



Metropolitan Transportation Authority

Long Island Committee Meeting

July 2015

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

J. Sedore

V. Tessitore, Jr.

C. Wortendyke

N. Zuckerman

Long Island Committee Meeting

2 Broadway, 20th Floor

New York, New York

Monday, 7/20/2015

9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - June 22, 2015

LIRR Minutes of June 22, 2015 - Page 4

3. 2015 WORK PLAN

LIRR 2015 WORK PLAN - Page 10

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

i. Safety/Enhanced Safety Update

b. MTA Capital Construction Report

MTA Capital Construction Report - Page 14

c. MTA Police Report

MTA Police Report - Page 20

5. INFORMATION ITEMS

a. Penn Station Retail Development

Penn Station Retail Development - Page 25

b. Environmental Audit

Environmental Audit - Page 35

c. Fall Construction Schedule

Fall Construction Schedule - Page 36

6. ACTION ITEM

a. LIRR

i. Fare Policy Changes

Fare Policy Changes - Page 39

b. MTA Capital Construction

i. Design Services for 415 Madison Avenue

Design Services for 415 Madison Avenue - Page 42

7. PROCUREMENTS

a. LIRR Procurements

LIRR Procurements - Page 44

i. Non-Competitive

LIRR Non-Competitive Procurements - Page 48

ii. Competitive (No Items)

iii. Ratifications (No Items)

b. MTA CC Procurements

MTA CC Procurements - Page 50

i. Non-Competitive (No Items)

ii. Competitive

MTA CC Competitive Procurements - Page 53

iii. Ratifications

MTA CC Ratifications - Page 55

8. PERFORMANCE SUMMARIES

a. Operations - Transportation

Operations-Transportation - Page 57

b. Operations - Mechanical

Operations-Mechanical - Page 62

c. Operations - Safety

Operations-Safety - Page 66

d. Enhanced Safety Memo

Enhanced Safety Memo - Page 71

e. Financial

LIRR Financial Report - Page 72

f. Ridership

LIRR Ridership Report - Page 93

g. Capital Program

Capital Program - Page 100

Next Meeting: Joint MNR/LIRR Committee Meeting Monday, September 21, 2015 at 8:30 am.

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, June 22, 2015**

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

The following members were present:

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

The following members were not present:

Hon. Norman Brown
Hon. Jeffrey A. Kay
Hon. Vincent Tessitore

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

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

Representing MTA Police: Michael Coan

The members of the Long Island Committee met jointly with the members of the Metro-North Committee. Long Island Committee Chairman Mitchell H. Pally called the joint meeting to order. In addition to LIRR President Patrick A. Nowakowski and LIRR staff noted above, President Joseph J. Giuletta and various staff of Metro-North attended the joint committee meeting. The minutes of the Metro-North Committee meeting of June 22, 2015 should be consulted for matters addressed at the joint committee meeting relating to Metro-North.

PUBLIC COMMENT

There were no public speakers.

APPROVAL OF MINUTES AND 2015 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the May 18, 2015 Long Island Committee Meeting. President Nowakowski noted changes affecting both Railroads' Committee Work Plans. The Penn Station Retail Development and Grand Central Terminal Retail reports will be presented at the July Committee Meeting. The Bi-Annual Reports from the Railroads on the M-9 Procurement and the status of Positive Train Control ("PTC") will next be presented at the November Joint Committee Meeting.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski expressed his appreciation to all of the LIRR employees whose outstanding efforts made the LIRR operation at the 2015 Belmont Stakes a huge success and a great improvement compared to 2014. President Nowakowski also praised the communication and coordination among LIRR, New York Racing Association and the various involved police departments, organized through a centralized command post, which contributed to the successful LIRR operation. President Nowakowski presented a video showing the improvements made at Belmont Station, including new platforms, staircases and an ADA accessible ramp. Chairman Pally, on his own behalf and on behalf of the Board, congratulated President Nowakowski and all LIRR employees for their tremendous efforts and achievements in the successful operation of the 2015 Belmont Stakes.

President Nowakowski reported that on June 20-21, the demolition of the Colonial Road Bridge was completed. During this time there was no train service between Great Neck and Port Washington and busing was provided.

President Nowakowski reported that LIRR Engineering Department has been awarded the American Public Transportation Association Rail Safety Gold Award in the Commuter, Intercity and Regional Rail category. This is the third straight year that LIRR has been recognized for its commitment and innovative approach to safety. President Nowakowski recognized Bruce Pohlot, Senior Vice President - Engineering, Chris Calvagna, Chief Engineer and Justin Serina, Manager, Engineering Compliance for putting together a program which incorporates all of the engineering functions into LIRR safety reviews and combined inspections.

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen reported on LIRR's April 2015 safety performance. Through the end of April, LIRR employee injuries were down 7% and LIRR customer injuries were down 29%. She reported that approximately 4,000 LIRR employees participated in the June 10, 2015 Employee Safety Stand Down Program and Safety Health & Wellness Fair.

Chief Safety Officer Ebbighausen stated that LIRR's Confidential Close Call Reporting System Program will be expanding on June 29, 2015 to additional locations. Alerter installations have been completed; crew observations are complete (with 100% compliance); and LIRR's vendor has completed its survey on LIRR fleets, enabling LIRR to proceed with on-board camera installation.

There was discussion between Board Member Neal Zuckerman and Chief Safety Officer Ebbighausen regarding divergence between Federal Railroad Administration (“FRA”) reportable injuries and LIRR employee injuries. Chief Safety Officer Ebbighausen responded that the total injuries category captures all injuries on LIRR property, whether or not such injuries are reportable under FRA criteria.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported progress on the East Side Access Project with a PowerPoint presentation.

In Manhattan, the Manhattan South Structures (CM005) contract was awarded in July 2013 and Substantial Completion is currently forecasted for October 2015, which is about four months early. The CM005 Contractor has completed 95% of all waterproofing work and 72% of its concrete work.

Substantial Completion of the Manhattan North Structures (CM006) contract is currently forecasted for December 2016, which is one month later than planned. The Contract Manager is currently working with the Contractor to develop a mitigation plan to recover the one month delay. The CM006 Contractor has completed 35% of all waterproofing work and 20% of its concrete work.

The 55th Street Vent Plant Facility (CM013A) contract is 87% complete, with Substantial Completion forecasted for October 2015, which is later than anticipated. This is the result of a change order that required the Contractor to procure specialized Con Edison cable supports. Nevertheless, the above ground steel decking is currently being removed and the street should be restored by the end of August. A concrete drop pipe will remain.

MTA Vice Chairman Ferrer asked whether there is any construction to be undertaken at the Biltmore Room in Grand Central Terminal. Dr. Horodniceanu explained that construction will soon begin under Contract CM014B for the erection of an escalator and elevator to the new terminal. Vice Chairman Ferrer asked whether there is a plan to relocate displaced businesses. Dr. Horodniceanu did not have an answer to that question but suggested that the Vice Chairman raise the question with the Director of Real Estate.

MTA POLICE DEPARTMENT

Chief Coan reported that year-to-date incidents on LIRR are down 25%; 56 incidents compared to 75 incidents last year. During the month of May, LIRR incidents were down 29%.

JOINT INFORMATION ITEMS

Two joint information items were presented to the Committee:

- Bi-Annual Report on M-9 Procurement

- Status Update on PTC

James W. Allen, LIRR Director of New Rolling Stock presented a PowerPoint providing updates on the status of the M-9 rail car procurement. The details of this presentation are contained in reports 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 details the discussion among railroad personnel and Board Members concerning issues related to this procurement. There was discussion involving Board Member Moerdler re: the change order strengthening the M-9 carbody and its cost and schedule implications. President Nowakowski clarified that the issue of finding space aboard the M-9 cars for PTC equipment would be resolved in the course of the design of the cars. Additionally, several Board Members raised concerns about the privacy implications of on-board cameras, and Chairman Pally suggested that this issue be raised in the Safety Committee.

Chris Calvagna, LIRR's Chief Engineer and Glenn Hayden, Metro-North's Vice President – Chief Engineer, presented a PowerPoint providing updates on the status of PTC installation on the railroads. The details of this presentation are contained in reports 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 details the discussion among railroad personnel and Board Members concerning issues related to this procurement.

MTA LONG ISLAND RAIL ROAD

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:

- **Electro-Motive Diesel, Inc.** - Approval to exercise a contract option with Electro-Motive Diesel, Inc. ("EMD") to extend the period of performance of EMD's contract by an additional two years through December 2017, and to increase the funding by \$38,000,000, to permit the continued procurement of additional spare parts and updates required to operate and maintain LIRR's Diesel Electric/Dual Mode (DE/DM) fleet of 45 diesel locomotives. The additional funding will cover procurements for the balance of the current contract term, which expires in December 2015, and for the two-year option period ending in December 2017.

Competitive:

- **Harris Corporation** - LIRR, on behalf of Metropolitan Transportation Authority Police Department ("MTAPD"), requests approval to award a contract to Harris Corporation in the not-to-exceed amount of \$70,688,209 to implement a Design-Build Contract for the Upgrade of the MTAPD Radio System.

Ratification:

- **East Coast Railroad Services, LLC.** - MTA Board ratification of an Emergency, competitively bid, Miscellaneous Service contract in the not-to-exceed amount of \$527,586 to East Coast Railroad Services, LLC ("East Coast"), for the lawful disposal of creosote coated railroad ties, tie stubs, wooden third rail protection boards, telephone poles and cable reels located in rail yards throughout Nassau, Suffolk and Queens Counties. The period of performance for the work to be performed is from April 17, 2015, through October 17, 2015, and includes six one-month options for continued service to accommodate the Engineering Department's Spring Track Program.
- **KoneCranes Inc.** - Pursuant to an Emergency Declaration, MTA Board ratification of an award to KoneCranes Inc. in the amount of \$53,534 for the repair of stress cracks on an overhead crane at LIRR's Hillside Maintenance Complex.

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

MTA METRO-NORTH RAILROADS

Among the procurements approved for Metro-North was the following relating to LIRR:

- On behalf of Metro-North and Long Island Rail Road, approval to award a three-year competitively solicited, miscellaneous service contract (RFQ process, one bid received) to Loram Maintenance of Way, Inc. to provide self-propelled rail grinding machine services (equipment and personnel) at various points along each Railroad's track.

MTA CAPITAL CONSTRUCTION

Procurements

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

The procurement items are as follows:

1. Modification to extend Contract 98-0040-01R through December 2015 and to increase the contract amount to continue services during the extended period in the amount of \$27,000,000.00.
2. Modification to extend Contract PS819 through December 2015 and to increase the contract amount to continue services during the extended period in the amount of \$9,059,917.00.

3. Modification to Contract 98-0040-01R to increase the contract amount allocated to Construction Phase Services in the amount \$11,880,000.00 to provide for Construction Phase Services through December 2015.

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.

There was discussion among Board Member Greenberg, Senior Vice President-Operations David Kubicek and President Nowakowski regarding employee rule violations at the West Side Yard. Senior Vice President Kubicek stated that LIRR is changing the operational characteristics at West Side Yard and addressing the employee movement issues.

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

July 2015

Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2015 Fall Construction Schedule Change	Service Planning

September 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)	
2015 Mid-Year Forecast	Management & Budget
Diversity/EEO Report – 2 nd Q 2015	Administration/Diversity

October 2015

2016 Preliminary Budget (Public Comment)	
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November 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)	
Review of Committee Charter	Committee Chair & Members
Status Update on PTC	President/Sr. Staff
East Side Access Readiness Projects Update	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
2015 Holiday Schedule	Service Planning

December 2015

Diversity/EEO Report – 3 rd Q 2015	Administration/Diversity
2016 Final Proposed Budget	Management & Budget
2016 Proposed Committee Work Plan	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

JULY 2015

Penn Station Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Penn Station.

Environmental Audit Report

The Committee will be briefed on the results of the 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.

Diversity & EEO Report– 2nd Quarter 2015

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

2015 Fall Construction Schedule Change

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

OCTOBER 2015

2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

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.

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.

Holiday Schedule

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

DECEMBER 2015

Diversity & EEO Report– 3rd Quarter 2015

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

2016 Final Proposed Budget

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

Proposed 2016 Committee Work Plan

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

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

July 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	\$644,265,431
Construction	\$8,036,910,326	\$8,036,910,326	\$4,295,583,219
Project Management	\$1,036,168,644	\$1,036,168,644	\$643,582,331
Real Estate	\$182,076,230	\$182,076,230	\$114,296,880
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$5,697,727,861

*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):** Contractor is expected to complete all the lower exterior walls in the East Cavern in July. Installation of the pneumatically applied concrete (PAC) for GCT1&2 East Wye arch will commence in July. The concrete masonry unit (CMU) wall installation in GCT1&2 East Wye intermediate level, which commenced in June, continues to progress. Installation of the topping slab for the concrete invert in Tail Track Tunnel 403 continues. This work is projected to be completed in August. Preparatory and concrete invert work continues in the North Upper Tunnels (301–304). This work is projected to be completed in September.
- **Manhattan North Structures (CM006):** Contractor commenced with waterproofing installations in GCT 5 East Wye. The final lining for the walls in GCT 4 East Wye and the mezzanine slab in the Cavern North Back of House were completed in June. Waterproofing and reinforcement installations continue to progress in the running tunnels.

- **GCT Concourse and Facilities Fit-Out (CM014B):** Early work has commenced on this contract, which includes demolition and excavation within concourse level and test pits/trenching on East 48th Street between Madison and Park Avenues.
- **Plaza Substation and Queens Structures (CQ032):** The bench installation and punch list were completed in the 63rd Street eastbound tunnel in June. Bellmouth backfill work is expected to be completed by the end of July. Fabrication of steel for the reconfigured Bellmouth shaft is underway.
- **Harold Structures 3A (CH057A):** Contractor is scheduled to complete the installation of secant piles to setup the Tunnel Shield along the East Approach of the Westbound Bypass by the end of July; however, this is contingent on securing weekend outages with Amtrak protection resources to install the remaining piles in this location. Drilling and installation of the dewatering well points on both the East and West Approaches is also scheduled to finish by the end of July. Construction of the tunnel portion of the Westbound Bypass Structure is expected to commence in September. Contractor has already mobilized equipment and commenced excavation of the permeation grout blocks at the tunnel shields exit portal on the West Approach of the Westbound Bypass.
- **Harold Structure—48th Street Bridge/Tunnel D (CH057):** Bid opening is scheduled for July 9, 2015. Award and Notice to Proceed is planned for August.
- **Mid-Day Storage Yard CILs (VQ033):** This contract is expected to be advertised by the end of July.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - July 2015

Expenditures thru June 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,860.2	\$ 4,295.6
Design	\$ 720.6	\$ 679.4	\$ 644.3
Project Management	\$ 1,036.2	\$ 694.8	\$ 643.6
Real Estate	\$ 182.1	\$ 116.5	\$ 114.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,350.9	\$ 5,697.7

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

	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
Project Description								
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$59.1	\$57.1	\$2.0	\$50.8	Nov-2011	Nov-2011	Apr-2013	Sep-2015
CM013A: 55th St Vent Facility SCC-JPP, JV	\$58.9	\$57.1	\$1.8	\$47.0	Aug-2012	Aug-2012	Apr-2015	Oct-2015
CM005: Manhattan Southern Structures Michels Corp.	\$250.1	\$236.9	\$13.3	\$171.8	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$340.3	\$316.5	\$23.8	\$70.8	Mar-2014	Mar-2014	Nov-2016	Dec-2016
CM014B: GCT Concourse & Cavern Fit-Out GCT Constructors JV	\$461.1	\$404.6	\$56.4**	\$3.2	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 Tutor Perini Corporation	\$250.2	\$226.4	\$23.8	\$169.5	Aug-2011	Aug-2011	Aug-2014	Mar-2016
Harold Construction								
CH053: Harold Structures (Part 1) Tutor Perini Corporation	\$316.5	\$294.7	\$21.8	\$266.4	Jan-2008	Jan-2008	Feb-2011	Aug-2015
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$130.8	\$109.2	\$21.5	\$20.5	Nov-2013	Nov-2013	Feb-2016	Nov-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge	In Procurement				Nov-2014	Aug-2015	N/A	Jan-2018
CH058A: Harold Structures - Part 3A: B/C Approach***	In Design				Jul-2015	Aug-2017	N/A	May-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$606.9	\$335.1	\$271.8****	\$23.0	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Signal Installation (CS284)	In Design (Repackaging)				TBD	Jun-2016	N/A	Jun-2019
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$78.4	\$71.2	\$7.1	\$1.1	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.

