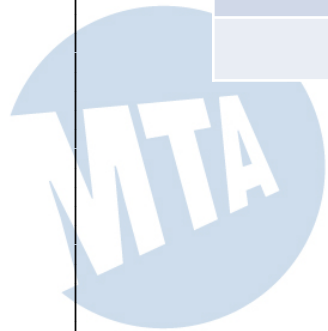
Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION (1)	
Babylon A (W/B)	97.7%	Valley Stream	95.7%	Penn 34S-ESC-34A	98%
Babylon B (E/B)	98.2%	PORT JEFFERSON		Penn 34S-ESC-34B	99%
Lindenhurst	97.6%	Hicksville A (W/B)	96.3%	Penn 34S-ESC-34C	98%
Copague	98.7%	Hicksville B (E/B)	90.7% (4)	Penn EXI-ESC-09E	100%
Amityville	97.9%	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	98.7%	Lynbrook	95.2%	Penn EXI-ESC-10W	97%
Massapequa	(2)	HEMPSTEAD		Penn EXI-ESC-7EW	100%
Seaford	98.5%	Floral Park	94.8%	Penn EXI-ESC-8EW	99%
Wantagh	96.9%			Penn MG-ESC-011	100%
Bellmore	98.8%			Penn MG-ESC-1MG	100%
Merrick	98.7%			Penn MG-ESC-2MG	92%
Freeport	98.6%			Penn MG-ESC-3MG	99%
Baldwin	99%			Penn MG-ESC-7MG	100%
Rockville Center	99%			Penn MG-ESC-8MG	99%
				Penn WEC-ESC-8WE	(3)

(1) Penn Station data provided by Amtrak

(2) Massapequa Escalator out of service for Capital replacement on 6/10/13

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

(4) Hicksville B Escalator was out of service due to a street level fire from 9/8/14 to 9/26/14 (Fire not Escalator related)



2014 Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Atlantic Terminal	0	1	1
Auburndale	0	0	2
Babylon	0	0	1
Baldwin	0	0	2
Bellmore	0	0	2
Great Neck	0	0	1
Hicksville	0	0	2
Lynbrook	0	0	1
Massapequa	0	0	1
Rockville Centre	0	0	1
Woodside	0	1	0
Jamaica (1)	0	3	0
Penn Station (2)	0	2	0

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, 2014.

(1) Jamaica elevators and escalators maintained by Port Authority

(2) Penn Station elevators and escalators maintained by Amtrak

2014 Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Babylon	0	3
Copiague	0	1
Freeport	0	1
Hicksville	0	3
Lynbrook	0	1
Massapequa Park	0	1
Merrick	0	1
Rockville Centre	0	1
Jamaica	0	2
Penn Station	0	16

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, 2014.

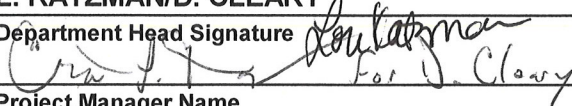
- (1) Jamaica elevators and escalators maintained by Port Authority
- (2) Penn Station elevators and escalators maintained by Amtrak



Long Island Rail Road

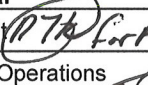
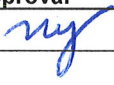



ACTION ITEM

Staff Summary

Subject AMENDMENT TO GATEWAY AGREEMENT – NEW LIRR WHEEL TRUER
Department LIRR ESA/SPECIAL PROJECT& MAINTENANCE OF EQUIPMENT DEPARTMENTS
Department Head Name L. KATZMAN/D. CLEARY
Department Head Signature 
Project Manager Name G. EHRHARDT/F. ORIOLES

Date MARCH 23, 2015
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee		X		
1	Finance Committee		X		
2	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	President 	5	CFO 
2	Sr. VP - Operations 		
3	Sr. VP - Engineering 		
4	VP & General Counsel 		

PURPOSE AND RECOMMENDATION:

That the Board grant approval authorizing the negotiation and execution of amendment to the existing Gateway Tunnel agreement(s) with Amtrak, to incorporate a new tandem wheel truing machine in the re-built Maintenance of Equipment Facility at West Side Yard, to replace the current outmoded equipment, at a not-to-exceed cost of \$9.5 million.

DISCUSSION:

In April 2013, the Board approved a Staff Summary and Resolution which authorized Amtrak to construct a concrete Tunnel Casing beneath the Eastern Rail Yard portion of the LIRR's West Side Yard (WSY) so as preserve the future subsurface ROW for Amtrak's proposed Gateway Tunnel. In November 2014, the Board approved an amendment to the Gateway Tunnel Agreements extending the work to the segment under 11th Avenue. As the Board is aware, LIRR's West Side Yard is also the location of the mixed-use commercial overbuild project that is a joint venture between affiliates of The Related Companies and Oxford Properties (the "Developers"), which project is progressing pursuant to existing agreements with the MTA/LIRR (the "Overbuild Project").

The initial Gateway Staff Summary authorized the MTA and LIRR to facilitate the Tunnel Casing Project by agreeing, among other things, to: (a) temporarily relocate certain LIRR Maintenance of Equipment ("MoE") functions; and (b) permit the partial demolition and subsequent rebuilding of the MoE facility in the Eastern Rail Yard, all at Amtrak's cost. While Amtrak is responsible for providing a new building to house the MoE facilities, Amtrak is not responsible for replacing the major items of shop equipment located in the facility. Generally, Amtrak's responsibility with respect to such equipment is to protect and subsequently reinstall this equipment in the completed building.

One of the major items of shop equipment is the existing milling-type single wheel truer, which restores train wheels which have developed flat spots to a serviceable condition. The existing truer was purchased in 1983, is beyond its useful life and performs inefficiently.

Staff Summary

A more technologically advanced, lathe-type tandem wheel truer is now available from a manufacturer, which offers significant efficiency and cost-saving benefits over the existing machine. Metro-North has installed one such machine in the upgraded shop facilities at Croton-Harmon, and is installing a second one in New Haven.

The tandem truer will significantly improve the cutting process and finish quality of the work; and halve the overall time required for wheel truing. LIRR's newer rolling stock fleets require the wheels on both axles of a truck to be maintained to the same strict tolerances in the truing process and the tandem truer supports simultaneous multi-axle cutting. The only two wheel truers currently in operation at LIRR are at Morris Park and Hillside. These are aging single-type machines which absorbed the truing work moved from the WSY maintenance facility during the Gateway project. A third, state-of-the-art truer is crucial to support LIRR train operations.

The present reconstruction of the MoE maintenance facility at WSY, by Amtrak and its contractors, provides a unique opportunity to obtain and install a tandem wheel truer in a manner that maximizes efficiencies and reduces cost. Alterations to the shop floor and building are necessary to accommodate the tandem wheel truer. Amtrak's designers are already under contract, and its contractors are mobilized on site. The shop is in the early stages of reconstruction. There is a limited window of opportunity to design and build the new shop specifically to incorporate the tandem machine, as opposed to rebuilding the shop to the current specification and then subsequently re-doing significant aspects of the work.

Accordingly, subject to Board approval, LIRR (and with the assistance and concurrence of MTA Legal and MTA Real Estate) will negotiate an amended agreement with Amtrak to provide as follows:

- Amtrak will enter into design agreement amendments and construction change orders to implement the necessary changes to the MoE facility and to procure a new tandem lathe-type wheel truer for LIRR.
- The timely return of a portion of the MoE facility (the Low Bay) is necessary for the installation of PTC on-board equipment. Amtrak will still be required to return that portion of the facility to LIRR so that this critical work can be progressed on time, by October 2015. Upon return of the Low Bay, monthly displacement costs paid by Amtrak to LIRR will be discontinued. The High Bay area of the facility, where the wheel truer is located, will be returned to LIRR control at a later agreed upon date, after installation of the tandem wheel truer.
- LIRR will reimburse Amtrak for costs incurred on our behalf, at a not-to-exceed amount of \$9.5 million (including contingency). These costs (to be finalized in negotiations), are consistent with LIRR estimates for the work and will be subject to audit and verification. As applicable, credits in LIRR's favor will be included based upon deletion of work that would have been required if the old wheel truer were restored to operation. LIRR will only proceed upon final agreement on costs which are deemed fair and reasonable. Only agreed-upon, actual costs will be paid.

The West Side Yard Developer is cooperating in this effort, as completion of the MoE rebuild effort (incorporating the new wheel truer) will avoid future disruptions to this extremely dense construction site.

ALTERNATIVE: The alternative is to proceed as per current agreements, including the reinstallation of the outmoded wheel truer. LIRR would then go out for contracts to perform civil work necessary to alter the MoE facility, and to procure the equipment. It is anticipated that such an approach will result in higher costs and significant delays. During such time, maintenance of rolling stock would be adversely impacted.

BUDGET IMPACTS: Project will be funded within the MTA Capital Program.

RESOLUTION

BOARDS OF THE

METROPOLITAN TRANSPORTATION AUTHORITY

LONG ISLAND RAIL ROAD COMPANY

WHEREAS, 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; and

WHEREAS, in connection with such project, the Boards of the MTA and LIRR have previously authorized the MTA and LIRR to enter into agreements allowing Amtrak to undertake the design and construction of an underground rectangular structure under the Eastern Rail Yard and 11th Avenue portions of the LIRR West Side Yard, within the future subsurface Right of Way, to allow for the potential future development of the Gateway Tunnel; and

WHEREAS, such prior authorizations provided for, among other things, demolition and subsequent rebuilding of the LIRR Maintenance of Equipment facility, which is located above the underground rectangular structure, by Amtrak and/or its contractors; and

WHEREAS, Amtrak has commenced work on the Gateway project in the Eastern Rail Yard, and is now proceeding with the work related to the LIRR Maintenance of Equipment facility; and

WHEREAS, as provided in the attached Staff Summary, the amendment of existing agreement(s) with Amtrak to provide for the acquisition and installation of a new tandem wheel truer, replacing the current outmoded equipment, concurrent with the design and rebuilding of the LIRR Maintenance of Equipment facility, has operational benefits for LIRR and its riders, is cost-effective and is advantageous to MTA and the LIRR; and

NOW, THEREFORE, the Boards of the MTA and LIRR resolve as follows:

The President of LIRR and his designees, acting with the advice and concurrence of the MTA General Counsel and the MTA Director of Real Estate, are hereby authorized to negotiate, execute and deliver contracts and any other necessary or appropriate agreements or instruments as are necessary and desirable to effectuate the above described wheel truer installation, in conformity with the terms and conditions set forth in this resolution and the attached Staff Summary

Dated: March 25, 2015

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

March 25, 2015

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date March 25, 2015			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature <i>Cynthia M. Conley for D. Mahon</i>									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	3.23.15				X	President <i>RTK for PN</i>		VP & CFO
2	MTA Board	3.25.15				X	Sr. VP-Administration <i>for PN</i>		VP, Gen. Counsel &
							Sr. VP-Operations		
							Executive VP		

PURPOSE:

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

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following

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

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	2	\$102,032
SUBTOTAL:	2	\$102,032
Schedule I: Modifications to Purchase Contracts and Public Works Contracts	1	\$360,000
SUBTOTAL:	1	\$360,000

LIRR proposes to award Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
	None	
<u>TOTAL:</u>	<u>3</u>	<u>\$462,032</u>

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

MARCH 2015

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement)

- 1. Metro Weather Service, Inc. \$22,032**
Three Year Contract Firm/Fixed
Contract No.: TBD

LIRR requests MTA Board approval to award a competitively bid Miscellaneous Service contract to Metro Weather Service, Inc. (Metro Weather), to provide current and comprehensive meteorological information services to the LIRR. Under this contract Metro Weather will send current, detailed weather forecasts, updates and alerts to seven LIRR locations every 4 hours, 24 hours per day, every day of the year and provide unlimited, 24 hour telephone support. Prices are based on fixed monthly billing rates. The term of this contract will be for three years, from May 1, 2015, through April 30, 2018. This IFB was advertised in the NYS Contract Reporter and NY Post, and on the MTA/LIRR Website, beginning on 01/19/15. In addition, it was sent to seven known qualified bidders, including the incumbent, Metro Weather. LIRR received three bids; Metro Weather, (\$22,032), Weather Command (\$77,604), and Weathernet, LLC (\$105,000). MeteoGroup submitted a No-Bid. Although Metro Weather's Gross Sum Bid is 24% higher than their previous three-year fixed rate contract, it is 252% less than the next lowest bidder under this solicitation. Further, Metro Weather's rate increase is attributable to the upgrade of their computer equipment and network, the acquisition of additional subscriptions to weather data services, and an increase to their internal staff. Their quoted rate of \$612/mo. will remain firm/fixed throughout the duration of this renewal contract. Accordingly, Metro-Weather's bid is considered fair and reasonable. This contract will be funded by the LIRR's Operating Budget.

