



Metropolitan Transportation Authority

Long Island Committee Meeting

January 2016

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, 1/25/2016
9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - December 14, 2015

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3. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

b. MTA Capital Construction Report

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i. Non-Competitive (No Items)

ii. Competitive

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iii. Ratifications

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Next Meeting: Joint with MNR on Monday, February 22, 2016 at 8:30 am

**Minutes of the Regular Meeting
Long Island Rail Road Committee
Monday, December 14, 2015**

**Meeting held at
2 Broadway – 20th Floor
New York, New York 10004
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Long Island Committee
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Jonathan A. Ballan
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Jeffrey A. Kay
Hon. James L. Sedore
Hon. Vincent Tessitore, Jr.

Also Attending:

Hon. Robert C. Bickford
Hon. Susan G. Metzger

Representing Long Island Rail Road: Patrick A. Nowakowski, Bruce R. Pohlot, Loretta Ebbighausen, Dennis Mahon, Mark Young, Gerard Ring, Robert Murphy

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

Representing MTA Police: Chief Thomas Odessa

Chairman Pally called the meeting to order.

PUBLIC COMMENT

There were three public speakers. Bradley Brashears, a Transportation Planner with MTA's Permanent Citizens Advisory Committee, spoke about the proposed Freedom Ticket Program, a new fare option that would enable riders traveling from MTA railroad stations within the City to

ride the railroad at a reduced rate, and also spoke concerning transportation services in southeast Queens. Chairman Mitchell H. Pally stated that the Freedom Ticket Program will be analyzed during the 2017 fare discussions. Orrin Getz spoke in favor of MTA involvement with the Gateway Project and for the enhancement of Penn Station. Murray Bodin spoke about railroad crossing signals and lighting in connection with the Americans with Disabilities Act.

APPROVAL OF MINUTES AND 2015 WORK PLAN CHANGES

Upon motion duly made and seconded, the Committee approved the minutes of the November 16, 2015 Long Island Committee Meeting. President Nowakowski stated that there are no changes to the 2015 Work Plan.

MTA LONG ISLAND RAIL ROAD PRESIDENT'S REPORT

President Nowakowski reported LIRR will be undertaking a Network Strategy Study in connection with the East Side Access ("ESA") project. The study, a two year effort, will focus on LIRR's demographics, service markets, and prospective fleet and infrastructure investments. The first phase of this study will be an analysis of LIRR's ridership and demographics and the second phase will be the development of service proposals.

President Nowakowski reported LIRR continues to experience ridership growth. November ridership increased more than 2% compared to 2014 and year-to-date ridership increased 2% compared to 2014.

MTA CAPITAL CONSTRUCTION

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

The Manhattan South Structures (CM005) contract work is expected to be completed on time, in February 2016. The Manhattan North Structures (CM006) contract is running two to three months behind schedule. The East Side Access project team is working with the CM006 contractor to recover some of the delay. Procurement of the Grand Central Terminal Station Caverns and Track (CM007) contract is in process. The plan is to present the contract to the board for approval in January 2016.

In Queens, the Harold Structures 2 (CH054A) contract achieved Substantial Completion in November. The Harold Structures 1 (CH053) contractor is expected to achieve Substantial Completion in the first quarter of 2016.

Dr. Horodniceanu presented information about the 55th Street Vent Plant Facility (CM013A) contract which involved excavation from the street level to an existing cavern,

followed by construction of a subsurface concrete vent building from the cavern floor to the street level. The CM013A contract was awarded in September 2012 and Substantial Completion was achieved on November 20, 2015. Dr. Horodniceanu also presented information about the GCT Concourse and Facilities Fit-Out (CM014B) contract which recently broke ground in the dining concourse of Grand Central Station for future escalator and stairway connections to the Long Island Railroad station. A copy of Dr. Horodniceanu's presentation is on file with the record of this meeting.

Board member Zuckerman thanked Dr. Horodniceanu for the tour of the East Side Access Project that some board members attended in November.

MTA Capital Construction Chief Safety Officer, Peter Kohner, reported on safety trends on the East Side Project in 2015.

LIRR SAFETY REPORT

Chief Safety Officer Loretta Ebbighausen provided the October 2015 Safety Report. Through the end of October, employee and customer injuries have declined. Reporting on LIRR's Enhanced Safety Action update, Ms. Ebbighausen stated that LIRR's next Corporate Quarterly Safety Stand-Down is scheduled for January 12, 2016.

The next expansion of LIRR's Confidential Close Call Reporting System is scheduled for January 2016. Through the end of November, LIRR received 72 Confidential Close Call Reports, 15 of which met the criteria for the program. Through the month of November and year-to-date, all speed and radar checks were compliant.

On December 3, 2015, LIRR partnered 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." Throughout the day over 7,400 "z-card" navigation maps were distributed to LIRR customers.

There was discussion among Board Member Jonathan A. Ballan, President Nowakowski and Chairman Pally regarding documentation requested by the Federal Railroad Administration ("FRA") with respect to the extension of the mandatory completion date for Positive Train Control ("PTC"). President Nowakowski stated that LIRR is compiling the requested information for the report, which will be submitted by the January 2016 deadline. Chairman Pally stated that members of the Board will receive a copy of the FRA report.

Board Member Ira R. Greenberg asked for further information, either at the railroad committees or at the Safety Committee, concerning the Confidential Close Call Reporting program. There was discussion concerning rules violations which are at times noted as a cause of train delays; President Nowakowski discussed the actions that are typically taken by LIRR

with respect to signal or other rules violations. He stated that these incidents are thoroughly investigated and the railroad looks at patterns and trends to inform possible corrective actions.

MTA POLICE DEPARTMENT

Chief Thomas Odessa reported that during the month of November, felonies were down from 12 incidents compared to 15 in 2014, a decrease of 20%. Year-to-date, there was a system-wide decrease of 24% in felonies, 131 incidents compared to 173 in 2014.

In response to Board Member Fernando Ferrer's inquiry, Chief Odessa attributed the decrease in felonies and overall decrease in crime to MTA Police Department initiatives including additional directed patrols, K-9 officers and undercover teams and increased station inspections at all facilities.

MTA LONG ISLAND RAIL ROAD ACTION AND INFORMATION ITEMS

Information Items

The following Information Items were on the agenda:

- Diversity/EEO Report – 3Q 2015
- 2016 Proposed Committee Work Plan

President Nowakowski reported that the Diversity/EEO Report will be presented at today's Diversity Committee meeting.

President Nowakowski reported that the 2016 Proposed Committee Work Plan is similar to 2015. He stated that LIRR worked with Metro-North on coordinating Work Plans so that joint presentations coincide with the Joint Committee Meetings. The only difference between the railroads with respect to their Work Plans is that Metro-North presents an additional track report.

Chairman Pally stated that PTC reports will be presented to the Committee at Joint Metro-North and LIRR Committee Meetings.

Action Item

There was one LIRR Action Item:

- 2016 Final Proposed Budget

Mark Young, Vice President - Management & Finance and Chief Financial Officer and Gerard Ring, Executive Director - Management & Budget gave a PowerPoint presentation summarizing the highlights of LIRR's Proposed 2016 Budget.

Board Member Carl V. Wortendyke asked about the source of reimbursable revenue, which Mr. Young indicated derives mainly from the Capital Budget. Board Member Charles G. Moerdler asked about the phased replacement of observer seats.

There was discussion between Board Member Moerdler and President Nowakowski regarding the installation of train arrival lights at stations. President Nowakowski stated that he is unaware of any discussions regarding such installations, but noted that LIRR does provide train arrival information. Board Member Moerdler asked if the railroads could look at the cost effectiveness and usefulness of installing arrival lights.

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

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.

Non-Competitive:

- **Cory's Thunder** – 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.

Competitive:

- **Hinck-Posillico Joint Venture** – Approval to award a design/build contract to Hinck-Posillico Joint Ventures for the lump sum price of \$9,871,000 for the base work restoration of cables at the Wreck Lead Bridge.

- **J. Martin Associates, Inc.** – Approval, on behalf of LIRR and MTA Headquarters, to award a three-year personal services contract with two one-year renewal options to J. Martin Associates, Inc. for elevator and escalator inspections. Funding for these contracts (LIRR \$351,250, MTAHQ \$24,450) is included in each agency's Operating Budget.
- **Russell Reid Waste Hauling & Disposal Service Co. Inc.** – Approval to award a competitively bid, five-year miscellaneous service contract to provide railroad car toilet servicing and toilet vehicle maintenance and repair in the not-to-exceed amount of \$10,737,880.

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. CS086 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 in the amount of \$1,280,000.

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

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

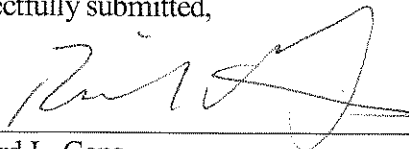
The details of these items are contained in the reports filed with the records of the meeting.

There was discussion among President Nowakowski, Chairman Pally, Board Member Moerdler and Board Member Greenberg regarding the causes of additional standees, including reduced train car consists.

Adjournment

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

Respectfully submitted,

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

Richard L. Gans
Secretary

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

January 2016

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	\$721,272,879	\$721,272,879	\$658,937,423
Construction	\$8,038,030,757	\$8,038,030,757	\$4,587,380,695
Project Management	\$1,036,168,644	\$1,036,168,644	\$671,212,606
Real Estate	\$180,298,730	\$180,298,730	\$114,617,056
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$6,032,147,780

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

Major Milestones and Forecasts

	<u>2014 Replan Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999
Project Design Completion	November 2014	December 2016
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Contractor continues pneumatically applied concrete (PAC) placements at GCT 1 & 2 West Wyes, 38th Street Air Wye and North Connector Tunnels. This work is expected to be completed in February 2016.
- **Manhattan North Structures (CM006):** Contractor continues spall repair, crack injections, steel framing abatement/painting, First Avenue concrete ceiling demolition, duct bench installation and FDR invert demolition in the existing 63rd Street tunnel. Concrete placement for the duct bench continues in the Eastbound 2 Tunnel. Waterproofing and rebar installations continue in the Westbound 1 Tunnel. PAC placements continue in the Eastbound Cross Flue. Work also continues in the North Back of House.
- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor continues underground utility installations in the Concourse area. Shoring and formwork for concrete placement of slabs and beams in Wellways 3 and 4 continues. Concrete slabs at Wellways 1 and 2 have been completed. Demolition and utility relocation work continues in the Dining Concourse.

- **Plaza Substation and Queens Structures (CQ032):** Contractor continues brickwork and interior wall construction at the Yard Services Building and site work adjacent to the B30 and Plaza Vent structures.
- **Harold Structures 3A (CH057A):** Excavation of the launch pit area is expected to commence by the end of January; followed by the jacking frame and shield assembly in preparation for the Westbound Bypass Tunnel mining under Main Line 2/4. Dewatering operations commenced in December 2015.
- **Systems Package 1 – Facilities Systems (CS179):** HVAC and electrical conduit installations continue to progress at the B10 Facility Power Substation in Queens Plaza, Queens Tunnel ventilation facilities including Plaza Levels C06 and C07, Vernon Boulevard, Roosevelt Island, 12th Street, and 39th Street; and conduit within the existing 63rd Street tunnel.
- **System Package 4 – Traction Power (CS084):** Contractor has commenced construction of the new L3 electric service (third Con Edison service in Harold to supply ESA equipment).

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - January 2016

Expenditures thru December 2015; \$\$ in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 6,004.3	\$ 4,587.4
Design	\$ 721.3	\$ 682.3	\$ 658.9
Project Management	\$ 1,036.2	\$ 704.6	\$ 671.2
Real Estate	\$ 180.3	\$ 116.9	\$ 114.6
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 7,508.1	\$ 6,032.1

† 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>	\$59.1	\$58.8	\$0.3	\$54.0	Nov-2011	Nov-2011	Apr-2013	Feb-2016
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$236.8	\$13.0	\$210.8	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$319.6	\$24.7	\$145.8	Mar-2014	Mar-2014	Nov-2016	Jan-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$425.3	\$35.7**	\$36.5	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out	In Procurement				Jul-2015	Feb-2016	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$256.1	\$236.1	\$20.1	\$198.8	Aug-2011	Aug-2011	Aug-2014	Aug-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$311.5	\$296.4	\$15.1	\$280.5	Jan-2008	Jan-2008	Feb-2011	Feb-2016
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$109.4	\$17.4	\$30.5	Nov-2013	Nov-2013	Feb-2016	Apr-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$87.9	\$53.4	\$34.5	\$0.0	Nov-2014	Dec-2015	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach***	In Design				Jul-2015	Aug-2017	N/A	Oct-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$412.5	\$194.4****	\$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	\$0.7	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	\$1.9	Sep-2014	Oct-2014	Dec-2019	Dec-2019

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

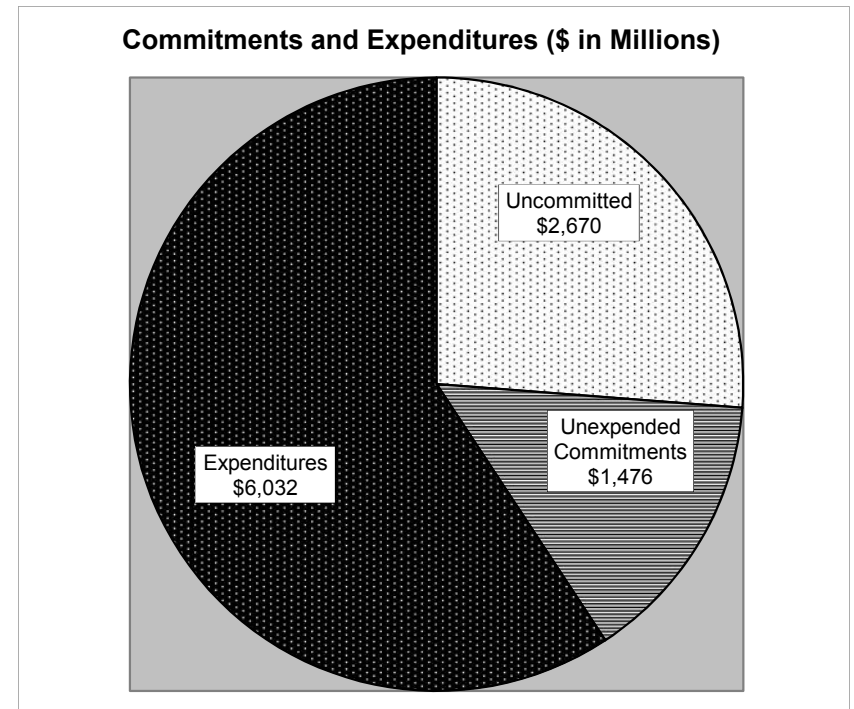
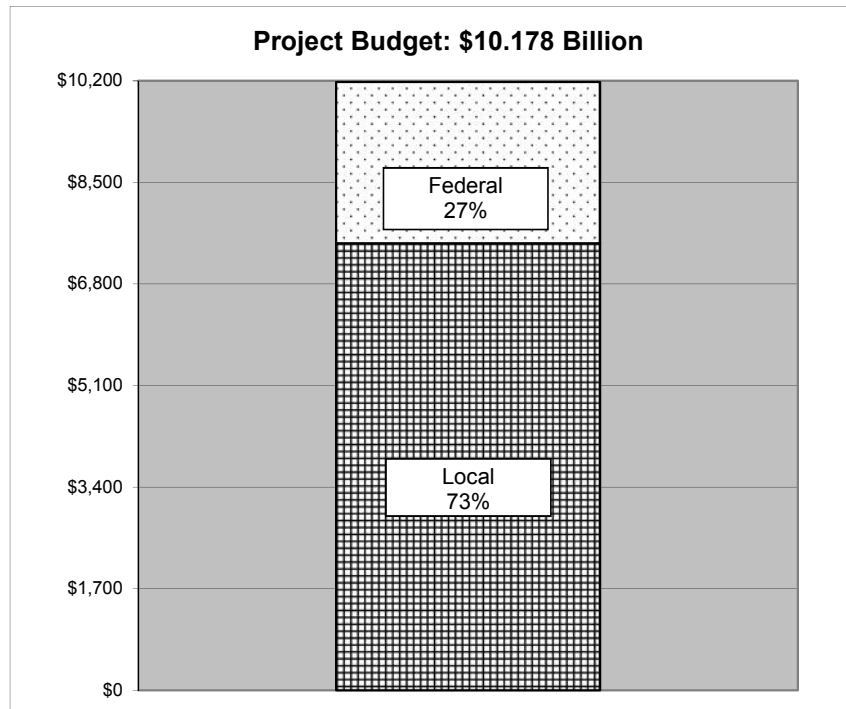
** Remaining contingency includes \$26M for unawarded options and associated contingency.