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

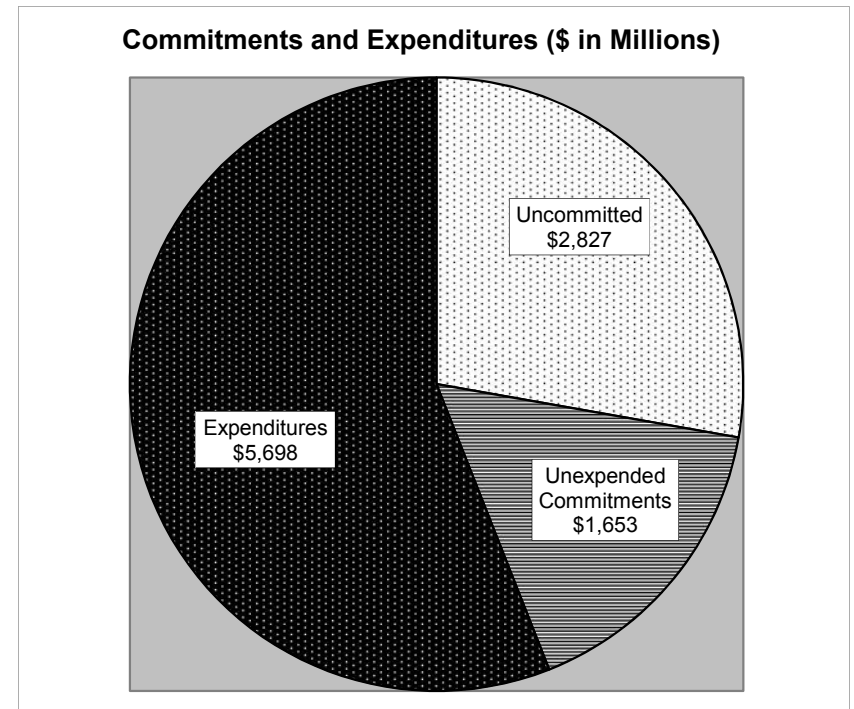
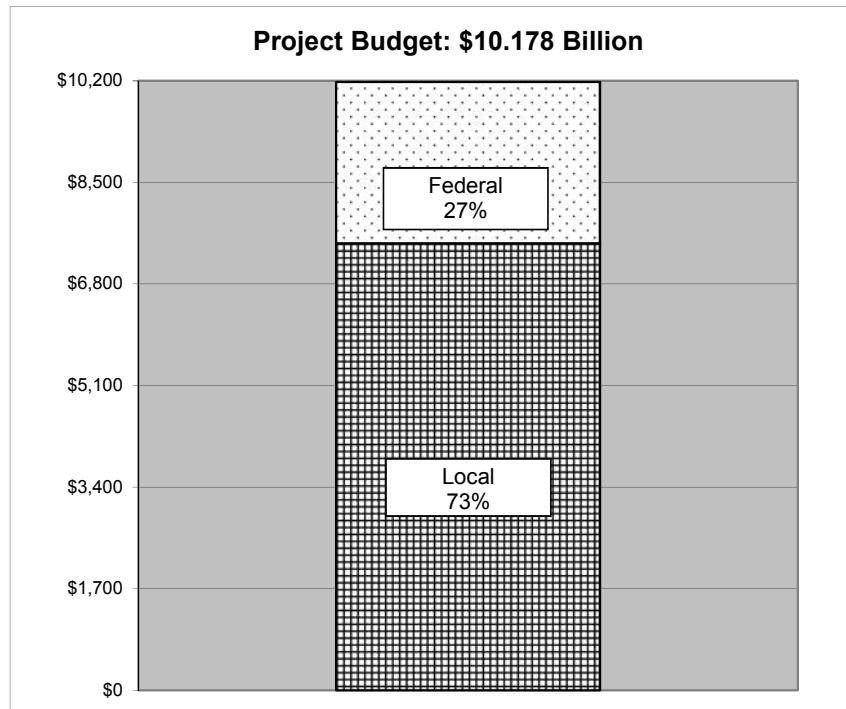
**** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status

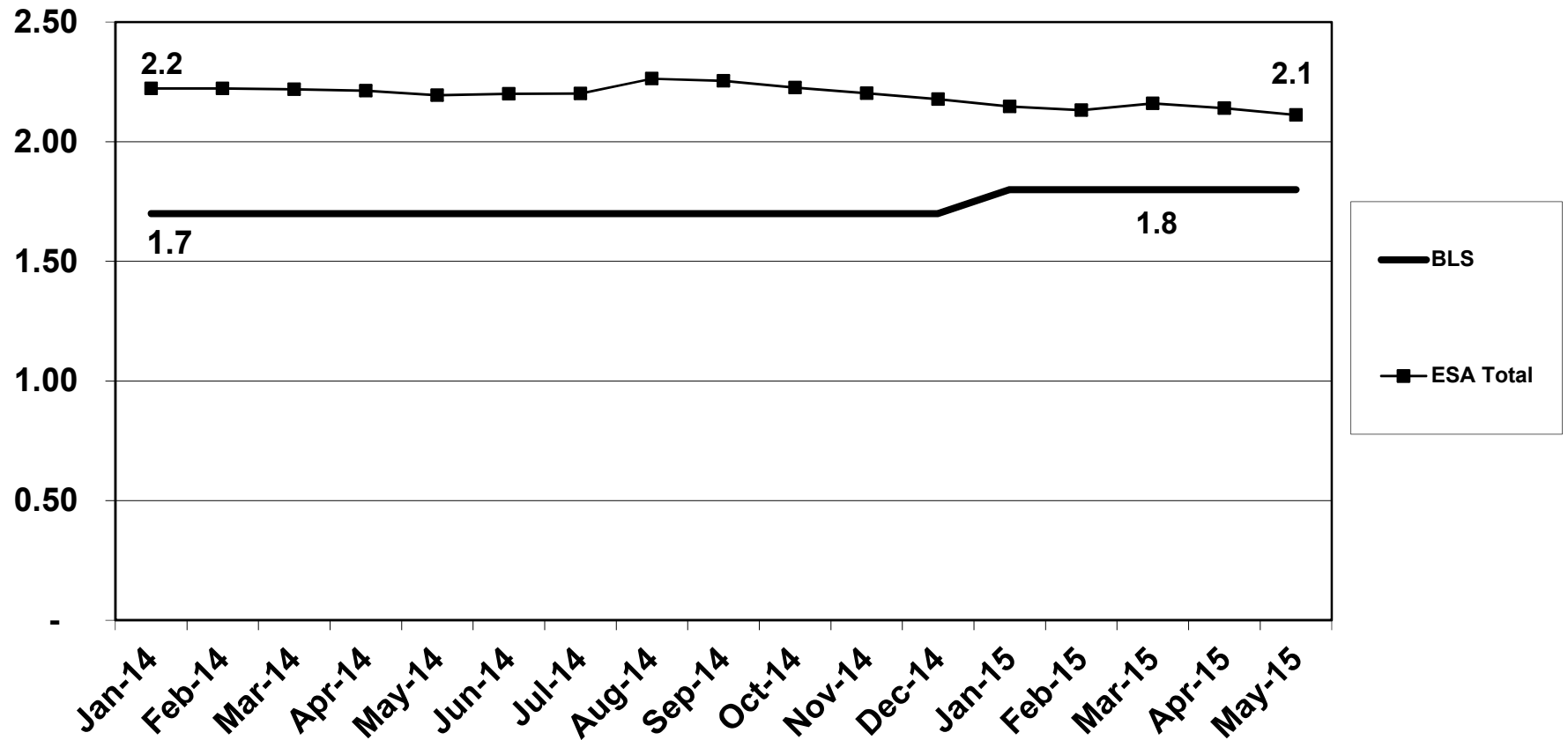
Report to the Railroad Committee - July 2015

data thru June 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	2,578
2010-2014	3,232	3,228	-	5	5	2,980	251	1,444
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,351	\$ 2,827	\$ 5,698



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



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

June 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	1	3	-2	-67%
Burglary	1	1	0	0%
Grand Larceny	9	3	6	200%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	14	11	3	27%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	11	15	-4	-27%
Felony Assault	11	13	-2	-15%
Burglary	4	2	2	100%
Grand Larceny	42	56	-14	-25%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	70	86	-16	-19%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

June 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	7	1	14%
Felony Assault	2	3	-1	-33%
Burglary	1	6	-5	-83%
Grand Larceny	16	15	1	7%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	28	31	-3	-10%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	25	29	-4	-14%
Felony Assault	19	18	1	6%
Burglary	10	14	-4	-29%
Grand Larceny	96	111	-15	-14%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	155	173	-18	-10%

INDEX CRIME REPORT

Per Day Average

June 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	8	2	5	1
Fel. Assault	2	1	0	1
Burglary	1	1	0	0
Grand Larceny	16	9	7	0
GLA	1	1	0	0
Total	28	14	12	2
Crimes Per Day	0.93	0.47	0.40	0.07



MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 6/30/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	19	26
Felony Assault	14	15
Burglary	5	5
Grand Larceny	24	34
Grand Larceny Auto	0	1
Aggravated Harassment	0	1
Aggravated Unlicensed Operator	7	24
Arson	1	0
Assault-Misdemeanor	23	36
Breach of Peace	8	5
Child Endangerment	2	1
Criminal Contempt	5	1
Criminal Impersonation	2	1
Criminal Mischief	21	19
Criminal Possession Stolen Property	8	6
Criminal Tampering	9	0
Criminal Trespass	14	11
Disorderly Conduct	1	2
Drug Offenses	28	25
DUI Offenses	4	8
Falsely Reporting an Incident	4	2
Forgery	31	66
Fraud	5	2
Graffiti	7	8
Harassment	1	5
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	9	6
Obstruct Government	5	3
Panhandling	0	1
Petit Larceny	64	46
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	15	22
Reckless Endangerment	4	4
Resisting Arrest	17	31
Sex Offenses	3	5
Stalking	0	2
Theft of Services	83	70
Unlawful Surveillance	2	2
VTL Offenses	0	2
Warrant Arrest	27	26
Weapons Offenses	3	4
Unauthorized Use Vehicle	2	0
Total Arrests	499	529



Long Island Rail Road

INFORMATION

ITEMS

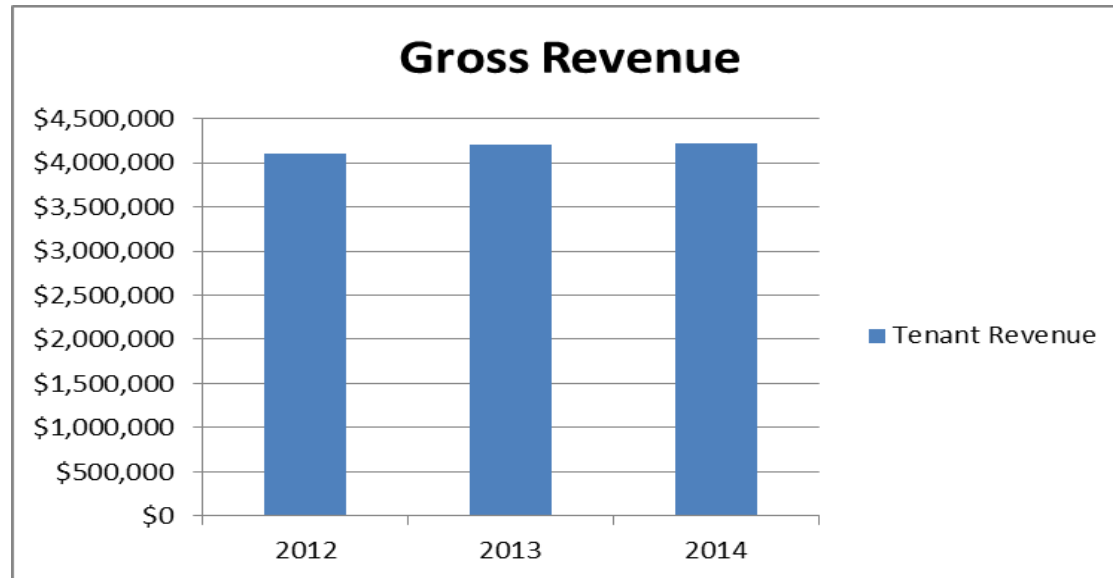
RETAIL DEVELOPMENT
AT
PENN STATION
JULY 2015





The MTA LIRR controls 16 retail stores and four newsstand kiosks at Penn Station. All but three of the retail stores are leased and the kiosks are fully leased. Leases are being finalized for the two vacant spaces on the Exit Corridor. A Request for Proposals will be offered this summer for six retail spaces on both the Connecting and Exit Corridors.

I. PROPERTY PERFORMANCE



Financial Summary: 2012 - 2014 Tenant Revenue

				1Q YTD	1Q YTD	Variance			
	Actual 2012	Actual 2013	Actual 2014	Budget 2015	Actual 2015	<u>Actual 14 v Actual 13</u>		<u>YTD 1st Q Actual v Budget</u>	
						Amount	%	Amount	%
Tenant Revenue	\$4,099,348	\$4,202,343	\$4,221,832	\$999,159	\$1,072,474	\$19,488	.4%	\$76,315	7.6%

In 2014 gross revenue increased based primarily on an overall increase in percentage rent payments due to increased sales from the three reporting tenants, as well as contractual rent increases in all leases. These increases were offset by partial-year vacancies of two retail spaces on the Exit Corridor for which leases are being finalized.

II. LEASING ACTIVITY (2014 – 2015 1st quarter)

NEW LEASES SIGNED

One new lease for BT To Go PS LLC was signed during this period.

LEASES IN NEGOTIATION

Leases are close to being finalized for two spaces that were offered for lease via RFP in 2014.

III. TENANT SALES PERFORMANCE

Please note that tenant sales performance is based on the three leases that have percentage rent provisions where sales data is reported.

Average Sales per Square Foot by Retail Area

	<u>2014</u>	<u>2013</u>	<u>Q1 2015</u>	<u>Q1 2014</u>
Connecting Corridor	\$1,174	\$1,098	\$318	\$311
Exit Concourse	\$2,231	\$1,990	\$582	\$515
West End Concourse	n/a	n/a	n/a	n/a
All Penn	\$1,550	\$1,416	\$412	\$383

2014 YEAR END SALES PERFORMANCE

Total reported retail sales for 2014 equaled \$7,424,115.77 among the three reporting tenants, a 9.46% increase over the previous year. Sales on both the Connecting Corridor and Exit Concourse increased, as shown above. First quarter 2015 sales per square foot also show increases over the same period last year.

IV. MARKETING

Penn Station HD Digital Screens: The MTA Long Island Rail Road, in conjunction with Outfront Media, continued to maximize the usage of the 26-screen network at Penn Station, generating significant new advertising revenues and providing better customer information, including real-time train information along with service notices and emergency information. In addition, the digital screens were used to communicate LIRR customer information programs, such as "Protect Your PIN" and promotional programs, such as the first-ever partnership with GILT, an on line vendor, to promote LIRR Winery Tours.

Promotional Events

Several events were held throughout the year at Penn Station to promote LIRR ridership growth. These events were communicated to the public through a media mix, including press releases/media advisories, social media, station announcements, electronic customer messages, TrainTalk (the LIRR customer newsletter) articles, website, email alerts, and print advertising.

Events and Marketing Efforts included:

MSG Tennis Event: Customers were invited to attend the BNP Paribas Showdown at MSG – a LIRR Ride Free promotional program. Customers had an opportunity to take pictures with a giant tennis ball.

Electronic Marketing Screens: Included slides promoting a comprehensive mix of LIRR NYC and Long Island Getaway packages to great destinations and attractions, including Broadway shows, museums, beaches, wineries, picturesque villages, festivals etc.

LIRR Station Posters – promoting LIRR Ride Free Packages.

Customer Mail & Ride Sign-Ups: Customers were invited to join Mail & Ride and enjoy exciting promotional offers and joint ventures with our partners. The Sign-Up Program continues throughout the year and is expected to reach a high point in 2015, when Mail & Ride celebrates its 40th Anniversary.

Summer Kick-Off Event: Promotional event with a Press Conference that focused on Long Beach, NY Mets, NY Cosmos, among others. Also, partnered with Penn Station vendors: Jamba Juice and Auntie Anne's.

Fall Monster Mash Event with Madame Tussauds & Blood Manor, among others. Also, partnered with Penn Station vendors: Jamba Juice and Auntie Anne's.

NY Cosmos: Filmed promotional video at Penn with soccer players buying tickets at ticket windows & TVM's and then riding a LIRR train, demonstrating the ease of purchasing tickets and taking the train to the game.

Cannonball Train: Penn Station has become the center stage for busy summer Fridays with enhanced service to Montauk, including LIRR's express train to the Hamptons, the Cannonball. This very popular train runs express non-stop to Westhampton in 95 minutes, offering the only MTA reserve seating on two Hamptons Reserve cars (two of the twelve cars on the Cannonball offer reserved seating and at-seat beverages, while the remaining ten coach cars are available to all customers).

Customer Service: Improvements continued to be made in providing better Customer Service at Penn Station. The construction of a new walk-in Customer Service Office in the main gate area was completed on May 22nd 2015, providing full customer service at a more central location at Penn Station. In addition, the LIRR offers a Customer Information Booth in the waiting room and two mobile customer information desks.

V. ON-GOING CAPITAL PROJECTS

ERT Total Track Rehabilitation

In all four ERT's the project to replace the rail and ballast and clean out all the drains is ongoing.

ERT Tunnel Standpipe

The remaining standpipe work at the 1st Avenue Mechanical Equipment Room and ventilation shafts was completed in September 2014. This achieved the final connection to the overall tunnel standpipe system in all four ERT's. This now provides remote monitoring of the system for proper pressurization and allows remote water filling of distinct portions of piping within of the tunnels, prior to arrival of FDNY in the event of a tunnel emergency.

Penn Station HVAC

A design contract was issued to New York Power Authority (NYPA) in December 2014 for the replacement of the LIRR HVAC System. This project will ensure that the LIRR concourses and offices in Penn Station are properly conditioned for the comfort of customers, employees and concessionaires.

First Avenue Substation Switchgear

A design-build contract was issued in February 2015 for the replacement of the switchgear. The switchgear was damaged by Hurricane Sandy in October 2012. The new switchgear will be elevated in accordance with flood criteria. The switchgear provides traction power for LIRR train services in the four East River Tunnels between Penn Station and Long Island City. The construction will include new substation ventilation equipment, fire protection system and AC feeder cables.

Penn Station Substation

A preliminary design contract was issued in March 2015 for the replacement of the electric traction power substation that provides third rail power for LIRR trains operating into and out of Penn Station and the ERT's. New AC/DC equipment will replace the existing substation.

VI. Penn Station Visioning Project

The Penn Station Visioning Study is a planning initiative of the MTA Long Island Rail Road, Amtrak and New Jersey Transit (NJT) – “the Operating Partners” to develop a series of phased improvements that would provide a more coherent, unified, modernized and functional station. The envisioned changes – better connections to the street, improved space utilization, better passenger circulation, etc. – would dramatically improve the passenger experience, the station’s overall efficiency and retail offerings and their associated station-supporting revenue potential.

The Study will result in an outline of improvements ranging from near-term, lower cost investments that could provide important immediate customer and operational benefits, to larger-scale transformative concepts that would reshape the station and help meet future capacity demands, but which will require implementation in phases over decades. Any proposed concepts would improve passenger convenience and ease of access, and upgrade the station’s appearance and functionality while also maintaining vital track and passenger capacity during all construction phases.

VII. The Moynihan Station Project

The Moynihan Station Project is divided into two phases. Phase 2 relocates Amtrak’s ticketing, waiting room and train boarding areas from Penn Station to a new train hall in the Farley Post Office to be called Moynihan Station. Phase 2 is not yet funded for construction; however, design has proceeded to the issue of a 50% submittal. Phase 1 is divided into the following three elements necessary for Phase 2 to proceed: 1) Expansion of the West End Concourse, 2) Installation of a Platform Ventilation System and 3) widening of the Connecting Corridor that connects Penn Station to West End Concourse. The expansion of the West End Concourse and widening of the Connecting Corridor are to be completed by August 2016. As expansion of the West End Concourse has the longest lead time, it is the first of the three Phase 1 elements construction packages to be awarded. The work scope for expanding the West End Concourse involves widening and extending it from Platform 7 to Platform 3, with elevators to Platforms 3 thru 9. In addition, two new entrances to the West End Concourse are constructed on the west side of 8th Avenue at 31st and 33rd Street; the Platform 3 and Platform 9 elevators, connecting to these entrances.


The connecting corridor Phase 1 element construction package was also awarded and is approximately 45% complete. The structural work for the Platform Ventilation is under construction but the Platform Ventilation Systems Components have not been funded and at this time there is no completion being forecasted.

Memorandum



Date: July 20, 2015

To: Members of the MTA Board LIRR Operating Committee

From: Patrick A. Nowakowski, President 

Re: 2015 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings of the LIRR's 2015 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation (NYSDEC) audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2015 audit the LIRR performed the following:


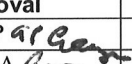

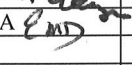
- Conducted audit inspections at various LIRR properties including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations;
- Updated the audit data base for pre-existing violations and entered new violations that occurred during the audit period.

LIRR's findings identified 47 violations as follows:

- Chemical spills (22)
- Third Party Actions (8)
- Oil/Petroleum Spills (15)
- Other (2)

During the audit period three violations were closed to the satisfaction of the NYSDEC. Of the three violations closed one was a "Third Party Action" and two were in the "Other" category. Of the 47 remaining open issues at the end of the audit period, 34 are attributable to historic railroad operations predating current day environmental regulations. Six new petroleum spills occurred during the April 1, 2014 to March 31, 2015 audit period. Five were cleaned up and closed out by the NYSDEC within the audit period. Site cleanup work for the remaining open spill was completed in June 2015. None of the non-compliance violations were ranked as an N1. An N1 ranking indicates an imminent threat to public health and to the environment. There were 39 ranked as N2, 8 as N3, and none as N4.