- 2. United Parcel Service \$80,000**
Fifteen Months Not-to-Exceed
Contract No: 150301GS1-R-N

LIRR requests MTA Board approval to award a competitively bid, Miscellaneous Service, New York State OGS Contract Award No. PGB-22892, with United Parcel Service (UPS). Under this contract, UPS will provide domestic and international small package delivery service for a period of fifteen (15) months, through March 20, 2016, in the not-to-exceed amount of \$80,000. LIRR's Operating Budget will fund this contract.

Procurements Requiring Majority Vote

Schedule I: Modifications to Purchase Contracts and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

3. **Go Green Environmental Services LLC \$360,000** Staff Summary Attached
 Competitive
 Contract No. 140710GS3-SA-N

LIRR requests Board approval to issue a Contract modification in the amount of \$360,000 to Go Green Environmental Services LLC, to allow for the continued pumping and lawful disposal of waste from cesspools and sewers at various rail road stations, and for vector and jetting services needed for upcoming tunnel cleaning. The additional funding will cover services through the original contract term, which expires in November 2015.

Schedule I: Modifications to Purchase Contracts and Public Works Contracts

Staff Summary



Long Island Rail Road

Item Number: 3

Vendor Name (& Location) Go Green Environmental Services, LLC.- Middle Island, N.Y.
Description Cesspool & Sewer Services
Contract Term (including Options, if any) 12/1/2012 through 11/30/ 2017 (includes 2-year Option)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: John Collins - Engineering

Contact Number 140710GS3-SA-N	AWO/Modification # Modification #1
Original Amount:	\$633,595
Prior Modifications:	\$0
Prior Budgetary Increases:	\$0
Current Amount:	\$633,595
This Request:	\$360,000
% of This Request to Current Amount:	56.83%
% of Modifications (including This Request) to Original Amount	56.83%

Discussion:

LIRR requests Board approval to issue a Contract modification in the amount of \$360,000 to Go Green Environmental Services LLC, to allow for the continued pumping and lawful disposal of waste from cesspools and sewers at various rail road stations, and for vector and jetting services needed for upcoming tunnel cleaning. The additional funding will cover services through the original contract term, which expires in November 2015.

On December 1, 2012, LIRR issued a competitively bid public work contract in the total not-to-exceed amount of \$633,595, to Go Green Environmental Services LLC, for as-needed cesspool and sewer services at various LIRR properties in Queens, Nassau and Suffolk counties. On-Call services include; aeration, chemical treatment, pumping, and disposal. The term of the contract is three years, with an option to renew for a one, two-year period. This contract included two additional high volume sites, Shea Stadium and Ronkonkoma Station, whose high usage was underestimated. Subsequently, funding was depleted at an unanticipated, high rate. This modification will increase funding by \$360,000.00 in order to allow for continued services through contract completion.

In order to mitigate the possibility of hazardous overflow, maintain services and to improve efficiency of the facilities, the LIRR has recently implemented site specific service schedules for most of the service locations. To date, LIRR has expended approximately \$632,000 (99%) of the original \$633,595 funding. LIRR estimates that an additional \$360,000 will cover the remaining period under the original three year contract term. The two year option will not be exercised. Instead LIRR will re-solicit this work incorporating scheduled services per location in an effort to establish more favorable rates. LIRR's operating budget will fund this work.

LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE
MARCH 2015

Staff Summary



Subject	Request for Authorization to Award a Procurement				
Department	Law and Procurement				
Department Head Name	Evan M. Eisland <i>one</i>				
Department Head Signature	<i>[Signature]</i>				
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Rail Road Committee	3/23/15	X		
2	Board	3/25/15	X		

Date: March 10, 2015			
Vendor Name Parsons Brinckerhoff/STV/Parsons Transportation Group, JV			
Contract Number 98-00040-01R			
Contract Manager Name Ben Whatley			
Internal Approvals			
	Approval		Approval
4	President <i>[Signature]</i>	3	Interim Executive Vice President <i>AD</i>
2	Vice President, Program Controls <i>[Signature]</i>	1	Chief Procurement Officer <i>one</i>

PURPOSE

To obtain the approval of the Board to award a contract modification and to inform the Long Island Railroad Committee of this procurement action.

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 1,197,544
SUBTOTAL	1	\$ 1,197,544
TOTAL	1	\$ 1,197,544

Budget Impact:

The approval of the modification will obligate funds in the amount listed. Funds are available in the current capital budget for this purpose.

Recommendation:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

MARCH 2015

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)

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 1. | Parsons Brinckerhoff/STV/Parsons
Transportation Group, JV
Contract No. 98-0040-01R
Modification No. 86 | \$1,197,544 | <u>Staff Summary Attached</u> |
|-----------|---|--------------------|--------------------------------------|

In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board ratification of a modification for additional design services required to address changes to signal and supervisory control equipment at eight central instrument locations.

Item Number 1

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)		Contract Number 98-0040-01R	AWO/Modification # 86
Description East Side Access General Engineering Consultant (GEC) Services			
Contract Term (including Options, if any) March 2016		Original Amount:	\$ 140,000,000
		Prior Modifications:	\$ 261,397,462
		Prior Budgetary Increases:	\$ 0
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A		Current Amount:	\$ 401,397,462
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification			
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		This Request	\$ 1,197,544
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich		% of This Request to Current Amount:	0.30%
		% of Modifications (including This Request) to Original Amount:	188%

Discussion:

This Contract is for engineering, design and construction phase services for the East Side Access (ESA) project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board ratification of a modification for additional design services required to address changes to signal and supervisory control equipment at eight central instrument locations (CILs).

In response to recommendations made in program-wide risk assessment workshops and based on lessons learned over the past five years of construction activity within the Harold Interlocking, MTACC, Long Island Rail Road (LIRR) and Amtrak have developed a plan to re-sequence near-term construction activities in the Harold Interlocking to take advantage of planned extended track outages in 2015 and 2016. To support implementation of the revised construction sequence, the General Engineering Consultant ("GEC") for ESA revised staging drawings along with the cutover sequence (testing and placing into service) of the signal and supervisory control equipment at several of the CILs. The revised staging drawings and cutover sequence and the requirement that civil speed enforcement be implemented on the LIRR system requires design changes to the signal and supervisory control equipment within eight CILs. Thus, under this modification, the GEC will:

- record the current as-built conditions for certain signaling equipment within the Harold Interlocking;
- revise the design documents for the signal and supervisory control equipment within eight CILs
- update related engineering documents used to manage the cutover process.

The GEC submitted cost proposals totaling \$1,286,051 for this modification while the MTACC estimate was in the amount of \$1,137,936. Negotiations were held and the parties agreed to a cost of \$1,197,544, which is considered fair and reasonable.

In order to maintain the current Harold CIL cutover schedule, the President approved a retroactive memorandum and on February 24, 2015 the GEC was directed to proceed with the portion of the work needed to support the scheduled cutover of the H3 CIL for a not-to-exceed amount of \$350,000. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A solid line starts at the bottom left and trends upwards to the top right. Overlaid on this grid is the text "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters.

MONTHLY OPERATING REPORT

February 2015

Patrick Nowakowski
President

03/03/15 *****

Performance Summary			2015 Data			2014 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%	86.8%	88.6%	90.2%	89.0%
		AM Peak		76.5%	80.5%	81.3%	83.5%
		PM Peak		81.1%	82.3%	87.0%	82.3%
		Total Peak		78.7%	81.4%	84.0%	82.9%
		Off Peak Weekday		87.7%	88.8%	90.8%	88.9%
		Weekend		94.3%	95.6%	96.3%	96.0%
	Babylon Branch	Overall	93.9%	86.4%	88.2%	91.2%	87.8%
		AM Peak		74.5%	79.9%	84.1%	84.7%
		PM Peak		83.5%	82.5%	85.1%	74.6%
		Total Peak		78.7%	81.1%	84.5%	80.1%
		Off Peak Weekday		88.4%	89.0%	93.3%	88.5%
		Weekend		93.9%	96.4%	96.8%	96.8%
	Far Rockaway Branch	Overall	96.6%	92.8%	93.5%	94.8%	94.1%
		AM Peak		79.9%	81.8%	80.9%	83.7%
		PM Peak		92.4%	91.8%	93.6%	90.6%
		Total Peak		85.5%	86.3%	86.6%	86.8%
		Off Peak Weekday		94.9%	94.6%	96.8%	95.1%
		Weekend		95.6%	97.6%	98.3%	98.6%
	Huntington Branch	Overall	92.5%	83.4%	85.8%	84.5%	85.6%
		AM Peak		71.2%	76.3%	77.9%	83.0%
		PM Peak		77.1%	78.2%	77.8%	77.4%
		Total Peak		74.1%	77.2%	77.9%	80.3%
		Off Peak Weekday		80.9%	83.5%	81.9%	83.0%
		Weekend		93.6%	94.3%	92.8%	92.8%
	Hempstead Branch	Overall	96.5%	92.0%	93.0%	92.7%	92.7%
		AM Peak		89.0%	89.2%	84.7%	88.2%
		PM Peak		82.5%	86.8%	88.9%	86.8%
		Total Peak		85.9%	88.1%	86.7%	87.5%
		Off Peak Weekday		93.3%	93.1%	93.1%	92.5%
		Weekend		95.0%	96.8%	97.3%	97.3%
	Long Beach Branch	Overall	95.9%	90.1%	90.2%	93.2%	91.9%
		AM Peak		78.5%	81.8%	86.4%	87.7%
		PM Peak		85.7%	85.2%	91.4%	88.5%
		Total Peak		81.9%	83.4%	88.8%	88.1%
		Off Peak Weekday		91.5%	90.4%	93.0%	90.9%
		Weekend		96.8%	96.9%	98.7%	98.0%
	Montauk Branch	Overall	90.8%	83.9%	86.2%	88.4%	87.4%
		AM Peak		71.7%	78.0%	76.3%	79.6%
		PM Peak		84.0%	82.4%	87.2%	83.7%
		Total Peak		77.9%	80.2%	81.8%	81.7%
		Off Peak Weekday		84.4%	85.3%	89.4%	87.5%
		Weekend		89.0%	93.2%	93.4%	92.7%
	Oyster Bay Branch	Overall	94.1%	86.4%	89.6%	89.5%	88.7%
		AM Peak		79.7%	85.7%	83.5%	86.1%
		PM Peak		75.4%	78.5%	86.0%	80.3%
		Total Peak		77.7%	82.4%	84.6%	83.4%
		Off Peak Weekday		87.6%	90.5%	90.2%	90.0%
		Weekend		95.6%	96.8%	94.4%	92.9%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	Feb	Feb	Feb	Feb
Port Jefferson Branch	Overall	90.9%	77.4%	82.0%	79.1%	81.1%
	AM Peak		66.5%	72.4%	69.1%	75.7%
	PM Peak		74.4%	79.7%	78.2%	76.3%
	Total Peak		70.2%	75.8%	73.3%	76.0%
	Off Peak Weekday		71.9%	78.2%	73.0%	76.3%
	Weekend		95.6%	94.3%	96.4%	95.1%
Port Washington Branch	Overall	95.3%	87.1%	89.4%	94.5%	92.4%
	AM Peak		80.1%	83.9%	84.8%	85.1%
	PM Peak		71.2%	75.6%	89.2%	83.9%
	Total Peak		75.5%	79.7%	87.1%	84.5%
	Off Peak Weekday		87.1%	89.1%	96.2%	93.0%
	Weekend		98.8%	98.9%	99.1%	98.8%
Ronkonkoma Branch	Overall	91.6%	84.2%	85.6%	86.5%	85.1%
	AM Peak		71.9%	75.3%	74.3%	76.8%
	PM Peak		86.5%	85.9%	89.8%	86.4%
	Total Peak		78.8%	80.3%	81.6%	81.3%
	Off Peak Weekday		86.2%	87.1%	86.0%	83.6%
	Weekend		87.6%	89.2%	94.7%	93.7%
West Hempstead Branch	Overall	95.8%	92.6%	93.3%	95.8%	93.5%
	AM Peak		90.5%	89.0%	92.6%	92.1%
	PM Peak		78.1%	83.3%	92.1%	87.7%
	Total Peak		83.7%	85.9%	92.3%	89.7%
	Off Peak Weekday		97.0%	95.6%	97.8%	95.7%
	Weekend		94.4%	96.9%	100.0%	100.0%
Operating Statistics		Trains Scheduled	18,807	39,032	18,635	38,872
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-15.1	-14.1	13.7	-13.2
Trains Over 15 min. Late excluding trains canceled or terminated			683	1,148	358	823
Trains Canceled			190	450	121	267
Trains Terminated			52	169	70	185
Percent of Scheduled Trips Completed			98.7%	98.4%	99.0%	98.8%
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	98.3%			
		PM Peak	97.5%			
		Total Peak	97.9%			

