



Metropolitan Transportation Authority

Long Island Committee Meeting

December 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 Rail Road Committee Meeting

2 Broadway,
20th Floor Board Room
New York, New York
Monday, 12/14/2015
9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - November 16, 2015

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3. 2015 WORK PLAN

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4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

b. MTA Capital Construction Report

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c. MTA Police Report

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5. INFORMATION ITEMS

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a. Diversity/EEO Report - 3Q 2015

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b. 2016 Proposed Committee Work Plan

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iii. Ratifications (No Items)

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i. Non-Competitive (No Items)

ii. Competitive (No Items)

iii. Ratifications

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f. Ridership

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g. Capital Program

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Date of Next Meeting: Monday, January 25, 2016 at 9:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, November 16, 2015**

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

The following members were present:

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

The following members were not present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Jeffrey A. Kay
Hon. Charles G. Moerdler
Hon. Vincent Tessitore, Jr.

Representing Long Island Rail Road: Patrick A. Nowakowski, Dave J. Kubicek, Bruce R. Pohlott, Loretta Ebbighausen, Dennis Mahon, Mark Young, Richard Oakley

Representing MTA Capital Construction Company: Evan Eisland, David Cannon, William Goodrich

Representing MTA Police: Michael Coan

The members of the Long Island Rail Road Committee met jointly with the members of the Metro-North Committee. LIRR Committee Chairman Mitchell H. Pally called the joint meeting to order. In addition to LIRR President Patrick A. Nowakowski and the LIRR staff noted above, Metro-North President Joseph J. Giuletti and members of his staff attended the joint committee meeting. The minutes of the Metro-North Committee meeting of November 16, 2015 should be consulted for matters addressed at the joint committee meeting relating to Metro-North.

PUBLIC COMMENT

There were three public speakers. Randy Glucksman spoke about Metro-North's Rockland County service and the Amtrak North River Tunnels. Orrin Getz spoke about a reduction in late night service affecting Rockland County commuters and MTA's involvement with the Gateway Project. Murray Bodin noted positive changes in the organization.

APPROVAL OF MINUTES AND 2015 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the October 23, 2015 Long Island Committee Meeting. President Nowakowski stated that due to the September Positive Train Control ("PTC") presentation and the extension of the 2015 deadline, the next PTC update will be provided in 2016. He also stated that the Work Plans for LIRR and Metro-North are depicted differently in the Committee books and that both railroads will work together to correct this issue.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported that in connection with the East Side Access Project ("ESA"), the second of six cut-overs at Harold Interlocking was completed the previous weekend, and that the operation was completed successfully. He commended LIRR Transportation and ESA employees for their efforts.

President Nowakowski reported that the M-9 Rail Car presentation will be presented at today's Capital Project Oversight Committee ("CPOC") meeting.

President Nowakowski reported that LIRR continues to experience ridership growth. October ridership increased 2.5% compared to 2014.

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen provided the September 2015 Safety Report. Through the end of September, employee injuries declined 12%; FRA reportable injuries declined 13%; lost time injuries declined 8%; and customer injuries declined 20%. Employee and customer slips, trips and falls continue to be the greatest cause of injury.

Reporting on LIRR's Community Outreach Program, Ms. Ebbighausen stated that in collaboration with the MTA Police Department ("MTAPD"), LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations have now reached approximately 68,000 young people and adults.

Ms. Ebbighausen also reported that on November 17, from 7:30 a.m. to 8:30 p.m., LIRR is partnering with Amtrak and New Jersey Transit to implement their first joint customer safety campaign at Penn Station, featuring the tag line, "Let's Travel Together Safely." A "z-card"

navigation map that helps customers navigate throughout the MTA system will be distributed to the public throughout the day. The map also features safety messages to aid customers.

There was discussion between Chief Safety Officer Ebbighausen and Board Member Greenberg regarding LIRR's Close Call Reporting System and the reporting of related data as the programs expands throughout the LIRR system.

MTA CAPITAL CONSTRUCTION

The East Side Access Project Executive Vice President and Senior Program Executive William Goodrich reported progress on the East Side Access Project.

The Manhattan South Structures (CM005) contract is progressing well. The final section of the lower walls in the Grand Central Terminal West Cavern is expected to be completed in November. The Manhattan North Structures (CM006) contract is progressing. Rebar installation is in progress on the upper level in the East Cavern and on the mezzanine level in the West Cavern. The Grand Central Terminal Station Caverns and Track (CM007) contract is currently in procurement in the negotiations phase and the plan is to bring to present it to the board for approval in January.

On November 10th, a ground breaking ceremony was held to celebrate the emergence of the ESA Project into Grand Central Terminal. The Presidents of MTA Capital Construction, Long Island Rail Road, and Metro-North Railroad attended the event, as well as representatives of many news outlets.

On November 4th, Dr. Horodniceanu led two press tours through the East Side Access Project. Nearly 100 national and international journalists and media members attended. In addition, a tour of the Harold Interlocking area is planned for elected officials on November 20th and a tour of the project for interested Board members is scheduled for or November 23rd.

MTA POLICE DEPARTMENT

Chief Coan reported that year-to-date, system-wide crime is down 15%; there is a decrease in crime for October of 19%; and a 42% year-to-date system-wide decrease in robberies.

Chief Coan reported that MTAPD is continuing its grade crossing initiatives. Year-to-date 1,680 summonses have been issued, 455 of those for grade crossing infractions; over 5,000 educational pamphlets have been distributed at those grade crossings.

As a result of the recent events in Paris, Chief Coan reported that MTAPD is monitoring events overseas. MTAPD deployment has increased and MTAPD is coordinating its security efforts with the New York State Police, the New York City Police Department ("NYPD"), the Amtrak Police Department and the National Guard. MTAPD is also working with the Joint Terrorism Task Force, NYPD Intelligence Units and Homeland Security regarding security communications.

MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS

The following information items were on the agenda:

Joint Item:

- Bi-Annual Report on M-9 Procurement

LIRR Items:

- Review of Committee Charter
- LIRR 2015 Customer Satisfaction Survey
- East Side Access Readiness Projects Update
- 2015 Holiday Schedule

President Nowakowski reported that the Joint Bi-Annual Report on M-9 Procurement will be presented at today's CPOC meeting.

Chairman Pally reported that there are no changes to the LIRR Committee Charter.

President Nowakowski reported on the 2015 Customer Satisfaction Survey. He stated that LIRR experienced a two point decline in overall customer satisfaction. There was discussion among Chairman Pally, President Nowakowski, Board Member Jonathan A. Ballan, Board Member Norman A. Brown and Board Member Neal Zuckerman regarding the areas affecting customer satisfaction, including the fare increases and perceptions of value, on-board and restroom conditions, station parking availability and various branch service constrictions. President Nowakowski stated that LIRR will continue to monitor ridership growth and focus on possible operational changes. Regarding branch service constrictions, President Nowakowski stated that due to the East River Tunnel, LIRR has limited ability to add service to various branches during peak hours and that the proposed addition of Main Line Third Track was previously opposed by local municipalities. President Nowakowski stated that he will report back to the Committee regarding LIRR's actions implemented to address areas of customer concern.

President Nowakowski reported that the Holiday Schedule includes increased service on Thanksgiving Eve, for the Thanksgiving Day Parade, on Christmas Eve and Christmas Day, and on New Year's Eve and New Year's Day.

Richard Oakley, LIRR's Chief Program Officer, presented LIRR's ESA Readiness Projects Update. Currently there are several infrastructure investments being made to support ESA throughout the LIRR system. The five major ESA support projects have a total budget of \$455.2M with all phases of work to be completed prior to ESA opening day. Jamaica Capacity Improvements will provide the added capacity supporting new track work and a platform south of Jamaica Station, including realignment of the Johnson Avenue Train Yard. This work will be

performed under a design-build contract. The new pocket track and switches between the Massapequa and Massapequa Park Stations were installed this year. The design and procurement of the signal equipment will be completed with the first delivery of equipment, expected mid-2016. It is anticipated that the work will be completed before the end of 2017. Installation of the new Colonial Road Bridge was completed during the weekends of August 22-23 and September 26-27. Construction of the Great Neck Pocket Track extension will commence Spring 2016. The installation of the signal system is scheduled to commence in November 2017 and expected to be completed by the end of 2018. LIRR is resuming discussions with the Town of North Hempstead to extend the track at Port Washington Yard with minimal impact on station parking. Preliminary design of the new Mid-Suffolk Yard in Ronkonkoma is scheduled to be completed by January 2016, with the design-build contract to be awarded by November 2016 and construction work to be completed by the 4th Quarter of 2019.

Further details of the ESA Readiness Project are contained in the reports filed with the records of the meeting.

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 records of this meeting.

Competitive:

- **Ansaldo STS USA, Inc.** – Approval to award a contract to Ansaldo STS USA, Inc. in the amount of \$8,949,500 for the base work plus \$146,000 for optional training to replace the existing signal system along the Long Beach Branch.
- **Myers Controlled Power, LLC** – Approval to award a contract to Myers Controlled Power, LLC for the lump sum price of \$6,421,439 to furnish a prefabricated traction power system needed to replace one existing substation located at Long Beach.
- **ARAMARK Uniform Services, a division of ARAMARK Uniform & Career Apparel, LLC** – Approval to award a competitively bid, three-year Miscellaneous Service contract to ARAMARK, in the not-to-exceed amount of \$79,290 for the furnishing and weekly cleaning of walk-off mats at various LIRR locations in support of Stations Operations.

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

MTA CAPITAL CONSTRUCTION

Procurements

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

The procurement item is as follows:

1. Ratification to a modification to Contract No. CM006 to increase the allowance under Bid Item No. 5 for the Remediation of the Existing Structures Work in the amount of \$4,282,776.

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

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

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

There was discussion among Chairman Pally, President Nowakowski, Board Member Ballan, Board Member Brown, LIRR Vice President-Management & Finance and Chief Financial Officer Mark Young and Metro-North Vice President-Finance and Information Systems Kim Porcelain regarding fare box operating percentages and the differences between LIRR and Metro-North.

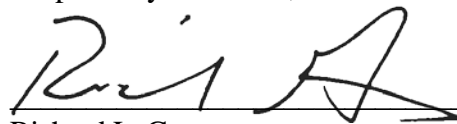
There was discussion among Chairman Pally, President Nowakowski, Senior Vice President-Operations Dave Kubicek and Board Member Greenberg regarding on-time performance in connection with the customer satisfaction survey.

There was discussion among President Nowakowski, Senior Vice President Kubicek and Board Member Greenberg regarding the M-9 fleet and seating configuration.

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

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

January 2016

Approval of 2016 Committee Work Plan	Committee Chair & Members
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February 2016 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2016	Management & Budget
2015 Annual Operating Results	Operations
2015 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2015	Administration/Diversity

March 2016

Annual Strategic Investments & Planning Study	Strategic Investments
2016 Spring Schedule Change	Service Planning
Annual Elevator/Escalator Report	Engineering

April 2016 (Joint Meeting with MNR)

Final Review of 2015 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2015 Annual Ridership/Marketing Plan Report	Finance/Marketing

May 2016

Diversity/EEO Report – 1st Q 2016
2016 Summer Schedule Change

Administration/Diversity
Service Planning

June 2016 (Joint Meeting with MNR)
Status Update on PTC
Bi-Annual Report on M-9 Procurement

President/Sr. Staff
President/Sr. Staff

July 2016

Penn Station Retail Development
Environmental Audit
2016 Fall Construction Schedule Change

MTA Real Estate
Corporate Safety
Service Planning

September 2016

2017 Preliminary Budget (Public Comment)
2016 Mid Year Forecast
Diversity/EEO Report – 2nd Q 2016

Management & Budget
Administration/Diversity

October 2016 (Joint Meeting with MNR)
2017 Preliminary Budget (Public Comment)
Status Update on PTC

President/Sr. Staff

November 2016

Review of Committee Charter
East Side Access Support Projects Update
2016 Holiday Schedule

Committee Chair & Members
President/Sr. Staff
Service Planning

December 2016 (Joint Meeting with MNR)

Diversity/EEO Report – 3rd Q 2016
2017 Final Proposed Budget
2017 Proposed Committee Work Plan
Bi-Annual Report on M-9 Procurement

Administration/Diversity
Management & Budget
Committee Chair & Members
President/Sr. Staff

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

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.

JANUARY 2016

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2015 that will address initiatives to be reported on throughout the year.

FEBRUARY 2016 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2016

The Agency will present its revised 2016 Financial Plan. These plans will reflect the 2015 Adopted Budget and an updated Financial Plan for 2016 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget.

2015 Annual Operating Results

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

2015 Annual Fleet Maintenance Report

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

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report– 4th Quarter 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.

MARCH 2016

Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

2016 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2016.

Annual Elevator/Escalator Report

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

APRIL 2016 (Joint Meeting with MNR)

Final Review of 2015 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Annual Inventory Report

The Agency will present its annual report on Inventory.

2015 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2015 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

MAY 2016

Diversity & EEO Report– 1st Quarter 2016

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 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2016.

JUNE 2016 (Joint Meeting with MNR)

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

JULY 2016

Penn Station Retail Development

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

Environmental Audit Report

The Committee will be briefed on the results of the 2016 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

2016 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2016.

SEPTEMBER 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2016

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

OCTOBER 2016 (Joint Meeting with MNR)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

NOVEMBER 2016

Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.

East Side Access Support Projects Update

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

Holiday Schedule

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

DECEMBER 2016 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd Quarter 2016

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.

2017 Final Proposed Budget

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

Proposed 2017 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.

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.

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access December 2015

Project Description

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

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Current Month</u> <u>EAC</u>	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$657,320,438
Construction	\$8,036,910,326	\$8,036,910,326	\$4,540,991,282
Project Management	\$1,036,168,644	\$1,036,168,644	\$663,682,932
Real Estate	\$182,076,230	\$182,076,230	\$114,360,400
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$ 5,976,355,052

*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	June 2016
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Pneumatically Applied Concrete (PAC) arch application has been completed at GCT 1 & 2 East Wye. Contractor continues PAC placements at GCT 1 & 2 West Wyes, 37th Street Air Wye and Tail Tracks. This work is expected to be completed by February 2016.
- **Manhattan North Structures (CM006):** Reinforcing rebar installations continue on the Upper Level Walls in the East Cavern in the North Back of House and on the Center Wall in GCT 4 East Wye. PAC arch application continues in GCT 5 East Wye. Concrete work continues on the 55th Street Upper Level slab.
- **55th Street Vent Plant Facility (CM013A):** Substantial Completion milestone was achieved on this contract on November 20.

- **GCT Concourse and Facilities Fit-Out (CM014B):** In the Dining Concourse, Contractor has started demolition of the concrete floor slab for the new escalator and stairway connections. Utility installations continue in the Concourse Level. Concrete slab has been placed at Wellway 1. Contractor has completed the decking installation along 48th Street between Madison and Park Avenues and the new steam pipe connection on 48th Street.
- **Plaza Substation and Queens Structures (CQ032):** Utility installations continue at the B10 Substation and Plaza Vent Structure. Exterior brick installation continues on the Yard Services Building.
- **Harold Structures 1 (CH053):** Contractor is completing punch list items. Substantial Completion is expected to be achieved in the first quarter of 2016.
- **Harold Structures 2 (CH054A):** Substantial Completion milestone was achieved on this contract on November 25.
- **Harold Structures 3A (CH057A):** Start-up of the dewatering system is scheduled to commence in December. Installation of the remaining seven secants at the Tunnel Launch Pit section of the East Approach will follow. By January 2016, excavation of the launch pit area is expected to commence simultaneously with the jacking frame assembly in preparation for the Westbound Bypass Tunnel mining under Main Line 2/4.
- **Systems Package 1 – Facilities Systems (CS179):** Duct and conduit installations continue to progress at the B10 Facility Power Substation in Queens Plaza, the C06 Level at the Plaza Interlocking, and at the Roosevelt Island, Vernon Blvd., 29th Street and 39th Street ventilation facilities.
- **Grand Central Terminal Station Caverns and Track (CM007):** Contract award is anticipated in January 2016; subject to funding availability. Notice to Proceed is planned for the first quarter of 2016.
- **Mid-Day Storage Yard CILs (VQ033):** Award and Notice to Proceed is expected by the end of the year.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - December 2015

Expenditures thru November 2015; \$\$ in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,979.7	\$ 4,541.0
Design	\$ 720.6	\$ 682.3	\$ 657.3
Project Management	\$ 1,036.2	\$ 704.6	\$ 663.7
Real Estate	\$ 182.1	\$ 116.9	\$ 114.4
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,483.5	\$ 5,976.4

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.2	\$57.9	\$1.3	\$54.0	Nov-2011	Nov-2011	Apr-2013	Jan-2016
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.2	\$1.7	\$51.5	Aug-2012	Aug-2012	Apr-2015	Nov-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$236.8	\$13.0	\$205.5	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$320.3	\$24.0	\$121.5	Mar-2014	Mar-2014	Nov-2016	Jan-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$425.1	\$36.0**	\$26.5	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out	In Procurement				Jul-2015	Jan-2016	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$256.1	\$236.1	\$20.1	\$200.8	Aug-2011	Aug-2011	Aug-2014	Jul-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$311.5	\$296.4	\$15.1	\$280.1	Jan-2008	Jan-2008	Feb-2011	Jan-2016
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$109.4	\$17.4	\$29.1	Nov-2013	Nov-2013	Feb-2016	Jan-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge	In Procurement				Nov-2014	Dec-2015	N/A	Apr-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) <i>Tutor Perini Corporation</i>	\$606.9	\$412.3	\$194.6****	\$53.6	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Signal Installation (CS284)	In Design (Repackaging)				TBD	Jul-2016	N/A	Dec-2019
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$78.4	\$71.2	\$7.1	\$1.8	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.

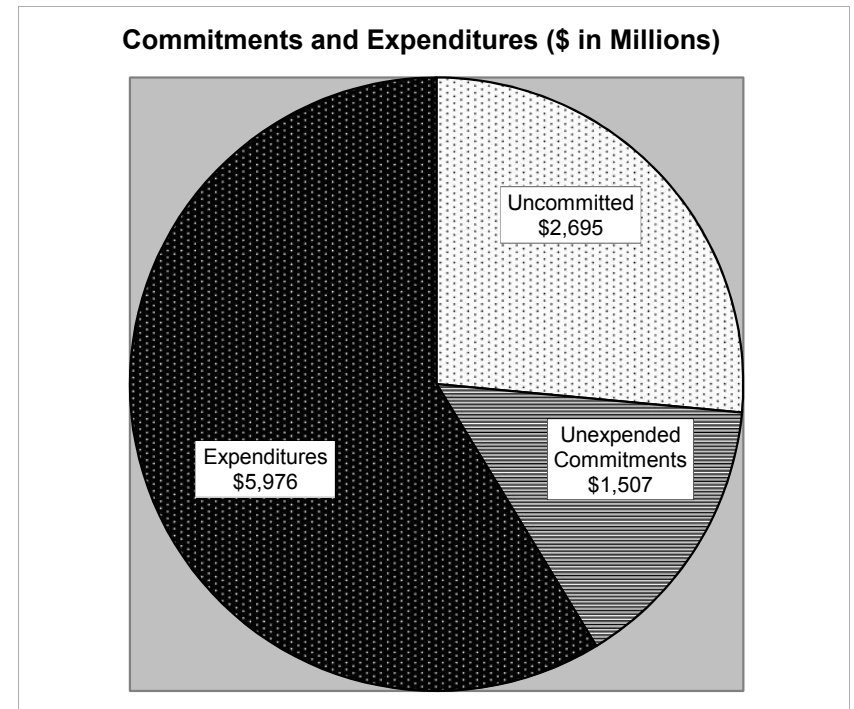
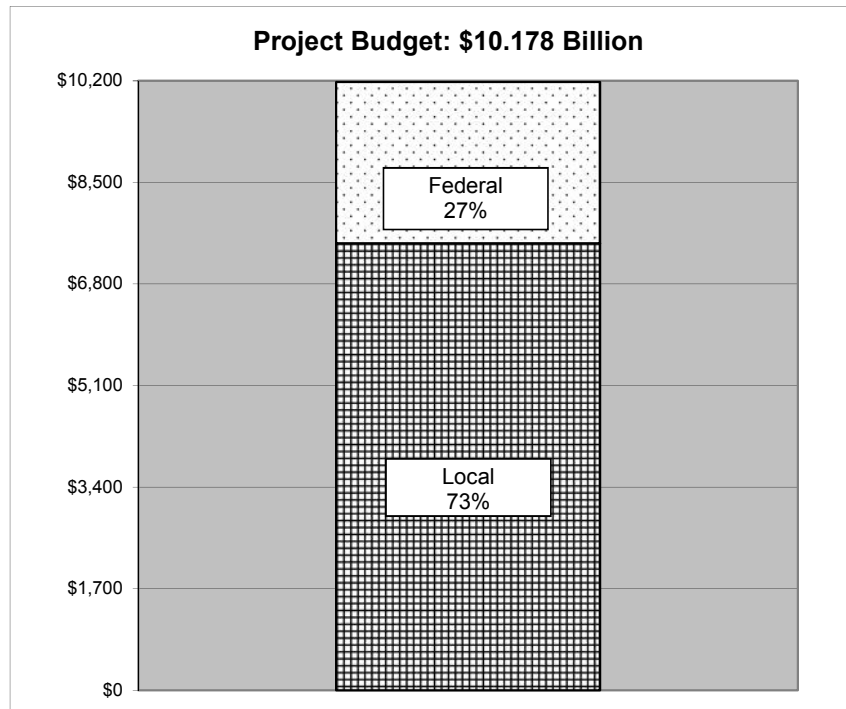
**** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status

