



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

## **May 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 Board Room  
New York, New York  
Monday, 5/18/2015  
9:30 - 10:30 AM ET

**1. PUBLIC COMMENTS PERIOD**

**2. APPROVAL OF MINUTES - April 27, 2015**

*LI Committee Minutes 4/27/15 - Page 4*

**3. 2015 WORK PLAN**

*LIRR 2015 WORK PLAN - Page 11*

**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. Diversity/EEO Report - 1st Quarter 2015**

*Diversity/EEO Report - 1st Quarter 2015 - Page 27*

**b. Track Work Program / Summer Schedule**

*Track Work Program / Summer Schedule - Page 35*

**6. PROCUREMENTS**

**a. LIRR Procurements**

*LIRR Procurements - Page 38*

**i. Non-Competitive (No Items)**

**ii. Competitive**

*Competitive Procurements - Page 42*

**iii. Ratifications (No Items)**

**b. MTA CC Procurements**

*MTA CC Procurements - Page 47*

**i. Non-Competitive (No Items)**

**ii. Competitive (No Items)**

**iii. Ratifications**

*MTA CC Ratifications - Page 50*

## **7. PERFORMANCE SUMMARIES**

### **a. Operations - Transportation**

*Operations-Transportation Report - Page 52*

### **b. Operations - Mechanical**

*Operations - Mechanical Report - Page 58*

### **c. Operations - Safety**

*Operations - Safety Report - Page 62*

### **d. Enhanced Safety Memo**

*Enhanced Safety Memo - Page 67*

### **e. Financial**

*Finance Report - Page 68*

### **f. Ridership**

*Ridership Report - Page 89*

### **g. Capital Program**

*Capital Program Highlights - Page 96*

**Next Meeting: Joint with MNR, Monday, June 22, 2015 at 8:30 am**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, April 27, 2015**

**Meeting held at  
2 Broadway – 20<sup>th</sup> Floor  
New York, New York 10004**

**8:30 a.m.**

Hon. Fernando Ferrer, Vice Chairman, MTA  
Hon. James L. Sedore, Jr  
Hon. Mitchell H. Pally, Chairman of the Long Island Committee  
Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. Norman Brown  
Hon. Ira R. Greenberg  
Hon. Susan G. Metzger  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Carl V. Wortendyke

**The following members were not present:**

Hon. Jeffrey A. Kay  
Hon. Andrew M. Saul  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

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

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

**Representing MTA Police:** Michael Coan

**Also Present:** William Wheeler, Director of Planning and Development, MTA

The members of the Long Island Committee met jointly with the members of the Metro-North Committee. Mr. Sedore, as Chairman of the Metro-North Committee, called the joint meeting to order. In addition to the LIRR President and LIRR staff noted above, President Giuletti and various staff of Metro-North attended the joint committee meeting. The minutes of the Metro-North Committee for the meeting of April 27, 2015 should be consulted for matters addressed at the joint meeting relating to Metro-North.

### **PUBLIC COMMENT**

Two public speakers addressed the Committee, one of whom spoke on matters relevant to LIRR.

Murray Bodin expressed his opinions that the blowing of train horns at stations is an outdated practice and that bright lights similar to the LED lights used on the top of police cars should be installed on railroad crossing gates.

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

### **APPROVAL OF MINUTES AND 2015 WORK**

Upon motion duly made and seconded, the Committee approved the minutes of the March 23, 2015 Long Island Committee Meeting. President Giuletti noted a change affecting both Railroads' Committee Work Plans. The Bi-Annual Report from the Railroads on the M-9 Procurement that was to be presented at this meeting will now be presented at the June joint Committee meeting.

During the Metro-North President's Report, there was discussion including Committee members and President Nowakowski concerning improving safety at private grade crossings on both railroads.

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

President Patrick A. Nowakowski reported that on Friday April 24, 2015 LIRR celebrated its 181<sup>st</sup> birthday.

President Nowakowski discussed how LIRR's train performance was affected during the winter of 2015. He reported that during March, LIRR saw a rebound in on-time performance, train performance, and mechanical performance. He stated that in January 2015 ridership fell below January 2014 ridership. In February 2015 there was no significant change in ridership compared to 2014. In March 2015 LIRR ridership increased, exceeding 2014 by approximately 3.5 percent.

President Nowakowski reported that LIRR is seeking approval from the MTA Board for the \$120,000,000 Hicksville Station improvement project. He stated that Hicksville is the third highest ridership station after Penn Station and Jamaica Station. President Nowakowski stated that the work on the project is expected to be completed by 2019. LIRR's goal is to complete the work with minimal impact to customers and the Hicksville community, with no reduction in service.

President Nowakowski reported that the demolition of the Ellison Avenue Bridge will take place on May 16-17. During that time, there will be no train service on the Main Line between Hicksville and Mineola and busing will be provided.

President Nowakowski reported that the demolition of the Colonial Road Bridge will take place June 20-21. During that time there will be no train service on the Port Washington Branch between Great Neck and Port Washington and busing will be provided.

President Nowakowski reported on LIRR's mechanized tie replacement project. From May 18<sup>th</sup> through September, two tracks on the Main Line will be out of service midday weekdays between Carle Place and Hicksville. One of the two tracks between Valley Stream and Long Beach will also be out of service midday weekdays.

President Nowakowski reported that on April 21, 2015, he attended a work shop hosted by the MTA in concert with Nassau County designed to provide the M/W/DBE community with information about LIRR procurement opportunities. President Nowakowski will be attending a similar event in Suffolk County in May.

President Nowakowski reported that LIRR is partnering with the New York Mets and New York Cosmos to provide promotional "Train to the Game" packages.

There was discussion among President Nowakowski, Board Member Charles Moerdler and Board Member Ira Greenberg regarding Customer Information Alerts. President Nowakowski addressed Board Member Moerdler's question about how these alerts are worded and disseminated to customers. President Nowakowski stated that due to what may be a rapidly changing situation, LIRR does not always immediately know the cause of a delay. He added that LIRR uses social media to alert customers of delays.

There was a discussion among President Nowakowski, Board Member Greenberg and Chief Safety Officer Loretta Ebbighausen regarding the installation of wheel impact load detectors. Chief Safety Officer Ebbighausen stated that LIRR is looking at some of the technologies and will report back to the Committee on this issue.

Chief Safety Officer Ebbighausen reported on LIRR's safety performance through the end of February 2015. There was an 8% decline in the total number of employee injuries; a 17 % increase in lost time injuries; and a 30% decrease in customer injuries. From 2014 to 2015, there was a 32% reduction in slip, trip and fall injuries. She stated that through LIRR's community education and outreach partnership with the MTA Police Department, LIRR's Operation Lifesaver Program reached over 18,000 children, teens and adults.

Chief Safety Officer Ebbighausen reported on LIRR's Enhanced Safety Action Program. She stated that LIRR's first Corporate Quarterly Safety Stand-Down for 2015 was conducted on March 27<sup>th</sup> with over 4,000 employees participating. The focus of this Safety Stand-Down was LIRR's Confidential Close Call Reporting Program and tips for spring cleaning. LIRR's Peer Review Team conducted extensive outreach to reach all employees on all tours regarding the March 29<sup>th</sup> kick off of the Confidential Close Call Reporting Program.

Chief Safety Officer Ebbighausen also reported that LIRR issued a Notice to Proceed for the contract for onboard visual equipment and that the project is now in design involving LIRR's Mechanical Department.

### **MTA CAPITAL CONSTRUCTION**

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

Dr. Horodniceanu presented a slideshow illustrating progress on Manhattan projects. The 55<sup>th</sup> Street Vent Plant Facility contract (CM013A) is 85% complete. The underground work is delayed until October due to design changes which involve new equipment with long lead times; however, street restoration is expected to be completed this summer with only a concrete drop pipe remaining.

The Manhattan South Structures contract (CM005) is advancing ahead of schedule and is currently 70% complete. Under a change order previously approved by the Board, the Contractor is installing the lower level walls within the caverns to advance future contract work. Commissioner Wortendyke asked Dr. Horodniceanu to clarify the details of the previous change order. Dr. Horodniceanu explained that the change order was part of a scope transfer which advanced the work of constructing the lower level walls within the cavern by moving the work from future contract CM007 to CM005.

Manhattan North Structures (CM006) started slowly but is catching up to schedule and is currently 20% complete. In addition, as part of another change order to advance work, previously approved by the board, CM006 began placing concrete lining and interior structural walls in the north back of house.

Peter Kohner, MTA Capital Construction Chief Safety Officer, provided an update on recent ESA safety trends and initiatives being implemented to reduce incidents.

Dr. Horodniceanu welcomed Randy Fleisher who is stepping down from his position with Metro-North Railroad to join MTA Capital Construction. Commissioner Moerdler asked whether Mr. Fleisher would continue to have jurisdiction over Grand Central Terminal. Dr. Horodniceanu explained that he will not, but instead will oversee the integration of Long Island Rail Road's facilities into Grand Central Terminal.

### **MTA POLICE DEPARTMENT**

Chief Coan reported that year-to-date, LIRR was down one incident, with 15 incidents compared to 16 in 2014. During the month of March, there were two robberies: one in Deer Park and one in Jamaica, with an arrest. There was an increase in assaults with six incidents compared to one in 2014; five arrests have been made.

To date, the MTA Police Department issued 585 summonses at grade crossings; 181 were issued for crossing violations and 404 were issued for other violations. Chief Coan reported that the MTA Police Department issued over 1,200 safety pamphlets at crossings.

### **MTA METRO NORTH RAILROAD & MTA LONG ISLAND RAIL ROAD**

#### **Joint Information Item - Ridership**

William Wheeler, MTA Director of Planning and Development reported on the significant trend of the use of the railroads for non-commutation purposes. He stated that it is part of a national trend, turning commuter railroads into regional railroads and expanding the value that railroads provide to the regional economy. Mr. Wheeler thanked the staffs of LIRR and Metro-North for assisting in the preparation of this report.

Mr. Wheeler responded to Board Member Moerdler's question regarding the increase of commuters from Brooklyn. He stated that over the past six months MTA has been working with City Planning regarding growth and rezoning.

In response to questions concerning intermediate and inter-island ridership, Mark Young, LIRR's Vice President and Chief Financial Officer stated that LIRR does an independent analysis of ridership, including formal ridership counts throughout the year. He also stated that LIRR would provide the Committee with data showing the analysis based on ticket sales of origin and destination between LIRR ridership zones.

#### **LIRR 2014 Ridership Report:**

Mark Young presented the ridership report. He stated that LIRR carried approximately 86,000,000 customers, LIRR's third highest ridership since 1949 and also the third consecutive year of growth. There was growth in both the commutation and non-commutation markets.

There was discussion among Board Member Norman Brown, Board Member Susan Metzger, Board Member Greenberg, President Nowakowski, Chairman Mitchell H. Pally and Chief Planning Officer Elisa Pica regarding service to Brooklyn, capacity at Jamaica Station, East Side Access and Main Line Third Track.

The details of the above item are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes the comments of Committee members, and in the minutes of the Metro-North Committee held this day.

### **MTA LONG ISLAND RAIL ROAD**

#### **Information Items**

There were three LIRR Information Items:



- Final Review of 2014 Operating Budget Results
- Annual Inventory Report
- Track Work Program Schedule Changes

The details of the above items are contained in a report filed with the records of this meeting and in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes the comments of Committee members, and in the minutes of the Metro-North Committee held this day.

### **Procurements**

The following procurements were presented to the Committee for approval. 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.

#### Non-Competitive:

- Award of a sole source contract to Plasser American Corporation in the amount of \$584,500 for the furnishing of a Laser Scanning System to be installed on LIRR's TC-82 Track Geometry Vehicle.
- On behalf of LIRR and Metro-North, award of a sole source, three-year miscellaneous service contract to Cummins Allison Corporation in the not-to-exceed amount of \$127,365 for preventive/scheduled maintenance and on-call repair services of currency sorters and counters located throughout each railroad's territory.

#### Competitive:

- Adoption of a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Contract for the Hicksville Improvements Project.
- Adoption of a resolution declaring that competitive bidding is impractical or inappropriate and it is therefore in the public interest to use the competitive RFP process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish signal system components for the new Mainline Second Track - Farmingdale to Ronkonkoma on the LIRR Ronkonkoma Branch.

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

## **MTA CAPITAL CONSTRUCTION**

### **Procurements**

Five procurement items were presented to the Committee for approval. 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.

The procurement items are as follows:

- Modification to Contract CQ032 to furnish and install a permanent fire standpipe system in Tunnel A in the amount of \$1,310,289.
- Modification to Contract CQ039 to resolve open Contractor claims and reconcile unit quantities and allowance items in the amount of \$3,126,651.
- Modification to Contract CM014A to provide for acceleration, for interim maintenance of Substation B30 and to compensate the Contractor for impact costs due to delay in the amount of \$3,959,042.
- Ratification of a modification to Contract 98-0040-01R to account for an adjustment of consultant overhead rates based upon audits performed by MTA Audit Services in the amount of \$1,429,219.
- Ratification of a modification to Contract CH057A for the fabrication and installation of eighteen new steel poles and foundations in the amount of \$4,250,000.

Upon motion duly made and seconded, the procurement items were 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.

### **Adjournment**

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

Respectfully submitted,



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

#### May 2015

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

#### June 2015 (Joint Meeting with MNR)

Penn Station Retail Development	MTA Real Estate
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Status Update on PTC	President/Sr. Staff

#### July 2015

Environmental Audit	Corporate Safety
2015 Fall Construction Schedule Change	Service Planning

#### September 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)	Management & Budget
2015 Mid-Year Forecast	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	Administration/Diversity
Diversity/EEO Report – 2 <sup>nd</sup> Q 2015	

#### October 2015

2016 Preliminary Budget (Public Comment)	
--	--

November 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)  
Review of Committee Charter  
Status Update 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 – 3<sup>rd</sup> 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**

### **MAY 2015**

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

#### 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.

#### Status Update on PTC

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

### **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– 2<sup>nd</sup> 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.

### **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.

#### Status Update on PTC

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

#### 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– 3<sup>rd</sup> 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

May 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)

	Budget	<u>Current Month</u> EAC	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$639,940,040
Construction	\$8,036,910,326	\$8,036,910,326	\$4,201,281,086
Project Management	\$1,036,168,644	\$1,036,168,644	\$634,719,172
Real Estate	\$182,076,230	\$182,076,230	\$114,250,083
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
<b>Total Project Cost</b>	<b>\$10,177,771,010</b>	<b>\$10,177,771,010</b>	<b>\$ 5,590,190,381</b>

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

### Major Milestones and Forecasts

	<u>2014 Replan Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999
Project Design Completion	November 2014	December 2015
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

### Current Issues/Highlights

- **Manhattan South Structures (CM005):** Concrete placement for the lower level interior walls of the East Cavern is expected to be completed by the end of May. Reinforcing rebar installation is in progress for the lower level interior walls of the West Cavern and concrete placement will commence in June. The pneumatically applied concrete (PAC) operations in Access Tunnel 1 also is expected to be completed by the end of May.
- **Manhattan North Structures (CM006):** Contractor is expected to complete the invert construction in the West Tunnel (WB1) in May. When completed, Contractor will transfer the site access route from East Tunnel (EB2) to West Tunnel (WB1) in order to begin concrete placement in the East structures and tunnel.
- **Plaza Substation and Queens Structures (CQ032):** Steel erection for the Yard Service Building (YSB) is expected to be completed by the end of May. Bench construction in the eastbound 63<sup>rd</sup> Street tunnel was completed in April. The rehabilitation work in the 63<sup>rd</sup> Street tunnel is expected to be completed in June.

- **Harold Structures-Part 3A (CH057A):** The 30-day extended outage of the LIRR Westward Passenger track will end on May 8, as planned. Pile installations for the West Approach of the Westbound Bypass (WBY) will be finished by the end of May. In other work areas, the Contractor continues drilling piles for the East Approach of the WBY and is working two shifts to complete the work in July. Contractor also is working two shifts to complete the well-point installations for the dewatering system in June.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - May 2015

Expenditures thru April 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,840.1	\$ 4,201.3
Design	\$ 720.6	\$ 661.0	\$ 639.9
Project Management	\$ 1,036.2	\$ 674.6	\$ 634.7
Real Estate	\$ 182.1	\$ 116.5	\$ 114.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 7,292.3</b>	<b>\$ 5,590.2</b>

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

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	\$51.9	\$5.6	\$46.2	Nov-2011	Nov-2011	Apr-2013	Sep-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.1	\$1.8	\$43.4	Aug-2012	Aug-2012	Apr-2015	Oct-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.6	\$13.5	\$153.8	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$340.3	\$316.5	\$23.8	\$52.1	Mar-2014	Mar-2014	Nov-2016	Dec-2016
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$404.6	\$56.4**	\$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	\$225.9	\$22.9	\$155.5	Aug-2011	Aug-2011	Aug-2014	Mar-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$316.5	\$294.7	\$21.9	\$264.5	Jan-2008	Jan-2008	Feb-2011	Jul-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.3	\$104.4	\$21.9	\$15.8	Nov-2013	Nov-2013	Feb-2016	Oct-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure	In Procurement				Nov-2014	Aug-2015	N/A	Jan-2018
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***	\$15.8	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 \$26M for unawarded options and associated contingency.