Categories Of Delay		January	2015 Data		2014 Data		YTD 2014 Vs 2015
			February	YTD Thru February	February	YTD Thru February	
Late Train Incidents	National Rail Passenger Corp	222	171	393	54	380	13
	Capital Programs	1	10	11	113	150	(139)
	Engineering	123	232	355	196	513	(158)
	Penn Station Central Control	7	23	30	17	67	(37)
	Maintenance of Equipment	163	175	338	228	341	(3)
	* Other / Miscellaneous	226	170	396	168	387	9
	**Public	406	529	935	410	968	(33)
	Transportation	13	62	75	30	45	30
	Vandalism	28	22	50	-	45	5
	Weather and Environmental	771	1,078	1,849	598	1,363	486
	Maintenance of Way (Sched.)	6	6	12	7	11	1

*** Other/Miscellaneous** includes incidents that were a direct result of external factors causing disruption to LIRR operations

**** Public** includes incidents that were a direct result of factors involving the following: Trespassers, Motor Vehicles, Loading, Disorderly or Dispute Situations, etc.

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	Sun	Train 6719 disabled in Queens Interlocking							20	4	1	20	4	1	25
2-Feb	Mon	Winter storm	45		1	94	21		158	4	3	297	25	4	326
2-Feb	Mon	Loss of supervisory system in PSCC	1						11			12			12
2-Feb	Mon	Signal trouble in Harold Interlocking							10			10			10
2-Feb	Mon	Evacuation in Penn Station Central Control due to a fire alarm				13			12	6		12	19		31
3-Feb	Tues	Winter storm	88	6		2	1		56		5	146	7	5	158
3-Feb	Tues	Amtrak related switch trouble in JO Interlocking				10			2			12			12
3-Feb	Tues	Weather related loading delays				7			6			13			13
3-Feb	Tues	Train 129 with equipment trouble				3	3		6	1		9	4		13
4-Feb	Wed	Track circuit failure east of Merrick Station due to a broken rail	18	2					13			31	2		33
4-Feb	Wed	Track circuit failure at Port Interlocking due to a broken rail	23									23			23
6-Feb	Fri	Track circuit failure west of Bayshore Station due to a broken rail	13						2	2	1	15	2	1	18
9-Feb	Mon	Amtrak related switch trouble in F Interlocking	10									10			10
9-Feb	Mon	Amtrak related track circuit failure in Line 3				14	3		3			17	3		20
9-Feb	Mon	Winter storm	7			1			11			19			19
9-Feb	Mon	Weather related loading delays	4			4			7			15			15
10-Feb	Tues	Train 2716 with equipment trouble in New Hyde Park				11			3			14			14
11-Feb	Wed	Train 444 with a trespasser strike at Flushing Main Street Station				7	9	1	10	4		17	13	1	31
13-Feb	Fri	Multiple broken rails system wide due to extreme cold weather	61	26					84	21	4	145	47	4	196
15-Feb	Sun	Switch trouble in Hall Interlocking due to Con Ed power outage							12			12			12
17-Feb	Tues	Amtrak related track circuit failure in Line 4	13						9			22			22
17-Feb	Tues	Train 605 canceled in Port Jefferson with equipment trouble	8	1					1			9	1		10
17-Feb	Tues	Various delays system wide due to extreme cold weather	33		1	5	4		15		1	53	4	2	59
17-Feb	Tues	Weather related loading delays	8						4			12			12
19-Feb	Thurs	Amtrak related switch trouble at JO Interlocking	14									14			14
20-Feb	Fri	Amtrak related switch trouble in F Interlocking				4	1		5			9	1		10
20-Feb	Fri	Switch trouble in Nassau 1 Interlocking				26	2		8			34	2		36
20-Feb	Fri	Various delays system wide due to extreme cold weather	105	4	3	2	2		52	10		159	16	3	178
21-Feb	Sat	Weather related loading delays							13			13			13
22-Feb	Sun	Broken crossing protection at New Hyde Park Road							17			17			17
22-Feb	Sun	Train 6102 with a trespasser strike at Copiague Station							11	3	2	11	3	2	16
23-Feb	Mon	Heavy loading system wide	9						2			11			11
23-Feb	Mon	Train 774 with a possible rules violation				9	1		5			14	1		15
24-Feb	Tues	Train 28 canceled in Woodside with equipment trouble							10		1	10		1	11
24-Feb	Tues	Various delays system wide due to extreme cold weather	21	1		6		1	3			30	1	1	32
24-Feb	Tues	Train 1040 with flat wheels				7	2		7			14	2		16
27-Feb	Fri	Debris fire in JO Interlocking				9			2			11			11
28-Feb	Sat	Train 8710 with a trespasser strike at Amityville Station							8	3	1	8	3	1	12
TOTAL FOR MONTH			481	40	5	221	62	2	598	58	19	1300	160	26	1486
												1486			

Long Island Rail Road

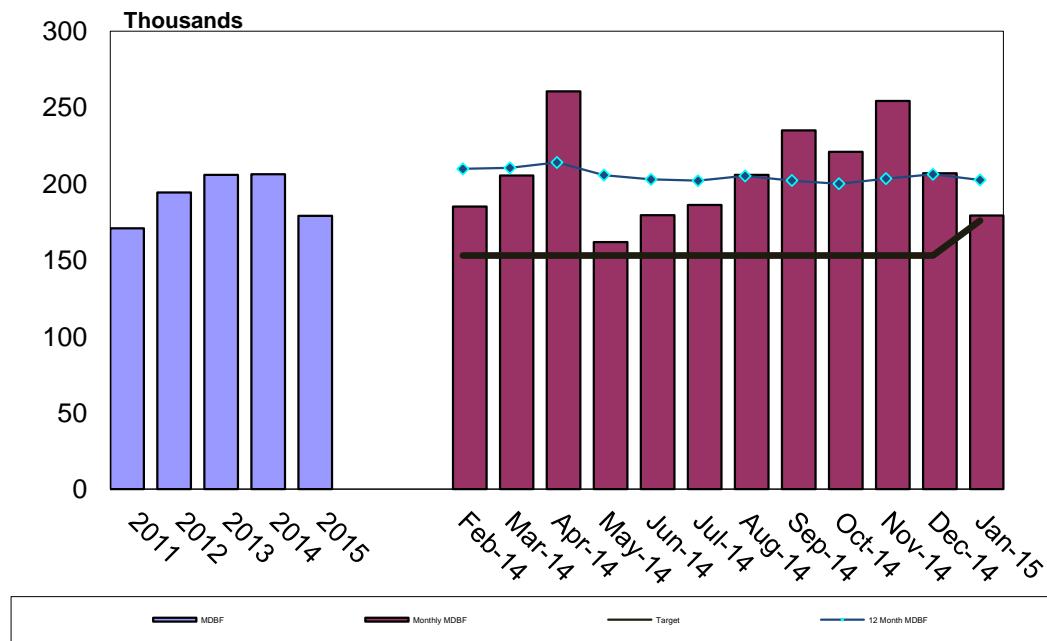
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean Distance Between Failures	M-3	150	75,000	63,742	8	63,742	94,056	64,346	7	64,346
	M-7	836	400,000	584,288	9	584,288	491,803	466,455	11	466,455
	DM	21	20,000	8,488	8	8,488	21,128	37,368	2	37,368
	DE	24	20,000	18,313	5	18,313	22,339	43,585	2	43,585
	C-3	134	80,000	100,400	7	100,400	83,488	93,752	7	93,752
	Diesel	179	51,000	43,113	20	43,113	54,691	74,379	11	74,379
	Fleet	1,165	176,000	179,211	37	179,211	202,598	220,676	29	220,676

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

2011 - 2015





Standee Report

East Of Jamaica

East Of Jamaica			2015 Data	
			February	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	5	18
Average		Total Standees	5	18
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	2	3
		Total Standees	62	3
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	9	0
		Total Standees	9	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	7	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	11	0
		Total Standees	11	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	9	59
		Total Standees	9	59
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	22	50
		Total Standees	22	50
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			130	130

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 2015

Standee Report

West Of Jamaica

			2015 Data February	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	24	45
		Total Standees	24	45
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	13	0
		Total Standees	13	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	27	100
		Total Standees	27	100
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	43
		Total Standees	1	43
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	71	0
		Total Standees	89	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	1	0
		Total Standees	1	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	9	59
		Total Standees	9	59
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	37	50
		Total Standees	37	50
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			201	296

Definitions

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

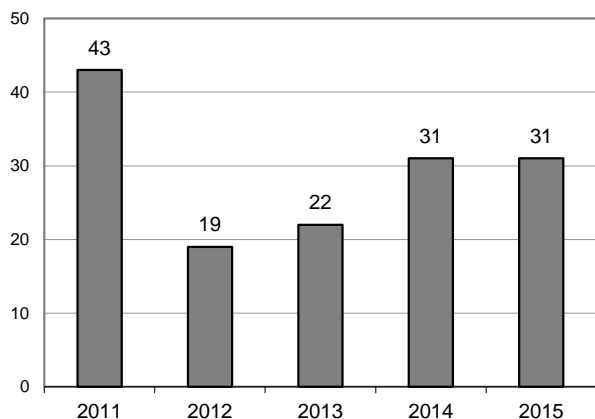
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.