Staff Summary

Subject SEPTEMBER TIMETABLE CHANGE/AUGUST AND SEPTEMBER TRACK WORK PROGRAMS						Date JULY 20, 2015			
Department SR. VICE PRESIDENT – OPERATIONS 						Vendor Name			
Department Head Name D. KUBICEK						Contract Number			
Department Head Signature						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	7/20/15		x		3	Executive VP 	1	President. 
						2	VP Mktg & PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning September 8, 2015, through November 15, 2015. Projects supported during this time include Continuous Welded Rail replacement, Station Rehabilitation and Switch Replacement. Continuing projects include East Side Access work in Harold interlocking, Atlantic Ave. tunnel lighting work and Half-Tie replacement, Long Beach branch Sandy restoration, West Side Yard Overbuild, Jamaica Capacity Improvements and Vanderbilt (VD) Yard construction. Projects ending include Massapequa Station Rehabilitation, Main Line and Long Beach branch mechanized tie replacement and Farmers Blvd. and Springfield Blvd. bridge waterproofing.

SEPTEMBER 8 TIMETABLE CHANGE

Service Improvements

- Port Jefferson branch – The 8:19 a.m. train to Port Jefferson will have an added stop at Mineola.
- Oyster Bay branch – A late night and early morning weekend service opportunity has been restored to the Oyster Bay branch.

Construction Activities

- Port Jefferson branch Continuous Welded Rail Replacement – One of two main tracks will be out of service midday weekdays between Hicksville and Syosset for replacement of continuous welded rail.
- Babylon branch Wantagh Station Rehabilitation – One of two main tracks between Freeport and Wantagh on the Babylon branch will be out of service midday weekdays for rehabilitation of Wantagh station.
- Port Washington Branch – One of two main tracks between Mets-Willets Point and Bayside will be out of service midday weekdays for switch replacement at Shea Yard.

Track Work Programs

- Port Washington branch Colonial Rd. Bridge Replacement prep-work– Single main track will be out of service between Great Neck and Port Washington for 14 hours on Saturday August 21, 2015 and again for 24 hours on Sunday August 22, 2015, for prep work related to replacement of Colonial Rd. bridge, in the village of Thomaston, between Great Neck and Port Washington.
- Port Jefferson branch Hicksville to Syosset – Continuous Welded Rail Layout – One of two main tracks will be out of service between Hicksville and Syosset for 48 hours on the weekend of September 12 & 13, 2015, for layout and prep work related to continuous welded rail replacement.

DISCUSSION

Service Improvements

- Port Jefferson branch – In response to customer requests the 8:19 a.m. train to Port Jefferson will have an added stop at Mineola to provide an additional intra-island, reverse peak service opportunity.
- Oyster Bay branch - The final element of the 2015 service improvements will go into effect on the weekends on the Oyster Bay branch. A late night and an early morning weekend service opportunity have been restored to the Oyster Bay branch. The late night train leaves Jamaica at 1:46 a.m. on Saturdays, Sundays and holidays for Oyster Bay. The early morning train leaves Oyster Bay at 7:19 a.m. for Jamaica, creating a 3-hour period of hourly service westbound on the branch on Saturdays, Sundays and holidays.

Construction Activities

- Port Jefferson branch Continuous Welded Rail Replacement – One of two main tracks will be out of service midday weekdays between Hicksville and Syosset for replacement of continuous welded rail. As a result westbound Huntington trains have been adjusted between one minute earlier and four minutes later. In addition, all midday weekday Port Jefferson branch trains have been adjusted between 1 minute earlier and 4 minutes later as well.
- Babylon branch Wantagh Station Rehabilitation – With the completion of Massapequa station rehabilitation, work moves to Wantagh station for rehabilitation. One of two main tracks between Freeport and Wantagh on the Babylon branch will be out of service midday weekdays for this work. Some Babylon branch trains, midday weekday, have been adjusted between 8 minutes earlier and 13 minutes later in order to accommodate this work. In addition, westbound Oyster Bays have been adjusted between six and nine minutes later for connections at Jamaica.
- Port Washington Branch – One of two main tracks between Mets-Willets Point and Bayside will be out of service midday weekdays for switch replacement at Shea Yard. As a result of this work, midday weekday, Port Washington branch trains have been adjusted between one and three minutes later. In addition some eastbound Babylon trains and one Huntington train have been adjusted three minutes earlier due to shared track space, with the Port Washington trains, between Penn Station and Harold Interlocking.

Track Work Programs

- Port Washington branch – Colonial Rd. Bridge Replacement Prep Work - Single main track will be out of service between Great Neck and Port Washington for 14 hours on Saturday August 21, 2015 and again for 24 hours on Sunday August 22, 2015, for prep work related to replacement of Colonial Rd. Bridge in the village of Thomaston. During these track outages 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.

- Port Jefferson branch Hicksville to Syosset – Continuous Welded Rail Layout – One of two main tracks will be out of service between Hicksville and Syosset for 48 hours on the weekend of September 12 & 13, 2015, for layout and prep work related to continuous welded rail replacement. During the weekend service to stations Syosset through Huntington will be reduced to hourly from half-hourly and stations Greenlawn to Port Jefferson will be reduced from every 90 minutes to two-hourly.

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

IMPACT ON FUNDING

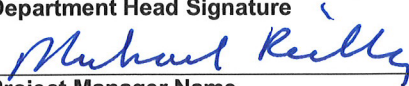





Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.



Long Island Rail Road

ACTION ITEM

Staff Summary

Subject Fare Policy Changes						Date: July 7, 2015			
Department Controller						Vendor Name			
Department Head Name Michael Reilly						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action									
Order	To	Date	Approval	Info	Other	Internal Approval			
1	LI COMM	7/20/15	X			Order	Approval	Order	Approval
2	Finance Comm.	7/20/15	X			5 	President	2	VP Mktg & PA 
3	MTA Bd.	7/22/15	X			4 	Gen'l Counsel	1	VP and CFO 
						3 	Sr. VP Operations		

Narrative

Purpose: To obtain the MTA Board's approval authorizing the following recommended fare policy changes.

Discussion:

The LIRR has been reviewing its fare policy to identify opportunities to eliminate little used and outmoded exceptions to generally applicable policies, to make it clearer to customers and employees, and to establish greater consistency with Metro-North Railroad. LIRR also recommends updating the price of a special ticket sold only at Penn Station during crowded conditions after the Thanksgiving parade to reflect the current price of an average one-way off peak trip. As a result of this review, the LIRR is proposing the following four changes.

Removal of "Stop-Over" Courtesy – LIRR customers currently are permitted one "stop-over" per trip free of charge. A "stop-over" entails disembarking a train at an intermediate station and then re-boarding a subsequent train at a later time on the same day. In order to be granted this courtesy, the customer must notify a train crew member before arriving at the stop-over point. The train crew member must then manually write the train number, date, station name and badge number on the customer's ticket so it can be presented to a train crew member on a subsequent train for validation.

LIRR is proposing to eliminate the "stop-over" courtesy. This action would simplify the fare collection practice for customers and train crews, further minimize reliance on outmoded and difficult to audit manual ticketing procedures and reduce the likelihood of misuse or fraud.

Removal of Four-Hour Extension on One-Way Tickets – Per the LIRR's fare policy, one-way tickets are valid for 60 days and expire at 11:59PM of the 60th day. However, as a courtesy, the LIRR currently accepts one-way tickets up to four hours beyond the 60th day or through 4:00AM on the 61st day. LIRR is proposing to eliminate the four-hour extension of the one-way ticket.

This action would simplify fare collection practices for customers and train crews.

Removal of Four-Hour Advance Validity on Weekly & Monthly Tickets – Per the LIRR's fare policy, monthly tickets become valid at 12:01AM on the first day of the month and weekly tickets become valid at 12:01 AM on Saturdays. However, as a courtesy, the LIRR currently begins accepting monthly tickets at 8:00PM on the last

day of the prior month and weekly tickets at 8:00PM on Fridays. LIRR is proposing to eliminate the four-hour advance validity of monthly and weekly tickets. This action would simplify fare collection practices for customers and train crews.

While the frequency of the extension of the above three courtesies is not formally recorded, train crews report that they are very uncommon. In addition, these three changes would align the LIRR's practices with those of Metro-North Railroad.

Gated Ticketing for Thanksgiving Day at Penn Station – The LIRR transports a large number of customers to and from the annual Thanksgiving Day parade. The crowds at Penn Station are largest after the parade ends – a potential customer safety issue that is exacerbated by the presence of a large number of travelers who have not purchased a return trip ticket. Frequently, the number of customers without tickets exceeds the sales capacity of ticket window personnel and vending machines.

In order to ensure that customers boarding trains have valid tickets, to expedite boarding and promote customer safety, the LIRR has for many years used a gating program for the day. Transportation Services personnel are deployed on the platform level between Tracks 18 and 19 to sell tickets to customers who have not yet purchased them and validate all tickets. LIRR has charged customers who purchase a ticket at the gate a fixed price, which is intended to reflected the price of an average off-peak one-way trip rounded to the nearest dollar (currently \$7, an amount that has not changed since 2010).

Rounding to the nearest dollar eliminates the need to provide cash change, thereby expediting transactions. Over the past 3 years the LIRR has sold on average 1,500 of these tickets on Thanksgiving Day.

In order to update the Gating Program to reflect the current price of an average off-peak one-way trip, the LIRR is proposing to reset the price of these special, gated tickets to the current off-peak fare average peak fare between Zones 7 and 9, rounded to the nearest dollar. This would result in a \$10 dollar ticket for Thanksgiving 2015.

This action would have a minimal impact on farebox revenue, while facilitating boarding and customer safety at a time of extreme crowding.

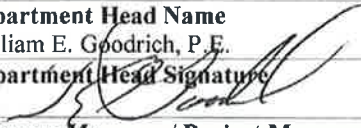





CAPITAL CONSTRUCTION

ACTION ITEM

July 2015

Staff Summary

Subject Design Services for 48 th Street Entrance at 415 Madison Avenue					
Department East Side Access					
Department Head Name William E. Goodrich, P.E.					
Department Head Signature 					
Program Manager / Project Manager Name Richard Dilley					
Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	7/20/15	X		
2	Board	7/22/15	X		

Date July 6, 2015			
Vendor Name 415 Madison Avenue LLC			
Contract Number N/A			
Contract Manager Name			
Table of Contents Ref #			
Internal Approvals			
Order	Approval	Order	Approval
2	Interim Executive Vice President & CFO 	3	President 
	Sr. Vice President & General Counsel		

PURPOSE:

MTACC seeks Board Approval to enter into an agreement with 415 Madison Avenue LLC for reimbursement of design consultant services in connection with utility relocation and foundation reinforcement work at 415 Madison Avenue for the not-to-exceed amount of \$400,000.

DISCUSSION:

As part of the ESA Project, MTA plans to build an entrance to the new LIRR concourse from East 48th Street on a portion of the premises owned by 415 Madison Avenue LLC. There are utilities and equipment that service the building within the area that ESA plans to construct the new Entrance. MTA and the owner of the premises agree that those utilities must be relocated or they would interfere with Entrance construction, operations and maintenance. Under the proposed agreement, the owner will utilize consultants to create design and construction plans for the utility relocation work and the MTA will reimburse the owner for those costs.

In addition, the owner is contemplating a full redevelopment of its building, which will require reinforcement of the building's existing foundations, building columns and ground and second floor slabs that are located in the same area as the Entrance. MTA and the owner acknowledge that it would be prudent and in their best interests for the reinforcement work to occur in conjunction with Entrance construction. Under the proposed agreement, MTA will create the designs and construction plans needed for the reinforcement work in consultation with the owner's design consultants and incorporate them into the Entrance plans. The MTA will reimburse the owner for the cost of its design consultants' work on development of the designs and plans.

MTACC and the owner have developed a detailed scope of work and negotiated a cap on the reimbursement of owner's costs at \$400,000.

ALTERNATIVES:

The alternative to entering into an agreement for creating the utility relocation designs is for the MTACC to prepare the designs without the assistance of the building owner and its consultants. This is not recommended because the work cannot be accomplished without the input of the building owners.

The alternative to entering into an agreement for creating the building reinforcement plans is to not integrate reinforcement of the building's existing foundations, columns and slabs into the Entrance plans. This is not recommended because it (i) could limit the extent to which the owner would be able to redevelop its building, (ii) creates risk of damage to the Entrance when the owner later commences its building renovation, and/or (iii) would cause the Entrance to remain closed during the Owner's construction.

IMPACT ON FUNDING:

The reimbursement will be funded from the ESA Project's Real Estate budget. Funding is available in the ESA 2010-2014 capital program.

RECOMMENDATIONS:

MTACC recommends that the Board approve entering into the agreement with 415 Madison Avenue LLC at a not-to-exceed amount of \$400,000, which will permit the parties to proceed with designs needed to construct the 48th Street Entrance.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

July 22, 2015

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">July 22, 2015</div>																																																					
Department Procurement & Logistics																																																											
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer																																																											
Department Head Signature 																																																											
<div style="text-align: center;">Board Action</div> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Order</th> <th style="width: 15%;">To</th> <th style="width: 15%;">Date</th> <th style="width: 15%;">Approval</th> <th style="width: 10%;">Info</th> <th style="width: 10%;">Other</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>LI Committee</td> <td style="text-align: center;">7.20.15</td> <td style="text-align: center;">X</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2</td> <td>MTA Board</td> <td style="text-align: center;">7.22.15</td> <td style="text-align: center;">X</td> <td></td> <td></td> </tr> <tr><td> </td><td></td><td></td><td></td><td></td><td></td></tr> <tr><td> </td><td></td><td></td><td></td><td></td><td></td></tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	LI Committee	7.20.15	X			2	MTA Board	7.22.15	X															<div style="text-align: center;">Internal Approvals</div> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Order</th> <th style="width: 20%;">Approval</th> <th style="width: 10%;">Order</th> <th style="width: 20%;">Approval</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>President </td> <td></td> <td>VP & CFO</td> </tr> <tr> <td style="text-align: center;">2</td> <td>Executive VP</td> <td></td> <td>VP, Gen. Counsel & Secy</td> </tr> <tr> <td></td> <td>Sr. VP-Engineering</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Sr. VP-Administration</td> <td></td> <td></td> </tr> </tbody> </table>				Order	Approval	Order	Approval	1	President		VP & CFO	2	Executive VP		VP, Gen. Counsel & Secy		Sr. VP-Engineering				Sr. VP-Administration		
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<p><u>PURPOSE:</u></p> <p>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.</p> <p><u>DISCUSSION:</u></p> <p>LIRR proposes to award Non-Competitive Procurements in the following categories:</p> <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Schedules Requiring Majority Vote</u></th> <th style="text-align: right;"><u># of Actions</u></th> <th style="text-align: right;"><u>\$ Amount</u></th> </tr> </thead> <tbody> <tr> <td>Schedule G: Miscellaneous Service Contracts</td> <td style="text-align: right;">1</td> <td style="text-align: right;">\$698,754</td> </tr> <tr> <td style="text-align: right;">SUBTOTAL</td> <td style="text-align: right; border-top: 1px solid black;">1</td> <td style="text-align: right; border-top: 1px solid black;">\$698,754</td> </tr> </tbody> </table> <p>LIRR proposes to award Competitive Procurements in the following categories: NONE</p> <p>LIRR proposes to award Ratifications in the following categories: NONE</p> <table style="width:100%; border-collapse: collapse; margin-top: 20px;"> <tr> <td style="text-align: right;"><u>TOTAL:</u></td> <td style="text-align: right; border-top: 1px solid black;"><u>1</u></td> <td style="text-align: right; border-top: 1px solid black;"><u>\$698,754</u></td> </tr> </table>										<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>	Schedule G: Miscellaneous Service Contracts	1	\$698,754	SUBTOTAL	1	\$698,754	<u>TOTAL:</u>	<u>1</u>	<u>\$698,754</u>																																						
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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.

JULY 2015

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

- | | | | |
|-----------|--|------------------|--------------------------------------|
| 1. | ARINC, Inc.
Sole Source
Contract No. 6138 | \$698,754 | <i><u>Staff Summary Attached</u></i> |
|-----------|--|------------------|--------------------------------------|

LIRR requests MTA Board approval to award a sole source contract to ARINC, Inc. ("ARINC") in the amount of \$698,754 for the modification of the Babylon Tower Supervisory Control System in order to enable control of the new Automatic Speed Control with Cab ("ASC") Signalization of Speonk to Montauk and the new Massapequa Pocket Track. In order to have continuous control of the entire signal system from Wantagh to Montauk, the ARINC control system at Babylon Tower needs to be modified to accommodate the planned (i) signalization of Speonk to Montauk, and (ii) Pocket Track at Massapequa.

Schedule G: Miscellaneous Service Contract



Staff Summary

Item Number: 1

Vendor Name (& Location) ARINC, Inc.
Description Babylon Tower Supervisory Control System Upgrade
Contract Term (including Options, if any) 28 months for Base Work
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contact Number 6138	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$698,754	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Positive Train Control, Chris Calvagna	
Contract Manager:	

Discussion:

I. PURPOSE/RECOMMENDATION:

It is requested that a sole source contract be awarded to ARINC, Inc. ("ARINC") in the amount of \$698,754 for the modification of the Babylon Tower Supervisory Control System in order to enable control of the new Automatic Speed Control with Cab ("ASC") Signalization of Speonk to Montauk and the new Massapequa Pocket Track.

II. DISCUSSION:

In order to have continuous control of the entire signal system from Wantagh to Montauk, the ARINC control system at Babylon Tower needs to be modified to accommodate the planned (i) signalization of Speonk to Montauk, and (ii) Pocket Track at Massapequa.

The existing signal supervisory control system at Babylon Tower was developed and supplied by ARINC in 2006 as part of the Patchogue to Speonk Signalization project. This systems functionality was expanded to control Babylon proper in 2008 and Wantagh and Amityville Interlockings in 2011. The system runs proprietary software which can be accessed and revised only by ARINC. This sole source contract is to provide services to further expand the system to accommodate two LIRR projects on the Montauk Branch: the new ASC Signalization from Speonk to Montauk (east of Babylon); and the new Massapequa Pocket Track (west of Babylon).

The Signalization of Speonk to Montauk involves upgrading approximately 45 miles of dark territory to ASC. This installation will include new interlockings at Hampton Bays and Southampton, new control points at Amagansett and Montauk, and 39 grade crossing huts. The Massapequa Pocket Track project entails creating a new pocket track at Massapequa Station, and also will be controlled from Babylon Tower. Both of these projects currently are in progress.

ARINC's lump sum proposal of \$698,754 is less than the LIRR estimate of \$700,000 and, after review, is considered to be fair and reasonable.

III. D/M/WBE INFORMATION:

MTA Department of Diversity & Civil Rights has set 0% DBE goals for this contract. ARINC, Inc. has not completed any work on MTA contracts that had MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

This contract will be funded by the LIRR Capital Budget.