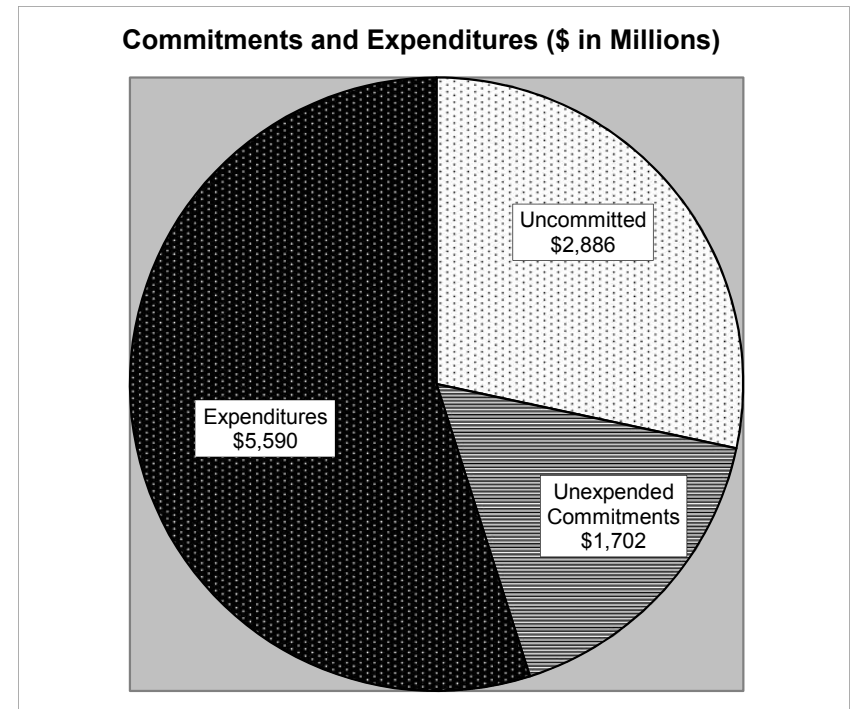
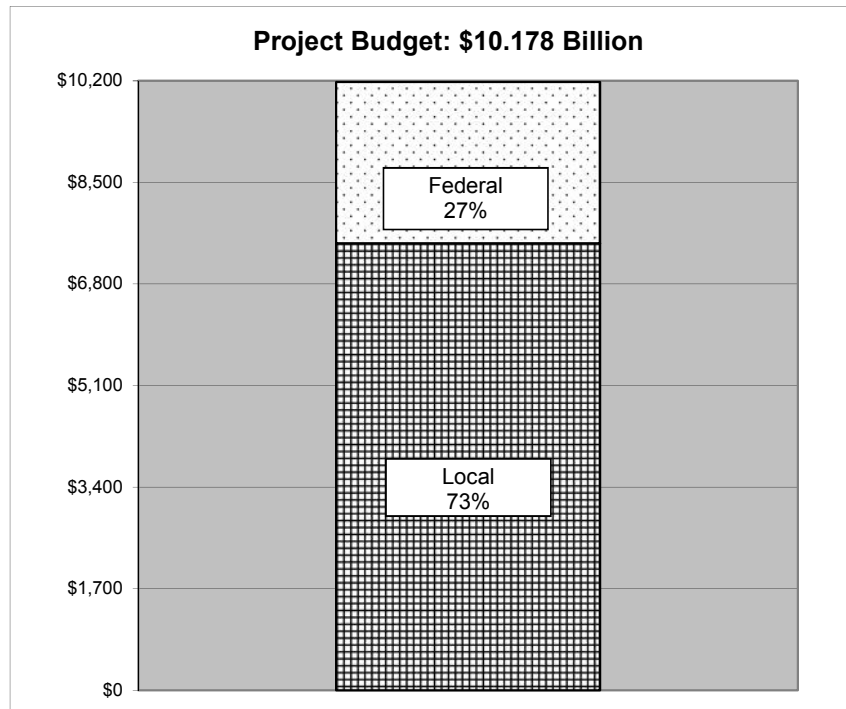
\*\*\* Remaining contingency includes \$238.48M for unawarded options and associated contingency.

# East Side Access Status

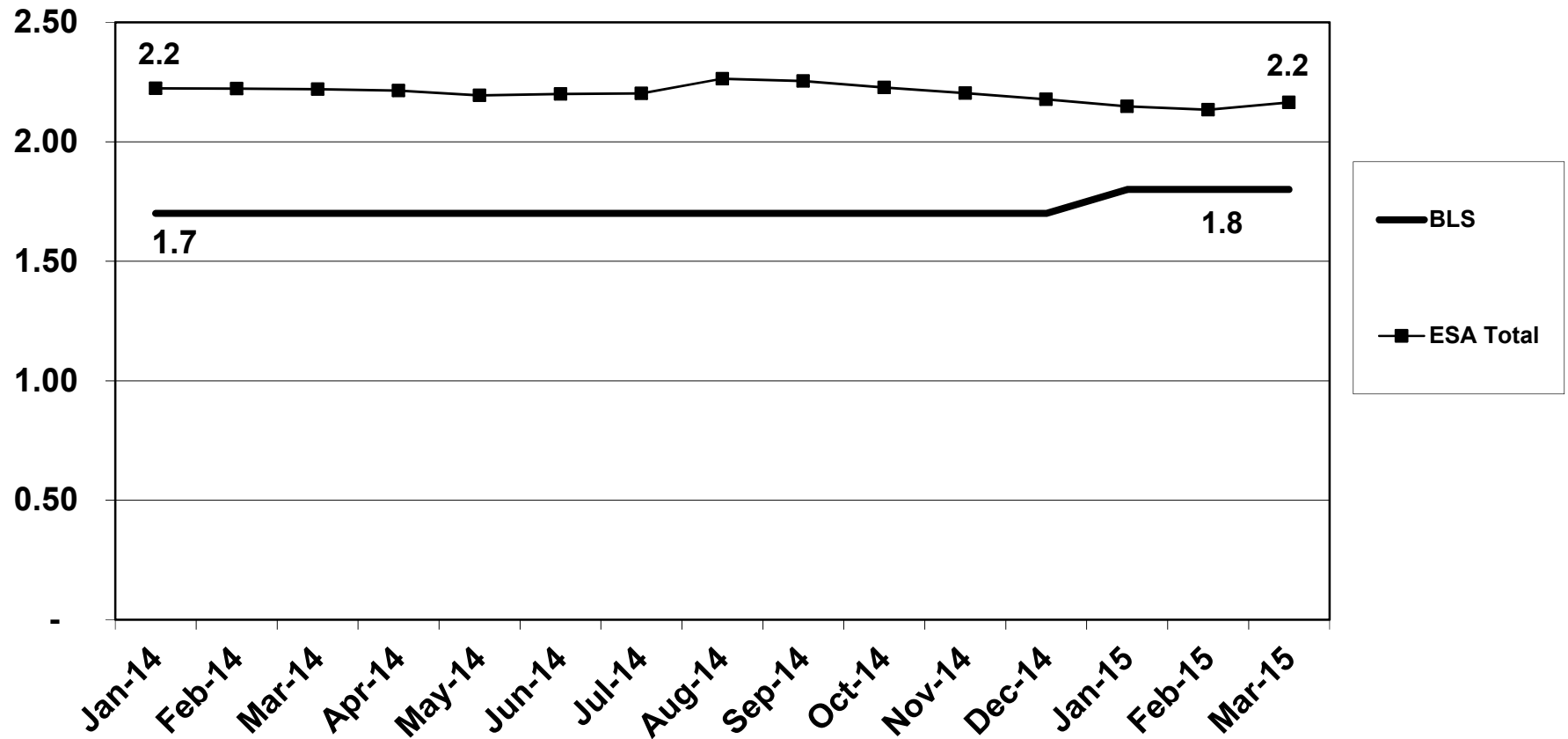
## Report to the Railroad Committee - May 2015

data thru April 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	1,519
2005-2009	2,683	838	-	1,845	1,176	2,680	3	2,574
2010-2014	3,232	3,228	-	5	5	2,922	310	1,340
2015-2019	2,572		2,572	-	-	-	2,572	-
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 4,907</b>	<b>\$ 2,572</b>	<b>\$ 2,699</b>	<b>\$ 2,030</b>	<b>\$ 7,292</b>	<b>\$ 2,885</b>	<b>\$ 5,590</b>



# **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**

**May 2015**



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Long Island Rail Road**

### **April 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>4</b>	<b>-3</b>	<b>-75%</b>
<b>Felony Assault</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Burglary</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>7</b>	<b>13</b>	<b>-6</b>	<b>-46%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>10</b>	<b>19</b>	<b>-9</b>	<b>-47%</b>

### **Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>5</b>	<b>8</b>	<b>-3</b>	<b>-38%</b>
<b>Felony Assault</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>13%</b>
<b>Burglary</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>27</b>	<b>41</b>	<b>-14</b>	<b>-34%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>44</b>	<b>58</b>	<b>-14</b>	<b>-24%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **April 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	5	-2	-40%
<b>Felony Assault</b>	2	4	-2	-50%
<b>Burglary</b>	4	1	3	300%
<b>Grand Larceny</b>	12	22	-10	-45%
<b>Grand Larceny Auto</b>	1	1	0	0%
<b>Total Major Felonies</b>	22	33	-11	-33%

#### **Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	1	0	1	100%
<b>Robbery</b>	11	17	-6	-35%
<b>Felony Assault</b>	15	13	2	15%
<b>Burglary</b>	7	6	1	17%
<b>Grand Larceny</b>	58	75	-17	-23%
<b>Grand Larceny Auto</b>	3	1	2	200%
<b>Total Major Felonies</b>	95	112	-17	-15%



# INDEX CRIME REPORT

## Per Day Average

### April 2015

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	1	2	0
<b>Fel. Assault</b>	2	1	1	0
<b>Burglary</b>	4	1	3	0
<b>Grand Larceny</b>	12	7	4	1
<b>GLA</b>	1	0	1	0
<b>Total</b>	22	10	11	1
<b>Crimes Per Day</b>	0.73	0.33	0.37	0.03



# MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 4/30/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Robbery	11	17
Felony Assault	14	10
Burglary	4	3
Grand Larceny	11	25
Grand Larceny Auto	0	1
Aggravated Harassment	0	1
Aggravated Unlicensed Operator	7	14
Arson	1	0
Assault-Misdemeanor	19	27
Breach of Peace	4	3
Child Endangerment	1	1
Criminal Contempt	4	0
Criminal Impersonation	1	1
Criminal Mischief	12	14
Criminal Possession Stolen Property	4	3
Criminal Tampering	7	0
Criminal Trespass	11	8
Disorderly Conduct	1	2
Drug Offenses	13	20
DUI Offenses	2	5
Falsely Reporting an Incident	3	2
Forgery	25	21
Fraud	5	2
Graffiti	0	8
Harassment	1	4
Issue a Bad Check	1	0
Make Terrorist Threat	3	0
Menacing	8	6
Obstruct Government	3	3
Petit Larceny	47	24
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	10	13
Reckless Endangerment	2	4
Resisting Arrest	13	24
Sex Offenses	3	4
Stalking	0	1
Theft of Services	51	44
Unlawful Surveillance	2	1
VTL Offenses	0	2
Warrant Arrest	23	20
Weapons Offenses	2	3
<b>Total Arrests</b>	<b>332</b>	<b>341</b>



**Long Island Rail Road**

# **INFORMATION**

## **ITEMS**



# DIVERSITY / EEO REPORT

1st Quarter

2015

## **Overview**

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's March 31, 2015 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

# 2015 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

## UTILIZATION ANALYSIS WORKFORCE DATA AS OF MARCH 31, 2015

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPI ***			OTHER		
	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail
Officials & Administrators	22.0%	21.4%	No	12.8%	10.2%	No	7.3%	7.5%	Yes	4.0%	6.1%	Yes	0.0%	0.2%	Yes	0.7%	0.0%	No	1.7%	2.6%	Yes
Professionals	18.8%	22.7%	Yes	10.5%	12.9%	Yes	7.2%	9.4%	Yes	6.4%	12.8%	Yes	0.0%	0.0%	Yes	1.9%	0.0%	No	1.4%	3.4%	Yes
Technicians	10.9%	9.7%	No	10.9%	18.5%	Yes	8.4%	12.6%	Yes	6.5%	9.7%	Yes	0.0%	0.0%	Yes	1.2%	0.0%	No	1.1%	0.0%	No
Administrative Support	49.3%	46.8%	No	19.2%	27.2%	Yes	11.1%	10.6%	No	2.8%	5.0%	Yes	0.1%	0.2%	Yes	1.6%	0.0%	No	1.6%	3.0%	Yes
Skilled Craft	9.2%	10.0%	Yes	16.2%	16.4%	Yes	12.2%	10.6%	No	2.1%	2.4%	Yes	0.1%	0.1%	Yes	1.1%	0.0%	No	1.8%	1.8%	Yes
Service Maintenance	17.3%	18.2%	Yes	16.7%	25.6%	Yes	21.8%	13.8%	No	2.0%	2.2%	Yes	0.1%	0.4%	Yes	1.3%	0.2%	No	1.8%	4.3%	Yes

\* Females are also included in the percentage totals for each of the minority groups.

\*\* American Indian / Alaskan Native

\*\*\* Native Hawaiian / Other Pacific Islander

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of MTA LIRR's operations, or provide specialized consultation on a regional, district, or area basis.

### **Professionals**

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

### **Technicians**

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

### **Administrative Support**

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

### **Skilled Craft**

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

### **Service Maintenance**

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of the buildings, facilities or grounds of public property.

# 2015 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

## NEW HIRES AS OF MARCH 31, 2015

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		NON-MINORITY		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	10	5	50.0%	6	60.0%	1	10.0%	0	0.0%	3	30.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	6	2	33.3%	4	66.7%	0	0.0%	0	0.0%	2	33.3%	0	0.0%	0	0.0%	0	0.0%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	4	1	25.0%	2	50.0%	0	0.0%	0	0.0%	2	50.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	128	12	9.4%	73	57.0%	19	14.8%	22	17.2%	8	6.3%	1	0.8%	0	0.0%	5	3.9%
Service Maintenance	29	8	27.6%	13	44.8%	8	27.6%	6	20.7%	0	0.0%	0	0.0%	0	0.0%	2	6.9%
<b>Total</b>	<b>177</b>	<b>28</b>	<b>15.8%</b>	<b>98</b>	<b>55.4%</b>	<b>28</b>	<b>15.8%</b>	<b>28</b>	<b>15.8%</b>	<b>15</b>	<b>8.5%</b>	<b>1</b>	<b>0.6%</b>	<b>0</b>	<b>0.0%</b>	<b>7</b>	<b>4.0%</b>

<sup>1</sup> Total includes males and females, both minority and non-minority.

<sup>2</sup> Total includes females, both minority and non-minority.



## 2015 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

### EEO AND TITLE VI COMPLAINTS

**JANUARY 1, 2015 THROUGH MARCH 31, 2015<sup>1</sup>**

Category	Race/Color	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
EEO	2	1	0	2	0	2	0	2	9	6	5
External Complaints	2	1	0	2	0	2	0	2	9	6	5
Internal Complaints	0	0	0	0	0	0	0	0	0	0	0

Category	Race	National Origin	Color	Total Issues	Total Cases	Status (# Open)
Title VI	1	1	0	2	2	1

<sup>1</sup> This chart includes all pending matters as of the date of the report; some of the matters were filed prior to the reporting period.

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

<sup>3</sup> In some instances, a single complaint may involve two or more EEO protected classifications.

## **EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 3/31/15**

### **EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	0	0	0	0	1	0	1
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>

\* Please note that non-final/interim resolutions are not included.

## **EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 3/31/15**

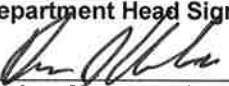
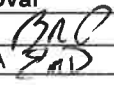


### **INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 TO 3/31/15**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	1	0	0	0	0	0	1
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

## Staff Summary

<b>Subject</b> SUMMER TRACK WORK PROGRAMS						<b>Date</b> MAY 18, 2015			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> D. KUBICEK						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	5/18/15		x		3	Sr VP – Eng. 	1	President. 
						2	VP Mktg & PA 		

### PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support: a bridge waterproofing program, switch surfacing, concrete tie installation and bridge demolition as part of a bridge replacement project during the months of May, June and July 2015.

### TRACK WORK PROGRAMS

- Main Line – On two weekends, May 29-June 1 and June 26-29, 2015 two main tracks between Jamaica and Queens Village will be out of service for waterproofing of the Springfield Blvd. Bridge located in Queens Village.
- Port Jefferson branch – On six weekends, May 30 - 31, June 13 - 14, 20 - 21, 27 - 28, July 11 - 12, and July 18 - 19, 2015, single main track will be out of service between Huntington and Port Jefferson. In addition, on the weekends of May 30 - 31 and June 13 - 14, 2015, portions of track in Huntington Station will be out of service for switch surfacing.
- Port Washington branch – On the weekend of June 20 - 21, 2015, single main track will be out of service between Great Neck and Port Washington for demolition of Colonial Road Bridge. In addition, one of two main tracks between Harold Interlocking and Bayside will be out of service for switch surfacing in Woodside and Shea interlockings.

### SUMMER SERVICE IMPROVEMENTS

As previously reported, summer service partially resumed May 2, 2015, with the resumption of weekend service to Greenport and an early morning round trip service opportunity to Montauk. Full summer service resumes starting Thursday May 21, 2015, including:

- Additional Thursday evening train from Penn Station to Montauk
- Friday getaway trains include 3 additional service opportunities to Montauk, including the famed "Cannonball," and one additional service opportunity to Greenport. This service will also operate on Thursday, July 2, for the early Independence Day weekend getaway

- An additional weekday service opportunity to/from Speonk
- Weekend beach service to/from Freeport, with bus connections to Jones Beach
- An additional round trip to Long Beach on the weekends
- Five additional service opportunities from the Hamptons/Montauk on Sundays and Monday Holidays, including the westbound “Cannonball”
- One additional westbound service opportunity on Monday mornings from Montauk to Hunterspoint Ave.
- Eight summer seasonal trains resume operation between Babylon and Patchogue providing hourly service the branch. As part of the service improvement package, this service will now operate year round.