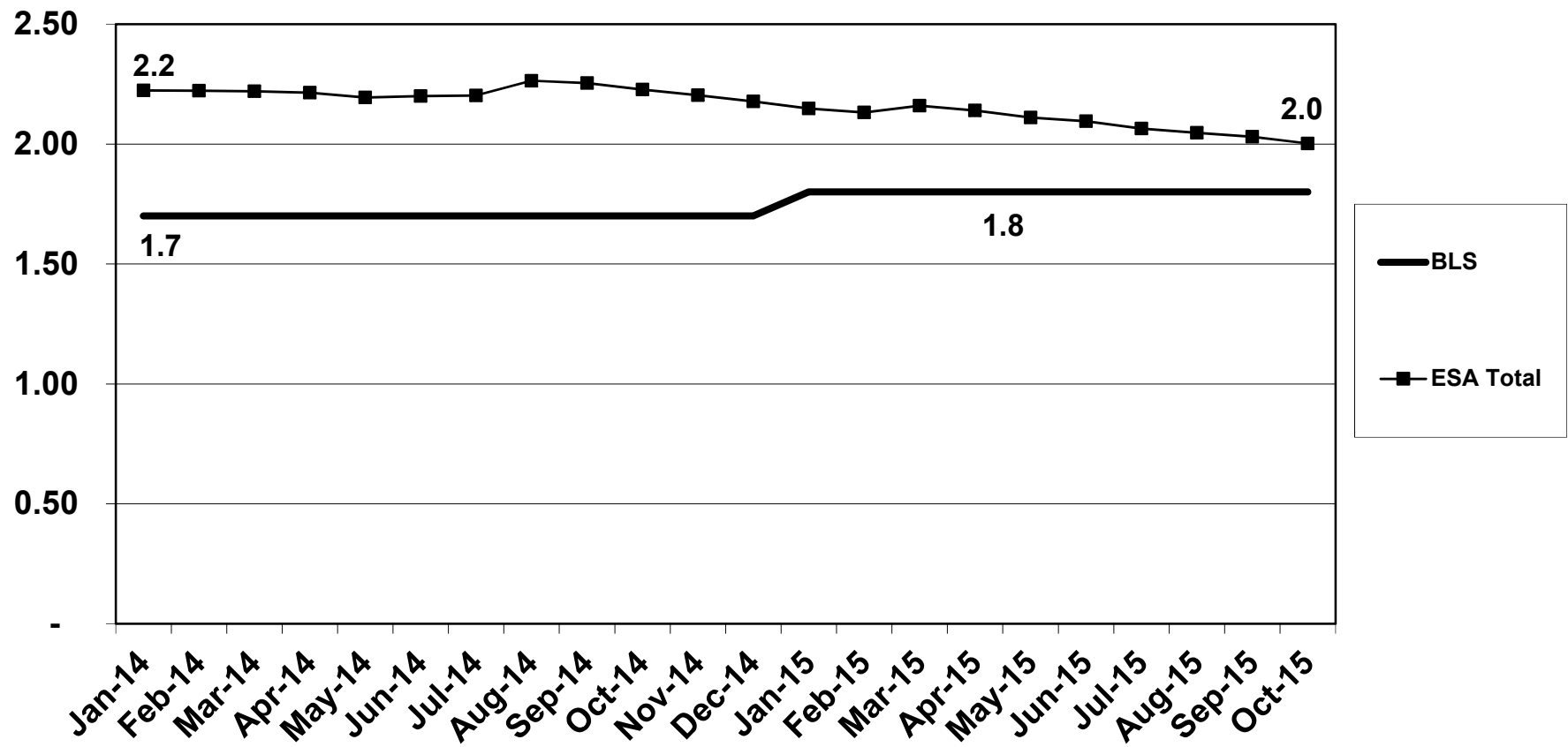
Report to the Railroad Committee - December 2015

data thru November 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	1,532	1	1,521
2005-2009	2,683	838	-	1,845	1,176	2,677	5	2,606
2010-2014	3,232	3,228	-	5	5	3,116	116	1,692
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,483	\$ 2,694	\$ 5,976



**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

December 2015



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

November 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	10	13	-3	-23%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	15	-3	-20%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	16	26	-10	-38%
Felony Assault	17	21	-4	-19%
Burglary	6	4	2	50%
Grand Larceny	88	121	-33	-27%
Grand Larceny Auto	3	1	2	200%
Total Major Felonies	131	173	-42	-24%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

November 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	3	-2	-67%
Felony Assault	1	5	-4	-80%
Burglary	1	2	-1	-50%
Grand Larceny	19	21	-2	-10%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	22	31	-9	-29%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	2	0	2	100%
Robbery	33	58	-25	-43%
Felony Assault	26	34	-8	-24%
Burglary	19	20	-1	-5%
Grand Larceny	194	223	-29	-13%
Grand Larceny Auto	8	2	6	300%
Total Major Felonies	282	337	-55	-16%

INDEX CRIME REPORT

Per Day Average

November 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	1	0	1	0
Fel. Assault	1	1	0	0
Burglary	1	1	0	0
Grand Larceny	19	10	9	0
GLA	0	0	0	0
Total	22	12	10	0
Crimes Per Day	0.73	0.40	0.33	0.00



MTA Police Department

Arrest Summary: Department Totals

1/1/2015 to 11/30/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	28	52
Felony Assault	25	30
Burglary	9	10
Grand Larceny	49	66
Grand Larceny Auto	0	3
Aggravated Harassment	1	2
Aggravated Unlicensed Operator	10	34
Arson	1	0
Assault-Misdemeanor	43	53
Breach of Peace	16	10
Child Endangerment	3	1
Criminal Contempt	10	4
Criminal Impersonation	5	2
Criminal Mischief	37	28
Criminal Possession Stolen Property	15	15
Criminal Tampering	10	0
Criminal Trespass	32	22
Disorderly Conduct	4	2
Drug Offenses	62	48
DUI Offenses	8	12
Falsely Reporting an Incident	5	4
Forgery	50	87
Fraud	7	6
Graffiti	10	10
Harassment	4	6
Identity Theft	3	0
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	13	8
Obstruct Government	8	4
Panhandling	0	1
Petit Larceny	102	97
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	27	38
Reckless Endangerment	9	7
Resisting Arrest	26	48
Sex Offenses	7	11
Stalking	1	2
Theft of Services	165	132
Unlawful Surveillance	2	2
VTL Offenses	2	2
Warrant Arrest	53	52
Weapons Offenses	6	7
Unauthorized Use Vehicle	2	0
Total Arrests	892	919



Long Island Rail Road

INFORMATION

ITEMS



DIVERSITY / EEO REPORT

3rd Quarter

2015

Overview

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's September 30, 2015 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

2015 3rd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS WORKFORCE DATA AS OF SEPTEMBER 30, 2015

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPI ***			OTHER		
	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail
Officials & Administrators	22%	22%	Yes	13%	11%	No	7%	8%	Yes	4%	6%	Yes	0%	0%	Yes	1%	0%	No	2%	3%	Yes
Professionals	19%	22%	Yes	10%	14%	Yes	7%	8%	Yes	6%	14%	Yes	0%	0%	Yes	2%	0%	No	1%	3%	Yes
Technicians	11%	12%	Yes	11%	17%	Yes	8%	13%	Yes	7%	11%	Yes	0%	1%	Yes	1%	0%	No	1%	1%	No
Administrative Support	49%	45%	No	19%	25%	Yes	11%	11%	Yes	3%	5%	Yes	0%	0%	Yes	2%	0%	No	2%	3%	Yes
Skilled Craft	9%	10%	Yes	16%	16%	Yes	12%	11%	No	2%	3%	Yes	0%	0%	Yes	1%	0%	No	2%	2%	Yes
Service Maintenance	17%	18%	Yes	17%	25%	Yes	22%	15%	No	2%	2%	Yes	0%	0%	Yes	1%	0%	No	2%	4%	Yes

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

** American Indian / Alaskan Native

*** Native Hawaiian / Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2015 3rd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF SEPTEMBER 30, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		NON-MINORITY		MINORITY		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	22	10	45.5%	11	50.0%	11	50.0%	3	13.6%	2	9.1%	6	27.3%	0	0.0%	0	0.0%	0	0.0%
Professionals	54	21	38.9%	24	44.4%	30	55.6%	6	11.1%	5	9.3%	17	31.5%	0	0.0%	0	0.0%	2	3.7%
Technicians	28	7	25.0%	14	50.0%	14	50.0%	2	7.1%	4	14.3%	6	21.4%	0	0.0%	0	0.0%	2	7.1%
Administrative Support	26	8	30.8%	11	42.3%	15	57.7%	6	23.1%	2	7.7%	5	19.2%	0	0.0%	0	0.0%	2	7.7%
Skilled Craft	246	29	11.8%	133	54.1%	113	45.9%	44	17.9%	43	17.5%	17	6.9%	1	0.4%	0	0.0%	8	3.3%
Service Maintenance	94	16	17.0%	54	57.4%	40	42.6%	16	17.0%	18	19.1%	2	2.1%	1	1.1%	0	0.0%	3	3.2%
Total	470	91	19.4%	247	52.6%	223	47.4%	77	16.4%	74	15.7%	53	11.3%	2	0.4%	0	0.0%	17	3.6%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2015 3rd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EEO AND TITLE VI COMPLAINTS

JANUARY 1, 2015 THROUGH SEPTEMBER 30, 2015¹

Category	Race/Color	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	7	2	0	2	0	2	0	5	18	14	3
External Complaints	5	1	0	2	0	2	0	2	12	8	3
Internal Complaints	2	1	0	0	0	0	0	3	6	6	0

Category	Race	National Origin	Color	Total Issues	Total Cases	Status (# Open)
Title VI	5	1	0	6	6	0

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

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 9/30/15**EXTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	1	0	0	0	3	1	5
TOTAL	1	0	0	0	3	1	5

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 TO 9/30/15**INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	4	2	0	0	0	0	6
TOTAL	4	2	0	0	0	0	6

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 TO 9/30/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	6	0	0	0	0	0	6
TOTAL	6	0	0	0	0	0	6



Proposed 2016 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2016 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations	Sr. VP - Operations
Safety	Chief Safety Officer
Financial/Ridership Report	VP & CFO
Capital Program Report	SVP - Engineering

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2016

Approval of 2016 Committee Work Plan	Committee Chair & Members
--------------------------------------	---------------------------

February 2016 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2016	Management & Budget
2015 Annual Operating Results	Operations
2015 Annual RCM Fleet Maintenance Report	Operations
Status Update on PTC	President/Sr. Staff
Diversity/EEO Report – 4 th Q 2015	Administration/Diversity

March 2016

Annual Strategic Investments & Planning Study	Strategic Investments
2016 Spring Schedule Change	Service Planning
Annual Elevator/Escalator Report	Engineering

April 2016 (Joint Meeting with MNR)

Final Review of 2015 Operating Results	Management & Budget
Annual Inventory Report	Procurement
2015 Annual Ridership/Marketing Plan Report	Finance/Marketing

May 2016

Diversity/EEO Report – 1 st Q 2016	Administration/Diversity
2016 Summer Schedule Change	Service Planning

June 2016 (Joint Meeting with MNR)
Status Update on PTC
Bi-Annual Report on M-9 Procurement

President/Sr. Staff
President/Sr. Staff

July 2016

Penn Station Retail Development
Environmental Audit
2016 Fall Construction Schedule Change

MTA Real Estate
Corporate Safety
Service Planning

September 2016

2017 Preliminary Budget (Public Comment)
2016 Mid Year Forecast
Diversity/EEO Report – 2nd Q 2016

Management & Budget
Administration/Diversity

October 2016 (Joint Meeting with MNR)

2017 Preliminary Budget (Public Comment)
Status Update on PTC

President/Sr. Staff

November 2016

Review of Committee Charter
East Side Access Support Projects Update
2016 Holiday Schedule

Committee Chair & Members
President/Sr. Staff
Service Planning

December 2016 (Joint Meeting with MNR)

Diversity/EEO Report – 3rd Q 2016
2017 Final Proposed Budget
2017 Proposed Committee Work Plan
Bi-Annual Report on M-9 Procurement

Administration/Diversity
Management & Budget
Committee Chair & Members
President/Sr. Staff

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.

2016 Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

Information Items (if any)

Materials presented to the Committee for review pertaining to certain agency initiatives and functions.

Action Items (if any)

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

Police Activity Report

MTA Police will highlight the significant police activities incurred during the month reported.

Police Activity Report

MTA Police will highlight the significant police activities incurred during the month reported.

PERFORMANCE SUMMARIES

Report on Transportation

A monthly report will be given highlighting key operating performance statistics and indicators.

Report on Mechanical

A monthly report will be given highlighting key fleet performance statistics and indicators.

Report on Safety

A monthly report will be given highlighting key safety performance statistics and indicators.

Financial Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

Ridership Report

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against prior year results.

Capital Program Progress Report

A report will be provided highlighting significant capital program accomplishment in the month reported.

II. SPECIFIC AGENDA ITEMS

JANUARY 2016

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2015 that will address initiatives to be reported on throughout the year.

FEBRUARY 2016 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2016

The Agency will present its revised 2016 Financial Plan. These plans will reflect the 2015 Adopted Budget and an updated Financial Plan for 2016 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget.

2015 Annual Operating Results

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

2015 Annual Fleet Maintenance Report

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

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

Diversity & EEO Report-- 4th Quarter 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.

MARCH 2016

Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

2016 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2016.

Annual Elevator/Escalator Report

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

APRIL 2016 (Joint Meeting with MNR)

Final Review of 2015 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Annual Inventory Report

The Agency will present its annual report on Inventory.

2015 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2015 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

MAY 2016

Diversity & EEO Report– 1st Quarter 2016

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 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2016.

JUNE 2016 (Joint Meeting with MNR)

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

JULY 2016

Penn Station Retail Development

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

Environmental Audit Report

The Committee will be briefed on the results of the 2016 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

2016 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2016.

SEPTEMBER 2016

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

2016 Mid-Year Forecast

The agency will provide the 2016 Mid-Year Forecast financial information for revenue and expense by month.

Diversity & EEO Report– 2nd Quarter 2016

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

OCTOBER 2016 (Joint Meeting with MNR)

2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 and as amended by the "Positive Train Control Enforcement and Implementation Act of 2015". Highlights to include cost of PTC along with operation and implementation risks.

NOVEMBER 2016

Review Committee Charter

Annual review of Long Island Committee Charter for Committee revision/approval.

East Side Access Support Projects Update

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

Holiday Schedule

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

DECEMBER 2016 (Joint Meeting with MNR)

Diversity & EEO Report– 3rd Quarter 2016

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.

2017 Final Proposed Budget

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

Proposed 2017 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.

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.



Long Island Rail Road

ACTION ITEM



Subject LIRR 2016 Budget & 2016-2019 Financial Plan Adoption	Date December 1, 2015
Department Office of Management & Budget	Vendor Name
Department Head Name Gerard E. Ring	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name	Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
3	President <i>PhU 12/3/15</i>		VP Svc PIng Tech & CPM
	Exec Vice President		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	2	VP & CFO <i>my</i>

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Exec Dir Mgmt & Budget <i>my for bfr</i>						

Purpose

To secure MTA Board adoption of the MTA Long Island Rail Road's (LIRR) 2015 November Forecast, 2016 Final Proposed Budget, and the Four-Year Financial Plan for 2016 – 2019.

Discussion

The 2016 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain the Long Island Rail Road's commitment to provide safe, reliable and efficient commuter rail service to the metropolitan New York region. The LIRR projections do not include the estimated impacts from projected fare increases, unidentified MTA efficiencies, and MTA policy actions. These impacts will be presented as part of MTA consolidated materials. The 2016 Final Proposed Budget continues funding initiatives in support of these goals.

The LIRR's financial plan contains funding to maintain infrastructure and rolling stock in a reliable condition. Its focus on Reliability Centered Maintenance (RCM) for rolling stock to ensure maximum fleet availability and on careful maintenance of the right-of way to maintain a state of good repair remains steadfast. Specific new investments in the 2016 Final Proposed Budget and Four-Year Financial Plan for 2016-2019 include:

- The Enterprise Asset Management (EAM) Improvement Program, a component of the MTA-wide initiative, is designed to enhance LIRR's ability to manage physical assets and provide data for more informed decision making.
- Additional investments in rolling stock maintenance, particularly for the M-7 and C-3 fleets.

Achieving an efficient operation remains a priority. The baseline projections outlined below reflect both continued financial savings from past non-service related budget reduction initiatives and new or enhanced reduction initiatives.

- The LIRR has developed more sophisticated staffing models to strike a more efficient balance between straight time and overtime usage.
- The LIRR is reviewing third party contractual spending trends to identify future savings opportunities.
- The LIRR is projecting lower rolling stock unscheduled maintenance due to improved fleet performance stemming from its RCM investments.

2015 November Forecast - Baseline

Non-Reimbursable/Reimbursable expenses for the 2015 November Forecast before non-cash liability adjustments total \$1,755.7 million. This is comprised of \$1,421.5 million of Non-Reimbursable expenses and \$334.2 million of Reimbursable expenses. Total Non-Reimbursable/Reimbursable revenue for the 2015 November Forecast is \$1,081.2 million. This is comprised of \$746.9 million of Non-Reimbursable revenue and \$334.2 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2015 November Forecast of \$746.9 million includes Farebox Revenue projections of \$692.3 million. This is based on a projected annual ridership of 87.4 million customers, which is a 1.7% increase over 2014. The Forecast also assumes \$54.7 million in other revenue from advertising, rental fees, special services and freight.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2015 November Forecast totals \$1,421.5 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2015 November Forecast increases to \$1,821.5 million. The cash adjustments for non-cash items and timing of expenses/receipts total \$476.4 million. The resulting Net Cash Deficit is projected to be \$598.2 million in 2015.

Total Non-Reimbursable headcount is 6,284 positions. Total Reimbursable headcount is 799 positions.

2016 Final Proposed Budget - Baseline

Non-Reimbursable/Reimbursable expenses for the 2016 Final Proposed Budget before non-cash liability adjustments are \$1,850.8 million, comprised of \$1,484.9 million of Non-Reimbursable expenses and \$365.9 million of Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2016 Final Proposed Budget is \$1,122.8 million, comprised of \$757.0 million of Non-Reimbursable revenue and \$365.9 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2016 Final Proposed Budget of \$757.0 million includes Passenger Revenue projections of \$702.6 million and \$54.3 million in other revenue from advertising, rental fees, and special services. The Farebox revenue is based on a projected annual ridership of 88.1 million passengers, which is a 0.8% increase over 2015. Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2016 Final Proposed Budget total \$1,484.9 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2016 Final Proposed Budget increases to \$1,890.7 million. Cash adjustments for non-cash items and timing of expenses/receipts total \$393.0 million. The resulting Net Cash Deficit is projected to be \$740.8 million in 2016.

The Non-Reimbursable expense budget, before non-cash liability adjustments, of \$1,484.9 million is comprised of \$1,037.3 million in labor expenses (payroll and benefits), which represent 70% of total expenses. The balance of the expenses are non-payroll and are related to the operation and maintenance of

the fleet and infrastructure, with expenses allocated for electric power and fuel of \$111.8 million, materials & supplies of \$173.9 million, professional and maintenance services contracts of \$117.3 million and all other costs of \$44.8 million.

Total Non-Reimbursable headcount is 6,162 positions. Total Reimbursable headcount is 1,044 positions. The Total Non-Reimbursable/Reimbursable headcount is 7,206, of which 90 percent are in the operating departments. The increase in headcount over the 2015 November Forecast is attributable to several initiatives, both operating and capital funded.

Budget Reduction Initiatives

Tighter management control and increased oversight of non-payroll budgets and improved inventory control result in savings of \$15.5 million in 2016 and \$7.4 million on average every year thereafter.