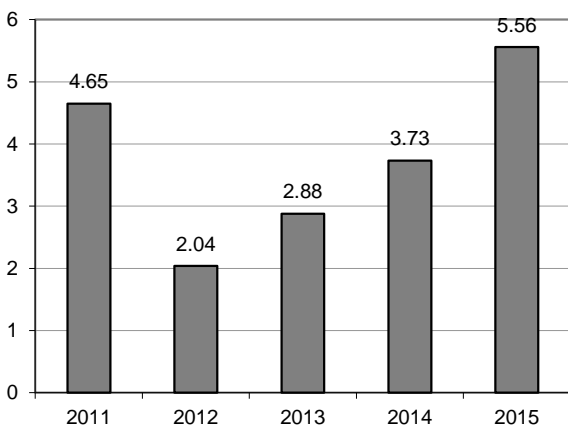
MTA Long Island Rail Road Summary of Employee Injuries through January 2015



Total Employee Injuries

Year	Total
2011	43
2012	19
2013	22
2014	31
2015	31

% change from last year: 0.0%



Employee FRA Reportable Injuries

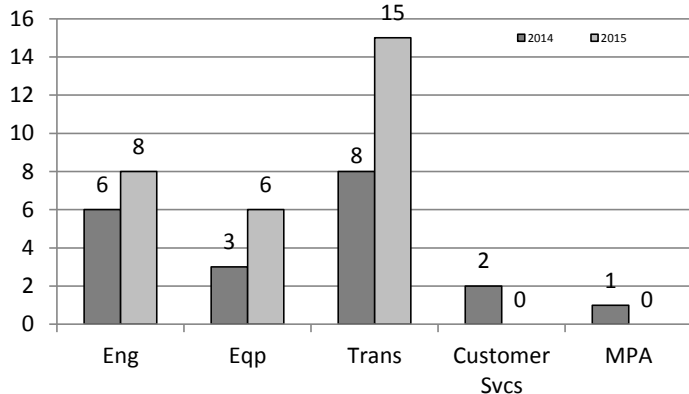
Year	Total	FRA FI*
2011	24	4.65
2012	11	2.04
2013	16	2.88
2014	20	3.73
2015	29	5.56

% change from last year: 49.1%

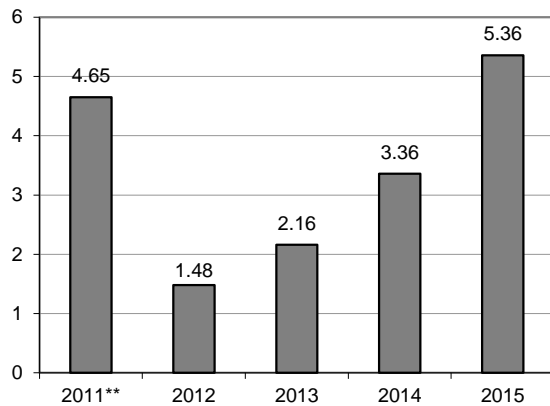
* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

MTA Long Island Rail Road Summary of Employee Injuries through January 2015



Employee Reportable Accidents Comparison by Department			
Department	2014	2015	% Change
Engineering	6	8	33%
Equipment	3	6	100%
Transportation	8	15	88%
Customer Svcs	2	-	-100%
MPA	1	-	-100%



Employee Lost Time Injuries			
Year	LT	LT FI*	LT & RD FI*
2011**	24	4.65	4.65
2012	8	1.48	1.48
2013	12	2.16	2.16
2014	18	3.36	3.36
2015	28	5.36	5.36

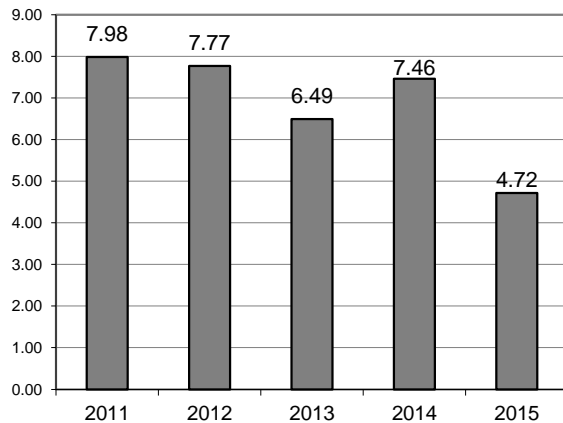
% change from last year: 59.5%

**Please note: Last year of Restricted Duty

* - Injuries per 200,000 hours worked



MTA Long Island Rail Road Summary of Customer Injuries through January 2015

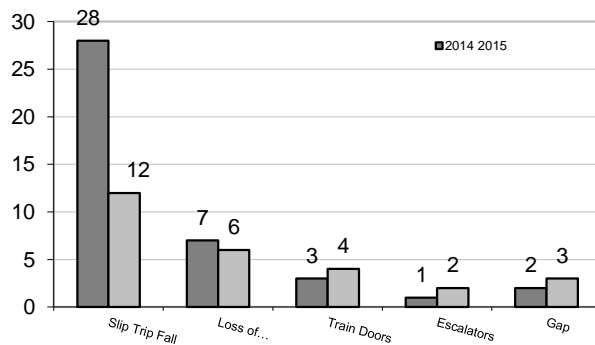


Total Customer Injuries

Year	Total	FI**
2011	47	7.98
2012	50	7.77
2013	43	6.49
2014	49	7.46
2015	30	4.72

% change from last year: -36.7%

**Injuries per 1,000,000 rides



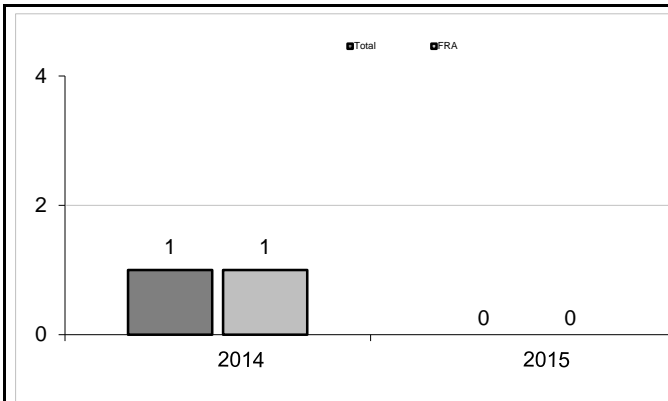
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2014	28	7	3	1	2
2015	12	6	4	2	3



MTA Long Island Rail Road

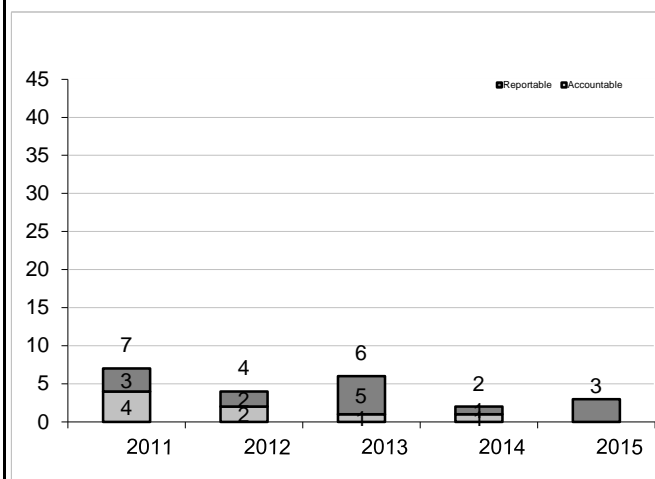
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through January 2015



Contractor Injuries

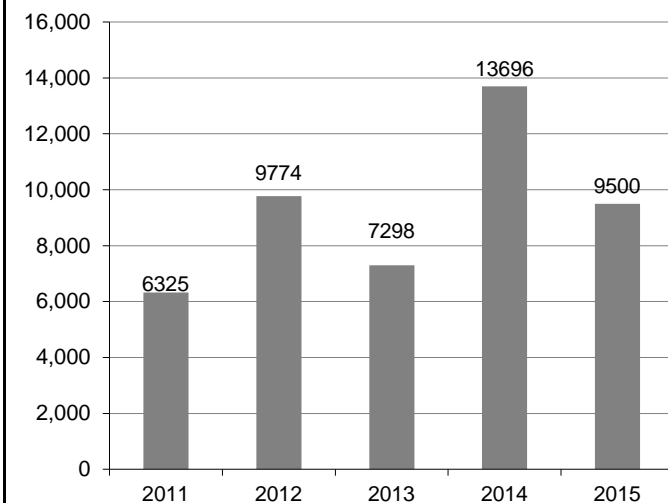
Year	Total	FRA Rpt.
2014	1	1
2015	0	0

% change from last year: 100.0%



Train Accidents

Year	Accountable	Reportable
2011	4	3
2012	2	2
2013	1	5
2014	1	1
2015	0	3



Community Education and Outreach (Including T.R.A.C.K.S.)

2011 - 2015 Month of January

Total Participants

Year	Total
2011	6,325
2012	9,774
2013	7,298
2014	13,696
2015	9,500

Memorandum



Long Island Rail Road

Date: March 23, 2015

To: Members of the LIRR Operating Committee

From: Patrick A. Nowakowski, President *(P7K for PN)*

Re: Enhanced Safety Action Update

This is to update you on the LIRR's comprehensive efforts to enhance safety throughout our system:

- Our first Corporate Quarterly Safety Stand-Down for 2015 will be conducted March 27th. The focus will be Confidential Close Call Reporting.
- Our required FRA Waivers were approved in January. Training for the Peer Review Team was completed the week of March 2nd. The Implementing Memorandum of Understanding was signed by all participating management, labor organization chairmen, and the FRA on March 6th. The program is scheduled to start March 29th.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Alerters	Installation is complete on all fleets.
Speed Compliance	For the period 2/1/15 through 2/28/15, there were 112 Radar Observations. 91 different LIRR Engineers were observed. Forty-four event recorder downloads were analyzed. All results indicate compliance. <i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.
Emergency Order 29	All critical curves were completed as scheduled by 3/1/14.
Tangent Track Evaluation	Study of potential enforcement of civil speed restrictions on tangent track is on-going. Six identified segments were completed in 2014. Three additional segments are currently being reviewed. One is tied to ESA and projected for completion September 2016. One is being tested. The final is being designed.
PTC	The Systems Integrator (SI) is progressing Preliminary Design. Radio compliance testing in process. First Article Inspection (FAI) for Transponder brackets has been completed. Completed preliminary transponder to train interface test. Preparing for wayside interface hardware First Article Inspection (FAI).
Cameras	A kick-off meeting with 4D Security Solutions was held March 11th. The Notice of Award was issued. The Notice to Proceed should be issued by the end of the month.



Long Island Rail Road

Monthly Financial Report

January 2015

MTA LONG ISLAND RAIL ROAD

January Ridership and Financial Report

Executive Summary

Ridership

- During the month of January, total ridership was 6.4 million, which was 0.7% lower than January 2014 (adjusted for same number of work days) and 3.9% below the adopted budget.
 - In January 2015, commutation ridership was 2.5% lower than 2014 (work day adjusted) and 4.0% lower than the 2015 adopted budget.
 - In January 2015, non-commutation ridership was 2.1% higher than 2014 and 3.8% below the adopted budget.
-

Revenues

- Farebox revenue in January totaling \$50.6 million was \$0.8 million below the budget due to lower ridership, partially offset by higher yield per passenger.
- Capital & Other Revenue of \$20.8 million was \$3.0 million lower than the adopted budget due to timing of capital activity and other operating revenue.
- In summary, total LIRR revenue of \$71.4 million was \$3.8 million lower than the budget.

Expenses

- In January, total expenses of \$172.4 million were \$8.7 million less than the budget.
- Straight-time payroll spending was \$0.7 million less than budget due to the existence of vacant positions. At the end of January, 287 of 7,081 positions were vacant. These vacancies consisted primarily of management/supervisory and maintenance operational hourly.
- In January, overtime hours worked was 19.9%, or 35,200 hours higher than the budget primarily as a result of weather-related overtime, which was 45,400 hours over budget, and vacancy/absentee coverage, which were 10,825 over budget. This was partially offset by lower maintenance overtime, which was 7,500 below budget, unscheduled service, which was 5,600 below budget, reimbursable overtime, which was 4,300 below budget and scheduled service, which were 3,400 below budget.
- In January, overtime hours decreased by 2.1% in 2015 compared to 2014 due to lower weather, maintenance and scheduled/unscheduled service, partially offset by higher vacancy/absentee coverage and reimbursable overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- In January, the Adjusted Farebox Operating Ratio was 49.5%, which is favorable to budget due to lower expenses, partially offset by lower revenue.
- In January, the Adjusted Cost per Passenger was \$16.89, which is lower than budget due to lower expenses, partially offset by lower ridership.
- In January, the Revenue per Passenger was \$7.99, which is above budget.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending January 31, 2015

REVENUE

January **Total Revenues** (including Capital and Other Reimbursements) of \$71.4 were \$3.8 million or 5.0% unfavorable to budget.

- **Farebox Revenues** were \$(0.8) unfavorable to the budget due to lower ridership, partially offset by higher yield per passenger.
- **Other Operating Revenues** were \$(1.0) unfavorable due to timing.
- **Capital and Other Reimbursements** were \$(2.0) unfavorable to the budget due to timing of capital activity.

OPERATING EXPENSES

Total Expenses (including depreciation and other) of \$172.4 were favorable to budget by \$8.7 or 4.8%.

Labor Expenses, \$(0.6) unfavorable to budget.

- **Payroll**, \$0.7 favorable (primarily vacant positions and lower vacation pay accruals).
- **Overtime**, \$(2.4) unfavorable (primarily higher weather-related overtime and vacancy/absentee coverage, partially offset by lower capital project activity, unscheduled service and maintenance overtime).
- **Health & Welfare**, on budget.
- **OPEB Current Payment**, \$0.4 favorable (fewer retirees/beneficiaries).
- **Other Fringe**, \$0.7 favorable (primarily lower FELA Indemnity payments).