*** 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.

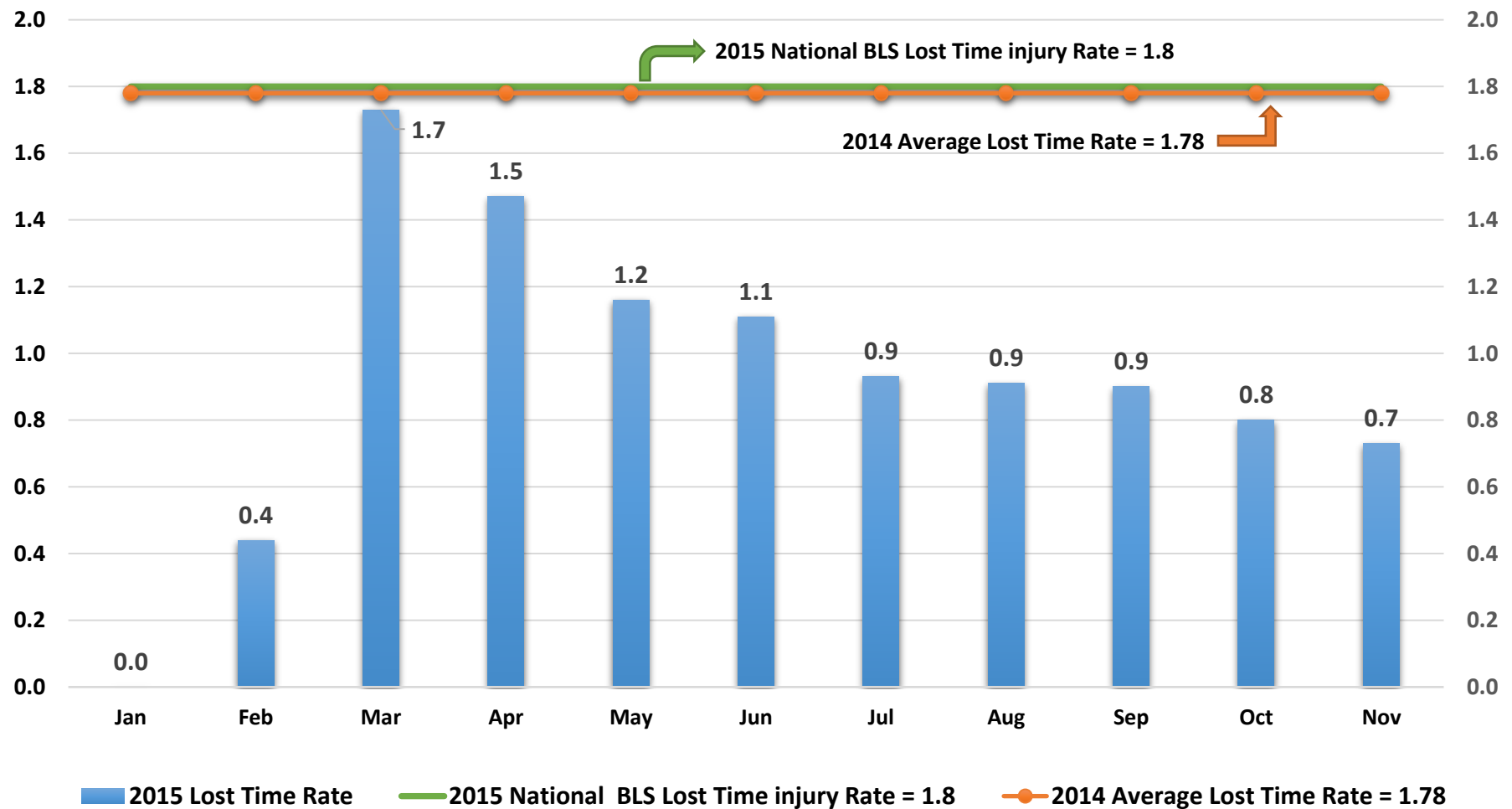
**** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status **Report to the Railroad Committee - January 2016** *data thru December 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	1,522
2005-2009	2,683	838	-	1,845	1,176	2,677	5	2,611
2010-2014	3,232	3,228	-	5	5	3,141	91	1,742
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 7,508	\$ 2,670	\$ 6,032



ESA 2015 Cumulative Profile of Lost Time Injury Rates





Police Report



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

December 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	3	-2	-67%
Burglary	0	0	0	0%
Grand Larceny	4	8	-4	-50%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	7	14	-7	-50%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	17	29	-12	-41%
Felony Assault	18	24	-6	-25%
Burglary	6	4	2	50%
Grand Larceny	92	129	-37	-29%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	138	187	-49	-26%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

December 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	6	-4	-67%
Felony Assault	2	4	-2	-50%
Burglary	1	0	1	100%
Grand Larceny	18	17	1	6%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	24	27	-3	-11%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	2	0	2	100%
Robbery	35	64	-29	-45%
Felony Assault	28	38	-10	-26%
Burglary	20	20	0	0%
Grand Larceny	212	240	-28	-12%
Grand Larceny Auto	9	2	7	350%
Total Major Felonies	306	364	-58	-16%

INDEX CRIME REPORT
Per Day Average
December 2015

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	1	1	0
Fel. Assault	2	1	1	0
Burglary	1	0	1	0
Grand Larceny	18	4	13	1
GLA	1	1	0	0
Total	24	7	16	1
Crimes Per Day	0.77	0.23	0.52	0.03



MTA Police Department Arrest Summary: Department Totals

1/1/2015 to 12/31/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	30	58
Felony Assault	27	33
Burglary	9	10
Grand Larceny	57	67
Grand Larceny Auto	0	3
Aggravated Harassment	4	5
Aggravated Unlicensed Operator	10	34
Arson	1	0
Assault-Misdemeanor	49	56
Breach of Peace	16	10
Child Endangerment	3	1
Criminal Contempt	11	4
Criminal Impersonation	5	2
Criminal Mischief	44	29
Criminal Possession Stolen Property	16	15
Criminal Tampering	10	0
Criminal Trespass	33	25
Disorderly Conduct	4	2
Drug Offenses	70	49
DUI Offenses	9	12
Falsely Reporting an Incident	6	4
Forgery	56	89
Fraud	7	6
Graffiti	11	10
Harassment	4	6
Identity Theft	3	0
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Menacing	13	8
Obstruct Government	10	6
Official Misconduct	1	0
Panhandling	0	1
Petit Larceny	108	103
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	30	38
Rail Road Rules & Regulations	0	1
Reckless Endangerment	10	7
Resisting Arrest	31	52
Sex Offenses	13	12
Stalking	1	2
Theft of Services	189	139
Unlawful Surveillance	2	2
VTL Offenses	2	2
Warrant Arrest	58	54
Weapons Offenses	8	7
Unauthorized Use Vehicle	2	0
Total Arrests	992	964



Long Island Rail Road

ACTION ITEM

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
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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
2016 Spring Schedule Change	Service Planning

March 2016

Annual Strategic Investments & Planning Study	Strategic Investments
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
2016 Summer Schedule Change	Service Planning

May 2016

Diversity/EEO Report – 1 st Q 2016	Administration/Diversity
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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.

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.

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.

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.

2016 Summer Schedule Change

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

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.

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

PROCUREMENTS

FOR

BOARD ACTION

January 27, 2016

Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date January 27, 2016			
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	01.25.16	X			X	President		VP & CFO
2	MTA Board	01.27.16	X			X	Executive VP		VP, Gen. Counsel & Secy
							Sr. VP-Administration		
							Sr. VP-Operations		

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:

# of Actions	\$ Amount
None	

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals

# of Actions	\$ Amount
1	\$TBD
SUBTOTAL	1

Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase Contracts and Public Works Contracts

1	\$3,775,000
SUBTOTAL	1

LIRR proposes to award Ratifications in the following categories:

# of Actions	\$ Amount
None	

<u>TOTAL:</u>	<u>2</u>	<u>\$3,775,000</u>
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BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2016

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | | |
|-----------|---|--------------|--------------------------------------|
| 1. | TBD
Competitive RFP
Contract No. TBD | \$TBD | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a civil works/site preparation Design/Build construction contract for the remaining Central Islip to Farmingdale segment of the new second track on the Main Line Ronkonkoma Branch.

Procurements Requiring Majority Vote

Schedule I: Modifications to Purchase Contracts and Public Work Contracts

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

- | | | | |
|-----------|---|--------------------|--------------------------------------|
| 2. | Railworks Transit, Inc.
Change Order
Contract No. 6158 | \$3,775,000 | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--------------------|--------------------------------------|

LIRR requests MTA Board approval to issue a contract modification to Railworks Transit, Inc. in the negotiated amount of \$3,775,000 to replace and install an additional 5,838 half-ties within the confines of the Atlantic Branch Tunnel.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



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

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
New Second Track on the Main Line Ronkonkoma Branch	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
August 30, 2016 – September 30, 2018	
Options(s) included in Total Amount:	
<input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Civil works / Site preparation Design/Build construction contract for the remaining Central Islip to Farmingdale segment of the New Second Track on the Main Line Ronkonkoma Branch. A 30% preliminary design is being completed by the LIRR's Design Consultant.

The purpose of the entire Project is to construct a full Second Track within the existing LIRR right-of-way in two (2) phases: Phase One, currently in progress, began at the eastern end of the project area, just west of Ronkonkoma to just west of Central Islip. Phase Two will complete the project running from just west of Central Islip to Farmingdale and will include all remaining track and station work. This project will increase service reliability and on-time performance along the Main Line; allow for faster recovery time following service disruptions; and when combined with other infrastructure improvements, will provide more off-peak, and mid-day service capacity to meet existing and future service and ridership demands. It also will spur economic activity, create hundreds of construction jobs and improve service to MacArthur Airport.

II. DISCUSSION

Today, LIRR's Main Line track between Farmingdale and Ronkonkoma consists of a single electrified at-grade track, with limited passing sidings. The total length of the corridor is 17.9 miles, with single track segments totaling 12.6 miles.

Operation of a full Double Track will allow for more reliable LIRR Main Line service and faster recovery time following service disruptions. This investment will also allow for more frequent, half-hourly, mid-day service along

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



this corridor. For the Farmingdale to Ronkonkoma segment of the LIRR, the construction of the Double Track is the key to improving service reliability and on-time performance and increasing service during off-peak and weekend periods.

Utilizing a Design/Build methodology for the initial site work for Phase II of the Project will allow critical elements of the current 30% Preliminary Design to be advanced into construction. Similar to Phase I, the early elements of construction will include extensive site preparation, grading and construction of retaining walls in preparation for track installation. The use of Design/Build RFP method of procurement will also provide the ability to expedite delivery of materials, support staged construction, and promotes construction innovation that may reduce cost or project risks. A Design/Build contract will also ensure that the design is consistent with the necessary construction means and methods through close coordination between the designer and contractor, and will encourage the selected proposer to identify construction methods that will shorten the project schedule and minimize impact to LIRR's customer operations and services. Furthermore, the competitive RFP procurement method allows the LIRR to select a Contractor based upon considerations of technical capability, experience, and completion schedule and affords LIRR the ability to evaluate, refine and negotiate cost. As with Phase I of this project, LIRR will seek to negotiate a Project Labor Agreement (PLA) for Phase II.

Use of the RFP procurement method will also permit an earlier commencement and completion of the project resulting in a time savings benefit by allowing construction work to start prior to completion of final design. The use of incentives will also be used to accelerate contract completion.

III. D/M/WBE INFORMATION

Goals for this Contract are to be determined by the MTA Department of Diversity and Civil Rights.

IV. IMPACT ON FUNDING

Phase II Funding for the third party Design/Build construction of the New Second Track on the Main Line Ronkonkoma Branch is included in LIRR's proposed 2015 – 2019 Capital Plan. However, no award will be made until the Capital Program is approved.

V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to negotiate costs or select a Contractor based upon best experience, technical capability and/or proposed work completion schedule. In addition, an IFB would (i) require drawings to be at the 100% level, thus potentially delaying the start of construction, and (ii) negate a meaningful dialogue with the Contractor in terms of construction innovation, improvements to the schedule and investigating more efficient means and methods for construction.

Staff Summary

Item Number: 2

Vendor Name (& Location)
Railworks Transit Inc. (New York, NY)
Description
Atlantic Branch Half-Tie Replacement - CR#3 Furnish/Install Additional Half-Ties
Contract Term (including Options, if any)
December 30, 2014 – September 10, 2016
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
Solicitation Type <input 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:
Requesting Dept/Div & Dept/Div Head Name:
Procurement & Logistics, Dennis Mahon / Program Management, Richard Oakley

Contract Number	AWO/Modification #
6158	1
Original Amount:	\$15,782,000
Prior Modifications:	\$0
Prior Budgetary Increases:	\$0
Current Amount:	\$15,782,000
This Request:	\$3,775,000
% of This Request to Current Amount:	24%
% of Modifications (including This Request) to Original Amount:	24%

Discussion:

LIRR requests MTA Board approval to issue a contract modification to Railworks Transit, Inc. in the negotiated amount of \$3,775,000 to replace and install an additional 5,838 half-ties within the confines of the Atlantic Branch Tunnel.

In December 2014, LIRR issued a contract, to Railworks Transit Inc. (“Railworks”) in the amount of \$15,782,000 to furnish and replace 21,500 half ties on tracks 1 and 2 in the Atlantic Branch Tunnel between East New York Station and Dunton Interlocking. During the course of construction it was discovered that more half-ties are in need of replacement than the current contract quantity. The increased quantities were identified after construction started. Many half-ties previously not marked for replacement were found to be in poor condition after neighboring ties and rail were lifted during tie replacement. Some half-ties that visually appeared to be in good condition were found to have underlying deterioration upon further inspection and needed to be replaced to provide effective anchoring for the rail fastening system.

Negotiation Process:

Railworks presented a proposal for said work in the amount of \$4,001,610. The contract included provisions for replacement of additional half-ties to support unforeseen site conditions during the renewal process. Up to 15% of the 21,500 original contract amount (3,225) could be awarded as a change order at the unit prices established in the contract. Additional half-ties exceeding 15% (2,613) were to be negotiated. Negotiations were held on December 29, 2015, and focused on the material and installation cost of the 2,613 half-ties. As a result, Railworks reduced their proposal by \$226,610 from \$4,001,610 to \$3,775,000 which was below LIRR’s estimate. Funding for this work is included in LIRR’s 2010-2014 Capital Program budget.

Recommendation:

Based upon the above, it is the recommendation of LIRR that Railworks Transit, Inc. be awarded this Modification for the total price of \$3,775,000.

LONG ISLAND RAILROAD COMMITTEE

MTA BOARD

PROCUREMENT PACKAGE

JANUARY 2016

Staff Summary



Subject Request for Authorization to Award Various 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	1/25/16	X		
2	Board	1/27/16	X		

Date: January 15, 2016			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Internal Approvals			
	Approval		Approval
4	President	3	Executive Vice President & Chief Financial Officer
2	Vice President, Program Controls	1	Chief Procurement Officer

PURPOSE

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

DISCUSSION

MTA Capital Construction proposes to award Competitive Procurements in the following categories:

	# of Actions	\$ Amount
<u>Schedules Requiring Majority Vote:</u>		
Schedule H Modifications to Personal/Miscellaneous Service Contracts	2	\$193,558,406
Schedule I Modifications to Purchase and Public Work Contracts	2	\$ 2,804,990
SUBTOTAL	4	\$196,363,396

MTA Capital Construction proposes to award Ratifications in the following category:

	# of Actions	\$ Amount
<u>Schedules Requiring Majority Vote:</u>		
Schedule K Ratification of Completed Procurement Actions	3	\$ 79,600,183
SUBTOTAL	3	\$ 79,600,183
TOTAL	7	\$275,963,579

Budget Impact:

The approval of the contract and modification will obligate MTA Capital Construction capital funds in the respective amounts listed. Funds are available in the current capital budget for this purpose.

Recommendation:

That the contract and 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.

JANUARY 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule H. Modifications To Purchase and Public Work Contracts

(Approval/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or duration threshold required for Board approval)

- | | | | |
|----|--|----------------------|--------------------------------------|
| 1. | URS Corporation- New York
Transportation Group, JV
Contract No. 98-0040-01R
Modification No. 36 | \$172,418,406 | <u>Staff Summary Attached</u> |
|----|--|----------------------|--------------------------------------|

In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC requests that the Board approve a contract modification to increase the approved amount by \$172,418,406 and to extend the contract through December 31, 2017 with an option to extend the contract for an additional year to December 31, 2018.

- | | | | |
|----|--|----------------------|--------------------------------------|
| 2. | Parsons Brinckerhoff/STV/Parsons
Transportation Group, JV
Contract No. 98-0040-01R
Modification No. 107 | \$ 21,140,000 | <u>Staff Summary Attached</u> |
|----|--|----------------------|--------------------------------------|

In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC requests that the Board approve a contract modification to the Contract to increase the amount allocated to Construction Phase Services (CPS) by \$21,140,000 for CPS through December 2016.

Schedule I. Modifications To Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- | | | | |
|----|---|---------------------|--------------------------------------|
| 3. | Tutor Perini Corporation
Contract No. CS179
Modification No. 9 | \$ 2,000,000 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to increase the allowance for Temporary Power and Light for contractors working in the ESA tunnels (Bid Item 14).

- | | | | |
|----|--|-------------------|--------------------------------------|
| 4. | Tutor Perini Corporation
Contract No. CQ032
Modification No. 72 | \$ 804,990 | <u>Staff Summary Attached</u> |
|----|--|-------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract for the removal of the BMT Northern Boulevard Temporary Underpinning System. This is a scope and budget transfer.

Item Number: 1

Page | 1 of 2

Vendor Name (& Location) URS Corporation – New York (New York, NY)	Contract Number 98-0001-01	AWO/Modification # 36
Description Program Management Consultant Services	Original Contract Award Amount: \$ 28,556,770 Original Board Approved Option Amount: \$ 135,535,230 Original Board Approved Contract \$ 164,092,000	
Contract Term (including Options, if any) October 5, 1998 – December 31, 2015	Prior Modifications: \$ 448,250,601	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Prior Budgetary Increases: \$ -0-	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 612,342,601	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request \$ 172,418,406	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 28%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich	% of Modifications (including This Request) to Original Board Approved Amount: 378%	

Discussion:

The contract scope of work includes program and construction management services and general conditions work for the East Side Access (“ESA”) Project and other MTACC projects. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC requests that the Board approve a contract modification to increase the approved amount by \$172,418,406 and to extend the contract through December 31, 2017 with an option to extend the contract for an additional year to December 31, 2018.