## **DISCUSSION:**

### **Main Line - Springfield Blvd. Bridge Waterproofing**

Waterproofing of Springfield Blvd. Bridge will require two main tracks to be out of service between Jamaica and Queens Blvd. for 53 hours on the weekends of May 29-June 1 and June 26-29, 2015. Six eastbound Babylon trains will be held for six minutes in Jamaica station and will operate on adjusted schedules to Babylon. Their connecting trains in Babylon, for points east, will be adjusted up to 5 minutes later. These alterations to the schedules are due to limited track capacity in Jamaica station resulting from this work. In addition, westbound Hempstead branch trains will not stop at Queens Village or Hollis stations. Westbound Hempstead branch customers traveling to Queens Village and Hollis will detrain at Bellerose and board buses for Queens Village and Hollis, customers should expect up to 20 minutes of additional travel. Customers boarding westbound Hempstead branch trains at stations Queens Village and Hollis will instead board buses up to 20 minutes later than normal for Jamaica where train service will resume, customers should expect up to an additional 47 minutes of travel time.

### **Port Jefferson branch – Concrete Tie Installation and Hunt 3 Switch Surfacing**

Concrete Tie installation resumes between Huntington and Port Jefferson requiring single main track to be out of service for 48 hours on the weekends of May 30-31, June 13-14, 20-21, 27-28, July 11-12, and 18-19, 2015. In addition, on the first two weekend portions, Huntington Station will be out of service for switch surfacing. On the first two weekends service east of Hicksville station to Huntington Station service will be reduced from half-hourly to hourly and buses will replace trains between Greenlawn and Port Jefferson. Eastbound customers boarding at New Hyde Park or Carle Place must change at Hicksville to continue to points east on the branch and should expect up to 30 minutes of additional travel time. Eastbound customers for stations Greenlawn through Port Jefferson will board buses instead of trains and should expect up to 15 minutes of additional travel time. Westbound customers traveling from stations east of Hicksville to Westbury or Merillon Ave. will change at Hicksville for a train to their final destination and should expect up to 30 minutes of additional travel time. Westbound customers for stations Greenlawn through Port Jefferson will board buses instead of trains and should expect up to 17 minutes of additional travel time.

### **Port Washington branch – Colonial Rd. Bridge Demolition and Shea and Wood Interlocking Surfacing**

Single main track will be out of service between Great Neck and Port Washington for 51 hours on the weekend of June 20 - 21, 2015 for demolition of Colonial Rd. Bridge in the village of Thomaston. Port Washington branch service will be reduced from half-hourly to hourly between Great Neck and Penn Station. Eastbound customers traveling to stations Manhasset, Plandome and Port Washington will detrain at Great Neck where they will transfer to buses or vans for their final destinations. Eastbound customers can expect up to 25 minutes of additional travel time. Westbound customers boarding at Port Washington, Plandome and Manhasset will

board buses or vans for Great Neck where they will transfer for train service. Westbound customers will board buses up to 25 minutes earlier than normal at Port Washington, Manhasset and Great Neck. In addition, to fully take advantage of the service reduction, one of two main tracks between Harold Interlocking and Bayside will be out of service for switch surfacing in Woodside and Shea interlockings.

### **IMPACT ON FUNDING**

Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**May 20, 2015**

# Staff Summary



<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> <div style="text-align: center;">April 29, 2015</div>			
<b>Department</b> Procurement & Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI Committee	5.18.15	X			X	President		VP & CFO
2	MTA Board	5.20.15	X			X	Sr. VP-Administration		VP, Gen. Counsel & Secy
							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 categories:**

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

**LIRR proposes to award Competitive Procurements in the following categories:**

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

### Schedules Requiring Majority Vote

Schedule F:      Personal Service Contracts

	1	14,828,174
<b>SUBTOTAL:</b>	1	14,828,174

**LIRR proposes to award Ratifications in the following categories:**

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

	<b><u>TOTAL:</u></b>	<b><u>1</u></b>	<b><u>14,828,174</u></b>
--	----------------------	-----------------	--------------------------

**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.

**MAY 2014**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Majority Vote*

**Schedule F: Personal Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

- |           |   |                     |                                      |
|-----------|---|---------------------|--------------------------------------|
| <b>1.</b> | <b>All Pro Parking, LLC<br/>Competitive RFP<br/>Contract No. 150501GS6-SA-Y</b> | <b>\$14,828,174</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|---|---------------------|--------------------------------------|

LIRR requests MTA Board approval to (i) award a competitively negotiated Personal Service Contract to All Pro Parking, LLC in the not-to-exceed amount of \$14,828,174 to Manage, Operate, and Maintain (O&M) the Mineola Intermodal Center, the Ronkonkoma Parking Garage, and the Wyandanch Parking Facility for a five year period with a two year LIRR option, (ii) implement the parking fee structure and parking penalty schedule at Wyandanch; both as described in the staff summary, and (iii) modify the Ronkonkoma Parking Garage parking fee structure to make it consistently priced with the Wyandanch Parking Facility.

**Schedule F: Personal Service Contracts:****Staff Summary****Long Island Rail Road**

<b>Item Number: 1</b>					
<b>Dept &amp; Dept Head Name: Procurement &amp; Logistics, Dennis Mahon</b>					
Department Head Signature & Date					
<b>Division Head Name: Chief Stations Officer, James Compton</b>					
Division Head Signature & Date					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	LI Committee	5.18.15	x		
2	MTA Board	5.20.15	x		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
All Pro Parking, LLC	150501GS6-SA-Y
<b>Description</b>	
Manage, Operate and Maintain Three LIRR Parking Facilities	
<b>Total Amount</b>	
\$14,828,174 NTE	
<b>Contract Term (including Options, if any)</b>	
June 1, 2015 – May 31, 2022	
<b>Options(s) included in Total Amount:</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Renewal?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to (i) award a competitively negotiated Personal Service Contract to All Pro Parking, LLC (All Pro) in the not-to-exceed amount of \$14,828,174 to Manage, Operate, and Maintain (O&M) the Mineola Intermodal Center (MIC), the Ronkonkoma Parking Garage (RPG), and the Wyandanch Parking Facility (WPF) for a five year period with a two year LIRR option, (ii) implement the parking fee structure and parking penalty schedule at the WPF; both as described below and (iii) modify the RPG parking fee structure to make it consistently priced with the WPF; as described below.

**II. DISCUSSION:****Description of the three facilities:**

The MIC is a four-level ungated structured parking facility with 971 commuter parking spaces, the RPG is a five-level gated parking garage with 1,038 commuter parking spaces, and the WPF will be a five-level ungated structured parking facility with 920 commuter parking spaces (764 in the parking garage and 156 in an adjacent surface lot). The WPF is currently under construction and Beneficial Use is expected in August 2015.

**All Pro Contract:**

The proposed contract requires that All Pro provide services for managing, operating and maintaining the above-referenced parking facilities pursuant to the Scope of Work included in the Request for Proposal (RFP) solicitation. The contract term is for five years, plus an LIRR option for two additional years. The RFP advertisement was advertised in the NYS Contract Reporter on 7/3/14, the NY Post on 7/10/14 and on the MTA Website on 7/25/14.

Of the six firms that purchased a copy of the RFP, five of them submitted proposals including: (1) Imperial USA, (2) SP Plus, (3) PF Parking/All County Parking, (4) Laz Parking, (5) and All Pro Parking, LLC.

A Technical Evaluation Committee (TEC) reviewed the five proposals in accordance with the evaluation criteria

## Schedule F: Personal Service Contracts:

### Staff Summary



<b>Item Number: 1</b>					
<b>Dept &amp; Dept Head Name: Procurement &amp; Logistics, Dennis Mahon</b> Department Head Signature & Date					
<b>Division Head Name: Chief Stations Officer, James Compton</b> Division Head Signature & Date					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	LI Committee	5.18.15	x		
2	MTA Board	5.20.15	x		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> All Pro Parking, LLC	<b>Contract Number</b> 150501GS6-SA-Y
<b>Description</b> Manage, Operate and Maintain Three LIRR Parking Facilities	
<b>Total Amount</b> \$14,828,174 NTE	
<b>Contract Term (including Options, if any)</b> June 1, 2015 – May 31, 2022	
<b>Options(s) included in Total Amount:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

#### **I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to (i) award a competitively negotiated Personal Service Contract to All Pro Parking, LLC (All Pro) in the not-to-exceed amount of \$14,828,174 to Manage, Operate, and Maintain (O&M) the Mineola Intermodal Center (MIC), the Ronkonkoma Parking Garage (RPG), and the Wyandanch Parking Facility (WPF) for a five year period with a two year LIRR option, (ii) implement the parking fee structure and parking penalty schedule at the WPF; both as described below and (iii) modify the RPG parking fee structure to make it consistently priced with the WPF; as described below.

#### **II. DISCUSSION:**

##### Description of the three facilities:

The MIC is a four-level ungated structured parking facility with 971 commuter parking spaces, the RPG is a five-level gated parking garage with 1,038 commuter parking spaces, and the WPF will be a five-level ungated structured parking facility with 920 commuter parking spaces (764 in the parking garage and 156 in an adjacent surface lot). The WPF is currently under construction and Beneficial Use is expected in August 2015.

##### All Pro Contract:

The proposed contract requires that All Pro provide services for managing, operating and maintaining the above-referenced parking facilities pursuant to the Scope of Work included in the Request for Proposal (RFP) solicitation. The contract term is for five years, plus an LIRR option for two additional years. The RFP advertisement was advertised in the NYS Contract Reporter on 7/3/14, the NY Post on 7/10/14 and on the MTA Website on 7/25/15.

Of the six firms that purchased a copy of the RFP, five of them submitted proposals including: (1) Imperial USA, (2) SP Plus, (3) PF Parking/All County Parking, (4) Laz Parking, (5) and All Pro Parking, LLC.

A Technical Evaluation Committee (TEC) reviewed the five proposals in accordance with the evaluation criteria

## **Staff Summary**



established in the RFP. Upon its initial technical evaluation and cost review, the TEC eliminated PF Parking/All County Parking because it did not possess adequate experience with regard to operating structured parking facilities. In addition, PF Parking/All County Parking's proposed pricing placed them outside of the financial competitive range.

After oral presentations were held, a request for Best and Final Offers (BAFOs) with refined technical evaluation criteria was sent to the remaining four proposers. After reviewing the BAFO's, the TEC concluded that All Pro was the highest rated firm, based on a combination of technical and cost evaluation criteria. Specifically, All Pro demonstrated that it has the best in-depth experience with respect to operating and maintaining structured parking facilities. All Pro also demonstrated the best ability to meet the contract responsibilities including employee recruitment and training, subcontractor management, revenue collection, transition planning and customer service. LIRR successfully negotiated a reduction of \$433,000 in All Pro's proposed management fee and payroll cost over the seven year contract and option period, bringing All Pro's total management fee and payroll cost to \$8,061,104, as compared to the next lowest cost proposed management fee and payroll cost of \$8,074,897. As a result, All Pro's pricing was determined to be fair and reasonable.

The \$14,828,174 not-to-exceed amount includes (i) a Management Fee (\$0.603M), (ii) reimbursement of the estimated payroll cost to operate and maintain the three facilities (\$7.458M), and (iii) the estimated cost of third-party subcontracts to keep the facilities in a State of Good Repair (\$6.767M), which is based on historical data derived from the MIC and RPG facilities.

All Pro's proposed annual Management Fees for the MIC and RPG are \$26,940, and \$26,448 respectively. These fees are less than the current contract amounts of \$35,053 for the MIC and \$26,865 for the RPG. The proposed WPF annual Management Fee is also \$26,448. All Pro's total estimated payroll cost for staffing each garage is \$2,486,183, which is comparable to the current contracts for the MIC and RPG facilities.

Based on MTA Audit's review of All Pro's final estimated costs, LIRR determined that the negotiated labor and management fee cost to be fair and reasonable and consistent with LIRR's estimate. The notice of award is scheduled for June 1, 2015 and the notice-to-proceed for the WPF will be issued on the current projected beneficial use date of August 2015. All appropriate due diligence has been performed revealing no significant adverse information with respect to All Pro's responsibility.

### **WPF Parking Fee Structure and Penalties:**

The parking rates charged to customers are set by MTA/LIRR and collected by All Pro and remitted to LIRR. By this Staff Summary, the LIRR is seeking Board approval to establish the following fee structure at the WPF, which is intended to maximize its use:

- A \$5.00/day fee for daily (up to 20 hours) parking;
- A \$10.00/day fee for long term parking up to 10 days;
- A flat fee of \$3.00 for short-term parking (up to 6 hours);
- A monthly permit rate of \$70.00/month (an approx. 35% discount of daily rate).

With respect to parking enforcement at the WPF, the non-gated system will require vigilant administrative enforcement of parking rules, which would be handled by All Pro. The parking violation schedule, which will mirror the parking violation schedule currently used at the MIC, will include the following:

- A \$15 violation for non-payment of the required parking fee or if a vehicle is not parked head in, parked improperly/taking two spaces, or parked in a snow emergency space.
- All violators' license plate will be entered into a database with removal only upon satisfying all violations.

## **Staff Summary**



- Violation payments must be made within 14 calendar days. Failure to pay within 14 days will result in a \$25 late payment fee.
- After the 14-day period, vehicles will be immobilized (booted) if there is a prior outstanding violation. There is a separate \$40 boot removal fee to have the car mobilized. As such, violators pay a total of \$65 (\$40 boot removal fee + \$25 late payment fee).
- A vehicle may be towed, at vehicle owner's cost, if it is parked in a fire lane, handicapped space, drive aisle or parked in a space with time expired for more than 48 hours.
- Violators have the right to appeal a violation.

### **RPG Fee Structure Modifications:**

This Staff Summary also seeks Board approval to modify the RPG parking fee structure to make it consistently priced with the WPF as follows: (i) an increase in the current RPG monthly fee from \$54/month to \$70/month, (ii) a revision of the RPG daily fee, which is \$5 a day for up to 24 hours to \$5 a day for up to 20 hours, (iii) providing a new short-term parking fee - \$3 for up to six hours, and (iv) increasing the long-term parking fee (over 20 hours) from \$5/day to \$10/day. The Parking Fees for MIC, RPG and WPF are estimated to cover their cumulative operating and maintenance costs during the 5-7 year term of the All Pro contract; but not capital reinvestments. In this regard, LIRR has included \$10 M in its 2015-2019 Capital Program for improvements to the RPG, which was built in 1995.

### **Future Tasks:**

LIRR may require the Contractor to perform and/or manage the following work on a time and materials basis, or such other reasonable method as determined at the sole discretion of LIRR, during the term of the Contract:

- Upgrade or replace of the Revenue Collection System at Ronkonkoma
- Assess, upgrade or replace call boxes at Ronkonkoma
- Removal of old pay stations and signage at Ronkonkoma
- Relocation of CCTV System from NICE Bus Office to Parking Office at Mineola

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

MTA Department of Diversity and Civil Rights (DDCR) have established goals of 10% MBE and 10% WBE for this contract. The final participation plan has been reviewed and approved by DDCR and by the Office of the State Comptroller.

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

This contract will be funded by LIRR's Operating Budget.

### **V. ALTERNATIVES:**

The Railroad does not have the requisite skills or staffing in-house to undertake the tasks associated with operating and maintaining a parking facility and therefore requires contracting with a qualified third party O&M firm to undertake the management of these public-use parking operations.

**LONG ISLAND RAIL ROAD**  
**COMMITTEE MTA BOARD**  
**PROCUREMENT PACKAGE MAY 2015**

# Staff Summary



<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Law and Procurement				
<b>Department Head Name</b>	Evan M. Eisland				
<b>Department Head Signature</b>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Long Island Rail Road Committee	5/18/15	X		
2	Board	5/20/15	X		

<b>Date:</b> May 7, 2015			
<b>Vendor Name</b> Tutor Perini Corporation			
<b>Contract Number</b> CQ032			
<b>Contract Manager Name</b> R. Bautista			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President	3	Interim Executive Vice President
	Vice President, Program Controls	1	Chief Procurement Officer

## PURPOSE

To obtain the approval of the Board to award various contract modifications and to inform the Long Island Railroad Committee of these procurement actions.

## 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>
TOTAL	1	\$ 5,650,000

### Budget Impact:

The approval of the modification will obligate MTA Capital Construction capital funds in the respective amounts 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.

MAY 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. | <b>Tutor Perini Corporation</b><br><b>Contract No. CQ032</b><br><b>Modification No. 68</b> | <b>\$5,650,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification to the Contract for the installation of a new support of excavation system for the Queens Bellmouth.

**Item No. 1**

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)	<b>Contract Number</b> CQ032	<b>AWO/Modification #</b> 68
<b>Description</b> Plaza Substation and Queens Structures for the ESA Project	<b>Original Amount:</b> \$ 147,377,000	
<b>Contract Term (including Options, if any)</b> 2,289 Days	<b>Prior Modifications:</b> \$ 79,818,863	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b> \$ 0	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 227,195,863	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b> \$ 5,650,000	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Real Estate	<b>% of This Request to Current Amount:</b> 2.5%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 14.4%	

**Discussion:**

The work under this Contract is for the structural and architectural rehabilitation of existing facilities within the 63<sup>rd</sup> Street Tunnel as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board ratification of a modification to the Contract for the installation of a new support of excavation system for the Queens Bellmouth.

The Queens Bellmouth slurry walls, constructed in 2004 under a previous contract (CQ026), are supported by tiebacks anchored in bedrock. To the south, the tieback rods extend into the adjacent property at 29-37 41<sup>st</sup> Avenue. The temporary easement for the tiebacks to extend into the adjacent property has now expired and the new property owner, Queens Plaza Park Development LLC (the "Developer"), is planning to construct a high-rise building on its property. A review of the building foundation design by MTACC, its ESA General Engineering Consultant and the Developer's Engineer has led to a determination that the caissons for the Developer's new building would likely sever the tieback rods located on the Developer's property.

The Bellmouth slurry wall must remain in place until all work in the Manhattan caverns is complete to allow for materials and equipment to move in and out of the 63<sup>rd</sup> Street Tunnel and the Manhattan caverns. Accordingly, a new support of excavation system must be constructed for the Bellmouth which will allow for the removal of the tieback rods on the Developer's property.

