



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

## **March 2016**

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### **Members**

**M. Pally, Chair**

**J. Ballan**

**F. Ferrer, MTA Vice Chairman**

**I. Greenberg**

**J. Kay**

**C. Moerdler**

**J. Molloy**

**J. Sedore**

**V. Tessitore, Jr.**

**C. Wortendyke**

**N. Zuckerman**

# **Long Island Committee Meeting**

2 Broadway  
20th Floor Board Room  
New York, NY  
Monday, 3/21/2016  
9:30 - 10:30 AM ET

## **1. PUBLIC COMMENTS PERIOD**

## **2. Approval of Minutes - February 22, 2016**

*Minutes from February 22, 2016 - Page 4*

## **3. 2016 WORK PLAN**

*2016 LIRR WORK PLAN - Page 10*

## **4. AGENCY PRESIDENTS'/CHIEF'S REPORTS**

### **a. LIRR President's Report (no material)**

### **b. MTA Capital Construction Report**

*MTA Capital Construction Report - Page 17*

### **c. MTA Police Report**

*MTA Police Report - Page 23*

## **5. INFORMATION ITEMS**

*Information Items - Page 28*

### **a. Annual Strategic Investments & Planning Study**

*Annual Strategic Investments and Planning Study - Page 29*

### **b. Annual Elevator/Escalator Report**

*Annual Elevator/Escalator Report - Page 46*

### **c. Track Work Program Schedule Changes**

*Track Work Schedule Changes - Page 54*

## **6. PROCUREMENTS**

### **a. LIRR Procurements**

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#### **i. Non-Competitive**

*LIRR Non-Competitive Procurement - Page 60*

#### **ii. Competitive**

*LIRR Competitive Procurements - Page 63*

#### **iii. Ratifications**

*LIRR Ratifications - Page 70*

### **b. MTA CC Procurements**

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

**ii. Competitive (No Items)**

**iii. Ratifications (No Items)**

## **7. PERFORMANCE SUMMARIES**

**a. Operations - Transportation**

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**b. Operations - Mechanical**

*Operations - Mechanical - Page 77*

**c. Operations - Safety**

*Operations - Safety - Page 81*

**d. Financial Report**

*Financial Report - Page 83*

**e. Ridership Report**

*Ridership Report - Page 104*

**f. Capital Program Report**

*Capital Program Report - Page 111*

**Next Meeting: Joint with MNR Monday, April 18, 2016 at 8:30 AM**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, February 22, 2016**

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

**The following members were present:**

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

**The following members were not present:**

Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. Jeffrey A. Kay

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

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

**Representing MTA Police:** Michael Coan

The members of the Long Island Rail Road Committee met jointly with the members of the Metro-North Committee. Metro-North Committee Chairman James L. Sedore called the joint meeting to order. In addition to LIRR President Patrick A. Nowakowski and the LIRR staff noted above, Metro-North Executive Vice President Catherine Rinaldi and members of the Metro-North staff attended the joint committee meeting. The minutes of the Metro-North Committee meeting of February 22, 2016 should be consulted for matters addressed at the joint committee meeting relating to Metro-North.

### **PUBLIC COMMENT**

There were several public speakers. Orrin Getz spoke on behalf of New Jersey Association of Rail Passengers about New Jersey Transit's micro grid program in support of resiliency and the environmental analysis regarding the Hudson River Tunnel project. Representatives of AHRC NYC spoke about transportation accessibility for the disabled.

### **APPROVAL OF MINUTES AND 2016 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the January 25, 2016 Long Island Committee Meeting. A correction to the spelling of Board Member Zuckerman's name in the LIRR Minutes of January 25, 2016 as it appeared on page 18 of the joint committee book is herein noted. There were no reported changes to the 2016 Work Plan.

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

President Nowakowski reported that due to Winter Storm Jonas he was unable to attend the January 25, 2016 Long Island Committee meeting. The storm produced 30 inches of snow throughout Long Island, resulting in suspended service on Saturday, January 23<sup>rd</sup> at 4:00 pm. President Nowakowski apologized to LIRR customers impacted by stranded trains during the storm. He also commended LIRR's workforce for their extraordinary efforts both during and after the storm. Subsequently meetings were held to discuss how LIRR can improve service and recovery efforts during this type of event.

President Nowakowski reported that during the month of January, LIRR's on-time performance ("OTP") was very good until the January 23<sup>rd</sup> blizzard. Following Winter Storm Jonas, LIRR experienced significant service disruptions, three of which originated during the evening rush hour from Penn Station on February 2<sup>nd</sup>, February 4<sup>th</sup> and February 16<sup>th</sup>. He reported that these service disruptions were not caused by the same or similar issues.

President Nowakowski reported on LIRR's Expansion Project, the construction of a third Main Line track between Floral Park and Hicksville. He reported that the project has Governor Cuomo's support and LIRR is continuing a broad-based Long Island outreach. An environmental review/preliminary design consultant is in the process of being hired.

President Nowakowski reported that LIRR continues to experience ridership growth: 2015 set a 66 year record and January ridership increased compared to 2014. He reported that for the 12<sup>th</sup> consecutive year, LIRR set a new Mean Distance Between Failure ("MDBF") fleet record. He commended the Maintenance of Equipment Department for its excellent inspection and reliability centered maintenance programs and for keeping its fleet in good operating condition.

There was discussion between Board Member Norman E. Brown and President Nowakowski regarding LIRR's Main Line Expansion Project. President Nowakowski stated the 2005-2009 Capital Budget provides funding for the environmental study.

There was discussion among Board Member Ira Greenberg, Board Member Charles G. Moerdler and President Nowakowski regarding passenger communication and the accuracy of customer alerts during Winter Storm Jonas. President Nowakowski stated that long term improvements need to be made which will include LIRR's Centralized Train Control and that LIRR is addressing the communication issues that were raised.

### **LIRR SAFETY REPORT**

Chief Safety Officer Loretta Ebbighausen provided the December 2015 Safety Report.

Compared to 2014, the number of employee injuries declined 5%; Federal Railroad Administration reportable injuries (an injury requiring more than first aid or when an employee loses time) declined 10.5%; lost time injuries declined 4%; customer injuries declined 12.5%; and slips trips and falls declined 24%.

Reporting on LIRR's Community Outreach Program, Chief Safety Officer Ebbighausen stated that in collaboration with the MTA Police Department ("MTAPD"), LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations have now reached approximately 109,000 young people and adults.

Long Island Committee Chairman Mitchell H. Pally expressed his concern about the increased number of intoxicated passengers. He noted that LIRR previously expanded its no alcohol policy on weekends and referenced his prior advocacy for eliminating alcohol on trains at all times, noting that many LIRR passengers drive from their station destination.

### **MTA CAPITAL CONSTRUCTION**

MTA Capital Construction President, Dr. Michael Horodniceanu reported that on Monday, February 15, 2016, a pipe coupling connecting a water line failed, flooding a section of Madison Yard and the transformer-house used to provide power to the lower level of Grand Central Terminal. The pipe was in use by an East Side Access contractor to support concrete drop pipe operations at 47<sup>th</sup> Street. The contractor was not working at the time because of the holiday weekend. The water damaged a transformer and caused a partial loss of electrical power to Grand Central Terminal, including power to the lower level and some connecting passageways on the upper level. Train power was not affected and there were no train delays or cancelations due to the power outage and no reported injuries. MTACC is investigating the cause of the coupling failure. Immediately following the incident, MTACC issued a Stop Work Order to the contractor responsible for the area. The Stop Work Order has since been lifted. Dr. Horodniceanu thanked the MTA Police, and Metro-North and MTACC personnel for their work in the aftermath of this incident.

Dr. Horodniceanu reported progress on East Side Access Project. In Manhattan, the Manhattan South Structures (CM005) contract is scheduled to achieve substantial completion in

March. The Manhattan North Structures (CM006) contract work is proceeding, including repair work in the 63<sup>rd</sup> Street tunnel.

In Queens, the Harold Structures 1 (CH053) contract is scheduled to achieve substantial completion in March. The Harold Structures – Part 3 (CH057A) contractor will begin excavation of the launch pit area this week. The Systems Package 1 –Facilities Systems (CS179) contract is proceeding well.

### **MTA POLICE DEPARTMENT**

Chief Coan reported during the month of January, Metro-North and LIRR had a crime increase of 4 incidents compared to 2015; 25 felonies compared to 21; and 3 robberies compared to 1 (1 each in Babylon, Fordham and at Yankee Stadium.) There is video surveillance for the Fordham and Yankee Stadium robberies.

Chief Coan reported that MTAPD is continuing its grade crossing initiatives. Year-to-date 134 summonses have been issued. He also reported that the MTAPD is continuing its homelessness initiative; LIRR partners with the Bowery Resident Community and afforded shelter to 225 individuals. Year-to-date 9 panhandling summonses have been issued.

Chief Coan reported that MTAPD is monitoring the potential New Jersey Transit strike.

Board Member Moerdler requested a future committee session regarding grade crossings and the alternatives.

### **MTACC ACTION ITEM**

One action 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 action item is as follows:

- MTA Capital Construction seeks Board Approval to enter into an agreement with 415 Madison Avenue LLC for reimbursement of construction services for utility relocation work at 415 Madison Avenue for a not-to-exceed amount of \$14,827,874.

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

### **MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS**

The following information items were on the agenda:

Joint Item:

- Status Update on PTC

LIRR Items:

- LIRR Adopted Budget/Financial Plan 2016
- LIRR 2015 Annual Operations Results
- LIRR 2015 Annual Fleet Maintenance Report
- LIRR/Diversity/EEO Report – 4<sup>th</sup> Q 2015
- LIRR 2016 Spring Schedule Change

President Nowakowski reported that the Joint Bi-Annual Report on Positive Train Control (“PTC”) will be presented at today’s Capital Program Oversight Committee meeting.

General Counsel Richard L. Gans responded to Board Member Greenberg’s question regarding the cost of installing PTC on LIRR freight locomotives, stating that New York & Atlantic Railway will reimburse LIRR for the onboard equipment.

President Nowakowski responded to Board Member Greenberg’s comments regarding diminished LIRR OTP and issues with unprogrammed standees, despite the fact that fleet MDBF has improved. He stated that individual events such as weather, or single equipment or signal problems can cause numerous delays, particular in the western part of the system where LIRR operates at capacity. LIRR does investigate all incidents to improve OTP and avoid repeat failures.

## **MTA LONG ISLAND RAIL ROAD**

### **Procurement**

The following procurement 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 records of this meeting.

Competitive:

- **Competitive Request For Proposal (“RFP”)** – 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 RFP process pursuant to Section 1265-a of the Public Authorities Law to award a contract to design and furnish signal system components for the New Second Track – Farmingdale to Ronkonkoma on the LIRR Ronkonkoma Branch.

Chief Procurement & Logistics Officer Dennis Mahon, in response to Board Member Moerdler's question, stated that he will provide cost estimate information to him.

Upon motion duly made and seconded, the foregoing procurement item was 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:

- **Modification to Contract CM014B** to accommodate an entrance to the East Side Access concourse from 43<sup>rd</sup> Street in the amount of \$2,550,000.

Board Member Charles Moerdler abstained from voting on this item. Upon motion duly made and seconded, the competitive procurement item was approved for recommendation to the Board.