On July 29, 1998, the MTA Board approved a personal services contract with Bechtel/URS Joint Venture (the contract has since been assigned solely to URS) to provide program management services for the East Side Access Project (“ESA”) in the amount of \$164,092,000. Phase I of the contract was awarded at a cost not-to-exceed \$28,556,770 for preliminary engineering. MTA-CC negotiated several options to be exercised upon the approval of the Environmental Impact Statement and an executed Full Funding Grant Agreement between the MTA and the FTA. The options provided for program management services for Phase II: Detailed Design; Phase III: Construction; and Phase IV: Start-up, Testing & Closeout along with Construction Management services and general conditions work.

In October 2000, the MTA Board approved a modification (an increase of which extended the preliminary engineering phase, exercised the options for program management services for Phase II – IV and extended the overall term under this contract to December 31, 2011) and increased the Board approved amount from \$164,092,000 to a cost not-to-exceed \$207,074,000.

In February 2002, the Board approved the exercise of the remaining options for construction management services (\$120,693,000) and general conditions work (\$50,100,000) along with establishing a 15% contingency in the amount of \$18,104,000 leading to a total Board approved amount not-to-exceed \$395,971,000. The prior allocations were approved via contract modification in one or two year increments. MTACC requested and received Board approval for these modifications.

Since 2008, several changes to the ESA project have impacted the contract scope, value and duration. The project's construction sequencing was revised and the construction end date extended. MTACC added additional construction contracts as a result of the construction re-sequencing. MTACC expanded the URS scope to include some of these additional construction contracts and other specialized task order work. In addition, the extended duration of the project added labor, overhead and associated escalation costs.

The URS contract provides essential services for the ESA Project and MTACC's other projects. ESA has active construction contracts valued over \$3.0B. Over the next year MTACC plans to award an additional \$1B of construction contracts.

Work is performed on these contracts in multiple shifts, and in some cases, six days per week. For the ESA project, URS provides key personnel to supplement the 23 MTACC employees dedicated full time to the project. URS provides program management services which include design management, procurement and contract administration, project controls including cost and schedule control, operational readiness and office administration. URS provides the Construction Management staff that serve as the Authorized Representative for designated third party contracts and management of force account planning and coordination. URS also provides project-wide services in support of safety, quality, code compliance, environmental testing and third party coordination. Finally, URS provides General Conditions services which include construction support typically provided by contractors, such as site access control and security, provision of work trains to support contractor needs, geotechnical instrumentation, and survey work. These services were combined under this contract for better control and efficiency reasons given the number of contractors occupying the same or adjoining work sites simultaneously and sequentially. URS also maintains key contracts which include rental of a warehouse and contracts to maintain the information network (switches, servers, etc.) from the central office to each site, copiers, software licenses, etc.

URS also provides program and construction management services for MTACC HQ and other MTACC projects under this Contract. These services include the provision of key personnel to supplement MTACC staff in the areas of project cost estimating, scheduling, risk, quality, safety, community relations, contract compliance, and claims analysis. Funding for non-ESA work comes from MTACC's administrative budget or from the MTACC project receiving the service.

MTACC evaluated the benefits and impacts of re-soliciting this Contract in 2014 and reported to the Finance Committee in March 2014 that re-soliciting this contract would be too disruptive to the continuity of the project. Although MTACC continues to evaluate the option of re-solicitation, its conclusion remains the same. The re-solicitation of this contract would result in the loss of key seasoned team members and key contracts and require an extensive transition period that would be costly. In June 2015, the MTA Board approved a modification extending the overall term under this Contract to December 31, 2015 and increased the Board approved amount from \$448,342,601 to a cost not-to-exceed \$612,342,601. The Contract was further extended until January 31, 2016 at no additional costs. Currently, MTACC is requesting Board approval to extend the contract through December 31, 2017 with an option to extend the contract for a further year, until December 31, 2018. MTACC will re-evaluate the benefits and impacts to the program of resoliciting the Contract at the end of 2017 and will make a determination whether or not to exercise the option based on that evaluation.

The Consultant proposed \$120,452,629 for the extension through December 31, 2017 and \$52,073,775 for the third year option. MTACC's estimate was \$114,668,400 for the extension through December 31, 2017 and \$45,854,605 for the third year option. Negotiations were held and the parties agreed to a not-to-exceed cost of \$120,377,358 for the two year extension and \$52,041,048 for the third year option leading to a total not-to-exceed amount of \$172,418,406 which is considered to be fair and reasonable. The delta of \$11,895,401 between MTACC's estimate and the negotiated price is due to additional costs related to a larger need for staffing resources and an extended schedule for work in Harold Interlocking.

Please note that upon Board approval of this request, \$26,750,000 will be allocated to fund the Contract through June 30, 2016. The remaining \$93,627,358 which will fund the Contract through December 31, 2017, will be allocated by MTACC's Chief Procurement Officer upon the approval and release of funding under the 2015-2019 Capital Program.

Item Number: 2

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)	
Description East Side Access General Engineering Consultant Services	
Contract Term (including Options, if any) March 2016	
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 checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.	

Contract Number	AWO/Modification #
98-0040-01R	107
Original Amount: \$ 140,000,000	
Prior Modifications: \$ 279,587,280	
Prior Budgetary Increases: \$ -0-	
Current Amount: \$ 419,587,280	
This Request \$ 21,140,000	
% of This Request to Current Amount: 5 %	
% of Modifications (including This Request) to Original Amount: 215%	

Discussion:

This contract scope of work is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC requests that the Board approve a contract modification to increase the amount allocated to Construction Phase Services (CPS) by \$21,140,000 for CPS through December 2016.

By way of background, CPS is provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed basis. CPS is provided in support of third party or force account construction contracts/packages during construction and may include review of contractor's submittals, shop drawings and requests for information; site inspections; resolution of technical issues; preparation of supplementary drawings; and preparation of record drawings for force account packages.

At Contract inception in August 2004, the contract budget for CPS was \$20,000,000. As the construction program progressed, the amount allocated to CPS was reviewed, new estimates were prepared, and the contract budget for CPS was increased accordingly. Based on the most recent Integrated Project Schedule, the current CPS estimate through program completion in 2020 is \$167,344,102. By this modification, MTACC is requesting an increase to the contract amount allocated to CPS in the amount of \$21,140,000, from \$122,110,634 to \$143,250,634 to fund CPS through the end of 2016. These funds will be allocated on an as-needed basis. MTACC expects that annual CPS costs will decrease in 2017 and beyond as we move toward conclusion of the Project and active construction work decreases. MTACC will return to the Board at the end of 2016 to request funding for CPS for 2017 and beyond based on the value of the construction work remaining at that time.

Please note upon Board approval of this request, \$11,100,000 will be allocated to fund the Contract through June 30, 2016. The remaining \$10,040,000 which will fund the Contract through December 31, 2016, will be allocated by MTACC's Chief Procurement Officer upon the approval and release of funding under the 2015-2019 Capital Program.

Item Number 3

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) Temporary	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.	

Contract Number	AWO/Modification
CS179	9
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 1,715,020
Exercised Options:	\$ 13,021,505
Current Amount:	\$ 348,366,525
This Request	\$ 2,000,000
% of This Request to Current Amount:	% .57%
% of Modifications (including This Request) to Original Amount:	% 1.1%

Discussion:

The scope of work under this Contract consists of, but is not limited to, the design, procurement and installation of fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems for the East Side Access (ESA) project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to increase the allowance for Temporary Power and Light for contractors working in the ESA tunnels (Bid Item 14).

The Contract contains an Allowance Item (Bid Item No. 14) in the amount of \$500,000 for the operation, service, and maintenance for temporary power and lighting in the tunnels. This amount has proven to be insufficient and needs to be increased. The current requirements for temporary power and lighting maintenance in the tunnels are higher than were anticipated based on previous experience under earlier contracts. The increased demand is mainly due to contractor work schedules that have required 24 hour per day maintenance staffing. Previous contractor schedules did not require 24 hours per day maintenance staffing.

MTACC uses a single contractor to maintain power and lighting for the other contractors working within the Manhattan tunnels (such as CM005 and CM006) with payment through a bid allowance. This method was selected because it was difficult to ascertain the power requirements before the contracts were awarded and because it maintains a single party responsible for the maintenance work. The plan is to shift the work of providing the temporary power and light in the tunnels to Contract CM007 in May of 2016.

The current allowance has been depleted as of August 22, 2015 and needs to be replenished so that temporary power and light in the tunnels is maintained until May 2016. MTACC Program Controls along with East Side Access Construction Management performed an analysis and determined that an additional \$2,000,000 is required for these services retroactively from August 2015 through May 2016.

Item Number: 4

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, NY)	
Description Plaza Substation and Queens Structures for the ESA Project	
Contract Term (including Options, if any) February 3, 2010 – May 11, 2016 (2,289 days)	
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 checked="" 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 #
CQ032	72
Original Amount:	
	\$ 147,377,000
Prior Modifications:	
	\$ 88,034,900
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 235,411,900
This Request	
	\$ 804,990
% of This Request to Current Amount:	
	0.34%
% of Modifications (including This Request) to Original Amount:	
	60.28%

Discussion:

The scope of work under this Contract is for the structural and architectural rehabilitation of existing facilities within the 63rd Street Tunnel as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract for the removal of the BMT Northern Boulevard Temporary Underpinning System. This is a scope and budget transfer.

In connection with the tunneling operation for the Northern Boulevard Crossing performed by the CQ039 Contractor, temporary structural steel piles and beams were installed to support the excavation and the BMT elevated train tracks above Northern Boulevard. Originally these structural support elements were to be removed by the CQ039 Contractor after the completion of their work. However due to concerns about the potential settlement of the existing BMT structure located above Northern Boulevard following the tunneling operation, the temporary support of the BMT structure was left in place to provide access to the foundations of the BMT structure should remedial action be required due to settlement. In order not to delay the CQ039 Contractor from demobilizing from the site and the Contract close-out process to continue, the removal of the BMT temporary supports and all its associated site-work was removed from the CQ039 contract. MTACC received a credit for this work from the CQ039 Contract. The removal work was then planned to be performed under another contract.

MTACC and its General Engineering Consultant have determined that retaining the BMT temporary supports and maintaining access to the BMT foundations is no longer necessary as there has been no settlement of the BMT structure. As the CQ032 Contractor is already mobilized on-site, has the technical capabilities to perform the work and will perform excavation in this area under its Contract, MTACC has determined that it should perform removal of the structural elements and associated work.

The Contractor submitted a cost proposal in the amount of \$1,014,757 while MTACC's estimate was \$731,807. Negotiations were held and both parties agreed to a cost for the Work in the amount of \$804,990. The negotiated cost is considered to be fair and reasonable. Funding for this Modification will be transferred out of the CQ039 Contract contingency.

The Contractor also submitted a claim for one hundred forty four (144) days of Compensable Delay associated with this and other contract modifications that caused delay to substantial completion. The other modifications include necessary changes to mechanical, electrical, plumbing and utilities work within the Yard Services Building. MTACC's Time Impact Analysis was for one hundred twenty eight (128) days of Compensable Delays. Negotiations were held which resulted in a negotiated amount of one hundred twenty seven (127) calendar days of Compensable Delay, which is deemed to be fair and reasonable. The Impact Costs for the 127 days of Compensable Delay will be addressed under a separate Contract Modification.

JANUARY 2016

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)

- | | | | |
|----|---|----------------------|--------------------------------------|
| 5. | Jacobs/LiRo Joint Venture
Contract No. PS819
Modification No. 14 | \$ 77,011,769 | <u>Staff Summary Attached</u> |
|----|---|----------------------|--------------------------------------|

In accordance with Article XIII of the All-Agency Procurement Guidelines for Services, MTACC requests that the Board ratify a contract modification to increase the approved amount by \$77,011,769 and to extend the contract through December 31, 2017 with an option to extend the contract for an additional year to December 31, 2018.

- | | | | |
|----|--|---------------------|--------------------------------------|
| 6. | Harold Structures Joint Venture
Contract No. CH057A
Modification No. 13 | \$ 1,370,000 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a contract modification to compensate the contractor for special equipment and revised construction methods required as a result of differing site conditions.

- | | | | |
|----|--|---------------------|--------------------------------------|
| 7. | Parsons Brinckerhoff/STV
Transportation Group, JV
Contract No. 98-0040-01R
Modification No. 116 | \$ 1,218,414 | <u>Staff Summary Attached</u> |
|----|--|---------------------|--------------------------------------|

In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC requests that the Board ratify a contract modification to increase the guaranteed maximum cost by \$1,218,414 to revise the design for the 48th Street Entrance.

Item Number: 5

Vendor Name (& Location) Jacobs/LiRo Joint Venture (New York, NY)	
Description Consultant Construction Management Services for the East Side Access Project	
Contract Term (including Options, if any) 89 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 checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich P.E.	

Contract Number	AWO/Modification #
PS819	14
Original Contract Amount:	
	\$ 74,550,734
Prior Modifications:	
	\$ 33,467,836
Prior Budgetary Increases:	
	\$ -0-
Current Amount:	
	\$ 108,018,570
This Request	
	\$ 77,011,769
% of This Request to Current Amount:	
	72%
% of Modifications (including This Request) to Original Amount:	
	148%

Discussion:

This Contract is for consultant construction management services for the East Side Access Project. In accordance with Article XIII of the All-Agency Procurement Guidelines for Services, MTACC requests that the Board ratify a contract modification to increase the approved amount by \$77,011,769 and to extend the contract through December 31, 2017 with an option to extend the contract for an additional year to December 31, 2018.

This competitively negotiated and Board approved Contract was awarded to the Jacobs/E&K/LiRo Joint Venture (now known as Jacobs/LiRo Joint Venture) on January 24, 2008 for \$75M and an 84-month duration. The scope of work includes construction management services for third party and systems integration. The services include, among other things, acting as the MTA's Authorized Representative on a discrete number of third party contracts; overseeing and inspecting construction work; inspecting worksites for safety and quality requirements; managing the contract schedule and budget; monitoring and coordinating shop drawings and requests for information; conducting progress meetings; reviewing and processing change orders; processing payments; reviewing claims; assisting in securing necessary permits; and overseeing systems installation and testing.

Since 2008, there have been several changes to the ESA project that have and will impact the contract scope, value and duration. The Project's construction sequencing has been revised and the construction end date has been extended. Additional construction contracts have been added as a result of the re-sequencing of construction work. The scope and duration of this Contract has been expanded to include some of these additional construction contracts and other specialized task order work.

In June 2015, the MTA Board approved a modification extending the overall term under this Contract to December 31, 2015 and increased the Board approved amount from \$98,958,653 to a cost not-to-exceed \$108,017,970. In December 2015 the President of MTACC issued a Retroactive Modification to extend the contract one month to January 2016 at a value of \$1.55 million so in order that negotiations could be completed. Currently, MTACC is requesting the Board approval to extend the contract through December 31, 2017 with an option to extend the contract for a further year, until December 31, 2018. MTACC will re-evaluate the benefit and impacts to the program of resoliciting the Contract at the end of 2017 and will make a determination whether or not to exercise the option based on that decision.

The Consultant proposed \$58,844,890 to continue these services through December 31, 2017 and \$29,065,980 for the third year option. MTACC's in-house estimate was \$43,193,905 through December 31, 2017 and \$19,717,145 for the third year option. Negotiations were held and the parties agreed to a not-to-exceed amount of \$51,308,725 through December 31, 2017 and \$25,703,044 for the third year option for a total not-to-exceed amount of \$77,011,769. The difference between the negotiated price and MTACC's estimate is primarily due to additional staffing not included in the estimate required for certain Systems and Harold Interlocking contracts. The negotiated cost is deemed to be fair and reasonable.

Item No. 5

Page | 2 of 2

Please note upon Board approval of this request, \$11,000,000 will be allocated to fund the Contract through June 30, 2016. The remaining \$40,308,725 which will fund the Contract through December 31, 2017, will be allocated by MTACC's Chief Procurement Officer upon the approval and release of funding under the 2015-2019 Capital Program.

Schedule K: Ratifications of Completed Procurement Actions
Item Number 6

Vendor Name (& Location) Harold Structures Joint Venture (Secaucus, NJ)	Contract Number CH057A	AWO/Modification # 13
Description Harold Structures Part 3A for the East Side Access Project		
Contract Term (including Options, if any) 26 Months	Original Amount:	\$ 104,300,000
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Modifications:	\$ 5,091,092
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Prior Budgetary Increases:	\$ 0
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	Current Amount:	\$ 109,391,092
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	This Request	\$ 1,370,000
Requesting Dept/Div&Dept/Div Head Name: East Side Access W. Goodrich, P.E.	% of This Request to Current Amount:	1.25%
	% of Modifications (including This Request) to Original Amount:	6.2%

Discussion:

This scope of work for this Contract is the construction of a jacked shield tunnel, approach structures, direct fixation track and electrical systems for the Westbound Bypass Structure to be located along the mainline tracks at F Interlocking and Harold Interlocking and for the installation of catenary and signal bridges along the Westbound Bypass alignment. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a contract modification to compensate the contractor for special equipment and revised construction methods required as a result of differing site conditions.

The CH057A contract documents indicate there are no obstructions present where the Contractor is required to install seven secant piles at the Westbound Bypass East Approach. However, the seven secant piles are obstructed by catenary poles, overhead wires and a manhole. In order to have sufficient clearance from the overhead wires, the Contractor needs to use a low headroom drill rig instead of a regular height drill rig, excavate and build earth staging platforms for the rig, use spliced core beams for the secant piles and build the upper portion of the secant wall with cast-in-place concrete. In addition, the Contractor will have to modify guide walls for the secant piles, demolish an existing catenary pole foundation and remove cables from the manhole. To the extent that the above modification is the result of errors and omissions in design, MTACC intends to seek compensation for any resulting damages from the designer.