Non-Labor Expenses, \$6.5 favorable to budget.

- **Electric Power**, \$0.2 favorable (accrual adjustments).
- **Fuel**, \$0.8 favorable (lower rates).
- **Insurance**, \$0.2 favorable (lower Force Account Insurance).
- **Claims**, \$(0.4) unfavorable (timing).
- **Maintenance and Other Operating Contracts**, \$0.4 favorable (primarily timing and prior period accrual reversals).
- **Professional Services**, \$0.2 favorable (primarily timing and prior period accrual reversals).
- **Materials and Supplies**, \$4.6 favorable (primarily timing of material usage in the support shops, capital project activity and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$0.5 favorable (primarily timing of miscellaneous expenses).

Depreciation and Other, \$2.8 favorable (primarily favorable Depreciation and Other Post Employee Benefits).

FAREBOX OPERATING RATIO

The January Farebox Operating Ratio was 41.6%, 0.9 percentage points above the budget resulting from lower expenses, partially offset by lower revenue. The adjusted year-end Farebox Operating Ratio was 49.5%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2015
(\$ 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	\$51.425	\$50.636	(\$0.789)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$51.425	\$50.636	(\$0.789)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.514	2.518	(0.996)	(28.4)	0.000	0.000	0.000	-	3.514	2.518	(0.996)	(28.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	20.249	18.254	(1.995)	(9.9)	20.249	18.254	(1.995)	(9.9)
Total Revenue	\$54.939	\$53.154	(\$1.785)	(3.2)	\$20.249	\$18.254	(\$1.995)	(9.9)	\$75.188	\$71.408	(\$3.780)	(5.0)
Expenses												
<i>Labor:</i>												
Payroll	\$45.197	\$44.580	\$0.617	1.4	\$6.786	\$6.675	\$0.111	1.6	\$51.983	\$51.255	\$0.728	1.4
Overtime	8.564	11.117	(2.553)	(29.8)	1.343	1.166	0.177	13.2	9.907	12.283	(2.376)	(24.0)
Health and Welfare	8.136	7.822	0.314	3.9	1.227	1.494	(0.267)	(21.8)	9.363	9.316	0.047	0.5
OPEB Current Payment	5.151	4.758	0.393	7.6	0.000	0.000	0.000	-	5.151	4.758	0.393	7.6
Pensions	15.476	14.763	0.713	4.6	1.772	2.485	(0.713)	(40.2)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	11.454	10.930	0.524	4.6	1.477	1.347	0.130	8.8	12.931	12.277	0.654	5.1
Reimbursable Overhead	(2.198)	(2.210)	0.012	0.6	2.198	2.210	(0.012)	(0.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$91.780	\$91.760	\$0.020	0.0	\$14.803	\$15.378	(\$0.575)	(3.9)	\$106.583	\$107.138	(\$0.555)	(0.5)
<i>Non-Labor:</i>												
Electric Power	\$9.582	\$9.422	\$0.160	1.7	\$0.062	\$0.000	\$0.062	99.5	\$9.644	\$9.422	\$0.222	2.3
Fuel	2.404	1.577	0.827	34.4	0.000	0.000	0.000	-	2.404	1.577	0.827	34.4
Insurance	2.007	1.996	0.011	0.5	0.432	0.274	0.158	36.5	2.439	2.271	0.168	6.9
Claims	0.352	0.770	(0.418)	*	0.000	0.000	0.000	-	0.352	0.770	(0.418)	*
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	5.753	5.411	0.342	5.9	0.832	0.739	0.093	11.1	6.585	6.151	0.434	6.6
Professional Service Contracts	1.752	1.665	0.087	5.0	0.165	0.020	0.145	87.9	1.917	1.685	0.232	12.1
Materials & Supplies	11.090	8.475	2.615	23.6	3.767	1.774	1.993	52.9	14.857	10.250	4.607	31.0
Other Business Expenses	1.248	0.891	0.357	28.6	0.188	0.068	0.120	63.7	1.436	0.959	0.477	33.2
Total Non-Labor Expenses	\$34.188	\$30.209	\$3.979	11.6	\$5.446	\$2.877	\$2.569	47.2	\$39.634	\$33.085	\$6.549	16.5
<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	\$125.968	\$121.969	\$3.999	3.2	\$20.249	\$18.254	\$1.995	9.9	\$146.217	\$140.223	\$5.994	4.1
<i>Depreciation</i>												
Depreciation	\$28.611	\$26.210	\$2.401	8.4	\$0.000	\$0.000	\$0.000	-	\$28.611	\$26.210	\$2.401	8.4
Other Post Employment Benefits	6.161	5.807	0.354	5.7	0.000	0.000	0.000	-	\$6.161	5.807	0.354	5.7
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	\$160.907	\$154.152	\$6.755	4.2	\$20.249	\$18.254	\$1.995	9.9	\$181.156	\$172.407	\$8.749	4.8
Net Surplus/(Deficit)	(\$105.968)	(\$100.999)	\$4.969	4.7	\$0.000	\$0.000	\$0.000	-	(\$105.968)	(\$100.999)	\$4.969	4.7
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.611	\$26.210	(\$2.401)	(8.4)	\$0.000	\$0.000	\$0.000	-	\$28.611	\$26.210	(\$2.401)	(8.4)
Operating/Capital	(0.735)	(0.276)	0.459	62.5	0.000	0.000	0.000	-	(0.735)	(0.276)	0.459	62.5
Other Cash Adjustments	(3.007)	8.689	11.696	*	0.000	0.000	0.000	-	(3.007)	8.689	11.696	*
Total Cash Conversion Adjustments	\$24.869	\$34.624	\$9.755	39.2	0.000	\$0.000	\$0.000	-	\$24.869	\$34.624	\$9.755	39.2
Net Cash Surplus/(Deficit)	(\$81.099)	(\$66.375)	\$14.724	18.2	\$0.000	\$0.000	\$0.000	-	(\$81.099)	(\$66.375)	\$14.724	18.2

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 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	\$51.425	\$50.636	(\$0.789)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$51.425	\$50.636	(\$0.789)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.514	2.518	(0.996)	(28.4)	0.000	0.000	0.000	-	3.514	2.518	(0.996)	(28.4)
Capital & Other Reimbursements	0.000	0.000	0.000	-	20.249	18.254	(1.995)	(9.9)	20.249	18.254	(1.995)	(9.9)
Total Revenue	\$54.939	\$53.154	(\$1.785)	(3.2)	\$20.249	\$18.254	(\$1.995)	(9.9)	\$75.188	\$71.408	(\$3.780)	(5.0)
Expenses												
<i>Labor:</i>												
Payroll	\$45.197	\$44.580	\$0.617	1.4	\$6.786	\$6.675	\$0.111	1.6	\$51.983	\$51.255	\$0.728	1.4
Overtime	8.564	11.117	(2.553)	(29.8)	1.343	1.166	0.177	13.2	9.907	12.283	(2.376)	(24.0)
Health and Welfare	8.136	7.822	0.314	3.9	1.227	1.494	(0.267)	(21.8)	9.363	9.316	0.047	0.5
OPEB Current Payment	5.151	4.758	0.393	7.6	0.000	0.000	0.000	-	5.151	4.758	0.393	7.6
Pensions	15.476	14.763	0.713	4.6	1.772	2.485	(0.713)	(40.2)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	11.454	10.930	0.524	4.6	1.477	1.347	0.130	8.8	12.931	12.277	0.654	5.1
Reimbursable Overhead	(2.198)	(2.210)	0.012	0.6	2.198	2.210	(0.012)	(0.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$91.780	\$91.760	\$0.020	0.0	\$14.803	\$15.378	(\$0.575)	(3.9)	\$106.583	\$107.138	(\$0.555)	(0.5)
<i>Non-Labor:</i>												
Electric Power	\$9.582	\$9.422	\$0.160	1.7	\$0.062	\$0.000	\$0.062	99.5	\$9.644	\$9.422	\$0.222	2.3
Fuel	2.404	1.577	0.827	34.4	0.000	0.000	0.000	-	2.404	1.577	0.827	34.4
Insurance	2.007	1.996	0.011	0.5	0.432	0.274	0.158	36.5	2.439	2.271	0.168	6.9
Claims	0.352	0.770	(0.418)	*	0.000	0.000	0.000	-	0.352	0.770	(0.418)	*
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	5.753	5.411	0.342	5.9	0.832	0.739	0.093	11.1	6.585	6.151	0.434	6.6
Professional Service Contracts	1.752	1.665	0.087	5.0	0.165	0.020	0.145	87.9	1.917	1.685	0.232	12.1
Materials & Supplies	11.090	8.475	2.615	23.6	3.767	1.774	1.993	52.9	14.857	10.250	4.607	31.0
Other Business Expenses	1.248	0.891	0.357	28.6	0.188	0.068	0.120	63.7	1.436	0.959	0.477	33.2
Total Non-Labor Expenses	\$34.188	\$30.209	\$3.979	11.6	\$5.446	\$2.877	\$2.569	47.2	\$39.634	\$33.085	\$6.549	16.5
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	\$125.968	\$121.969	\$3.999	3.2	\$20.249	\$18.254	\$1.995	9.9	\$146.217	\$140.223	\$5.994	4.1
Depreciation	\$28.611	\$26.210	2.401	8.4	\$0.000	\$0.000	\$0.000	-	\$28.611	\$26.210	\$2.401	8.4
Other Post Employment Benefits	6.161	5.807	0.354	5.7	0.000	0.000	0.000	-	6.161	5.807	0.354	5.7
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	\$160.907	\$154.152	\$6.755	4.2	\$20.249	\$18.254	\$1.995	9.9	\$181.156	\$172.407	\$8.749	4.8
Net Surplus/(Deficit)	(\$105.968)	(\$100.999)	\$4.969	4.7	\$0.000	\$0.000	\$0.000	-	(\$105.968)	(\$100.999)	\$4.969	4.7
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.611	\$26.210	(\$2.401)	(8.4)	\$0.000	\$0.000	\$0.000	-	\$28.611	\$26.210	(\$2.401)	(8.4)
Operating/Capital	(0.735)	(0.276)	0.459	62.5	0.000	0.000	0.000	-	(0.735)	(0.276)	0.459	62.5
Other Cash Adjustments	(3.007)	8.689	11.696	*	0.000	0.000	0.000	-	(3.007)	8.689	11.696	*
Total Cash Conversion Adjustments	\$24.869	\$34.624	\$9.755	39.2	\$0.000	\$0.000	\$0.000	-	\$24.869	\$34.624	\$9.755	39.2
Net Cash Surplus/(Deficit)	(\$81.099)	(\$66.375)	\$14.724	18.2	\$0.000	\$0.000	\$0.000	-	(\$81.099)	(\$66.375)	\$14.724	18.2

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

January 2015					Year-to-Date January 2015		
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.	(0.789)	(1.5)	Lower ridership \$(2.005), partially offset by higher yield per passenger \$1.216.	(0.789)	(1.5)	
Other Operating Revenue	Non Reimb.	(0.996)	(28.4)	Primarily due to lower rental and timing of advertising, freight and miscellaneous revenue.	(0.996)	(28.4)	
Capital & Other Reimbursements	Reimb.	(1.995)	(9.9)	Timing of capital project activity	(1.995)	(9.9)	
Expenses							
Payroll	Non Reimb.	0.617	1.4	Vacant positions.	0.617	1.4	
	Reimb.	0.111	1.6	Primarily due to timing of project activity.	0.111	1.6	
Overtime	Non Reimb.	(2.553)	(29.8)	Higher weather-related overtime and vacancy/absentee coverage, partially offset by lower maintenance and scheduled/unscheduled service.	(2.553)	(29.8)	
	Reimb.	0.177	13.2	Timing of East Side Access project schedule and other capital project activity.	0.177	13.2	
Health and Welfare	Non Reimb.	0.314	3.9	Vacant positions.	0.314	3.9	
	Reimb.	(0.267)	(21.8)	Primarily due to timing of project activity.	(0.267)	(21.8)	
OPEB Current Payment	Non Reimb.	0.393	7.6	Fewer retirees/beneficiaries.	0.393	7.6	