#### **LIRR Reports on Operations, Safety, Financial and Ridership and the Capital Program**

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

#### **Adjournment**

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

Respectfully submitted,



Richard L. Gans  
Secretary



## 2016 Long Island Rail Road Committee Work Plan

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### **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

#### 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 <sup>st</sup> Q 2016	Administration/Diversity
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#### June 2016 (Joint Meeting with MNR)

Status Update on PTC	President/Sr. Staff
Bi-Annual Report on M-9 Procurement	President/Sr. Staff

#### July 2016

Penn Station Retail Development	MTA Real Estate
Environmental Audit	Corporate Safety
2016 Fall Construction Schedule Change	Service Planning

#### September 2016

2017 Preliminary Budget (Public Comment)	Management & Budget
2016 Mid Year Forecast	Administration/Diversity
Diversity/EEO Report – 2 <sup>nd</sup> Q 2016	

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 – 3<sup>rd</sup> 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

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January 2017

Approval of 2017 Committee Work Plan

Committee Chair & Members

February 2017 (Joint Meeting with MNR)

Adopted Budget/Financial Plan 2017  
2016 Annual Operating Results  
2016 Annual RCM Fleet Maintenance Report  
Status Update on PTC  
Diversity/EEO Report – 4<sup>th</sup> Q 2016  
2017 Spring Schedule Change

Management & Budget  
Operations  
Operations  
President/Sr. Staff  
Administration/Diversity  
Service Planning

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## 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**

### **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– 1<sup>st</sup> 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– 2<sup>nd</sup> 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– 3<sup>rd</sup> 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.

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## **JANUARY 2017**

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2017 that will address initiatives to be reported on throughout the year.

## **FEBRUARY 2017** (Joint Meeting with MNR)

### Adopted Budget/Financial Plan 2017

The Agency will present its revised 2017 Financial Plan. These plans will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget.

### 2016 Annual Operating Results

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

#### 2016 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– 4<sup>th</sup> 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 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 2017.

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# MTA CAPITAL CONSTRUCTION PROJECT UPDATE

## East Side Access

March 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	\$722,491,293	\$722,491,293	\$661,298,101
Construction	\$8,038,030,757	\$8,038,030,757	\$4,647,706,244
Project Management	\$1,036,168,644	\$1,036,168,644	\$682,394,653
Real Estate	\$179,080,316	\$179,080,316	\$114,619,660
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
<b>Total Project Cost</b>	<b>\$10,177,771,010</b>	<b>\$10,177,771,010</b>	<b>\$6,106,018,658</b>

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

### Major Milestones and Forecasts

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

### Current Issues/Highlights

- **South Structures (CM005):** Contractor is completing work in the tunnels. Utility work has commenced on Park Avenue Southbound between 37<sup>th</sup> and 36<sup>th</sup> streets. Substantial completion milestone on this contract is projected for the end of March.
- **North Structures (CM006):** Contractor continues cast-in-place (CIP) tunnel lining at Westbound Tunnel 1 and Access Tunnel 5. CIP work also continues in the East and West Caverns at the North Back of House. Pneumatically applied concrete (PAC) applications is on-going at the Cross Flue Cavern. Contractor is installing ductbanks at GCT 4 Crossover, Westbound Tunnel 1, Eastbound Tunnel 2 and the 63<sup>rd</sup> Street Tunnel. Waterproofing installation continues in the 50<sup>th</sup> Street Cavern and the contractor is preparing for reinforcement installation. Remediation of existing rock support is on-going in Westbound Tunnels 1 and 3.
- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor continues excavation work below temporary deck at 48<sup>th</sup> Street. Underground utilities and backfill with low strength concrete continue throughout the Concourse level. Upper wellway concrete has been placed in all the wellways. Reinforcing rebar is being installed for the finished concrete floor slab of the new mechanical plant room.

- **Plaza Substation and Queens Structures (CQ032):** Architectural finishes continue on the exterior and interior sides of the Plaza Ventilation Facility, and drywall, windows and MEP (mechanical, electrical and plumbing) installations continue at the Yard Services Building. ESA management along with designers from the general engineering consultant revisited areas of Plaza Interlocking, where water infiltration has occurred with the intent of developing a comprehensive plan to address the water infiltration issues.
- **Harold Structures 1 (CH053):** Substantial Completion milestone was achieved on this contract on February 29, 2016.
- **Harold Structures – Part 3 (CH057):** Contractor has started site work, including excavation of test pits for soldier piles, secant pile guide wall and retaining wall panels.
- **Harold Structures – Part 3A (CH057A):** Excavation of the Tunnel Launch Pit area commenced on February 22. Drilling of the remaining soldier piles at the East Approach structure continued in February with 46 of the 79 piles (58%) installed, to-date. This activity is on-going. The dewatering system has reached the required drawdown to desired design elevation along the tunnel alignment. Installation and tie-in of the additional wells was completed by the end of February.
- **Tunnel A Cut and Cover (CH061A):** Contract advertisement is planned for March 2016.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - March 2016

Expenditures thru February 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 6,727.4	\$ 4,647.7
Design	\$ 722.5	\$ 692.8	\$ 661.3
Project Management	\$ 1,036.2	\$ 743.1	\$ 682.4
Real Estate	\$ 179.1	\$ 116.9	\$ 114.6
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 8,280.2</b>	<b>\$ 6,106.0</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.1	\$58.8	\$0.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Mar-2016
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$237.2	\$12.6	\$213.8	Jul-2013	Jul-2013	Feb-2016	Mar-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$324.6	\$19.8	\$163.9	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$425.4	\$35.6**	\$36.5	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out	In Procurement				Jul-2015	Mar-2016	N/A	Dec-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$257.0	\$236.2	\$20.8	\$208.0	Aug-2011	Aug-2011	Aug-2014	Aug-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$309.5	\$296.7	\$12.8	\$281.1	Jan-2008	Jan-2008	Feb-2011	Feb-2016
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$109.8	\$17.0	\$31.2	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	Nov-2017	N/A	Sep-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****	\$69.8	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS284)	In Design (Repackaging)				TBD	Dec-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>	\$79.7	\$71.2	\$8.5	\$2.1	Sep-2014	Oct-2014	Dec-2019	Dec-2019

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

\*\* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

\*\*\* 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.

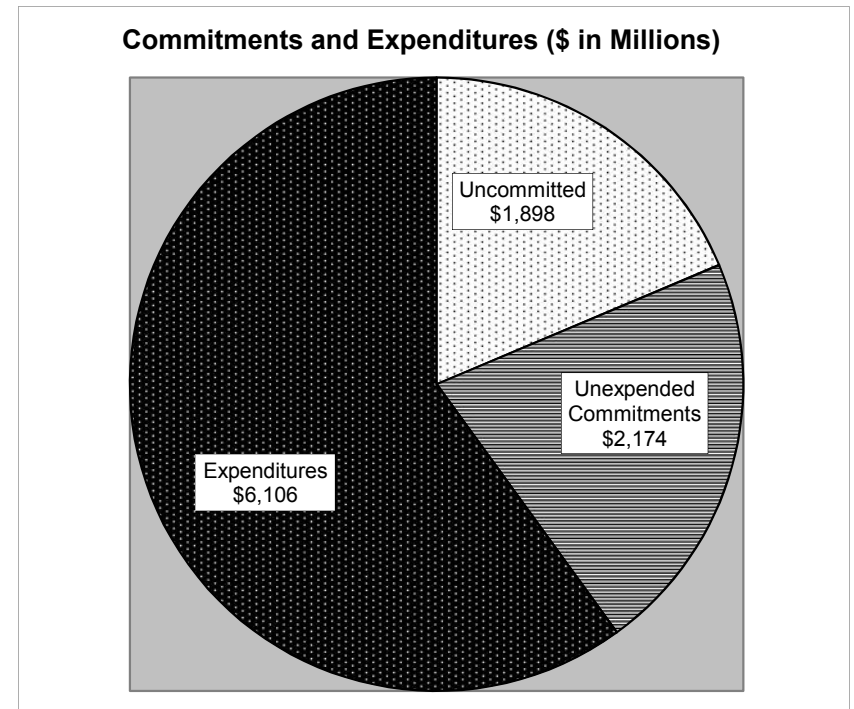
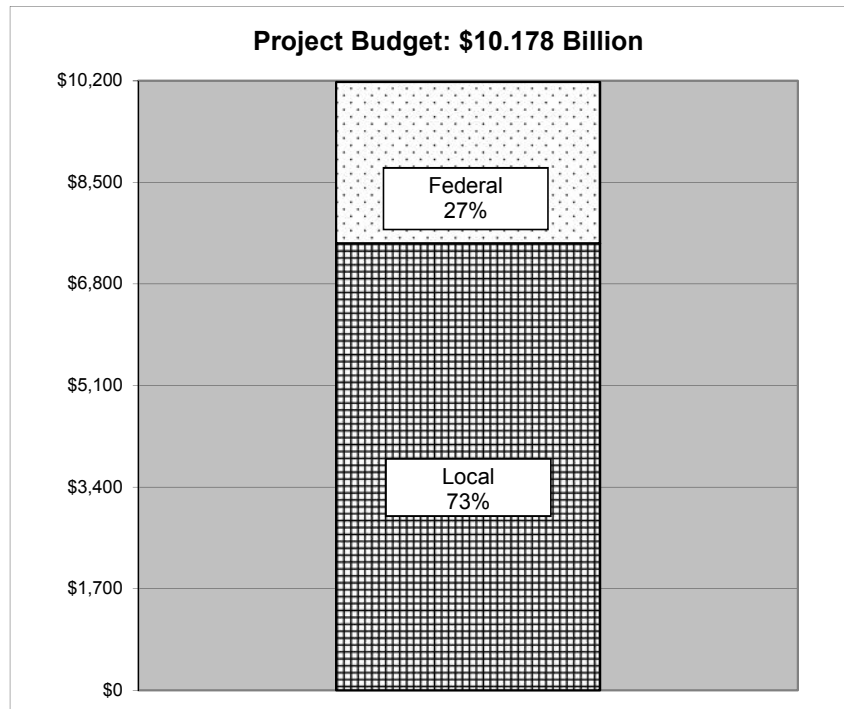
\*\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