The Contractor submitted a cost proposal in the amount of \$6,200,000 for this work while MTACC's estimate is \$6,131,144. Negotiations were held and the parties agreed to a cost of \$5,650,000 for this work. The negotiated cost is considered to be fair and reasonable. The addition of this scope of work will not impact the Contract Schedule or Substantial Completion date.

In April, as part of a real estate transaction to sell transferable development rights, the Board approved an amendment to that transaction that called for the Developer to pay up to \$6M toward the cost of the new support of excavation system under this modification. The amendment also specified that the MTA will initially cover the cost of such work using a portion of the \$47.4 million payment that the Developer will make to the MTA at closing. The Developer will reimburse the costs incurred by the MTA for such work once the encroaching tiebacks are removed.

The Developer is scheduled to start construction of its new building on November 1, 2015. In order to ensure that the new support of excavation system is in place and the tiebacks removed in time for the Developer's planned start of construction, the ESA Contractor needed to order steel for the new support system by the end of April 2015. On April 22, 2015, the MTACC President approved a retroactive memorandum and the CQ032 Contractor was directed to proceed with the limited scope of preparation of shop drawings and the ordering and delivery of structural steel at the not-to-exceed amount of \$700,000.



**Long Island Rail Road**

# PERFORMANCE

# SUMMARIES



---

---

# LONG ISLAND RAIL ROAD

**MONTHLY  
OPERATING  
REPORT**

The graphic features the title "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame defined by a solid blue border. Inside this frame, there is a grid of dotted lines. A prominent dotted line forms a large 'X' shape, extending from the corners of the frame. The background of the entire page is white.

## April 2015

**Patrick Nowakowski**  
President

---

05/18/15 \*\*\*\*\*

---

Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	Apr	Apr	Apr	Apr
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>93.9%</b>	<b>90.4%</b>	<b>93.2%</b>	<b>91.1%</b>
		AM Peak		93.8%	85.9%	93.4%	88.8%
		PM Peak		90.8%	85.3%	88.6%	85.2%
		<b>Total Peak</b>		<b>92.3%</b>	<b>85.6%</b>	<b>91.1%</b>	<b>87.1%</b>
		Off Peak Weekday		93.8%	90.7%	93.6%	91.3%
		Weekend		96.6%	95.5%	95.5%	95.5%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>93.6%</b>	<b>90.2%</b>	<b>93.2%</b>	<b>90.4%</b>
		AM Peak		94.7%	85.8%	95.6%	90.6%
		PM Peak		90.9%	85.4%	85.1%	79.3%
		<b>Total Peak</b>		<b>93.0%</b>	<b>85.6%</b>	<b>90.7%</b>	<b>85.4%</b>
		Off Peak Weekday		93.1%	91.0%	94.6%	91.5%
		Weekend		96.1%	95.8%	94.0%	95.5%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>98.0%</b>	<b>95.1%</b>	<b>96.1%</b>	<b>95.3%</b>
		AM Peak		95.0%	87.3%	93.4%	89.1%
		PM Peak		98.0%	93.9%	94.4%	92.6%
		<b>Total Peak</b>		<b>96.4%</b>	<b>90.2%</b>	<b>93.9%</b>	<b>90.7%</b>
		Off Peak Weekday		98.4%	96.0%	96.2%	96.0%
		Weekend		98.9%	97.8%	98.6%	98.4%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>91.0%</b>	<b>87.4%</b>	<b>90.7%</b>	<b>87.9%</b>
		AM Peak		91.8%	83.3%	94.9%	88.7%
		PM Peak		86.7%	81.4%	85.4%	80.7%
		<b>Total Peak</b>		<b>89.3%</b>	<b>82.4%</b>	<b>90.3%</b>	<b>84.8%</b>
		Off Peak Weekday		89.3%	85.5%	88.9%	86.1%
		Weekend		95.5%	94.1%	93.8%	92.9%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.6%</b>	<b>94.3%</b>	<b>94.2%</b>	<b>93.8%</b>
		AM Peak		98.2%	92.6%	93.6%	92.1%
		PM Peak		93.9%	89.6%	91.4%	89.2%
		<b>Total Peak</b>		<b>96.2%</b>	<b>91.1%</b>	<b>92.6%</b>	<b>90.7%</b>
		Off Peak Weekday		96.8%	94.6%	94.7%	94.0%
		Weekend		96.7%	96.6%	94.6%	96.1%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>94.5%</b>	<b>92.2%</b>	<b>94.7%</b>	<b>93.3%</b>
		AM Peak		94.7%	87.9%	94.3%	91.6%
		PM Peak		92.2%	88.1%	90.1%	89.9%
		<b>Total Peak</b>		<b>93.5%</b>	<b>88.0%</b>	<b>92.3%</b>	<b>90.8%</b>
		Off Peak Weekday		94.1%	92.3%	94.8%	92.5%
		Weekend		97.3%	96.9%	98.2%	98.1%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>94.6%</b>	<b>89.0%</b>	<b>93.6%</b>	<b>90.2%</b>
		AM Peak		94.9%	85.4%	90.3%	85.3%
		PM Peak		92.8%	85.7%	91.1%	86.3%
		<b>Total Peak</b>		<b>93.8%</b>	<b>85.6%</b>	<b>90.7%</b>	<b>85.8%</b>
		Off Peak Weekday		94.2%	89.0%	94.8%	91.0%
		Weekend		99.2%	93.4%	94.4%	93.3%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>96.3%</b>	<b>91.7%</b>	<b>93.0%</b>	<b>91.1%</b>
		AM Peak		98.1%	90.6%	91.6%	90.0%
		PM Peak		88.6%	81.9%	87.9%	81.7%
		<b>Total Peak</b>		<b>93.7%</b>	<b>86.6%</b>	<b>89.9%</b>	<b>86.1%</b>
		Off Peak Weekday		97.1%	92.6%	94.0%	92.7%
		Weekend		98.8%	96.8%	95.6%	94.3%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	Apr	Apr	Apr	Apr
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>92.2%</b>	<b>85.4%</b>	<b>87.7%</b>	<b>84.5%</b>
	AM Peak		93.2%	80.6%	85.8%	80.7%
	PM Peak		91.6%	83.1%	84.4%	80.3%
	<b>Total Peak</b>		<b>92.4%</b>	<b>81.8%</b>	<b>85.2%</b>	<b>80.5%</b>
	Off Peak Weekday		89.9%	82.6%	86.2%	81.7%
	Weekend		97.3%	95.2%	95.1%	94.6%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.6%</b>	<b>91.2%</b>	<b>94.3%</b>	<b>93.7%</b>
	AM Peak		93.7%	88.1%	94.2%	90.0%
	PM Peak		88.0%	80.9%	88.8%	86.9%
	<b>Total Peak</b>		<b>90.8%</b>	<b>84.4%</b>	<b>91.4%</b>	<b>88.4%</b>
	Off Peak Weekday		93.5%	91.4%	94.0%	93.9%
	Weekend		97.5%	98.1%	98.9%	98.7%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>90.5%</b>	<b>86.2%</b>	<b>92.5%</b>	<b>88.4%</b>
	AM Peak		87.1%	78.7%	91.4%	84.2%
	PM Peak		89.2%	85.4%	90.9%	89.0%
	<b>Total Peak</b>		<b>88.1%</b>	<b>81.9%</b>	<b>91.2%</b>	<b>86.4%</b>
	Off Peak Weekday		91.8%	87.6%	93.4%	88.1%
	Weekend		91.5%	89.6%	92.3%	92.3%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.9%</b>	<b>94.8%</b>	<b>96.1%</b>	<b>94.6%</b>
	AM Peak		96.4%	92.4%	97.3%	94.6%
	PM Peak		92.4%	88.4%	92.4%	89.3%
	<b>Total Peak</b>		<b>94.2%</b>	<b>90.2%</b>	<b>94.6%</b>	<b>91.7%</b>
	Off Peak Weekday		97.6%	96.2%	97.1%	96.3%
	Weekend		99.3%	97.5%	75.0%	88.9%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>20,357</b>	<b>80,379</b>	<b>20,355</b>	<b>79,908</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-11.3	-13.4	-11.9	-12.1
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			179	1,727	201	1,238
<b>Trains Canceled</b>			92	618	73	370
<b>Trains Terminated</b>			33	270	51	259
<b>Percent of Scheduled Trips Completed</b>			99.4%	98.9%	99.4%	99.2%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.3%			
		PM Peak	98.6%			
		<b>Total Peak</b>	<b>99.0%</b>			

Categories Of Delay		March	2015 Data		2014 Data		YTD 2014 Vs 2015
			April	YTD Thru April	April	YTD Thru April	
Late Train Incidents	<b>National Rail Passenger Corp</b>	275	80	748	173	601	147
	<b>Capital Programs</b>	2	18	31	5	176	(145)
	<b>Engineering</b>	192	63	583	126	756	(173)
	<b>Penn Station Central Control</b>	16	44	90	9	91	(1)
	<b>Maintenance of Equipment</b>	113	69	512	77	573	(61)
	<b>* Other / Miscellaneous</b>	303	211	906	171	720	186
	<b>**Public</b>	471	634	1,892	493	1,957	(65)
	<b>Transportation</b>	38	22	142	52	142	-
	<b>Vandalism</b>	18	12	80	2	64	16
	<b>Weather and Environmental</b>	509	32	2,570	211	1,804	766
	<b>Maintenance of Way (Sched.)</b>	78	58	148	56	210	(62)

*\* **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-Apr	Wed	Freight derailment in Wyandanch DEF (From 3/29)	12			11			38			61		
2-Apr	Thu	Freight derailment in Wyandanch DEF (From 3/29)	6						10		1	16		1
2-Apr	Thu	Amtrak related switch trouble at Q Interlocking				8	4		8			16	4	
2-Apr	Thu	Slow loading system wide	1						11			12		
3-Apr	Fri	Heavy holiday loading system wide				7			12			19		
7-Apr	Tue	PSCC Yardmaster error	20						1			21		
8-Apr	Wed	Train 564 with equipment trouble at Harold	7						5			12		
9-Apr	Thu	Customer self-evacuated from Train 440 Line 3, C Interlocking				57	45		27	36		84	81	
20-Apr	Mon	Crossing protection out of service Valley to Lead	4						6			10		
20-Apr	Mon	Unauthorized person walking the tracks in Harold Interlocking							18	4		18	4	
27-Apr	Mon	Train 718 struck unauthorized person west of Garden City Station				2			5		4	7		4
28-Apr	Tues	Amtrak 63 with equipment trouble in Line 2 at JO Interlocking	23		2	1			7		1	31		3
29-Apr	Wed	Verizon communication system issues	17									17		
30-Apr	Thurs	Train 1617 with residual weather related equipment trouble	37		1				2			39		1
TOTAL FOR MONTH			127	0	3	86	49	0	150	40	6	363	89	9
												461		



**Long Island Rail Road**

## **MECHANICAL PERFORMANCE**

# Long Island Rail Road

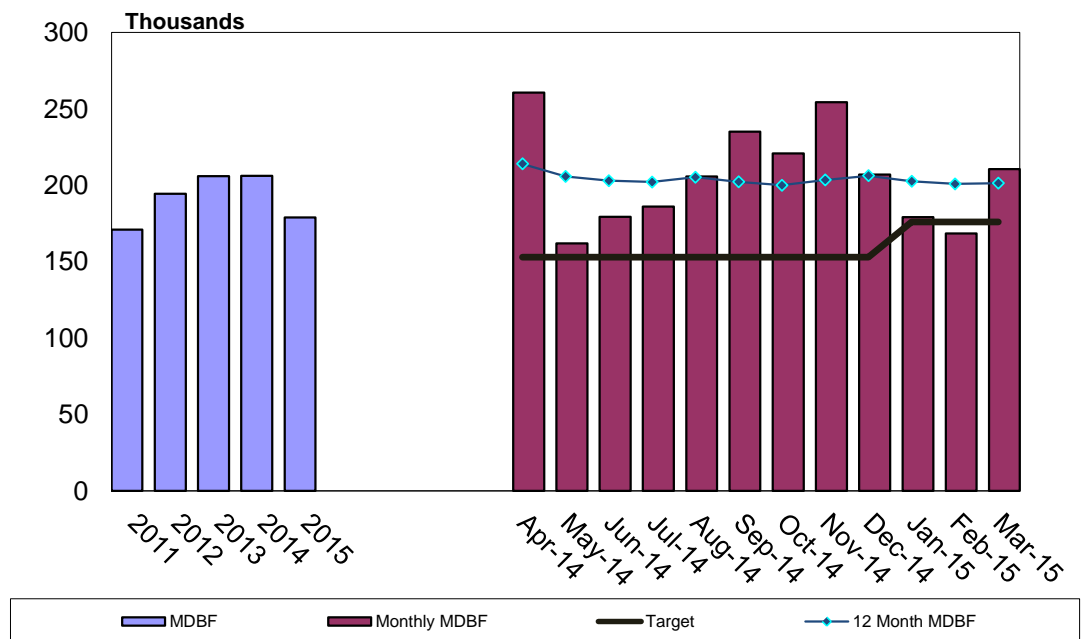
## MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
<b>Mean Distance Between Failures</b>	M-3	150	75,000	54,056	10	56,227	82,546	117,386	5	89,576
	M-7	836	400,000	667,686	8	531,254	490,614	466,693	11	497,932
	DM	21	20,000	18,103	4	12,672	20,148	35,766	2	26,309
	DE	24	20,000	29,430	3	23,989	24,867	45,336	2	19,997
	C-3	134	80,000	98,945	7	92,474	86,195	57,655	12	78,596
	Diesel	179	51,000	60,951	14	51,042	56,542	53,379	16	52,942
	<b>Fleet</b>	<b>1,165</b>	<b>176,000</b>	<b>210,480</b>	<b>32</b>	<b>185,018</b>	<b>201,305</b>	<b>205,457</b>	<b>32</b>	<b>203,184</b>

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

## ALL FLEETS Mean Distance Between Failure

2011 - 2015





### Standee Report

#### East Of Jamaica

East Of Jamaica			2015 Data	
			March	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	17
		Total Standees	2	17
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	7	0
		Total Standees	47	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	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	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	28	62
		Total Standees	28	62
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			89	81

#### Definitions

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

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

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

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

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



Standee Report

West Of Jamaica			2015 Data	
			March	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	3	40
		<b>Total Standees</b>	<b>3</b>	<b>40</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	Huntington Branch	Program Standees	10	0
		Add'l Standees	5	43
		<b>Total Standees</b>	<b>15</b>	<b>43</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	3	27
		<b>Total Standees</b>	<b>3</b>	<b>27</b>
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	29	0
		<b>Total Standees</b>	<b>47</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	28	62
		<b>Total Standees</b>	<b>28</b>	<b>62</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>103</b>	<b>173</b>

**Definitions**

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

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

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

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

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

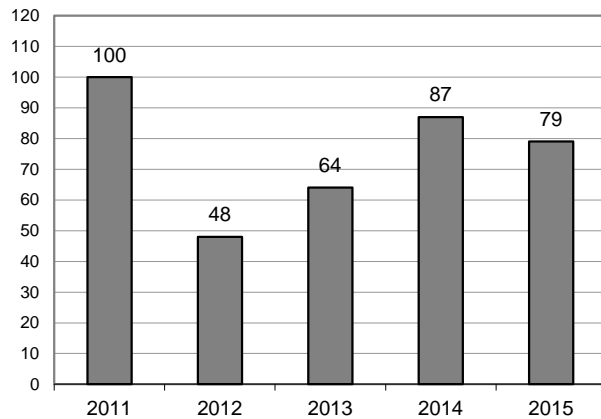


**Long Island Rail Road**

## **SAFETY PERFORMANCE**



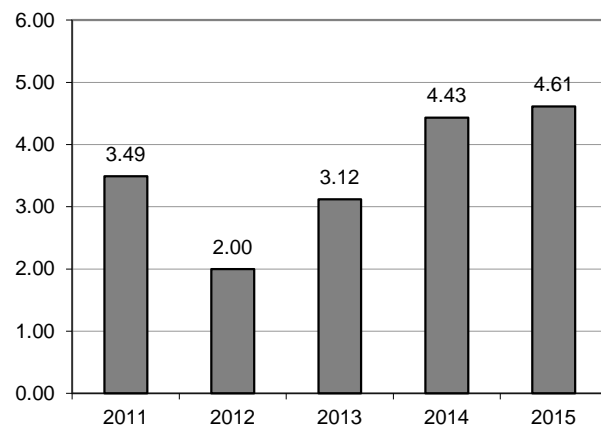
## MTA Long Island Rail Road Summary of Employee Injuries through March 2015



Total Employee Injuries

Year	Total
2011	100
2012	48
2013	64
2014	87
2015	79

% change from last year: -9.0%



Employee FRA Reportable Injuries

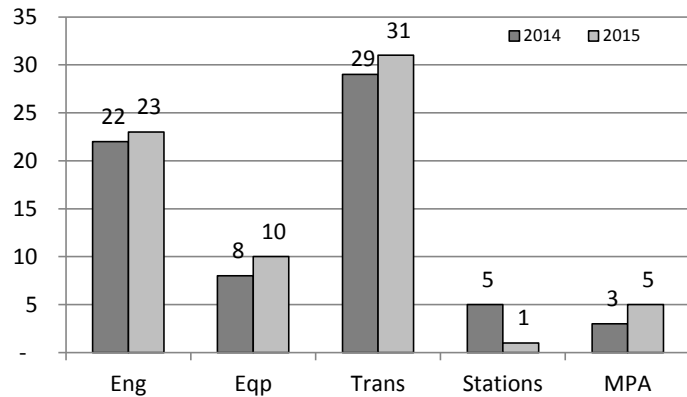
Year	Total	FRA FI*
2011	55	3.49
2012	32	2.00
2013	49	3.12
2014	67	4.43
2015	70	4.61