Impact on Funding

The 2015 November Forecast, 2016 Final Proposed Budget and the Four-Year Financial Plan 2016 – 2019, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2015 November Forecast, the 2016 Final Proposed Budget and the Four-Year Financial Plan for 2016 – 2019 for the MTA Long Island Rail Road.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2014	2015	2016			
	Actual	November Forecast	Final Proposed Budget	2017	2018	2019
Operating Revenue						
Farebox Revenue	\$658.822	\$692.275	\$702.622	\$705.571	\$707.194	\$708.747
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	51.233	54.658	54.339	57.267	56.260	57.039
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$710.055	\$746.933	\$756.961	\$762.838	\$763.454	\$765.786
Operating Expenses						
<u>Labor:</u>						
Payroll	\$547.678	\$495.108	\$514.940	\$525.005	\$558.184	\$581.472
Overtime	125.497	120.076	115.247	120.727	124.770	126.123
Health and Welfare	92.372	86.779	97.740	100.318	110.291	117.730
OPEB Current Payment	56.655	59.482	66.700	68.144	71.573	75.155
Pensions	177.707	151.062	152.028	153.101	156.348	164.747
Other Fringe Benefits	117.951	125.207	128.502	132.125	140.103	145.244
Reimbursable Overhead	(28.252)	(38.400)	(37.865)	(32.777)	(32.125)	(32.030)
Total Labor Expenses	\$1,089.609	\$999.314	\$1,037.292	\$1,066.643	\$1,129.144	\$1,178.441
<u>Non-Labor:</u>						
Electric Power	\$101.726	\$94.019	\$93.295	\$97.324	\$101.641	\$106.043
Fuel	27.766	18.890	18.483	19.435	21.671	23.764
Insurance	23.378	22.694	24.714	26.651	28.739	31.041
Claims	6.459	4.389	4.303	4.370	4.370	4.419
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	62.379	63.761	85.152	75.679	76.369	84.371
Professional Service Contracts	26.008	60.439	32.103	27.254	29.748	29.469
Materials & Supplies	105.335	142.797	173.866	160.713	163.370	162.047
Other Business Expenses	9.825	15.208	15.736	15.991	21.754	16.881
Total Non-Labor Expenses	\$362.877	\$422.197	\$447.652	\$427.417	\$447.662	\$458.035
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,452.486	\$1,421.511	\$1,484.944	\$1,494.060	\$1,576.806	\$1,636.476
Depreciation	\$324.840	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
OPEB Obligation	74.558	74.538	76.744	79.046	81.418	83.860
Environmental Remediation	5.878	1.647	2.000	2.000	2.000	2.000
Total Expenses	\$1,857.762	\$1,821.526	\$1,890.741	\$1,905.414	\$1,993.820	\$2,059.252
Baseline Surplus/(Deficit)	(\$1,147.706)	(\$1,074.593)	(\$1,133.780)	(\$1,142.576)	(\$1,230.366)	(\$1,293.466)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$324.840	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
Operating/Capital	(14.948)	(14.864)	(32.412)	(10.202)	(13.247)	(13.168)
Other Cash Adjustment	27.495	167.389	98.383	87.697	88.893	84.924
Total Cash Conversion Adjustments	\$337.387	\$476.355	\$393.024	\$407.803	\$409.242	\$408.672
Net Cash Surplus/(Deficit)	(\$810.319)	(\$598.238)	(\$740.756)	(\$734.773)	(\$821.124)	(\$884.794)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	279.992	334.235	365.863	319.365	317.293	317.783
Total Revenue	\$279.992	\$334.235	\$365.863	\$319.365	\$317.293	\$317.783
Expenses						
<u>Labor:</u>						
Payroll	\$89.227	\$107.049	\$116.089	\$114.940	\$113.744	\$113.814
Overtime	27.688	30.641	26.807	20.350	19.850	19.827
Health and Welfare	17.988	24.157	25.035	24.059	23.587	23.565
OPEB Current Payment	-	-	-	-	-	-
Pensions	31.150	40.281	40.676	39.089	38.323	38.287
Other Fringe Benefits	19.951	23.317	25.601	24.602	24.120	24.097
Reimbursable Overhead	28.252	38.400	37.865	32.777	32.125	32.030
Total Labor Expenses	\$214.255	\$263.845	\$272.073	\$255.817	\$251.749	\$251.620
<u>Non-Labor:</u>						
Electric Power	\$0.545	\$0.738	\$0.635	\$0.141	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	4.403	6.065	8.269	7.763	7.569	7.577
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	12.170	14.767	26.332	12.825	12.418	12.524
Professional Service Contracts	7.394	2.440	3.768	0.952	0.652	0.656
Materials & Supplies	40.360	45.222	54.439	41.533	44.578	45.079
Other Business Expenses	0.865	1.158	0.347	0.334	0.327	0.327
Total Non-Labor Expenses	\$65.738	\$70.390	\$93.790	\$63.548	\$65.544	\$66.163
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$279.992	\$334.235	\$365.863	\$319.365	\$317.293	\$317.783
Depreciation	-	-	-	-	-	-
Total Expenses	\$279.992	\$334.235	\$365.863	\$319.365	\$317.293	\$317.783
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2014	2015	2016			
	Actual	November Forecast	Final Proposed Budget	2017	2018	2019
Revenue						
Farebox Revenue	\$658.822	\$692.275	\$702.622	\$705.571	\$707.194	\$708.747
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	51.233	54.658	54.339	57.267	56.260	57.039
Capital and Other Reimbursements	279.992	334.235	365.863	319.365	317.293	317.783
Total Revenue	\$990.048	\$1,081.168	\$1,122.824	\$1,082.203	\$1,080.747	\$1,083.569
Expenses						
<u>Labor:</u>						
Payroll	\$636.905	\$602.157	\$631.029	\$639.945	\$671.928	\$695.286
Overtime	153.185	150.717	142.054	141.077	144.620	145.950
Health and Welfare	110.360	110.936	122.775	124.377	133.878	141.295
OPEB Current Payment	56.655	59.482	66.700	68.144	71.573	75.155
Pensions	208.857	191.343	192.704	192.190	194.671	203.034
Other Fringe Benefits	137.901	148.524	154.103	156.727	164.223	169.341
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$1,303.864	\$1,263.159	\$1,309.365	\$1,322.460	\$1,380.893	\$1,430.061
<u>Non-Labor:</u>						
Electric Power	\$102.271	\$94.757	\$93.930	\$97.465	\$101.641	\$106.043
Fuel	27.766	18.890	18.483	19.435	21.671	23.764
Insurance	27.781	28.759	32.983	34.414	36.308	38.618
Claims	6.459	4.389	4.303	4.370	4.370	4.419
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	74.550	78.528	111.484	88.504	88.787	96.895
Professional Service Contracts	33.402	62.879	35.871	28.206	30.400	30.125
Materials & Supplies	145.695	188.019	228.305	202.246	207.948	207.126
Other Business Expenses	10.690	16.366	16.083	16.325	22.081	17.208
Total Non-Labor Expenses	\$428.615	\$492.587	\$541.442	\$490.965	\$513.206	\$524.198
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$1,732.478	\$1,755.746	\$1,850.807	\$1,813.425	\$1,894.099	\$1,954.259
Depreciation	\$324.840	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
OPEB Obligation	74.558	74.538	76.744	79.046	81.418	83.860
Environmental Remediation	5.878	1.647	2.000	2.000	2.000	2.000
Total Expenses	\$2,137.754	\$2,155.761	\$2,256.604	\$2,224.779	\$2,311.113	\$2,377.035
Net Surplus/(Deficit)	(\$1,147.706)	(\$1,074.593)	(\$1,133.780)	(\$1,142.576)	(\$1,230.366)	(\$1,293.466)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$324.840	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
Operating/Capital	(14.948)	(14.864)	(32.412)	(10.202)	(13.247)	(13.168)
Other Cash Adjustment	27.495	167.389	98.383	87.697	88.893	84.924
Total Cash Conversion Adjustments	\$337.387	\$476.355	\$393.024	\$407.803	\$409.242	\$408.672
Net Cash Surplus/(Deficit)	(\$810.319)	(\$598.238)	(\$740.756)	(\$734.773)	(\$821.124)	(\$884.794)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2014	2015	2016			
	Actual	November	Final Proposed	2017	2018	2019
		Forecast	Budget			
Receipts						
Farebox Revenue	\$679.005	\$714.295	\$723.872	\$726.821	\$728.444	\$729.997
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	44.223	64.423	45.659	48.296	47.037	47.433
Capital and Other Reimbursements	243.550	313.440	327.132	302.743	297.471	297.909
Total Receipts	\$966.778	\$1,092.158	\$1,096.663	\$1,077.860	\$1,072.952	\$1,075.339
Expenditures						
<u>Labor:</u>						
Payroll	\$612.927	\$608.855	\$623.402	\$632.142	\$663.946	\$687.120
Overtime	151.509	154.367	142.054	141.077	144.620	145.950
Health and Welfare	117.315	103.678	122.775	124.377	133.878	141.295
OPEB Current Payment	59.213	57.071	66.700	68.144	71.573	75.155
Pensions	222.166	163.343	192.704	192.190	194.671	203.034
Other Fringe Benefits	137.134	147.118	153.103	155.727	163.223	168.341
GASB Account	5.733	-	-	-	0.686	1.402
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$1,305.997	\$1,234.432	\$1,300.738	\$1,313.657	\$1,372.597	\$1,422.297
<u>Non-Labor:</u>						
Electric Power	\$105.810	\$95.128	\$93.930	\$97.465	\$101.641	\$106.043
Fuel	27.982	19.395	18.483	19.435	21.671	23.764
Insurance	28.048	29.272	33.259	34.042	36.605	38.189
Claims	2.810	1.970	1.733	1.747	1.747	1.748
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	76.628	91.873	107.778	88.504	88.787	96.895
Professional Service Contracts	32.675	24.276	31.479	23.594	25.558	25.041
Materials & Supplies	162.765	157.662	213.803	197.731	203.243	208.386
Other Business Expenses	12.700	15.388	14.966	15.208	20.977	16.520
Total Non-Labor Expenditures	\$449.419	\$434.964	\$515.431	\$477.726	\$500.229	\$516.586
<u>Other Expenditure Adjustments:</u>						
Other	21.835	21.000	21.250	21.250	21.250	21.250
Total Other Expenditure Adjustments	\$21.835	\$21.000	\$21.250	\$21.250	\$21.250	\$21.250
Total Expenditures	\$1,777.251	\$1,690.396	\$1,837.419	\$1,812.633	\$1,894.076	\$1,960.133
Cash Timing and Availability Adjustment	0.153	-	-	-	-	-
Net Cash Surplus/(Deficit)	(\$810.319)	(\$598.238)	(\$740.756)	(\$734.773)	(\$821.124)	(\$884.794)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2014	2015	2016			
	Actual	November Forecast	Final Proposed Budget	2017	2018	2019
Receipts						
Farebox Revenue	\$20.183	\$22.020	\$21.250	\$21.250	\$21.250	\$21.250
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(7.010)	9.765	(8.680)	(8.971)	(9.223)	(9.606)
Capital and Other Reimbursements	(36.443)	(20.795)	(38.731)	(16.622)	(19.822)	(19.874)
Total Receipts	(\$23.270)	\$10.990	(\$26.161)	(\$4.343)	(\$7.795)	(\$8.230)
Expenditures						
<u>Labor:</u>						
Payroll	\$23.978	(\$6.698)	\$7.627	\$7.803	\$7.982	\$8.166
Overtime	1.676	(3.650)	-	-	-	-
Health and Welfare	(6.955)	7.258	-	-	-	-
OPEB Current Payment	(2.557)	2.411	-	-	-	-
Pensions	(13.309)	28.000	-	-	-	-
Other Fringe Benefits	0.767	1.406	1.000	1.000	1.000	1.000
GASB Account	(5.733)	-	-	-	(0.686)	(1.402)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	(\$2.133)	\$28.727	\$8.627	\$8.803	\$8.296	\$7.764
<u>Non-Labor:</u>						
Electric Power	(\$3.539)	(\$0.371)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.216)	(0.505)	-	-	-	-
Insurance	(0.267)	(0.513)	(0.276)	0.372	(0.297)	0.429
Claims	3.649	2.419	2.570	2.623	2.623	2.671
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(2.078)	(13.345)	3.706	-	-	-
Professional Service Contracts	0.727	38.603	4.392	4.612	4.842	5.084
Materials & Supplies	(17.069)	30.357	14.502	4.515	4.705	(1.260)
Other Business Expenditures	(2.010)	0.978	1.117	1.117	1.104	0.688
Total Non-Labor Expenditures	(\$20.805)	\$57.623	\$26.011	\$13.239	\$12.977	\$7.612
<u>Other Expenditures Adjustments:</u>						
Other	(21.835)	(21.000)	(21.250)	(21.250)	(21.250)	(21.250)
Total Other Expenditures Adjustments	(\$21.835)	(\$21.000)	(\$21.250)	(\$21.250)	(\$21.250)	(\$21.250)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$68.042)	\$76.340	(\$12.773)	(\$3.551)	(\$7.772)	(\$14.104)
Depreciation Adjustment	\$324.840	\$323.830	\$327.053	\$330.308	\$333.596	\$336.916
OPEB Obligation	74.558	74.538	76.744	79.046	81.418	83.860
Environmental Remediation	5.878	1.647	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	0.153	-	-	-	-	-
Total Cash Conversion Adjustments	\$337.387	\$476.355	\$393.024	\$407.803	\$409.242	\$408.672

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Ridership/(Utilization)
(\$ in millions)

	2014	2015	2016			
	Actual	November	Final	2017	2018	2019
		Forecast	Proposed			
			Budget			

RIDERSHIP

Monthly	47.318	48.325	48.793	48.816	49.086	49.167
Weekly	2.021	2.021	2.035	2.043	2.049	2.053
Total Commutation	49.340	50.346	50.828	50.859	51.135	51.220
One-Way Full Fare	8.269	8.393	8.430	8.465	8.484	8.499
One-Way Off Peak	17.943	18.071	18.175	18.251	18.292	18.323
All Other	10.316	10.560	10.620	10.664	10.689	10.769
Total Non-Commutation	36.529	37.024	37.225	37.380	37.465	37.591
Total Ridership	85.868	87.370	88.053	88.239	88.600	88.811

FAREBOX REVENUE

Baseline Total Farebox Revenue	\$658.822	\$692.275	\$702.622	\$705.571	\$707.194	\$708.747
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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
2015 Budget Reduction Plan Summary
(\$ in millions)

		Favorable/(Unfavorable)									
		Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018	Pos.	2019
<u>Administration</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	<i>Subtotal Administration</i>	-	<u>\$0.000</u>	-	<u>\$0.000</u>	-	<u>\$0.000</u>	-	<u>\$0.000</u>	-	<u>\$0.000</u>
<u>Customer Convenience/Amenities</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>											
	M7 Running Repair Savings	-	1.800	-	1.800	-	1.800	-	1.800	-	1.800
	<i>Subtotal Maintenance</i>	-	1.800	-	1.800	-	1.800	-	1.800	-	1.800
<u>Revenue Enhancement</u>											
	Freight Contract Renewal Revenue	-	0.000	-	0.000	-	4.310	-	1.269	-	1.269
	<i>Subtotal Revenue Enhancement</i>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>4.310</u>	-	<u>1.269</u>	-	<u>1.269</u>
<u>Safety</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	<i>Subtotal Service</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>											
	None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
	<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>											
	Inventory Draw Down - Lower Projected New Material Purchases	-	0.000	-	8.000	-	0.000	-	0.000	-	0.000
	Amtrak Reimbursement for Property Insurance	-	1.260	-	0.420	-	0.420	-	0.420	-	0.420
	Remove funds to lease replacement work locomotives	-	0.000	-	1.260	-	1.260	-	1.260	-	1.260
	Inventory Draw Down - Lower Projected New Material Purchases	-	0.575	-	2.100	-	0.100	-	0.100	-	0.100
	Non-Payroll Savings	-	0.563	-	1.900	-	1.550	-	1.550	-	1.550
	<i>Subtotal Other</i>	-	2.398	-	13.680	-	3.330	-	3.330	-	3.330
	Agency Submission	-	\$4.198	-	\$15.480	-	\$9.440	-	\$6.399	-	\$6.399

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration						
Executive VP	7	6	2	2	2	2
Sr. VP Engineering	-	-	5	5	5	5
Labor Relations	15	19	19	19	19	19
Procurement & Logistics (excl. Stores)	82	82	82	82	82	79
Human Resources	31	33	33	33	39	49
Sr VP Administration	1	2	2	2	2	2
Strategic Investments	28	35	25	25	25	25
President	4	4	4	4	4	4
VP & CFO	2	5	5	5	5	5
Information Technology	145	-	-	-	-	-
Controller	42	42	42	42	42	43
Management and Budget	19	21	21	21	21	21
Business Process Mgmt Controls & Compliance	7	7	7	7	7	7
Market Dev. & Public Affairs	69	69	69	69	69	69
Gen. Counsel & Secretary	30	32	32	32	32	32
Diversity Management	2	3	3	3	3	3
Security	12	17	12	12	12	12
System Safety	22	36	36	36	36	36
Training	58	64	64	64	64	63
Service Planning	22	22	23	23	25	25
Sr. VP Operations	2	2	12	12	12	12
Total Administration	600	501	498	498	506	513
Operations						
Train Operations	2,023	2,097	2,127	2,096	2,255	2,322
Stations	299	294	296	295	295	295
Total Operations	2,322	2,391	2,423	2,391	2,550	2,617
Maintenance						
Engineering	1,731	1,811	1,866	1,896	1,928	1,945
Equipment	1,997	2,105	2,126	2,049	2,066	2,060
Procurement (Stores)	98	93	93	93	93	93
Total Maintenance	3,826	4,009	4,085	4,038	4,087	4,098
Engineering/Capital						
Department of Project Management	135	139	157	157	157	157
VP - East Side Access & Special Projects	23	43	43	43	43	42
Total Engineering/Capital	158	182	200	200	200	199
Total Baseline Positions	6,906	7,083	7,206	7,127	7,343	7,427
<i>Non-Reimbursable</i>	6,060	6,284	6,162	6,243	6,466	6,574
<i>Reimbursable</i>	846	799	1,044	884	877	853
<i>Total Full-Time</i>	6,906	7,083	7,206	7,127	7,343	7,427
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2016-2019
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2014 Actual	2015 November Forecast	2016 Final Proposed Budget	2017	2018	2019
Administration							
	Managers/Supervisors	281	252	249	249	250	248
	Professional, Technical, Clerical	319	147	147	147	154	163
	Operational Hourlies	-	102	102	102	102	102
	Total Administration	600	501	498	498	506	513
Operations							
	Managers/Supervisors	287	288	288	286	282	279
	Professional, Technical, Clerical	185	101	102	102	102	102
	Operational Hourlies	1,850	2,002	2,033	2,003	2,166	2,236
	Total Operations	2,322	2,391	2,423	2,391	2,550	2,617
Maintenance							
	Managers/Supervisors	691	743	757	723	732	735
	Professional, Technical, Clerical	273	260	246	265	270	268
	Operational Hourlies	2,862	3,006	3,082	3,050	3,085	3,095
	Total Maintenance	3,826	4,009	4,085	4,038	4,087	4,098
Engineering/Capital							
	Managers/Supervisors	119	127	141	141	141	141
	Professional, Technical, Clerical	39	55	59	59	59	58
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	158	182	200	200	200	199
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	1,378	1,410	1,435	1,399	1,405	1,403
	Professional, Technical, Clerical	816	563	554	573	585	591
	Operational Hourlies	4,712	5,110	5,217	5,155	5,353	5,433
	Total Baseline Positions	6,906	7,083	7,206	7,127	7,343	7,427

MTA Long Island Rail Road

2016 Final Proposed Operating Budget

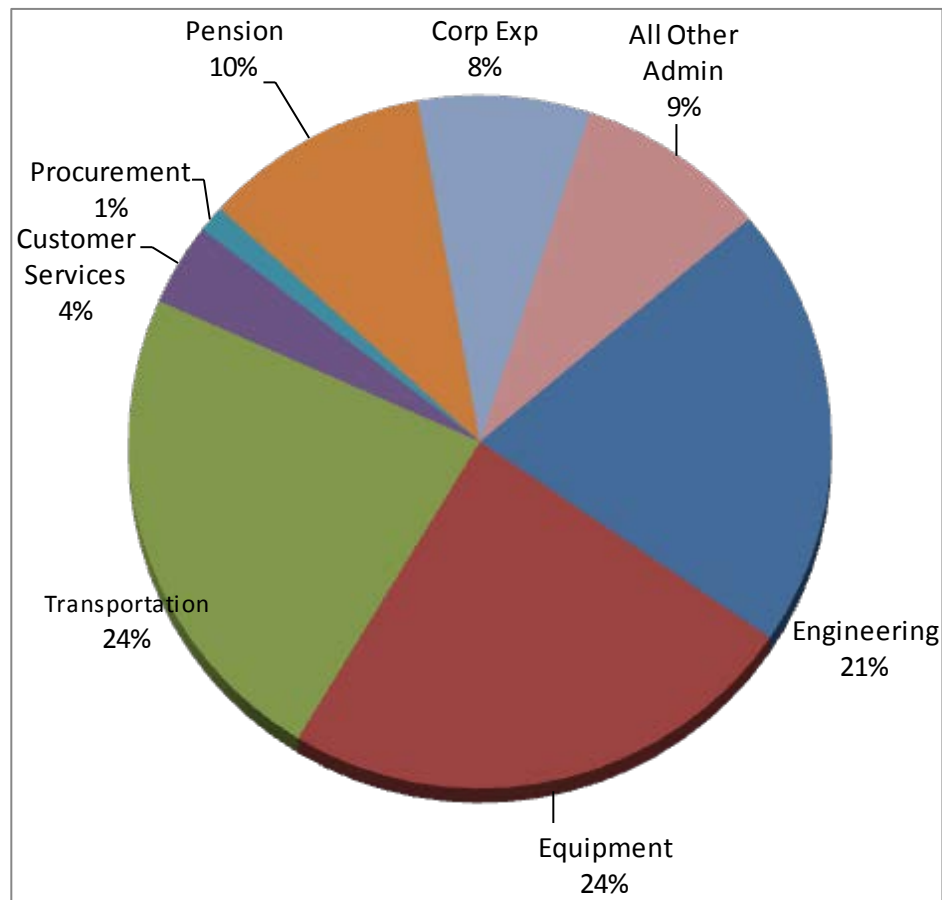
December 2015



November Financial Plan

- The November Plan represents an update to the July Financial Plan to reflect the impact of developments and new information that has emerged over the last six months.
- The November Plan includes a revised current year Final Forecast, the 2016 Final Proposed Budget, and updated projections for the out year financial plan.