## Report to the Railroad Committee - March 2016

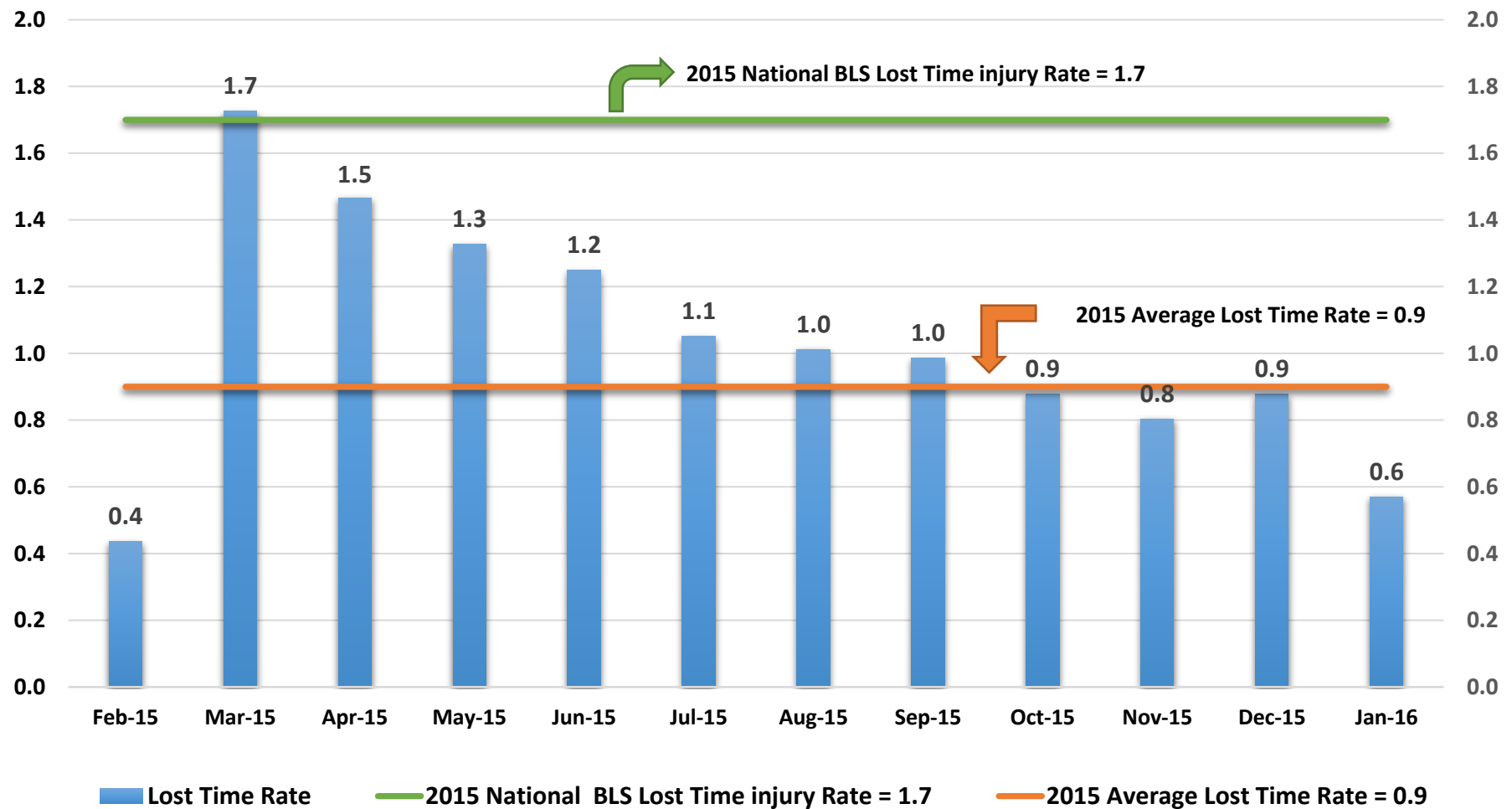
data thru February 2016

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	1,380	2,675	8	2,612
2010-2014	3,232	3,228	-	5	5	3,154	78	1,810
2015-2019	2,572		2,572	-	-	761	1,811	3.90
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 4,907</b>	<b>\$ 2,572</b>	<b>\$ 2,699</b>	<b>\$ 2,233</b>	<b>\$ 8,280</b>	<b>\$ 1,898</b>	<b>\$ 6,106</b>



# ESA Annual Cumulative Profile of Lost Time Injury Rates

0





# Police Report



# **METROPOLITAN TRANSPORTATION AUTHORITY**

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

### **February 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>3</b>	<b>5</b>	<b>-2</b>	<b>-40%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>7</b>	<b>9</b>	<b>-2</b>	<b>-22%</b>

### **Year to Date 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>50%</b>
<b>Felony Assault</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Burglary</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>11</b>	<b>14</b>	<b>-3</b>	<b>-21%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>16</b>	<b>19</b>	<b>-3</b>	<b>-16%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **February 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>3</b>	<b>5</b>	<b>-2</b>	<b>-40%</b>
<b>Felony Assault</b>	<b>1</b>	<b>3</b>	<b>-2</b>	<b>-67%</b>
<b>Burglary</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>50%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0%</b>

#### **Year to Date 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>2</b>	<b>6</b>	<b>-4</b>	<b>-67%</b>
<b>Burglary</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Grand Larceny</b>	<b>33</b>	<b>26</b>	<b>7</b>	<b>27%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>45</b>	<b>41</b>	<b>4</b>	<b>10%</b>

# INDEX CRIME REPORT

Per Day Average

February 2016

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	2	1	0
Fel. Assault	1	1	0	0
Burglary	1	1	0	0
Grand Larceny	15	3	10	2
GLA	0	0	0	0
Total	20	7	11	2
Crimes Per Day	0.69	0.24	0.38	0.07



# MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 2/29/2016

Arrest Classification	Total Arrests	
	2016	2015
Robbery	4	3
Felony Assault	3	8
Burglary	3	2
Grand Larceny	9	2
Grand Larceny Auto	1	0
Aggravated Unlicensed Operator	7	5
Assault-Misdemeanor	5	12
Breach of Peace	1	3
Child Endangerment	2	0
Criminal Contempt	0	2
Criminal Impersonation	2	1
Criminal Mischief	9	4
Criminal Possession Stolen Property	3	3
Criminal Tampering	1	1
Criminal Trespass	5	2
Disorderly Conduct	1	1
Drug Offenses	10	7
DUI Offenses	1	1
Falsely Reporting an Incident	0	1
Forgery	3	11
Graffiti	2	0
Identity Theft	1	0
Issue a Bad Check	1	1
Menacing	0	6
Obstruct Government	7	3
Official Misconduct	5	0
Petit Larceny	24	24
Probation/Parole Violation	0	1
Public Lewdness	21	3
Reckless Endangerment	0	1
Resisting Arrest	5	7
Sex Offenses	1	3
Theft of Services	29	21
Unlawful Surveillance	0	1
VTL Offenses	1	0
Warrant Arrest	13	9
<b>Total Arrests</b>	<b>180</b>	<b>149</b>



**Long Island Rail Road**

# **INFORMATION**

## **ITEMS**



## STRATEGIC INVESTMENTS AND PLANNING STUDIES

### STATUS UPDATE

March 2016

LONG ISLAND COMMITTEE



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## **INTRODUCTION**

The Strategic Investments and Planning Studies Report provides an overview of active investments in the Long Island Rail Road's Capital Program and updates strategic initiatives and planning studies taking place at the railroad. The LIRR's strategic investment and planning goals seek to improve the railroad's operations by enhancing customer and employee safety, improving the customer experience and expanding the system's capacity to accommodate ridership growth.

This document details the ongoing capital projects in 2015, as well as current capital program initiatives and planning studies.

## SECTION I

## Initiatives

### 1. Safety

The goal of Long Island Rail Road's (LIRR) safety program is to work towards an accident-free workplace through the implementation of a comprehensive, sustainable, and measurable safety initiative designed to engage every level of the organization in promoting the value of safety. This initiative is a collaborative effort between the Corporate Safety Department (CSD); all LIRR operating, support, and administrative departments; and, our Labor partners. Communication of safety as a core agency value begins at the highest executive levels and is constantly reinforced.

The CSD develops and oversees the LIRR's comprehensive Safety Management Plan. The LIRR's System Safety Program Plan (SSPP) is in compliance with current Federal Transit Administration (FTA) requirements and is being revised in anticipation of the pending Federal Railroad Administration's (FRA) Risk Reduction/System Safety Program Plan regulations, scheduled for publication in early 2016 (49 CFR 270). For more than a decade, LIRR has voluntarily participated in a triennial audit of its SSPP by the American Public Transportation Association (APTA). APTA has routinely recognized the strength of LIRR's safety program.

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

In this regard, key programmatic initiatives include:

- Quarterly Safety Stand-Downs – Safety sessions/discussions were conducted with staff across LIRR on the same day to stress the importance of safety and to provide an opportunity for employees to share how they are experiencing safety at LIRR. An average of over 4,000 employees participated in each session. Additionally, two of the dates coincided with a Safety, Health, and Wellness Event conducted at various locations across the property. Among many other topics, these events focused on seasonal safety trends, personal protective equipment, fire extinguisher safety, physical fitness, and fatigue.
- Confidential Close Call Reporting System (C3RS) – A collaborative effort between Management, Labor, and the Federal Railroad Administration, C3RS provides a mechanism for employees to confidentially report “close calls” that could have resulted in operating and safety incidents. These reports will be examined by a peer review team consisting of management, participating labor organization representatives, and FRA officials with the goal of proactively instituting measures to prevent similar incidents from occurring.
- Speed Reductions - Installation of speed signs at all curves reinforcing civil speed restriction requirements.
- Positive Train Control and Cab Cameras - Installation of inward and outward cameras and recording devices in the locomotive engineer cab of rolling stock equipment (M7, C3 coaches, diesel locomotives), enabling future analysis for investigations.

- Roadway Worker Compliance Unit - A dedicated Roadway Worker Compliance Unit was tasked with achieving safety and operational goals through field observations and training. These efforts will help ensure adherence to regulatory and corporate rules by the various operating department employees and third-party contractors.
- Accident Investigation Unit - A dedicated Accident Investigation Unit will be tasked with conducting investigations of major accidents and incidents in an objective manner, making recommendations for corrective actions and ensuring their implementation, providing accident/incident review presentations to senior staff, providing staff development in accident investigation techniques, and leading LIRR's support of major accidents.
- Sleep Apnea Pilot - LIRR will monitor the Metro-North Railroad sleep apnea pilot program with the goal of developing our own protocols and procedures related to addressing obstructive sleep apnea.
- Grade Crossing Safety - As a result of recent grade crossing incidents at both Metro-North and LIRR, LIRR is working with MTA Headquarters, New York State Department of Transportation, Nassau and Suffolk County, local government authorities, and a third-party consultant, to explore enhanced safety measures at grade crossings. This initiative is in addition to LIRR's on-going, highly-successful community outreach and education program in collaboration with the MTA Police and FRA.
- Computerized Safety System - LIRR, together with MNR, has recently begun work on a new computerized safety system. This system will replace LIRR's existing mainframe-based Accident Control System that serves as our FRA accident reporting system and official depository of accident/incident data. The new system will significantly enhance LIRR's data collection and reporting ability, allow LIRR to proactively identify risks and hazards, streamline incident (customer, employee, contractor, and train) management, improve audit and inspection programs, and enhance compliance tracking.
- Safety Management Systems - LIRR will be implementing a "safety management systems" (SMS) approach to its safety program. SMS, which has been adopted by FTA and FRA for their rail safety practices, and has been endorsed by the National Transportation Safety Board (NTSB) and the U.S. Dept. of Transportation, supplements LIRR's system safety engineering-centered process. This approach, which incorporates the "human element," will better control risk, detect and correct safety concerns, effectively share and analyze data, and clearly measure safety performance.

## 2. Proposed 2015-2019 Capital Program

The LIRR's Proposed \$2.8B 2015-2019 Capital Program makes crucial investments in rolling stock and infrastructure as the railroad looks to maintain and improve safety, reliability, and on-time performance. To be ready for East Side Access as well as future service demands—when the LIRR will begin operating trains directly to Grand Central Terminal—the LIRR will expand capacity in Jamaica and complete the construction of a second track on the Main Line between Farmingdale and Ronkonkoma. The railroad will purchase M-9 electric cars to replace its aging M-3 fleet and to expand service. The proposed program also includes station upgrades in Brooklyn, Queens, Nassau and Suffolk counties. The Proposed 2015-2019 Capital Program reflects investments that renew LIRR assets, promoting a state of good repair with

vision investments that enhance and expand the system in step with changing regional demands.