% change from last year: 4.1%

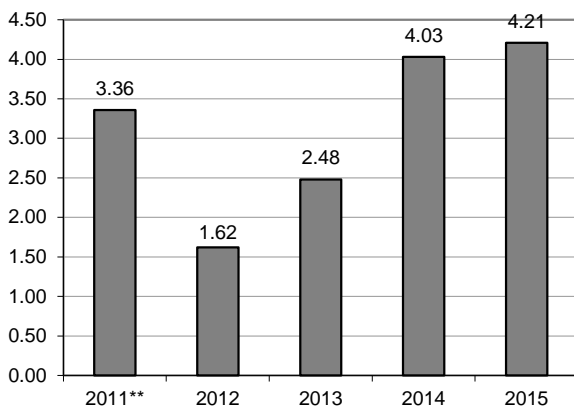
\* Federal Railroad Administration Frequency Index

\* - Injuries per 200,000 hours worked

## MTA Long Island Rail Road Summary of Employee Injuries through March 2015



Employee Reportable Accidents Comparison by Department			
Department	2014	2015	% Change
Engineering	22	23	5%
Equipment	8	10	25%
Transportation	29	31	7%
Stations	5	1	-80%
MPA	3	5	67%



Employee Lost Time Injuries			
Year	LT	LT FI*	LT & RD FI*
2011**	51	3.24	3.36
2012	26	1.62	1.62
2013	39	2.48	2.48
2014	61	4.03	4.03
2015	64	4.21	4.21

% change from last year: 4.5%

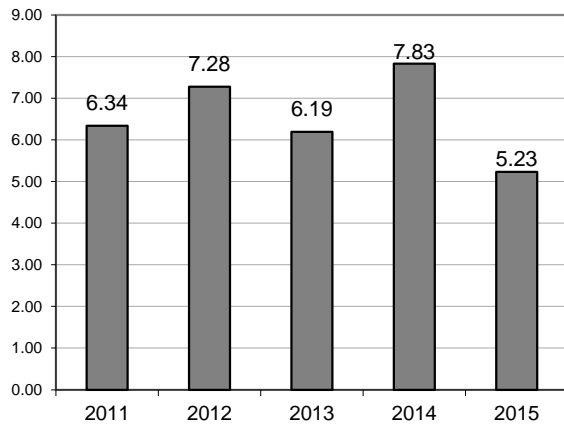
\*\*Please note: Last year of Restricted Duty

\* - Injuries per 200,000 hours worked





## MTA Long Island Rail Road Summary of Customer Injuries through March 2015

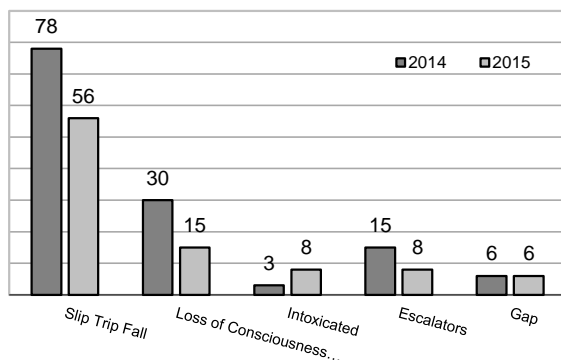


### Total Customer Injuries

Year	Total	FI**
2011	119	6.34
2012	145	7.28
2013	121	6.19
2014	154	7.83
2015	104	5.23

% change from last year: -33.2%

\*\*Injuries per 1,000,000 rides



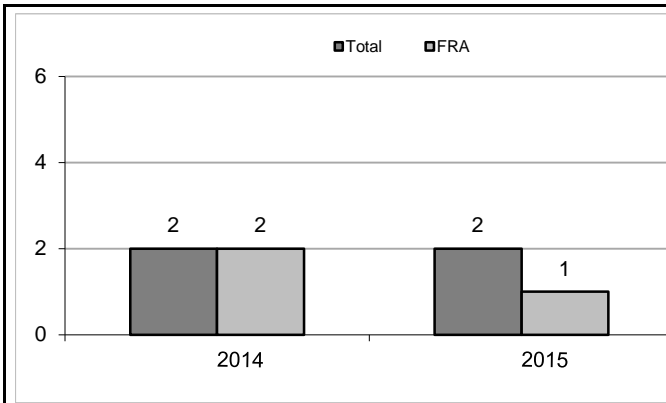
### Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Intoxicated	Escalators	Gap
2014	78	30	3	15	6
2015	56	15	8	8	6



## MTA Long Island Rail Road

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

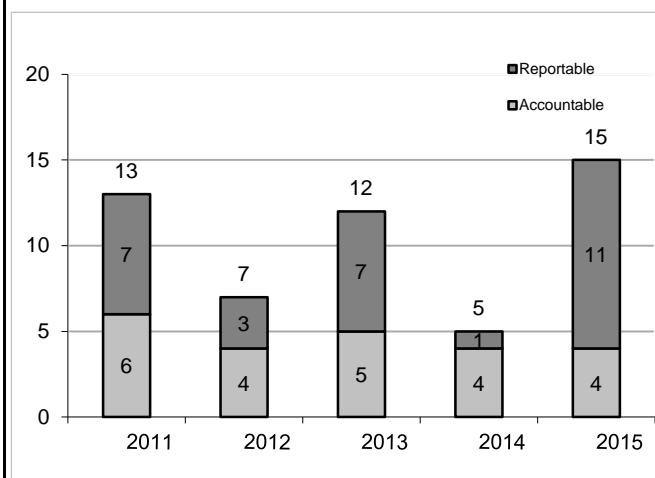


#### Contractor Injuries

Year	Total	FRA Rpt.
2014	2	2
2015	2	1

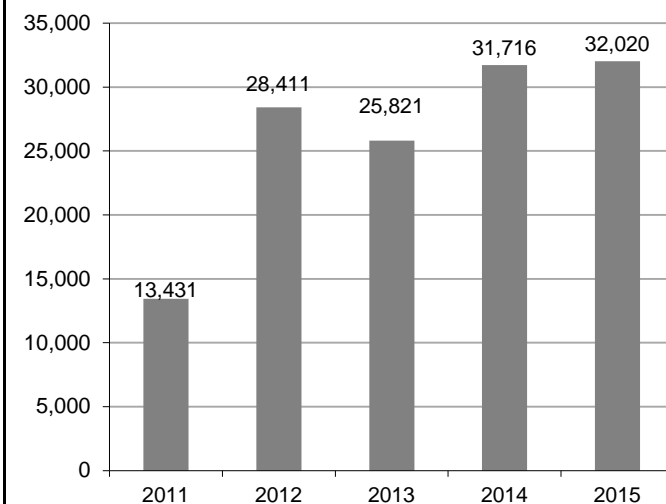
% change from last year:

0%



#### Train Accidents

Year	Accountable	Reportable
2011	6	7
2012	4	3
2013	5	7
2014	4	1
2015	4	11



#### Community Education and Outreach (Including T.R.A.C.K.S.) 2011 - 2015 Month of March

##### Total Participants

Year	Total
2011	13,431
2012	28,411
2013	25,821
2014	31,716
2015	32,020

# Memorandum



**Long Island Rail Road**

**Date:** May 2015

**To:** Members of the LIRR Operating Committee

**From:** Patrick A. Nowakowski, President

A handwritten signature in black ink, appearing to read "Patrick A. Nowakowski", written over the printed name.

**Re:** Enhanced Safety Action Update

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

- Our second quarter Corporate Quarterly Safety Stand-Down is scheduled for June 10<sup>th</sup>.
- The Peer Review Team met May 6<sup>th</sup>, the first meeting since the official start of the Confidential Close Call Reporting Program on March 29<sup>th</sup>.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
<b>Alerters</b>	Installation is complete on all fleets.
<b>Speed Compliance</b>	For the period 4/1/15 through 4/30/15, there were 112 Radar Observations. Seventy-five different LIRR Engineers were observed. Thirty-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.
<b>Emergency Order 29</b>	All critical curves were completed as scheduled by 3/1/14.
<b>Tangent Track Evaluation</b>	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.
<b>PTC</b>	The Systems Integrator (SI) is completing Preliminary Design Review and beginning some PTC Final Design elements. Radio compliance testing is completed, variances are under review by the manufacturer. First Article Inspection (FAI) of wayside interface hardware is completed and preparing for Factory Acceptance Testing. Radio Frequency Propagation analysis for Pilot sections is also completed.
<b>Cameras</b>	4D Security Solutions has completed the initial M7 camera location surveys. These surveys were conducted using a test train under both day and night conditions. Sample video is being reviewed for the purpose of selecting specific camera models.



# **Long Island Rail Road**

## **Monthly Financial Report**

**March 2015**

# **MTA LONG ISLAND RAIL ROAD**

## **March Ridership and Financial Report**

### **Executive Summary**

#### **Ridership**

- During the month of March, total ridership was 7.4 million, which was 3.4% higher than March 2014 (adjusted for same number of work days) and 1.6% above the Adopted Budget.
  - Ridership through March was 19.9 million. This was 1.2% above 2014 (adjusted for same number of calendar work days) and 1.2% lower than the 2015 Adopted Budget.
  - Through March, commutation ridership was 1.1% above 2014 (work day adjusted) and 0.3% lower than the 2015 Adopted Budget.
  - Through March, non-commutation ridership was 1.3% above 2014 and 2.7% below the Adopted Budget.
- 

#### **Revenues**

- Farebox revenue through March totaling \$154.4 million was \$0.8 million below the budget due to lower ridership, partially offset by higher yield per passenger.
- Capital & Other Revenue of \$80.2 million was \$3.1 million lower than the Adopted Budget due to timing of capital activity.
- In summary, total LIRR revenue of \$234.6 million was \$3.9 million lower than the Adopted Budget.

#### **Expenses**

- Through March, total expenses of \$515.9 million were \$21.0 million less than the budget.
- Straight-time payroll spending was \$5.2 million less than budget due to the existence of vacant positions lower vacation pay accruals and 2010 wage claim accrual reversals. At the end of March, 237 of 7,145 positions were vacant. These vacancies consisted primarily of management/supervisory and operational hourlies.
- Year-to-date overtime spending was \$8.9 million or 28.7% above budget. Overtime hours worked was 25.7%, or 142,200 hours higher than the budget primarily as a result of weather-related overtime, which was 109,300 hours over budget, vacancy/absentee coverage, which were 37,200 hours over budget, maintenance which were 17,100 hours over budget and reimbursable overtime, which was 4,000 hours above budget. This was partially offset by lower unscheduled service, which was 19,100 hours below budget.
- Year-to-date overtime hours increased by 13.0% in 2015 compared to 2014 due to higher weather-related overtime, vacancy/absentee coverage, maintenance and reimbursable overtime, partially offset by lower unscheduled and scheduled service.
- Other variances are primarily timing related.

#### **Financial Performance Measures**

- Through March, the Adjusted Farebox Operating Ratio was 54.3%, which is favorable to budget due to lower expenses, partially offset by greater revenue.
- Through March, the Adjusted Cost per Passenger was \$15.32, which is lower than budget due to lower expenses, partially offset by lower ridership.
- Through March, the Revenue per Passenger was \$7.79, which is favorable to budget.

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

**REVENUE**

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$234.6 were \$(3.9) million or (1.6)% unfavorable to budget. The month of March of \$92.0 million was favorable to budget by \$2.8 million or 3.1%.

- **Y-T-D Farebox Revenues** were \$(0.8) unfavorable to budget. The month was \$0.9 favorable to the budget due to higher ridership, partially offset by lower yield per passenger.
- **Y-T-D Other Operating Revenues** were \$(0.5) unfavorable to budget. The month was \$(0.8) unfavorable due to timing of advertising guarantee.
- **Y-T-D Capital and Other Reimbursements** were \$(2.6) unfavorable to budget. The month was \$2.7 favorable to the budget due to timing of capital activity.

**OPERATING EXPENSES**

Year-to-date March **Total Expenses** (including depreciation and other) of \$515.9 were favorable to budget by \$21.0 or 3.9%. The total expenses for the month of \$178.2 million were favorable to budget by \$2.7 million or 1.5%.

**Labor Expenses**, \$(0.5) unfavorable Y-T-D; \$(1.2) unfavorable for the month.

- **Payroll**, \$5.2 favorable Y-T-D; \$2.7 favorable for the month (primarily vacant positions, lower vacation pay accruals and 2010 wage claim accrual reversals).
- **Overtime**, \$(8.9) unfavorable Y-T-D; \$(4.1) unfavorable for the month (primarily higher weather-related overtime, vacancy/absentee coverage, capital project activity and maintenance overtime, partially offset by unscheduled service overtime).
- **Health & Welfare**, \$0.6 favorable Y-T-D; \$0.3 favorable for the month (vacant positions).
- **OPEB Current Payment**, \$1.3 favorable Y-T-D; \$0.4 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$1.3 favorable Y-T-D; \$(0.4) unfavorable for the month (primarily higher FELA Indemnity payments).

**Non-Labor Expenses**, \$17.1 favorable Y-T-D; \$4.2 favorable for the month.

- **Electric Power**, \$0.5 favorable Y-T-D; \$(1.1) unfavorable for the month (higher consumption, partially offset by lower rates).
- **Fuel**, \$1.9 favorable Y-T-D; \$0.7 favorable for the month (lower rates).
- **Insurance**, \$0.7 favorable Y-T-D; \$0.3 favorable for the month (lower Force Account Insurance).
- **Claims**, \$(0.1) unfavorable Y-T-D; \$0.1 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$3.8 favorable Y-T-D; \$2.0 favorable for the month (primarily timing of non-revenue vehicle repairs, vegetation management, hazardous waste cleanup and elevator/escalator maintenance and MTA IT expense accrual reversals).
- **Professional Services**, \$1.7 favorable Y-T-D. \$1.7 favorable for the month (primarily timing of MTA chargebacks).
- **Materials and Supplies**, \$8.4 favorable Y-T-D; \$0.7 favorable for the month (primarily timing of capital project activity, partially offset by miscellaneous inventory adjustments).
- **Other Business Expenses**, \$0.2 favorable Y-T-D; \$(0.2) unfavorable for the month (primarily timing).

**Depreciation and Other**, \$4.4 favorable Y-T-D; \$(0.3) unfavorable for the month (unfavorable Depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 44.6%, 2.5 percentage points above February. The Farebox Operating Ratio for the month of March of 50.0% was 3.7 percentage points above the budget resulting from lower expenses, partially offset by higher revenue. The adjusted year-to-date Farebox Operating Ratio was 54.3%. 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**  
**March 2015**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$53.965	\$54.830	\$0.865	1.6	\$0.000	\$0.000	\$0.000	-	\$53.965	\$54.830	\$0.865	1.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.543	3.732	(0.811)	(17.9)	0.000	0.000	0.000	-	4.543	3.732	(0.811)	(17.9)
Capital & Other Reimbursements	0.000	0.000	0.000	-	30.766	33.486	2.720	8.8	30.766	33.486	2.720	8.8
<b>Total Revenue</b>	<b>\$58.508</b>	<b>\$58.562</b>	<b>\$0.054</b>	<b>0.1</b>	<b>\$30.766</b>	<b>\$33.486</b>	<b>\$2.720</b>	<b>8.8</b>	<b>\$89.274</b>	<b>\$92.048</b>	<b>\$2.774</b>	<b>3.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$38.210	\$34.750	\$3.460	9.1	\$10.724	\$11.533	(\$0.809)	(7.5)	\$48.934	\$46.283	\$2.651	5.4
Overtime	8.280	11.345	(3.065)	(37.0)	2.003	3.054	(1.051)	(52.4)	10.283	14.398	(4.115)	(40.0)
Health and Welfare	7.301	6.312	0.989	13.6	1.936	2.650	(0.714)	(36.9)	9.237	8.962	0.275	3.0
OPEB Current Payment	5.151	4.719	0.432	8.4	0.000	0.000	0.000	-	5.151	4.719	0.432	8.4
Pensions	14.480	12.716	1.764	12.2	2.768	4.532	(1.764)	(63.7)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	12.146	12.471	(0.325)	(2.7)	2.332	2.454	(0.122)	(5.2)	14.478	14.926	(0.448)	(3.1)
Reimbursable Overhead	(3.586)	(4.248)	0.662	18.5	3.586	4.248	(0.662)	(18.5)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$81.982</b>	<b>\$78.065</b>	<b>\$3.917</b>	<b>4.8</b>	<b>\$23.349</b>	<b>\$28.471</b>	<b>(\$5.122)</b>	<b>(21.9)</b>	<b>\$105.331</b>	<b>\$106.537</b>	<b>(\$1.206)</b>	<b>(1.1)</b>
<i>Non-Labor:</i>												
Electric Power	\$8.434	\$9.366	(\$0.932)	(11.0)	\$0.062	\$0.184	(\$0.122)	*	\$8.496	\$9.549	(\$1.053)	(12.4)
Fuel	2.414	1.738	0.676	28.0	0.000	0.000	0.000	-	2.414	1.738	0.676	28.0
Insurance	2.018	1.998	0.020	1.0	0.776	0.516	0.260	33.5	2.794	2.514	0.280	10.0
Claims	0.352	0.247	0.105	29.7	0.000	0.000	0.000	-	0.352	0.247	0.105	29.7
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	5.457	3.580	1.877	34.4	1.277	1.192	0.085	6.7	6.734	4.772	1.962	29.1
Professional Service Contracts	2.056	0.155	1.901	92.5	0.204	0.387	(0.183)	(89.8)	2.260	0.542	1.718	76.0
Materials & Supplies	11.127	13.033	(1.906)	(17.1)	5.086	2.497	2.589	50.9	16.213	15.530	0.683	4.2
Other Business Expenses	1.325	1.277	0.048	3.6	0.012	0.240	(0.228)	*	1.337	1.516	(0.179)	(13.4)
<b>Total Non-Labor Expenses</b>	<b>\$33.183</b>	<b>\$31.394</b>	<b>\$1.789</b>	<b>5.4</b>	<b>\$7.417</b>	<b>\$5.014</b>	<b>\$2.403</b>	<b>32.4</b>	<b>\$40.600</b>	<b>\$36.409</b>	<b>\$4.191</b>	<b>10.3</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$115.165</b>	<b>\$109.460</b>	<b>\$5.705</b>	<b>5.0</b>	<b>\$30.766</b>	<b>\$33.485715</b>	<b>(\$2.720)</b>	<b>(8.8)</b>	<b>\$145.931</b>	<b>\$142.945</b>	<b>\$2.986</b>	<b>2.0</b>
<i>Depreciation</i>												
Depreciation	\$28.611	\$28.848	(\$0.237)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$28.611	\$28.848	(\$0.237)	(0.8)
Other Post Employment Benefits	6.161	6.215	(0.054)	(0.9)	0.000	0.000	0.000	-	\$6.161	6.215	(0.054)	(0.9)
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
<b>Total Expenses</b>	<b>\$150.104</b>	<b>\$144.689</b>	<b>\$5.415</b>	<b>3.6</b>	<b>\$30.766</b>	<b>\$33.486</b>	<b>(\$2.720)</b>	<b>(8.8)</b>	<b>\$180.870</b>	<b>\$178.175</b>	<b>\$2.695</b>	<b>1.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$91.596)</b>	<b>(\$86.127)</b>	<b>\$5.469</b>	<b>6.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$91.596)</b>	<b>(\$86.127)</b>	<b>\$5.469</b>	<b>6.0</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.611	\$28.848	\$0.237	0.8	\$0.000	\$0.000	\$0.000	-	\$28.611	\$28.848	\$0.237	0.8
Operating/Capital	(1.888)	(0.705)	1.183	62.7	0.000	0.000	0.000	-	(1.888)	(0.705)	1.183	62.7
Other Cash Adjustments	3.166	3.729	0.563	17.8	0.000	0.000	0.000	-	3.166	3.729	0.563	17.8
<b>Total Cash Conversion Adjustments</b>	<b>\$29.889</b>	<b>\$31.873</b>	<b>\$1.984</b>	<b>6.6</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$29.889</b>	<b>\$31.873</b>	<b>\$1.984</b>	<b>6.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$61.707)</b>	<b>(\$54.254)</b>	<b>\$7.453</b>	<b>12.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$61.707)</b>	<b>(\$54.254)</b>	<b>\$7.453</b>	<b>12.1</b>