2016 Final Proposed Budget – Expenses & Headcount

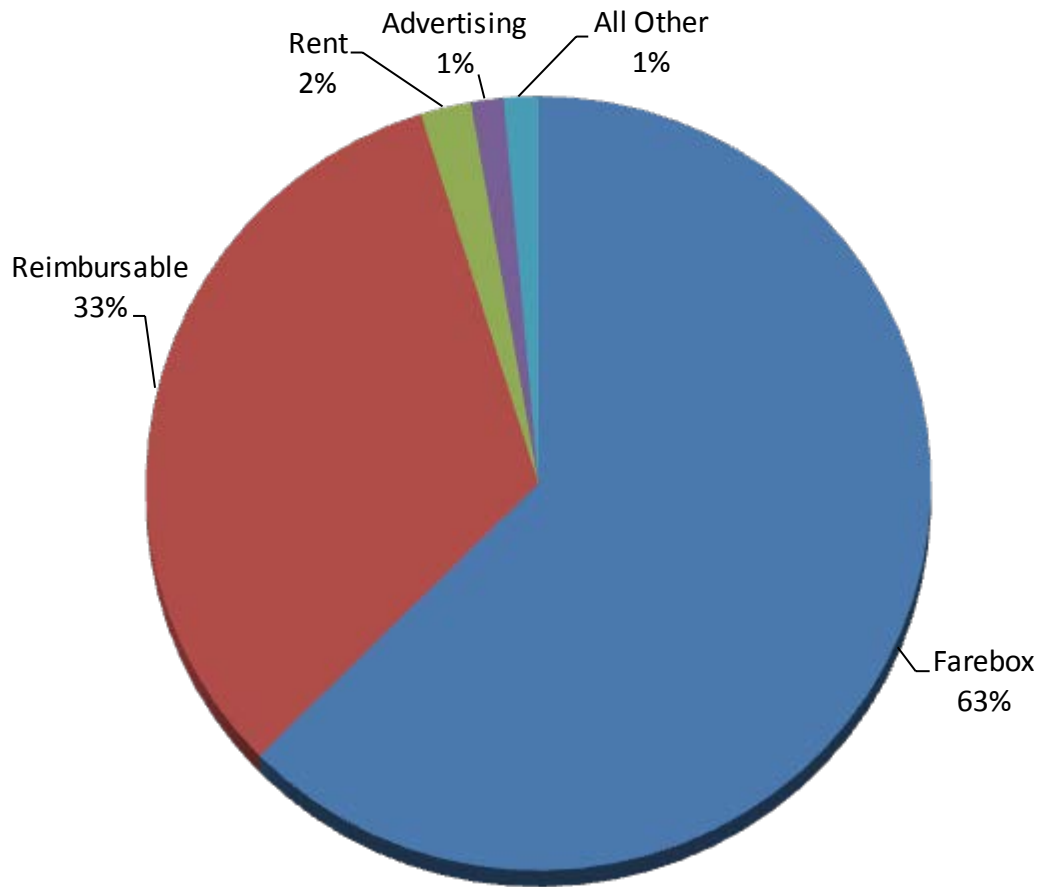


Total Department (Accrued)

	<u>Expenses (\$M)</u>	<u>Year-end Headcount</u>
Engineering	\$ 382.6	1,866
Equipment	\$ 446.0	2,126
Transportation	\$ 425.6	2,127
Stations	\$ 71.1	296
Procurement	\$ 23.1	175
Pension	\$ 192.7	na
Corporate Expense	\$ 146.6	na
Other Admin Dept.	\$ 163.1	616
Total*	\$1,850.8	7,206

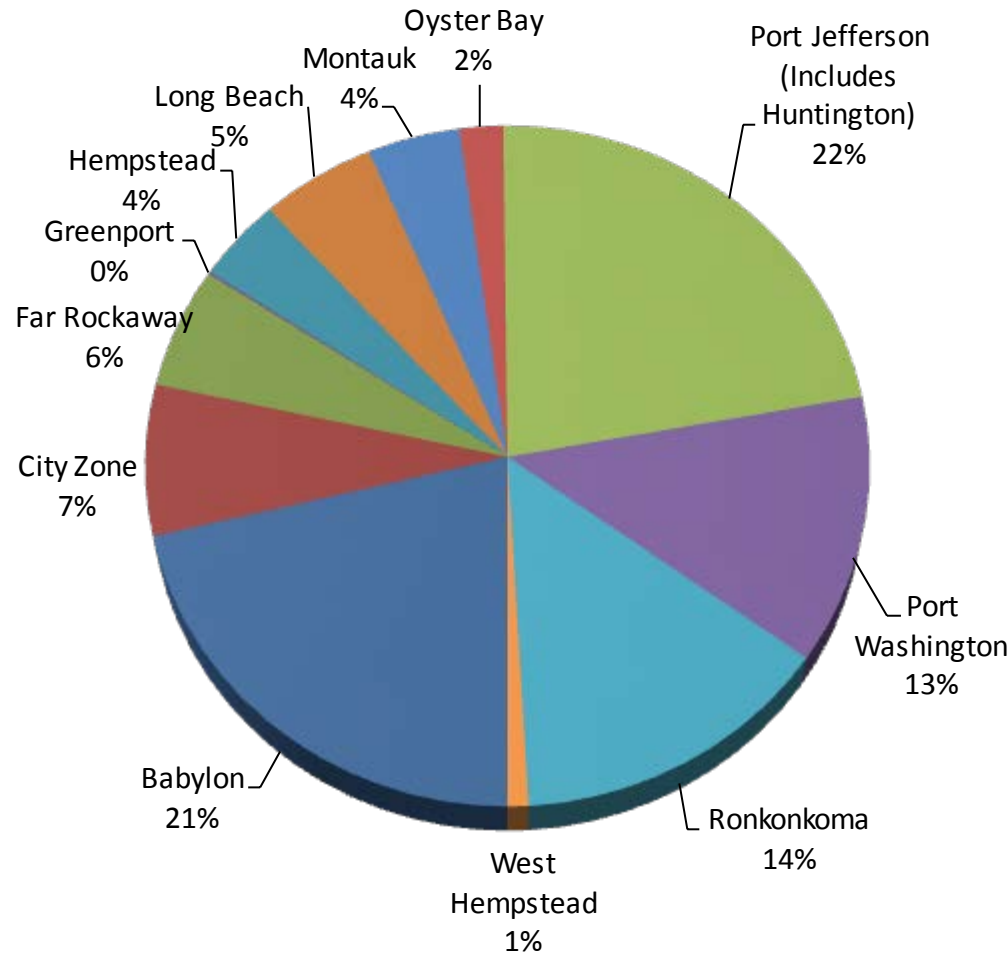
** Note: The total \$1,851 million includes \$366 million in reimbursable expenses primarily for in-house LIRR forces and materials used on capital projects. Third party capital expenses are charged directly to the Capital Budget and not reflected in the Operating Budget.*

2016 Final Proposed Budget – Revenue



Total Revenue	
	Revenue (\$M)
Farebox	\$ 702.6
Reimbursable	\$ 365.9
Rent	\$ 23.3
Advertising	\$ 15.1
All Other	\$ 16.0
Total	\$ 1,122.8

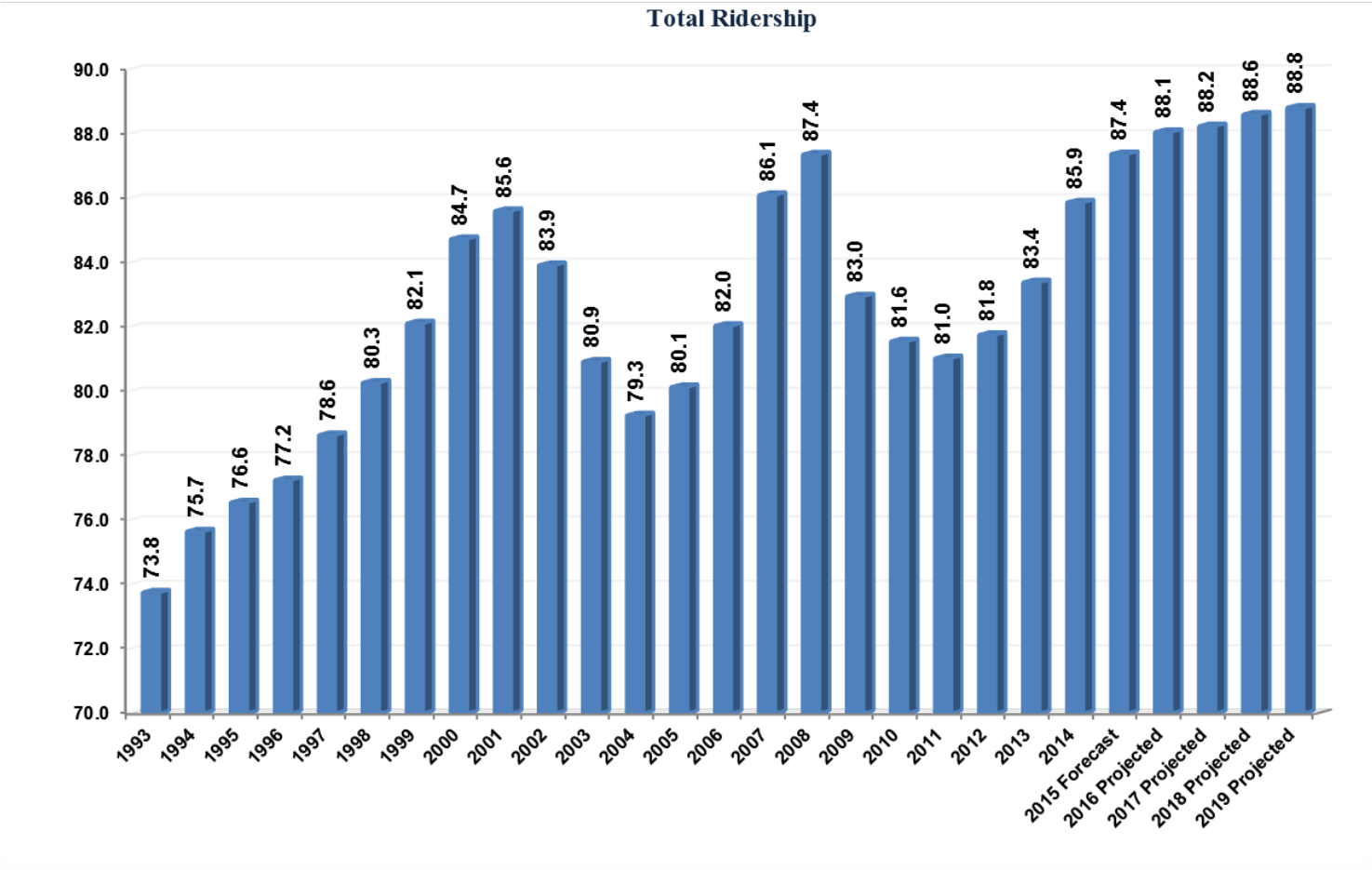
2016 Final Proposed Budget – Revenue by Branch



Total Branch Revenue *Based on Ticket Sales*

Babylon	\$149.4
City Zone	\$50.4
Far Rockaway	\$40.4
Greenport	\$0.9
Hempstead	\$27.9
Long Beach	\$37.2
Montauk	\$29.7
Oyster Bay	\$14.0
Port Jeff/Huntington	\$157.0
Port Washington	\$89.5
Ronkonkoma	\$99.8
West Hempstead	\$6.4
Total Branch	\$702.6

Ridership – Historical and Projected



LIRR Financial Plan Objectives

Provide sufficient funding to:

- Maintain the LIRR's commitment to delivering safe, secure and reliable transportation customer service.
- Accomplish service objectives in an efficient and cost effective manner within financial plan funding levels.

Infrastructure Investments

Rolling Stock Maintenance

- Maintain Reliability Centered Maintenance Program
- Refurbish M7 door mechanical elements. Purchase new traction motors to supplement rebuilt traction motors. Phased replacement of observer seat.
- Replace obsolete communications control unit on C3, restoring automated announcement capability. Refurbish C3 door elements.

Infrastructure Investments

Enterprise Asset Management

- As part of the MTA's Enterprise Asset Management Project, the LIRR is developing an Enterprise Asset Management Improvement Program whose goal is to enhance LIRR's ability to manage physical assets and provide data for more informed decision making.
- Based on the recently completed gap assessment, 2016 plans include:
 - Working with MTA IT, begin to design the Corporate MTA Enterprise Management System and continue process to update business process to achieve EAM goals.
 - Improve the ability for LIRR forces to accurately and effectively measure and assess the condition of Infrastructure assets.
 - Develop registry of existing assets, initial focus on track and signal assets. Roll out hand held devices for track inspection and conduct pilot for hand held signal inspection system.
 - Identify linear asset best practices and strategies.

LIRR Efficiency Initiatives

- Rolling Stock Running Repair
 - Favorable MDBF and improved fleet performance have resulted in lower unscheduled repair material consumption.
- Inventory Management
 - Tightened controls on material procurement/inventory planning and the successful implementation of a Reliability Centered Maintenance Program have allowed the LIRR to purchase less material than planned.
- Staffing Modeling
 - Analysis of work load requirements and availability rates have allowed the LIRR to better balance hiring and overtime spending.
- Administrative Initiatives
 - Non-payroll savings based on a review of cost elements and tighter budget controls

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

December 16, 2015

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">December 16, 2015</div>			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	12.14.15	X			X	President		
2	MTA Board	12.16.15	X			X	Exec VP		

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$339,000
SUBTOTAL:	1	\$339,000

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals	1	\$9,871,000
SUBTOTAL:	1	\$9,871,000

Schedules Requiring Majority Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts	1	\$375,700
SUBTOTAL:	1	\$375,700

Schedules Requiring Majority Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$10,737,880
SUBTOTAL:	1	\$10,737,880

	<u># of Actions</u>	<u>\$ Amount</u>
LIRR proposes to award Ratifications in the following categories:	None	
<u>TOTAL:</u>	<u>4</u>	<u>\$21,323,580</u>

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

DECEMBER 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; \$1M RFP; No Staff Summary required if Sealed Bid Procurement)

- | | | | |
|-----------|--|------------------|--------------------------------------|
| 1. | Cory's Thunder
Sole Source
Contract No. 0400...001169 | \$339,000 | <i><u>Staff Summary Attached</u></i> |
|-----------|--|------------------|--------------------------------------|

LIRR requests MTA Board approval to award a sole source, miscellaneous service contract to Cory's Thunder for a five year period in the not-to-exceed amount of \$339,000 to provide software and hardware maintenance services and system upgrades to maintain the current E15 Diesel Work Train Simulator System.

Schedule G Miscellaneous Service Contracts

Staff Summary



Item Number: 1

Vendor Name (& Location) Cory's Thunder, FL
Description Hardware/Software Maintenance and Upgrade
Contract Term (including Options, if any) January 1, 2016 – December 31, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" 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 0400...001169	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$339,000 NTE	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Senior Director Employee Training, Arthur Fougner	
Contract Manager: Louis R. Drago	

Discussion:

Long Island Rail Road ("LIRR") requests MTA Board approval to award a sole source, miscellaneous service contract to Cory's Thunder ("Cory's") for a five year period in the not-to-exceed amount of \$339,000 to provide software and hardware maintenance services and system upgrades to maintain the current E15 Diesel Work Train Simulator System.

The Cory's Thunder Simulator is a proprietary system that mimics all modes of operation of the E15 Diesel Locomotive equipment that is currently in operation at the railroad. Cory's hardware and software is unique to the vendor and is solely maintained by them. Simulated train configurations, developed by Cory's under a prior Design-Build-Install contract, consist of from one to three locomotives with a minimum and maximum length ranging from 1 to 30 cars. Two missions (Ronkonkoma to West Side Yard and Babylon to Montauk) were created utilizing computer generated imagery (CGI) to create a realistic re-creation of the physical characteristics of the LIRR landscape.

Critical operational and public-safety issues require that the LIRR Engineer Locomotive Training Program produces locomotive engineers who are qualified to operate trains safely and efficiently. Moreover, programs designed to maintain these skills at the highest possible level are required. The simulator must meet the following high priority needs:

- Teach train-handling techniques for the work train equipment used throughout LIRR territories
- Teach schedule attainments as a critical parameter in all phases of train handling
- Provide train operators with difficult operating problems that require in-depth understanding of signals, braking, rules, train troubleshooting and other train operation features

The Work Train Simulator maintenance includes full software and hardware preventive and corrective maintenance, system motion base maintenance, and annual on-site support. Cory's is responsible for providing phone or e-mail support and remote troubleshooting via VPN network repair system to LIRR personnel to identify and provide system repairs that are within the capabilities of LIRR employees. Repairs that are more extensive that cannot be fixed remotely will require on-site repair, management of observations forwarded by LIRR, and necessary updates made after implementation of corrective measures. Cory's has successfully

Staff Summary



maintained this system for the past five years, and as part of the contract, will continue to maintain a spare and repair parts inventory of equipment. Pursuant to PAL§ 1265-a (3) (advertisement for alternate suppliers) and the MTA All-Agency Procurement Guidelines, LIRR advertised its intent to award this sole source contract to Cory's Thunder in the NYS Contract Reporter, the NY Post and on the MTA Website, which did not yield interest from any other sources.

System upgrades required to sustain the Work Train Simulator through 2020 include: upgrading the student cab functions - forward view, rear view, main central computer, and the left and right side computers - and upgrading operating system software from Windows XP to latest version of Microsoft Windows 10. Cory's will replace all existing computers and graphic cards to the latest industry standards, and replace Small Computer System Interface hard drives with solid state drives. Computer case design will facilitate the easy removal and replacement of components. Two spare computers will be provided and located on site for exchange in the event that one of the system computers experiences a failure. The new equipment will duplicate the specifications of the existing system computers which will minimize the impact on training by allowing the system to be restored to working condition without interruption. The upgrade includes the motion base moog computer, which is expected to increase system lifecycle by an additional five years.

Cory's lump sum proposal of \$339,000 is 16.3% (or \$66,000) less than the LIRR estimate of \$405,000. Reflected in Cory's pricing is a 9% reduction in maintenance costs. Prices, which will remain firm and fixed for the five year term of the contract, are determined to be fair and reasonable. Funding for this contract is included in LIRR's Operating Budget.

DECEMBER 2015

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

(Staff Summaries required for items requiring Board approval)

- | | | | |
|-----------|--|----------------------------------|--------------------------------------|
| 2. | Hinck-Posillico Joint Venture
Competitive RFP
Contract No. 6183 | \$9,871,000
Base Work | <i><u>Staff Summary Attached</u></i> |
|-----------|--|----------------------------------|--------------------------------------|

LIRR requests MTA Board approval to award a contract to Hinck-Posillico Joint Venture for the lump sum price of \$9,871,000 for the base work restoration of cables at the Wreck Lead Bridge utilizing a design/build contract.

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

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

- | | | |
|-----------|--|---|
| 3. | J. Martin Associates, Inc.
Competitive IFB
Contract No. TBD | \$351,250 - LIRR
<u>\$ 24,450 - MTAHQ</u>
\$375,700 - Not-To-Exceed |
|-----------|--|---|

LIRR, on behalf of itself and MTA Headquarters ("MTAHQ"), requests MTA Board approval to award a three (3) year personal services contract with two (2) one-year renewal options to J. Martin Associates, Inc. ("Martin") for elevator and escalator inspections. Martin will provide certified elevator and escalator inspection services in accordance with ASME Safety Codes on a scheduled fixed price basis, and as-needed inspection services based on estimated hours and fixed labor rates for 83 elevators and 34 escalators ("units"). The LIRR has 101 units located within the NYC Boroughs and Nassau and Suffolk Counties. MTAHQ has 16 units, all located in Manhattan. The solicitation was advertised in the NY Post, the New York State Contract Reporter, and on the MTA website on September 3, 2015. On October 15, 2015, seven (7) bids were received. Martin was the lowest bidder with a bid price of \$375,700.00 which is \$127,587.00, or 34% less than the next lowest bidder and 3% lower than LIRR's estimate. Pricing will be firm and fixed for the duration of the contract and considered to be fair and reasonable. The LIRR Engineering Department has reviewed Martin's references and qualifications and deems them acceptable. Funding for these contracts (\$351,250 – LIRR; \$24,450 – MTAHQ) is included in each Agency's Operating Budget.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

- 4. Russell Reid Waste Hauling & Disposal Service Co, Inc. \$10,737,880 Not-to-Exceed**
Competitive IFB
Contract No. TBD

Long Island Rail Road (“LIRR”) requests MTA Board approval to award a competitively bid, five (5) year miscellaneous service contract to Russell Reid Waste Hauling & Disposal Service Co, Inc. (“Russell Reid”) to provide railroad car toilet servicing and toilet vehicle maintenance and repair in the not-to-exceed amount of \$10,737,880. This was a Sealed Bid Procurement. LIRR requires a contractor to service railcar toilets on its M-3 and M-7 electric and C-3 diesel fleet at various yard locations throughout the system. These services include: scheduled pumping of waste from railcar toilets, transporting and dumping of waste in accordance with city, state and federal regulations, maintenance and repair of the service trucks and carts, garaged storage facilities and providing toilet cleaning chemicals needed to perform the services. The solicitation was advertised in the New York State Contract Reporter on 9/10/15, the New York Post on 9/17/15, and on the MTA website. LIRR received a single bid on 10/21/15 from the incumbent Russell Reid in the amount of \$10,967,393. In addition one “No-Bid” was received from William A. Mallins Cesspool, Inc. The original Russell Reid bid price of \$10,967,393, was 5.17% higher than the previous 5-year contract of \$10,428,545. LIRR successfully negotiated a 2.09% price reduction, with Russell Reid lowering their bid price by \$229,513, from \$10,967,393 to \$10,737,880. Pricing will remain firm and fixed for the five year period. Based on the above, the not-to-exceed amount of \$10,737,880 is determined to be fair and reasonable. Funding for this contract is included in LIRR’s Operating Budget.

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

Staff Summary



Long Island Rail Road

Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics; Dennis Mahon Department Head Signature & Date 					
Division & Division Head Name: Department of Program Management, Richard Oakley Division Head Signature & Date 					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.14.15	X		
2	MTA Board	12.16.15	X		
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Hinck-Posillico Joint Venture	6183
Description	
Design/Build Services for the Replacement of Wreck Lead Bridge Submarine Cables	
Total Amount	
\$9,871,000.00 + (\$15,000) Credit Option	
Contract Term (including Options, if any)	
540 consecutive calendar days	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a contract to Hinck-Posillico Joint Venture (Hinck-Posillico) for the lump sum price of \$9,871,000 for the base work restoration of cables at the Wreck Lead Bridge utilizing a design/build contract.

II. DISCUSSION:

The Long Beach Branch was one of the four key areas on LIRR's property severely damaged by Super Storm Sandy. Following the storm, the LIRR took short term measures to get all its branches back in service. However, permanent infrastructure replacement at this location is now crucial to ensure that LIRR maintains its service and on-time performance for its daily commuters on the Long Beach Branch. The Wreck Lead Bridge (also known as the Reynold's Channel Bridge) is a vital part of the Long Beach Branch where trains cross over Reynolds Channel, a single track moveable drawbridge and viaduct. Underwater cables, which are a component of the bridge, were affected by the storm and need to be replaced, with added protection, as part of storm hardening measures to restore the Branch's infrastructure.

At its November 2013 meeting, the MTA Board granted an "omnibus" approval to use the "Request for Proposal" (RFP) method "to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives" (specifically citing the Wreck Lead Bridge, among others.)

Staff Summary



Advertisement of this "Request for Proposals" for design-build services ran in the New York State Contract Reporter, MTA Website and the New York Post on June 25, 2015. In addition, a copy of the advertisement was sent directly to 3 firms known to have experience with this type of work. The proposers' conference and site tour was attended by 5 firms.

Two firms responded to the Railroad's RFP (inclusive of option for the disposal of old cables): Hinck-Posillico for \$10,552,000 and Mass Electric Construction Company (MEC) for \$12,766,000. A Technical Evaluation Committee (TEC) reviewed these proposals against the technical criteria given in the RFP: Technical Approach; Company and Project Team/Key Personnel Qualifications; and Demonstrated Ability to Meet Schedule. Following a preliminary evaluation, both firms were found to be technically compliant with the RFP requirements, with Hinck-Posillico technically ranked superior to MEC. Following oral presentations, both firms were asked to provide a "Best and Final Offer," which included a request to revise the technical approach to excavation, as well as adding an additional option for three 6" auxiliary ducts for the work. The firms submitted BAFOs as follows (inclusive of options): Hinck-Posillico for \$10,498,000 and MEC for \$11,815,000. A formal TEC final evaluation based on the orals and the BAFOs yielded Hinck-Posillico having the superior offering.

LIRR negotiated with Hinck-Posillico a final price of \$9,871,000.00 for the Base Work of the Contract; Hinck-Posillico's negotiated price for the Base Work is less than their original proposal, BAFO, and a half-percent (.5%) lower than LIRR's estimate, and is considered fair and reasonable. Hinck-Posillico's BAFO pricing for the options was \$465,000 for the auxiliary ducts and a credit of \$15,000 for the cable disposal. LIRR will exercise the disposal pricing option following the award of the contract. The option for the auxiliary ducts in this contract is no longer in consideration for this effort.