### 3. Service Enhancements

The Long Island Rail Road (LIRR) experienced record-breaking ridership in 2015 with 87.6 million customers, breaking the previous 2008 record and experiencing its highest annual ridership since 1949. This marked a 2.1percent increase over the previous year, as the LIRR remains the busiest commuter railroad in North America. A steadily improving economy and popular service to Barclays Center in Brooklyn contributed to the increase.

The LIRR continues to analyze ridership trends in order to respond to service needs. During 2015, the LIRR posted favorable trends in both commutation and non-commutation ridership. A number of Service Enhancements were implemented in response to these trends:

- September 2015 - LIRR began making extra summer weekend service between Babylon and Patchogue the norm, in recognition of the Patchogue's booming entertainment and restaurant activity.
- September 2015 - Addition of two trains to the Oyster Bay Branch weekend schedule, one in the morning and one at night to serve city-bound customers.
- With the move of the NHL's Islanders to the Barclays Center, LIRR service has been further improved with the addition of additional direct service between Atlantic Terminal and Long Island points for Islanders home games. Additionally, building upon the LIRR's extremely popular Brooklyn service for customers attending games/events at the Barclays Center, the LIRR's financial plans now reflect the additional cost of providing added Barclays service for 250 days of the year. This reflects the expanding schedule at Barclays, with more and more programming being scheduled for the venue.

### 4. Transit Oriented Development (TOD)

The LIRR is a strong supporter of TOD and continues to participate in multiple TOD projects and serves as a resource and key stakeholder.

#### *Wyandanch*

- As a key stakeholder, the LIRR is participating in one of the most exciting and "transformative" TOD initiatives on Long Island – **Wyandanch Rising** – a development that will transform the most economically distressed area on Long Island into a vibrant mixed-use development.
- This initiative included LIRR construction of a new 920 space structured parking facility, which opened in August 2015 and provides a significant increase in commuter parking along the parking-constrained Main Line. The additional parking capacity remedies the current shortage of parking spaces at the station and provides additional parking capacity to support future ridership projections associated with the East Side Access Project. It also includes the construction of a new Wyandanch LIRR station building, which is funded by the Town of Babylon.

#### *Ronkonkoma*

- LIRR is working with the Town of Brookhaven and the Town of Islip to transform the area around the station into a mixed-use, TOD, leveraging the LIRR station and the nearby Long Island MacArthur Airport.
- The vision includes new residential development, retail, restaurants, and new office space.
- LIRR continues to work with the Town of Brookhaven to address current parking needs and future demands associated with planned service to Grand Central Terminal.

#### *Hempstead*

- LIRR is actively participating with the Village of Hempstead and its Master Developer to transform the area around the Hempstead station into a mixed-use TOD, leveraging the LIRR station and Rosa Parks Hempstead Transit Center.
- The vision includes residences, a hotel, shops, open space, parking and entertainment venues.
- LIRR continues to work with the Village to address current parking needs and future demands associated with planned service to Grand Central Terminal.

#### *Port Jefferson*

- LIRR is actively participating with the Village of Port Jefferson to transform the area around the Port Jefferson station into a vibrant mixed-use TOD, leveraging the LIRR station and proximity to Port Jefferson's thriving waterfront community.

#### *Mineola*

- The LIRR is supportive of the numerous TOD initiatives that have arisen within walking distance of the Mineola station since the Village incentivized investment in its downtown. Some of the major TOD projects either recently completed or under construction include: an affordable senior housing development, a number of new rental apartment buildings, and conversion of a historic building into 1-bedroom apartments, with retail space below and residential parking spaces.
- Mineola is a key station within the LIRR system and provides direct access to a dense concentration of retail, employment, courts/government offices, universities, transportation and recreation. These transit-oriented development projects go a long way toward helping meet the demand for new housing in Nassau County by providing new opportunities for households who desire a vibrant suburban downtown with strong transit access.

#### *Huntington*

- LIRR is working with the Town of Huntington and its Master Developer, Renaissance Downtowns, on its TOD initiative to revitalize the Huntington LIRR Station vicinity into a vibrant mixed-use development.

- LIRR is working with the Town of Huntington and Renaissance Downtowns to address the TOD impacts on commuter parking and future parking demands associated with planned service to Grand Central Terminal.

#### *Route 110/Republic Station, East Farmingdale*

- LIRR is supportive of the Town of Babylon's Route 110 Bus Rapid Transit (BRT) study/alternatives analysis which would provide attractive north-south mass transit along Route 110, home to Long Island's largest job center, as well as connecting two LIRR branches (Babylon and Ronkonkoma). Besides alleviating traffic congestion, the BRT system would enhance numerous TOD initiatives along the corridor and encourage economic development and job creation in the area.
- Town of Babylon envisions the re-opening of the LIRR Republic Station as a key component to the success of the Route 110 corridor BRT initiative and other TOD efforts in East Farmingdale.
- LIRR has included the preliminary design of a new Republic Station in its proposed 2015-2019 Capital Program.

#### *Nicolls Road Bus Rapid Transit*

- LIRR is supportive of Suffolk County's Bus Rapid Transit (BRT) initiative which would provide attractive north-south mass transit along Nicolls Road. This initiative would connect job centers between Stony Brook and Patchogue; connect three LIRR branches (Port Jefferson, Ronkonkoma and Montauk) and help support LIRR's Double Track initiative. Besides alleviating traffic congestion, the BRT system would also enhance numerous TOD initiatives along the corridor and encourage economic development and job creation in the area.

### **5. Hudson Yards/Tunnel Casement Agreement**

As per existing agreements with MTA/LIRR, the Hudson Yards Developer is progressing the mixed-use commercial overbuild project over the LIRR's West Side Yard. The eastern portion of this development (between 11th Avenue and 10th Avenue, as bounded by 33rd and 30th Street) is currently underway and scheduled for completion in 2018. Amtrak has developed a conceptual program, known as the "Gateway Program," to build a new tunnel under the Hudson River from New Jersey through the west side of Manhattan to connect with Penn Station. Amtrak determined that only a single underground alignment under the LIRR West Side Yard facility between 10th and 11th Avenues in Manhattan (the East Rail Yard) can achieve a direct connection. Given the regional importance of the proposed Gateway Program to commuter transportation, and the need to preserve the Right Of Way so as not to have the Overbuild Project preclude the Gateway Program from going forward, MTA and LIRR have cooperated with this effort.

Amtrak's plans for the Tunnel Casement Project required the LIRR to vacate the Maintenance of Equipment facility in an expedited manner to allow for the demolition of that facility and certain tracks. MTA and LIRR facilitated the Tunnel Project by agreeing, among other things, to grant a temporary construction license and subsequently a permanent easement to accommodate the placement of a concrete casing in the Eastern Rail Yard. This project,

originally planned for completion in October 2015, is now scheduled to be completed in March 2016.

**6. Moynihan Station Project**

This effort to transform a portion of the Farley Post Office Building into Amtrak's new ticketing, waiting room and train boarding areas is underway with construction of the Phase I elements including expansion of the West End Concourse; installation of a platform ventilation system; and widening of the Connecting Corridor that connects Penn Station to the West End Concourse. Phase I of this project is on schedule for completion in August 2016.

**7. Mobile Ticketing & New Fare Payment Systems**

**Mobile Ticketing**

A customer service oriented initiative of Mobile Ticketing is progressing with a launch date of summer 2016. The goal is to enable customers the ability to purchase "all" tickets using iOS and Android enabled devices. These tickets will be validated on-board trains by crew members both visually and with hand-held Ticket Issuing Machines.

**New Fare Payment Systems**

A major MTA-wide customer service oriented initiative – the further development of New Fare Payment System (NFPS) technology - is progressing. The goal of the NFPS is to enable customers to purchase tickets using a wide variety of payment and purchase methods including cash, credit cards, debit cards, contactless "smartcards", and smart enabled devices.

There will also be enhanced ticket functionality with chip-embedded technology for interoperability amongst the MTA agencies. Future NFPS venues will include new ticket machines, ticket windows, Mail&Ride and mobile ticketing. These tickets will be validated on-board trains by LIRR/MNR train crew members equipped with hand-held Ticket Issuing Machines (TIMS) and at subway turnstiles and onboard buses with digital readers.

## SECTION II

### Capital Program – Project Highlights

#### 1. Rolling Stock

MTA LIRR currently has a fleet of 836 M-7 EMU cars, 170 M-3 EMU cars, 45 locomotives, 134 bi-level coaches, and a fleet of work locomotives and other maintenance rolling stock. Rolling stock investments play a crucial role in the customer experience by improving on-time performance while providing a safe, reliable, and comfortable passenger environment. To ensure high-level reliable performance, the LIRR is proceeding with the procurement of new rail cars that will allow for reduced maintenance and repair costs.

##### ***Ongoing:***

The procurement of the M-9/M-9A cars will enable the LIRR to provide cars for ESA Opening Day service and M-3 replacement using funds provided under two MTA Capital Programs for the M-9 cars and ESA Federal Funds for the M-9A cars, as follows:

- A contract was awarded to Kawasaki Rail Car in September 2013 for a base order of 92 M-9 cars and up to 584 LIRR/MNR option cars. The award was in the amount of \$1.8B, including options. The project is currently in the Final Design Phase.
- LIRR anticipates issuing an RFP for 160 M-9A cars identified in the Full Funding Grant Agreement (FFGA) and funded by the ESA project (2<sup>nd</sup> Quarter 2016).

#### 2. Stations

The LIRR operates 11 rail branches and serves customers at 124 stations in Nassau and Suffolk Counties and New York City. Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system; it is also recognizes the integral role stations play in defining communities across Long Island and neighborhoods in Queens and Brooklyn.

##### ***Ongoing:***

##### Wantagh Platform Replacement - \$23.7M

- This project will replace the station platform along with other station components, including the platform waiting room, canopy, escalator, platform lighting, communications and security systems, and drainage. The scope also includes the installation of a new elevator which will make this station wheelchair accessible. Design was completed in August 2015, with a construction start anticipated for 1<sup>st</sup> Quarter 2016.

##### New Elevators – Flushing-Main Street - \$16.4M

- This project designed and will construct the following improvements at Flushing – Main Street station: two new hydraulic elevators (one to serve each platform), new platform railings, staircases, lighting, station plaza, tactile warning strips on platform edges, CCTV security cameras, and new ticket office. Design was completed in May 2015, with construction anticipated to begin in the 1<sup>st</sup> Quarter of 2016.

#### Escalator Replacement Program - \$14.0M

- This program replaces a total of six escalators and associated equipment at Rockville Centre, Baldwin, Freeport, Amityville, Copiague, and Lindenhurst on the Babylon Branch. These new all-weather heavy duty escalators will be equipped with the latest safety enhancements. Construction began in August 2014 and is scheduled for completion in September 2016.

#### Hicksville Station Rehabilitation - \$68.8M

- This project includes the demolition and construction of two new 12-car platforms; new platform waiting rooms; new platform canopy structures and associated drainage systems; new platform lighting, communications and CCTV systems; replacement of staircases and escalators, along with construction of new elevators. Construction start is anticipated for 2016.