V. ALTERNATIVES:

The software utilized by the Babylon Tower is an ARINC product, developed specifically for this use by LIRR. Modifications to this system can be made only by ARINC. No other signaling software developer is able to modify ARINC's product because the software is proprietary.

LONG ISLAND RAILROAD
COMMITTEE
MTA BOARD PROCUREMENT PACKAGE
JULY 2015

Staff Summary



Subject	Request for Authorization to Award Procurements				
Department	Law and Procurement				
Department Head Name	Evan M. Eisland				
Department Head Signature					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Rail Road Committee	7/20/15	X		
2	Board	7/22/15	X		

Date: July 8, 2015			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
4	President	3	Interim Executive Vice President and CFO
2	Vice President, Program Controls	1	Chief Procurement Officer

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 2,380,000
SUBTOTAL	1	\$ 2,380,000

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>
SUBTOTAL	1	\$ 2,542,709
TOTAL	2	\$ 4,922,709

Budget Impact:

The approval of these modifications will obligate funds in the amounts listed. Funds are available in the current capital budget for this purpose.

Recommendation:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

JULY 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule I. Modifications To Purchase and Public Work Contracts

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

- | | | | |
|----|--|--------------|-------------------------------|
| 1. | Schindler Elevator Corporation
Contract No. VM014
Modification No. 9 | \$ 2,380,000 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to the Contract to adjust the Milestones and Access Restraints and to compensate the contractor for the associated Impact Costs.

Item Number 1

Vendor Name (& Location) Schindler Elevator Corporation (New York, NY)	Contract Number VM014	AWO/Modification # 9
Description Vertical Circulation Elements for the East Side Access Project	Original Contract Amount: \$ 24,077,558 Original Option Amounts: \$ 46,213,875 Original Board Approved Amount: \$ 70,291,433	
Contract Term (including Options, if any): 5,240 Days	Prior Modifications: \$ 6,821,789 Exercised Options: \$ 16,100,010 Prior Budgetary Increases: \$ 0	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Current Amount: \$ 46,999,357	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		
Requesting Dept/Div & Dept/Div Head Name: East Side Access/William Goodrich, P.E.	This Request \$ 2,380,000 % of This Request to Current Amount: 5.1% % of Modifications (including This Request) to Original Board Approved Amount: 13.1%	

Discussion:

The work under this Contract is a multi-phase effort for the engineering support, fabrication, installation, and, interim and long term service and maintenance of elevators and escalators for the LIRR East Side Access Project at Grand Central Terminal. The elevators and escalators are referred to within the Contract and herein as the Vertical Circulation Elements (VCE). In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to the Contract to adjust the Milestones and Access Restraints and to compensate the contractor for the associated Impact Costs.

The VM014 contractor will fabricate, deliver, install, and maintain all of the elevators and escalators for the East Side Access Project. The VM014 contract requires the contractor to, among other things, enter into subcontracts with certain ESA prime contractors to perform its work in coordination with the work of those prime contractors. In that regard, the VM014 contractor is obligated to enter into a subcontract with the contractor for CM007, Grand Central Terminal Station Caverns and Track to perform the VCE work required under that contract.

At the time of award of VM014 in September 2010, it was anticipated that the VCE work contained in CM007 would commence in October 2013 and be completed by February 2015. However, due to program wide delays resulting from, among other things, the cancellation of Contracts CM012 and CM012R, CM007 (which contains a portion of the work from CM012R) is currently in the solicitation phase with an award planned for the fourth quarter of this year. The current CM007 schedule has installation of VCE by the VM014 Contractor to commence in September 2017 (fabrication will begin in October 2016) with completion for the VM014 work in Contract CM007 to be in November 2019. Revision of the VM014 Milestones and Access Restraints is thus required in order to align them with the revised schedule for CM007. These adjustments will increase VM014's contract work duration by 1,692 days which entitles the VM014 Contractor to Impact Costs for compensable delays in accordance with the Contract's General Terms and Conditions. The Impact Costs include (i) increased wages attributable to work being performed by trades in a higher wage period; (ii) increased costs to purchase materials and, (iii) increased costs to manufacture the elevators and escalators.

The Contractor proposed \$2,903,072 while MTACC's estimate was \$2, 216,075. Negotiations were held and the parties agreed to a cost of \$2,380,000 for the CM007 related work, which is considered fair and reasonable. Of this amount, \$1,545,162 will not be obligated until Contract CM007 is awarded.

JULY 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)

- | | | | |
|----|--|--------------|-------------------------------|
| 2. | Frontier Kemper Constructors Inc.
Contract No. CM006
Modification No. 13 | \$ 2,542,709 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a contract modification to upgrade the existing Temporary Power System to support the immediate and future needs of the ESA Construction Program.

Item Number: 2

Vendor Name (& Location) Frontier Kemper Constructors Inc. (Pelham, NY)	
Description Manhattan North Structures	
Contract Term (including Options, if any) 32 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access/William Goodrich, P.E.	

Contract Number	AWO/Modification #
CM006	13
Original Amount:	\$ 294,201,750
Prior Modifications:	\$ 22,320,000
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 316,521,750
This Request	\$ 2,542,709
% of This Request to Current Amount:	.8%
% of Modifications (including This Request) to Original Amount:	8.5%

Discussion:

The scope of work of this Contract includes construction of the permanent structural concrete lining, interior structures, and fit-out of the caverns and tunnels beneath and to the North of the existing Grand Central Terminal. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a contract modification to upgrade the existing Temporary Power System to support the immediate and future needs of the ESA Construction Program.

The temporary power system in the Manhattan tunnels and GCT Caverns provides power for the construction operations of multiple contracts, including this contract, as well as the fire, life and safety systems necessary to support that work. The existing system, which was installed under previously completed contracts for previously completed work, has reached the end of its service life and is no longer reliable. Accordingly, to provide reliable temporary power for ongoing and future construction operations, the system must be upgraded and reconfigured. This Modification will provide for, among other things, the replacement of the existing 750kVA mine power centers and circuit breakers, refurbishment of existing cables, and installation of new cables as well as three vacuum circuit breakers.

This Modification will also provide for the installation of a mine power cable required to connect the new circuit breakers to the new B30 Facility Power Substation which will enable this substation to be used as the primary power source for the temporary power system. Drawing temporary power from the new B30 Facility Power Substation will eliminate the need to reconfigure and maintain the temporary 2nd Avenue TBM Substation which is currently being used as the source of temporary power but is also at the end of its useful service life.

The Contractor submitted a cost proposal of \$3,144,602 and the MTA combined estimate was for \$2,908,879. Negotiations were held and the parties agreed to a cost of \$2,542,709 for this work which is deemed to be fair and reasonable. The budget for this work will be funded from Project Contingency.

In order to maintain CM006 schedule, the President approved a Retroactive Memorandum on April 22, 2015 for a not-to-exceed amount of \$1.2M for Contractor to design the temporary power system and to procure the equipment and materials for the system.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A large, bold, black text "MONTHLY OPERATING REPORT" is centered within the grid. The text has a slight shadow effect. The grid lines are dotted and intersect to form a pattern of squares.

MONTHLY OPERATING REPORT

June 2015

Patrick Nowakowski
President

07/20/15 *****

Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	94.0%	92.8%	91.2%	92.6%	91.4%
		AM Peak		95.7%	88.9%	95.5%	90.5%
		PM Peak		90.4%	86.6%	91.6%	86.1%
		Total Peak		93.1%	87.8%	93.6%	88.4%
		Off Peak Weekday		92.8%	91.5%	93.5%	91.7%
		Weekend		92.4%	94.8%	89.6%	94.4%
	Babylon Branch	Overall	93.9%	92.8%	91.0%	92.3%	90.7%
		AM Peak		94.6%	88.8%	95.5%	92.0%
		PM Peak		89.0%	86.2%	89.7%	81.5%
		Total Peak		92.0%	87.6%	92.8%	87.2%
		Off Peak Weekday		93.4%	91.7%	93.5%	91.6%
		Weekend		92.6%	95.1%	88.8%	94.3%
	Far Rockaway Branch	Overall	96.6%	94.9%	95.1%	96.0%	95.5%
		AM Peak		95.9%	89.7%	92.2%	90.3%
		PM Peak		94.4%	93.8%	98.9%	93.6%
		Total Peak		95.2%	91.6%	95.2%	91.8%
		Off Peak Weekday		96.1%	96.0%	95.7%	95.9%
		Weekend		91.7%	96.8%	97.3%	98.1%
	Huntington Branch	Overall	92.5%	90.7%	88.6%	88.9%	88.2%
		AM Peak		97.3%	87.5%	94.6%	90.2%
		PM Peak		89.3%	83.6%	88.4%	81.8%
		Total Peak		93.4%	85.6%	91.6%	86.1%
		Off Peak Weekday		86.5%	86.1%	90.4%	86.7%
		Weekend		94.7%	94.3%	84.6%	91.9%
	Hempstead Branch	Overall	96.5%	93.9%	94.6%	95.0%	94.2%
		AM Peak		98.6%	94.2%	98.1%	93.8%
		PM Peak		91.4%	90.4%	96.8%	89.8%
		Total Peak		95.2%	92.4%	97.5%	91.9%
		Off Peak Weekday		94.6%	95.1%	94.9%	94.4%
		Weekend		91.4%	95.6%	92.9%	95.8%
	Long Beach Branch	Overall	95.9%	94.4%	93.0%	93.8%	93.1%
		AM Peak		95.8%	89.9%	95.6%	92.4%
		PM Peak		94.2%	89.8%	94.4%	90.2%
		Total Peak		95.1%	89.9%	95.0%	91.4%
		Off Peak Weekday		94.9%	93.3%	94.3%	92.3%
		Weekend		92.1%	96.3%	91.4%	96.8%
	Montauk Branch	Overall	90.8%	92.3%	89.9%	88.9%	89.7%
		AM Peak		94.9%	88.1%	96.4%	88.2%
		PM Peak		91.3%	87.1%	85.2%	85.6%
		Total Peak		93.1%	87.6%	90.7%	86.9%
		Off Peak Weekday		94.5%	91.0%	92.0%	91.0%
		Weekend		87.2%	90.0%	82.2%	89.7%
	Oyster Bay Branch	Overall	94.1%	94.8%	92.8%	93.3%	91.7%
		AM Peak		98.7%	92.9%	96.6%	91.3%
		PM Peak		89.4%	84.0%	90.5%	83.7%
		Total Peak		94.4%	88.8%	93.8%	87.8%
		Off Peak Weekday		94.8%	93.5%	93.0%	92.9%
		Weekend		95.6%	96.6%	93.3%	94.7%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
Port Jefferson Branch	Overall	90.9%	88.4%	87.0%	92.4%	86.5%
	AM Peak		90.3%	84.5%	94.6%	84.5%
	PM Peak		88.3%	84.6%	87.8%	81.5%
	Total Peak		89.4%	84.5%	91.4%	83.1%
	Off Peak Weekday		87.4%	84.7%	92.9%	84.2%
	Weekend		90.9%	95.4%	92.9%	94.7%
Port Washington Branch	Overall	95.3%	92.9%	91.2%	94.7%	93.5%
	AM Peak		97.2%	90.5%	95.2%	90.8%
	PM Peak		86.4%	82.0%	93.2%	87.0%
	Total Peak		91.7%	86.1%	94.2%	88.9%
	Off Peak Weekday		93.2%	91.5%	95.4%	93.8%
	Weekend		94.1%	96.2%	93.7%	97.7%
Ronkonkoma Branch	Overall	91.6%	92.2%	88.4%	90.5%	89.1%
	AM Peak		94.7%	83.8%	96.0%	86.9%
	PM Peak		93.8%	88.0%	92.9%	89.6%
	Total Peak		94.3%	85.8%	94.5%	88.2%
	Off Peak Weekday		91.1%	89.2%	90.4%	89.1%
	Weekend		91.4%	90.6%	85.0%	90.3%
West Hempstead Branch	Overall	95.8%	94.4%	94.8%	94.8%	94.5%
	AM Peak		95.5%	93.1%	96.2%	95.0%
	PM Peak		90.2%	88.7%	88.9%	88.9%
	Total Peak		92.6%	90.7%	92.2%	91.7%
	Off Peak Weekday		95.2%	96.2%	96.5%	96.3%
	Weekend		95.1%	97.1%	75.0%	85.2%
Operating Statistics		Trains Scheduled	20,578	121,592	20,385	120,996
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.4	-12.8	-12.0	-12.1
Trains Over 15 min. Late excluding trains canceled or terminated			228	2,052	241	1,812
Trains Canceled			45	742	80	514
Trains Terminated			40	369	24	320
Percent of Scheduled Trips Completed			99.6%	99.1%	99.5%	99.3%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.7%			
		PM Peak	98.5%			
		Total Peak	99.1%			

Categories Of Delay		May	2015 Data		2014 Data		YTD 2014 Vs 2015
			June	YTD Thru June	June	YTD Thru June	
Late Train Incidents	National Rail Passenger Corp	95	126	969	48	729	240
	Capital Programs	14	38	83	23	232	(149)
	Engineering	214	174	954	146	1,177	(223)
	Penn Station Central Control	45	16	151	19	120	31
	Maintenance of Equipment	161	181	844	120	893	(49)
	* Other / Miscellaneous	154	165	1,252	306	1,363	(111)
	**Public	594	587	3,063	726	3,397	(334)
	Transportation	114	49	295	70	259	36
	Vandalism	9	7	101	5	75	26
	Weather and Environmental	25	72	2,683	8	1,854	829
	Maintenance of Way (Sched.)	43	57	247	39	311	(64)

** **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-Jun	Mon	Track circuit failure west of Dunton	1						10			11		
1-Jun	Mon	Extension of track work program on Port Jefferson Branch	4	3	2				1		1	5	3	3
1-Jun	Mon	Amtrak related track circuit failure in "F" Interlocking	1			8			2			11		
1-Jun	Mon	Automobile on tracks west of Syosset Station				6			11			17		
2-Jun	Tues	NJ3216 disabled in Line 1, Penn Station	16						2			18		
6-Jun	Sat	Heavy loading due to the Belmont Stakes							11			11		
9-Jun	Tues	Switch trouble in Hall Interlocking				9			6			15		
11-Jun	Thurs	Train 762 canceled in Jamaica with equipment trouble				17			3			20		
14-Jun	Sun	Signal over run alarm at West Side Yard							28	1		28	1	
15-Jun	Mon	Signal over run alarm at West Side Yard	16									16		
15-Jun	Mon	Train 140 requiring police assistance in Woodside				13			4			17		
22-Jun	Mon	Amtrak related tipped third rail in F Interlocking				14	10		21	1	7	35	11	7
23-Jun	Tues	Train 1005 with equipment trouble at St. Albans	23	1	1				5			28	1	1
24-Jun	Wed	Residual wind damage	1						26			27		
25-Jun	Thurs	Train 660 with equipment trouble in West Side Yard				22	2		3			25	2	
28-Jun	Sun	Water condition west of East New York Station							22		2	22		2
29-Jun	Mon	Train 5308 with equipment trouble west of Kew Gardens							16	1		16	1	
30-Jun	Tues	Amtrak related track circuit failure at JO Interlocking				15	5		10	1		25	6	
TOTAL FOR MONTH			62	4	3	104	17	0	181	4	10	347	25	13
												385		

Long Island Rail Road

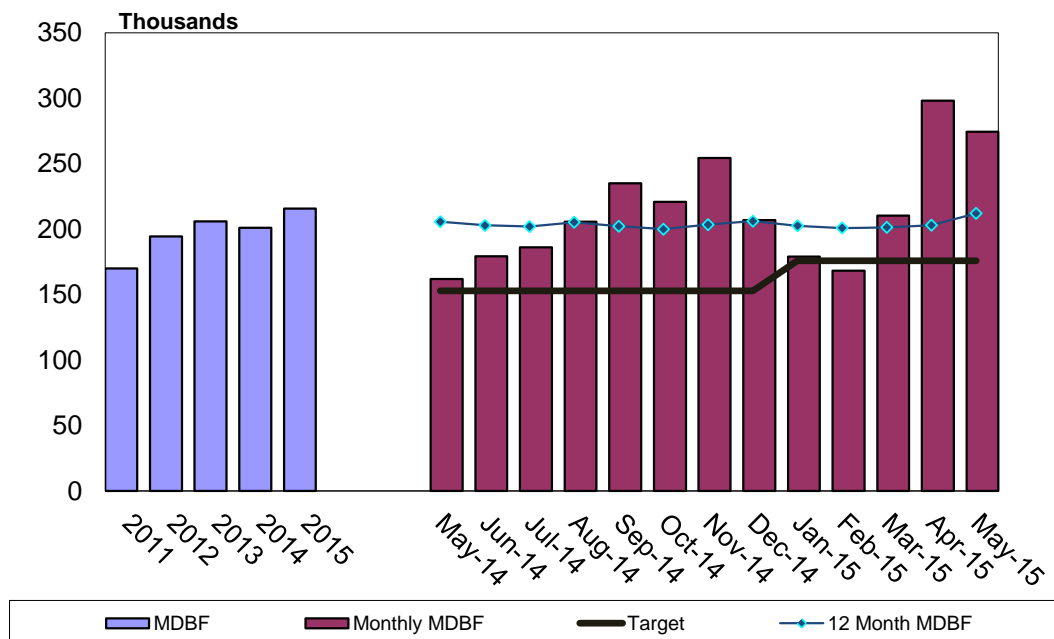
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M-3	150	75,000	93,830	6	60,060	77,221	72,845	7	92,976
	M-7	836	400,000	851,080	6	677,209	556,048	403,486	13	468,447
	DM	21	20,000	17,526	5	16,305	18,632	77,229	1	35,859
	DE	24	20,000	28,323	3	25,400	25,847	12,668	7	20,783
	C-3	134	80,000	185,614	4	113,526	98,750	55,082	13	72,869
	Diesel	179	51,000	76,254	12	60,816	59,944	41,999	21	53,857
	Fleet	1,165	176,000	274,355	24	215,714	212,030	161,883	41	201,550

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	
			June	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	10
		Total Standees	0	10
	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	5	0
		Total Standees	45	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	24	1
		Total Standees	24	1
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	6	50
		Total Standees	6	50
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	0	14	
	Total Standees	0	14	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			75	75

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	
			June	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	23
		Total Standees	0	23
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	0	54
		Total Standees	10	54
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	32
		Total Standees	0	32
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	9	0
		Total Standees	27	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	4	0
		Total Standees	4	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	15	0
		Total Standees	15	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	6	50
		Total Standees	6	50
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	14
		Total Standees	1	14
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			66	172

Definitions

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

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

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

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

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

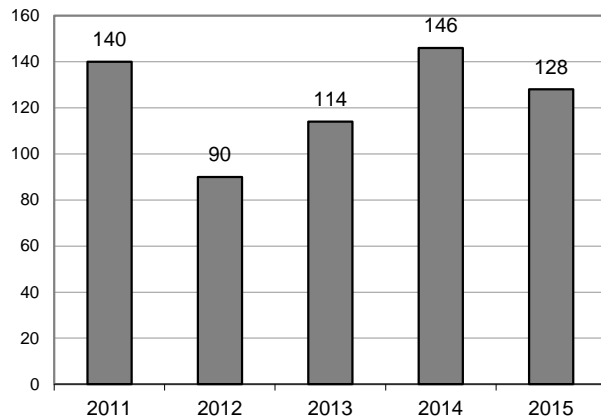
ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF JUNE 2014