The Contractor submitted a cost proposal of \$1,836,336 while the MTACC project estimate was \$1,188,178. Negotiations were held, and both parties agreed to \$1,370,000 which is considered fair and reasonable. There is no time impact associated with this Modification.

In order to not further delay the setup of the Westbound Bypass jacked shield tunnel operation, the President approved a limited Retroactive Memorandum on December 30, 2015 and the Contractor was directed to proceed with the Work up to the not-to-exceed amount of \$750,000. Authorization to proceed with the remainder of the Work under this Modification will be given upon Board ratification of this Modification.

Item Number 7

Vendor Name (& Location) PB/STV/Parsons Transportation Group (NY, NY)	Contract Number 98-0040-01R	AWO/Modification # 116
Description General Engineering Consultant Services for the East Side Access Project		
Contract Term (including Options, if any) March 2016	Original Amount:	\$ 140,000,000
Option(s) included in Total <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Modifications:	\$ 279,587,280
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Prior Budgetary Increases:	\$ 0
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	Current Amount:	\$ 419,587,280
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	This Request	\$ 1,218,414
Requesting Dept/Div&Dept/Div Head Name: East Side Access W. Goodrich, P.E.	% of This Request to Current Amount:	0.29%
	% of Modifications (including This Request) to Original Amount:	201%

Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC requests that the Board ratify a contract modification to increase the guaranteed maximum cost by \$1,218,414 to revise the design for the 48th Street Entrance.

As part of the ESA Project, a new entrance to the LIRR Concourse will be constructed at 48th Street within the existing building at 415 Madison Avenue owned by the Rudin Management Company (RMC). During negotiations for the required easements for the new entrance MTA and RMC identified required changes to the design packages for the construction of the entrance.

RMC will perform work under Contract Package CM015A. RMC requested that MTA revise the CM015A package to limit the scope of work to utility relocation and demolition. This change requires MTACC to transfer some of the scope of work from CM015A to CM015 which is work to be performed by a MTACC third party contractor.

In addition, RMC now intends to demolish and reconstruct a significant portion of its existing building. The new building will have a greater structural load which requires strengthening of the building's columns and footings that will remain within the ESA entrance, and, reinforcement of the slabs directly above the new entrance. These structural enhancements facilitated negotiations with RMC to obtain the easement. Even if negotiations are not concluded and MTA obtains the building space through condemnation, MTA would perform the additional structural reinforcement work to mitigate consequential damages that would result if the entrance construction prevented RMC from reinforcing its structure and proceeding with its planned building reconstruction. Therefore the revised design will address the increased structural loads

Furthermore, through this modification the Consultant will refine the entrance design to utilize some additional space in the entrance foyer, add a street-side exterior canopy (which will afford rain/snow cover for LIRR passengers), and add MTA identity signage, creating a stronger overall MTA presence at the entrance. The interior space will allow for the deployment of larger digital advertising placements, (screens to be funded by third parties), as part of the concourse-wide advertising program. This advertising revenue is intended to help offset incremental capital costs associated with this work effort and enhance long term ESA revenue streams to MTA.

The Consultant submitted a cost proposal of \$1,384,563 for this modification while the MTACC estimate was \$1,111,282. Negotiations were held and the parties agreed to a cost of \$1,218,414, which is considered fair and reasonable as it is within an acceptable parameter of the estimate. In order to maintain the current solicitation schedule, the President approved a retroactive memorandum and on November 24, 2015 and the Consultant was directed to proceed with the work up to a not-to-exceed amount of \$250,000. 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 December 2015

Patrick Nowakowski
President

01/25/16 *****

Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	Dec	Dec	Dec	Dec
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%	93.9%	91.6%	90.9%	92.0%
		AM Peak		93.2%	90.0%	88.9%	91.5%
		PM Peak		91.5%	87.5%	82.6%	86.5%
		Total Peak		92.4%	88.8%	85.8%	89.1%
		Off Peak Weekday		93.7%	92.0%	91.7%	92.4%
		Weekend		96.3%	94.2%	95.9%	94.8%
	Babylon Branch	Overall	93.9%	93.1%	91.7%	90.1%	91.4%
		AM Peak		94.7%	91.0%	87.8%	92.3%
		PM Peak		90.7%	86.9%	80.7%	82.8%
		Total Peak		92.9%	89.1%	84.5%	87.9%
		Off Peak Weekday		92.6%	92.6%	91.6%	92.4%
		Weekend		94.4%	93.9%	96.1%	94.5%
	Far Rockaway Branch	Overall	96.6%	97.5%	95.5%	94.4%	95.6%
		AM Peak		95.9%	90.3%	88.4%	91.4%
		PM Peak		98.0%	94.6%	90.4%	93.2%
		Total Peak		96.8%	92.2%	89.3%	92.2%
		Off Peak Weekday		97.5%	96.3%	95.6%	96.1%
		Weekend		98.3%	97.3%	97.0%	98.1%
	Huntington Branch	Overall	92.5%	91.4%	88.6%	89.4%	89.6%
		AM Peak		91.5%	88.8%	90.3%	91.6%
		PM Peak		90.3%	83.7%	79.9%	82.9%
		Total Peak		90.9%	86.3%	85.3%	87.4%
		Off Peak Weekday		89.4%	86.4%	87.3%	88.0%
		Weekend		94.6%	93.6%	96.2%	93.6%
	Hempstead Branch	Overall	96.5%	97.5%	94.8%	95.3%	95.1%
		AM Peak		97.3%	94.2%	95.5%	95.3%
		PM Peak		94.4%	91.0%	88.4%	90.8%
		Total Peak		95.9%	92.7%	92.1%	93.2%
		Off Peak Weekday		97.9%	95.3%	95.9%	95.2%
		Weekend		98.5%	95.9%	97.1%	96.5%
	Long Beach Branch	Overall	95.9%	96.3%	93.3%	92.7%	93.7%
		AM Peak		97.0%	91.5%	90.9%	93.3%
		PM Peak		95.0%	90.9%	90.1%	90.4%
		Total Peak		96.0%	91.2%	90.5%	91.9%
		Off Peak Weekday		95.8%	93.6%	92.3%	93.0%
		Weekend		97.5%	95.2%	95.9%	97.0%
	Montauk Branch	Overall	90.8%	92.6%	90.0%	91.3%	89.9%
		AM Peak		86.4%	88.8%	90.3%	89.5%
		PM Peak		88.3%	86.4%	86.0%	85.3%
		Total Peak		87.3%	87.6%	88.2%	87.4%
		Off Peak Weekday		93.8%	91.9%	91.7%	91.7%
		Weekend		95.7%	89.0%	94.0%	89.0%
	Oyster Bay Branch	Overall	94.1%	91.9%	92.4%	92.5%	92.8%
		AM Peak		92.2%	92.8%	89.0%	92.8%
		PM Peak		86.4%	83.8%	83.3%	84.8%
		Total Peak		89.5%	88.7%	86.4%	89.1%
		Off Peak Weekday		91.3%	92.8%	93.8%	94.1%
		Weekend		97.0%	96.4%	98.9%	94.9%

Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
Port Jefferson Branch	Overall	90.9%	88.4%	87.0%	88.0%	88.0%
	AM Peak		86.4%	85.6%	85.2%	86.9%
	PM Peak		86.4%	83.7%	81.2%	82.8%
	Total Peak		86.4%	84.7%	83.3%	85.0%
	Off Peak Weekday		85.3%	84.3%	86.6%	86.0%
	Weekend		97.6%	96.1%	97.2%	95.5%
Port Washington Branch	Overall	95.3%	96.5%	91.8%	88.8%	93.0%
	AM Peak		97.5%	91.2%	89.6%	91.6%
	PM Peak		94.3%	85.2%	75.8%	86.3%
	Total Peak		95.8%	88.1%	82.6%	88.9%
	Off Peak Weekday		96.2%	92.2%	89.7%	93.2%
	Weekend		98.0%	95.4%	94.3%	97.1%
Ronkonkoma Branch	Overall	91.6%	91.0%	89.2%	90.1%	90.3%
	AM Peak		86.6%	85.1%	83.1%	88.4%
	PM Peak		90.6%	89.2%	85.5%	89.6%
	Total Peak		88.5%	87.0%	84.2%	89.0%
	Off Peak Weekday		91.8%	90.1%	91.8%	90.6%
	Weekend		92.9%	90.4%	95.8%	91.5%
West Hempstead Branch	Overall	95.8%	95.4%	95.0%	90.1%	94.3%
	AM Peak		97.3%	93.7%	95.5%	95.1%
	PM Peak		87.1%	89.4%	73.5%	87.1%
	Total Peak		91.7%	91.3%	83.5%	90.8%
	Off Peak Weekday		96.2%	96.3%	94.2%	96.6%
	Weekend		98.8%	96.8%	92.0%	92.3%
Operating Statistics		Trains Scheduled	21,219	247,112	21,079	245,400
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-15.1	-12.9	-11.5	-12.2
Trains Over 15 min. Late excluding trains canceled or terminated			301	3,849	294	3,223
Trains Canceled			62	1,260	54	843
Trains Terminated			24	653	10	490
Percent of Scheduled Trips Completed			99.6%	99.2%	99.7%	99.5%
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	99.4%			
		PM Peak	98.4%			
		Total Peak	99.0%			

System Categories Of Delay	% Total	Nov.	2015 Data		2014 Data		YTD 2014 Vs 2015
			Dec	YTD Thru Dec.	Dec	YTD Thru Dec.	
Engineering (Scheduled)	1.9%	31	25	420	36	575	(155)
Engineering (Unscheduled)	11.2%	156	145	2,081	110	2,280	(199)
Maintenance of Equipment	5.2%	156	68	1,857	103	1,597	260
Transportation	1.5%	64	19	777	52	495	282
Capital Projects	0.2%	71	3	415	138	447	(32)
Weather and Environmental	4.2%	191	55	3,290	127	2,569	721
Police	32.2%	156	417	2,615	265	2,431	184
Customers	27.1%	353	351	4,698	531	5,052	(354)
Other	14.1%	111	183	1,951	256	2,026	(75)
3rd Party Operations	2.3%	223	30	2,585	293	2,106	479
Total	100.0%	1,512	1,296	20,689	1,911	19,578	1,111

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-Dec	Tues	Track circuit failure east of Lead Wreck Bridge	15						1			16		
4-Dec	Fri	Heavy loading system wide	1			2			9			12		
11-Dec	Fri	Bridge strike west of Forest Hills Station							25			25		
11-Dec	Fri	Broken crossing gate east of Westbury Station	9						2			11		
12-Dec	Sat	Train 7742 struck unauthorized person on track level at New Hyde Park Station							11		3	11		3
13-Dec	Sun	Residual delays account of train 7742 struck unauthorized person on track level at New Hyde Park Station							10	1		10	1	
14-Dec	Mon	Broken crossing gate at Willis Avenue (Mainline and Oyster Bay)	6						5			11		
14-Dec	Mon	Bridge strike east of Merillon Avenue							12			12		
15-Dec	Tues	Supervisory system failure at Port Interlocking				19	3		4	3		23	6	
15-Dec	Tues	Train 2061 with an automobile strike east of Bethpage Station				42	4	2	11	1		53	5	2
16-Dec	Wed	Disabled motor vehicle on the tracks at New Hyde Park Road							15			15		
17-Dec	Thurs	Weather related customer loading system wide				11			8			19		
21-Dec	Mon	Broken rail on 1 track at Copiague	2	1					7	2		9	3	
23-Dec	Wed	No. 153 striking an unauthorized person on track level at Rockville Centre							15	1	1	15	1	1
24-Dec	Thurs	Signal trouble west of Babylon	5	4					5			10	4	
24-Dec	Thurs	Heavy holiday loading system wide							19			19		
24-Dec	Thurs	Heavy holiday unloading system wide				1			11			12		
28-Dec	Mon	Automobile on tracks at Stewart Avenue crossing, east of Bethpage	28	2					3			31	2	
30-Dec	Wed	Unauthorized person on track level at Freeport Station				11	3		9	3	2	20	6	2
31-Dec	Thurs	4206 struck unauthorized person on track level at Urban Avenue west of Divide	40	9	1				9	1		49	10	1
31-Dec	Thurs	2774 struck unauthorized person on track level at Cherry Avenue west of Sayville				12	2	3	2	4		14	6	3
31-Dec	Thurs	182 reports unauthorized persons under platform at Massapequa Park							13	2		13	2	
31-Dec	Thurs	Heavy holiday loading system wide				6			4			10		
TOTAL FOR MONTH			106	16	1	104	12	5	210	18	6	420	46	12
													478	

Long Island Rail Road

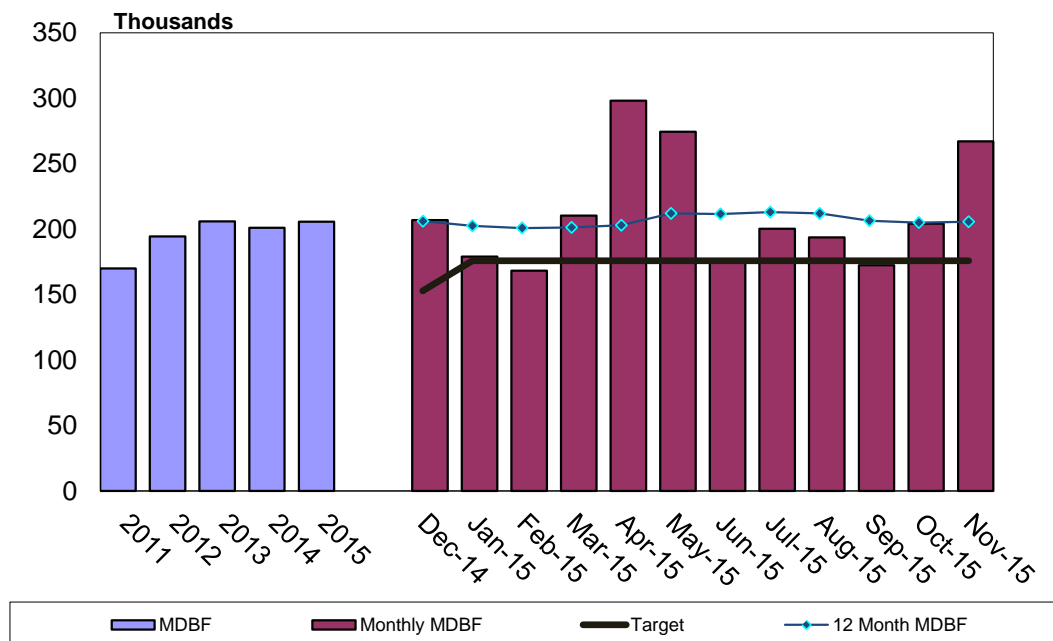
MEAN DISTANCE BETWEEN FAILURES

	2015 Data							2014 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)	12 month MDBF Rolling Avg (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)
Mean Distance Between Failures	M-3	150	75,000	85,289	6	63,195	64,139	96,792	5	97,092
	M-7	836	400,000	459,694	11	492,767	492,264	457,101	11	482,760
	DM	21	20,000	77,570	1	22,354	23,608	20,816	3	23,441
	DE	24	20,000	28,361	3	24,202	22,479	92,472	1	25,643
	C-3	134	80,000	225,773	3	121,056	120,829	138,080	5	80,877
	Diesel	179	51,000	119,996	7	67,408	66,967	93,924	9	56,666
	Fleet	1,165	176,000	267,014	24	205,672	205,790	254,296	25	206,149

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	
			December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	11
		Total Standees	2	11
	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	21	0
		Total Standees	61	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	1
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	2
		Total Standees	0	2
	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	68	61
		Total Standees	68	61
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	0	12	
	Total Standees	0	12	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			132	86

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF DECEMBER 2015

Standee Report

West Of Jamaica

			2015 Data December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	32
		Total Standees	0	32
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Huntington Branch	Program Standees	10	0
		Add'l Standees	13	38
		Total Standees	23	38
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	60
		Total Standees	0	60
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	7
		Total Standees	18	7
	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	68	61
		Total Standees	68	61
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	8
		Total Standees	0	8
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			114	206

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.