#### Hicksville North Siding - \$52.4M

- This project will modify signal relays and install third rail power to connect existing north siding in Hicksville with station track #1 for main track operations; construction of approximately 6,200 linear feet of new track which will provide infrastructure to support additional Manhattan-bound train trips from Hicksville, and provide an alternative routing in case of maintenance, construction or service disruption at Hicksville. Also, the existing North Track Siding will be upgraded to Main Line track standards. Construction start is anticipated for 2016.

### **3. Track**

MTA Long Island Rail Road has 515 miles of main line track and 156 miles of yard and siding track. Track investments are prioritized based upon the condition and utilization of the track components.

#### ***Ongoing:***

#### East River Tunnel Track Rehabilitation - \$43.2M

- At the completion of this Amtrak-managed project, the track structure and drainage system in East River Tunnel (ERT) Lines 3 and 4 will be completely rehabilitated, reducing ponding water and bringing the entire track structure into a state of good repair.
- ERT Lines 3 and 4 will be renewed by removing and replacing the track and drainage systems with new track and ballast, new welded rail, impedance bonds and insulated joints. The project will also remove and replace third rail for the entire length of Line 3 and 4.
- This effort will span multiple capital programs. Track infrastructure in Lines 1 and 2 is expected to be renovated as part of a future total interior tunnel rebuilding project, which will address Superstorm Sandy related infrastructure damage in these two tunnel lines. This track rehabilitation effort requires significant track outages and the

goal is to utilize outages scheduled for East Side Access construction and the Moynihan Station development, in order to progress work in the tunnels.

#### Atlantic Branch Half-Ties - \$29.4M

- A new half tie rail fastening system is currently being constructed to replace up to 27,338 deteriorated and damaged half-ties in the Atlantic Branch tunnel between Jamaica and East New York.
- Installation of the new half-tie system in selected locations throughout the tunnel began in March 2015, with anticipated construction completion in December 2016.

#### Double Track Ronkonkoma Phase I –\$137.2M

This project involves design of a Main Line second track for the 17 miles between Farmingdale and Ronkonkoma. The Main Line east of Farmingdale is mostly single track (13 miles) with passing sidings (4 miles) and double track at most stations. Single track along this critical stretch of LIRR network poses a significant risk to reliable service and on-time performance. The Double Track Project will enable LIRR to provide half-hourly off-peak service in both directions between Penn Station and Ronkonkoma. Single track also adversely impacts LIRR's ability to maintain and repair the infrastructure and increases costs when track is taken out of service and LIRR is required to bus customers.

The project consists of environmental assessment, survey, track alignment, and design of all wayside elements between Farmingdale and Ronkonkoma including preliminary design for Design-Build civil and site work packages for Phase I- Ronkonkoma to Central Islip, and Phase II- Central Islip to Farmingdale.

Phase I construction began in December 2013 and continues to progress, with construction completion of Phase 1 scheduled for mid-late 2017. Funding for Phase II is included in the proposed 2015-2019 Capital Program.

#### **4. Line Structures**

LIRR Line Structures are comprised of 640 bridges, 30 viaducts and 4 tunnels which allow for railroad travel across the region's waterways, highway crossings, and dense urban and suburban areas. Through a combined mix of capital and operating solutions, the LIRR cost-effectively preserves safe structural conditions in support of on-time performance and system reliability goals.

#### ***Ongoing:***

##### 150<sup>th</sup> Street - Jamaica Bridge Rehabilitation – \$24.8M

- Construction has been underway on the 150<sup>th</sup> Street bridge spans since March 2013. The scope of the work includes new bearings and bridge seats, repairs to abutments, concrete deck, piers, and structural steel, along with above-deck work which includes waterproofing and drainage installation. Construction is scheduled for completion in January 2017.

### Ellison Avenue Bridge - \$17.5M

- This project provides for the construction of a new Ellison Avenue roadway bridge, located on the Main Line between Carle Place and Westbury Stations. This project will provide a modernized roadway bridge with improved safety features, and also supports the future build-out of the Main Line third track. The existing bridge was demolished over the weekend of May 16-17, 2015, with construction of the new bridge currently ongoing. Construction completion is forecasted for June 2016.

## **5. Communications**

The communication systems transmit information between trains and operational control centers including train dispatchers, train crews, tower operators and others involved in the movement of trains, while also providing information to LIRR customers. By investing in the communication infrastructure, including rehabilitation/replacement of assets based upon functionality, condition and technological obsolescence, the LIRR is able to ensure that the vital communication service, which contributes to safety, on-time performance and customer satisfaction, continues.

### ***Ongoing:***

Fiber Optic Network - \$10.0M

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

Improved Radio Coverage – \$10.3M

## **6. Signals**

Signal assets allow the safe operation of trains system-wide at high speeds in close proximity – currently 740 scheduled trains each weekday. Previous investments have modernized high traffic interlockings in Queens and Valley Stream, going from 1930s relay technology to 21<sup>st</sup> century microprocessor technology. Signal modernization continues with additional planned microprocessor upgrades, emphasis on normal component replacement, as well as upgrading dark territory and automatic block territory to automatic speed control territory.

### ***Ongoing:***

Centralized Train Control – \$12.9M

- The relocation of the Movement Bureau from the Jamaica Main Building into the Jamaica Central Control (JCC) is a critical first step towards realizing the LIRR's vision for Centralized Train Control.
- This project will fit-out the space within the JCC to allow the Movement Bureau to be relocated into a modernized facility.

Positive Train Control (PTC) - \$ 443.8M (Funded Over Multiple Capital Programs)

Positive Train Control System (PTC) is a system designed to prevent train-to-train collisions, overspeed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position. In accordance with the Rail Safety Improvement

Act of 2008 that was signed into law, an interoperable PTC system is required on all commuter railroad main-line tracks.

- Subsystem Designs have matured and are in the process of being finalized.
- Pilot installations have commenced for the Pilot, including M7 prototype and fitups (undercar scanner antenna, Mobile Communication Manager (MCP), OnBoard Computer (OBC), and roof top antennas, signal transponder and Wayside Interface Unit (WIU) installations, and Communication Radio Frequency (RF) locations with cases, poles, cabling, and antennas).
- The segment of dark territory between Speonk and Montauk is being eliminated by installing Automatic Speed Control (ASC). Project completion is scheduled for April 2017.
- LIRR has acquired spectrum for all LIRR operating counties.

## **7. Shops & Yards**

Currently, the LIRR operates 5 shops and 26 yards. These assets ensure proper storage, cleaning, inspection, repair and maintenance of the fleet in support of the Reliability Centered Maintenance (RCM) Program.

### ***Ongoing:***

#### **Rehabilitation of Employee Facilities - \$10.0M**

- Project provides for improvements to a number of LIRR employee facilities, including: Jamaica Corporate Building roof, Richmond Hill Sheridan Shop Building, Upper Holban Yard Parking Lot, Babylon Employee Facility, Morris Park Communications Building, and the UCC Shop and East End Pumphouse.
- Construction is ongoing, with completion scheduled for April 2017.

## **8. Power**

Train service within the LIRR's electric territory relies upon a network of infrastructure which includes 109 substations/breaker houses, and 353 miles of third rail system-wide to deliver the traction power supply necessary for train operations.

### ***Ongoing:***

#### **Port Washington Substation - \$22.5M**

- Installation of new prefabricated modular substation buildings and associated equipment and components, to replace the existing substation which is at the end of its useful life.

#### **Penn Station Substation - \$22.1M**

- New AC-DC traction power substation to replace the existing Penn Station Substation. Preliminary design for the new substation is currently underway and scheduled to be completed in April 2016.

## 9. **Superstorm Sandy**

On Monday, October 29, 2012, the New York region suffered the devastating effects of Superstorm Sandy. For MTA LIRR, damage and storm-related impacts were most pronounced in four key areas: East River Tunnels, West Side Yard, Long Island City Yard, and the Long Beach Branch. Infrastructure replacement and/or major rehabilitations are crucial to ensure the long term operational reliability of service in the parts of the Railroad that were heaviest hit by Superstorm Sandy.

In 2013, restoration projects were added to the MTA's 2010 – 2014 Capital Program.

### **Superstorm Sandy Restoration Projects**

Restoration Projects	Cost (\$M)
East River Tunnel Signal System & Infrastructure	\$68.6M
Wreck Lead Bridge Systems	\$14.9M
Long Beach Branch Systems	\$64.9M
West Side Storage Yard	\$43.3M
Long Island City Yard	\$4.5M
Substation Replacements	\$51.6M
1st Avenue Substation	\$8.4M
Long Island City Substation	\$1.1M
Infrastructure / System Upgrades (various locations)	\$9.7M

### **Superstorm Sandy Resiliency Projects**

The LIRR is currently progressing four Superstorm Sandy Resiliency projects:

#### **River to River Rail Resiliency Project - \$108.0M (FTA Competitive Resiliency Funds)**

- **West Side Yard Perimeter Protection**: Construct a barrier around the West End of the yard to prevent Hudson River floodwaters from entering the yard.
- **East River Tunnels Walls**: Queens Portal Flood Barriers: Construct flood barriers to protect the East River Tunnels entrance portals in Queens, near LIRR's Hunterspoint Avenue Station.
- **East River Tunnels Resiliency Elements**: Work includes waterproofing and emergency generators at Vent Plant Building(s) and tunnels dewatering equipment.
- **Long Island City Yard Mitigation – \$31.3M (FTA Competitive Resiliency Funds & FTA Local Priority Resiliency Funds)**: Protects yard against flooding, storm surge

and extreme weather – including new third rail traction power, installing drainage systems, and a flood wall.

- Emergency Management Equipment – \$20.0M (FTA Local Priority Resiliency Funds): Purchase of Emergency Equipment that will improve LIRR's preparedness and ability to recover following extreme weather events.
- Atlantic Avenue Tunnel Mitigation – \$9.9M (FTA Local Priority Resiliency Funds): Mitigation of the infiltration of rain and flood water into the Atlantic Tunnel by elevating the existing roadway ventilation grates located in the roadway median of Atlantic Avenue in Brooklyn and Queens. In addition, the project will upgrade 14 pump rooms and replace/upgrade pumps throughout the length of the tunnel.

## **10. East Side Access Readiness**

The LIRR is progressing capital projects aimed at supporting future train service to Grand Central Terminal. Identified for many years as East Side Access Readiness projects, these efforts will provide benefits for today's commuters as well as those who in the next decade will travel to Grand Central. The projects include pocket tracks in Massapequa and Great Neck, a track extension project in Port Washington, a yard and construction of an additional platform in Jamaica. The LIRR's readiness infrastructure improvements and railcar procurement support current and future ridership growth opportunities, as shown:

<b>Projects</b>	<b>Cost</b>	<b>Construction Starts</b>
Jamaica Capacity Improvements (phase 1)	\$301.7 M	May 2014 (award)
Mid Suffolk Train Storage Yard	\$76.6 M	4 <sup>th</sup> Quarter 2016
Great Neck Pocket Track and Colonial Road Bridge	\$45.2 M	October 2014
Massapequa Pocket Track	\$19.6 M	June 2014
Port Washington Yard Track Extensions	\$12.1 M	Mid- 2017
<b>TOTAL</b>	<b>\$445.3 M</b>	

## **11. Enterprise Asset Management**

Collectively, each of the MTA agencies is investing in an Enterprise Asset Management (EAM) system. The EAM system includes substantial investments in both business and technology improvements. In 2015, LIRR completed an EAM Gap Assessment to identify areas for improved asset management practices at LIRR. Based on the Gap Assessment findings, LIRR developed a prioritized program of projects addressing improved asset management at LIRR. The EAM improvement program will align with FTA asset management requirements, ISO55000, MTA EAM requirements and other industry best practices. The program's implementation framework links asset condition and maintenance activities to life cycle planning in order to improve asset performance, optimize maintenance resources, and strengthen long-term planning.