Elevator Availability		2015		2014	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	98.90%	98.30%	98.10%	96.60%
	Far Rockaway Branch	96.90%	98.90%	99.50%	95.60%
	Hempstead Branch	99.60%	99.30%	99.70%	98.70%
	Long Beach Branch	99.80%	97.10%	99.80%	99.20%
	Port Jefferson Branch	95.60%	97.30%	99.40%	99.00%
	Port Washington Branch	99.30%	99.20%	98.60%	98.70%
	Ronkonkoma Branch	99.40%	99.10%	99.90%	98.60%
	City Terminal Stations	98.30%	97.70%	99.00%	98.90%
	Overall Average	98.48%	98.36%	99.25%	98.16%

Escalator Availability		2015		2014	
		June	Year to Date	June	Year to Date
Branch	Babylon Branch	98.20%	98.20%	97.00%	98.30%
	Far Rockaway Branch	97.00%	98.60%	98.60%	99.20%
	Hempstead Branch	98.70%	99.10%	97.90%	98.90%
	Long Beach Branch	97.20%	98.20%	99.10%	99.00%
	Port Jefferson Branch	97.20%	92.60%	92.80%	96.60%
	City Terminal	98.30%	98.90%	98.10%	98.10%
	Overall Average	97.77%	97.60%	97.25%	98.35%



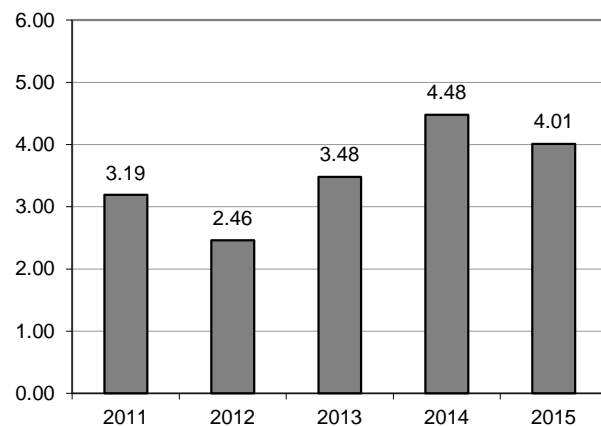
MTA Long Island Rail Road Summary of Employee Injuries through May 2015



Total Employee Injuries

Year	Total
2011	140
2012	90
2013	114
2014	146
2015	128

% change from last year: -12.3%



Employee FRA Reportable Injuries

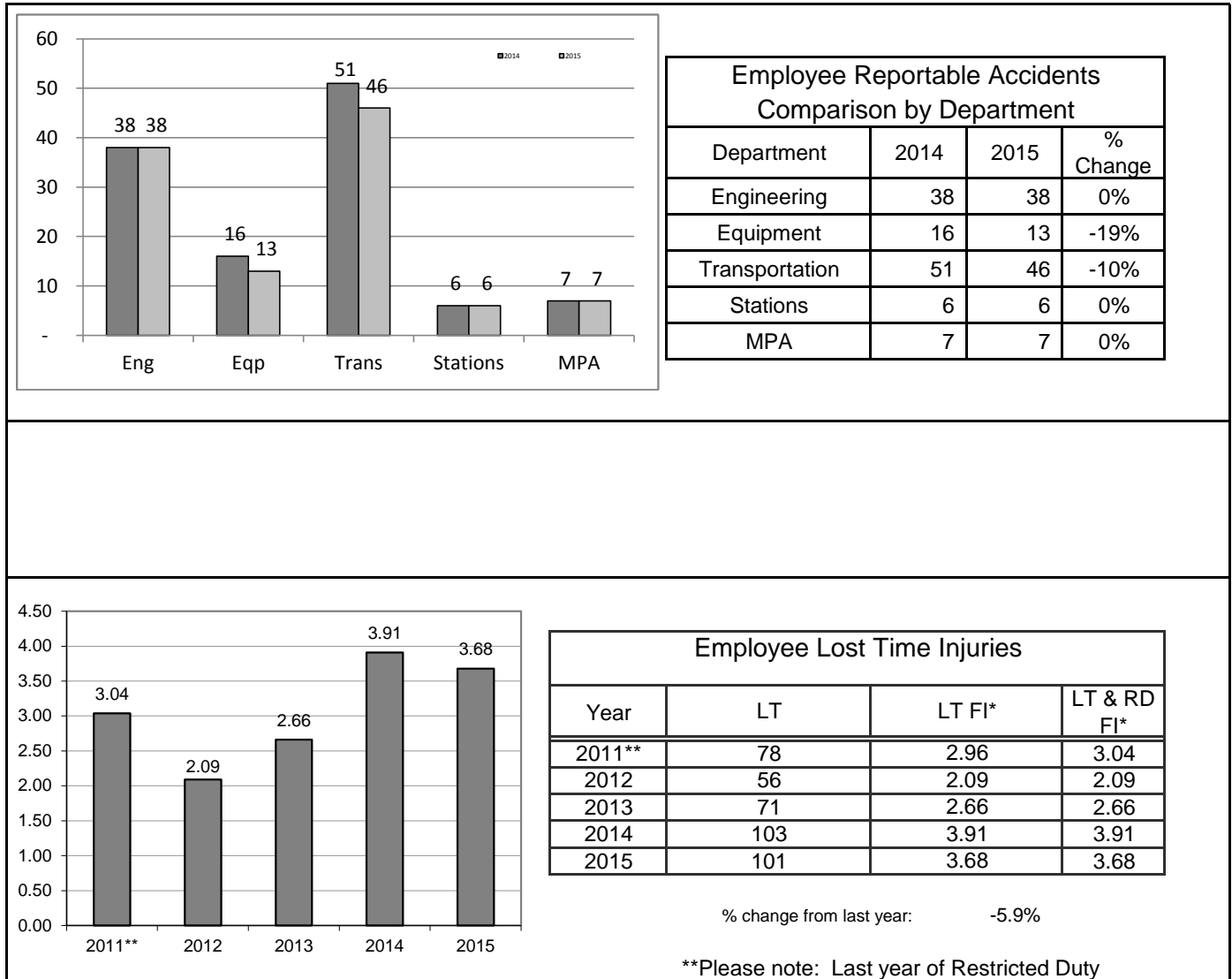
Year	Total	FRA FI*
2011	84	3.19
2012	66	2.46
2013	93	3.48
2014	118	4.48
2015	110	4.01

% change from last year: -10.5%

* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

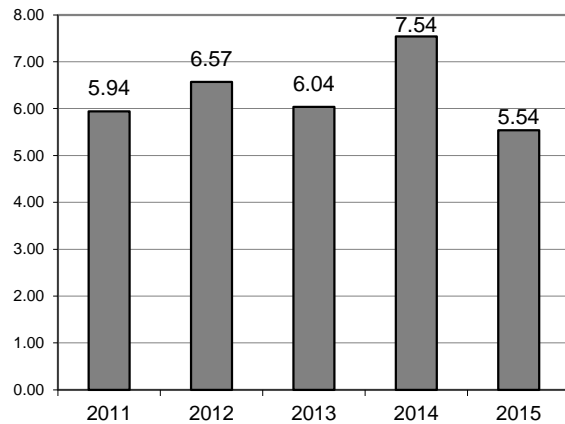
MTA Long Island Rail Road Summary of Employee Injuries through May 2015



* - Injuries per 200,000 hours worked



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

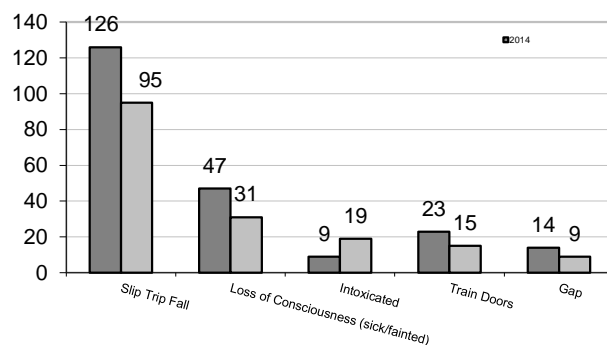


Total Customer Injuries

Year	Total	FI**
2011	191	5.94
2012	223	6.57
2013	203	6.04
2014	257	7.54
2015	191	5.54

% change from last year: -26.5%

**Injuries per 1,000,000 rides



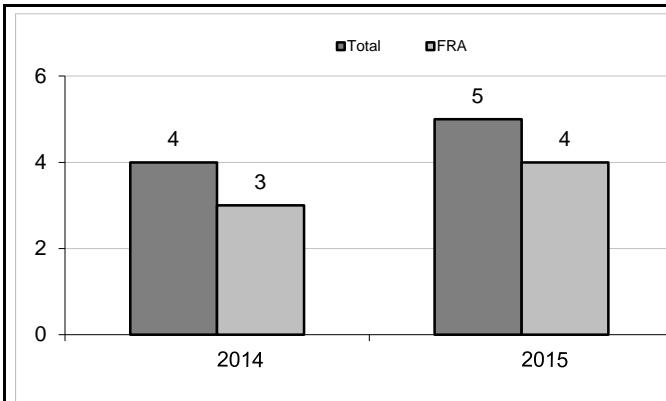
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Intoxicated	Train Doors	Gap
2014	126	47	9	23	14
2015	95	31	19	15	9



MTA Long Island Rail Road

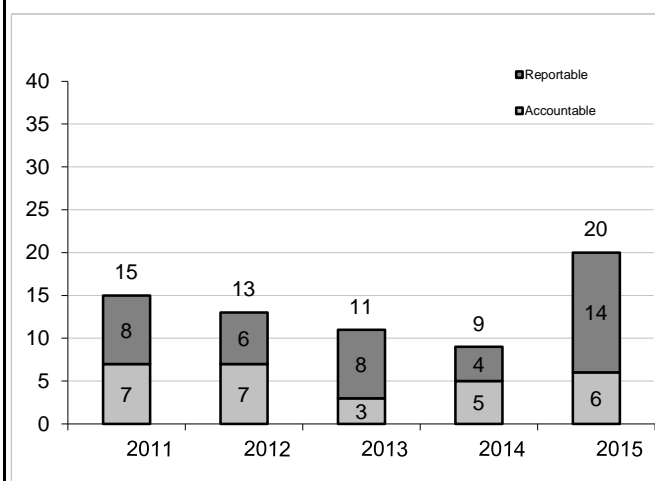
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through May 2015



Contractor Injuries

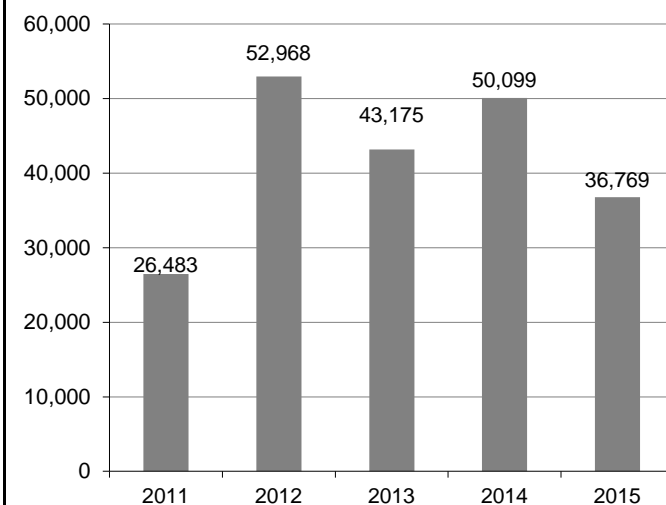
Year	Total	FRA Rpt.
2014	4	3
2015	5	4

% change from last year: 33%



Train Accidents

Year	Accountable	Reportable
2011	7	8
2012	7	6
2013	3	8
2014	5	4
2015	6	14



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

Total Participants

Year	Total
2011	26,483
2012	52,968
2013	43,175
2014	50,099
2015	36,769

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT
FOR MONTH OF JUNE 2015**

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Atlantic Terminal	0	0	2

Escalators	Mechanical Injury	Human Factor Injury
Copiague	0	1
Hicksville	0	1
Valley Stream	0	1

Definitions:

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

Memorandum



Date: July 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 was held on June 10th in conjunction with Safety, Health and Wellness Fairs. Events took place at Babylon Yard, Hillside Support Facility, and Penn Station Trainmen's Room. Over 4,000 employees participated in the Stand-Downs and over 500 employees attended the Safety, Health and Wellness Fairs.
- The Confidential Close Call Reporting System program expanded into the next territory as scheduled on June 29th.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Speed Compliance	For the period 6/1/15 through 6/30/15, there were 124 Radar Observations. 88 different LIRR Engineers were observed. Thirty-nine 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.
PTC	The Systems Integrator (SI) has completed Preliminary Design Review and is progressing PTC Final Design elements. Wayside interface hardware First Article Inspection (FAI) and first field installation is completed. M7 Under Car equipment FAI is also completed. Preparing for FAI for additional onboard equipment.
Cameras	4D Security Solutions has completed the initial surveys of M7, C3, DE/DM30 and work locomotives and submitted their survey reports. Camera placement is being finalized.



Long Island Rail Road

Monthly Financial Report

May 2015

MTA LONG ISLAND RAIL ROAD

May Ridership and Financial Report

Executive Summary

Ridership

- During the month of May, total ridership was 7.3 million, which was 2.4% higher than May 2014 (adjusted for same number of work days) and 3.2% above the Adopted Budget.
 - Ridership through May was 34.5 million. This was 1.5% above 2014 (adjusted for same number of calendar work days) and 0.2% higher than the 2015 Adopted Budget.
 - Through May, commutation ridership was 1.5% above 2014 (work day adjusted) and 0.4% higher than the 2015 Adopted Budget.
 - Through May, non-commutation ridership was 1.7% above 2014 and 0.2% below the Adopted Budget.
-

Revenues

- Farebox revenue through May totaling \$270.2 million was \$1.8 million above the budget due to higher ridership and yield per passenger.
- Capital & Other Revenue of \$148.4 million was \$0.3 million higher than the Adopted Budget due to timing of capital activity and other operating revenue.
- In summary, total LIRR revenue of \$418.6 million was \$2.1 million higher than the Adopted Budget.

Expenses

- Through May, total expenses of \$866.7 million were \$37.4 million less than the budget.
- Straight-time payroll spending was \$7.6 million less than budget due to the existence of vacant positions and lower vacation pay/sick leave buyout accruals. At the end of May, 204 of 7,165 positions were vacant. These vacancies consisted primarily of management/supervisory and operational hourlies.
- Year-to-date overtime spending was \$11.7 million or 22.8% above budget. Overtime hours worked was 19.7%, or 182,067 hours higher than the budget primarily as a result of weather-related overtime, which was 101,500 hours over budget, vacancy/absentee coverage, which were 48,600 hours over budget, reimbursable overtime, which was 40,500 hours above budget and maintenance which were 32,700 hours over budget. This was partially offset by lower unscheduled service, which was 30,700 hours below budget.
- Year-to-date overtime hours increased by 8.0% in 2015 compared to 2014 due to higher vacancy/absentee coverage, reimbursable, weather-related overtime and maintenance overtime, partially offset by lower unscheduled and scheduled service.
- Other variances are primarily timing related.

Financial Performance Measures

- Through May, the Adjusted Farebox Operating Ratio was 57.7%, which is favorable to budget due to lower expenses and higher revenue.
- Through May, the Adjusted Cost per Passenger was \$14.60, which is lower than budget due to lower expenses and higher ridership.
- Through May, the Revenue per Passenger was \$7.87, which is higher than budget.

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

REVENUE

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$418.6 were \$2.1 million or 0.5% favorable to budget. The month of May of \$93.3 million was favorable to budget by \$2.8 million or 3.0%.

- **Y-T-D Farebox Revenues** were \$1.8 favorable to budget. The month was \$1.9 favorable to the budget due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$0.1 favorable to budget. The month was \$(0.1) unfavorable due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$0.1 favorable to budget. The month was \$0.9 favorable to the budget due to timing of capital activity.

OPERATING EXPENSES

Year-to-date May **Total Expenses** (including depreciation and other) of \$866.7 were favorable to budget by \$37.4 or 4.1%. The total expenses for the month of \$177.5 million were favorable to budget by \$5.7 million or 3.1%.

Labor Expenses, \$(0.9) unfavorable Y-T-D; \$0.2 favorable for the month.

- **Payroll**, \$7.6 favorable Y-T-D; \$1.1 favorable for the month (primarily vacant positions and lower vacation pay/sick leave buyout accruals, partially offset by Retroactive Wage Adjustments for BLE).
- **Overtime**, \$(11.7) unfavorable Y-T-D; \$(0.9) unfavorable for the month (primarily capital project activity, maintenance, vacancy/absentee coverage and Retroactive Wage Adjustments for BLE, partially offset by scheduled/unscheduled service and weather-related overtime).
- **Health & Welfare**, \$0.9 favorable Y-T-D; \$0.2 favorable for the month (vacant positions and lower rates).
- **OPEB Current Payment**, \$2.3 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries and lower rates).
- **Other Fringe**, \$0.1 favorable Y-T-D; \$(0.8) unfavorable for the month (primarily higher Railroad Retirement Taxes due to BLE Retroactive Wage Adjustment, partially offset by lower FELA Indemnity payments).

Non-Labor Expenses, \$31.3 favorable Y-T-D; \$4.2 favorable for the month.

- **Electric Power**, \$1.5 favorable Y-T-D; \$0.3 favorable for the month (lower consumption, partially offset by higher rates).
- **Fuel**, \$3.5 favorable Y-T-D; \$0.8 favorable for the month (lower rates).
- **Insurance**, \$1.0 favorable Y-T-D; \$0.2 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$5.3 favorable Y-T-D; \$0.3 favorable for the month (primarily timing of elevator/escalator maintenance, construction services and joint facilities, partially offset by timing of vegetation management, uniforms, equipment rental and non-revenue vehicle repairs).
- **Professional Services**, \$3.2 favorable Y-T-D. \$0.6 favorable for the month (primarily prior period accrual reversals).
- **Materials and Supplies**, \$16.6 favorable Y-T-D; \$2.3 favorable for the month (primarily timing of capital project activity).
- **Other Business Expenses**, on budget Y-T-D; \$(0.3) unfavorable for the month (primarily timing).