Hinck-Posillico has been reviewed and found to be responsible.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) established a 5% DBE goal for this contract. Hinck Electrical Contractor, Inc. has no past performance on MTA contracts as a prime. Posillico Civil, Inc. is currently active on two MTA contracts, neither of which is substantially complete. Consequently, no assessment of the Joint-Venture's M/W/DBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

This contract will be funded by the LIRR 2010 – 2014 Capital Program supported by federal Super Storm Sandy relief funds.

V. ALTERNATIVES:

LIRR does not have the ability to undertake the design and furnishing of the cables with in-house forces. The alternative is to not undertake this project, which is impractical as it is a critical component of the Super Storm Sandy Program.

LONG ISLAND RAILROAD
COMMITTEE
MTA BOARD PROCUREMENT PACKAGE
DECEMBER 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	12/14/15	X		
2	Board	12/16/15	X		

Date: December 2, 2015			
Vendor Name E-J Electric Installation Co.			
Contract Number CS084			
Contract Manager Name Everett McIndoe			
Internal Approvals			
	Approval		Approval
4	President	3	Executive Vice President & CFO
2	Vice President, Program Controls	1	Chief Procurement Officer

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 1,280,000
TOTAL	1	\$ 1,280,000

Budget Impact:

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

Recommendation:

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

DECEMBER 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | E-J Electric Installation Co.
Contract No. CS084
Modification No. 1 | \$ 1,280,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval of a contract modification to furnish and install power distribution equipment, concrete pads and a property line manhole to receive a single Con Edison service to feed the CO8 substation, the Yard Lead Tunnel's portal booster fans and a nearby LIRR signal Central Instrument Location (CIL) known as L3.

Schedule K: Ratification of Completed Procurement

Item Number

Vendor Name (& Location) E-J Electric Installation Co. (LIC, New York)	
Description Traction Power System Package No. 4	
Contract Term (including Options, if any) 52 Months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" 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, W. Goodrich, P.E.	

Contract Number	AWO/Modification #	
CS084	1	
Original Amount:	\$	71,284,884
Prior Modifications:	\$	0
Prior Budgetary Increases:	\$	0
Current Amount:	\$	71,284,884
This Request	\$	1,280,000
% of This Request to Current Amount:	%	1.8%
% of Modifications (including This Request) to Original Amount:	%	1.8%

Discussion:

Contract CS084 is for the furnishing and installation of the Traction Power Systems throughout the East Side Access (“ESA”) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board ratification of a modification to the Contract to furnish and install power distribution equipment, concrete pads and a property line manhole, to receive a single Con Edison service to feed the CO8 substation, the Yard Lead Tunnel’s portal booster fans and a nearby LIRR signal Central Instrument Location (CIL) known as L3.

The ESA Project has three separate needs for low-voltage electrical service in the vicinity of 43rd Street in Queens: 1) Traction Power Substation C08; 2) Yard Lead Tunnel’s portal booster fans; and the L3 CIL. Under the current contract packaging plan, the required equipment for the CO8 substation was to be installed under this contract, the equipment for the Yard Lead Tunnel’s portal booster fans under Contract CS179 and the equipment for the L3 CIL under Contract CH053. During the Con Edison service request approval process in 2014, however, Con Edison determined that three separate services for one tax lot of land would be categorized as “excess distribution facility services.” This categorization would have resulted in the MTA bearing all of Con Edison’s costs to install, energize and maintain the two “excess services.” The fixed costs of installation and energization typically range between \$250K and \$500K per service and the annual maintenance costs typically range between \$30K and \$60K per service.

To avoid the excess service costs, Con Edison recommended MTA use a combined distribution center with a single utility supply. The ESA General Engineering Consultant and Con Edison determined the best location for the combined distribution center and the point of entry is adjacent to Traction Power Substation C08. The added work includes furnishing and installing power distribution equipment, concrete pads and a property line manhole, as well as associated conduit and raceways. The CS084 Contractor is best suited to perform this work as it is already providing Con Edison service to Traction Power Substation C08 and has the experience working in close coordination with Con Edison.

The Contractor submitted a cost proposal in the amount of \$1,566,207 for this work, while MTACC’s project estimate was \$1,243,636. The parties negotiated and agreed to a cost of \$1,280,000. MTACC considers this cost fair and reasonable. MTACC will transfer funding for this modification from the CH053 budget to CS084. There is no time impact associated with this modification.

The L3 service will provide power to enable the setup, wiring and testing of the signal work for CILs H5 and H6 under Force Account Contract FHL02. This service needs to be in place and energized no later than early 2016 to ensure that LIRR can begin testing in preparation for the cutovers of CILs H5 and H6. In order to meet the FHL02 schedule, on July 13, 2015 the President approved a retroactive memorandum and the Contractor was directed to proceed with work under this Modification for the design, submission of shop drawings, procurement of the service equipment and some limited site work for a not-to-exceed amount of \$210,000. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification.



LONG ISLAND RAIL ROAD



Monthly Operating Report November 2015

Patrick Nowakowski
President

12/14/15 *****

Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	Nov	Nov	Nov	Nov
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%	92.5%	91.4%	92.7%	92.1%
		AM Peak		90.8%	89.7%	89.6%	91.8%
		PM Peak		89.6%	87.1%	88.5%	86.8%
		Total Peak		90.2%	88.5%	89.1%	89.4%
		Off Peak Weekday		93.4%	91.9%	93.1%	92.5%
		Weekend		93.5%	94.1%	95.6%	94.7%
	Babylon Branch	Overall	93.9%	93.1%	91.6%	91.4%	91.5%
		AM Peak		92.5%	90.6%	89.0%	92.7%
		PM Peak		89.1%	86.6%	83.6%	83.1%
		Total Peak		90.9%	88.7%	86.5%	88.2%
		Off Peak Weekday		95.5%	92.6%	92.6%	92.5%
		Weekend		91.4%	93.8%	95.5%	94.3%
	Far Rockaway Branch	Overall	96.6%	95.4%	95.4%	96.3%	95.8%
		AM Peak		91.8%	89.8%	90.4%	91.7%
		PM Peak		95.0%	94.2%	95.3%	93.5%
		Total Peak		93.2%	91.8%	92.6%	92.5%
		Off Peak Weekday		95.0%	96.2%	96.5%	96.1%
		Weekend		98.0%	97.2%	98.8%	98.2%
	Huntington Branch	Overall	92.5%	88.3%	88.4%	91.5%	89.6%
		AM Peak		92.0%	88.5%	89.5%	91.7%
		PM Peak		84.3%	83.0%	88.7%	83.2%
		Total Peak		88.3%	85.9%	89.1%	87.6%
		Off Peak Weekday		86.9%	86.2%	88.2%	88.1%
		Weekend		90.0%	93.5%	96.3%	93.4%
	Hempstead Branch	Overall	96.5%	95.9%	94.6%	96.2%	95.0%
		AM Peak		93.5%	93.9%	94.7%	95.3%
		PM Peak		92.2%	90.7%	94.2%	91.0%
		Total Peak		92.9%	92.4%	94.5%	93.3%
		Off Peak Weekday		97.3%	95.0%	96.9%	95.2%
		Weekend		96.2%	95.7%	96.5%	96.4%
	Long Beach Branch	Overall	95.9%	94.6%	93.0%	94.7%	93.8%
		AM Peak		91.2%	91.0%	90.8%	93.5%
		PM Peak		91.4%	90.5%	93.8%	90.5%
		Total Peak		91.3%	90.7%	92.2%	92.0%
		Off Peak Weekday		95.4%	93.4%	94.5%	93.1%
		Weekend		96.6%	95.0%	97.3%	97.1%
	Montauk Branch	Overall	90.8%	91.8%	89.8%	92.3%	89.8%
		AM Peak		90.6%	89.1%	90.1%	89.5%
		PM Peak		83.0%	86.2%	87.3%	85.2%
		Total Peak		86.8%	87.6%	88.7%	87.3%
		Off Peak Weekday		94.1%	91.7%	95.0%	91.7%
		Weekend		92.4%	88.4%	91.1%	88.6%
	Oyster Bay Branch	Overall	94.1%	91.3%	92.4%	93.8%	92.8%
		AM Peak		94.3%	92.9%	94.0%	93.1%
		PM Peak		80.8%	83.5%	88.6%	84.9%
		Total Peak		88.1%	88.6%	91.5%	89.4%
		Off Peak Weekday		90.7%	93.0%	94.5%	94.2%
		Weekend		96.4%	96.3%	95.0%	94.6%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	Nov	Nov	Nov	Nov
Port Jefferson Branch	Overall	90.9%	87.3%	86.9%	88.4%	88.0%
	AM Peak		90.0%	85.6%	84.9%	87.0%
	PM Peak		84.3%	83.4%	87.2%	83.0%
	Total Peak		87.3%	84.6%	86.0%	85.1%
	Off Peak Weekday		82.5%	84.2%	84.9%	86.0%
	Weekend		95.4%	96.0%	95.7%	95.3%
Port Washington Branch	Overall	95.3%	93.3%	91.4%	93.5%	93.4%
	AM Peak		86.7%	90.6%	91.2%	91.8%
	PM Peak		93.9%	84.4%	85.0%	87.3%
	Total Peak		90.4%	87.4%	88.1%	89.5%
	Off Peak Weekday		94.4%	91.8%	93.2%	93.5%
	Weekend		94.1%	95.2%	98.4%	97.4%
Ronkonkoma Branch	Overall	91.6%	91.7%	89.0%	89.8%	90.3%
	AM Peak		86.7%	84.9%	83.6%	88.9%
	PM Peak		93.4%	89.1%	91.1%	90.0%
	Total Peak		89.9%	86.9%	87.2%	89.5%
	Off Peak Weekday		93.9%	89.9%	91.8%	90.5%
	Weekend		90.0%	90.2%	89.4%	91.2%
West Hempstead Branch	Overall	95.8%	93.5%	94.9%	94.8%	94.7%
	AM Peak		93.0%	93.3%	95.8%	95.1%
	PM Peak		89.2%	89.6%	88.6%	88.4%
	Total Peak		90.9%	91.3%	91.9%	91.5%
	Off Peak Weekday		93.7%	96.3%	96.4%	96.7%
	Weekend		96.1%	96.6%	95.7%	92.7%
Operating Statistics		Trains Scheduled	20,221	225,893	19,837	224,321
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.2	-12.8	-12.3	-12.2
Trains Over 15 min. Late excluding trains canceled or terminated			227	3,548	222	2,929
Trains Canceled			30	1,198	35	789
Trains Terminated			38	629	29	480
Percent of Scheduled Trips Completed			99.7%	99.2%	99.7%	99.4%
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	99.0%			
		PM Peak	98.7%			
		Total Peak	98.8%			

System Categories Of Delay	% Total	Oct.	2015 Data		2014 Data		YTD 2014 Vs 2015
			Nov.	YTD Thru Nov.	Nov.	YTD Thru Nov.	
Engineering (Scheduled)	2.1%	46	31	398	28	539	(141)
Engineering (Unscheduled)	10.3%	198	156	1,959	57	2,170	(211)
Maintenance of Equipment	10.3%	190	156	1,789	115	1,494	295
Transportation	4.2%	38	64	763	46	443	320
Capital Projects	4.7%	28	71	412	20	309	103
Weather and Environmental	12.6%	69	191	3,235	181	2,442	793
Police	10.3%	266	156	2,197	227	2,166	31
Customers	23.3%	445	353	4,346	473	4,521	(175)
Other	7.3%	166	111	1,739	120	1,770	(31)
3rd Party Operations	14.7%	150	223	2,555	173	1,813	742
Total	100.0%	1,596	1,512	19,393	1,440	17,667	1,726

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-Nov	Sun	Train 8774 with equipment trouble east of Westbury Station							15		2	15		2
5-Nov	Thurs	Track circuit failure at Hall Interlocking				28			4			32		
5-Nov	Thurs	Heavy loading system wide	10						4			14		
6-Nov	Fri	Low adhesion system wide				19			13			32		
7-Nov	Sat	Scheduled track work on ML 2 & 4 between Jay and Harold							13			13		
9-Nov	Mon	Scheduled track work on ML 2 & 4 between Jay and Harold	6						4			10		
9-Nov	Mon	Low adhesion with 100W in effect system wide	3						14			17		
10-Nov	Tues	Train 1256 with equipment trouble in Kew Gardens				36			6			42		
11-Nov	Wed	Train 1730 with equipment trouble in Jamaica				8		1	5			13		1
12-Nov	Thurs	AM79 disabled in Line 2	63		7				11			74		7
12-Nov	Thurs	Low adhesion system wide				7			16			23		
14-Nov	Sat	Track condition at Covert Avenue crossing							26	1	5	26	1	5
14-Nov	Sat	Possible rules violation on AM195 in Harold Interlocking							34	6	12	34	6	12
14-Nov	Sat	Scheduled track work on Mainline 1&3 between Jay and Harold							11			11		
14-Nov	Sat	Motor vehicle strike at Little East Neck Rd. crossing							3	4	3	3	4	3
15-Nov	Sun	Scheduled Track Work on Mainline 1&3 between Jay and Harold							16			16		
16-Nov	Mon	Train 1001 with equipment trouble in Forest Hills	12									12		
18-Nov	Wed	Possible rules violation in Hall Interlocking							10			10		
19-Nov	Thurs	Amtrak related broken north rail in Line 4, Penn Station	14						3			17		
19-Nov	Thurs	Low adhesion system wide				8			16			24		
19-Nov	Thurs	Low adhesion with 100W in effect system wide				9			4			13		
23-Nov	Mon	Motor vehicle strike west of Huntington Station	4	2	1				12			16	2	1
25-Nov	Wed	Heavy holiday loading				7			17			24		
30-Nov	Mon	Unauthorized pedestrian on the tracks between F and Harold	18	1					19			37	1	
30-Nov	Mon	Switch trouble in F Interlocking	14						1			15		
TOTAL FOR MONTH			144	3	8	122	0	1	277	11	22	543	14	31
												588		

Long Island Rail Road

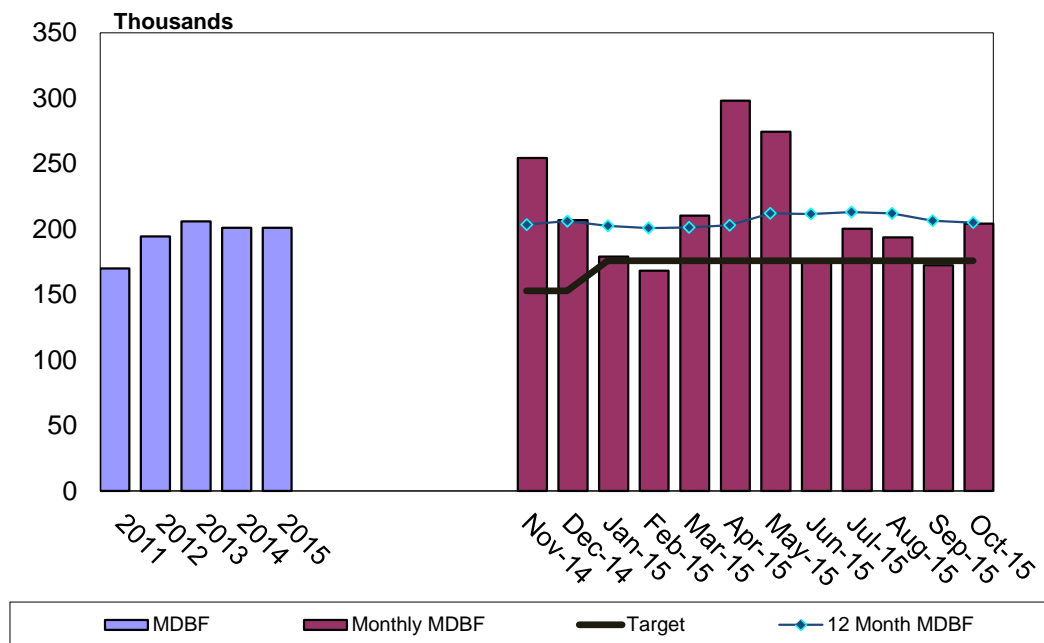
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month MDBF Rolling Avg (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
Mean Distance Between Failures	M-3	150	75,000	67,884	8	61,689	64,499	75,216	8	97,119
	M-7	836	400,000	351,013	15	496,231	492,040	665,829	8	485,423
	DM	21	20,000	44,062	2	20,938	22,158	17,002	4	23,687
	DE	24	20,000	23,068	4	23,855	23,668	25,502	4	23,884
	C-3	134	80,000	188,890	4	115,989	117,698	107,017	7	77,802
	Diesel	179	51,000	93,596	10	64,720	66,164	61,276	15	54,608
	Fleet	1,165	176,000	204,370	33	201,211	205,128	220,887	31	202,445

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	
			November	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	10	14
		Total Standees	10	14
	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	29	0
		Total Standees	69	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	2	1
		Total Standees	2	1
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	6	19
		Total Standees	6	19
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	2	23	
	Total Standees	2	23	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			88	56

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 November	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	10	32
		Total Standees	10	32
	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	5	34
		Total Standees	15	34
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	19
		Total Standees	1	19
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	2	3
		Total Standees	20	3
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	6	19
		Total Standees	6	19
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	12	20
		Total Standees	12	20
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	9	0
		Total Standees	9	0
System Wide PEAK			75	127

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.

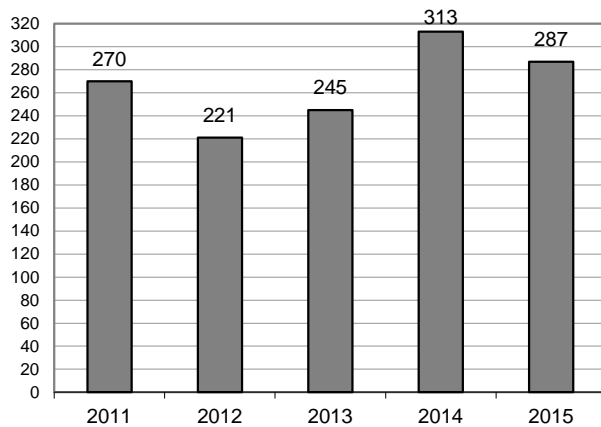
ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF NOVEMBER 2015

Elevator Availability		2015		2014	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	98.70%	98.50%	99.40%	97.40%
	Far Rockaway Branch	98.60%	98.90%	99.60%	97.40%
	Hempstead Branch	99.50%	99.30%	99.60%	99.00%
	Long Beach Branch	98.50%	97.90%	99.20%	99.10%
	Port Jefferson Branch	98.20%	97.50%	99.60%	99.00%
	Port Washington Branch	98.60%	98.80%	99.60%	98.90%
	Ronkonkoma Branch	99.60%	99.00%	99.40%	99.00%
	City Terminal Stations	99.70%	98.00%	99.40%	98.60%
	Overall Average	98.93%	98.49%	99.48%	98.55%

Escalator Availability		2015		2014	
		November	Year to Date	November	Year to Date
Branch	Babylon Branch	97.60%	98.20%	98.70%	98.30%
	Far Rockaway Branch	99.40%	98.30%	63.10%	95.40%
	Hempstead Branch	95.90%	98.40%	78.00%	94.40%
	Long Beach Branch	97.70%	98.40%	97.30%	95.00%
	Port Jefferson Branch	98.10%	94.90%	95.80%	93.20%
	City Terminal	100.00%	99.10%	100.00%	98.50%
	Overall Average	98.12%	97.88%	88.82%	95.80%



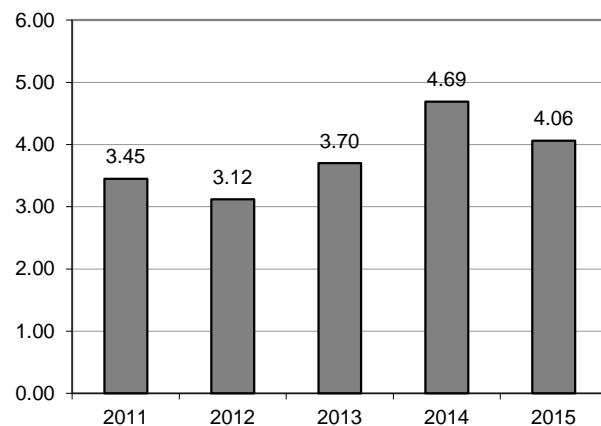
MTA Long Island Rail Road Summary of Employee Injuries through October 2015



Total Employee Injuries

Year	Total
2011	270
2012	221
2013	245
2014	313
2015	287

% change from last year: -8.3%



Employee FRA Reportable Injuries

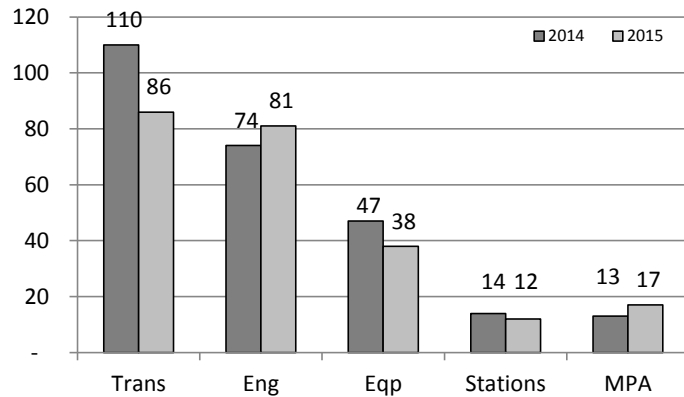
Year	Total	FRA FI*
2011	184	3.45
2012	169	3.12
2013	197	3.70
2014	258	4.69
2015	234	4.06

% change from last year: -13.4%

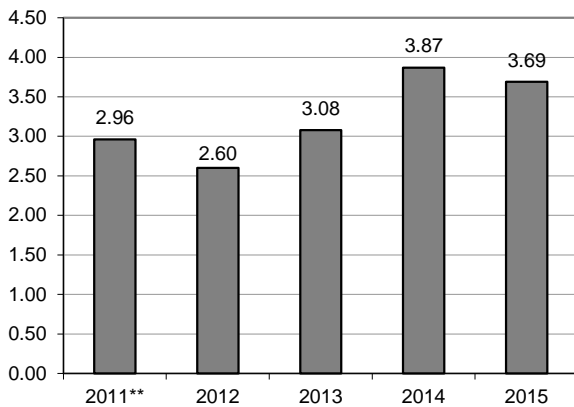
* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