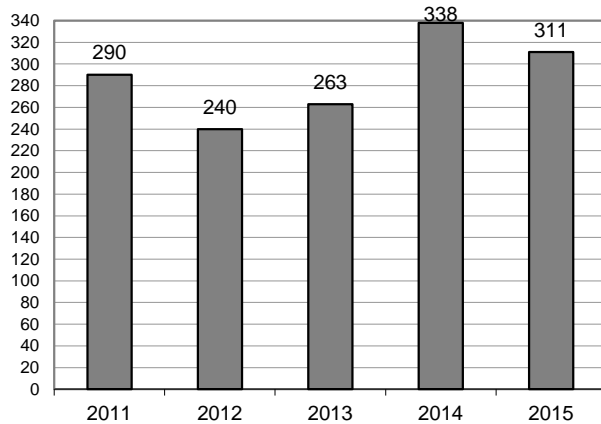
ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF DECEMBER 2015

Elevator Availability		2015		2014	
		December	Year to Date	December	Year to Date
Branch	Babylon Branch	98.00%	98.40%	99.40%	97.60%
	Far Rockaway Branch	98.70%	98.80%	99.60%	97.60%
	Hempstead Branch	99.50%	99.30%	99.00%	99.00%
	Long Beach Branch	99.30%	98.00%	99.50%	99.10%
	Port Jefferson Branch	98.00%	97.60%	99.30%	99.00%
	Port Washington Branch	98.40%	98.80%	98.50%	98.90%
	Ronkonkoma Branch	99.30%	99.00%	98.70%	98.90%
	City Terminal Stations	97.00%	97.90%	99.50%	98.70%
	Overall Average	98.53%	98.48%	99.19%	98.60%

Escalator Availability		2015		2014	
		December	Year to Date	December	Year to Date
Branch	Babylon Branch	98.40%	98.20%	98.80%	98.30%
	Far Rockaway Branch	97.20%	98.20%	98.50%	95.70%
	Hempstead Branch	99.10%	98.40%	98.90%	94.80%
	Long Beach Branch	98.00%	98.40%	97.50%	95.20%
	Port Jefferson Branch	98.50%	95.20%	97.70%	93.50%
	City Terminal	99.80%	99.20%	99.90%	98.60%
	Overall Average	98.50%	97.93%	98.55%	96.02%



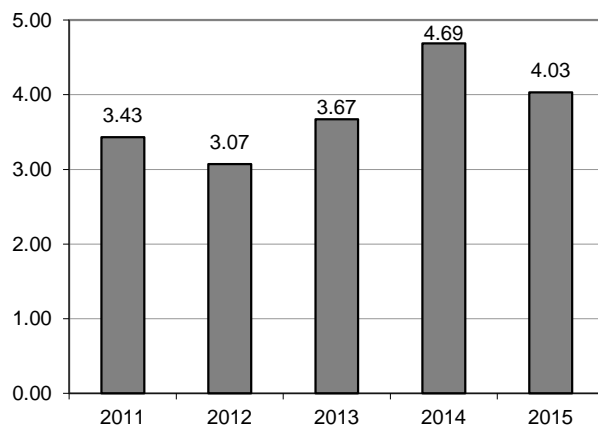
MTA Long Island Rail Road Summary of Employee Injuries through November 2015



Total Employee Injuries

Year	Total
2011	290
2012	240
2013	263
2014	338
2015	311

% change from last year: -8.0%



Employee FRA Reportable Injuries

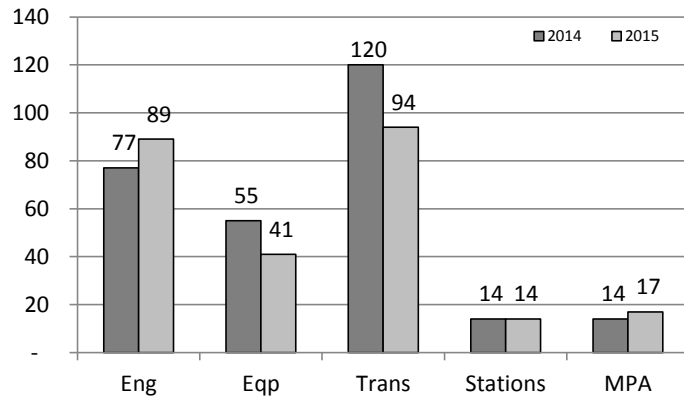
Year	Total	FRA FI*
2011	201	3.43
2012	183	3.07
2013	213	3.67
2014	280	4.69
2015	255	4.03

% change from last year: -14.1%

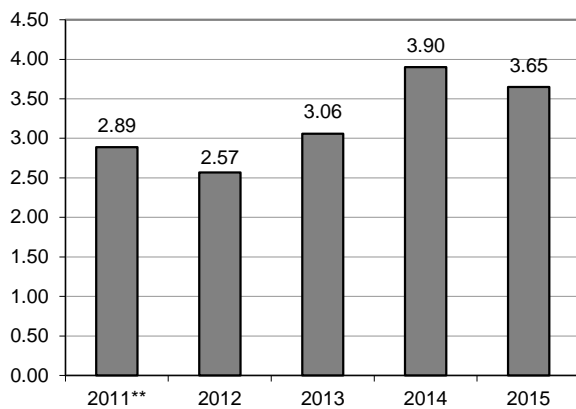
* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

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



Employee Reportable Accidents Comparison by Department			
Department	2014	2015	% Change
Engineering	77	89	16%
Equipment	55	41	-25%
Transportation	120	94	-22%
Stations	14	14	0%
MPA	14	17	21%



Employee Lost Time Injuries			
Year	LT	LT FI*	LT & RD FI*
2011**	167	2.86	2.89
2012	153	2.57	2.57
2013	178	3.06	3.06
2014	233	3.90	3.90
2015	231	3.65	3.65

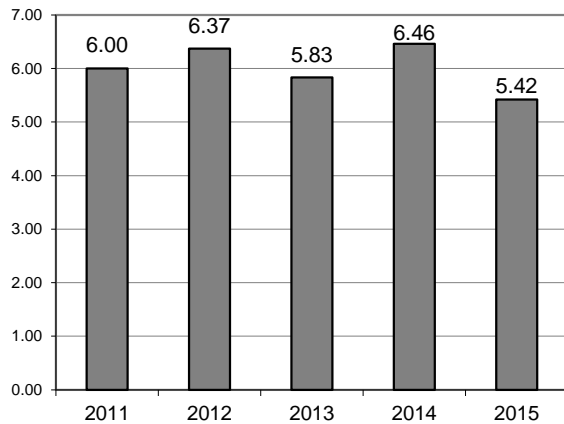
% change from last year: -6.4%

**Please note: Last year of Restricted Duty

* - Injuries per 200,000 hours worked



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

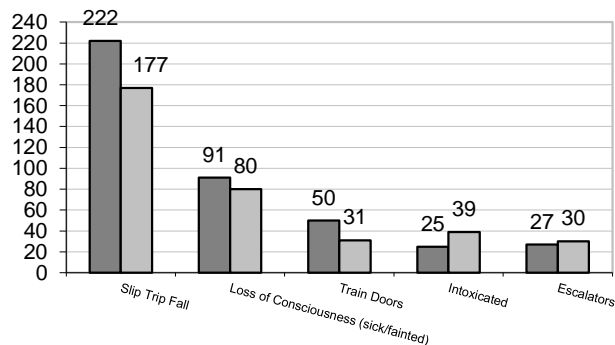


Total Customer Injuries

Year	Total	FI**
2011	443	6.00
2012	477	6.37
2013	444	5.83
2014	506	6.46
2015	433	5.42

% change from last year: -16.1%

**Injuries per 1,000,000 rides



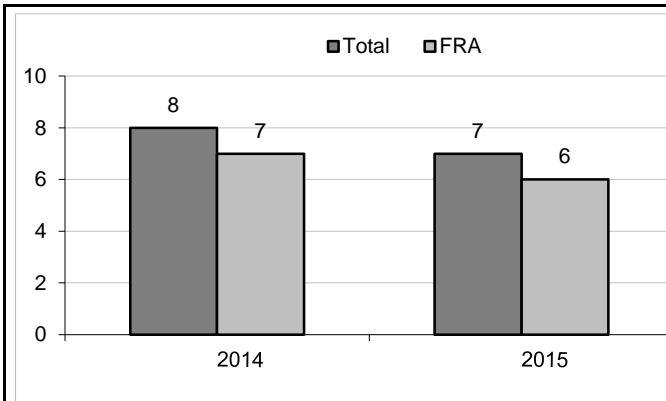
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Intoxicated	Escalators
2014	222	91	50	25	27
2015	177	80	31	39	30



MTA Long Island Rail Road

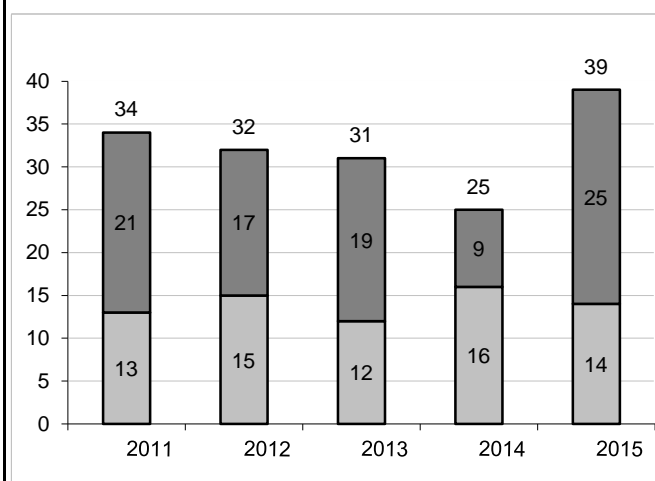
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through November 2015



Contractor Injuries

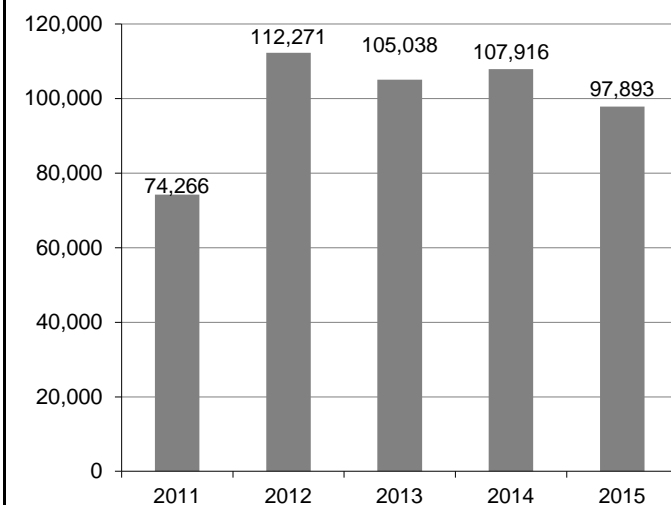
Year	Total	FRA Rpt.
2014	8	7
2015	7	6

% change from last year: -14%



Train Accidents

Year	Accountable	Reportable
2011	13	21
2012	15	17
2013	12	19
2014	16	9
2015	14	25



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

Total Participants

Year	Total
2011	74,266
2012	112,271
2013	105,038
2014	107,916
2015	97,893

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
Merrick	0	0	0

Escalators	Mechanical Injury	Human Factor Injury
Penn Station	0	4
Bellmore	0	1

Definitions:

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



Memorandum

Date: January 2016

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 December, employees submitted 90 reports, 22 of which met the criteria for the program.
- The following progress was made on speed compliance enhancements:

Action Item	Status
Speed Compliance	For the period 12/1/15 through 12/31/15, there were 94 Radar Observations. 62 different LIRR Engineers were observed. 41 event recorder downloads were analyzed. All results indicate compliance. Year to date through the end of December there were 1,356 Radar Observations. 411 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 installation of Wayside Signal and Communication equipment 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. Continue 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

November 2015

MTA LONG ISLAND RAIL ROAD

November Ridership and Financial Report

Executive Summary

Ridership

- During the month of November, total ridership was 7.0 million, which was 2.6% higher than November 2014 (adjusted for same number of work days) and 1.4% above the Mid-Year Forecast.
 - Ridership through November was 79.9 million. This was 2.1% above 2014 (adjusted for same number of calendar work days) and 1.2% higher than the 2015 forecast.
 - Through November, commutation ridership was 2.1% above 2014 (work day adjusted) and 1.0% higher than the 2015 forecast.
 - Through November, non-commutation ridership was 2.0% above 2014 and 1.4% above the forecast.
-

Revenues

- Farebox revenue through November totaling \$634.9 million was \$8.4 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$381.2 million was \$34.2 million higher than the forecast due to timing of capital activity and interagency reimbursements.
- In summary, total LIRR revenue of \$1,016.2 million was \$42.7 million higher than the forecast.

Expenses

- Through November, total expenses of \$1,955.9 million were \$18.9 million lower than the forecast.
- Straight-time payroll spending was \$(0.8) million higher than forecast primarily due to interagency reimbursements, partially offset by the existence of vacant positions. At the end of November, 84 of 7,056 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime spending was \$(5.9) million or 4.4% above forecast. Overtime hours worked was 3.8%, or 89,700 hours higher than the forecast primarily as a result of reimbursable overtime, which was 165,500 hours above forecast and maintenance overtime which was 56,900 hours above forecast. This was partially offset by vacancy/absentee coverage overtime, which was 52,400 hours below forecast, lower weather-related overtime, which was 37,600 hours below forecast, unscheduled service, which was 28,800 hours below forecast and scheduled service, which was 13,500 hours below forecast.
- Year-to-date overtime hours increased by 12.3% in 2015 compared to 2014 due to higher reimbursable, maintenance, vacancy/absentee coverage, unscheduled service and weather overtime, partially offset by lower scheduled service.
- Other variances are primarily timing or non-cash related.

Financial Performance Measures

- Through November, the Adjusted Farebox Operating Ratio was 61.1%, which is favorable to forecast due to lower expenses and higher revenue.
- Through November, the Adjusted Cost per Passenger was \$13.99, which is lower than forecast due to lower expenses and higher ridership.
- Through November, the Revenue per Passenger was \$7.98, which is greater than forecast.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending November 30, 2015

REVENUE

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$1,016.2 were \$42.7 or 4.4% favorable to forecast. The month of November of \$93.7 was favorable to forecast by \$4.0 or 4.5%.

- **Y-T-D Farebox Revenues** were \$8.4 favorable to forecast. The month was \$0.7 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$1.7 favorable to forecast. The month was \$0.2 favorable to forecast due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$32.6 favorable to forecast. The month was \$3.1 favorable to the forecast due to timing of capital activity and interagency reimbursements.

OPERATING EXPENSES

Year-to-date November **Total Expenses** (including depreciation and other) of \$1,955.9 were favorable to forecast by \$18.9 or 1.0%. The total expenses for the month of \$167.3 were favorable to forecast by \$14.5 or 8.0%.

Labor Expenses, \$(14.0) unfavorable Y-T-D; \$(7.9) unfavorable for the month.

- **Payroll**, \$(0.8) unfavorable Y-T-D; \$(0.6) unfavorable for the month (primarily interagency reimbursements, partially offset by vacant positions).
- **Overtime**, \$(5.9) unfavorable Y-T-D; \$(0.4) unfavorable for the month (higher maintenance and capital project activity, partially offset by vacancy/absentee coverage, lower scheduled/unscheduled service and weather-related overtime).
- **Health & Welfare**, \$(1.0) unfavorable Y-T-D; on forecast for the month
- **OPEB Current Payment**, \$4.0 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries than projected).
- **Pension**, \$(6.7) unfavorable Y-T-D; \$(6.7) unfavorable for the month due to timing of accruals.
- **Other Fringe**, \$(3.5) unfavorable Y-T-D; \$(0.5) unfavorable for the month (higher FELA indemnity payments, partially offset by lower Railroad Retirement taxes).

Non-Labor Expenses, \$27.7 favorable Y-T-D; \$21.3 favorable for the month.

- **Electric Power**, \$5.8 favorable Y-T-D; on forecast for the month.
- **Fuel**, \$0.8 favorable Y-T-D; \$0.2 favorable for the month (lower rates and consumption).
- **Insurance**, \$0.5 favorable Y-T-D; \$(0.5) unfavorable for the month (timing of Amtrak reimbursement for Penn Station Property Insurance).
- **Maintenance and Other Operating Contracts**, \$15.0 favorable Y-T-D; \$3.3 favorable for the month (timing of vegetation management, elevator/escalator maintenance, construction services, security related, joint facilities and miscellaneous other maintenance contracts).
- **Professional Services**, \$(31.3) unfavorable Y-T-D. \$1.8 favorable for the month (timing of MTA chargebacks, Homeless Outreach and other professional services agreements).
- **Materials and Supplies**, \$35.0 favorable Y-T-D; \$16.2 favorable for the month (primarily lower running repair for revenue fleet, timing of modifications for revenue fleet, timing of non-recurring engineering costs and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.5 favorable Y-T-D; \$0.2 favorable for the month (higher restitution of property damage and lower miscellaneous employee expenses).