TABLE 3

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2015					Year-to-Date January 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.713	4.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.713	4.6	
	Reimb.	(0.713)	(40.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.713)	(40.2)	
Other Fringe Benefits	Non Reimb.	0.524	4.6	Lower FELA payments.	0.524	4.6	
	Reimb.	0.130	8.8	Primarily due to timing of project activity.	0.130	8.8	
Electric Power	Non Reimb.	0.160	1.7	Primarily accrual adjustments.	0.160	1.7	
	Reimb.	0.062	99.5	Timing of payments for January.	0.062	99.5	
Fuel	Non Reimb.	0.827	34.4	Lower rates.	0.827	34.4	
Insurance	Non Reimb.	0.011	0.5	Force Account Insurance associated with project activity.	0.011	0.5	
	Reimb.	0.158	36.5		0.158	36.5	
Claims	Non Reimb.	(0.418)	*	Increase in public liability reserves.	(0.418)	*	

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

January 2015				Year-to-Date January 2015			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	0.342	5.9	Primarily timing of payments (2014 accruals were reversed but payments not posted yet) and activities.	0.342	5.9	
	Reimb.	0.093	11.1	Primarily due to timing of project activity.	0.093	11.1	
Professional Service Contracts	Non Reimb.	0.087	5.0	Primarily timing of payments for MTA chargebacks and various consulting contracts, partially offset by payments for IT software and maintenance captured from a budget perspective in MTA HQ.	0.087	5.0	
	Reimb.	0.145	87.9	Primarily due to timing of project activity.	0.145	87.9	
Materials & Supplies	Non Reimb.	2.615	23.6	Primarily due to lower material usage for MU and Diesel fleet modifications, C-3 running repair A/C shop, M-7 propulsion, M-3 Wheel and Motor Shop, partially offset by higher M-7 Truck Shop and pool materials.	2.615	23.6	
	Reimb.	1.993	52.9	Primarily due to timing of project activity.	1.993	52.9	

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

January 2015					Year-to-Date January 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.357	28.6	Timing of miscellaneous expenses, office supplies and bad debt.	0.357	28.6	
	Reimb.	0.120	63.7	Primarily due to timing project activity.	0.120	63.7	
Depreciation	Non Reimb.	2.401	8.4	Based on certain capital assets being fully depreciated.	2.401	8.4	
Other Post Employment Benefits	Non Reimb.	0.354	5.7	Primarily due to timing of payments.	0.354	5.7	

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES January 2015 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$53.300	\$51.010	(\$2.290)	(4.3)	\$53.300	\$51.010	(\$2.290)	(4.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.819	1.755	(1.064)	(37.7)	2.819	1.755	(1.064)	(37.7)
Capital & Other Reimbursements	19.581	20.885	1.304	6.7	19.581	20.885	1.304	6.7
Total Receipts	\$75.700	\$73.650	(\$2.050)	(2.7)	\$75.700	\$73.650	(\$2.050)	(2.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$52.713	\$50.733	\$1.980	3.8	\$52.713	\$50.733	\$1.980	3.8
Overtime	11.057	9.874	1.183	10.7	11.057	9.874	1.183	10.7
Health and Welfare	9.362	10.931	(1.569)	(16.8)	9.362	10.931	(1.569)	(16.8)
OPEB Current Payment	5.151	6.375	(1.224)	(23.8)	5.151	6.375	(1.224)	(23.8)
Pensions	17.248	9.687	7.561	43.8	17.248	9.687	7.561	43.8
Other Fringe Benefits	15.738	12.690	3.048	19.4	15.738	12.690	3.048	19.4
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	\$111.269	\$100.290	\$10.979	9.9	\$111.269	\$100.290	\$10.979	9.9
<i>Non-Labor:</i>								
Electric Power	\$9.644	\$8.391	\$1.253	13.0	\$9.644	\$8.391	\$1.253	13.0
Fuel	2.404	2.089	0.315	13.1	2.404	2.089	0.315	13.1
Insurance	8.026	8.057	(0.031)	(0.4)	8.026	8.057	(0.031)	(0.4)
Claims	0.219	0.084	0.135	61.7	0.219	0.084	0.135	61.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.586	4.278	2.308	35.0	6.586	4.278	2.308	35.0
Professional Service Contracts	2.302	1.397	0.905	39.3	2.302	1.397	0.905	39.3
Materials & Supplies	13.091	9.850	3.241	24.8	13.091	9.850	3.241	24.8
Other Business Expenses	1.383	1.360	0.023	1.7	1.383	1.360	0.023	1.7
Total Non-Labor Expenditures	\$43.655	\$35.506	\$8.149	18.7	\$43.655	\$35.506	\$8.149	18.7
<i>Other Expenditure Adjustments:</i>								
Other	\$1.875	\$1.112	\$0.763	40.7	\$1.875	\$1.112	\$0.763	40.7
Total Other Expenditure Adjustments	\$1.875	\$1.112	\$0.763	40.7	\$1.875	\$1.112	\$0.763	40.7
Total Expenditures	\$156.799	\$136.907	\$19.892	12.7	\$156.799	\$136.907	\$19.892	12.7
Cash Timing and Availability Adjustment	0.000	(3.118)	(3.118)	-	0.000	(3.118)	(3.118)	-
Net Cash Deficit (excludes opening balance)	(\$81.099)	(\$66.375)	\$14.724	18.2	(\$81.099)	(\$66.375)	\$14.724	18.2
Subsidies								
MTA	81.099	66.373	(14.726)	(18.2)	81.099	66.373	(14.726)	(18.2)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2015			Year-to-Date as of January 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(2.290)	(4.3)	Lower ridership \$(2.005), lower advance sales impact \$(1.351), and lower Metrocard/AirTrain sales \$(0.150), partially offset by higher yields \$1.216.	(2.290)	(4.3)	
Other Operating Revenue	(1.064)	(37.7)	Primarily due to the timing of intercompany receipts.	(1.064)	(37.7)	
Capital and Other Reimbursements	1.304	6.7	Timing of activity and reimbursement for capital and other reimbursements.	1.304	6.7	
Expenditures						
Labor:						
Payroll	1.980	3.8	Primarily due to lower headcount.	1.980	3.8	
Overtime	1.183	10.7	Primarily due to timing of tax payments, lower maintenance, unscheduled and scheduled service, and project overtime, partially offset by weather-related overtime and vacancy/absentee coverage.	1.183	10.7	
Health and Welfare	(1.569)	(16.8)	Primarily due to timing of payments.	(1.569)	(16.8)	
OPEB Current Payment	(1.224)	(23.8)	Primarily timing of payments, partially offset by fewer retirees.	(1.224)	(23.8)	
Pensions	7.561	43.8	Primarily due to accelerated December 2014 payments.	7.561	43.8	
Other Fringe Benefits	3.048	19.4	Primarily lower Railroad Retirement payments and the timing of FELA and Railroad Unemployment Insurance payments.	3.048	19.4	
Non-Labor:						
Electric Power	1.253	13.0	Primarily due to the timing of payments.	1.253	13.0	
Fuel	0.315	13.1	Primarily due to lower rates, partially offset by the timing of payments.	0.315	13.1	
Insurance	(0.031)	(0.4)	Timing of insurance premium payments.	(0.031)	(0.4)	
Claims	0.135	61.7	Timing of payment for claims.	0.135	61.7	

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2015			Year-to-Date as of January 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Maintenance and Other Operating Contracts	2.308	35.0	Timing of payments.	2.308	35.0	
Professional Service Contracts	0.905	39.3	Primarily the timing of MTA chargeback payments.	0.905	39.3	
Materials and Supplies	3.241	24.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	3.241	24.8	
Other Business Expenses	0.023	1.7	Timing of payments.	0.023	1.7	
Other Expenditure Adjustments	0.763	40.7	Lower Metrocard/AirTrain pass through payments.	0.763	40.7	

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
January 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.875	\$0.374	(\$1.501)	(80.0)	\$1.875	\$0.374	(\$1.501)	(80.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.695)	(0.763)	(0.068)	(9.7)	(0.695)	(0.763)	(0.068)	(9.7)
Capital & Other Reimbursements	(0.668)	2.631	3.299	*	(0.668)	2.631	3.299	*
Total Receipts	\$0.512	\$2.242	\$1.730	*	\$0.512	\$2.242	\$1.730	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$0.730)	\$0.522	\$1.252	*	(\$0.730)	\$0.522	\$1.252	*
Overtime	(1.150)	2.409	3.559	*	(1.150)	2.409	3.559	*
Health and Welfare	0.001	(1.615)	(1.616)	*	0.001	(1.615)	(1.616)	*
OPEB Current Payment	0.000	(1.617)	(1.617)	-	0.000	(1.617)	(1.617)	-
Pensions	0.000	7.561	7.561	-	0.000	7.561	7.561	-
Other Fringe Benefits	(2.807)	(0.413)	2.394	85.3	(2.807)	(0.413)	2.394	85.3
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$4.686)	\$6.848	\$11.534	*	(\$4.686)	\$6.848	\$11.534	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$1.031	\$1.031	-	\$0.000	\$1.031	\$1.031	-
Fuel	0.000	(0.512)	(0.512)	-	0.000	(0.512)	(0.512)	-
Insurance	(5.587)	(5.787)	(0.200)	(3.6)	(5.587)	(5.787)	(0.200)	(3.6)
Claims	0.133	0.686	0.553	*	0.133	0.686	0.553	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.001)	1.873	1.874	*	(0.001)	1.873	1.874	*
Professional Service Contracts	(0.385)	0.288	0.673	*	(0.385)	0.288	0.673	*
Materials & Supplies	1.766	0.400	(1.366)	(77.4)	1.766	0.400	(1.366)	(77.4)
Other Business Expenses	0.053	(0.401)	(0.454)	*	0.053	(0.401)	(0.454)	*
Total Non-Labor Expenditures	(\$4.021)	(\$2.421)	\$1.600	39.8	(\$4.021)	(\$2.421)	\$1.600	39.8
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.875)	(\$1.112)	\$0.763	40.7	(\$1.875)	(\$1.112)	\$0.763	40.7
Total Other Expenditure Adjustments	(\$1.875)	(\$1.112)	\$0.763	40.7	(\$1.875)	(\$1.112)	\$0.763	40.7
Total Expenditures before Depreciation	(\$10.582)	\$3.315	\$13.897	*	(\$10.582)	\$3.315	\$13.897	*
Depreciation Adjustment	\$28.611	\$26.210	(\$2.401)	(8.4)	\$28.611	\$26.210	(\$2.401)	(8.4)
Other Post Employment Benefits	6.161	5.807	(0.354)	(5.7)	6.161	5.807	(0.354)	(5.7)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.167	0.167	(0.000)	(0.2)
Total Expenditures	\$24.357	\$35.499	\$11.142	45.7	\$24.357	\$35.499	\$11.142	45.7
Cash Timing and Availability Adjustment	0.000	(3.118)	(3.118)	-	0.000	(3.118)	(3.118)	-
Total Cash Conversion Adjustments	\$24.869	\$34.624	\$9.755	39.2	\$24.869	\$34.624	\$9.755	39.2