## **SECTION III Planning Studies**

### **1. Network Strategy Study**

The Long Island Rail Road (LIRR) completed a Network Strategy Study (NSS) in 1994. This strategic study has informed Capital Program development and provided a long-term blueprint for East Side Access and other investments over the past twenty years. On July 22, 2015, the LIRR commenced a two-year Network Strategy Study, to look comprehensively at the demographics in our region, the markets we serve and the perspective fleet and infrastructure investments we need to serve our customers after the upcoming opening of East Side Access and over the coming decades to strengthen the LIRR's regional position. The study will assist in establishing our vision and framework for the LIRR of the future.

The study consists of three parts: 1) Market Analysis, 2) Development of Alternatives, 3) Recommend Short and Long Term Strategies. Currently, we are in part one of the study performing data analysis and stakeholder outreach.

### **2. New Mets-Willets Point Station – (Coordinated with LaGuardia AirTrain)**

LIRR is advancing environmental review and preliminary design for a new LIRR station and associated infrastructure at Mets-Willets Point. A new, modernized station facility will support future ridership demands and provide full ADA access.

### **3. LIRR Expansion (Main Line)**

LIRR is advancing environmental review and preliminary design for the LIRR Expansion Project - the addition of a third track along LIRR's Main Line in Nassau County, which provides new service opportunities, supports regional economic activity, reduces traffic congestion and improves air quality.

### **4. Penn Station**

A comprehensive effort is underway to re-imagine Penn Station through renovations that will transform the station into a state-of-the-art transportation hub, with improved passenger circulation and retail amenities.

# MEMORANDUM



Long Island Rail Road

**DATE:** March 21, 2016

**TO:** Members of Long Island Committee

**FROM:** Patrick Nowakowski, President

A handwritten signature in black ink, appearing to read "Patrick Nowakowski".

**RE: 2015 LIRR Report on Elevator/Escalator Performance:**

Attached for your review is the LIRR's annual 2015 report on the performance of its customer elevators and escalators.

The report provides data on the 19 escalators and 37 elevators directly maintained by the LIRR and the 15 escalators and 6 elevators maintained by AMTRAK. Performance data on the 6 escalators and 10 elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

Merrick Elevator was placed in service on 8/4/15 and Woodside Elevator 415 was placed in service on 9/15/15 after Capital Replacement. Three elevators at Wyandanch were placed in service on 8/2/15 as part of a new parking garage.

Massapequa Escalator was placed in service on 7/15/15 after Capital Replacement. The Amityville, Lindenhurst and Freeport escalators were taken out of service on 6/1/15, 7/6/15 and 8/17/15 respectively, for Capital Replacement. Penn Station escalator WEC-ESC-8WE continues to be out of service as of 12/8/13 as part of the Moynihan Project.

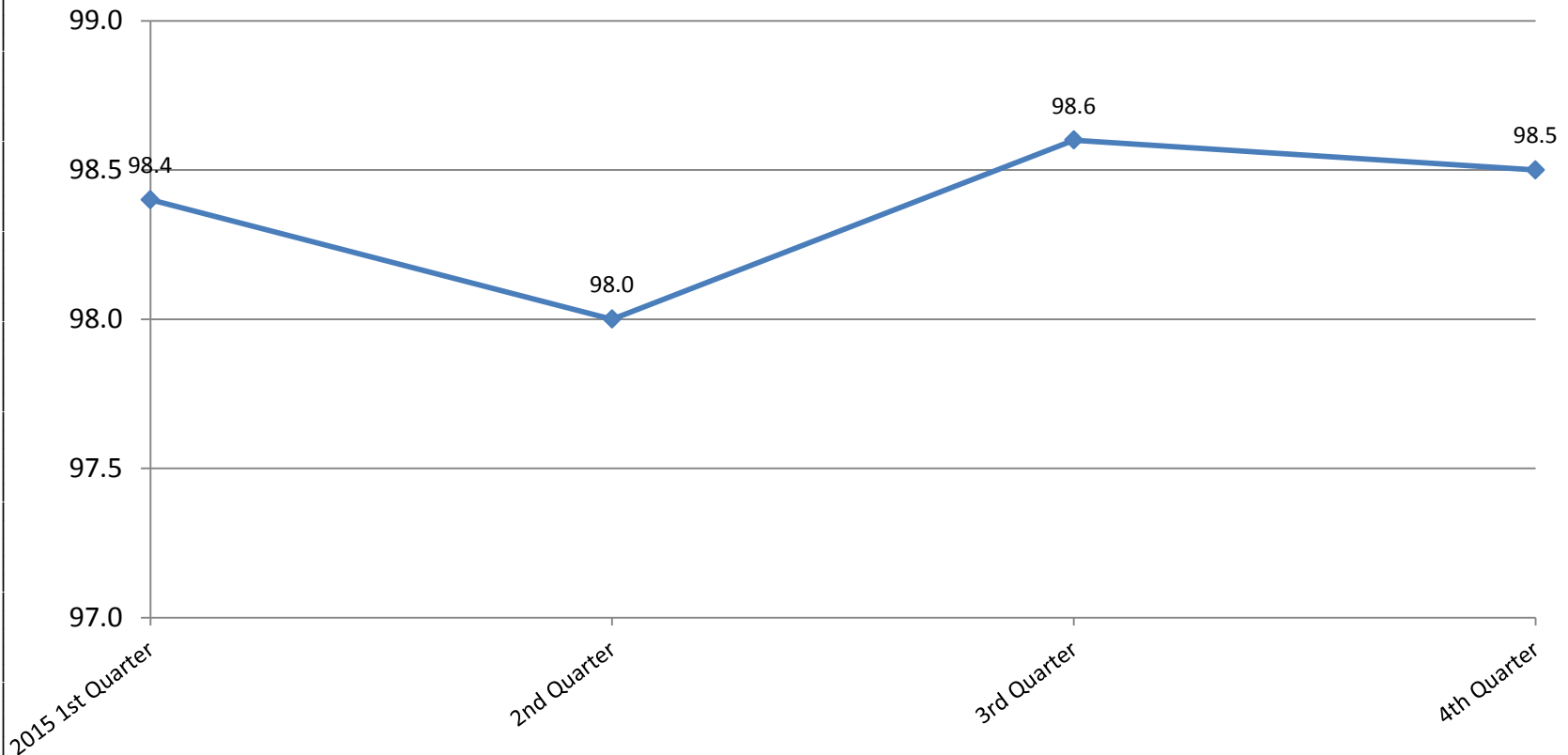
In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports.

# **Long Island Rail Road Elevator/Escalator**

2015 Annual Report



# 2015 Passenger Elevator Availability



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

# 2015 Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
<b>BABYLON</b>		<b>HEMPSTEAD</b>	
Babylon (A)	97.6%	Queens Village (A)	99.3%
Babylon (B)	98.8%	Queens Village (B)	99.3%
Seaford	99%	<b>FAR ROCKAWAY</b>	
Bellmore	99%	Valley Stream	99%
Merrick	99% (2)	Rosedale	98.7%
Freeport	98.5%	<b>PORT JEFFERSON</b>	
Baldwin	99.3%	Hicksville (A)	98.4%
Rockville Centre	98.6%	Hicksville (B)	98.6%
<b>PORT WASHINGTON</b>		Mineola Garage 1	96.1% (5)
Great Neck (A)	98.8%	Mineola Garage 2	96.2% (5)
Great Neck (B)	98.9%	<b>LONG BEACH</b>	
Auburndale	98.6%	Lynbrook (A)	97.8%
<b>RONKONKOMA</b>		Lynbrook (B)	98.1%
Ronkonkoma (A)	99.3%	<b>CITY TERMINAL</b>	
Ronkonkoma (B)	99.4%	Atlantic Terminal 1	97.8%
Ronkonkoma (C)	99.2%	Atlantic Terminal 2	99.1%
Ronkonkoma Garage 1	98.1% (5)	Woodside 415x	96.5% (3)
Ronkonkoma Garage 2	97.7% (5)	Woodside 418x	99.1%
Wyandanch 1	99.8% (4)	Woodside 419x	98.9%
Wyandanch 2	99.8% (4)	Penn 34S-ELV-P34 (1)	95.2%
Wyandanch 3	99.9% (4)	Penn CEN-ELV-P-7 (1)	98.6%
<b>HEMPSTEAD</b>		Penn CEN-ELV-P-8 (1)	98.4%
Queens Village (A)	99.3%	Penn CEN-ELV-P-9 (1)	99.2%
Queens Village (B)	99.3%	Penn CEN-ELV-P10 (1)	98.5%
		Penn CEN-ELV-P11 (1)	94.5%

(1) Penn Station data provided by Amtrak

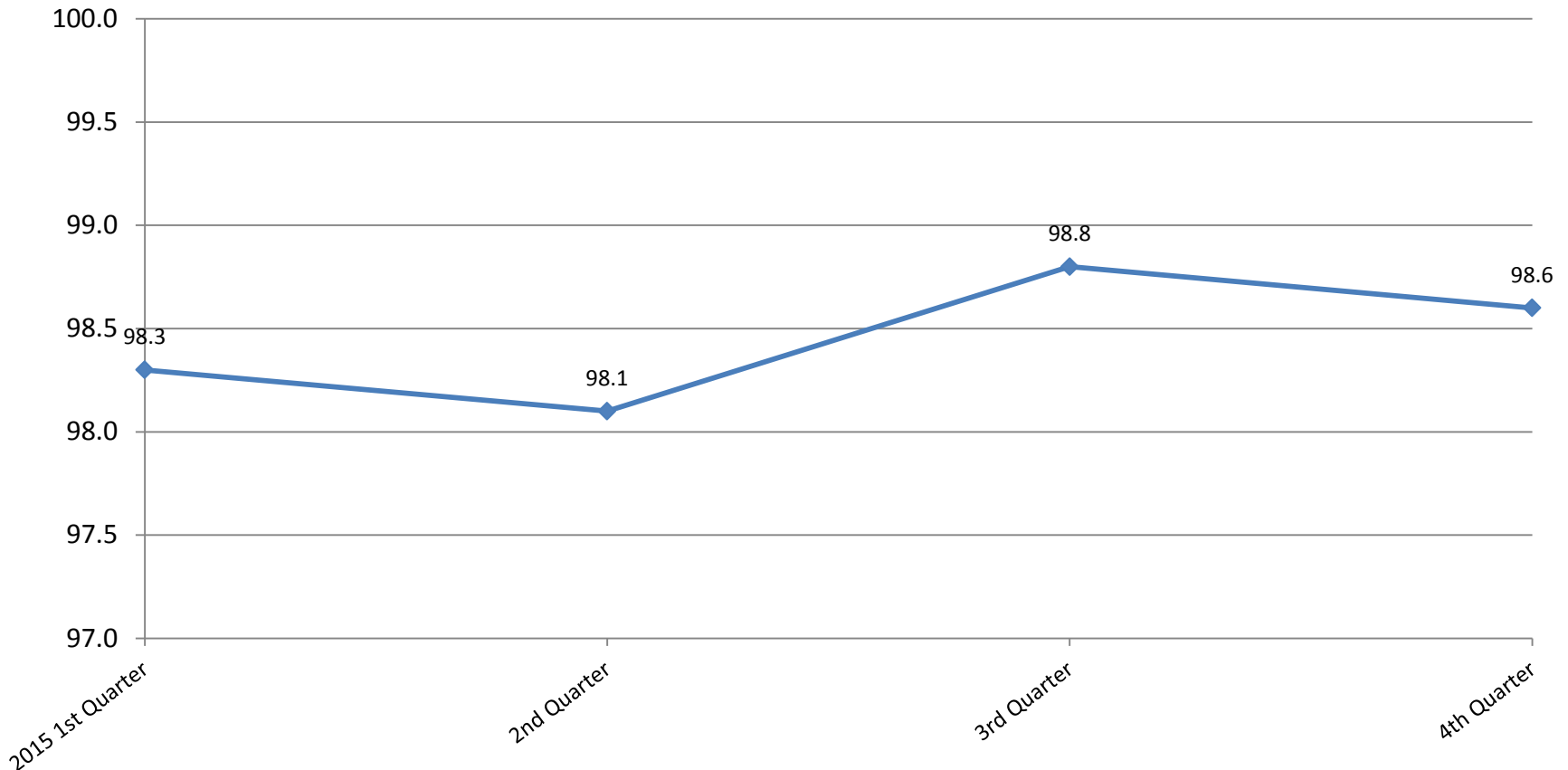
(2) Merrick was placed in service on 8/4/15 after Capital Replacement