Depreciation and Other, \$7.1 favorable Y-T-D; \$1.3 favorable for the month (favorable Depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 47.3%, 1.1 percentage points above April. The Farebox Operating Ratio for the month of May of 51.4% was 4.8 percentage points above the budget resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 62.8%. 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
May 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$57.360	\$59.297	\$1.937	3.4	0.000	\$0.000	\$0.000	-	\$57.360	\$59.297	\$1.937	3.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.832	4.768	(0.064)	(1.3)	0.000	0.000	0.000	-	4.832	4.768	(0.064)	(1.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.398	29.283	0.885	3.1	28.398	29.283	0.885	3.1
Total Revenue	\$62.192	\$64.065	\$1.873	3.0	\$28.398	\$29.283	\$0.885	3.1	\$90.590	\$93.348	\$2.758	3.0
Expenses												
<i>Labor:</i>												
Payroll	\$41.935	\$40.651	\$1.284	3.1	\$8.640	\$8.812	(\$0.172)	(2.0)	\$50.575	\$49.464	\$1.111	2.2
Overtime	8.318	8.311	0.007	0.1	2.164	3.110	(0.946)	(43.7)	10.482	11.422	(0.940)	(9.0)
Health and Welfare	7.827	7.135	0.692	8.8	1.614	2.113	(0.499)	(30.9)	9.441	9.249	0.192	2.0
OPEB Current Payment	5.151	4.579	0.572	11.1	0.000	0.000	0.000	-	5.151	4.579	0.572	11.1
Pensions	14.934	13.661	1.273	8.5	2.314	3.587	(1.273)	(55.0)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	11.266	11.990	(0.724)	(6.4)	1.944	1.980	(0.036)	(1.9)	13.210	13.970	(0.760)	(5.8)
Reimbursable Overhead	(2.740)	(3.435)	0.695	25.4	2.740	3.435	(0.695)	(25.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$86.691	\$82.893	\$3.798	4.4	\$19.416	\$23.038	(\$3.622)	(18.7)	\$106.107	\$105.932	\$0.175	0.2
<i>Non-Labor:</i>												
Electric Power	\$8.223	\$7.936	\$0.287	3.5	\$0.062	\$0.049	\$0.013	21.3	\$8.285	\$7.985	\$0.300	3.6
Fuel	2.425	1.624	0.801	33.0	0.000	0.000	0.000	-	2.425	1.624	0.801	33.0
Insurance	2.096	2.037	0.059	2.8	0.646	0.472	0.174	27.0	2.742	2.509	0.233	8.5
Claims	0.352	0.374	(0.022)	(6.3)	0.000	0.000	0.000	-	0.352	0.374	(0.022)	(6.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.606	5.818	(0.212)	(3.8)	1.683	1.165	0.518	30.8	7.289	6.983	0.306	4.2
Professional Service Contracts	1.767	0.878	0.889	50.3	0.194	0.492	(0.298)	*	1.961	1.370	0.591	30.1
Materials & Supplies	11.394	11.489	(0.095)	(0.8)	6.387	3.989	2.398	37.5	17.781	15.478	2.303	13.0
Other Business Expenses	1.258	1.516	(0.258)	(20.5)	0.010	0.079	(0.069)	*	1.268	1.594	(0.326)	(25.7)
Total Non-Labor Expenses	\$33.121	\$31.673	\$1.448	4.4	\$8.982	\$6.245	\$2.737	30.5	\$42.103	\$37.918	\$4.185	9.9
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$119.812	\$114.566	\$5.246	4.4	\$28.398	\$29.283	(\$0.885)	(3.1)	\$148.210	\$143.850	\$4.360	2.9
Depreciation	\$28.611	\$27.095	\$1.516	5.3	\$0.000	\$0.000	\$0.000	-	\$28.611	\$27.095	\$1.516	5.3
Other Post Employment Benefits	6.161	6.355	(0.194)	(3.2)	0.000	0.000	0.000	-	\$6.161	6.355	(0.194)	(3.2)
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
Total Expenses	\$154.751	\$148.183	\$6.568	4.2	\$28.398	\$29.283	(\$0.885)	(3.1)	\$183.149	\$177.466	\$5.683	3.1
Net Surplus/(Deficit)	(\$92.559)	(\$84.118)	\$8.441	9.1	\$0.000	\$0.000	\$0.000	-	(\$92.559)	(\$84.118)	\$8.441	9.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$28.611	\$27.095	(\$1.516)	(5.3)	\$0.000	\$0.000	\$0.000	-	\$28.611	\$27.095	(\$1.516)	(5.3)
Operating/Capital	(3.821)	(1.360)	2.461	64.4	0.000	0.000	0.000	-	(3.821)	(1.360)	2.461	64.4
Other Cash Adjustments	3.162	(5.298)	(8.460)	*	0.000	0.000	0.000	-	3.162	(5.298)	(8.460)	*
Total Cash Conversion Adjustments	\$27.952	\$20.437	(\$7.515)	(26.9)	0.000	\$0.000	\$0.000	-	\$27.952	\$20.437	(\$7.515)	(26.9)
Net Cash Surplus/(Deficit)	(\$64.607)	(\$63.681)	\$0.926	1.4	\$0.000	\$0.000	\$0.000	-	(\$64.607)	(\$63.681)	\$0.926	1.4

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$268.376	\$270.202	\$1.826	0.7	\$0.000	\$0.000	\$0.000	-	\$268.376	\$270.202	\$1.826	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	20.008	20.147	0.139	0.7	0.000	0.000	0.000	-	20.008	20.147	0.139	0.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	128.106	128.225	0.119	0.1	128.106	128.225	0.119	0.1
Total Revenue	\$288.384	\$290.348	\$1.964	0.7	\$128.106	\$128.225	\$0.119	0.1	\$416.490	\$418.573	\$2.083	0.5
Expenses												
<i>Labor:</i>												
Payroll	\$207.549	\$199.399	\$8.150	3.9	\$41.761	\$42.324	(\$0.563)	(1.3)	\$249.310	\$241.723	\$7.587	3.0
Overtime	42.654	51.096	(8.442)	(19.8)	8.863	12.160	(3.297)	(37.2)	51.517	63.256	(11.739)	(22.8)
Health and Welfare	39.193	36.028	3.165	8.1	7.628	9.866	(2.238)	(29.3)	46.821	45.894	0.927	2.0
OPEB Current Payment	25.755	23.491	2.264	8.8	0.000	0.000	0.000	-	25.755	23.491	2.264	8.8
Pensions	75.283	69.548	5.735	7.6	10.957	16.692	(5.735)	(52.3)	86.240	86.241	(0.001)	(0.0)
Other Fringe Benefits	57.565	57.569	(0.004)	(0.0)	9.187	9.115	0.072	0.8	66.752	66.684	0.068	0.1
Reimbursable Overhead	(13.271)	(15.589)	2.318	17.5	13.271	15.589	(2.318)	(17.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$434.728	\$421.543	\$13.185	3.0	\$91.667	\$105.746	(\$14.079)	(15.4)	\$526.395	\$527.289	(\$0.894)	(0.2)
<i>Non-Labor:</i>												
Electric Power	\$43.206	\$41.678	\$1.528	3.5	\$0.310	\$0.289	\$0.021	6.6	\$43.516	\$41.967	\$1.549	3.6
Fuel	11.663	8.162	3.501	30.0	0.000	0.000	0.000	-	11.663	8.162	3.501	30.0
Insurance	10.146	10.115	0.031	0.3	2.929	1.978	0.951	32.5	13.075	12.092	0.983	7.5
Claims	1.760	1.712	0.048	2.7	0.000	0.000	0.000	-	1.760	1.712	0.048	2.7
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	27.894	23.447	4.447	15.9	5.749	4.882	0.867	15.1	33.643	28.329	5.314	15.8
Professional Service Contracts	9.241	5.826	3.415	37.0	1.127	1.307	(0.180)	(16.0)	10.368	7.133	3.235	31.2
Materials & Supplies	56.501	52.715	3.786	6.7	26.096	13.253	12.843	49.2	82.597	65.968	16.629	20.1
Other Business Expenses	6.186	5.622	0.564	9.1	0.228	0.769	(0.541)	*	6.414	6.391	0.023	0.4
Total Non-Labor Expenses	\$166.597	\$149.276	\$17.321	10.4	\$36.439	\$22.479	\$13.960	38.3	\$203.036	\$171.755	\$31.281	15.4
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$601.325	\$570.819	\$30.506	5.1	\$128.106	\$128.225	(\$0.119)	(0.1)	\$729.431	\$699.043	\$30.388	4.2
Depreciation	\$143.055	\$135.626	7.429	5.2	\$0.000	\$0.000	\$0.000	-	\$143.055	\$135.626	\$7.429	5.2
Other Post Employment Benefits	30.805	31.181	(0.376)	(1.2)	0.000	0.000	0.000	-	30.805	31.181	(0.376)	(1.2)
Environmental Remediation	0.835	0.833	0.002	0.2	0.000	0.000	0.000	-	0.835	0.833	0.002	0.2
Total Expenses	\$776.020	\$738.459	\$37.561	4.8	\$128.106	\$128.225	(\$0.119)	(0.1)	\$904.126	\$866.684	\$37.442	4.1
Net Surplus/(Deficit)	(\$487.636)	(\$448.111)	\$39.525	8.1	\$0.000	\$0.000	\$0.000	-	(\$487.636)	(\$448.111)	\$39.525	8.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$143.055	\$135.626	(\$7.429)	(5.2)	\$0.000	\$0.000	\$0.000	-	\$143.055	\$135.626	(\$7.429)	(5.2)
Operating/Capital	(11.145)	(3.182)	7.963	71.4	0.000	0.000	0.000	-	(11.145)	(3.182)	7.963	71.4
Other Cash Adjustments	4.048	16.189	12.141	*	0.000	0.000	0.000	-	4.048	16.189	12.141	*
Total Cash Conversion Adjustments	\$135.958	\$148.633	\$12.675	9.3	\$0.000	\$0.000	\$0.000	-	\$135.958	\$148.633	\$12.675	9.3
Net Cash Surplus/(Deficit)	(\$351.678)	(\$299.477)	\$52.201	14.8	\$0.000	\$0.000	\$0.000	0.0	(\$351.678)	(\$299.477)	\$52.201	14.8

TABLE 3

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

May 2015					Year-to-Date May 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.	1.937	3.4	Higher ridership \$1.813 and higher yield per passenger \$0.124.	1.826	0.7	Higher ridership \$0.480 and higher yield per passenger \$1.344.
Other Operating Revenue	Non Reimb.	(0.064)	(1.3)	Timing of freight revenue, partially offset by higher special services revenue.	0.139	0.7	Reimbursement of farebox revenue associated with inter-agency reimbursements, partially offset by timing of rental and advertising revenue.
Capital & Other Reimbursements	Reimb.	0.885	3.1	Timing of capital project activity	0.119	0.1	Timing of capital project activity
Expenses							
Payroll	Non Reimb.	1.284	3.1	Vacant positions and lower vacation pay and sick leave buyout accruals, partially offset by higher than anticipated back pay for BLE members.	8.150	3.9	Vacant positions and lower vacation pay and sick leave buyout accruals, partially offset by higher than anticipated back pay for BLE members.
	Reimb.	(0.172)	(2.0)	Primarily due to timing of project activity.	(0.563)	(1.3)	Primarily due to timing of project activity.
Overtime	Non Reimb.	0.007	0.1	Lower scheduled/unscheduled service and weather overtime, partially offset by higher than anticipated back-pay for BLE members, higher maintenance overtime (including overhaul of Belmont platform) and higher vacancy/absentee coverage.	(8.442)	(19.8)	Higher weather-related overtime, vacancy/absentee coverage, maintenance (including overhaul of Belmont platform) and back-pay for BLE higher than anticipated, partially offset by lower scheduled/unscheduled service overtime.
	Reimb.	(0.946)	(43.7)	Timing of East Side Access project schedule and other capital project activity.	(3.297)	(37.2)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.692	8.8	Vacant positions.	3.165	8.1	Vacant positions.
	Reimb.	(0.499)	(30.9)	Primarily due to timing of project activity.	(2.238)	(29.3)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.572	11.1	Fewer retirees/beneficiaries.	2.264	8.8	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

May 2015					Year-to-Date May 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.	1.273	8.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	5.735	7.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(1.273)	(55.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(5.735)	(52.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(0.724)	(6.4)	Higher Railroad Retirement tax payments, partially offset by lower FELA Indemnity	(0.004)	(0.0)	Higher Railroad Retirement tax payments, partially offset by lower FELA Indemnity payments.
	Reimb.	(0.036)	(1.9)	Primarily due to timing of project activity.	0.072	0.8	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.287	3.5	Lower consumption, partially offset higher rates.	1.528	3.5	Lower rates, partially offset by higher consumption.
	Reimb.	0.013	21.3		0.021	6.6	
Fuel	Non Reimb.	0.801	33.0	Lower rates.	3.501	30.0	Lower rates.
Insurance	Non Reimb.	0.059	2.8	Timing of invoices.	0.031	0.3	Force Account Insurance associated with project activity.
	Reimb.	0.174	27.0	Force Account Insurance associated with project activity.	0.951	32.5	
Claims	Non Reimb.	(0.022)	(6.3)	Higher public liability expenses.	0.048	2.7	Lower indemnity payments.

TABLE 3

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

May 2015					Year-to-Date May 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	(0.212)	(3.8)	Primarily timing of vegetation management, uniforms and non-revenue vehicle repairs, partially offset by timing of elevator/escalator and joint facility payments.	4.447	15.9	Primarily timing of vegetation management, elevator/escalator maintenance, security and HVAC maintenance, partially offset by higher payments for joint facilities, non-revenue vehicle repairs and snow removal from yards.
	Reimb.	0.518	30.8	Primarily due to timing of project activity.	0.867	15.1	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.889	50.3	Primarily prior period accrual reversals, timing of MTA chargebacks and various other professional service contracts.	3.415	37.0	Timing of MTA chargebacks, homeless outreach expenses, prior period accrual reversals, outside counsel for the legal department, timing of advertising expenses and various other professional service contracts.
	Reimb.	(0.298)	*	Primarily due to timing of project activity.	(0.180)	(16.0)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(0.095)	(0.8)	Higher material usage related to overhaul of Belmont platform, partially offset by corporate inventory adjustment, lower material usage for MU Car Shop (Reliability Centered Maintenance program for M3 and C3 car body, M7 modifications drop sash window), lower material usage for Diesel Car Shop (delay RCM for 15 yr. engine overhaul and C3 lower voltage power supply), lower ground brush and M7 axles and bearing unit in Wheel Shop and delay in M7 propulsion.	3.786	6.7	Primarily due to lower material usage for MU Car Shop (Reliability Centered Maintenance program for M3 and C3 car body, M7 modifications drop sash window), lower material usage for Diesel Car Shop (delay RCM for 15 yr. engine overhaul and C3 lower voltage power supply), lower ground brush and M7 axles and bearing unit in Wheel Shop and delay in M7 propulsion and corporate inventory adjustments, partially offset by higher material usage related to Belmont platform overhaul.
	Reimb.	2.398	37.5	Primarily due to timing of project activity.	12.843	49.2	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

May 2015					Year-to-Date May 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.	(0.258)	(20.5)	Accounting adjustments to reclass IT expenses in order to clear IT accounts and match the payment from MTAHQ to the expense- April and May 2015 charges.	0.564	9.1	Lower expenses for employee recruitment and office supplies, partially offset by higher credit card fees and the timing of accounting adjustments to reclass IT expenses.
	Reimb.	(0.069)	*	Primarily due to timing project activity.	(0.541)	*	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.516	5.3	Certain assets have fully depreciated earlier than anticipated.	7.429	5.2	Certain assets have fully depreciated earlier than anticipated.
Other Post Employment Benefits	Non Reimb.	(0.194)	(3.2)	Revised actuarial assessment.	(0.376)	(1.2)	Revised actuarial assessment.

Table 4

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET CASH RECEIPTS and EXPENDITURES May 2015 (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$59.235	\$57.922	(\$1.313)	(2.2)	\$277.751	\$275.624	(\$2.127)	(0.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.163	4.654	0.491	11.8	16.766	23.831	7.065	42.1
Capital & Other Reimbursements	20.271	31.615	11.344	56.0	96.328	112.605	16.277	16.9
Total Receipts	\$83.669	\$94.190	\$10.521	12.6	\$390.845	\$412.060	\$21.215	5.4
Expenditures								
<i>Labor:</i>								
Payroll	\$48.964	\$58.387	(\$9.423)	(19.2)	\$244.889	\$250.221	(\$5.332)	(2.2)
Overtime	11.121	14.240	(3.119)	(28.0)	52.689	65.641	(12.952)	(24.6)
Health and Welfare	9.441	8.620	0.821	8.7	46.820	46.684	0.136	0.3
OPEB Current Payment	5.151	4.779	0.372	7.2	25.755	25.066	0.689	2.7
Pensions	17.248	17.247	0.001	0.0	86.240	58.427	27.813	32.3
Other Fringe Benefits	15.184	16.816	(1.632)	(10.7)	69.082	66.399	2.683	3.9
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$107.109	\$120.088	(\$12.979)	(12.1)	\$525.475	\$512.438	\$13.037	2.5
<i>Non-Labor:</i>								
Electric Power	\$8.285	\$7.825	\$0.460	5.5	\$43.516	\$42.637	\$0.879	2.0
Fuel	2.425	2.268	0.157	6.5	11.663	8.911	2.752	23.6
Insurance	0.038	1.644	(1.606)	*	14.455	13.447	1.008	7.0
Claims	0.219	0.073	0.146	66.5	1.095	0.403	0.692	63.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.288	5.767	1.521	20.9	33.643	32.182	1.461	4.3
Professional Service Contracts	1.220	2.400	(1.180)	(96.7)	8.917	9.546	(0.629)	(7.1)
Materials & Supplies	18.549	16.021	2.528	13.6	88.129	77.684	10.445	11.9
Other Business Expenses	1.268	1.037	0.231	18.2	6.255	6.246	0.009	0.1
Total Non-Labor Expenditures	\$39.292	\$37.036	\$2.256	5.7	\$207.673	\$191.056	\$16.617	8.0
<i>Other Expenditure Adjustments:</i>								
Other	\$1.875	\$1.723	\$0.152	8.1	\$9.375	\$7.699	\$1.676	17.9
Total Other Expenditure Adjustments	\$1.875	\$1.723	\$0.152	8.1	\$9.375	\$7.699	\$1.676	17.9
Total Expenditures	\$148.276	\$158.847	(\$10.571)	(7.1)	\$742.523	\$711.193	\$31.330	4.2
Cash Timing and Availability Adjustment	0.000	0.976	0.976	-	0.000	(0.344)	(0.344)	-
Net Cash Deficit (excludes opening balance)	(\$64.607)	(\$63.681)	\$0.926	1.4	(\$351.678)	(\$299.477)	\$52.201	14.8
Subsidies								
MTA	64.607	63.681	(0.926)	(1.4)	351.678	299.485	(52.193)	(14.8)