MTA LONG ISLAND RAIL ROAD
2015 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	January 2015						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	43,784	\$2.514	40,362	\$2.301	3,422 7.8%	\$0.213 8.5%	43,784	\$2.514	40,362	\$2.301	3,422 7.8%	\$0.213 8.5%
<u>Unscheduled Service</u>	12,948	\$0.761	7,367	\$0.440	5,581 43.1%	\$0.321 42.2%	12,948	\$0.761	7,367	\$0.440	5,581 43.1%	\$0.321 42.2%
<u>Programmatic/Routine Maintenance</u>	39,973	\$2.139	32,519	\$1.737	7,454 18.6%	\$0.402 18.8%	39,973	\$2.139	32,519	\$1.737	7,454 18.6%	\$0.402 18.8%
<u>Unscheduled Maintenance</u>	675	\$0.039	616	\$0.035	59 8.7%	\$0.003 8.7%	675	\$0.039	616	\$0.035	59 8.7%	\$0.003 8.7%
<u>Vacancy/Absentee Coverage</u>	29,744	\$1.652	40,568	\$2.264	(10,824) -36.4%	(\$0.611) -37.0%	29,744	\$1.652	40,568	\$2.264	(10,824) -36.4%	(\$0.611) -37.0%
<u>Weather Emergencies</u>	23,901	\$1.366	69,293	\$4.055	(45,392) *	(\$2.690) *	23,901	\$1.366	69,293	\$4.055	(45,392) *	(\$2.690) *
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	1,699	\$0.093	1,451	\$0.285	249 14.6%	(\$0.191) *	1,699	\$0.093	1,451	\$0.285	249 14.6%	(\$0.191) *
NON-REIMBURSABLE OVERTIME	152,724	\$8.564	192,176	\$11.117	(39,451) -25.8%	(\$2.553) -29.8%	152,724	\$8.564	192,176	\$11.117	(39,451) -25.8%	(\$2.553) -29.8%
REIMBURSABLE OVERTIME	23,874	\$1.343	19,616	\$1.166	4,257 17.8%	\$0.177 13.2%	23,874	\$1.343	19,616	\$1.166	4,257 17.8%	\$0.177 13.2%
TOTAL OVERTIME	176,598	\$9.907	211,792	\$12.283	(35,194) -19.9%	(\$2.376) -24.0%	176,598	\$9.907	211,792	\$12.283	(35,194) -19.9%	(\$2.376) -24.0%

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
2015 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

January 2015			January Year-to-Date		
Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
Hours	\$		Hours	\$	
3,422	\$0.213	Lower than forecasted outside of assignment penalty payments.	3,422	\$0.213	
7.8%	8.5%		7.8%	8.5%	
5,581	\$0.321		5,581	\$0.321	
43.1%	42.2%		43.1%	42.2%	
7,454	\$0.402	Less maintenance and inspections due to inclement weather conditions.	7,454	\$0.402	
18.6%	18.8%		18.6%	18.8%	
59	\$0.003	Primarily due to open jobs in Maintenance of Equipment. There are an average of 53 open jobs in this department. Availability in Maintenance of Equipment is unfavorable to budget.	59	\$0.003	
8.7%	8.7%		8.7%	8.7%	
(10,824)	(\$0.611)		(10,824)	(\$0.611)	
-36.4%	-37.0%		-36.4%	-37.0%	
(45,392) *	(\$2.690) *	Higher than forecasted weather related expenses.	(45,392) *	(\$2.690) *	
249 14.6%	(\$0.191) *	Due to double time impact and higher rated crafts.	249 14.6%	(\$0.191) *	
(39,451) -25.8%	(\$2.553) -29.8%		(39,451) -25.8%	(\$2.553) -29.8%	
4,257 17.8%	\$0.177 13.2%	Under-run attributed to latest project schedule for ESA.	4,257 17.8%	\$0.177 13.2%	
(35,194) -19.9%	(\$2.376) -24.0%		(35,194) -19.9%	(\$2.376) -24.0%	

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2015 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 - 2015 BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JANUARY 2015

			Favorable/ (Unfavorable)
	Budget	Actual	Variance
Administration			
Executive VP	5	7	(2)
Labor Relations	18	15	3
Procurement & Logistics (excl. Stores)	83	82	1
Human Resources	32	31	1
Sr VP Administration	2	1	1
Strategic Investments	34	27	7
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	41	5
Management & Budget	21	19	2
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	38	34	4
Market Dev. & Public Affairs	70	68	2
Gen. Counsel & Secretary	31	30	1
Diversity Management	2	2	0
Security	13	12	1
System Safety	36	22	14
Training	60	58	2
Service Planning	23	22	1
Sr. VP Operations	2	2	-
Total Administration	532	486	46
Operations			
Train Operations	2,101	2,037	64
Customer Services	299	299	-
Total Operations	2,400	2,336	64
Maintenance			
Engineering	1,862	1,748	114
Equipment	2,066	2,001	65
Procurement (Stores)	93	98	(5)
Total Maintenance	4,021	3,847	174
Engineering/Capital			
Department of Project Management	128	125	3
Total Engineering/Capital	128	125	3
Baseline Total Positions	7,081	6,794	287
<i>Non-Reimbursable</i>	6,196	6,024	172
<i>Reimbursable</i>	885	770	115
Total Full-Time	7,081	6,794	287
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JANUARY 2015**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 172 positions due to vacant positions in the Equipment, Engineering and Train Service Departments along with vacancies company-wide.
REIMBURSABLE POSITIONS - Favorable 115 positions primarily due to the timing of project activity and vacant positions.

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JANUARY 2015**

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	319	275	44
Professional, Technical, Clerical	213	211	2
Operational Hourlies			-
Total Administration	532	486	46
Operations			
Managers/Supervisors	304	288	16
Professional, Technical, Clerical	184	180	4
Operational Hourlies	1,912	1,868	44
Total Operations	2,400	2,336	64
Maintenance			
Managers/Supervisors	782	698	84
Professional, Technical, Clerical	287	274	13
Operational Hourlies	2,952	2,875	77
Total Maintenance	4,021	3,847	174
Engineering/Capital			
Managers/Supervisors	93	89	4
Professional, Technical, Clerical	35	36	(1)
Operational Hourlies	-	-	-
Total Engineering/Capital	128	125	3
Total Positions			
Managers/Supervisors	1,498	1,350	148
Professional, Technical, Clerical	719	701	18
Operational Hourlies	4,864	4,743	121
Total Positions	7,081	6,794	287

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 BUDGET
RIDERSHIP
(In Thousands)

RIDERSHIP	January 2015				Year-To-Date January 2015			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.784	3.644	(0.140)	-3.7%	3.784	3.644	(0.140)	-3.7%
Weekly	0.153	0.136	(0.017)	-11.2%	0.153	0.136	(0.017)	-11.2%
Total Commutation	3.937	3.780	(0.157)	-4.0%	3.937	3.780	(0.157)	-4.0%
One-Way Full Fare	0.609	0.584	(0.025)	-4.1%	0.609	0.584	(0.025)	-4.1%
One-Way Off-Peak	1.345	1.276	(0.069)	-5.2%	1.345	1.276	(0.069)	-5.2%
All Other	0.729	0.722	(0.007)	-0.9%	0.729	0.722	(0.007)	-0.9%
Total Non-Commutation	2.683	2.582	(0.101)	-3.8%	2.683	2.582	(0.101)	-3.8%
Total	6.620	6.362	(0.258)	-3.9%	6.620	6.362	(0.258)	-3.9%

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
January 2015**

		MONTH			VARIANCE	
		Actual 2015	Adopted Budget	Actual 2014	vs. Budget	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	41.6%	40.7%	43.2%	0.9%	-1.6%
	Adjusted ⁽²⁾	49.5%	49.5%	52.4%	0.0%	-2.9%
Cost Per Passenger						
	Standard ⁽¹⁾	\$19.21	\$19.14	\$17.61	(\$0.08)	(\$1.60)
	Adjusted ⁽²⁾	\$16.89	\$16.77	\$15.31	(\$0.12)	(\$1.58)
Passenger Revenue/Passenger ⁽³⁾		\$7.99	\$7.79	\$7.60	\$0.20	\$0.39
		YEAR-TO-DATE			VARIANCE	
		Actual 2015	Adopted Budget	Actual 2014	vs. Budget	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	41.6%	40.7%	43.2%	0.9%	-1.6%
	Adjusted ⁽²⁾	49.5%	49.5%	52.4%	0.0%	-2.9%
Cost Per Passenger						
	Standard ⁽¹⁾	\$19.21	\$19.14	\$17.61	(\$0.08)	(\$1.60)
	Adjusted ⁽²⁾	\$16.89	\$16.77	\$15.31	(\$0.12)	(\$1.58)
Passenger Revenue/Passenger ⁽³⁾		\$7.99	\$7.79	\$7.60	\$0.20	\$0.39

(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 2015

JANUARY 2015 RIDERSHIP & REVENUE REPORT

MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

January Ridership and Revenue (millions)

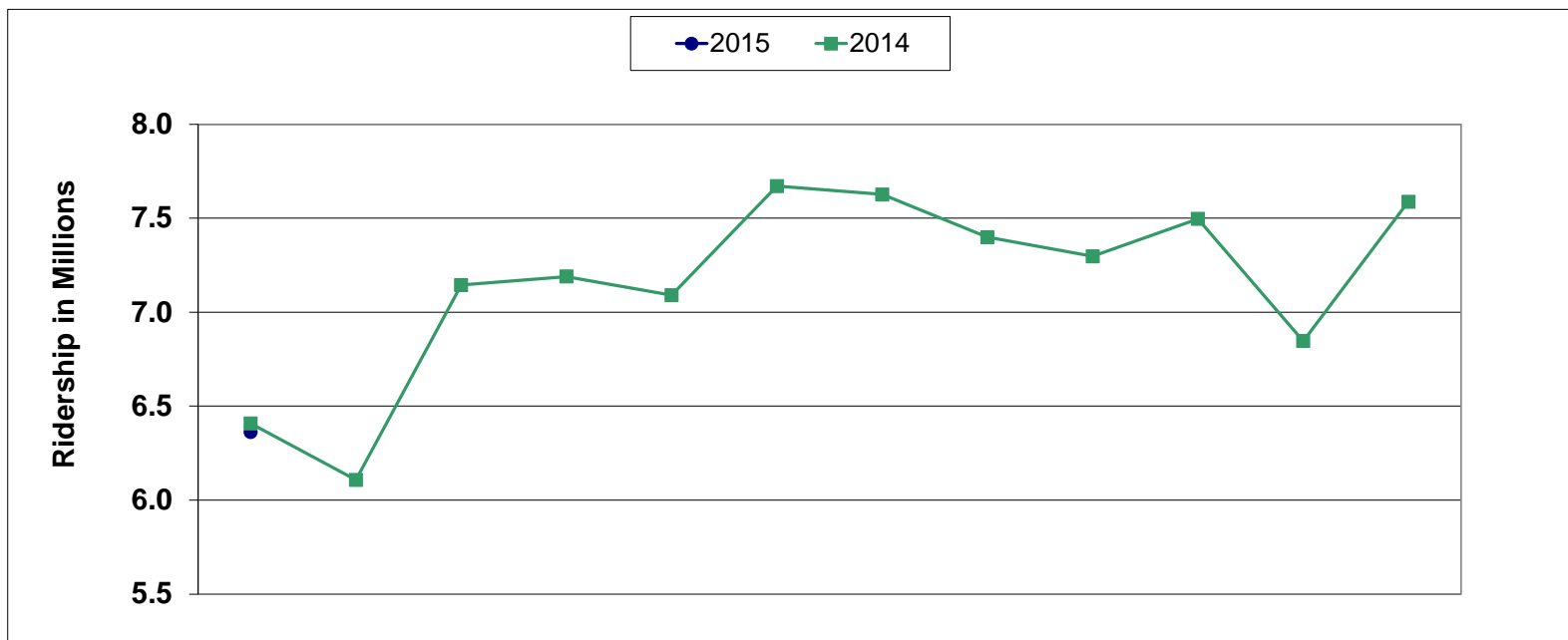
	January 2015	% Change vs 2014
Total Rail Ridership	6.362	-0.7% ▼
Commutation Ridership	3.780	-2.5% ▼
Non-Commutation Ridership	2.582	2.1% ▲
Rail Revenue	\$50.6	1.8% ▲

Key Factors Impacting January Ridership

January ridership was adversely affected by the January 27th storm that impacted weekday travel. A ridership adjustment was made to the monthly and weekly ridership estimate to account for the lost rides as a result of the service suspension due to the storm. Total ridership for January would have shown an additional 282,566 riders, which would have resulted in a +3.7% increase in the January ridership if the storm did not occur.