Depreciation and Other, \$5.2 favorable Y-T-D; \$1.1 favorable for the month (favorable Depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 50.2%, 1.0 percentage points above October. The Farebox Operating Ratio for the month of November of 55.4% was 9.4 percentage points above the forecast resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 61.1%. 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
November 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	\$57.374	\$58.113	\$0.739	1.3	\$0.000	\$0.000	\$0.000	-	\$57.374	\$58.113	\$0.739	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	3.880	4.113	0.233	6.0	0.000	0.000	0.000	-	3.880	4.113	0.233	6.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.433	31.498	3.065	10.8	28.433	31.498	3.065	10.8
Total Revenue	\$61.254	\$62.227	\$0.973	1.6	\$28.433	\$31.498	\$3.065	10.8	\$89.687	\$93.725	\$4.038	4.5
Expenses												
<i>Labor:</i>												
Payroll	\$41.984	\$40.902	\$1.082	2.6	\$7.526	\$9.217	(\$1.691)	(22.5)	\$49.510	\$50.119	(\$0.609)	(1.2)
Overtime	10.186	9.193	0.993	9.8	2.201	3.643	(1.442)	(65.5)	12.387	12.836	(0.449)	(3.6)
Health and Welfare	7.537	6.908	0.629	8.3	1.674	2.329	(0.655)	(39.1)	9.211	9.237	(0.026)	(0.3)
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	7.664	13.572	(5.908)	(77.1)	2.719	3.676	(0.957)	(35.2)	10.383	17.248	(6.865)	(66.1)
Other Fringe Benefits	7.174	7.275	(0.101)	(1.4)	1.711	2.158	(0.447)	(26.1)	8.885	9.433	(0.548)	(6.2)
Reimbursable Overhead	(2.681)	(4.089)	1.408	52.5	2.681	4.089	(1.408)	(52.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$77.093	\$78.388	(\$1.295)	(1.7)	\$18.512	\$25.112	(\$6.600)	(35.7)	\$95.605	\$103.500	(\$7.895)	(8.3)
<i>Non-Labor:</i>												
Electric Power	\$6.728	\$6.735	(\$0.007)	(0.1)	\$0.050	\$0.050	\$0.000	0.4	\$6.778	\$6.785	(\$0.007)	(0.1)
Fuel	1.469	1.292	0.177	12.1	0.000	0.000	0.000	-	1.469	1.292	0.177	12.1
Insurance	1.362	1.828	(0.466)	(34.2)	0.524	0.513	0.011	2.1	1.886	2.341	(0.455)	(24.1)
Claims	0.347	0.244	0.103	29.8	0.000	0.000	0.000	-	0.347	0.244	0.103	29.8
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	7.557	5.440	2.117	28.0	2.402	1.196	1.206	50.2	9.959	6.636	3.323	33.4
Professional Service Contracts	2.426	1.499	0.927	38.2	0.937	0.049	0.888	94.8	3.363	1.547	1.816	54.0
Materials & Supplies	21.564	6.907	14.657	68.0	5.976	4.436	1.540	25.8	27.540	11.342	16.198	58.8
Other Business Expenses	1.390	1.115	0.275	19.8	0.032	0.143	(0.111)	*	1.422	1.259	0.163	11.5
Total Non-Labor Expenses	\$42.843	\$25.060	\$17.783	41.5	\$9.921	\$6.386	\$3.535	35.6	\$52.764	\$31.446	\$21.318	40.4
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$119.936	\$103.448	\$16.488	13.7	\$28.433	\$31.498	(\$3.065)	(10.8)	\$148.369	\$134.946	\$13.423	9.0
Depreciation	\$27.048	\$25.891	\$1.157	4.3	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.891	\$1.157	4.3
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	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
Total Expenses	\$153.366	\$135.813	\$17.553	11.4	\$28.433	\$31.498	(\$3.065)	(10.8)	\$181.799	\$167.311	\$14.488	8.0
Net Surplus/(Deficit)	(\$92.112)	(\$73.586)	\$18.526	20.1	\$0.000	\$0.000	\$0.000	-	(\$92.112)	(\$73.586)	\$18.526	20.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.048	\$25.891	(\$1.157)	(4.3)	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.891	(\$1.157)	(4.3)
Operating/Capital	(5.011)	(1.832)	3.179	63.4	0.000	0.000	0.000	-	(5.011)	(1.832)	3.179	63.4
Other Cash Adjustments	25.548	23.529	(2.019)	(7.9)	0.000	0.000	0.000	-	25.548	23.529	(2.019)	(7.9)
Total Cash Conversion Adjustments	\$47.585	\$47.588	\$0.003	0.0	\$0.000	\$0.000	\$0.000	-	\$47.585	\$47.588	\$0.003	0.0
Net Cash Surplus/(Deficit)	(\$44.527)	(\$25.998)	\$18.529	41.6	\$0.000	\$0.000	\$0.000	-	(\$44.527)	(\$25.998)	\$18.529	41.6

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
November 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	\$626.508	\$634.929	\$8.421	1.3	\$0.000	\$0.000	\$0.000	-	\$626.508	\$634.929	\$8.421	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	46.077	47.746	1.669	3.6	0.000	0.000	0.000	-	46.077	47.746	1.669	3.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	300.910	333.480	32.570	10.8	300.910	333.480	32.570	10.8
Total Revenue	\$672.585	\$682.675	\$10.090	1.5	\$300.910	\$333.480	\$32.570	10.8	\$973.495	\$1,016.154	\$42.659	4.4
Expenses												
<i>Labor:</i>												
Payroll	\$450.888	\$440.084	\$10.804	2.4	\$92.765	\$104.326	(\$11.561)	(12.5)	\$543.653	\$544.411	(\$0.758)	(0.1)
Overtime	111.609	106.814	4.795	4.3	22.978	33.686	(10.708)	(46.6)	134.587	140.500	(5.913)	(4.4)
Health and Welfare	80.322	77.203	3.119	3.9	20.422	24.560	(4.138)	(20.3)	100.744	101.762	(1.018)	(1.0)
OPEB Current Payment	56.032	52.012	4.020	7.2	0.000	0.000	0.000	-	56.032	52.012	4.020	7.2
Pensions	149.330	148.390	0.940	0.6	33.533	41.339	(7.806)	(23.3)	182.863	189.729	(6.866)	(3.8)
Other Fringe Benefits	118.418	119.209	(0.791)	(0.7)	20.267	22.947	(2.680)	(13.2)	138.685	142.157	(3.472)	(2.5)
Reimbursable Overhead	(31.402)	(39.984)	8.582	27.3	31.402	39.984	(8.582)	(27.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$935.197	\$903.728	\$31.469	3.4	\$221.367	\$266.842	(\$45.475)	(20.5)	\$1,156.564	\$1,170.571	(\$14.007)	(1.2)
<i>Non-Labor:</i>												
Electric Power	\$91.325	\$85.511	\$5.814	6.4	\$0.702	\$0.739	(\$0.037)	(5.3)	\$92.027	\$86.250	\$5.777	6.3
Fuel	17.756	16.972	0.784	4.4	0.000	0.000	0.000	-	17.756	16.972	0.784	4.4
Insurance	21.200	21.319	(0.119)	(0.6)	5.989	5.325	0.664	11.1	27.189	26.644	0.545	2.0
Claims	3.884	3.477	0.407	10.5	0.000	0.000	0.000	-	3.884	3.477	0.407	10.5
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	65.834	52.817	13.017	19.8	15.427	13.430	1.997	12.9	81.261	66.247	15.014	18.5
Professional Service Contracts	21.772	54.240	(32.468)	*	3.490	2.283	1.207	34.6	25.262	56.522	(31.260)	*
Materials & Supplies	135.799	110.462	25.337	18.7	53.038	43.376	9.662	18.2	188.837	153.839	34.998	18.5
Other Business Expenses	14.163	12.122	2.041	14.4	0.897	1.484	(0.587)	(65.5)	15.060	13.606	1.454	9.7
Total Non-Labor Expenses	\$371.733	\$356.919	\$14.814	4.0	\$79.543	\$66.637	\$12.906	16.2	\$451.276	\$423.556	\$27.720	6.1
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	\$1,306.930	\$1,260.648	\$46.282	3.5	\$300.910	\$333.480	(\$32.570)	(10.8)	\$1,607.840	\$1,594.127	\$13.713	0.9
Depreciation	\$296.774	\$292.183	4.591	1.5	\$0.000	\$0.000	\$0.000	-	\$296.774	292.183	\$4.591	1.5
Other Post Employment Benefits	68.323	68.267	0.056	0.1	0.000	0.000	0.000	-	\$68.323	68.267	0.056	0.1
Environmental Remediation	1.837	1.300	0.537	29.2	0.000	0.000	0.000	-	\$1.837	1.300	0.537	29.2
Total Expenses	\$1,673.864	\$1,622.397	\$51.467	3.1	\$300.910	\$333.480	(\$32.570)	(10.8)	\$1,974.774	\$1,955.877	\$18.897	1.0
Net Surplus/(Deficit)	(\$1,001.279)	(\$939.722)	\$61.557	6.1	\$0.000	\$0.000	\$0.000	-	(\$1,001.279)	(\$939.722)	\$61.557	6.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$296.774	\$292.183	(\$4.591)	(1.5)	\$0.000	\$0.000	\$0.000	-	\$296.774	\$292.183	(\$4.591)	(1.5)
Operating/Capital	(29.060)	(9.688)	19.373	66.7	0.000	0.000	0.000	-	(29.060)	(9.688)	19.373	66.7
Other Cash Adjustments	89.669	117.357	27.688	30.9	0.000	0.000	0.000	-	89.669	117.357	27.688	30.9
Total Cash Conversion Adjustments	\$357.383	\$399.853	\$42.470	11.9	\$0.000	\$0.000	\$0.000	-	\$357.383	\$399.853	\$42.470	11.9
Net Cash Surplus/(Deficit)	(\$643.896)	(\$539.869)	\$104.026	16.2	\$0.000	\$0.000	\$0.000	-	(\$643.896)	(\$539.869)	\$104.026	16.2

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

November 2015					Year-to-Date November 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.739	1.3	Higher ridership \$0.799 and lower yield per passenger \$(0.060).	8.421	1.3	Higher ridership \$7.296 and higher yield per passenger \$1.125.
Other Operating Revenue	Non Reimb.	0.233	6.0	Timing of advertising revenue, partially offset by lower rental revenue.	1.669	3.6	Timing of miscellaneous revenue, federal reimbursement for storms and higher special services revenue, partially offset by lower rental revenue and timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	3.065	10.8	Timing of capital project activity and interagency reimbursements.	32.570	10.8	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	1.082	2.6	Vacant positions and lower rates, partially offset by higher contractual retroactive wage adjustment accruals for inactive employees.	10.804	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.	(1.691)	(22.5)	Primarily due to timing of project activity and interagency reimbursements.	(11.561)	(12.5)	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	0.993	9.8	Lower vacancy/absentee coverage, weather-related overtime and lower scheduled/unscheduled service, partially offset by higher maintenance overtime.	4.795	4.3	Lower unscheduled/scheduled service, vacancy/absentee coverage and lower weather-related overtime, partially offset by higher maintenance overtime.
	Reimb.	(1.442)	(65.5)	Timing of East Side Access project schedule and other capital project activity.	(10.708)	(46.6)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.629	8.3	Vacant positions.	3.119	3.9	Vacant positions.
	Reimb.	(0.655)	(39.1)	Primarily due to timing of project activity and interagency reimbursements.	(4.138)	(20.3)	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

November 2015					Year-to-Date November 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 than projected.	4.020	7.2	Fewer retirees/beneficiaries than projected.
Pensions	Non Reimb.	(5.908)	(77.1)	Timing of Pension accruals and estimated percentage of pension allocated to reimbursable was under-estimated.	0.940	0.6	The estimated percentage of pension allocated to reimbursable was under-estimated, partially offset by the timing of pension accruals.
	Reimb.	(0.957)	(35.2)	The estimated percentage of pension allocated to reimbursable was under-estimated.	(7.806)	(23.3)	The estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(0.101)	(1.4)	Higher FELA reserves, partially offset by Lower Railroad Retirement taxes.	(0.791)	(0.7)	Higher FELA Indemnity reserves, partially offset by lower Railroad Retirement taxes.
	Reimb.	(0.447)	(26.1)	Primarily due to timing of project activity and interagency reimbursements.	(2.680)	(13.2)	Primarily due to timing of project activity and interagency reimbursements.
Electric Power	Non Reimb.	(0.007)	(0.1)		5.814	6.4	Lower rates and consumption.
	Reimb.	0.000	0.4		(0.037)	(5.3)	
Fuel	Non Reimb.	0.177	12.1	Lower rates and consumption.	0.784	4.4	Lower rates and consumption.
Insurance	Non Reimb.	(0.466)	(34.2)	Timing of payments.	(0.119)	(0.6)	Timing of payments.
	Reimb.	0.011	2.1	Force Account Insurance associated with project activity.	0.664	11.1	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.103	29.8	Lower public liability expenses.	0.407	10.5	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

November 2015				Year-to-Date November 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.	2.117	28.0	Timing of payments/activities for joint facilities, cleaning services, escalator/elevator maintenance, vegetation management and various other maintenance contracts.	13.017	19.8	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.	1.206	50.2	Primarily due to timing of project activity.	1.997	12.9	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.927	38.2	Timing of payments for MTA chargebacks and homeless outreach.	(32.468)	*	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.	0.888	94.8	Primarily due to timing of project activity.	1.207	34.6	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	14.657	68.0	Lower usage of material in Diesel Car Shop (delay 15 year diesel RCM, miscellaneous Modifications and C-3 HVAC), MU Car Shops (miscellaneous modifications including Drop Sash window and delay in M-3 interior car body RCM activity), delayed one time costs for security and safety initiatives, lower chargeouts in the Wheel Shop and miscellaneous corporate inventory adjustments.	25.337	18.7	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 and pool material.
	Reimb.	1.540	25.8	Primarily due to timing of project activity.	9.662	18.2	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

November 2015					Year-to-Date November 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.	0.275	19.8	Higher restitution on property damage and lower bad debt expenses.	2.041	14.4	Lower bad debt expense, higher restitution for property damage and timing of miscellaneous expenses.
	Reimb.	(0.111)	*	Primarily due to timing project activity.	(0.587)	(65.5)	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.157	4.3	Based on certain assets being fully depreciated.	4.591	1.5	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.092)	(1.5)		0.056	0.1	Revised actuarial assessment.
Environmental Remediation	Non Reimb.	0.000	0.2		0.537	29.2	Revised expenses for environmental remediation.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES November 2015 (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$59.767	\$59.679	(\$0.088)	(0.1)	\$647.634	\$652.174	\$4.540	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	8.064	4.193	(3.871)	(48.0)	61.908	67.936	6.028	9.7
Capital & Other Reimbursements	24.517	37.165	12.648	51.6	251.777	291.663	39.886	15.8
Total Receipts	\$92.348	\$101.037	\$8.689	9.4	\$961.319	\$1,011.773	\$50.454	5.2
Expenditures								
<i>Labor:</i>								
Payroll	\$46.211	\$46.229	(\$0.018)	(0.0)	\$550.065	\$548.076	\$1.989	0.4
Overtime	12.387	13.042	(0.655)	(5.3)	139.306	142.808	(3.502)	(2.5)
Health and Welfare	9.211	9.874	(0.663)	(7.2)	101.663	103.844	(2.181)	(2.1)
OPEB Current Payment	5.229	4.792	0.437	8.3	56.437	53.451	2.986	5.3
Pensions	10.383	10.383	(0.000)	(0.0)	155.051	155.027	0.024	0.0
Other Fringe Benefits	9.169	7.405	1.764	19.2	141.172	132.734	8.438	6.0
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	\$92.590	\$91.727	\$0.863	0.9	\$1,143.694	\$1,135.939	\$7.755	0.7
<i>Non-Labor:</i>								
Electric Power	\$6.705	\$7.003	(\$0.298)	(4.4)	\$92.498	\$87.777	\$4.721	5.1
Fuel	1.488	0.644	0.844	56.8	18.311	17.385	0.926	5.1
Insurance	3.046	5.276	(2.230)	(73.2)	28.416	28.018	0.398	1.4
Claims	0.191	0.185	0.006	3.1	1.550	1.496	0.054	3.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	11.900	5.109	6.791	57.1	92.027	68.623	23.404	25.4
Professional Service Contracts	2.624	1.058	1.566	59.7	24.513	17.698	6.815	27.8
Materials & Supplies	14.829	11.943	2.886	19.5	169.694	159.987	9.707	5.7
Other Business Expenses	1.388	1.218	0.170	12.2	14.129	13.153	0.976	6.9
Total Non-Labor Expenditures	\$42.171	\$32.436	\$9.735	23.1	\$441.138	\$394.136	\$47.002	10.7
<i>Other Expenditure Adjustments:</i>								
Other	\$2.114	\$1.808	\$0.306	14.5	\$20.383	\$18.441	\$1.942	9.5
Total Other Expenditure Adjustments	\$2.114	\$1.808	\$0.306	14.5	\$20.383	\$18.441	\$1.942	9.5
Total Expenditures	\$136.875	\$125.970	\$10.905	8.0	\$1,605.215	\$1,548.517	\$56.698	3.5
Cash Timing and Availability Adjustment	0.000	(1.065)	(1.065)	-	(0.000)	(3.126)	(3.126)	*
Net Cash Deficit (excludes opening balance)	(\$44.527)	(\$25.998)	\$18.529	41.6	(\$643.896)	(\$539.869)	\$104.026	16.2
Subsidies								
MTA	44.527	20.969	(23.558)	(52.9)	643.896	534.839	(109.057)	(16.9)