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**March 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
<b>Revenue</b>												
Farebox Revenue	\$155.236	\$154.406	(\$0.830)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$155.236	\$154.406	(\$0.830)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	11.575	11.082	(0.493)	(4.3)	0.000	0.000	0.000	-	11.575	11.082	(0.493)	(4.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	71.692	69.128	(2.564)	(3.6)	71.692	69.128	(2.564)	(3.6)
<b>Total Revenue</b>	<b>\$166.811</b>	<b>\$165.488</b>	<b>(\$1.323)</b>	<b>(0.8)</b>	<b>\$71.692</b>	<b>\$69.128</b>	<b>(\$2.564)</b>	<b>(3.6)</b>	<b>\$238.503</b>	<b>\$234.616</b>	<b>(\$3.887)</b>	<b>(1.6)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$122.644	\$117.650	\$4.994	4.1	\$24.629	\$24.454	\$0.175	0.7	\$147.273	\$142.104	\$5.169	3.5
Overtime	26.309	34.575	(8.266)	(31.4)	4.632	5.236	(0.604)	(13.0)	30.941	39.811	(8.870)	(28.7)
Health and Welfare	23.512	21.812	1.700	7.2	4.435	5.537	(1.102)	(24.8)	27.947	27.349	0.598	2.1
OPEB Current Payment	15.453	14.200	1.253	8.1	0.000	0.000	0.000	-	15.453	14.200	1.253	8.1
Pensions	45.366	42.395	2.971	6.5	6.378	9.349	(2.971)	(46.6)	51.744	51.744	(0.000)	(0.0)
Other Fringe Benefits	35.006	33.960	1.046	3.0	5.341	5.047	0.294	5.5	40.347	39.007	1.340	3.3
Reimbursable Overhead	(8.098)	(8.482)	0.384	4.7	8.098	8.482	(0.384)	(4.7)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$260.192</b>	<b>\$256.110</b>	<b>\$4.082</b>	<b>1.6</b>	<b>\$53.513</b>	<b>\$58.105</b>	<b>(\$4.592)</b>	<b>(8.6)</b>	<b>\$313.705</b>	<b>\$314.215</b>	<b>(\$0.510)</b>	<b>(0.2)</b>
<i>Non-Labor:</i>												
Electric Power	\$26.658	\$26.155	\$0.503	1.9	\$0.186	\$0.185	\$0.001	0.8	\$26.844	\$26.339	\$0.505	1.9
Fuel	7.019	5.151	1.868	26.6	0.000	0.000	0.000	-	7.019	5.151	1.868	26.6
Insurance	6.032	5.988	0.044	0.7	1.656	0.994	0.662	40.0	7.688	6.982	0.706	9.2
Claims	1.056	1.108	(0.052)	(5.0)	0.000	0.000	0.000	-	1.056	1.108	(0.052)	(5.0)
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	16.801	13.523	3.278	19.5	2.959	2.468	0.491	16.6	19.760	15.991	3.769	19.1
Professional Service Contracts	5.629	3.958	1.671	29.7	0.542	0.518	0.024	4.4	6.171	4.476	1.695	27.5
Materials & Supplies	33.311	31.214	2.097	6.3	12.628	6.349	6.279	49.7	45.939	37.563	8.376	18.2
Other Business Expenses	3.717	3.203	0.514	13.8	0.208	0.510	(0.302)	*	3.925	3.713	0.212	5.4
<b>Total Non-Labor Expenses</b>	<b>\$100.223</b>	<b>\$90.300</b>	<b>\$9.923</b>	<b>9.9</b>	<b>\$18.179</b>	<b>\$11.023</b>	<b>\$7.156</b>	<b>39.4</b>	<b>\$118.402</b>	<b>\$101.323</b>	<b>\$17.079</b>	<b>14.4</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$360.415</b>	<b>\$346.410</b>	<b>\$14.005</b>	<b>3.9</b>	<b>\$71.692</b>	<b>\$69.128</b>	<b>\$2.564</b>	<b>3.6</b>	<b>\$432.107</b>	<b>\$415.538</b>	<b>\$16.569</b>	<b>3.8</b>
Depreciation	\$85.833	\$81.268	4.565	5.3	\$0.000	\$0.000	\$0.000	-	\$85.833	\$81.268	\$4.565	5.3
Other Post Employment Benefits	18.483	18.603	(0.120)	(0.6)	0.000	0.000	0.000	-	18.483	18.603	(0.120)	(0.6)
Environmental Remediation	0.501	0.500	0.001	0.2	0.000	0.000	0.000	-	0.501	0.500	0.001	0.2
<b>Total Expenses</b>	<b>\$465.232</b>	<b>\$446.781</b>	<b>\$18.451</b>	<b>4.0</b>	<b>\$71.692</b>	<b>\$69.128</b>	<b>\$2.564</b>	<b>3.6</b>	<b>\$536.924</b>	<b>\$515.909</b>	<b>\$21.015</b>	<b>3.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$298.421)</b>	<b>(\$281.293)</b>	<b>\$17.128</b>	<b>5.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$298.421)</b>	<b>(\$281.293)</b>	<b>\$17.128</b>	<b>5.7</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$85.833	\$81.268	(\$4.565)	(5.3)	\$0.000	\$0.000	\$0.000	-	\$85.833	\$81.268	(\$4.565)	(5.3)
Operating/Capital	(3.178)	(1.351)	1.827	57.5	0.000	0.000	0.000	-	(3.178)	(1.351)	1.827	57.5
Other Cash Adjustments	10.717	32.976	22.259	*	0.000	0.000	0.000	-	10.717	32.976	22.259	*
<b>Total Cash Conversion Adjustments</b>	<b>\$93.372</b>	<b>\$112.893</b>	<b>\$19.521</b>	<b>20.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$93.372</b>	<b>\$112.893</b>	<b>\$19.521</b>	<b>20.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$205.049)</b>	<b>(\$168.400)</b>	<b>\$36.649</b>	<b>17.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$205.049)</b>	<b>(\$168.400)</b>	<b>\$36.649</b>	<b>17.9</b>



TABLE 3

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

March 2015					Year-to-Date March 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.	0.865	1.6	Higher ridership \$0.872, partially offset by lower yield per passenger \$(0.007).	(0.830)	(0.5)	Lower ridership \$(1.935), partially offset by higher yield per passenger \$1.105.
Other Operating Revenue	Non Reimb.	(0.811)	(17.9)	Timing of advertising, freight and miscellaneous revenue, partially offset by special services.	(0.493)	(4.3)	Lower rental and timing of miscellaneous and freight, partially offset by timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	2.720	8.8	Timing of capital project activity	(2.564)	(3.6)	Timing of capital project activity
Expenses							
Payroll	Non Reimb.	3.460	9.1	Vacant positions, lower vacation pay accruals and 2010 wage claim accrual reversals.	4.994	4.1	Vacant positions, lower vacation pay accruals and 2010 wage claim accrual reversals.
	Reimb.	(0.809)	(7.5)	Primarily due to timing of project activity.	0.175	0.7	Primarily due to Work Rule payments.
Overtime	Non Reimb.	(3.065)	(37.0)	Higher weather-related overtime, vacancy/absentee coverage and higher maintenance overtime, partially offset by lower unscheduled service overtime.	(8.266)	(31.4)	Higher weather-related overtime, vacancy/absentee coverage and maintenance, partially offset by lower scheduled/unscheduled service overtime.
	Reimb.	(1.051)	(52.4)	Timing of East Side Access project schedule and other capital project activity.	(0.604)	(13.0)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.989	13.6	Vacant positions.	1.700	7.2	Vacant positions.
	Reimb.	(0.714)	(36.9)	Primarily due to timing of project activity.	(1.102)	(24.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.432	8.4	Fewer retirees/beneficiaries.	1.253	8.1	Fewer retirees/beneficiaries.

TABLE 3

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

March 2015					Year-to-Date March 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.	1.764	12.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	2.971	6.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(1.764)	(63.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.971)	(46.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(0.325)	(2.7)	Higher FELA Indemnity payments.	1.046	3.0	Lower FELA Indemnity payments.
	Reimb.	(0.122)	(5.2)	Primarily due to timing of project activity.	0.294	5.5	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.932)	(11.0)	Higher consumption and accrual adjustments, partially offset by lower rates.	0.503	1.9	Lower rates, partially offset by higher consumption.
	Reimb.	(0.122)	*	Timing of payments.	0.001	0.8	
Fuel	Non Reimb.	0.676	28.0	Lower rates and consumption.	1.868	26.6	Lower rates and consumption.
Insurance	Non Reimb.	0.020	1.0		0.044	0.7	
	Reimb.	0.260	33.5	Force Account Insurance associated with project activity.	0.662	40.0	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.105	29.7	Decrease in reserves.	(0.052)	(5.0)	Timing of medical payments.

TABLE 3

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

March 2015				Year-to-Date March 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.	1.877	34.4	Primarily timing of vegetation management, elevator/escalator maintenance, non-revenue vehicle repairs, hazardous waste maintenance and HVAC maintenance, partially offset by higher payments for joint facilities.	3.278	19.5	Primarily timing of vegetation management, elevator/escalator maintenance, security, facility maintenance, HVAC maintenance and bus and transfer services (emergency and non-emergency), partially offset by the timing of janitorial and custodial services.
	Reimb.	0.085	6.7	Primarily due to timing of project activity.	0.491	16.6	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.901	92.5	Timing of MTA chargebacks.	1.671	29.7	Timing of MTA chargebacks, partially offset by IT software and maintenance posted in LIRR but captured from a budget perspective in MTA HQ.
	Reimb.	(0.183)	(89.8)	Primarily due to timing of project activity.	0.024	4.4	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(1.906)	(17.1)	Primarily due to lower material usage for MU Car Shop (RCM for Shunt and contact shoe and M7 modifications drop sash window), lower material usage for Diesel Car Shop (delay RCM for 15 yr. and C3 modifications), lower M3 Wheels and safety stock in Wheel Shop, delay in M7 propulsion and higher reclaims in pool materials, partially offset by Truck Shop (Mechanical Traction System Assembly and Anti-Roll Bar Link Assembly), higher material usage for MU Fleet cleaning and miscellaneous inventory adjustments.	2.097	6.3	Primarily due to lower material usage for MU Car Shop (RCM for Shunt and contact shoe and M7 modifications drop sash window), lower material usage for Diesel Car Shop (delay RCM for 15 yr. and C3 modifications), lower M3 Wheels and safety stock in Wheel Shop, delay in M7 propulsion and higher reclaims in pool materials, partially offset by Truck Shop (Mechanical Traction System Assembly and Anti-Roll Bar Link Assembly), higher material usage for MU Fleet cleaning and miscellaneous inventory adjustments.
	Reimb.	2.589	50.9	Primarily due to timing of project activity.	6.279	49.7	Primarily due to timing of project activity.

TABLE 3

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

March 2015					Year-to-Date March 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.	0.048	3.6	Timing of miscellaneous expenses.	0.514	13.8	Timing of miscellaneous expenses.
	Reimb.	(0.228)	*	Primarily due to timing project activity.	(0.302)	*	Primarily due to timing project activity.
Depreciation	Non Reimb.	(0.237)	(0.8)	Quarterly adjustments	4.565	5.3	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.054)	(0.9)	Primarily due to timing.	(0.120)	(0.6)	Primarily due to timing.

Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>March 2015</b> (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$55.840	\$56.958	\$1.118	2.0	\$160.861	\$158.569	(\$2.292)	(1.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.003	10.370	6.367	*	9.671	15.906	6.235	64.5
Capital & Other Reimbursements	19.082	35.758	16.676	87.4	62.741	72.089	9.348	14.9
<b>Total Receipts</b>	<b>\$78.925</b>	<b>\$103.086</b>	<b>\$24.161</b>	<b>30.6</b>	<b>\$233.273</b>	<b>\$246.564</b>	<b>\$13.291</b>	<b>5.7</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$45.282	\$45.536	(\$0.254)	(0.6)	\$143.206	\$140.206	\$3.000	2.1
Overtime	7.710	11.309	(3.599)	(46.7)	29.519	36.750	(7.231)	(24.5)
Health and Welfare	9.237	18.379	(9.142)	(99.0)	27.946	29.485	(1.539)	(5.5)
OPEB Current Payment	5.151	8.780	(3.629)	(70.5)	15.453	15.867	(0.414)	(2.7)
Pensions	17.248	9.714	7.534	43.7	51.744	29.115	22.629	43.7
Other Fringe Benefits	12.392	12.012	0.380	3.1	40.776	37.076	3.700	9.1
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$97.020</b>	<b>\$105.730</b>	<b>(\$8.710)</b>	<b>(9.0)</b>	<b>\$308.644</b>	<b>\$288.499</b>	<b>\$20.145</b>	<b>6.5</b>
<i>Non-Labor:</i>								
Electric Power	\$8.496	\$9.112	(\$0.616)	(7.3)	\$26.844	\$26.673	\$0.171	0.6
Fuel	2.414	2.362	0.052	2.2	7.019	5.788	1.231	17.5
Insurance	0.000	3.990	(3.990)	-	10.303	11.482	(1.179)	(11.4)
Claims	0.219	0.074	0.145	66.2	0.657	0.205	0.452	68.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.734	11.763	(5.029)	(74.7)	19.761	21.351	(1.590)	(8.0)
Professional Service Contracts	1.520	1.671	(0.151)	(9.9)	5.076	5.174	(0.098)	(1.9)
Materials & Supplies	21.123	19.329	1.794	8.5	50.627	46.333	4.294	8.5
Other Business Expenses	1.231	1.244	(0.013)	(1.0)	3.766	3.848	(0.082)	(2.2)
<b>Total Non-Labor Expenditures</b>	<b>\$41.737</b>	<b>\$49.544</b>	<b>(\$7.807)</b>	<b>(18.7)</b>	<b>\$124.053</b>	<b>\$120.855</b>	<b>\$3.198</b>	<b>2.6</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.875	\$1.548	\$0.327	17.4	\$5.625	\$4.385	\$1.240	22.0
<b>Total Other Expenditure Adjustments</b>	<b>\$1.875</b>	<b>\$1.548</b>	<b>\$0.327</b>	<b>17.4</b>	<b>\$5.625</b>	<b>\$4.385</b>	<b>\$1.240</b>	<b>22.0</b>
<b>Total Expenditures</b>	<b>\$140.632</b>	<b>\$156.823</b>	<b>(\$16.191)</b>	<b>(11.5)</b>	<b>\$438.322</b>	<b>\$413.739</b>	<b>\$24.583</b>	<b>5.6</b>
Cash Timing and Availability Adjustment	0.000	(0.518)	(0.518)	-	0.000	(1.225)	(1.225)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$61.707)</b>	<b>(\$54.254)</b>	<b>\$7.453</b>	<b>12.1</b>	<b>(\$205.049)</b>	<b>(\$168.400)</b>	<b>\$36.649</b>	<b>17.9</b>
<b>Subsidies</b>								
<b>MTA</b>	<b>61.707</b>	<b>68.828</b>	<b>7.121</b>	<b>11.5</b>	<b>205.049</b>	<b>182.971</b>	<b>(22.078)</b>	<b>(10.8)</b>

**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	March 2015			Year-to-Date as of March 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	1.118	2.0	Higher ridership \$0.872 and higher advance sales impact \$0.537, partially offset by lower Metrocard/AirTrain sales \$(0.284) and lower yields \$(0.007).	(2.292)	(1.4)	Lower ridership \$(1.935), lower Metrocard/AirTrain sales \$(0.761) and lower advance sales impact \$(0.701), partially offset by higher yields \$1.105.
Other Operating Revenue	6.367	*	Primarily due to the timing of rental revenue.	6.235	64.5	Primarily due to the timing of rental revenue and intercompany receipts.
Capital and Other Reimbursements	16.676	87.4	Timing of activity and reimbursement for capital and other reimbursements.	9.348	14.9	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	(0.254)	(0.6)	Primarily due to timing of retroactive wage payments, partially offset by vacant positions.	3.000	2.1	Primarily due to vacant positions, partially offset by the timing of the retroactive wage payments.
Overtime	(3.599)	(46.7)	Higher weather-related overtime, vacancy/absentee coverage, maintenance and project overtime, partially offset by lower unscheduled service overtime.	(7.231)	(24.5)	Primarily due to higher weather-related overtime, vacancy/absentee coverage, maintenance and project overtime, partially offset by lower scheduled/unscheduled service.
Health and Welfare	(9.142)	(99.0)	Primarily due to timing of payments, partially offset by vacant positions.	(1.539)	(5.5)	Primarily due to timing of payments and vacant positions.
OPEB Current Payment	(3.629)	(70.5)	Primarily timing of payments, partially offset by fewer retirees/beneficiaries.	(0.414)	(2.7)	Primarily timing of payments, partially offset by fewer retirees/beneficiaries.
Other Fringe Benefits	0.380	3.1	Primarily the timing of FELA payments.	3.700	9.1	Primarily lower Railroad Retirement payments and the timing of FELA payments.