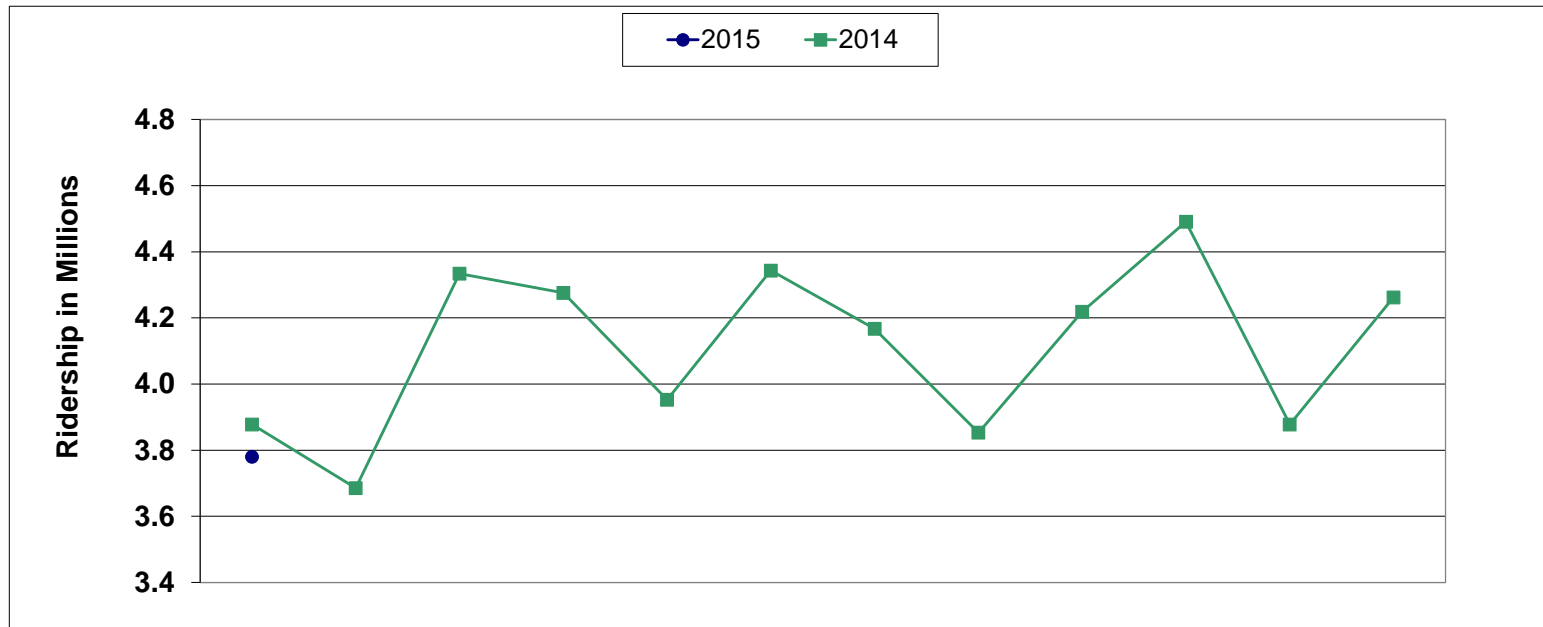
JANUARY RIDERSHIP

- January's Total Ridership was 0.7% below 2014 and 3.9% below Budget.

[illegible]

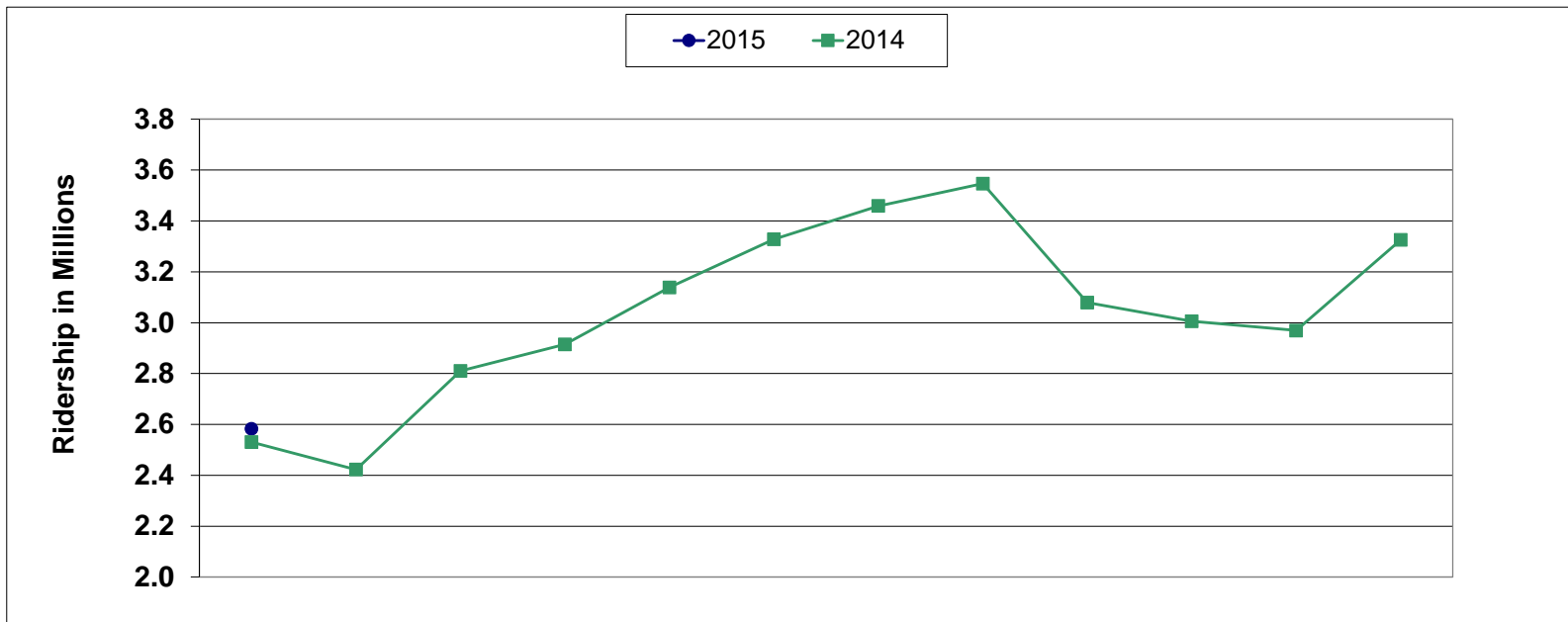
JANUARY COMMUTATION RIDERSHIP

- January's Commutation Ridership was 2.5% below 2014 and 4.0% below Budget.

[illegible]

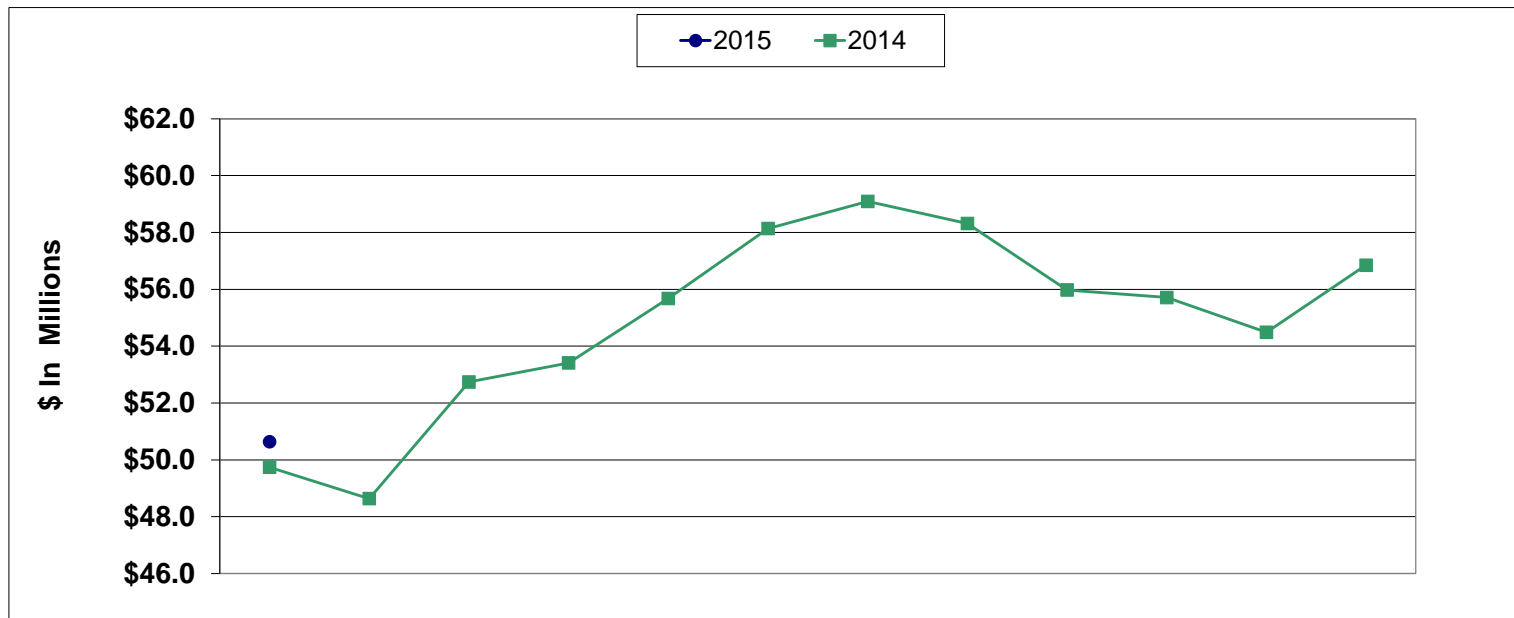
JANUARY NON-COMMUTATION RIDERSHIP

- January's Non-Commutation Ridership was 2.1% above 2014 and 3.8% below Budget.

[illegible]

JANUARY REVENUE

- January's Total Revenue was 1.8% above 2014 and 1.5% below Budget.

[illegible]

MTA LONG ISLAND RAIL ROAD**RIDERSHIP SUMMARY****JANUARY 2015**

TICKET TYPE/SERVICE	JANUARY 2015	JANUARY 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,779,819	3,877,966	(98,147)	-2.5%
NON-COMMUTATION RIDERSHIP	2,582,490	2,530,439	52,051	2.1%
TOTAL RIDERSHIP	6,362,309	6,408,405	(46,096)	-0.7%

MTA LONG ISLAND RAIL ROAD**RIDERSHIP SUMMARY****2015 YEAR-TO-DATE**

TICKET TYPE/SERVICE	JANUARY 2015	JANUARY 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,779,819	3,877,966	(98,147)	-2.5%
NON-COMMUTATION RIDERSHIP	2,582,490	2,530,439	52,051	2.1%
TOTAL RIDERSHIP	6,362,309	6,408,405	(46,096)	-0.7%

* 2014 ridership numbers were adjusted using 2015 factors.



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
FEBRUARY 2015**

HIGHLIGHTS

PN-ZC: LONG BEACH BRANCH SYSTEMS RESTORATION

Project Budget: \$60.80M

Milestone: Contract Award

A Furnish and Install Contract for Signal and Communications Equipment Foundations and Platforms along the Long Beach Branch was awarded to Litehouse Builders Inc [a Mentor Program Contractor] for \$3,488,000. The new foundations and platforms are a Best Value Design / resiliency measure to ensure protection of the high value long lead equipment from future superstorms and severe weather events. The platforms will support equipment, provided under a separate contract, at 6 of 8 Grade Crossings, 2 Central Instrument Locations, 2 Master Locations, 2 Case Locations, and 3 Communications Huts. Installations are planned for completion in the 2nd Quarter 2016.

PN-ZN: LONG ISLAND CITY SUBSTATION REPLACEMENT

Project Budget: \$1.37

Milestone: Beneficial Use

Long Island City Substation AC and DC components that were damaged by Superstorm Sandy have been replaced and restored. The work included replacement of the rectifier transformer, high voltage breakers, station battery sets, battery charger, control power distribution equipment, bus insulation, and associated hardware. Equipment in the DC section units was power washed, lubricated, and tested. This project is part of the LIRR's efforts to replace and restore substation major components that were damaged by corrosive saltwater infiltration.

MENTORING ACTIVITIES

- Woodside / Merrick Elevator Replacement: Site work at Woodside and Merrick continued.
- Jamaica HR Building Improvements: Work continued.
- Harold Tower Rehabilitation: Work continued.
- Sandy Roof Replacement [Hillside] and Shelter Shed Replacement [Westbury]: Procurement continued.
- Long Beach Branch Equipment Platforms: Award issued and kickoff meeting held [see above].
- Hillside Support Facility HVAC / Fire Alarm: Procurement continued.

2015 LIRR Capital Program Goals