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

Table 5

Generic Revenue or Expense Category	November 2015			Year-to-Date as of November 30, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.088)	(0.1)	Lower Metrocard/AirTrain sales \$(0.577), lower advance sales impact \$(0.250) and lower yields \$(0.060), partially offset by higher ridership \$0.799.	4.540	0.7	Higher ridership \$7.296 and higher yields \$1.125, partially offset by lower advance sales impact \$(2.434) and lower Metrocard/AirTrain sales \$(1.447).
Other Operating Revenue	(3.871)	(48.0)	Primarily due to prior months early payments for intercompany receipts and NYCTA Transportation pass installment reimbursements.	6.028	9.7	Primarily due to the timing of intercompany receipts, rental receipts, federal reimbursement for storms and miscellaneous revenue.
Capital and Other Reimbursements	12.648	51.6	Timing of activity and reimbursement for capital and other reimbursements.	39.886	15.8	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.018)	(0.0)		1.989	0.4	Primarily due to vacant positions and rates, partially offset by management vacation buyback payments.
Overtime	(0.655)	(5.3)	Primarily due to higher project and maintenance overtime, partially offset by lower vacancy/absentee coverage, weather emergencies and scheduled/unscheduled service.	(3.502)	(2.5)	Primarily due to higher project and maintenance overtime, partially offset by lower scheduled/unscheduled service, vacancy/absentee coverage and weather-related overtime.
Health and Welfare	(0.663)	(7.2)	Primarily the timing of policy payments.	(2.181)	(2.1)	Primarily an additional wage based contribution to the BLE Health & Welfare fund based on retroactive wages, and the timing of policy payments.
OPEB Current Payment	0.437	8.3	Fewer retirees/beneficiaries, partially offset by the timing of payments.	2.986	5.3	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 MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	November 2015			Year-to-Date as of November 30, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.764	19.2	Primarily the timing of FELA payments and lower Railroad Retirement payments.	8.438	6.0	Primarily the timing of FELA payments and lower Railroad Retirement payments.
Non-Labor:						
Electric Power	(0.298)	(4.4)	Primarily due to higher rates and the timing of payments, partially offset by lower consumption.	4.721	5.1	Primarily due to lower traction power rates and consumption, partially offset by higher non-traction payments.
Fuel	0.844	56.8	Primarily due to timing of payments, lower consumption and lower rates.	0.926	5.1	Primarily due to lower rates.
Insurance	(2.230)	(73.2)	Timing of insurance premium payments.	0.398	1.4	Timing of insurance premium payments and lower All Agency Property Insurance allocation.
Claims	0.006	3.1	Timing of payment for claims.	0.054	3.5	Timing of payment for claims.
Maintenance and Other Operating Contracts	6.791	57.1	Timing of payments.	23.404	25.4	Timing of payments.
Professional Service Contracts	1.566	59.7	Primarily the timing of consulting services and payments.	6.815	27.8	Primarily lower consulting services and the timing of MTA Chargeback Service and other consulting service payments.
Materials and Supplies	2.886	19.5	Primarily the timing of program, production plan, and operating funded capital material and supplies.	9.707	5.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.170	12.2	Timing of payments.	0.976	6.9	Timing of payments.
Other Expenditure Adjustments	0.306	14.5	Lower Metrocard/AirTrain pass through payments.	1.942	9.5	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)								
November 2015								
(\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$2.393	\$1.566	(\$0.827)	(34.6)	\$21.126	\$17.245	(\$3.881)	(18.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.184	0.079	(4.105)	(98.1)	15.831	20.190	4.359	27.5
Capital & Other Reimbursements	(3.916)	5.667	9.583	*	(49.133)	(41.817)	7.316	14.9
Total Receipts	\$2.661	\$7.312	\$4.651	*	(\$12.176)	(\$4.381)	\$7.795	64.0
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$3.299	\$3.889	\$0.590	17.9	(\$6.412)	(\$3.665)	\$2.747	42.8
Overtime	0.000	(0.206)	(0.206)	-	(4.719)	(2.308)	2.411	51.1
Health and Welfare	0.000	(0.637)	(0.637)	-	(0.919)	(2.081)	(1.162)	*
OPEB Current Payment	0.000	(0.165)	(0.165)	-	(0.405)	(1.439)	(1.034)	*
Pensions	0.000	6.865	6.865	-	27.812	34.702	6.890	24.8
Other Fringe Benefits	(0.284)	2.027	2.311	*	(2.487)	9.423	11.910	*
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	\$3.015	\$11.773	\$8.758	*	\$12.870	\$34.631	\$21.761	*
<i>Non-Labor:</i>								
Electric Power	\$0.073	(\$0.218)	(\$0.291)	*	(\$0.471)	(\$1.527)	(\$1.056)	*
Fuel	(0.019)	0.648	0.667	*	(0.555)	(0.413)	0.142	25.6
Insurance	(1.160)	(2.935)	(1.775)	*	(1.227)	(1.374)	(0.147)	(12.0)
Claims	0.156	0.059	(0.097)	(62.4)	2.334	1.981	(0.353)	(15.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.941)	1.527	3.468	*	(10.766)	(2.376)	8.390	77.9
Professional Service Contracts	0.739	0.489	(0.250)	(33.8)	0.749	38.824	38.075	*
Materials & Supplies	12.711	(0.601)	(13.312)	*	19.143	(6.148)	(25.291)	*
Other Business Expenses	0.034	0.041	0.007	19.7	0.931	0.453	(0.478)	(51.3)
Total Non-Labor Expenditures	\$10.593	(\$0.990)	(\$11.583)	*	\$10.138	\$29.420	\$19.282	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.114)	(\$1.808)	\$0.306	14.5	(\$20.383)	(\$18.441)	\$1.942	9.5
Total Other Expenditure Adjustments	(\$2.114)	(\$1.808)	\$0.306	14.5	(\$20.383)	(\$18.441)	\$1.942	9.5
Total Expenditures before Depreciation	\$11.494	\$8.976	(\$2.518)	(21.9)	\$2.625	\$45.611	\$42.986	*
Depreciation Adjustment	\$27.048	\$25.891	(\$1.157)	(4.3)	\$296.774	\$292.183	(\$4.591)	(1.5)
Other Post Employment Benefits	6.215	6.307	0.092	1.5	68.323	68.267	(0.056)	(0.1)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.837	1.300	(0.537)	(29.2)
Total Expenditures	\$44.924	\$41.341	(\$3.583)	(8.0)	\$369.559	\$407.360	\$37.801	10.2
Cash Timing and Availability Adjustment	0.000	(1.065)	(1.065)	-	(0.000)	(3.126)	(3.126)	*
Total Cash Conversion Adjustments	\$47.585	\$47.588	\$0.003	0.0	\$357.383	\$399.853	\$42.470	11.9

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

	November 2015						November 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	39,242	\$2.243	35,192	\$2.058	4,050 10.3%	\$0.184 8.2%	348,511	\$20.209	334,997	\$19.513	13,514 3.9%	\$0.695 3.4%
<u>Unscheduled Service</u>	12,208	\$0.731	11,038	\$0.517	1,170 9.6%	\$0.213 29.2%	139,168	\$7.821	110,333	\$4.532	28,835 20.7%	\$3.289 42.1%
<u>Programmatic/Routine Maintenance</u>	45,382	\$2.554	66,473	\$4.061	(21,091) -46.5%	(\$1.507) -59.0%	577,895	\$31.933	624,609	\$35.397	(46,714) -8.1%	(\$3.463) -10.8%
<u>Unscheduled Maintenance</u>	488	\$0.027	351	\$0.019	137 28.1%	\$0.007 28.1%	7,515	\$0.421	17,715	\$0.983	(10,200) *	(\$0.562) *
<u>Vacancy/Absentee Coverage</u>	71,818	\$4.048	47,126	\$2.642	24,692 34.4%	\$1.406 34.7%	658,467	\$36.815	606,108	\$33.913	52,359 8.0%	\$2.902 7.9%
<u>Weather Emergencies</u>	8,707	\$0.500	250	\$0.014	8,457 97.1%	\$0.486 97.3%	217,585	\$12.461	180,022	\$10.313	37,562 17.3%	\$2.149 17.2%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> ³	1,507	\$0.084	2,081	(\$0.119)	(574) -38.1%	\$0.203 *	21,299	\$1.949	20,814	\$2.163	484 2.3%	(\$0.214) -11.0%
NON-REIMBURSABLE OVERTIME	179,353	\$10.186	162,512	\$9.193	16,841 9.4%	\$0.993 9.8%	1,970,439	\$111.609	1,894,598	\$106.814	75,841 3.8%	\$4.795 4.3%
REIMBURSABLE OVERTIME	39,520	\$2.201	61,874	\$3.643	(22,354) -56.6%	(\$1.442) -65.5%	405,715	\$22.978	571,231	\$33.686	(165,516) -40.8%	(\$10.708) -46.6%
TOTAL OVERTIME	218,873	\$12.387	224,386	\$12.836	(5,513) -2.5%	(\$0.449) -3.6%	2,376,154	\$134.587	2,465,829	\$140.500	(89,675) -3.8%	(\$5.913) -4.4%

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)

November 2015				November Year-to-Date			
Var. - Fav./(Unfav)				Var. - Fav./(Unfav)			
Hours	\$	Explanations		Hours	\$	Explanations	
4,050	\$0.184	Timing of Holiday overtime primarily within Maintenance of Equipment.		13,514	\$0.695	Lower than anticipated holiday overtime within Transportation, Maintenance of Equipment and Engineering and lower crew book overtime within Transportation.	
10.3%	8.2%			3.9%	3.4%		
1,170	\$0.213	Less than forecast overtime needed to maintain On-Time Performance.		28,835	\$3.289	Less than forecast overtime needed to maintain On-Time Performance.	
9.6%	29.2%			20.7%	42.1%		
(21,091)	(\$1.507)	Attributed to high security switch installation, 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 and M7 propulsion modifications.		(46,714)	(\$3.463)	Attributed to high security switch installation, 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.	
-46.5%	-59.0%			-8.1%	-10.8%		
137	\$0.007			(10,200)	(\$0.562)	Attributed to an increase in emergencies system wide as well as derailments at Babylon, Belmont, West Side Yard, New York & Atlantic Railway (NYAR) derailment at Wyandanch and NYAR derailment west of Hicksville.	
28.1%	28.1%			*	*		
24,692	\$1.406	Favorable due to timing of GOER training, partially offset by an average of 5.8 Open Jobs within Maintenance of Equipment.		52,359	\$2.902	Favorable due to timing of GOER training, partially offset by an average of 7.0 Open Jobs within Maintenance of Equipment.	
34.4%	34.7%			8.0%	7.9%		
8,457	\$0.486	Lower than budgeted weather related expenses.		37,562	\$2.149	Lower than budgeted weather related expenses.	
97.1%	97.3%			17.3%	17.2%		
(574)	\$0.203	Favorable rates within Engineering, partially offset by contractual back pay for BLE, double time impact and higher rated crafts.		484	(\$0.214)	Due to contractual back pay for BLE, double time impact and higher rated crafts.	
-38.1%	*			2.3%	-11.0%		
16,841	\$0.993			75,841	\$4.795		
9.4%	9.8%			3.8%	4.3%		
(22,354)	(\$1.442)	Over-run attributed to 2015 annual track program, bridge program, 2nd track main line, Atlantic tunnel mitigations, latest project schedule for East Rail Yard, East Side Access and timing of reimbursable chargebacks.		(165,516)	(\$10.708)	Over-run attributed to 2015 annual track program, Massapequa pocket track, Atlantic tunnel mitigations, 2nd track main line, latest project schedule for Positive train control, East Rail Yard, East Side Access and timing of reimbursable chargebacks.	
-56.6%	-65.5%			-40.8%	-46.6%		
(5,513)	(\$0.449)			(89,675)	(\$5.913)		
-2.5%	-3.6%			-3.8%	-4.4%		

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 NOVEMBER 2015

			Favorable/ (Unfavorable)
	Forecast	Actual	Variance
Administration			
Executive VP	6	10	(4)
Labor Relations	18	16	2
Procurement & Logistics (excl. Stores)	82	81	1
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	34	30	4
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	40	6
Management & Budget	21	19	2
Business Process Mgmt Controls & Compliance	7	6	1
Market Dev. & Public Affairs	69	67	2
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	2	1
Security	17	12	5
System Safety	36	29	7
Training	64	60	4
Service Planning	22	21	1
Sr. VP Operations	2	2	-
Total Administration	503	464	39
Operations			
Train Operations	2,094	2,066	28
Customer Services	298	300	(2)
Total Operations	2,392	2,366	26
Maintenance			
Engineering	1,791	1,822	(31)
Equipment	2,096	2,068	28
Procurement (Stores)	93	95	(2)
Total Maintenance	3,980	3,985	(5)
Engineering/Capital			
Department of Project Management	138	123	15
VP - East Side Access & Special Projects	43	34	9
Total Engineering/Capital	181	157	24
Baseline Total Positions	7,056	6,972	84
<i>Non-Reimbursable</i>	6,114	6,037	77
<i>Reimbursable</i>	942	935	7
Total Full-Time	7,056	6,972	84
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 NOVEMBER 2015

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 77 positions due to vacancies in Train Service, Equipment Department and various administrative departments.
REIMBURSABLE POSITIONS - Favorable 7 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 NOVEMBER 2015

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	252	232	20
Professional, Technical, Clerical	150	127	23
Operational Hourlies	101	105	(4)
Total Administration	503	464	39
Operations			
Managers/Supervisors	286	275	11
Professional, Technical, Clerical	100	96	4
Operational Hourlies	2,006	1,995	11
Total Operations	2,392	2,366	26
Maintenance			
Managers/Supervisors	732	666	66
Professional, Technical, Clerical	257	246	11
Operational Hourlies	2,991	3,073	(82)
Total Maintenance	3,980	3,985	(5)
Engineering/Capital			
Managers/Supervisors	125	108	17
Professional, Technical, Clerical	56	49	7
Operational Hourlies	-	-	-
Total Engineering/Capital	181	157	24
Total Positions			
Managers/Supervisors	1,395	1,281	114
Professional, Technical, Clerical	563	518	45
Operational Hourlies	5,098	5,173	(75)
Total Positions	7,056	6,972	84

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

RIDERSHIP	NOVEMBER 2015				Year-to-Date NOVEMBER 2015			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.773	3.861	0.089	2.4%	43.701	44.196	0.496	1.1%
Weekly	0.131	0.126	(0.005)	-3.6%	1.869	1.821	(0.048)	-2.6%
Total Commutation	3.903	3.988	0.084	2.2%	45.569	46.017	0.448	1.0%
One-Way Full Fare	0.662	0.644	(0.018)	-2.7%	7.614	7.770	0.156	2.0%
One-Way Off-Peak	1.518	1.523	0.005	0.3%	16.268	16.397	0.129	0.8%
All Other	0.847	0.873	0.026	3.1%	9.516	9.703	0.187	2.0%
Total Non-Commutation	3.028	3.040	0.013	0.4%	33.398	33.869	0.472	1.4%
Total	6.931	7.028	0.097	1.4%	78.967	79.886	0.920	1.2%

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

		MONTH			VARIANCE	
		Actual 2015	Mid-Year Forecast	Actual 2014	vs. Forecast	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	55.4%	46.0%	54.9%	9.4%	0.5%
	Adjusted ⁽²⁾	68.1%	53.5%	68.1%	14.6%	0.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.98	\$18.03	\$14.90	\$3.05	(\$0.08)
	Adjusted ⁽²⁾	\$13.01	\$16.52	\$12.81	\$3.51	(\$0.20)
Passenger Revenue/Passenger ⁽³⁾		\$8.30	\$8.30	\$8.18	\$0.00	\$0.12
		YEAR-TO-DATE			VARIANCE	
		Actual 2015	Mid-Year Forecast	Actual 2014	vs. Forecast	vs. 2014
Farebox Operating Ratio						
	Standard ⁽¹⁾	50.2%	47.1%	45.5%	3.1%	4.7%
	Adjusted ⁽²⁾	61.1%	57.1%	54.9%	4.0%	6.2%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.90	\$16.92	\$16.97	\$1.02	\$1.07
	Adjusted ⁽²⁾	\$13.99	\$14.92	\$14.96	\$0.94	\$0.97
Passenger Revenue/Passenger ⁽³⁾		\$7.98	\$7.96	\$7.72	\$0.02	\$0.26

(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)
NOVEMBER 2015 YEAR-TO-DATE
(\$ in millions)

	November 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	672.6	679.9	682.7	10.1	1.5	2.8	0.4
Total Expenses before Non-Cash Liability Adjs	1,306.9	1,300.5	1,260.6	46.3	3.5	39.9	3.1
Depreciation	296.8	292.0	292.2	4.6	1.5	(0.2)	(0.1)
OPEB Obligation	68.3	68.1	68.3	0.1	0.1	(0.2)	(0.3)
Environmental Remediation	1.8	1.5	1.3	0.5	29.2	0.2	12.4
Total Expenses	1,673.9	1,662.1	1,622.4	51.5	3.1	39.7	2.4
Net Surplus/(Deficit)	(1,001.3)	(982.2)	(939.7)	61.6	6.1	42.4	4.3

Note: Totals may not add due to rounding

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

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$2.8	0.4	Higher farebox revenue due to higher ridership, timing of federal reimbursement for storms and miscellaneous revenue, partially offset by timing of advertising revenue and lower rentals revenue.
Total Expenses	\$39.7	2.4	Favorable labor expenses due to vacant positions, lower pay rates and associated fringe costs (Health and Welfare and Railroad Retirement taxes), lower OPEB current due to fewer retirees/beneficiaries, lower material chargeouts (due to corporate inventory adjustments, delayed Reliability Centered Maintenance, non-recurring engineering expenses and fleet modification activities (Diesel 15 year engine, C-3 HVAC and M-3 Car Body), timing of payments for joint facilities, lower rates for traction power and fuel and lower expenses for various professional and maintenance service contracts, partially offset by timing of Pension accruals and higher reserves for FELA.

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

NOVEMBER 2015

NOVEMBER 2015 RIDERSHIP & REVENUE REPORT

MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

November Ridership and Revenue (millions)

	November 2015	% Change vs. 2014
Total Rail Ridership	7.028	+ 2.6% ▲
Commutation Ridership	3.988	+ 2.8% ▲
Non-Commutation Ridership	3.040	+ 2.4% ▲
Rail Revenue	\$58.1	+ 6.7% ▲

Key Factors Impacting November Ridership

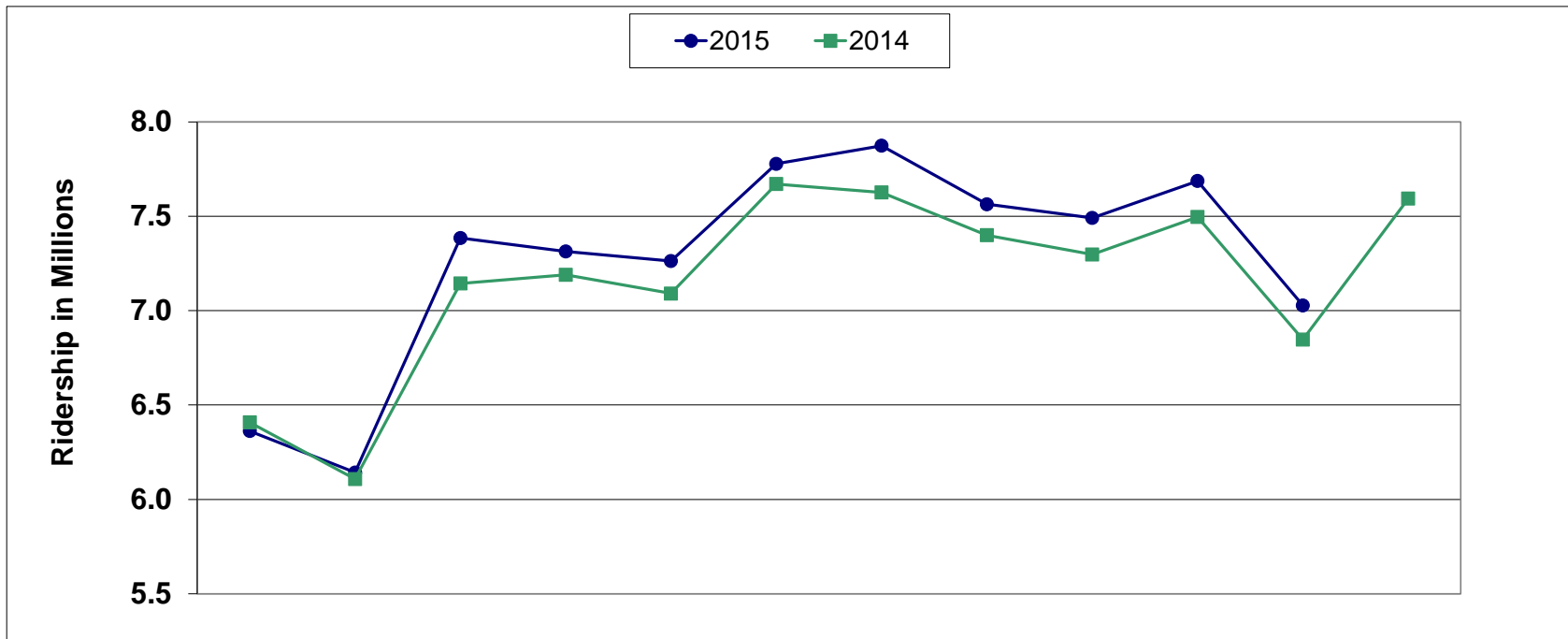
- Improved weather conditions (warmer temperatures and less rain occurring this November).
- Additional ridership to Barclay's Center (NY Islanders, NY Nets).
- Increased ridership to NY Mets last playoff game.