(3) Woodside 415x was placed in service on 9/15/15 after Capital Replacement

(4) Wyandanch Elevators were placed on 8/2/15 after Capital Installation Project

(5) Maintenance Responsibility for garage elevators at Mineola and Ronkonkoma were assumed by LIRR on 4/1/15

# 2015 Passenger Escalator Availability



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

# 2015 Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
<b>BABYLON</b>		<b>FAR ROCKAWAY</b>		<b>PENN STATION (1)</b>	
Babylon A (W/B)	98.1%	Valley Stream	98.2%	Penn 34S-ESC-34A	99.1%
Babylon B (E/B)	98.8%	<b>PORT JEFFERSON</b>		Penn 34S-ESC-34B	98.3%
Lindenhurst	97.4% (3)	Hicksville A (W/B)	93.4%	Penn 34S-ESC-34C	97.6%
Copague	98.4%	Hicksville B (E/B)	97%	Penn EXI-ESC-09E	99.5%
Amityville	97.3% (3)	<b>LONG BEACH</b>		Penn EXI-ESC-10E	99.5%
Massapequa Park	98.7%	Lynbrook	98.4%	Penn EXI-ESC-10W	98.8%
Massapequa	97.9% (2)	<b>HEMPSTEAD</b>		Penn EXI-ESC-7EW	99.7%
Seaford	98.4%	Floral Park	98.4%	Penn EXI-ESC-8EW	99.7%
Wantagh	96.7%			Penn MG-ESC-011	99.5%
Bellmore	98.7%			Penn MG-ESC-1MG	99.7%
Merrick	99%			Penn MG-ESC-2MG	98.1%
Freeport	98.9% (3)			Penn MG-ESC-3MG	99.4%
Baldwin	97%			Penn MG-ESC-7MG	99.9%
Rockville Center	98.7%			Penn MG-ESC-8MG	99.7%
				Penn WEC-ESC-8WE	(4)

(1) Penn Station data provided by Amtrak

(2) Massapequa Escalator was placed in service on 7/15/15 after Capital Replacement.

(3) Lindenhurst(7/6/15), Amityville(6/1/15)& Freeport(8/17/15) escalators were taken out of service for Capital Replacement.

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

# 2015 Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Atlantic Terminal	0	0	2
Babylon	0	0	2
Bellmore	0	0	1
Freeport	0	0	2
Lynbrook	0	0	1
Merrick	1	0	0
Rockville Centre	0	0	1
Ronkonkoma	0	0	3
Rosedale	0	0	1
Valley Stream	0	1	1
Jamaica (1)	0	1	0
Penn Station (2)	0	0	0

## 2015 Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Babylon	0	2
Bellmore	0	1
Copiague	1	1
Hicksville	0	5
Lindenhurst	0	1
Massapequa Park	0	1
Valley Stream	0	2
Rockville Centre	0	1
Jamaica (1)	0	1
Penn Station (2)	0	23

**Definitions:**

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

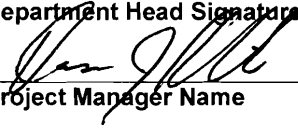
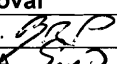
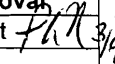
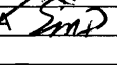
**Please note:** These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2015.

(1) Jamaica elevators and escalators maintained by Port Authority

(2) Penn Station elevators and escalators maintained by Amtrak



## Staff Summary

Subject <b>SPRING TRACKWORK PROGRAMS</b>						Date <b>MARCH 21, 2016</b>			
Department <b>SR. VICE PRESIDENT – OPERATIONS</b>						Vendor Name			
Department Head Name <b>D. KUBICEK</b>						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
<b>Board Action</b>						<b>Internal Approval</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	3/21/16		X		3	Sr VP – Eng. 	1	President 
						2	VP Mktg & PA 		

### PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules in support of trackwork programs on the Main Line during the month of April.

### TRACK WORK PROGRAMS

- **Main Line** – Single Main Track will be out of service between Central Islip and Ronkonkoma for construction related to the Main Line Second Track project for 48 hours on the weekend of April 2-3, 2016.
- **Main Line** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for various maintenance and construction projects, including crossing rehabilitations, track surfacing, Sperry testing, welding, construction related to the Main Line Second Track project, and miscellaneous work for 48 hours on the weekend of April 9-10, 2016.

### DISCUSSION:

- **Main Line, Central Islip-Ronkonkoma – Main Line Second Track Construction** – Construction activities related to the Main Line Second Track project will result in the Single Main Track being taken out of service between Central Islip and Ronkonkoma for 48 hours on the weekend of April 2-3. Eastbound customers traveling to Ronkonkoma will board buses at Central Islip for Ronkonkoma, and will experience up to 23 minutes additional travel time. Westbound customers from Ronkonkoma will board buses for Central Islip, where train service will resume. Westbound buses will depart up to 23 minutes earlier than normal train times in order to connect with trains at Central Islip. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.

- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for a 48-hour weekend on April 9-10 for crossing renewals at Straight Path in Wyandanch and New Highway in Farmingdale, Main Line Second Track construction, Sperry rail testing, track surfacing, welding and miscellaneous maintenance work between Farmingdale and Ronkonkoma. Eastbound customers traveling to stations Pinelawn through Ronkonkoma will board buses at Hicksville for their station. Eastbound customers can expect up to 44 minutes additional travel time. Westbound customers traveling from stations Ronkonkoma through Pinelawn will board buses at their station for Hicksville, where they will transfer to train service. Westbound buses will depart up to 44 minutes earlier than normal train service in order to connect with trains at Hicksville. Bethpage and Farmingdale customers will have normal train service in both directions throughout the weekend.

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

### **IMPACT ON FUNDING**

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

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**March 23, 2016**

# Staff Summary



<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> <div style="text-align: center;">March 23, 2016</div>			
<b>Department</b> Procurement & Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer									
<b>Department Head Signature</b>									
<b>Board Action</b>						<b>Internal Approvals</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	03.21.16	X			X	President		VP & CFO
2	MTA Board	03.23.16	X			X	Exec. Vice President		VP, Gen. Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

## PURPOSE:

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

## DISCUSSION:

**LIRR proposes to award Non-Competitive Procurements in the following categories:**      # of Actions      \$ Amount

### Schedule Requiring Majority Vote

Schedule F:	Personal Service Contract	1	\$419,834
	SUBTOTAL	1	\$419,834

**LIRR proposes to award Competitive Procurements in the following categories:**      # of Actions      \$ Amount

### Schedules Requiring Two-Thirds Vote

Schedule B:	Competitive Requests For Proposals	3	\$TBD
	SUBTOTAL	3	\$TBD

**LIRR proposes to award Ratifications in the following categories:**      # of Actions      \$ Amount

### Schedules Requiring Majority Vote

Schedule K:	Ratification of Completed Procurement Actions	1	\$50,178
	SUBTOTAL	1	\$50,178
	<b><u>TOTAL:</u></b>	<b><u>5</u></b>	<b><u>\$470,012</u></b>

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

**MARCH 2016**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Majority Vote*

**Schedule F: Personal Service Contract**

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




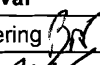

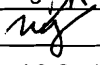

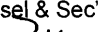
- |           |   |  |                                      |
|-----------|---|--|--------------------------------------|
| <b>1.</b> | <b>KLD Labs Incorporated</b><br><b>Sole Source</b><br><b>Contract TBD</b> | <b>\$419,834</b><br><b>Not-to-Exceed</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--|--------------------------------------|

LIRR requests MTA Board approval to award a three-year sole source contract to KLD Labs Incorporated (“KLD”) in an amount not to exceed \$419,834, to (i) provide quarterly scheduled maintenance and extended warranty service for both the ORION and TRMS systems on LIRR’s Track Geometry Vehicle (“TC82”); (ii) furnish and install upgrades to TRMS-1 to allow for measurement of Third Rail and Center of Track temperature; and (iii) provide spare parts and labor for items not covered by warranty service.

## Schedule F: Personal Service Contracts



### Staff Summary

<b>Item Number: 2</b>					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date 					
<b>Division &amp; Division Head Name:</b> Engineering Christopher Calvagna					
Division Head Signature & Date 					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.21.16	X		
2	MTA Board	3.23.16	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President 	3	Sr. VP/Engineering 		
5	Executive VP 	2	VP/CFO 		
4	Sr. VP/Operations 	1	VP/Gen'l Counsel & Sec'y 		

SUMMARY INFORMATION	
<b>Vendor Name</b>	<b>Contract Number</b>
KLD Labs Incorporated	TBD
<b>Description</b>	
Maintenance, Repair & Upgrade of the Orion 7.0 & TRMS 1.0 subsystems on the LIRR Track Geometry Vehicle (TC82)	
<b>Total Amount</b>	
\$419,834 NTE	
<b>Contract Term (including Options, if any)</b>	
May 1, 2016 – April 30, 2019	
<b>Options(s) included in Total Amount:</b>	Yes X No
<b>Renewal?</b>	X Yes No
<b>Procurement Type</b>	
<input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b>	
<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	
<b>Funding Source</b>	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### Narrative:

#### I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to award a three-year sole source contract to KLD Labs Incorporated (“KLD”) in an amount not to exceed \$419,834, to (i) provide quarterly scheduled maintenance and extended warranty service for both the ORION and TRMS systems on LIRR’s Track Geometry Vehicle (“TC82”), (ii) furnish and install upgrades to TRMS-1 to allow for measurement of Third Rail and Center of Track temperature, and (iii) provide spare parts and labor for items not covered by warranty service.

#### II. DISCUSSION

LIRR Operating Procedures and FRA Guidelines require regular inspection and maintenance of track to ensure the safe operation of train movement. To achieve this, LIRR utilizes a TC82 car, which was purchased in March 2000 for \$4.1 million. The TC82 and its major subsystems must be in good working order for inspection service to take place. The contract with KLD for verification, alignment, calibration and repair services of the Orion and TRMS subsystems requires KLD to respond within 48 hours, which will minimize the time that the TC82 will be out of service.