**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	March 2015			Year-to-Date as of March 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(0.616)	(7.3)	Primarily due to higher consumption and the timing of payments, partially offset by lower rates.	0.171	0.6	Primarily due to lower rates and wayside, partially offset by higher consumption and the timing of payments.
Fuel	0.052	2.2	Primarily due to lower rates, partially offset by the timing of payments.	1.231	17.5	Primarily due to lower rates and consumption, partially offset by the timing of payments.
Insurance	(3.990)	-	Timing of insurance premium payments.	(1.179)	(11.4)	Timing of insurance premium payments.
Claims	0.145	66.2	Timing of payment for claims.	0.452	68.8	Timing of payment for claims.
Maintenance and Other Operating Contracts	(5.029)	(74.7)	Timing of payments.	(1.590)	(8.0)	Timing of payments.
Professional Service Contracts	(0.151)	(9.9)	Primarily the timing of payments for consulting services.	(0.098)	(1.9)	Primarily the timing of payments for consulting services.
Materials and Supplies	1.794	8.5	Primarily the timing of program, production plan and operating funded capital material and supplies.	4.294	8.5	Primarily the timing of program, production plan and operating funded capital material and supplies.
Other Business Expenses	(0.013)	(1.0)	Timing of payments.	(0.082)	(2.2)	Timing of payments.
Other Expenditure Adjustments	0.327	17.4	Lower Metrocard/AirTrain pass through payments.	1.240	22.0	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
March 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.875	\$2.128	\$0.253	13.5	\$5.625	\$4.163	(\$1.462)	(26.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.540)	6.638	7.178	*	(1.904)	4.823	6.727	*
Capital & Other Reimbursements	(11.684)	2.272	13.956	*	(8.951)	2.961	11.912	*
<b>Total Receipts</b>	<b>(\$10.349)</b>	<b>\$11.039</b>	<b>\$21.388</b>	<b>*</b>	<b>(\$5.230)</b>	<b>\$11.948</b>	<b>\$17.178</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$3.652	\$0.748	(\$2.904)	(79.5)	\$4.067	\$1.897	(\$2.170)	(53.3)
Overtime	2.573	3.090	0.517	20.1	1.422	3.062	1.640	*
Health and Welfare	0.000	(9.417)	(9.417)	-	0.001	(2.136)	(2.137)	*
OPEB Current Payment	0.000	(4.061)	(4.061)	-	0.000	(1.667)	(1.667)	-
Pensions	0.000	7.534	7.534	-	0.000	22.629	22.629	-
Other Fringe Benefits	2.086	2.914	0.828	39.7	(0.429)	1.931	2.360	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$8.311</b>	<b>\$0.807</b>	<b>(\$7.504)</b>	<b>(90.3)</b>	<b>\$5.061</b>	<b>\$25.716</b>	<b>\$20.655</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.437	\$0.437	-	\$0.000	(\$0.334)	(\$0.334)	-
Fuel	0.000	(0.623)	(0.623)	-	0.000	(0.638)	(0.638)	-
Insurance	2.794	(1.476)	(4.270)	*	(2.615)	(4.500)	(1.885)	(72.1)
Claims	0.133	0.173	0.040	30.3	0.399	0.903	0.504	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(6.991)	(6.991)	-	(0.001)	(5.360)	(5.359)	*
Professional Service Contracts	0.740	(1.129)	(1.869)	*	1.095	(0.698)	(1.793)	*
Materials & Supplies	(4.910)	(3.800)	1.110	22.6	(4.688)	(8.771)	(4.083)	(87.1)
Other Business Expenses	0.106	0.273	0.167	*	0.159	(0.135)	(0.294)	*
<b>Total Non-Labor Expenditures</b>	<b>(\$1.137)</b>	<b>(\$13.136)</b>	<b>(\$11.999)</b>	<b>*</b>	<b>(\$5.651)</b>	<b>(\$19.532)</b>	<b>(\$13.881)</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.875)	(\$1.548)	\$0.327	17.4	(\$5.625)	(\$4.385)	\$1.240	22.0
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.875)</b>	<b>(\$1.548)</b>	<b>\$0.327</b>	<b>17.4</b>	<b>(\$5.625)</b>	<b>(\$4.385)</b>	<b>\$1.240</b>	<b>22.0</b>
<b>Total Expenditures before Depreciation</b>	<b>\$5.299</b>	<b>(\$13.877)</b>	<b>(\$19.176)</b>	<b>*</b>	<b>(\$6.215)</b>	<b>\$1.799</b>	<b>\$8.014</b>	<b>*</b>
Depreciation Adjustment	\$28.611	\$28.848	\$0.237	0.8	\$85.833	\$81.268	(\$4.565)	(5.3)
Other Post Employment Benefits	6.161	6.215	0.054	0.9	18.483	18.603	0.120	0.6
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.501	0.500	(0.001)	(0.2)
<b>Total Expenditures</b>	<b>\$40.238</b>	<b>\$21.352</b>	<b>(\$18.886)</b>	<b>(46.9)</b>	<b>\$98.602</b>	<b>\$102.170</b>	<b>\$3.568</b>	<b>3.6</b>
Cash Timing and Availability Adjustment	0.000	(0.518)	(0.518)	-	0.000	(1.225)	(1.225)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$29.889</b>	<b>\$31.873</b>	<b>\$1.984</b>	<b>6.6</b>	<b>\$93.372</b>	<b>\$112.893</b>	<b>\$19.521</b>	<b>20.9</b>



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

	March 2015						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	19,920	\$1.183	20,813	\$1.234	(893)	(\$0.051)	107,636	\$6.205	99,188	\$5.717	8,448	\$0.487
					-4.5%	-4.3%					7.8%	7.9%
<u>Unscheduled Service</u>	17,354	\$1.023	9,444	\$0.051	7,910	\$0.973	42,925	\$2.523	23,857	\$0.913	19,068	\$1.610
					45.6%	95.1%					44.4%	63.8%
<u>Programmatic/Routine Maintenance</u>	55,017	\$3.003	69,346	\$3.861	(14,329)	(\$0.858)	137,193	\$7.392	154,330	\$8.388	(17,137)	(\$0.996)
					-26.0%	-28.6%					-12.5%	-13.5%
<u>Unscheduled Maintenance</u>	526	\$0.030	2,482	\$0.143	(1,956)	(\$0.113)	1,714	\$0.099	3,638	\$0.209	(1,924)	(\$0.111)
					*	*					*	*
<u>Vacancy/Absentee Coverage</u>	36,253	\$2.022	58,085	\$3.266	(21,832)	(\$1.243)	108,369	\$6.016	145,596	\$8.180	(37,227)	(\$2.164)
					-60.2%	-61.5%					-34.4%	-36.0%
<u>Weather Emergencies</u>	16,340	\$0.924	42,594	\$2.425	(26,254)	(\$1.500)	66,803	\$3.795	176,094	\$10.076	(109,291)	(\$6.281)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	1,701	\$0.094	1,788	\$0.366	(87)	(\$0.272)	5,099	\$0.280	5,220	\$1.091	(121)	(\$0.811)
					-5.1%	*					-2.4%	*
<b>NON-REIMBURSABLE OVERTIME</b>	147,111	\$8.280	204,552	\$11.345	(57,441)	(\$3.065)	469,739	\$26.309	607,923	\$34.575	(138,184)	(\$8.266)
					-39.0%	-37.0%					-29.4%	-31.4%
<b>REIMBURSABLE OVERTIME</b>	36,602	\$2.003	51,491	\$3.054	(14,889)	(\$1.051)	83,334	\$4.632	87,336	\$5.236	(4,002)	(\$0.604)
					-40.7%	-52.4%					-4.8%	-13.0%
<b>TOTAL OVERTIME</b>	<b>183,713</b>	<b>\$10.283</b>	<b>256,043</b>	<b>\$14.398</b>	<b>(72,329)</b>	<b>(\$4.115)</b>	<b>553,074</b>	<b>\$30.941</b>	<b>695,259</b>	<b>\$39.811</b>	<b>(142,185)</b>	<b>(\$8.870)</b>
					-39.4%	-40.0%					-25.7%	-28.7%

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

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

\* Exceeds 100%

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

**NON-REIMBURSABLE OVERTIME**

Scheduled Service

March 2015			March Year-to-Date		
Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
Hours	\$		Hours	\$	
(893)	(\$0.051)	Mainly due to higher crew book payments within Transportation (Engineer Trainee and Yardmaster).	8,448	\$0.487	Lower than anticipated holiday overtime within Maintenance of Equipment and Transportation.
-4.5%	-4.3%		7.8%	7.9%	

Unscheduled Service

7,910	\$0.973	Lower than forecasted outside of assignment penalty payments.	19,068	\$1.610	Lower than forecasted outside of assignment penalty payments.
45.6%	95.1%		44.4%	63.8%	

Programmatic/Routine Maintenance

(14,329)	(\$0.858)	Primarily attributed to emergency replacement of concrete ties and Belmont park high level platform replacement. Also attributed to timber installation, troubleshoot program maintenance, frog/guard rail installation, high rail track inspections and hand tie installation.	(17,137)	(\$0.996)	Attributed to an increase in Sperry activity, boutet welding in field, timber installation, frog/guard rail installation, high rail track inspections, hand tie installation, emergency replacement of concrete ties, Belmont park high level platform replacement and storm protection to preempt track hazards resulting from inclement weather conditions.
-26.0%	-28.6%		-12.5%	-13.5%	

Unscheduled Maintenance

(1,956)	(\$0.113)		(1,924)	(\$0.111)	
*	*		*	*	

Vacancy/Absentee Coverage

(21,832)	(\$1.243)	Primarily due to open jobs in Maintenance of Equipment. There are an average of 42.5 open jobs in this department. Availability in Maintenance of Equipment is unfavorable to budget.	(37,227)	(\$2.164)	Primarily due to open jobs in Maintenance of Equipment. There are an average of 48.6 open jobs in this department. Availability in Maintenance of Equipment is unfavorable to budget.
-60.2%	-61.5%		-34.4%	-36.0%	

Weather Emergencies

(26,254)	(\$1.500)	Higher than budgeted weather related expenses.	(109,291)	(\$6.281)	Higher than budgeted weather related expenses.
*	*		*	*	

Safety/Security/Law Enforcement

Other

(87)	(\$0.272)	Due to double time impact and higher rated crafts.	(121)	(\$0.811)	Due to double time impact and higher rated crafts.
-5.1%	*		-2.4%	*	

**NON-REIMBURSABLE OVERTIME**

(57,441)	(\$3.065)		(138,184)	(\$8.266)	
-39.0%	-37.0%		-29.4%	-31.4%	

**REIMBURSABLE OVERTIME**

(14,889)	(\$1.051)	Over-run attributed to latest project schedule for East Rail Yard, East Side Access and timing and processing of reimbursable chargebacks.	(4,002)	(\$0.604)	Over-run attributed to latest project schedule for East Rail Yard, East Side Access and timing and processing of reimbursable chargebacks.
-40.7%	-52.4%		-4.8%	-13.0%	

**TOTAL OVERTIME**

(72,329)	(\$4.115)		(142,185)	(\$8.870)	
-39.4%	-40.0%		-25.7%	-28.7%	

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2015 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2015 BUDGET**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE and REIMBURSABLE**  
**END-of-MONTH MARCH 2015**

			Favorable/ (Unfavorable)
	Budget	Actual	Variance
<b>Administration</b>			
Executive VP	6	7	(1)
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	83	84	(1)
Human Resources	32	31	1
Sr VP Administration	2	1	1
Strategic Investments	34	30	4
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	40	6
Management & Budget	21	19	2
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	38	33	5
Market Dev. & Public Affairs	70	71	(1)
Gen. Counsel & Secretary	31	31	0
Diversity Management	2	2	0
Security	13	12	1
System Safety	36	23	13
Training	60	59	1
Service Planning	23	22	1
Sr. VP Operations	2	2	-
<b>Total Administration</b>	<b>533</b>	<b>498</b>	<b>35</b>
<b>Operations</b>			
Train Operations	2,127	2,063	64
Customer Services	299	295	4
<b>Total Operations</b>	<b>2,426</b>	<b>2,358</b>	<b>68</b>
<b>Maintenance</b>			
Engineering	1,862	1,791	71
Equipment	2,099	2,036	63
Procurement (Stores)	93	96	(3)
<b>Total Maintenance</b>	<b>4,054</b>	<b>3,923</b>	<b>131</b>
<b>Engineering/Capital</b>			
Department of Project Management	132	129	3
<b>Total Engineering/Capital</b>	<b>132</b>	<b>129</b>	<b>3</b>
<b>Baseline Total Positions</b>	<b>7,145</b>	<b>6,908</b>	<b>237</b>
<i>Non-Reimbursable</i>	<b>6,042</b>	<b>6,089</b>	<b>(47)</b>
<i>Reimbursable</i>	<b>1,103</b>	<b>819</b>	<b>284</b>
<b>Total Full-Time</b>	<b>7,145</b>	<b>6,908</b>	<b>237</b>
<b>Total Full-Time-Equivalents</b>			

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 MARCH 2015**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable (47) positions due to Engineering workforce allocated to maintenance and weather-related activities instead of project activity, partially offset by vacant positions in the Equipment, Engineering and Train Service Departments along with vacancies company-wide.
<b>REIMBURSABLE POSITIONS</b> - Favorable 284 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 MARCH 2015**

	<b>Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	320	282	38
Professional, Technical, Clerical	213	216	(3)
Operational Hourlies			-
<b>Total Administration</b>	<b>533</b>	<b>498</b>	<b>35</b>
<b>Operations</b>			
Managers/Supervisors	304	289	15
Professional, Technical, Clerical	184	182	2
Operational Hourlies	1,938	1,887	51
<b>Total Operations</b>	<b>2,426</b>	<b>2,358</b>	<b>68</b>
<b>Maintenance</b>			
Managers/Supervisors	782	705	77
Professional, Technical, Clerical	287	270	17
Operational Hourlies	2,985	2,948	37
<b>Total Maintenance</b>	<b>4,054</b>	<b>3,923</b>	<b>131</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	93	92	1
Professional, Technical, Clerical	39	37	2
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>132</b>	<b>129</b>	<b>3</b>
<b>Total Positions</b>			
Managers/Supervisors	1,499	1,368	131
Professional, Technical, Clerical	723	705	18
Operational Hourlies	4,923	4,835	88
<b>Total Positions</b>	<b>7,145</b>	<b>6,908</b>	<b>237</b>

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

RIDERSHIP	March 2015				Year-To-Date March 2015			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.207	4.297	0.090	2.1%	11.598	11.580	(0.018)	-0.2%
Weekly	0.164	0.166	0.003	1.6%	0.463	0.446	(0.017)	-3.6%
Total Commutation	4.371	4.463	0.093	2.1%	12.061	12.026	(0.035)	-0.3%
One-Way Full Fare	0.672	0.664	(0.008)	-1.1%	1.858	1.812	(0.046)	-2.5%
One-Way Off-Peak	1.419	1.369	(0.050)	-3.5%	3.970	3.751	(0.220)	-5.5%
All Other	0.806	0.888	0.082	10.2%	2.251	2.300	0.049	2.2%
Total Non-Commutation	2.897	2.921	0.025	0.9%	8.079	7.863	(0.216)	-2.7%
Total	7.267	7.385	0.117	1.6%	20.140	19.889	(0.251)	-1.2%

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

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual 2015</b>	<b>Adopted Budget</b>	<b>Actual 2014</b>	<b>vs. Budget</b>	<b>vs. 2014</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	50.0%	46.3%	48.9%	3.7%	1.1%
	Adjusted <sup>(2)</sup>	60.5%	57.3%	61.1%	3.2%	-0.6%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$14.92	\$16.11	\$15.51	\$1.19	\$0.59
	Adjusted <sup>(2)</sup>	\$13.11	\$14.04	\$13.43	\$0.93	\$0.32
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.45	\$7.45	\$7.58	\$0.00	(\$0.13)
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual 2015</b>	<b>Adopted Budget</b>	<b>Actual 2014</b>	<b>vs. Budget</b>	<b>vs. 2014</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	44.6%	42.8%	45.3%	1.8%	-0.7%
	Adjusted <sup>(2)</sup>	54.3%	52.6%	56.4%	1.7%	-2.0%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$17.49	\$18.05	\$17.02	\$0.57	(\$0.47)
	Adjusted <sup>(2)</sup>	\$15.32	\$15.75	\$14.74	\$0.43	(\$0.58)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.79	\$7.73	\$7.71	\$0.06	\$0.08