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	May 2015			Year-to-Date as of May 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(1.313)	(2.2)	Lower advance sales impact \$(3.154) and lower Metrocard/AirTrain sales \$(0.096), partially offset by higher ridership \$1.813 and higher yields \$0.124.	(2.127)	(0.8)	Lower advance sales impact \$(2.943) and lower Metrocard/AirTrain sales \$(1.008), partially offset by higher yields \$1.344 and higher ridership \$0.480.
Other Operating Revenue	0.491	11.8	Primarily due to the timing of intercompany receipts, partially offset by the timing of rental and freight revenue.	7.065	42.1	Primarily due to the timing of rental revenue and intercompany receipts, partially offset by the timing of freight revenue.
Capital and Other Reimbursements	11.344	56.0	Timing of activity and reimbursement for capital and other reimbursements.	16.277	16.9	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(9.423)	(19.2)	Primarily due to timing of retroactive wage payments.	(5.332)	(2.2)	Primarily due to the timing of the retroactive wage payments, partially offset by vacant positions.
Overtime	(3.119)	(28.0)	Primarily due to retroactive wage payments, higher project overtime, maintenance and vacancy/absentee coverage, partially offset by lower scheduled and unscheduled service overtime.	(12.952)	(24.6)	Primarily due to higher weather-related overtime, retroactive wage payments, project overtime, vacancy/absentee coverage and maintenance overtime, partially offset by lower scheduled/unscheduled service.
Health and Welfare	0.821	8.7	Primarily due to timing of payments and vacant positions.	0.136	0.3	Primarily due to vacant positions, partially offset by timing of payments.
OPEB Current Payment	0.372	7.2	Primarily due to fewer retirees/beneficiaries and timing of payments.	0.689	2.7	Primarily due to fewer retirees/beneficiaries, partially offset by the timing of payments.
Pensions	0.001	0.0		27.813	32.3	Primarily due to accelerated December 2014 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	May 2015			Year-to-Date as of May 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(1.632)	(10.7)	Primarily higher Railroad Retirement payments due to the timing of retroactive wage payments, partially offset by the timing of FELA payments.	2.683	3.9	Primarily the timing of FELA payments, partially offset by higher payments for meals.
Non-Labor:						
Electric Power	0.460	5.5	Primarily due to lower consumption, partially offset by the timing of payments and higher rates.	0.879	2.0	Primarily due to lower rates and wayside, partially offset by higher consumption and the timing of payments.
Fuel	0.157	6.5	Primarily due to lower rates, partially offset by the timing of payments.	2.752	23.6	Primarily due to lower rates, partially offset by the timing of payments.
Insurance	(1.606)	*	Timing of insurance premium payments.	1.008	7.0	Timing of insurance premium payments.
Claims	0.146	66.5	Timing of payment for claims.	0.692	63.2	Timing of payment for claims.
Maintenance and Other Operating Contracts	1.521	20.9	Timing of payments.	1.461	4.3	Timing of payments.
Professional Service Contracts	(1.180)	(96.7)	Primarily IT consulting service payments which will be reimbursed in future months.	(0.629)	(7.1)	Primarily IT consulting service payments which have yet to be reimbursed, partially offset by the timing of payments for MTA Chargeback services and other consulting services.
Materials and Supplies	2.528	13.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.	10.445	11.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.231	18.2	Timing of payments.	0.009	0.1	Timing of payments.
Other Expenditure Adjustments	0.152	8.1	Lower Metrocard/AirTrain pass through payments.	1.676	17.9	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
May 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$1.875	(\$1.375)	(\$3.250)	*	\$9.375	\$5.423	(\$3.952)	(42.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.669)	(0.114)	0.555	82.9	(3.242)	3.684	6.926	*
Capital & Other Reimbursements	(8.127)	2.332	10.459	*	(31.778)	(15.620)	16.158	50.8
Total Receipts	(\$6.921)	\$0.842	\$7.763	*	(\$25.645)	(\$6.513)	\$19.132	74.6
Expenditures								
<i>Labor:</i>								
Payroll	\$1.611	(\$8.923)	(\$10.534)	*	\$4.421	(\$8.498)	(\$12.919)	*
Overtime	(0.639)	(2.818)	(2.179)	*	(1.172)	(2.385)	(1.213)	*
Health and Welfare	0.000	0.629	0.629	-	0.001	(0.790)	(0.791)	*
OPEB Current Payment	0.000	(0.200)	(0.200)	-	0.000	(1.575)	(1.575)	-
Pensions	0.000	0.001	0.001	-	0.000	27.813	27.813	-
Other Fringe Benefits	(1.974)	(2.846)	(0.872)	(44.2)	(2.330)	0.286	2.616	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$1.002)	(\$14.156)	(\$13.154)	*	\$0.920	\$14.851	\$13.931	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.160	\$0.160	-	\$0.000	(\$0.670)	(\$0.670)	-
Fuel	0.000	(0.644)	(0.644)	-	0.000	(0.749)	(0.749)	-
Insurance	2.704	0.865	(1.839)	(68.0)	(1.380)	(1.354)	0.026	1.9
Claims	0.133	0.301	0.168	*	0.665	1.309	0.644	96.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.001	1.216	1.215	*	0.000	(3.854)	(3.854)	-
Professional Service Contracts	0.741	(1.030)	(1.771)	*	1.451	(2.413)	(3.864)	*
Materials & Supplies	(0.768)	(0.543)	0.225	29.3	(5.532)	(11.716)	(6.184)	*
Other Business Expenses	0.000	0.557	0.557	-	0.159	0.145	(0.014)	(8.8)
Total Non-Labor Expenditures	\$2.811	\$0.882	(\$1.929)	(68.6)	(\$4.637)	(\$19.301)	(\$14.664)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.875)	(\$1.723)	\$0.152	8.1	(\$9.375)	(\$7.699)	\$1.676	17.9
Total Other Expenditure Adjustments	(\$1.875)	(\$1.723)	\$0.152	8.1	(\$9.375)	(\$7.699)	\$1.676	17.9
Total Expenditures before Depreciation	(\$0.066)	(\$14.998)	(\$14.932)	*	(\$13.092)	(\$12.150)	\$0.942	7.2
Depreciation Adjustment	\$28.611	\$27.095	(\$1.516)	(5.3)	\$143.055	\$135.626	(\$7.429)	(5.2)
Other Post Employment Benefits	6.161	6.355	0.194	3.2	30.805	31.181	0.376	1.2
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.835	0.833	(0.002)	(0.2)
Total Expenditures	\$34.873	\$18.619	(\$16.254)	(46.6)	\$161.603	\$155.490	(\$6.113)	(3.8)
Cash Timing and Availability Adjustment	0.000	0.976	0.976	-	0.000	(0.344)	(0.344)	-
Total Cash Conversion Adjustments	\$27.952	\$20.437	(\$7.515)	(26.9)	\$135.958	\$148.633	\$12.675	9.3

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

	May 2015						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	32,095	\$1.864	28,950	\$1.679	3,146 9.8%	\$0.185 9.9%	172,329	\$9.947	160,832	\$9.273	11,497 6.7%	\$0.674 6.8%
<u>Unscheduled Service</u>	15,458	\$0.915	10,114	\$0.336	5,344 34.6%	\$0.579 63.3%	73,403	\$4.326	42,657	\$1.706	30,745 41.9%	\$2.621 60.6%
<u>Programmatic/Routine Maintenance</u>	49,868	\$2.719	55,523	\$3.037	(5,655) -11.3%	(\$0.319) -11.7%	233,240	\$12.633	263,304	\$14.356	(30,064) -12.9%	(\$1.723) -13.6%
<u>Unscheduled Maintenance</u>	494	\$0.028	610	\$0.035	(116) -23.5%	(\$0.007) -23.5%	2,694	\$0.155	5,325	\$0.306	(2,631) -97.6%	(\$0.151) -97.7%
<u>Vacancy/Absentee Coverage</u>	44,518	\$2.456	48,679	\$2.691	(4,160) -9.3%	(\$0.235) -9.6%	195,518	\$10.796	244,182	\$13.635	(48,663) -24.9%	(\$2.839) -26.3%
<u>Weather Emergencies</u>	4,022	\$0.241	136	\$0.008	3,886 96.6%	\$0.233 96.7%	75,687	\$4.329	177,256	\$10.142	(101,570) *	(\$5.813) *
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	1,701	\$0.094	1,640	\$0.525	61 3.6%	(\$0.431) *	8,500	\$0.468	9,372	\$1.678	(873) -10.3%	(\$1.211) *
NON-REIMBURSABLE OVERTIME	148,157	\$8.318	145,651	\$8.311	2,506 1.7%	\$0.007 0.1%	761,370	\$42.654	902,928	\$51.096	(141,558) -18.6%	(\$8.442) -19.8%
REIMBURSABLE OVERTIME	39,606	\$2.164	53,076	\$3.110	(13,470) -34.0%	(\$0.946) -43.7%	160,504	\$8.863	201,013	\$12.160	(40,508) -25.2%	(\$3.297) -37.2%
TOTAL OVERTIME	187,763	\$10.482	198,727	\$11.422	(10,964) -5.8%	(\$0.940) -9.0%	921,874	\$51.517	1,103,941	\$63.256	(182,067) -19.7%	(\$11.739) -22.8%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

	May 2015			May Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	\$	Explanations	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	3,146	\$0.185	Lower than anticipated holiday overtime within Maintenance of Equipment and Transportation.	11,497	\$0.674	Lower than anticipated holiday overtime within Maintenance of Equipment and Transportation.
	9.8%	9.9%		6.7%	6.8%	
<u>Unscheduled Service</u>	5,344	\$0.579	Less than forecast overtime needed to maintain On-Time Performance.	30,745	\$2.621	Less than forecast overtime needed to maintain On-Time Performance.
	34.6%	63.3%		41.9%	60.6%	
<u>Programmatic/Routine Maintenance</u>	(5,655)	(\$0.319)	Attributed to Belmont park high level platform, timber installation, frog/guard rail installation, high rail track inspections, increase in Sperry activity and hand tie installations.	(30,064)	(\$1.723)	Attributed to an increase in Sperry activity, boutet welding in field, timber installation, frog/guard rail installation, high rail track inspections, hand tie installation, storm protection, replacement of concrete ties and Belmont park high level platform replacement.
	-11.3%	-11.7%		-12.9%	-13.6%	
<u>Unscheduled Maintenance</u>	(116)	(\$0.007)	Attributed to system wide emergencies and derailments this operating period.	(2,631)	(\$0.151)	Attributed to an increase in emergencies system wide as well as New York & Atlantic Railway derailment at Wyandanch and West Side Yard derailment.
	-23.5%	-23.5%		-97.6%	-97.7%	
<u>Vacancy/Absentee Coverage</u>	(4,160)	(\$0.235)	Primarily due to open jobs in Maintenance of Equipment. There are an average of 45.6 open jobs in this department.	(48,663)	(\$2.839)	Primarily due to open jobs in Maintenance of Equipment. There are an average of 47.6 open jobs in this department. Availability in Maintenance of Equipment, Transportation, Stations are unfavorable to budget.
	-9.3%	-9.6%		-24.9%	-26.3%	
<u>Weather Emergencies</u>	3,886	\$0.233	Lower than budgeted weather related expenses.	(101,570)	(\$5.813)	Higher than budgeted weather related expenses.
	96.6%	96.7%		*	*	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	61	(\$0.431)	Due to contractual back pay for BLE, double time impact and higher rated crafts.	(873)	(\$1.211)	Due to contractual back pay for BLE, double time impact and higher rated crafts.
	3.6%	*		-10.3%	*	
NON-REIMBURSABLE OVERTIME	2,506	\$0.007		(141,558)	(\$8.442)	
	1.7%	0.1%		-18.6%	-19.8%	
REIMBURSABLE OVERTIME	(13,470)	(\$0.946)	Over-run attributed to 2015 annual track program, Massapequa pocket track, Atlantic half ties, latest project schedule for East Rail Yard, East Side Access and timing of reimbursable chargebacks.	(40,508)	(\$3.297)	Over-run attributed to 2015 annual track program, Massapequa pocket track, Atlantic half ties, latest project schedule for Positive train control, East Rail Yard, East Side Access and timing of reimbursable chargebacks.
	-34.0%	-43.7%		-25.2%	-37.2%	
TOTAL OVERTIME	(10,964)	(\$0.940)		(182,067)	(\$11.739)	
	-5.8%	-9.0%		-19.7%	-22.8%	

* Exceeds 100%

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

			Favorable/ (Unfavorable)
	Budget	Actual	Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	83	83	0
Human Resources	32	30	2
Sr VP Administration	2	1	1
Strategic Investments	34	29	5
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	41	5
Management & Budget	21	19	2
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	38	35	3
Market Dev. & Public Affairs	70	67	3
Gen. Counsel & Secretary	31	30	1
Diversity Management	2	2	0
Security	13	13	0
System Safety	36	23	13
Training	60	59	1
Service Planning	23	22	1
Sr. VP Operations	2	2	-
Total Administration	532	493	39
Operations			
Train Operations	2,119	2,101	18
Customer Services	301	291	10
Total Operations	2,420	2,392	28
Maintenance			
Engineering	1,862	1,811	51
Equipment	2,124	2,048	76
Procurement (Stores)	93	94	(1)
Total Maintenance	4,079	3,953	126
Engineering/Capital			
Department of Project Management	134	123	11
Total Engineering/Capital	134	123	11
Baseline Total Positions	7,165	6,961	204
<i>Non-Reimbursable</i>	6,072	6,069	3
<i>Reimbursable</i>	1,093	892	201
Total Full-Time	7,165	6,961	204
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

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

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 3 positions due to vacant positions in the Equipment and Train Service Departments along with vacancies company-wide, partially offset by Engineering workforce working on maintenance activity instead of project activity.
REIMBURSABLE POSITIONS - Favorable 201 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 MAY 2015

	<u>Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	319	277	42
Professional, Technical, Clerical	213	216	(3)
Operational Hourlies			-
Total Administration	532	493	39
Operations			
Managers/Supervisors	304	291	13
Professional, Technical, Clerical	188	194	(6)
Operational Hourlies	1,928	1,907	21
Total Operations	2,420	2,392	28
Maintenance			
Managers/Supervisors	782	706	76
Professional, Technical, Clerical	287	279	8
Operational Hourlies	3,010	2,968	42
Total Maintenance	4,079	3,953	126
Engineering/Capital			
Managers/Supervisors	93	86	7
Professional, Technical, Clerical	41	37	4
Operational Hourlies	-	-	-
Total Engineering/Capital	134	123	11
Total Positions			
Managers/Supervisors	1,498	1,360	138
Professional, Technical, Clerical	729	726	3
Operational Hourlies	4,938	4,875	63
Total Positions	7,165	6,961	204

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

RIDERSHIP	May 2015				Year-to-Date May 2015			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.813	3.884	0.072	1.9%	19.567	19.655	0.088	0.4%
Weekly	0.149	0.152	0.003	1.9%	0.767	0.763	(0.004)	-0.5%
Total Commutation	3.962	4.037	0.075	1.9%	20.334	20.418	0.084	0.4%
One-Way Full Fare	0.704	0.739	0.035	5.0%	3.236	3.235	(0.002)	0.0%
One-Way Off-Peak	1.525	1.582	0.057	3.7%	6.908	6.736	(0.172)	-2.5%
All Other	0.849	0.905	0.055	6.5%	3.926	4.077	0.151	3.9%
Total Non-Commutation	3.078	3.226	0.148	4.8%	14.070	14.048	(0.022)	-0.2%
Total	7.040	7.263	0.223	3.2%	34.404	34.466	0.062	0.2%

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

		MONTH			VARIANCE	
		Actual 2015	Adopted Budget	Actual 2014	vs. Budget	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	51.4%	46.6%	49.2%	4.8%	2.2%
	Adjusted ⁽²⁾	62.8%	57.4%	60.7%	5.4%	2.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.96	\$17.56	\$15.68	\$1.60	(\$0.28)
	Adjusted ⁽²⁾	\$14.05	\$15.38	\$13.70	\$1.33	(\$0.35)
Passenger Revenue/Passenger ⁽³⁾		\$8.21	\$8.19	\$7.72	\$0.02	\$0.49
		YEAR-TO-DATE			VARIANCE	
		Actual 2015	Adopted Budget	Actual 2014	vs. Budget	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	47.3%	44.0%	46.9%	3.3%	0.4%
	Adjusted ⁽²⁾	57.7%	53.9%	57.8%	3.8%	-0.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.65	\$17.80	\$16.35	\$1.15	(\$0.31)
	Adjusted ⁽²⁾	\$14.60	\$15.56	\$14.20	\$0.96	(\$0.39)
Passenger Revenue/Passenger ⁽³⁾		\$7.87	\$7.83	\$7.66	\$0.04	\$0.21

(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

MAY 2015

MAY 2015 RIDERSHIP & REVENUE REPORT
MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

May Ridership and Revenue (millions)

	May 2015	% Change vs. 2014
Total Rail Ridership	7.263	+ 2.4% ▲
Commutation Ridership	4.037	+ 2.1% ▲
Non-Commutation Ridership	3.226	+ 2.8% ▲
Rail Revenue	\$59.3	+ 6.5% ▲

Key Factors Impacting May Ridership

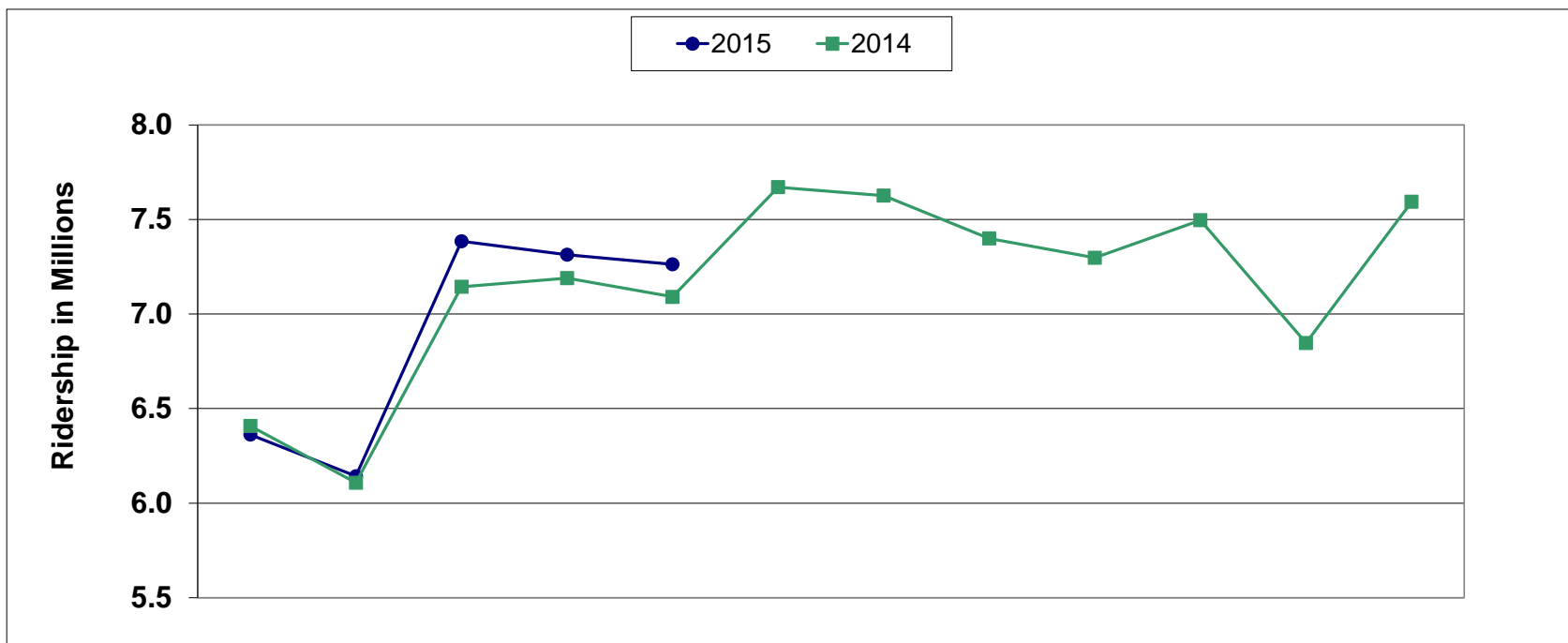
In May 2015, total ridership experienced an increase of +2.4% compared to last year. Both Commutation and Non-Commutation markets showed ridership increases, +2.1% and +2.8%, respectively. Some of the factors that influenced ridership comparisons favorably are: strong Memorial Day weekend travel; additional concerts this May in Forest Hills (The Who, Ed Sheeran) brought approximately 20,000 new ridership; and improved weather conditions (warmer temperatures and less rain occurring this May). Also, this year's NY Rangers playoff games contributed to new ridership compared to last year, while May's Leisure Travel overall ridership increased 8.4% compared to last year.