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



Employee Reportable Accidents Comparison by Department			
Department	2014	2015	% Change
Transportation	110	86	-22%
Engineering	74	81	9%
Equipment	47	38	-19%
Stations	14	12	-14%
MPA	13	17	31%



Employee Lost Time Injuries			
Year	LT	LT FI*	LT & RD FI*
2011**	156	2.93	2.96
2012	141	2.60	2.60
2013	164	3.08	3.08
2014	213	3.87	3.87
2015	213	3.69	3.69

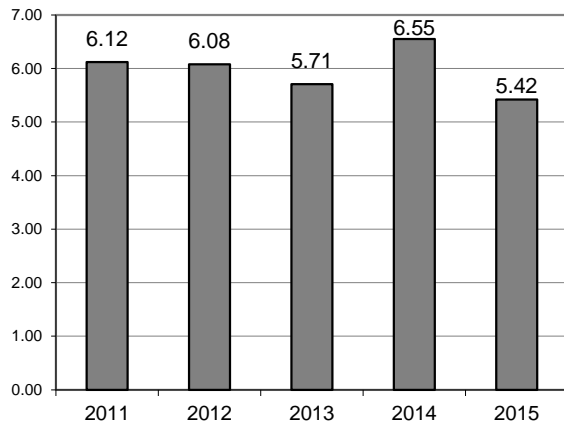
% change from last year: -4.7%

**Please note: Last year of Restricted Duty

* - Injuries per 200,000 hours worked



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

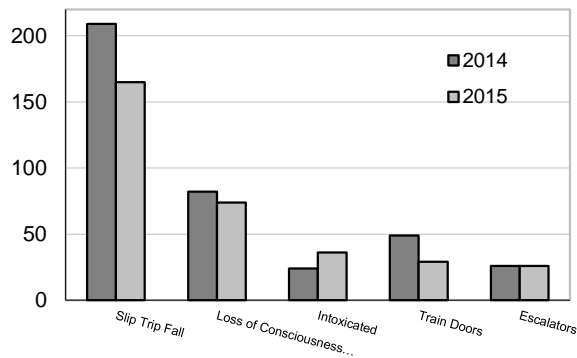


Total Customer Injuries

Year	Total	FI**
2011	410	6.12
2012	421	6.08
2013	397	5.71
2014	469	6.55
2015	395	5.42

% change from last year: -17.3%

**Injuries per 1,000,000 rides



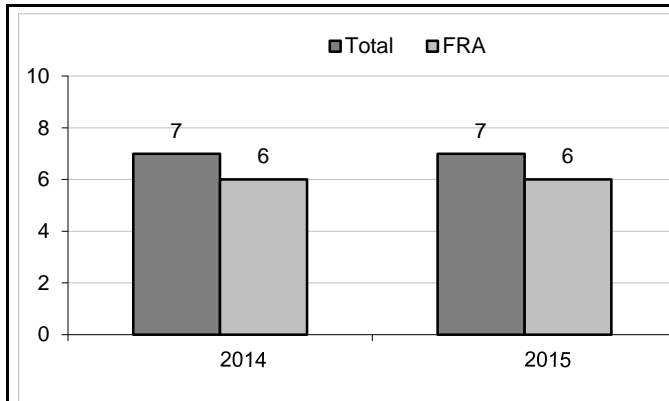
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Intoxicated	Train Doors	Escalators
2014	209	82	24	49	26
2015	165	74	36	29	26



MTA Long Island Rail Road

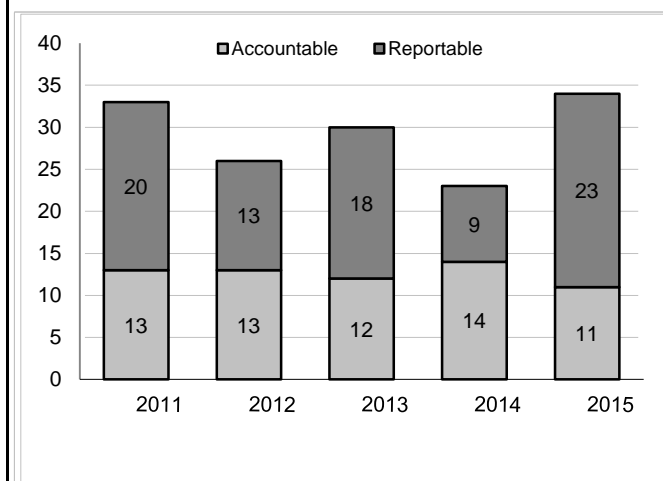
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through October 2015



Contractor Injuries

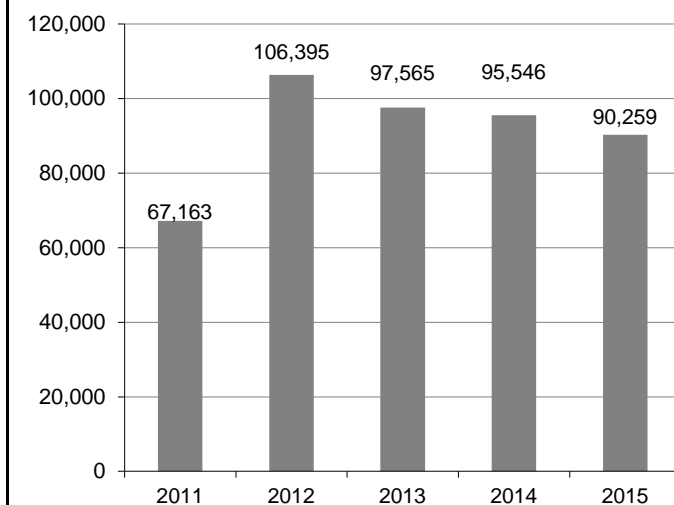
Year	Total	FRA Rpt.
2014	7	6
2015	7	6

% change from last year: 0%



Train Accidents

Year	Accountable	Reportable
2011	13	20
2012	13	13
2013	12	18
2014	14	9
2015	11	23



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

Total Participants

Year	Total
2011	67,163
2012	106,395
2013	97,565
2014	95,546
2015	90,259

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Merrick	1	0	0

Escalators	Mechanical Injury	Human Factor Injury
Penn Station	1	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



Long Island Rail Road

Date: December 2015

To: Members of the LIRR Operating Committee

From: Patrick A. Nowakowski, President

Re: Enhanced Safety Action Update

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

- Our next Corporate Quarterly Safety Stand-Down is scheduled for January 12, 2016.
- The Confidential Close Call Reporting System expanded as scheduled on September 29th. The next scheduled expansion is January 2016. Through the end of November, employees submitted 72 reports, 15 of which met the criteria for the program.
- To enhance customer safety at the highest volume terminal in the LIRR system, LIRR partnered with New York City Transit, Amtrak and New Jersey Transit to implement the first joint customer safety campaign on December 3rd at Penn Station. Over 7,400 z-cards were distributed to LIRR customers.
- The following progress was made on speed compliance enhancements:

Action Item	Status
Speed Compliance	For the period 11/1/15 through 11/30/15, there were 113 Radar Observations. 71 different LIRR Engineers were observed. 33 event recorder downloads were analyzed. All results indicate compliance. Year to date through the end of November there were 1,262 Radar Observations. 370 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	PTC continued to finalize subsystem designs and install communications cases, poles and antennas for the pilot lines. Finalizing M7 prototype reviews to support go ahead with production fabrication. Continue with surveys for design progress on other vehicle types. Meeting regularly with MNR and Amtrak to finalize the interoperability design. Completed radio frequency (RF) surveys for the entire network, which will allow us to proceed with the RF propagation analysis to finalize antenna pole locations beyond the pilot territory.
Cameras	Preliminary Design Review (PDR) completed. Option for remote access being discussed and considered.



Long Island Rail Road

Monthly Financial Report

October 2015

MTA LONG ISLAND RAIL ROAD

October Ridership and Financial Report

Executive Summary

Ridership

- During the month of October, total ridership was 7.7 million, which was 2.5% higher than October 2014 (adjusted for same number of work days) and 2.5% above the Mid-Year Forecast.
 - Ridership through October was 72.9 million. This was 2.0% above 2014 (adjusted for same number of calendar work days) and 1.1% higher than the 2015 forecast.
 - Through October, commutation ridership was 2.0% above 2014 (work day adjusted) and 0.9% higher than the 2015 forecast.
 - Through October, non-commutation ridership was 2.0% above 2014 and 1.5% above the forecast.
-

Revenues

- Farebox revenue through October totaling \$576.8 million was \$7.7 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$345.6 million was \$30.9 million higher than the forecast due to timing of capital activity and interagency reimbursements.
- In summary, total LIRR revenue of \$922.4 million was \$38.6 million higher than the forecast.

Expenses

- Through October, total expenses of \$1,788.6 million were \$4.4 million lower than the forecast.
- Straight-time payroll spending was \$(0.1) million higher than forecast due to Retroactive Wage Adjustments higher than projected, management vacation buyback, interagency reimbursements and retiree sick/vacation payouts, partially offset by wage claim accrual reversals and the existence of vacant positions. At the end of October, 82 of 7,057 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime spending was \$(5.5) million or 4.5% above forecast. Overtime hours worked was 3.9%, or 84,200 hours higher than the forecast primarily as a result of reimbursable overtime, which was 143,200 hours above forecast and maintenance overtime which was 36,000 hours above forecast. This was partially offset by lower weather-related overtime, which was 29,100 hours below forecast, vacancy/absentee coverage overtime (primarily timing of GOER training), which was 27,700 hours below forecast, unscheduled service, which was 27,700 hours below forecast and scheduled service, which was 9,500 hours below forecast.
- Year-to-date overtime hours increased by 11.9% in 2015 compared to 2014 due to higher reimbursable, vacancy/absentee coverage, maintenance, weather and unscheduled overtime, partially offset by lower scheduled service.
- Other variances are primarily timing or non-cash related.

Financial Performance Measures

- Through October, the Adjusted Farebox Operating Ratio was 60.5%, which is favorable to forecast due to lower expenses and higher revenue.
- Through October, the Adjusted Cost per Passenger was \$14.08, which is lower than forecast due to lower expenses and higher ridership.
- Through October, the Revenue per Passenger was \$7.95, which is greater than forecast.

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

REVENUE

Year-to-date October **Total Revenues** (including Capital and Other Reimbursements) of \$922.4 were \$38.6 or 4.4% favorable to forecast. The month of October of \$97.7 was favorable to forecast by \$6.4 or 7.0%.

- **Y-T-D Farebox Revenues** were \$7.7 favorable to forecast. The month was \$1.6 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$1.4 favorable to forecast. The month was \$0.6 favorable to forecast due to the timing of federal reimbursement for storm NEMO).
- **Y-T-D Capital and Other Reimbursements** were \$29.5 favorable to forecast. The month was \$4.2 favorable to the forecast due to timing of capital activity and interagency reimbursements.

OPERATING EXPENSES

Year-to-date October **Total Expenses** (including depreciation and other) of \$1,788.6 were favorable to forecast by \$4.4 or 0.2%. The total expenses for the month of \$174.1 were favorable to forecast by \$10.5 or 5.7%.

Labor Expenses, \$(6.1) unfavorable Y-T-D; \$2.4 favorable for the month.

- **Payroll**, \$(0.1) unfavorable Y-T-D; \$0.5 favorable for the month (primarily vacant positions, partially offset by retiree sick/vacation buyout and interagency reimbursements).
- **Overtime**, \$(5.5) unfavorable Y-T-D; \$0.3 favorable for the month (lower vacancy/absentee coverage, unscheduled service and weather-related overtime, partially offset by higher maintenance and capital project activity).
- **Health & Welfare**, \$(1.0) unfavorable Y-T-D; \$(0.1) unfavorable for the month (interagency reimbursements, partially offset by vacant positions).
- **OPEB Current Payment**, \$3.4 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$(2.9) unfavorable Y-T-D; \$1.1 favorable for the month (lower Railroad Retirement taxes).

Non-Labor Expenses, \$6.4 favorable Y-T-D; \$6.9 favorable for the month.

- **Electric Power**, \$5.8 favorable Y-T-D; \$0.5 favorable for the month (lower consumption and rates).
- **Fuel**, \$0.6 favorable Y-T-D; \$0.3 favorable for the month (lower rates).
- **Insurance**, \$1.0 favorable Y-T-D; \$0.1 favorable for the month (lower Force Account Insurance).
- **Maintenance and Other Operating Contracts**, \$11.7 favorable Y-T-D; \$2.1 favorable for the month (timing of vegetation management, elevator/escalator maintenance, construction services and miscellaneous other maintenance contracts).
- **Professional Services**, \$(33.1) unfavorable Y-T-D. \$1.0 favorable for the month (timing of MTA chargebacks, Homeless Outreach and other professional services agreements).
- **Materials and Supplies**, \$18.8 favorable Y-T-D; \$2.4 favorable for the month (primarily lower running repair for revenue fleet, timing of modifications for revenue fleet and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.3 favorable Y-T-D; \$0.2 favorable for the month (timing).

Depreciation and Other, \$4.1 favorable Y-T-D; \$1.2 favorable for the month (favorable Depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 49.7%, 0.5 percentage points above September. The Farebox Operating Ratio for the month of October of 54.9% was 9.0 percentage points above the forecast resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 60.5%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$57.889	\$59.518	\$1.629	2.8	\$0.000	\$0.000	\$0.000	-	\$57.889	\$59.518	\$1.629	2.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.633	4.261	0.628	17.3	0.000	0.000	0.000	-	3.633	4.261	0.628	17.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	29.781	33.951	4.170	14.0	29.781	33.951	4.170	14.0
Total Revenue	\$61.522	\$63.778	\$2.256	3.7	\$29.781	\$33.951	\$4.170	14.0	\$91.303	\$97.729	\$6.426	7.0
Expenses												
<i>Labor:</i>												
Payroll	\$44.505	\$42.507	\$1.998	4.5	\$8.038	\$9.564	(\$1.526)	(19.0)	\$52.543	\$52.071	\$0.472	0.9
Overtime	9.987	8.767	1.220	12.2	2.252	3.134	(0.882)	(39.2)	12.239	11.901	0.338	2.8
Health and Welfare	7.438	7.029	0.409	5.5	1.776	2.265	(0.489)	(27.5)	9.214	9.294	(0.080)	(0.9)
OPEB Current Payment	5.229	4.627	0.602	11.5	0.000	0.000	0.000	-	5.229	4.627	0.602	11.5
Pensions	14.363	13.381	0.982	6.8	2.885	3.867	(0.982)	(34.0)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	8.637	7.254	1.383	16.0	1.816	2.131	(0.315)	(17.3)	10.453	9.385	1.068	10.2
Reimbursable Overhead	(2.774)	(3.697)	0.923	33.3	2.774	3.697	(0.923)	(33.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$87.385	\$79.868	\$7.517	8.6	\$19.541	\$24.658	(\$5.117)	(26.2)	\$106.926	\$104.526	\$2.400	2.2
<i>Non-Labor:</i>												
Electric Power	\$7.101	\$6.570	\$0.531	7.5	\$0.050	\$0.085	(\$0.035)	(69.9)	\$7.151	\$6.655	\$0.496	6.9
Fuel	1.625	1.345	0.280	17.3	0.000	0.000	0.000	-	1.625	1.345	0.280	17.3
Insurance	1.956	1.894	0.062	3.2	0.578	0.492	0.086	14.8	2.534	2.386	0.148	5.8
Claims	0.347	0.159	0.188	54.2	0.000	0.000	0.000	-	0.347	0.159	0.188	54.2
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	7.202	5.378	1.824	25.3	1.263	0.939	0.324	25.7	8.465	6.317	2.148	25.4
Professional Service Contracts	2.284	1.929	0.355	15.5	0.944	0.310	0.634	67.2	3.228	2.239	0.989	30.6
Materials & Supplies	12.092	9.707	2.385	19.7	7.372	7.310	0.062	0.8	19.464	17.017	2.447	12.6
Other Business Expenses	1.419	1.125	0.294	20.7	0.033	0.157	(0.124)	*	1.452	1.282	0.170	11.7
Total Non-Labor Expenses	\$34.026	\$28.106	\$5.920	17.4	\$10.240	\$9.293	\$0.947	9.2	\$44.266	\$37.400	\$6.866	15.5
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$121.411	\$107.975	\$13.436	11.1	\$29.781	\$33.951	(\$4.170)	(14.0)	\$151.192	\$141.926	\$9.266	6.1
Depreciation	\$27.048	\$25.928	\$1.120	4.1	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.928	\$1.120	4.1
Other Post Employment Benefits	6.215	6.307	(0.092)	(1.5)	0.000	0.000	0.000	-	6.215	6.307	(0.092)	(1.5)
Environmental Remediation	0.167	(0.014)	0.181	*	0.000	0.000	0.000	-	0.167	(0.014)	0.181	*
Total Expenses	\$154.841	\$140.196	\$14.645	9.5	\$29.781	\$33.951	(\$4.170)	(14.0)	\$184.622	\$174.147	\$10.475	5.7
Net Surplus/(Deficit)	(\$93.319)	(\$76.418)	\$16.901	18.1	\$0.000	\$0.000	\$0.000	-	(\$93.319)	(\$76.418)	\$16.901	18.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.048	\$25.928	(\$1.120)	(4.1)	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.928	(\$1.120)	(4.1)
Operating/Capital	(5.211)	(0.925)	4.286	82.3	0.000	0.000	0.000	-	(5.211)	(0.925)	4.286	82.3
Other Cash Adjustments	11.791	(3.162)	(14.953)	*	0.000	0.000	0.000	-	11.791	(3.162)	(14.953)	*
Total Cash Conversion Adjustments	\$33.628	\$21.841	(\$11.787)	(35.0)	0.000	\$0.000	\$0.000	-	\$33.628	\$21.841	(\$11.787)	(35.0)
Net Cash Surplus/(Deficit)	(\$59.691)	(\$54.576)	\$5.115	8.6	\$0.000	\$0.000	\$0.000	-	(\$59.691)	(\$54.576)	\$5.115	8.6

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

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$569.134	\$576.816	\$7.682	1.3	\$0.000	\$0.000	\$0.000	-	\$569.134	\$576.816	\$7.682	1.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	42.197	43.632	1.435	3.4	0.000	0.000	0.000	-	42.197	43.632	1.435	3.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	272.477	301.981	29.504	10.8	272.477	301.981	29.504	10.8
Total Revenue	\$611.331	\$620.448	\$9.117	1.5	\$272.477	\$301.981	\$29.504	10.8	\$883.808	\$922.430	\$38.622	4.4
Expenses												
Labor:												
Payroll	\$408.904	\$399.183	\$9.721	2.4	\$85.239	\$95.109	(\$9.870)	(11.6)	\$494.143	\$494.292	(\$0.149)	(0.0)
Overtime	101.423	97.621	3.802	3.7	20.777	30.042	(9.265)	(44.6)	122.200	127.664	(5.464)	(4.5)
Health and Welfare	72.785	70.294	2.491	3.4	18.748	22.231	(3.483)	(18.6)	91.533	92.525	(0.992)	(1.1)
OPEB Current Payment	50.803	47.384	3.419	6.7	0.000	0.000	0.000	-	50.803	47.384	3.419	6.7
Pensions	141.666	134.818	6.848	4.8	30.814	37.663	(6.849)	(22.2)	172.480	172.481	(0.001)	(0.0)
Other Fringe Benefits	111.244	111.935	(0.691)	(0.6)	18.556	20.789	(2.233)	(12.0)	129.800	132.724	(2.924)	(2.3)
Reimbursable Overhead	(28.721)	(35.895)	7.174	25.0	28.721	35.895	(7.174)	(25.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$858.104	\$825.340	\$32.764	3.8	\$202.855	\$241.730	(\$38.875)	(19.2)	\$1,060.959	\$1,067.071	(\$6.112)	(0.6)
Non-Labor:												
Electric Power	\$84.597	\$78.776	\$5.821	6.9	\$0.652	\$0.690	(\$0.038)	(5.8)	\$85.249	\$79.465	\$5.784	6.8
Fuel	16.287	15.680	0.607	3.7	0.000	0.000	0.000	-	16.287	15.680	0.607	3.7
Insurance	19.838	19.491	0.347	1.8	5.465	4.812	0.653	11.9	25.303	24.302	1.001	4.0
Claims	3.537	3.233	0.304	8.6	0.000	0.000	0.000	-	3.537	3.233	0.304	8.6
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	58.277	47.377	10.900	18.7	13.025	12.234	0.791	6.1	71.302	59.610	11.692	16.4
Professional Service Contracts	19.346	52.741	(33.395)	*	2.553	2.234	0.319	12.5	21.899	54.975	(33.076)	*
Materials & Supplies	114.235	103.556	10.679	9.3	47.062	38.941	8.121	17.3	161.297	142.496	18.801	11.7
Other Business Expenses	12.773	11.007	1.766	13.8	0.865	1.341	(0.476)	(55.0)	13.638	12.348	1.290	9.5
Total Non-Labor Expenses	\$328.890	\$331.859	(\$2.969)	(0.9)	\$69.622	\$60.251	\$9.371	13.5	\$398.512	\$392.110	\$6.402	1.6
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	\$1,186.994	\$1,157.199	\$29.795	2.5	\$272.477	\$301.981	(\$29.504)	(10.8)	\$1,459.471	\$1,459.181	\$0.290	0.0
Depreciation	\$269.726	\$266.292	3.434	1.3	\$0.000	\$0.000	\$0.000	-	\$269.726	\$266.292	\$3.434	1.3
Other Post Employment Benefits	62.108	61.960	0.148	0.2	0.000	0.000	0.000	-	\$62.108	61.960	0.148	0.2
Environmental Remediation	1.670	1.133	0.537	32.1	0.000	0.000	0.000	-	\$1.670	1.133	0.537	32.1
Total Expenses	\$1,520.498	\$1,486.584	\$33.914	2.2	\$272.477	\$301.981	(\$29.504)	(10.8)	\$1,792.975	\$1,788.565	\$4.410	0.2
Net Surplus/(Deficit)	(\$909.167)	(\$866.136)	\$43.031	4.7	\$0.000	\$0.000	\$0.000	-	(\$909.167)	(\$866.136)	\$43.031	4.7
Cash Conversion Adjustments												
Depreciation	\$269.726	\$266.292	(\$3.434)	(1.3)	\$0.000	\$0.000	\$0.000	-	\$269.726	\$266.292	(\$3.434)	(1.3)
Operating/Capital	(24.049)	(7.856)	16.193	67.3	0.000	0.000	0.000	-	(24.049)	(7.856)	16.193	67.3
Other Cash Adjustments	64.121	93.829	29.708	46.3	0.000	0.000	0.000	-	64.121	93.829	29.708	46.3
Total Cash Conversion Adjustments	\$309.798	\$352.264	\$42.466	13.7	\$0.000	\$0.000	\$0.000	-	\$309.798	\$352.264	\$42.466	13.7
Net Cash Surplus/(Deficit)	(\$599.369)	(\$513.871)	\$85.498	14.3	\$0.000	\$0.000	\$0.000	-	(\$599.369)	(\$513.871)	\$85.498	14.3