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

	November 2015	% Change vs. 2014	Comparison to Mid-Year Forecast
Total Rail Ridership	79.886	+ 2.1% ▲	+ 1.2% ▲
Commutation Ridership	46.017	+ 2.1% ▲	+ 1.0% ▲
Non-Commutation Ridership	33.869	+ 2.0% ▲	+ 1.4% ▲
Rail Revenue	\$634.9	+ 5.5% ▲	+ 1.3% ▲

NOVEMBER RIDERSHIP

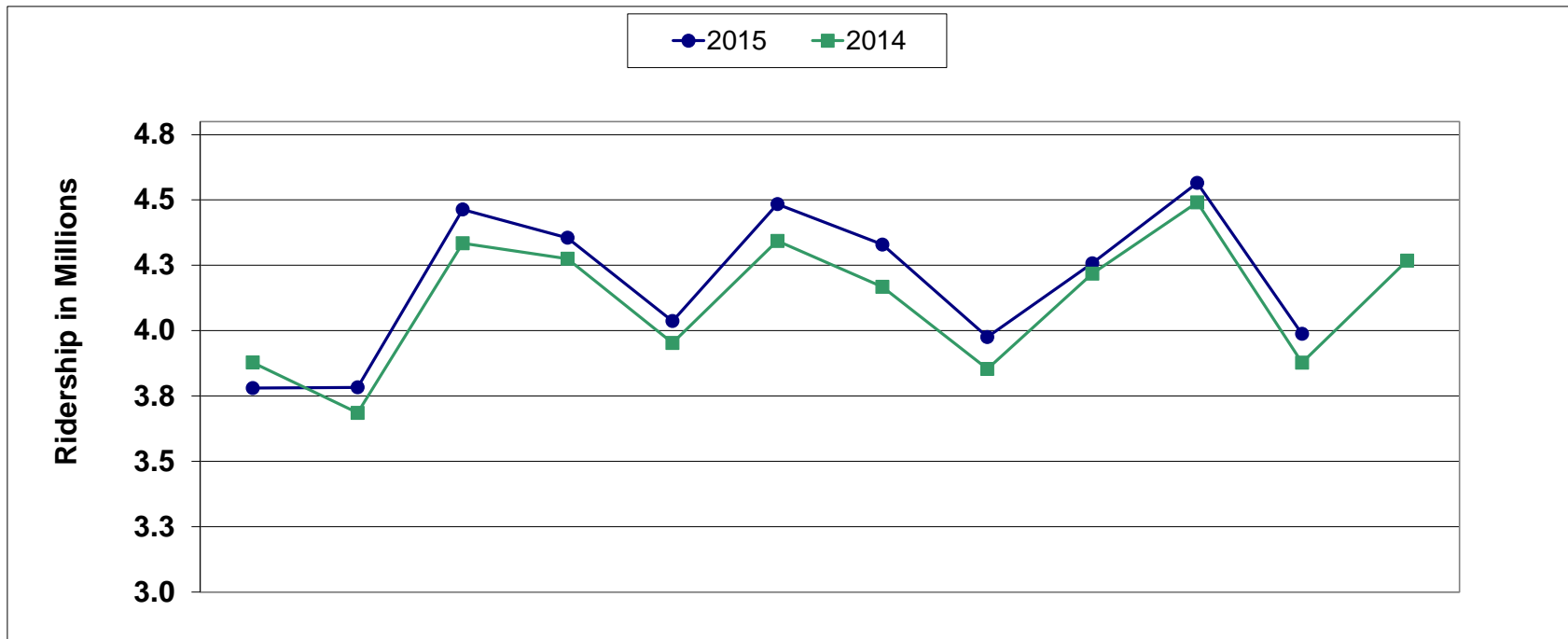
- November's Total Ridership was 2.6% above '14 and 1.4% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.4	6.1	7.4	7.3	7.3	7.8	7.9	7.6	7.5	7.7	7.0		79.9
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	78.3
PCT CHG.	-0.7%	0.6%	3.4%	1.7%	2.4%	1.4%	3.2%	2.2%	2.7%	2.5%	2.6%		2.1%

NOVEMBER COMMUTATION RIDERSHIP

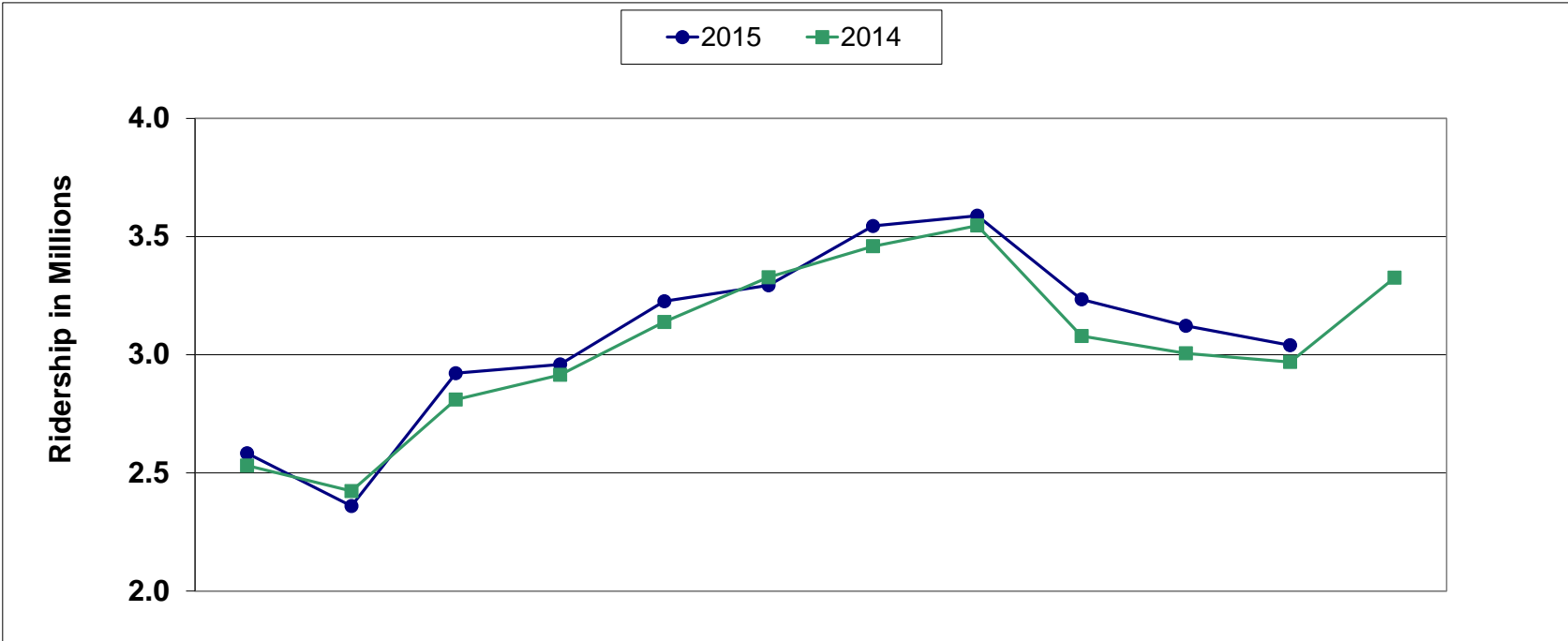
- November's Commutation Ridership was 2.8% above '14 and 2.2% above Mid-Year Forecast.



	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	4.0		46.0
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	45.1
PCT CHG.	-2.5%	2.7%	3.0%	1.9%	2.1%	3.3%	3.9%	3.2%	0.9%	1.7%	2.8%		2.1%

NOVEMBER NON-COMMUTATION RIDERSHIP

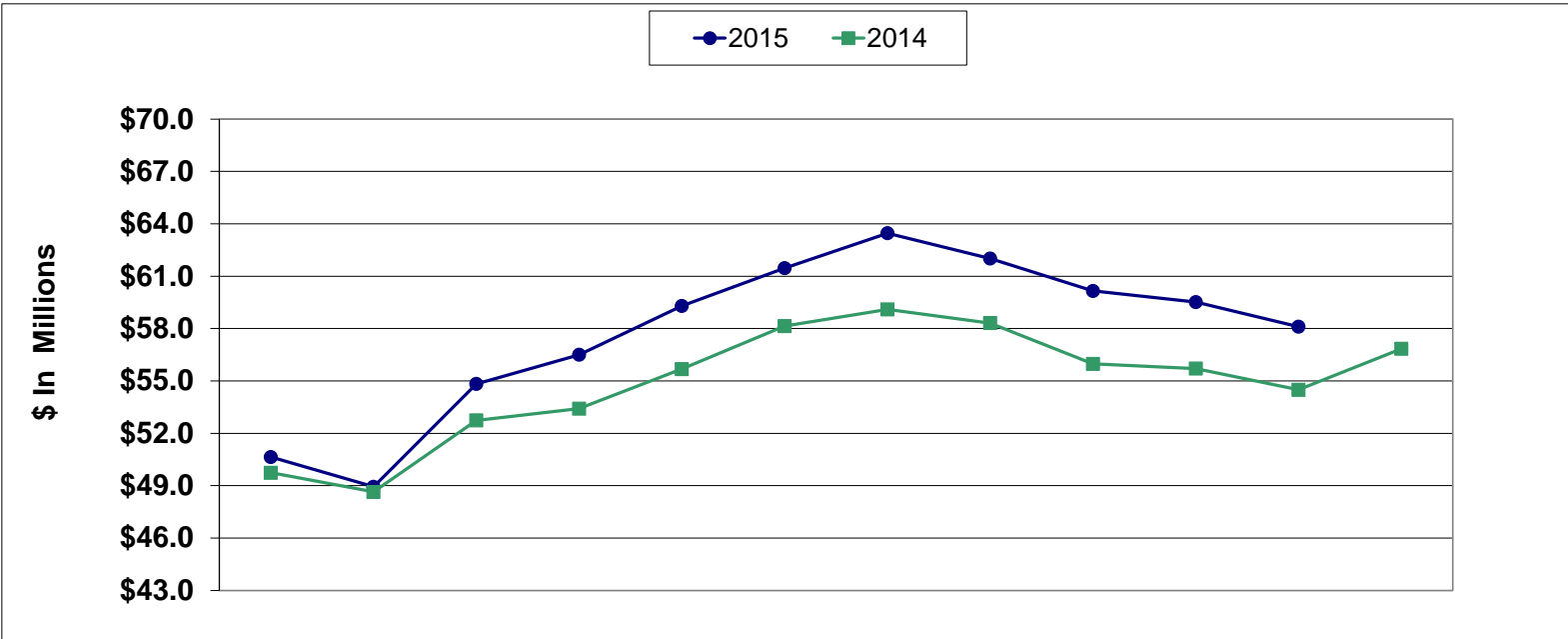
●November's Non-Commutation Ridership was 2.4% above '14 and 0.4% above Mid-Year Forecast.



Y-T-D													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015	2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6	3.2	3.1	3.0		33.9
2014	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5	3.1	3.0	3.0	3.3	33.2
PCT CHG.	2.1%	-2.6%	4.0%	1.5%	2.8%	-1.0%	2.5%	1.2%	5.0%	3.9%	2.4%		2.0%

NOVEMBER REVENUE

- November's Total Revenue was 6.7% above '14 and 1.3% 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	\$58.1		\$634.9
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	\$601.9
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%	5.7%	7.4%	6.3%	7.5%	6.8%	6.7%		5.5%

*Fare increase was implemented in March 22, 2015.

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

TICKET TYPE/SERVICE	NOVEMBER 2015	NOVEMBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,987,530	3,877,690	109,840	2.8%
NON-COMMUTATION RIDERSHIP	3,040,061	2,968,920	71,141	2.4%
TOTAL RIDERSHIP	7,027,591	6,846,610	180,981	2.6%

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

TICKET TYPE/SERVICE	NOVEMBER 2015	NOVEMBER 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	46,017,047	45,075,545	941,502	2.1%
NON-COMMUTATION RIDERSHIP	33,869,393	33,202,125	667,268	2.0%
TOTAL RIDERSHIP	79,886,440	78,277,670	1,608,770	2.1%

* 2014 ridership numbers were adjusted using 2015 factors.



Long Island Rail Road

CAPITAL PROGRAM REPORT

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

HIGHLIGHTS

L60304WA: 2015 ANNUAL TRACK PROGRAM

Project Budget: \$65.00M

Milestone: Beneficial Use

The life cycle replacement and upgrade of selected track structures for 2015 is complete. Track structure renewal included approximately 80 miles of track surfacing, 12,087 mechanized wood ties, 15,910 concrete ties, 937 field welds, 18 grade crossings, and 9 switches. The Annual Track Program facilitates the LIRR's efforts to provide reliable service and maintain a state of good repair throughout the railroad's track infrastructure.

L60301TJ, L60301TK: RIGHT OF WAY CULVERTS and DRAINAGE [SOG]

Project Budgets: \$6.00M

Milestone: Beneficial Use

As part of the LIRR's efforts to maintain the infrastructure and minimize disruptions to service, repairs to culverts and drains at select locations have been completed. Culverts were rehabilitated, headwalls installed, and inlet / outlet functions improved at locations along the Main Line, Montauk, Oyster Bay, Port Jefferson, and Port Washington Branches. To ensure the stability of the track structure in locations with drainage and flooding conditions, various drainage control efforts were conducted. At Smithtown Station and Port Washington Yard, improvements included new retaining walls to stabilize potential washout areas, drywells, catch basins, and piping to mitigate flooding. In Port Washington Yard, new storm drains direct water away from track switches.

SANDY PROJECTS

EL0502ZC: LONG BEACH BRANCH SYSTEMS RESTORATION

Project Budget: \$64.87M

Milestone: Contract Award

A Design-Build Contract for replacement and upgrade of the existing signal system and associated equipment on the Long Beach Branch was awarded to Ansaldo STS USA for Base Work of \$8,949,500 plus \$145,721 for Optional Training. The Design-Build work will replace the existing signal along the entire Long Beach Branch from Long Beach Terminal to the connection with Valley Interlocking. The work includes final signal design, signal equipment and enclosures, system integration and testing, delivery and setting of CILs, Huts, and other wayside signal equipment. This project will facilitate restoration of the infrastructure damaged from Superstorm Sandy and implement mitigation steps to harden this infrastructure from any future storm damage.

EL0702ZE: SUBSTATION REPLACEMENTS

Project Budget: \$51.71M

Milestone: Contract Award

A Design-Build Contract for substation fabrication and installation to replace the existing Long Beach Substation was awarded to Myers Controlled Power LLC for \$6,421,439. Myers will design, fabricate, deliver, install, integrate and test the modular substation including the building enclosure, equipment, cabling, and supervisory control systems. The substation will be assembled and installed on foundations constructed by LIRR forces who will interconnect the new substation into the power infrastructure. Replacement of the Long Beach Substation is part of the LIRR's efforts to ensure long term service reliability of infrastructure damaged during Superstorm Sandy.

EL0402ZB: WRECK LEAD BRIDGE SYSTEMS RESTORATION

Project Budget: \$14.53M

Milestone: Contract Award

A Design-Build Contract for the restoration of submarine cables at the Wreck Lead Bridge on the Long Beach Branch was awarded to Hinck-Posillico Joint Venture for \$9,871,000. Wreck Lead Bridge is a single track moveable drawbridge crossing Reynolds Channel. Underwater cables, an important component of the bridge, were affected by Superstorm Sandy and will be replaced as part of storm-hardening measures to restore the Long Beach Branch's infrastructure and mitigate future weather-related service disruptions.

SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES

- Sandy Shelter Shed Replacement [Westbury]: Work completed.
- Sandy Penn Station 34th Street Entrance Gate: Work commenced.
- 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: Submittals in process.
- Improvements to Babylon Employee Facility: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Bids opened and award pending.

2015 LIRR Capital Program Goals

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