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

	May 2015	% Change vs. 2014	Comparison to Budget
Total Rail Ridership	34.466	+ 1.5% ▲	+ 0.2% ▲
Commutation Ridership	20.418	+ 1.5% ▲	+ 0.4% ▲
Non-Commutation Ridership	14.048	+ 1.7% ▲	- 0.2% ▼
Rail Revenue	\$270.2	+ 3.8% ▲	+ 0.7% ▲

MAY RIDERSHIP

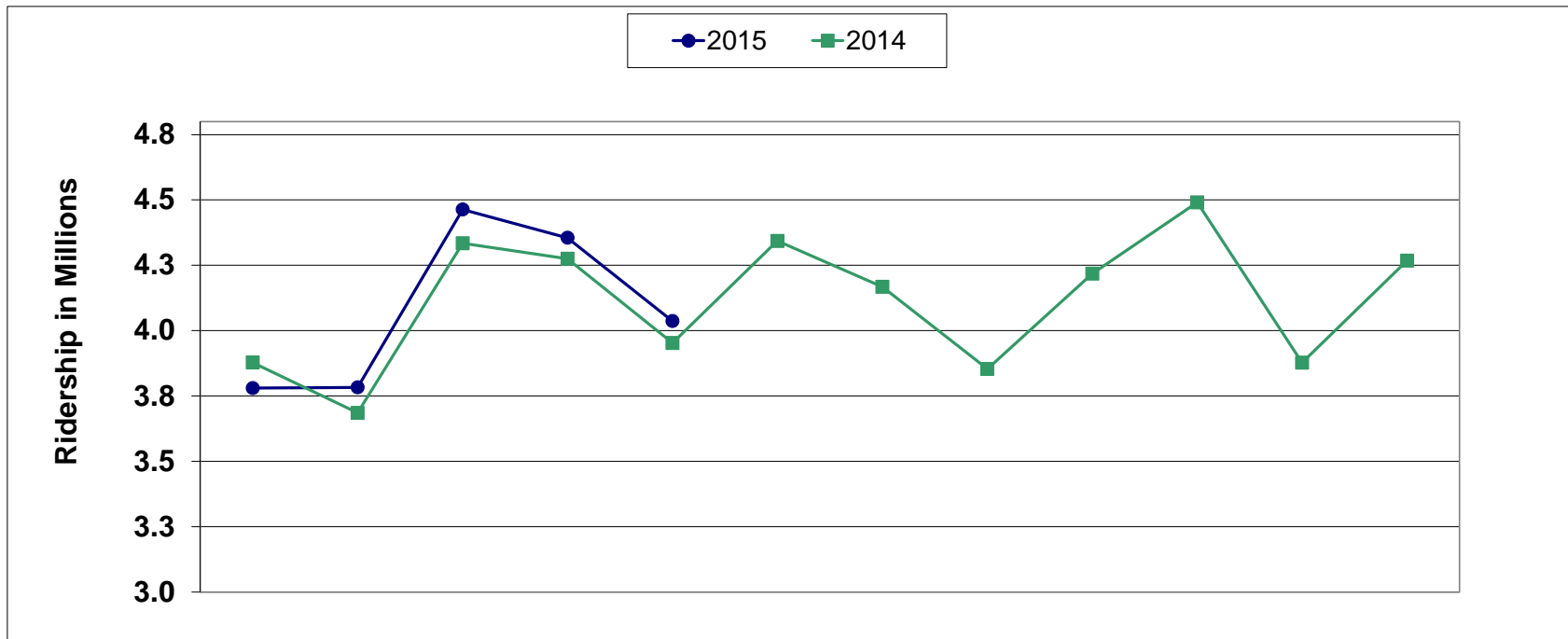
- May's Total Ridership was 2.4% above '14 and 3.2% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.4	6.1	7.4	7.3	7.3								34.5
2014	6.4	6.1	7.1	7.2	7.1	7.7	7.6	7.4	7.3	7.5	6.8	7.6	33.9
PCT CHG.	-0.7%	0.6%	3.4%	1.7%	2.4%								1.5%

MAY COMMUTATION RIDERSHIP

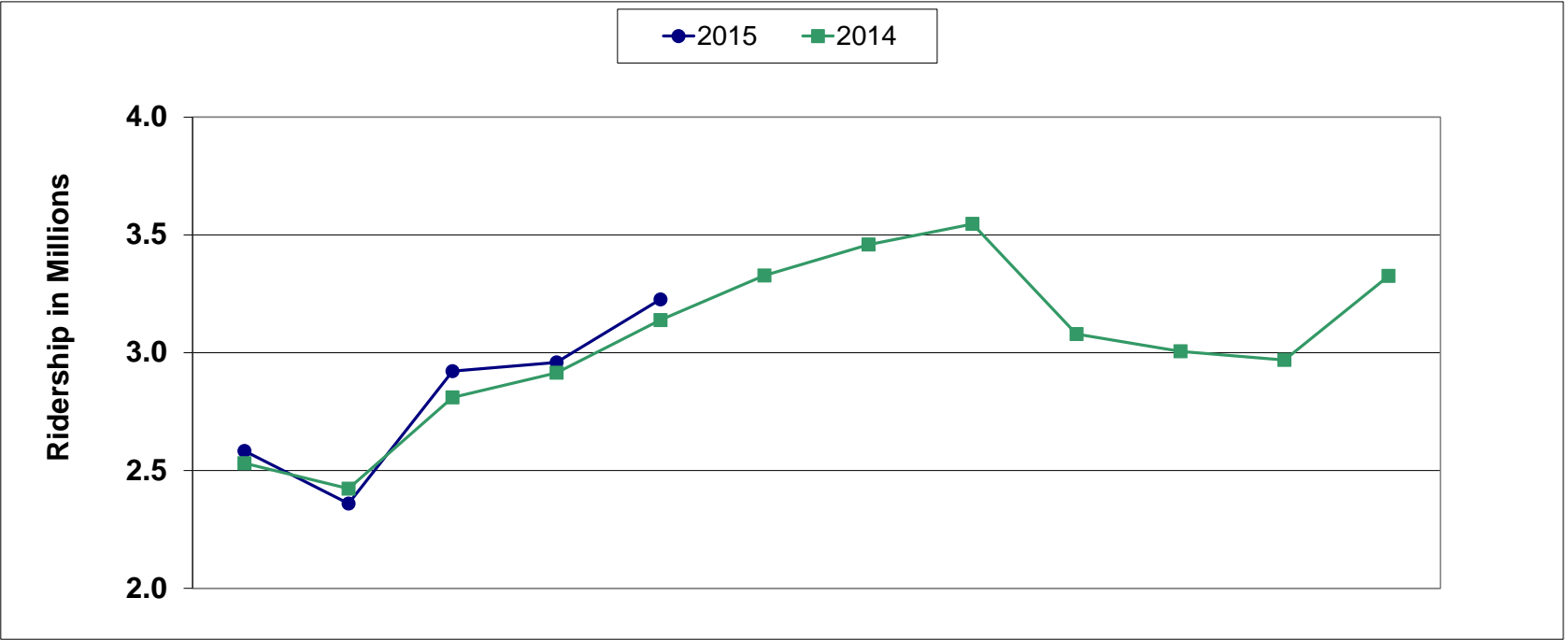
- May's Commutation Ridership was 2.1% above '14 and 1.9% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.8	3.8	4.5	4.4	4.0								20.4
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	20.1
PCT CHG.	-2.5%	2.7%	3.0%	1.9%	2.1%								1.5%

MAY NON-COMMUTATION RIDERSHIP

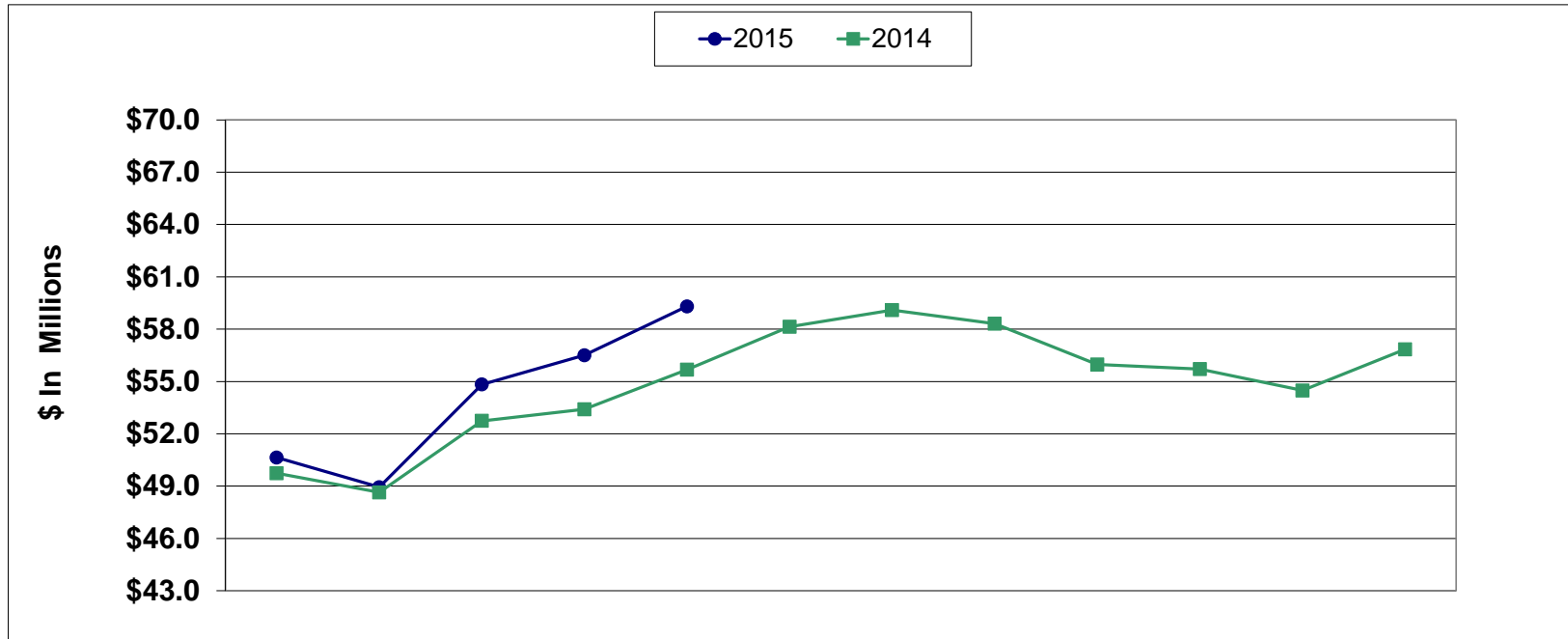
•May's Non-Commutation Ridership was 2.8% above '14 and 4.8% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.4	2.9	3.0	3.2								14.0
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	13.8
PCT CHG.	2.1%	-2.6%	4.0%	1.5%	2.8%								1.7%

MAY REVENUE

- May's Total Revenue was 6.5% above '14 and 3.4% 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	\$56.5	\$59.3								\$270.2
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	\$260.2
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%								3.8%

*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	MAY 2015	MAY 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,036,529	3,952,429	84,100	2.1%
NON-COMMUTATION RIDERSHIP	3,226,126	3,138,202	87,924	2.8%
TOTAL RIDERSHIP	7,262,655	7,090,631	172,024	2.4%

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

TICKET TYPE/SERVICE	MAY 2015	MAY 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	20,417,858	20,125,039	292,819	1.5%
NON-COMMUTATION RIDERSHIP	14,047,717	13,815,833	231,884	1.7%
TOTAL RIDERSHIP	34,465,575	33,940,872	524,703	1.5%

* 2014 ridership numbers were adjusted using 2015 factors.



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

HIGHLIGHTS

PN-BC,TW: COLONIAL ROAD IMPROVEMENTS

Project Budget: \$45.20M

Milestone: Bridge Demolished

Colonial Road Bridge, a 115-year old steel bridge spanning a busy segment of LIRR tracks in the Village of Thomaston on the Port Washington Branch, was removed over the weekend of June 20-21. Buses replaced the trains between the Port Washington and Great Neck Stations. Service on the Port Washington Branch was reduced from half hourly to hourly during the weekend. The LIRR took advantage of the service changes to perform track maintenance work along the right-of-way in Plandome, Manhasset, and Port Washington. The Colonial Road Improvements project includes a new bridge, upgraded drainage at track level, and an extension to the existing Pocket Track.

PN-UB: MASSAPEQUA STATION PLATFORM

Project Budget: \$20.52M

Milestone: Beneficial Use

The final phase of platform reconstruction at Massapequa Station in Nassau County on the Babylon Branch is complete. The 12-car center island platform, canopy, platform waiting room, and stairs were replaced. Work included installation of an elevator and an escalator, new lighting, communication and security systems, and drainage. The west pedestrian walkway and the 2 underpasses were rehabilitated, and the Broadway Bridge Overpass was painted as part of the overall project scope.

PN-LB: SIGNAL NORMAL REPLACEMENT PROGRAM [SOGR]

Project Budget: \$15.00M

Milestone: Beneficial Use

Selected signal system equipment throughout entire system has been replaced as part of the efforts to renew and upgrade the existing signal equipment. Signal components included 80 Batteries, 59 switch machines, 29 signal position lights, 79,000 LF of signal cable, 8 equipment cases, 30 relays, 20 crossing gate mechanisms, and associated electrical components. Replacement of the signal system equipment ensures the continued safety and efficient operation of trains.

PN-AA: HILLSIDE SUBSTATION REPLACEMENT [SOGR]

Project Budget: \$25.52M

Milestone: Beneficial Use for Hillside Substation

Replacement of the existing Hillside substation with a new prefabricated modular building is complete. The modular building houses new AC and DC switchgear, rectifiers, control cabinets, and associated equipment. New transformers were installed outside the modular building. The remaining project work, replacement of the substation at Kew Gardens, is planned for completion in August. This project will maintain a state of good repair, improve service reliability through reduction of equipment failures, and will facilitate LIRR's efforts to meet future service demands.

PN-TL: RIGHT OF WAY FENCING

Project Budget: \$8.00M

Milestone: Beneficial Use

Over 38,000 LF of High Security Fencing [HSF] has been installed in selected locations systemwide. The project work included installation of fence posts and supporting concrete bases, fence panels, hardware, and gates where specified. This project is critical to the Railroad's security efforts to deter trespassers, minimize debris strikes on LIRR property, and protect our passengers and our assets.

PN-FV: LYNBROOK STATION IMPROVEMENTS**PN-FW: STEWART MANOR STATION IMPROVEMENTS**

Project Budgets: Lynbrook \$3.68M; Stewart Manor \$2.07M

Milestone: Contract Award

A Design Contract for Stations Improvements at Lynbrook and Stewart Manor was awarded to AECOM USA for \$371,054. Lynbrook Station on the Long Beach Branch and Stewart Manor Station on the West Hempstead Branch are both above-grade stations with 10-car platforms. Lynbrook renovation work includes rehabilitation of the two platform waiting rooms and the platform stair enclosures, replacement of the platform canopies, and installation of CCTV cameras. Stewart Manor rehabilitation includes improvements to the station building; reconfiguration of the space for ADA accessibility to rest rooms and the waiting area; as well as new lighting and signage. Stewart Manor work also includes rehabilitation of the pedestrian underpass to provide new wall and ceiling finishes and lighting. Design Completion is planned for early 2016.

SANDY PROJECTS**PN-ZE: SUBSTATION REPLACEMENTS [SANDY]**

Project Budget: \$56.63M

Milestone: Oceanside Substation Replacement

As part of the Long Beach Substations Replacement project, the Oceanside traction power substation was replaced. The next two phases of the project scope are progressing. Replacement of the substation at Oil City is scheduled for completion in the fall of next year, and Preliminary Design for a new substation at Long Beach has been completed. This project is part of the LIRR's infrastructure rehabilitation and replacement to ensure long term operational flexibility and service reliability in those parts of the railroad that were heaviest hit by Superstorm Sandy.

PN-ZB: WRECK LEAD BRIDGE SYSTEMS RESTORATION [SANDY]

Project Budget: \$12.64M

Milestone: Preliminary Design Completion

Preliminary Design for replacement of the systems cable crossing over and underneath the Wreck Lead Bridge is complete. Wreck Lead Bridge is a single track bascule bridge crossing Reynolds Channel critical to servicing the Long Beach Branch. Project work includes replacement of the underwater cables, electric components on the bridge, and the emergency generator which was commissioned this month. Infrastructure replacement and rehabilitation is crucial to maintaining service and on-time performance along the branch. LIRR Force Account activities are ongoing and Design-Build Construction is planned to commence in the 1st Quarter 2016.

PN-ZM: 1ST AVENUE SUBSTATION RESTORATION [SANDY]

Project Budget: \$8.43M

Milestone: Design Completion

Design is complete for the restoration work at the 1st Avenue Substation in Manhattan. The work includes replacing two AC switchgears and associated equipment for the traction power substation that had been affected by salt water intrusion. Demolition and removal of the existing switchgears will be sequenced such that third rail power will be continuously maintained to the four East River Tunnels during the substation restoration. This project will also incorporate integrated resiliency work including hardening of splice connections and termination points to resist water infiltration, and raising the AC switchgear concrete foundation. Project Beneficial Use is planned for Summer 2016.

MENTORING ACTIVITIES

- Woodside / Merrick Elevator Replacement: Site work at Woodside and Merrick continued.
- Sandy Roof Replacement [Hillside] and Shelter Shed Replacement [Westbury]: Work commenced.
- Long Beach Branch Equipment Platforms: Phase 1 Submittals continued.
- Hillside Support Facility HVAC / Fire Alarm: Submittals continued.
- Hillside Support Facility Building 2 Roof Replacement and Lightning Protection: Procurement continued.
- Hillside Simulator Building Roof Replacement and Lightning Protection: Procurement continued.
- Hicksville Siding Electrical Ductbank: Procurement continued.
- Suffolk Paving: Procurement continued.
- Nassau, Queens, and Brooklyn Paving: Procurement continued.
- New ADA Railings at Flushing Main Street: Procurement continued.
- Improvements to Babylon Employee Facility: Procurement continued.
- Mineola Overpass Painting: Procurement continued.
- DPM Office Fit-out at Hillside: Procurement continued.

2015 LIRR Capital Program Goals

Master Page # 103 of 103 - Long Island Committee Meeting 7/20/2015