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

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

October 2015					Year-to-Date October 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.	1.629	2.8	Higher ridership \$1.459 and higher yield per passenger \$0.170.	7.682	1.3	Higher ridership \$6.503 and higher yield per passenger \$1.179.
Other Operating Revenue	Non Reimb.	0.628	17.3	Timing of federal reimbursement for storms, miscellaneous and freight revenue, partially offset by rental revenue and timing of advertising revenue.	1.435	3.4	Timing of federal reimbursement for storms, miscellaneous and freight revenue and higher special services revenue, partially offset by rental revenue and timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	4.170	14.0	Timing of capital project activity and interagency reimbursements.	29.504	10.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.998	4.5	Vacant positions and lower rates, partially offset by higher retiree sick/vacation payments.	9.721	2.4	Vacant positions, rates and lower wage claim accruals, partially offset by higher than anticipated back pay for BLE members, management vacation buyback and Engineering workforce working on maintenance activities instead of capital projects.
	Reimb.	(1.526)	(19.0)	Primarily due to timing of project activity and interagency reimbursements.	(9.870)	(11.6)	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	1.220	12.2	Lower coverage overtime due to timing of GOER training and lower weather related overtime, partially offset by higher maintenance overtime.	3.802	3.7	Lower unscheduled/scheduled service and weather-related overtime, partially offset by higher maintenance overtime.
	Reimb.	(0.882)	(39.2)	Timing of East Side Access project schedule and other capital project activity.	(9.265)	(44.6)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.409	5.5	Vacant positions.	2.491	3.4	Vacant positions.
	Reimb.	(0.489)	(27.5)	Primarily due to timing of project activity and interagency reimbursements.	(3.483)	(18.6)	Primarily due to timing of project activity and interagency reimbursements.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

October 2015					Year-to-Date October 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
OPEB Current Payment	Non Reimb.	0.602	11.5	Fewer retirees/beneficiaries.	3.419	6.7	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.982	6.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	6.848	4.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.982)	(34.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(6.849)	(22.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	1.383	16.0	Lower Railroad Retirement payments.	(0.691)	(0.6)	Higher FELA Indemnity payments, partially offset by lower Railroad Retirement payments.
	Reimb.	(0.315)	(17.3)	Primarily due to timing of project activity and interagency reimbursements.	(2.233)	(12.0)	Primarily due to timing of project activity and interagency reimbursements.
Electric Power	Non Reimb.	0.531	7.5	Lower rates and consumption.	5.821	6.9	Lower rates and consumption.
	Reimb.	(0.035)	(69.9)		(0.038)	(5.8)	
Fuel	Non Reimb.	0.280	17.3	Lower rates.	0.607	3.7	Lower rates.
Insurance	Non Reimb.	0.062	3.2	Timing of invoices	0.347	1.8	Timing of invoices
	Reimb.	0.086	14.8	Force Account Insurance associated with project activity.	0.653	11.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.188	54.2	Lower public liability and legal claims.	0.304	8.6	Lower legal claims.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

October 2015				Year-to-Date October 2015			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.824	25.3	Timing of payments/activities for non-revenue vehicle repairs, cleaning services, escalator/elevator maintenance, vegetation management and various other maintenance contracts, partially offset by the timing of payments for joint facilities.	10.900	18.7	Primarily prior period accrual reversal for joint facilities and timing of payments for joint facilities, elevator/escalator maintenance, vegetation management, security initiatives and various other maintenance and other operating contracts.
	Reimb.	0.324	25.7	Primarily due to timing of project activity.	0.791	6.1	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.355	15.5	Timing of payments for MTA chargebacks.	(33.395)	*	Primarily planning studies originally assumed to be capitalized now captured as an operating expense and accrued write-off associated with East River Tunnel security assets that were rendered useless due to Sandy, partially offset by the timing of expenses/activities for Homeless Outreach, General Engineering Contracts, safety initiatives and miscellaneous Professional Services.
	Reimb.	0.634	67.2	Primarily due to timing of project activity.	0.319	12.5	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.385	19.7	Lower usage of material in Diesel Car Shop (delay 15 year diesel RCM, miscellaneous Modifications and C-3 HVAC), MU Car Shops (less running repair and miscellaneous modifications including Drop Sash) Wheel Shop and miscellaneous corporate inventory adjustments, partially offset by the timing of C-3 truck charge outs and higher chargeouts of pool material.	10.679	9.3	Primarily due to delayed RCM activities (Diesel 15 year engine, C-3 HVAC and M-3 Car Body) lower material usage for the Wheel Shop (lower use of safety stock) and Electronic Shop (delayed propulsion control) and timing of corporate inventory adjustments, partially offset by the timing of charge outs for C-3 trucks, pool material and non-stock material.
	Reimb.	0.062	0.8	Primarily due to timing of project activity.	8.121	17.3	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

October 2015					Year-to-Date October 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.	0.294	20.7	Lower expenditures on office supplies and travel, partially offset by higher credit card fees.	1.766	13.8	Lower bad debt expense, higher restitution for property damage and timing of miscellaneous expenses.
	Reimb.	(0.124)	*	Primarily due to timing project activity.	(0.476)	(55.0)	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.120	4.1	Based on certain assets being fully depreciated.	3.434	1.3	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.092)	(1.5)		0.148	0.2	Revised actuarial assessment.
Environmental Remediation	Non Reimb.	0.181	*		0.537	32.1	Revised expenses for environmental remediation.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
October 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$60.282	\$60.205	(\$0.077)	(0.1)	\$587.867	\$592.495	\$4.628	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.180	9.850	2.670	37.2	53.844	63.743	9.899	18.4
Capital & Other Reimbursements	30.077	23.068	(7.009)	(23.3)	227.260	254.498	27.238	12.0
Total Receipts	\$97.539	\$93.124	(\$4.415)	(4.5)	\$868.971	\$910.736	\$41.765	4.8
Expenditures								
<i>Labor:</i>								
Payroll	\$56.978	\$54.712	\$2.266	4.0	\$503.854	\$501.846	\$2.008	0.4
Overtime	14.957	14.959	(0.002)	(0.0)	126.919	129.765	(2.846)	(2.2)
Health and Welfare	9.214	9.122	0.092	1.0	92.452	93.970	(1.518)	(1.6)
OPEB Current Payment	5.229	4.596	0.633	12.1	51.208	48.658	2.550	5.0
Pensions	17.248	17.248	(0.000)	(0.0)	144.668	144.644	0.024	0.0
Other Fringe Benefits	12.446	10.994	1.452	11.7	132.003	125.329	6.674	5.1
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$116.072	\$111.630	\$4.442	3.8	\$1,051.104	\$1,044.213	\$6.891	0.7
<i>Non-Labor:</i>								
Electric Power	\$7.078	\$7.797	(\$0.719)	(10.2)	\$85.793	\$80.773	\$5.020	5.9
Fuel	1.646	1.430	0.216	13.1	16.823	16.741	0.082	0.5
Insurance	0.341	2.129	(1.788)	*	25.370	22.741	2.629	10.4
Claims	0.191	0.127	0.064	33.7	1.359	1.311	0.048	3.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.631	6.400	3.231	33.6	80.127	63.514	16.613	20.7
Professional Service Contracts	3.659	1.249	2.410	65.9	21.889	16.641	5.248	24.0
Materials & Supplies	15.079	12.228	2.851	18.9	154.865	148.044	6.821	4.4
Other Business Expenses	1.419	1.253	0.166	11.7	12.741	11.935	0.806	6.3
Total Non-Labor Expenditures	\$39.044	\$32.611	\$6.433	16.5	\$398.967	\$361.700	\$37.267	9.3
<i>Other Expenditure Adjustments:</i>								
Other	\$2.114	\$1.804	\$0.310	14.7	\$18.269	\$16.633	\$1.636	9.0
Total Other Expenditure Adjustments	\$2.114	\$1.804	\$0.310	14.7	\$18.269	\$16.633	\$1.636	9.0
Total Expenditures	\$157.230	\$146.045	\$11.185	7.1	\$1,468.340	\$1,422.546	\$45.794	3.1
Cash Timing and Availability Adjustment	0.000	(1.655)	(1.655)	-	(0.000)	(2.062)	(2.062)	*
Net Cash Deficit (excludes opening balance)	(\$59.691)	(\$54.576)	\$5.115	8.6	(\$599.369)	(\$513.871)	\$85.498	14.3
Subsidies								
MTA	59.691	52.834	(6.857)	(11.5)	599.369	513.869	(85.500)	(14.3)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	October 2015			Year-to-Date as of October 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.077)	(0.1)	Higher ridership \$1.459 and higher yields \$0.170, partially offset by lower Metrocard/AirTrain sales \$(0.349) and lower advance sales impact \$(1.357).	4.628	0.8	Higher ridership \$6.503 and higher yields \$1.179, partially offset by lower advance sales impact \$(2.184) and lower Metrocard/AirTrain sales \$(0.870).
Other Operating Revenue	2.670	37.2	Primarily due to the timing of reimbursement for NYCTA Transportation passes, Federal reimbursement for storms and other intercompany receipts.	9.899	18.4	Primarily due to the timing of intercompany receipts, rental and miscellaneous revenue and federal reimbursement for storms.
Capital and Other Reimbursements	(7.009)	(23.3)	Timing of activity and reimbursement for capital and other reimbursements.	27.238	12.0	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.266	4.0	Primarily due to vacant positions and lower rates.	2.008	0.4	Primarily due to vacant positions and rates, partially offset by management vacation buyback payments.
Overtime	(0.002)	(0.0)		(2.846)	(2.2)	Primarily due to higher project and maintenance overtime, partially offset by lower scheduled/unscheduled service, weather related overtime and vacancy/absentee coverage.
Health and Welfare	0.092	1.0		(1.518)	(1.6)	Primarily an additional wage based contribution to the BLE Health & Welfare fund based on retroactive wages, and the timing of smaller policy payments.
OPEB Current Payment	0.633	12.1	Fewer retirees/beneficiaries.	2.550	5.0	Primarily fewer retirees/beneficiaries, partially offset by the timing of smaller policy payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	October 2015			Year-to-Date as of October 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.452	11.7	Primarily lower Railroad Retirement payments and the timing of FELA payments.	6.674	5.1	Primarily the timing of FELA payments and lower Railroad Retirement payments.
Non-Labor:						
Electric Power	(0.719)	(10.2)	Primarily due to the timing of payments.	5.020	5.9	Primarily due to lower traction power rates and consumption and the timing of wayside payments, partially offset by higher non-traction payments.
Fuel	0.216	13.1	Primarily due to lower rates.	0.082	0.5	Primarily due to lower rates, partially offset by the timing of payments.
Insurance	(1.788)	*	Timing of insurance premium payments.	2.629	10.4	Timing of insurance premium payments.
Claims	0.064	33.7	Timing of payment for claims.	0.048	3.5	Timing of payment for claims.
Maintenance and Other Operating Contracts	3.231	33.6	Timing of payments.	16.613	20.7	Timing of payments.
Professional Service Contracts	2.410	65.9	Primarily the timing of consulting service and MTA Chargeback Service payments.	5.248	24.0	Primarily the timing of consulting service and MTA Chargeback Service payments.
Materials and Supplies	2.851	18.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.	6.821	4.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.166	11.7	Timing of payments.	0.806	6.3	Timing of payments.
Other Expenditure Adjustments	0.310	14.7	Lower Metrocard/AirTrain pass through payments.	1.636	9.0	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
October 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.393	\$0.687	(\$1.706)	(71.3)	\$18.733	\$15.679	(\$3.054)	(16.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.547	5.590	2.043	57.6	11.647	20.111	8.464	72.7
Capital & Other Reimbursements	0.296	(10.883)	(11.179)	*	(45.217)	(47.483)	(2.266)	(5.0)
Total Receipts	\$6.236	(\$4.606)	(\$10.842)	*	(\$14.837)	(\$11.693)	\$3.144	21.2
Expenditures								
<i>Labor:</i>								
Payroll	(\$4.435)	(\$2.641)	\$1.794	40.5	(\$9.711)	(\$7.554)	\$2.157	22.2
Overtime	(2.718)	(3.058)	(0.340)	(12.5)	(4.719)	(2.102)	2.617	55.5
Health and Welfare	0.000	0.172	0.172	-	(0.919)	(1.445)	(0.526)	(57.2)
OPEB Current Payment	0.000	0.031	0.031	-	(0.405)	(1.274)	(0.869)	*
Pensions	0.000	0.000	0.000	-	27.812	27.837	0.025	0.1
Other Fringe Benefits	(1.993)	(1.608)	0.385	19.3	(2.203)	7.395	9.598	*
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	(\$9.146)	(\$7.104)	\$2.042	22.3	\$9.855	\$22.858	\$13.003	*
<i>Non-Labor:</i>								
Electric Power	\$0.073	(\$1.142)	(\$1.215)	*	(\$0.544)	(\$1.308)	(\$0.764)	*
Fuel	(0.021)	(0.086)	(0.065)	*	(0.536)	(1.061)	(0.525)	(97.9)
Insurance	2.193	0.258	(1.935)	(88.2)	(0.067)	1.561	1.628	*
Claims	0.156	0.032	(0.124)	(79.3)	2.178	1.922	(0.256)	(11.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.166)	(0.083)	1.083	92.9	(8.825)	(3.903)	4.922	55.8
Professional Service Contracts	(0.431)	0.990	1.421	*	0.010	38.334	38.324	*
Materials & Supplies	4.385	4.790	0.405	9.2	6.432	(5.547)	(11.979)	*
Other Business Expenses	0.033	0.030	(0.003)	(10.6)	0.897	0.412	(0.485)	(54.0)
Total Non-Labor Expenditures	\$5.222	\$4.789	(\$0.433)	(8.3)	(\$0.455)	\$30.410	\$30.865	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.114)	(\$1.804)	\$0.310	14.7	(\$18.269)	(\$16.633)	\$1.636	9.0
Total Other Expenditure Adjustments	(\$2.114)	(\$1.804)	\$0.310	14.7	(\$18.269)	(\$16.633)	\$1.636	9.0
Total Expenditures before Depreciation	(\$6.038)	(\$4.119)	\$1.919	31.8	(\$8.869)	\$36.635	\$45.503	*
Depreciation Adjustment	\$27.048	\$25.928	(\$1.120)	(4.1)	\$269.726	\$266.292	(\$3.434)	(1.3)
Other Post Employment Benefits	6.215	6.307	0.092	1.5	62.108	61.960	(0.148)	(0.2)
Environmental Remediation	0.167	(0.014)	(0.181)	*	1.670	1.133	(0.537)	(32.1)
Total Expenditures	\$27.392	\$28.102	\$0.710	2.6	\$324.635	\$366.019	\$41.384	12.7
Cash Timing and Availability Adjustment	0.000	(1.655)	(1.655)	-	(0.000)	(2.062)	(2.062)	*
Total Cash Conversion Adjustments	\$33.628	\$21.841	(\$11.787)	(35.0)	\$309.798	\$352.264	\$42.466	13.7

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

	October 2015						October Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	34,371	\$1.991	34,517	\$2.015	(146)	(\$0.024)	309,269	\$17.966	299,804	\$17.455	9,464	\$0.511
					-0.4%	-1.2%					3.1%	2.8%
<u>Unscheduled Service</u>	12,838	\$0.771	11,429	\$0.352	1,409	\$0.419	126,960	\$7.091	99,295	\$4.014	27,665	\$3.076
					11.0%	54.3%					21.8%	43.4%
<u>Programmatic/Routine Maintenance</u>	50,575	\$2.829	64,642	\$3.772	(14,067)	(\$0.943)	532,513	\$29.379	558,136	\$31.335	(25,623)	(\$1.956)
					-27.8%	-33.3%					-4.8%	-6.7%
<u>Unscheduled Maintenance</u>	571	\$0.031	1,011	\$0.055	(440)	(\$0.024)	7,027	\$0.394	17,364	\$0.964	(10,337)	(\$0.570)
					-77.0%	-77.0%					*	*
<u>Vacancy/Absentee Coverage</u>	69,934	\$3.932	41,224	\$2.364	28,711	\$1.568	586,649	\$32.767	558,982	\$31.272	27,667	\$1.495
					41.1%	39.9%					4.7%	4.6%
<u>Weather Emergencies</u>	5,977	\$0.349	553	\$0.035	5,424	\$0.314	208,878	\$11.962	179,772	\$10.299	29,105	\$1.662
					90.7%	89.8%					13.9%	13.9%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> ³	1,505	\$0.084	1,989	\$0.173	(484)	(\$0.089)	19,792	\$1.865	18,733	\$2.282	1,059	(\$0.417)
					-32.1%	*					5.3%	-22.4%
NON-REIMBURSABLE OVERTIME	175,771	\$9.987	155,365	\$8.767	20,407	\$1.220	1,791,087	\$101.423	1,732,086	\$97.621	59,000	\$3.802
					11.6%	12.2%					3.3%	3.7%
REIMBURSABLE OVERTIME	40,230	\$2.252	57,258	\$3.134	(17,027)	(\$0.882)	366,194	\$20.777	509,357	\$30.042	(143,163)	(\$9.265)
					-42.3%	-39.2%					-39.1%	-44.6%
TOTAL OVERTIME	216,002	\$12.239	212,622	\$11.901	3,379	\$0.338	2,157,281	\$122.200	2,241,443	\$127.664	(84,162)	(\$5.464)
					1.6%	2.8%					-3.9%	-4.5%

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

	October 2015			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(146)	(\$0.024)	Higher than anticipated Holiday overtime within Transportation.	9,464	\$0.511	Lower than anticipated holiday overtime within Maintenance of Equipment, Engineering and Transportation and lower crew book overtime within Transportation.
	-0.4%	-1.2%		3.1%	2.8%	
<u>Unscheduled Service</u>	1,409	\$0.419	Less than forecast overtime needed to maintain On-Time Performance.	27,665	\$3.076	Less than forecast overtime needed to maintain On-Time Performance.
	11.0%	54.3%		21.8%	43.4%	
<u>Programmatic/Routine Maintenance</u>	(14,067)	(\$0.943)	Attributed to an increase in bridge tie installation, timber installation, troubleshoot program maintenance, prep-install signal switch, concrete tie installation, row drainage, third rail tie changing and various state of good repairs within Engineering, partially offset by lower than anticipated air brake repair, MU car shop repair, out lying points running repair, M7 propulsion.	(25,623)	(\$1.956)	Attributed to an increase in Sperry activity, boutet welding in field, high rail track inspections, storm protection, timber installation, troubleshoot program maintenance, prep-install signal switch, replacement of concrete ties, Belmont park high level platform replacement and installations of timber, frog/guard rail, hand tie and bridge tie, partially offset by lower than anticipated running repairs within Maintenance of Equipment.
	-27.8%	-33.3%		-4.8%	-6.7%	
<u>Unscheduled Maintenance</u>	(440)	(\$0.024)	Primarily attributed to various emergencies system wide.	(10,337)	(\$0.570)	Attributed to an increase in emergencies system wide as well as derailments at Babylon, Belmont, West Side Yard, New York & Atlantic Railway derailment (NYAR) at Wyandanch and NYAR derailment west of Hicksville.
	-77.0%	-77.0%		*	*	
<u>Vacancy/Absentee Coverage</u>	28,711	\$1.568	Favorable due to timing of GOER training, partially offset by an average of 20.2 Open Jobs within Maintenance of Equipment.	27,667	\$1.495	Favorable due to timing of GOER training, partially offset by an average of 7.1 Open Jobs within Maintenance of Equipment.
	41.1%	39.9%		4.7%	4.6%	
<u>Weather Emergencies</u>	5,424	\$0.314	Lower than budgeted weather related expenses.	29,105	\$1.662	Lower than budgeted weather related expenses.
	90.7%	89.8%		13.9%	13.9%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(484)	(\$0.089)	Due to contractual back pay for BLE, double time impact and higher rated crafts.	1,059	(\$0.417)	Due to contractual back pay for BLE, double time impact and higher rated crafts.
	-32.1%	*		5.3%	-22.4%	
NON-REIMBURSABLE OVERTIME	20,407	\$1.220		59,000	\$3.802	
	11.6%	12.2%		3.3%	3.7%	
REIMBURSABLE OVERTIME	(17,027)	(\$0.882)	Over-run attributed to 2015 annual track program, bridge program, 2nd track main line, latest project schedule for East Rail Yard, East Side Access and timing of reimbursable chargebacks.	(143,163)	(\$9.265)	Over-run attributed to 2015 annual track program, Massapequa pocket track, Atlantic half ties, 2nd track main line, latest project schedule for Positive train control, East Rail Yard, East Side Access and timing of reimbursable chargebacks.
	-42.3%	-39.2%		-39.1%	-44.6%	
TOTAL OVERTIME	3,379	\$0.338		(84,162)	(\$5.464)	
	1.6%	2.8%		-3.9%	-4.5%	

* 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
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH OCTOBER 2015