(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**

**MARCH 2015**

**MARCH 2015 RIDERSHIP & REVENUE REPORT**  
**MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**March Ridership and Revenue (millions)**

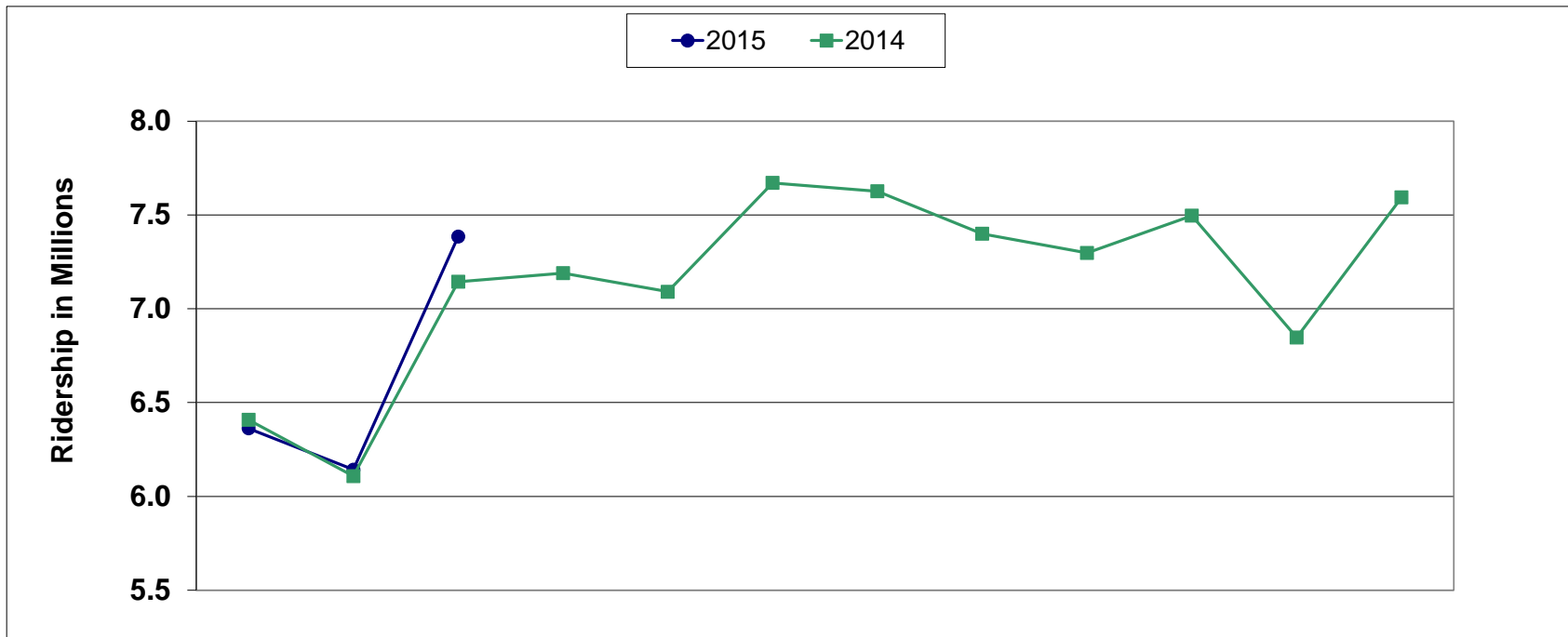
	March 2015	% Change vs. 2014
Total Rail Ridership	7.385	+ 3.4% ▲
Commutation Ridership	4.463	+ 3.0% ▲
Non-Commutation Ridership	2.921	+ 4.0% ▲
Rail Revenue	\$54.8	+ 4.0% ▲

In March 2015, total ridership experienced an increase of +3.4% compared to last year. Both Commutation and Non-Commutation markets showed ridership increases, +3.0% and +4.0%, respectively. This year's St. Patrick's Day parade brought in additional ridership (107,485 customers vs. 89,106 in 2014), resulting in an 21% increase compared to last year. Following from the first two months of heavy winter conditions this year, March's Leisure travel ridership increased 23% compared to last year.

**Year-to-Date through March Ridership and Revenue (millions)**

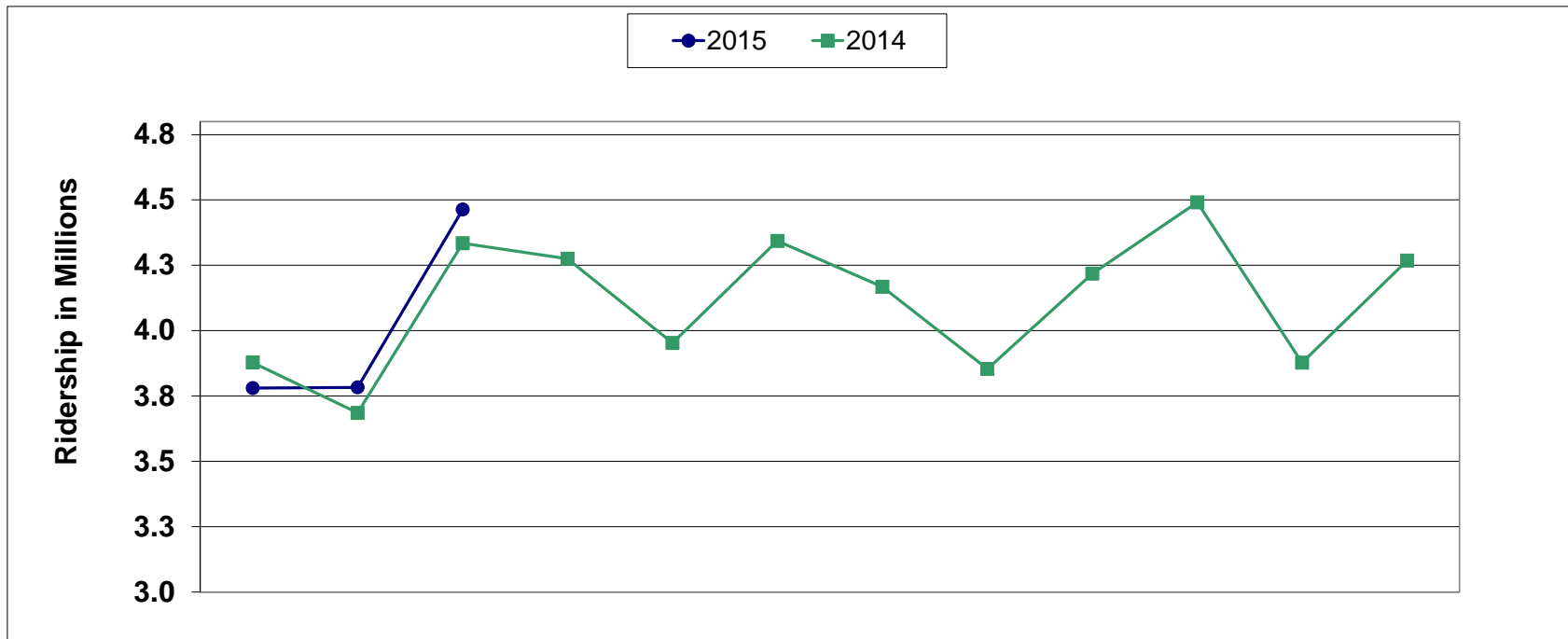
	March 2015	% Change vs. 2014	Comparison to Budget
Total Rail Ridership	19.889	+ 1.2% ▲	- 1.2% ▼
Commutation Ridership	12.026	+ 1.1% ▲	- 0.3% ▼
Non-Commutation Ridership	7.863	+ 1.3% ▲	- 2.7% ▼
Rail Revenue	\$154.4	+ 2.2% ▲	- 0.5% ▼

●March's Total Ridership was 3.4% above '14 and 1.6% above Budget.

[illegible]

# MARCH COMMUTATION RIDERSHIP

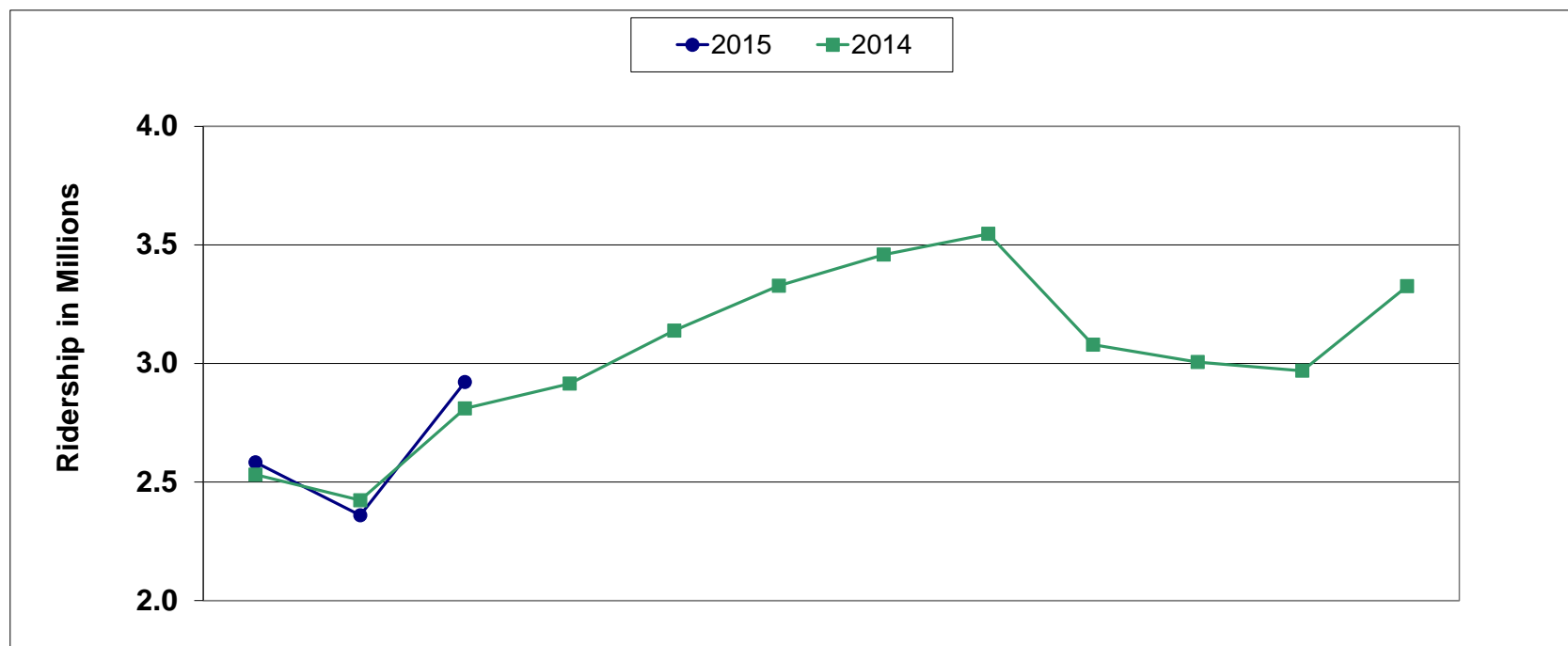
- March's Commutation Ridership was 3.0% above '14 and 2.1% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.8	3.8	4.5										12.0
2014	3.9	3.7	4.3	4.3	4.0	4.3	4.2	3.9	4.2	4.5	3.9	4.3	11.9
PCT CHG.	-2.5%	2.7%	3.0%										1.1%

# MARCH NON-COMMUTATION RIDERSHIP

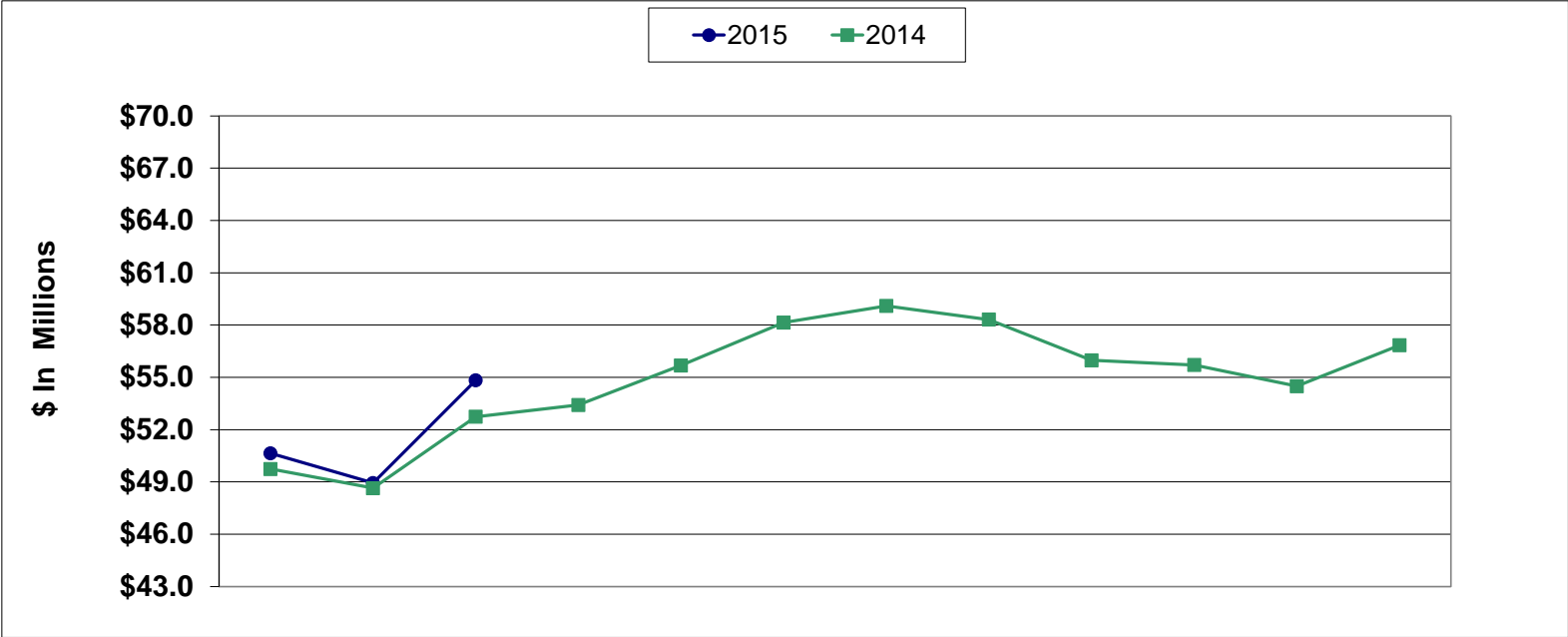
- March's Non-Commutation Ridership was 4.0% above '14 and 0.9% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.4	2.9										7.9
2014	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5	3.1	3.0	3.0	3.3	7.8
PCT CHG.	2.1%	-2.6%	4.0%										1.3%

# MARCH REVENUE

•March's Total Revenue was 4.0% above '14 and 1.6% above Budget.\*



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$50.6	\$48.9	\$54.8										\$154.4
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1	\$59.1	\$58.3	\$56.0	\$55.7	\$54.5	\$56.8	\$151.1
PCT CHG.	1.8%	0.6%	4.0%										2.2%

\*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	MARCH 2015	MARCH 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,463,358	4,334,088	129,269	3.0%
NON-COMMUTATION RIDERSHIP	2,921,342	2,810,308	111,034	4.0%
<b>TOTAL RIDERSHIP</b>	<b>7,384,700</b>	<b>7,144,396</b>	<b>240,303</b>	<b>3.4%</b>

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

TICKET TYPE/SERVICE	MARCH 2015	MARCH 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	12,026,214	11,897,248	128,965	1.1%
NON-COMMUTATION RIDERSHIP	7,862,863	7,763,216	99,647	1.3%
<b>TOTAL RIDERSHIP</b>	<b>19,889,077</b>	<b>19,660,464</b>	<b>228,612</b>	<b>1.2%</b>

\* 2014 ridership numbers were adjusted using 2015 factors.



**Long Island Rail Road**

## **CAPITAL PROGRAM**

## **HIGHLIGHTS**



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

---

**HIGHLIGHTS**

**PN-AP: NEGATIVE REACTOR UPGRADE [SOGR]**

Project Budget: \$4.00M

Milestone: Beneficial Use

Negative Return Reactors at various locations were replaced to improve power conditions. Existing Reactors rated at 2000 A were replaced with 20 new larger upgraded Type II Negative Return Reactors rated at 3500 A. This project is part of the LIRR's Power Load strategy to address future system expansion and train equipment upgrades.

**PN-AC: SIGNAL POWER MOTOR GENERATORS REPLACEMENT [SOGR]**

Project Budget: \$2.00M

Milestone: Beneficial Use

Replacement of Signal Power Motor Generators and associated power and control components at selected locations [Ronkonkoma, Winfield, Deer Park, and Seaford] is complete. The work included an upgrade for certain control circuits to newer technology to enable more information to be sent to the new SCADA system, thus increasing system reliability.

**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]: Submittals commenced.
- Long Beach Branch Equipment Platforms: Submittals continued.
- Hillside Support Facility HVAC / Fire Alarm: Contract issued to Thermohydraulics for \$435,000.
- Hillside Support Facility Building 2 Roof Replacement and Lightning Protection: Procurement commenced.
- Hillside Simulator Building Roof Replacement and Lightning Replacement: Procurement commenced.
- Hicksville Siding Electrical Ductbank: Procurement commenced.
- Suffolk Paving: Procurement commenced.
- Nassau, Queens, and Brooklyn Paving: Procurement commenced.

# 2015 LIRR Capital Program Goals