			Favorable/ (Unfavorable)
	Forecast	Actual	Variance
Administration			
Executive VP	6	10	(4)
Labor Relations	18	16	2
Procurement & Logistics (excl. Stores)	82	83	(1)
Human Resources	33	32	1
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
Business Process Mgmt Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	66	3
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	2	1
Security	17	12	5
System Safety	36	30	6
Training	64	59	5
Service Planning	22	21	1
Sr. VP Operations	2	2	-
Total Administration	503	466	37
Operations			
Train Operations	2,095	2,072	23
Customer Services	298	295	3
Total Operations	2,393	2,367	26
Maintenance			
Engineering	1,791	1,819	(28)
Equipment	2,098	2,074	24
Procurement (Stores)	93	93	-
Total Maintenance	3,982	3,986	(4)
Engineering/Capital			
Department of Project Management	136	121	15
VP - East Side Access & Special Projects	43	35	8
Total Engineering/Capital	179	156	23
Baseline Total Positions	7,057	6,975	82
<i>Non-Reimbursable</i>	6,035	6,030	5
<i>Reimbursable</i>	1,022	945	77
Total Full-Time	7,057	6,975	82
Total Full-Time-Equivalents			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH OCTOBER 2015**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 5 positions due to vacancies in Train Service and the Equipment Department.
REIMBURSABLE POSITIONS - Favorable 77 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH OCTOBER 2015

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	252	234	18
Professional, Technical, Clerical	150	129	21
Operational Hourlies	101	103	(2)
Total Administration	503	466	37
Operations			
Managers/Supervisors	286	276	10
Professional, Technical, Clerical	101	97	4
Operational Hourlies	2,006	1,994	12
Total Operations	2,393	2,367	26
Maintenance			
Managers/Supervisors	732	667	65
Professional, Technical, Clerical	249	260	(11)
Operational Hourlies	3,001	3,059	(58)
Total Maintenance	3,982	3,986	(4)
Engineering/Capital			
Managers/Supervisors	123	107	16
Professional, Technical, Clerical	56	49	7
Operational Hourlies	-	-	-
Total Engineering/Capital	179	156	23
Total Positions			
Managers/Supervisors	1,393	1,284	109
Professional, Technical, Clerical	556	535	21
Operational Hourlies	5,108	5,156	(48)
Total Positions	7,057	6,975	82

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	OCTOBER 2015				Year-to-Date OCTOBER 2015			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.331	4.404	0.073	1.7%	39.929	40.335	0.406	1.0%
Weekly	0.171	0.161	(0.010)	-5.6%	1.738	1.695	(0.043)	-2.5%
Total Commutation	4.502	4.565	0.063	1.4%	41.667	42.030	0.363	0.9%
One-Way Full Fare	0.715	0.761	0.046	6.4%	6.952	7.126	0.174	2.5%
One-Way Off-Peak	1.429	1.476	0.047	3.3%	14.748	14.874	0.126	0.9%
All Other	0.853	0.885	0.032	3.7%	8.669	8.829	0.160	1.8%
Total Non-Commutation	2.997	3.122	0.125	4.2%	30.369	30.829	0.460	1.5%
Total	7.499	7.687	0.188	2.5%	72.036	72.859	0.823	1.1%

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
October 2015**

		MONTH			VARIANCE	
		Actual 2015	Mid-Year Forecast	Actual 2014	vs. Forecast	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.9%	45.9%	50.6%	9.0%	4.3%
	Adjusted ⁽²⁾	67.0%	55.1%	60.9%	11.9%	6.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.17	\$16.89	\$14.41	\$2.72	\$0.25
	Adjusted ⁽²⁾	\$12.38	\$14.89	\$12.60	\$2.51	\$0.22
Passenger Revenue/Passenger ⁽³⁾		\$7.77	\$7.75	\$7.30	\$0.02	\$0.47
		YEAR-TO-DATE			VARIANCE	
		Actual 2015	Mid-Year Forecast	Actual 2014	vs. Forecast	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	49.7%	47.2%	44.7%	2.5%	5.0%
	Adjusted ⁽²⁾	60.5%	57.5%	53.9%	3.0%	6.6%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.99	\$16.81	\$17.16	\$0.82	\$1.17
	Adjusted ⁽²⁾	\$14.08	\$14.77	\$15.16	\$0.69	\$1.08
Passenger Revenue/Passenger ⁽³⁾		\$7.95	\$7.93	\$7.68	\$0.02	\$0.27

(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
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>	<u>November Forecast</u>		
	\$	\$	\$	\$	%	\$	%
Total Revenue	611.3	618.2	620.4	9.1	1.5	2.2	0.4
Total Expenses before Non-Cash Liability Adjs	1,187.0	1,188.3	1,157.2	29.8	2.5	31.1	2.6
Depreciation	269.7	266.1	266.3	3.4	1.3	(0.2)	(0.1)
OPEB Obligation	62.1	61.8	62.0	0.1	0.2	(0.1)	(0.2)
Environmental Remediation	1.7	1.3	1.1	0.5	32.1	0.2	14.0
Total Expenses	1,520.5	1,517.6	1,486.6	33.9	2.2	31.0	2.0
Net Surplus/(Deficit)	(909.2)	(899.4)	(866.1)	43.0	4.7	33.2	3.7

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2015 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$2.2	0.4	Higher non-commutation ridership, timing of federal reimbursement for storms and miscellaneous revenue, partially offset by timing of advertising revenue and lower rentals revenue.
Total Expenses	\$31.0	2.0	Timing of payments for joint facilities, lower miscellaneous inventory adjustments, delayed Reliability Centered Maintenance activities (Diesel 15 year engine, C3 HVAC and M3 Car Body), favorable labor expenses due to vacant positions, lower pay rates and associated fringe costs (Health & Welfare and Railroad Retirement Taxes), lower OPEB Current due to fewer retiree/beneficiaries, favorable overtime, lower rates for traction power and fuel and lower expenses for various professional and maintenance service contracts.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

OCTOBER 2015

OCTOBER 2015 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

October Ridership and Revenue (millions)

	October 2015	% Change vs. 2014
Total Rail Ridership	7.687	+ 2.5% ▲
Commutation Ridership	4.565	+ 1.7% ▲
Non-Commutation Ridership	3.122	+ 3.9% ▲
Rail Revenue	\$59.5	+ 6.8% ▲

Key Factors Impacting October Ridership

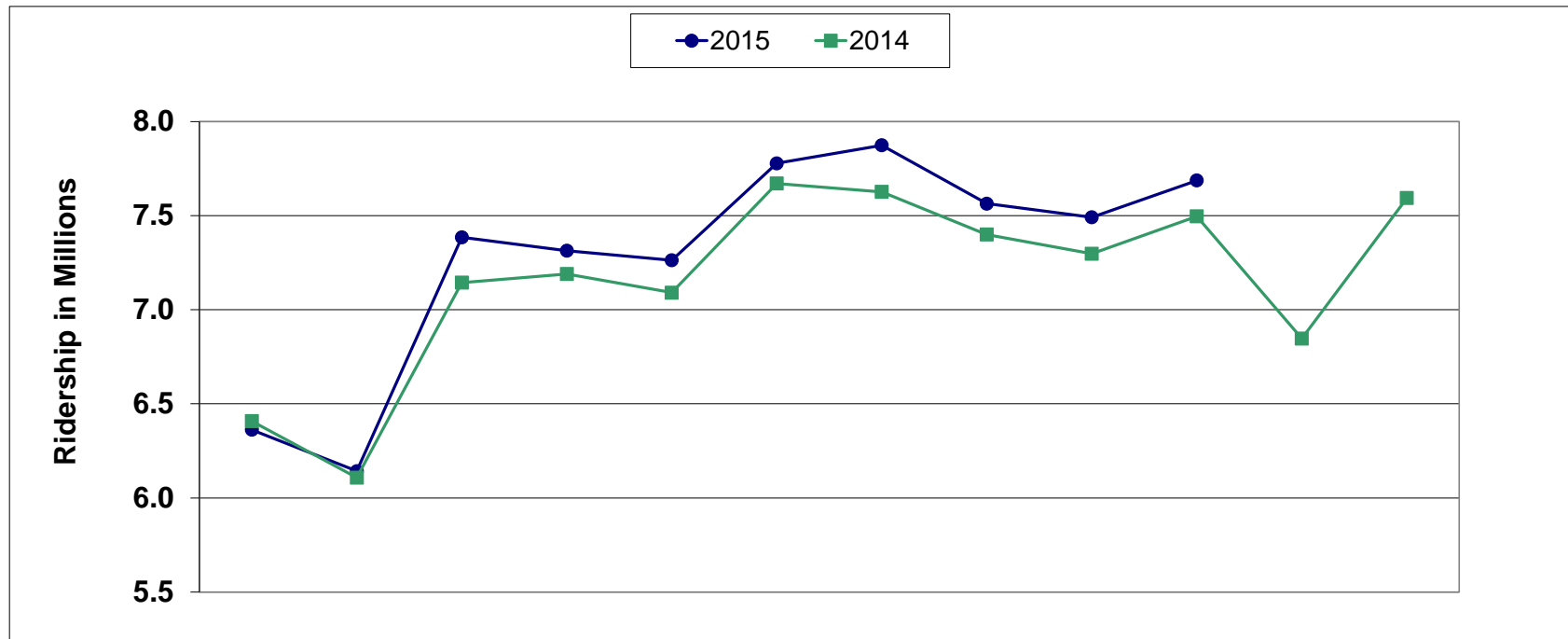
- Non-Commutation ridership growth was mainly sports-driven with the Mets advancing to the playoffs adding 55K passenger trips and the first season of the Islanders at the Barclays Center adding 38K passenger trips in October.

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

	October 2015	% Change vs. 2014	Comparison to Mid-Year Forecast
Total Rail Ridership	72.859	+ 2.0% ▲	+ 1.1% ▲
Commutation Ridership	42.030	+ 2.0% ▲	+ 0.9% ▲
Non-Commutation Ridership	30.829	+ 2.0% ▲	+ 1.5% ▲
Rail Revenue	\$576.8	+ 5.4% ▲	+ 1.3% ▲

OCTOBER RIDERSHIP

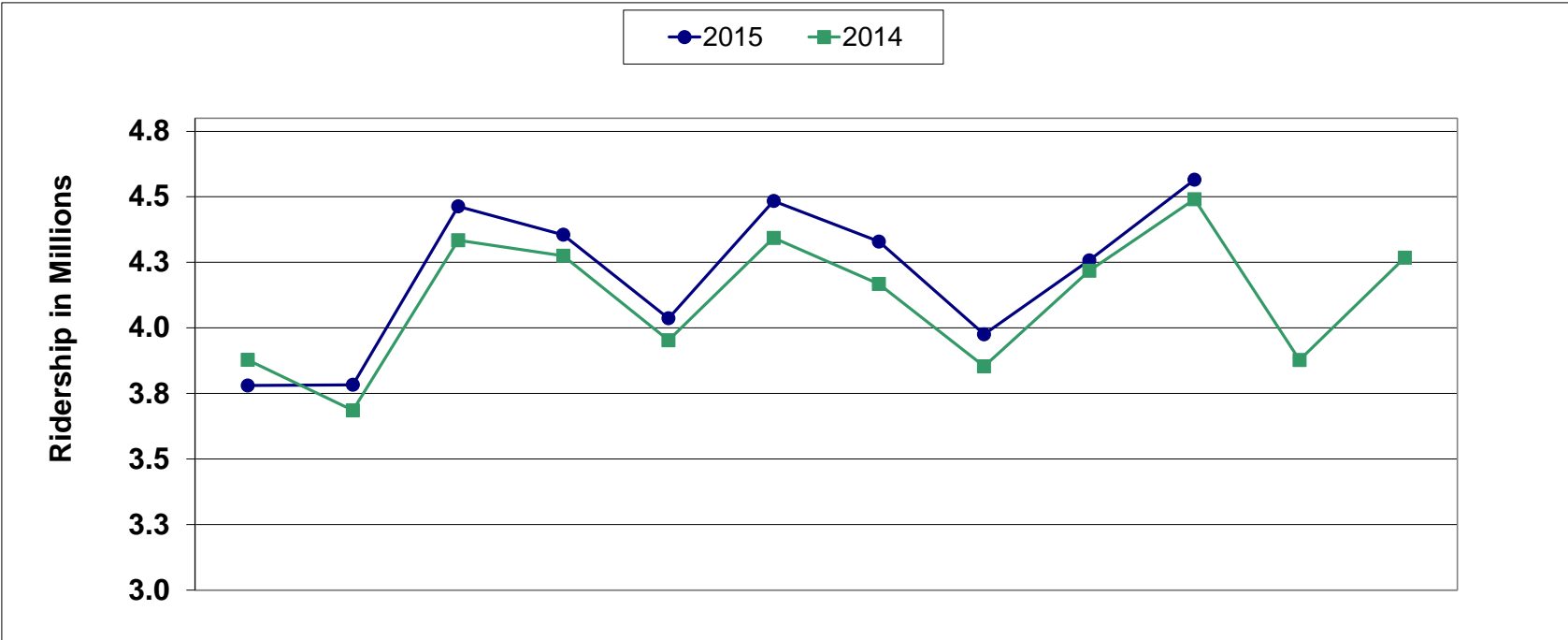
- October's Total Ridership was 2.5% above '14 and 2.5% above Mid-Year Forecast.



	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	7.8	7.9	7.6	7.5	7.7			72.9
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	71.4
PCT CHG.	-0.7%	0.6%	3.4%	1.7%	2.4%	1.4%	3.2%	2.2%	2.7%	2.5%			2.0%

OCTOBER COMMUTATION RIDERSHIP

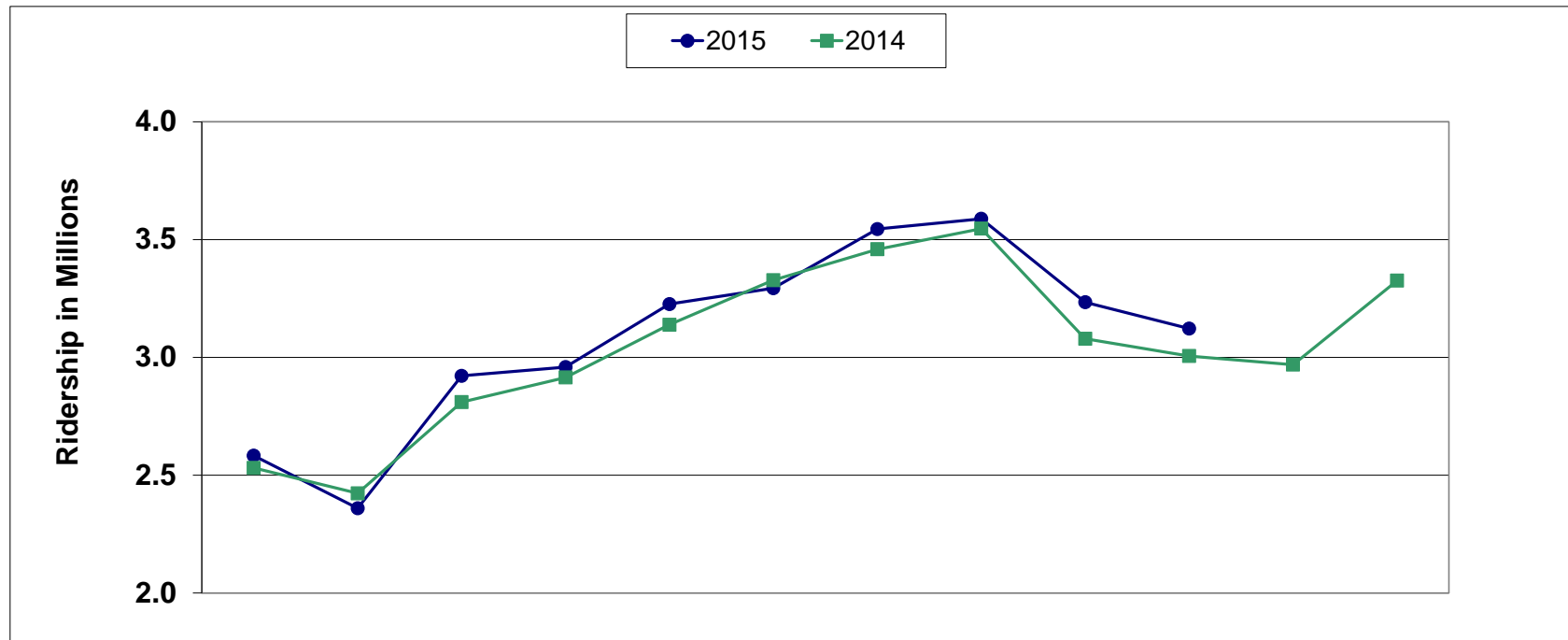
●October's Commutation Ridership was 1.7% above '14 and 1.4% above Mid-Year Forecast.



	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	4.5	4.3	4.0	4.3	4.6			42.0
2014	3.9	3.7	4.3	4.3	4.0	4.3	4.2	3.9	4.2	4.5	3.9	4.3	41.2
PCT CHG.	-2.5%	2.7%	3.0%	1.9%	2.1%	3.3%	3.9%	3.2%	0.9%	1.7%			2.0%

OCTOBER NON-COMMUTATION RIDERSHIP

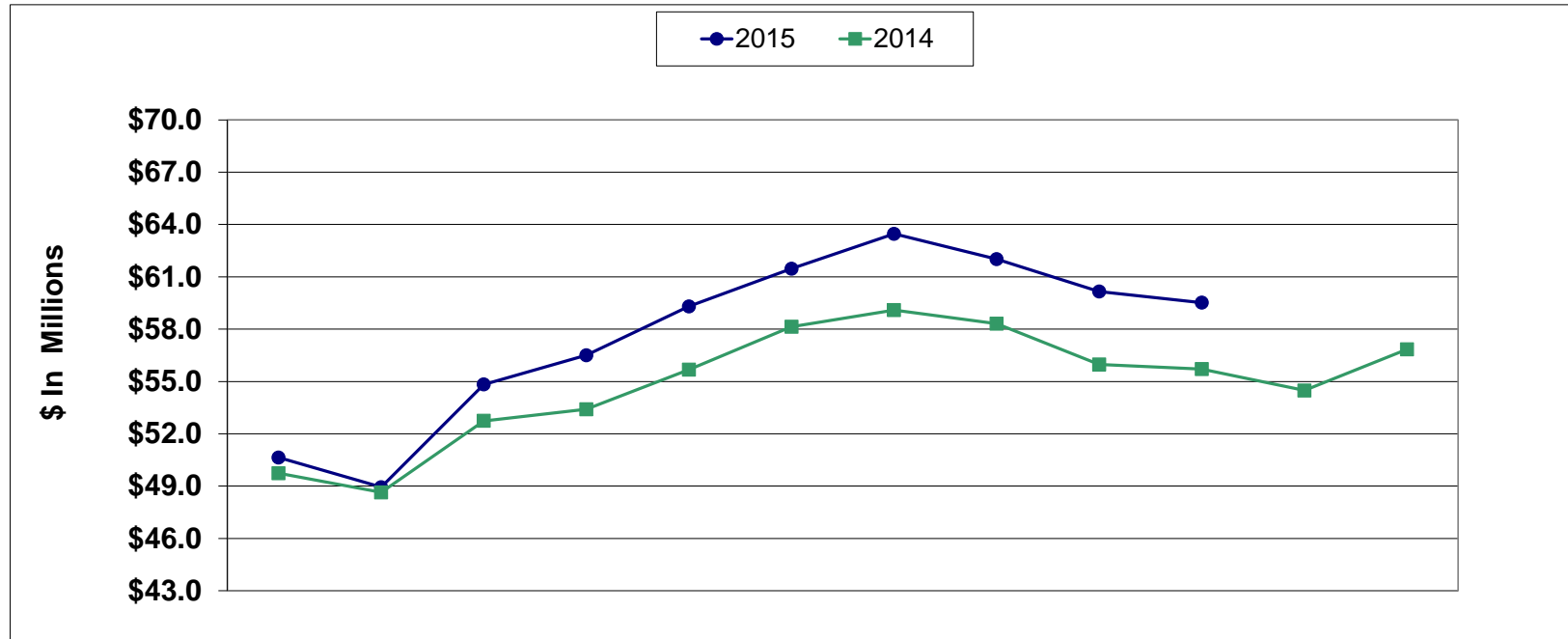
- October's Non-Commutation Ridership was 3.9% above '14 and 4.2% above Mid-Year Forecast.



	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	3.3	3.5	3.6	3.2	3.1			30.8
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	30.2
PCT CHG.	2.1%	-2.6%	4.0%	1.5%	2.8%	-1.0%	2.5%	1.2%	5.0%	3.9%			2.0%

OCTOBER REVENUE

- October's Total Revenue was 6.8% above '14 and 2.8% above Mid-Year Forecast*.



	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	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5			\$576.8
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	\$547.4
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%	5.7%	7.4%	6.3%	7.5%	6.8%			5.4%

*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	OCTOBER 2015	OCTOBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,565,051	4,490,842	74,209	1.7%
NON-COMMUTATION RIDERSHIP	3,121,690	3,005,685	116,005	3.9%
TOTAL RIDERSHIP	7,686,741	7,496,527	190,214	2.5%

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

TICKET TYPE/SERVICE	OCTOBER 2015	OCTOBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	42,029,517	41,197,855	831,662	2.0%
NON-COMMUTATION RIDERSHIP	30,829,332	30,233,205	596,127	2.0%
TOTAL RIDERSHIP	72,858,849	71,431,060	1,427,789	2.0%

* 2014 ridership numbers were adjusted using 2015 factors.



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

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

HIGHLIGHTS

L60401BD: BROADWAY / PORT WASHINGTON BRIDGE REHABILITATION

Project Budget: \$4.75M

Milestone: Beneficial Use

Structural repairs for the rehabilitation of the Broadway Bridge in Elmhurst, Queens, on the Port Washington Branch is complete. The work on the circa 1926 two-track bridge included new bearings and bridge seats, and repairs to the abutments, concrete decks, piers, and structural steel. The above-deck work included waterproofing and a bridge deck drainage system. This project is part of the LIRR's efforts to maintain its bridges in a State of Good Repair and minimize disruptions to railroad service.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Sandy Shelter Shed Replacement [Westbury]: Work continued.
- Long Beach Branch Equipment Platforms: Work continued.
- Hillside Support Facility Building 2 Roof Replacement and Lightning Protection: Work continued.
- Hillside Simulator Building Roof Replacement and Lightning Protection: Work continued.
- Hicksville Siding Electrical Ductbank: Work continued.
- Suffolk Paving: Submittals in process.
- Nassau, Queens, and Brooklyn Paving: Work continued.
- New ADA Railings at Flushing Main Street: Railings in fabrication.
- Improvements to Babylon Employee Facility: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Procurement continued.

2015 LIRR Capital Program Goals