KLD is the Original Equipment Manufacturer of the ORION and TRMS subsystems, which are proprietary. KLD is the only known responsible source for these services. Under previous contracts, KLD provided these services in an acceptable manner. LIRR advertised its intent to award a sole-source contract to KLD in the NYS Contract Reporter, the NY Post and on MTA’s website. No other supplier expressed an interest in competing for this contract.

## **Staff Summary**

A breakdown of the \$419,834 NTE amount includes (i) a fixed price of \$227,954 for quarterly scheduled maintenance and extended warranty service for both the ORION and TRMS systems, (ii) \$148,247 to provide and install upgrades of the existing TRMS-1 to allow for Measurement of Third Rail and Center of Track temperature and (iii) \$43,633 for spare parts and labor in the event of damage to the systems caused by accident and not covered by warranty service.

KLD's price for system maintenance and extended warranty represents a 3.8% annual increase over its most recent contract with LIRR. This equals the CPI-U (All Urban Consumers-U.S. City average) for that period. Accordingly, these prices have been determined to be fair and reasonable.

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

There are no D/M/WBE goals for this solicitation.

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

This contract will be funded by LIRR's operating budget.

### **V. ALTERNATIVES**

KLD is the Original Equipment Manufacturer of the ORION and TRMS subsystems, which are proprietary. KLD is the only known responsible source for these services.

MARCH 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)

- |    |   |              |                                      |
|----|---|--------------|--------------------------------------|
| 2. | <b>TBD</b><br><b>Competitive RFP</b><br><b>Contract No. TBD</b> | <b>\$TBD</b> | <u><i>Staff Summary Attached</i></u> |
|----|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of two Work Locomotives (Locomotives) to support LIRR's East Side Access (ESA) service to Grand Central Terminal (GCT).

- |    |   |              |                                      |
|----|---|--------------|--------------------------------------|
| 3. | <b>TBD</b><br><b>Competitive RFP</b><br><b>Contract No. TBD</b> | <b>\$TBD</b> | <u><i>Staff Summary Attached</i></u> |
|----|---|--------------|--------------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of Electric Multiple Units ("EMU's") to support LIRR's East Side Access service to Grand Central Terminal (hereinafter referred to as the M-9A "Railcars").

- |    |   |              |                                      |
|----|---|--------------|--------------------------------------|
| 4. | <b>TBD</b><br><b>Competitive RFP</b><br><b>Contract No. TBD</b> | <b>\$TBD</b> | <u><i>Staff Summary Attached</i></u> |
|----|---|--------------|--------------------------------------|

The 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 Design/Build construction contract for the Post Ave Bridge Replacement Project. The bridge replacement project is located on the Long Island Rail Road's Main Line, in the Village of Westbury, Nassau County, New York.

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

## Staff Summary



Long Island Rail Road

<b>Item Number: 2</b>					
<b>Dept &amp; Dept Head Name: Procurement &amp; Logistics, Dennis Mahon</b>					
<b>Division &amp; Division Head Name: Sr. Vice President-Operations David J. Kubicek</b>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	3/21/16	X		
2	MTA Board	3/23/16	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President	3	Sr. VP/ Engineering		
5	Executive VP	2	VP/CFO		
4	Sr. VP/Operations	1	VP/Gen'l Counsel & Sec'y		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
TBD	TBD
<b>Description</b>	
Purchase Two Work Locomotives	
<b>Total Amount</b>	
\$TBD	
<b>Contract Term (including Options, if any)</b>	
TBD	
<b>Options(s) included in Total Amount:</b>	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" 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 therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of two Work Locomotives (Locomotives) to support LIRR's East Side Access (ESA) service to Grand Central Terminal (GCT).

#### II. DISCUSSION:

LIRR seeks to move forward with the ESA Locomotives procurement to ensure the availability of these Locomotives to support opening day ESA service to GCT. The work consists of the design, manufacture, assembly, test and delivery of new diesel-electric Locomotives. The Locomotives, designated 3G-20 by the Railroad, shall be capable of operating at speeds up to 65 mph, in push and/or pull operation, in a single or multiple locomotive consist. The locomotives shall also be capable of controlling and being controlled by other locomotives in a multiple unit consist. These locomotives will primarily be used for yard switching and rescuing disabled trains from various locations throughout the LIRR.

These Locomotives were identified in the FTA/MTA Full Funding Grant Agreement (FFGA) for ESA, and therefore are required to follow FTA Procurement Guidelines, including Buy America requirements.

## Staff Summary



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

Because this Contract is subject to Federal Procurement guidelines, the FTA Transit Vehicle Manufacturer (TVM) program applies. Requirements for subcontracting with disadvantaged business entities will be enforced in accordance with the controlling FTA regulations.

### IV. IMPACT ON FUNDING:

This contract will be funded with MTA Capital Construction East Side Access Funds, which are anticipated to be included in the MTA's 2015-2019 Capital Program. No award will be made until the Capital Program has been approved.

### V. ALTERNATIVES:

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB method limits the Railroad's ability to have pre-award discussions with manufacturers, and as a result LIRR would lose the ability to consider factors such as proposer experience, plant capacity and locomotive reliability, in addition to price.

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

**Staff Summary**



<b>Item Number: 3</b>					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon 					
<b>Division &amp; Division Head Name:</b> Sr. Vice President-Operations David J. Kubicek 					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	3/21/16	X		
2	MTA Board	3/23/16	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President	3	Sr. VP/ Engineering		
5	Executive VP	2	VP/CFO		
4	Sr. VP/Operations	1	VP/Gen'l Counsel & Sec'y		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> TBD	<b>Contract Number</b> TBD
<b>Description</b>  Purchase 160 M-9A Railcars for ESA	
<b>Total Amount</b> \$TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Options(s) included in Total Amount:</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" 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 therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of Electric Multiple Units ("EMU's") to support LIRR's East Side Access service to Grand Central Terminal (hereinafter referred to as the M-9A "Railcars").

**II. DISCUSSION:**

In a Staff Summary dated December 2011, LIRR (jointly with Metro-North) received approval to solicit via the RFP process M-9 Cars for replacement of M-3 cars and for ridership growth. LIRR also at that time received approval to solicit East Side Access cars (M-9A cars) which were identified in the FTA/MTA Full Funding Grant Agreement (FFGA) for East Side Access (ESA), and therefore are required to follow FTA Procurement Guidelines, including Buy America requirements. However, due to funding limitations at that time, and based on discussions with FTA which did not sanction simultaneous M-9 and M-9A solicitations, the M-9A procurement was deferred to a later date.

LIRR now seeks to move forward with the M-9A procurement so as to ensure the availability of these cars to support opening day ESA service. The M-9A specification will be similar to the M-9 specification, although lessons-learned during the current M-9 contract will be applied. LIRR will seek to make further gains with respect to the use of "Commercial Off-the-Shelf" and other non-proprietary parts, significantly limiting future sole source procurements. M-9A cars will be purchased in a married pair configuration, as all of LIRR's shops facilities are designed to service married pairs.

## Staff Summary



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

Because this Contract is subject to Federal Procurement guidelines, the FTA Transit Vehicle Manufacturer (TVM) program applies. Requirements for subcontracting with disadvantaged business entities will be enforced in accordance with the controlling FTA regulations.

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

This contract will be funded with MTA Capital Construction East Side Access Funds, which are anticipated to be included in the MTA's 2015-2019 Capital Program. No award will be made unless and until such funding is fully approved and available.

### **V. ALTERNATIVES:**

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB method limits the Railroad's ability to have pre-award discussions with any carbuilder, and as a result LIRR would lose the ability to negotiate life cycle costs and improvements to the fleet. The RFP process also allows the Railroad to consider factors such as proposer experience, plant capacity and car system reliability, in addition to price.

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

**Staff Summary**



<b>Item Number: 4</b>					
<b>Dept/Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i> 4/8/16					
<b>Division/Division Head Name:</b> Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i>					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	LI Committee	3/21/16	X		
2	MTA Board	3/21/16	X		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
6	President <i>[Signature]</i>	3	Sr. VP/ Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP/CFO <i>[Signature]</i>		
4	Sr. VP/Operations <i>[Signature]</i>	1	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
TBD	6234
<b>Description</b> Design Build Services for Post Ave. Bridge Replacement	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> 560 Calendar Days	
<b>Options(s) included in Total Amount:</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative:**

**I. PURPOSE/RECOMMENDATION**

The 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 competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract for the Post Ave Bridge Replacement Project. The bridge replacement project is located on the Long Island Railroad's Main Line, in the Village of Westbury, Nassau County, New York.

**II. DISCUSSION**

The scope of work for this project consists of the replacement of the existing one-hundred year old Post Ave. Bridge. The bridge was built in 1914 as a **single** span which contains two tracks utilizing a steel-thru plate girder with solid concrete deck, and reinforced concrete support structures. The two track bridge is critical to the service reliability of the Long Island Railroad's Main Line Branch, which services approximately 200 LIRR passenger trains daily. The bridge exhibits significant deterioration in the concrete and steel elements due to weathering and corrosion as well as damage due to low roadway clearance (12ft.10in.) and vehicle strikes to the superstructure. The replacement bridge will be raised to 14ft. above the roadway to address the vehicle strike issue while bringing the structure back to a State of Good Repair. The new bridge will include a bay for a third track needed to accommodate plans for the future expansion of the Main Line Branch.

## Staff Summary



The LIRR is requesting to use the RFP method for a design/build procurement to ensure that the design is consistent with the necessary means and methods and to encourage the selected proposer to identify innovative construction methods to minimize impacts to the project schedule, LIRR operations, and the surrounding residential area. Furthermore, the competitive RFP procurement method allows the LIRR to negotiate with and evaluate contractors and proposal terms other than price alone based on technical capability, past performance and work experience in a railroad environment, qualifications of key personnel, safety record, and completion schedule as well as the contractor's approach to key components of the project such as site constraints, access issues, and bridge removal/replacement.

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

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

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

This contract will be funded by Federal Transit Administration Grant and LIRR's proposed 2015 to 2019 Capital Program Budget. However no contract will be awarded until the Capital Program has been 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, construction means and methods 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) delay meaningful dialogue with the Contractor until after award, thereby preventing the LIRR from being able to negotiate improvements to the construction schedule and incorporate more efficient means and methods for construction.

**MARCH 2016**

**MTA LONG ISLAND RAIL ROAD**

**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)

- |           |   |                      |                                      |
|-----------|---|----------------------|--------------------------------------|
| <b>5.</b> | <b>Advance Relocation and Storage, Inc.</b> | <b>\$50,178</b>      | <i><u>Staff Summary Attached</u></i> |
|           | <b>Contract No. 4000079269</b>              | <b>Not-to-Exceed</b> |                                      |

LIRR requests MTA Board ratification of a Miscellaneous Service contract in the amount of \$50,178 to Advance Relocation and Storage, Inc. (“The Advance Group”), for moving services required to relocate LIRR’s Procurement and Logistics Department (“P&L”) from 90-27 Sutphin Blvd. Jamaica, N.Y to 347 Madison Ave, N.Y. The duration of this contract was from 12/1/15 through 1/6/2016, and was issued pursuant to a “Ride” of MTAHQ’s competitively negotiated Miscellaneous Service Contract #12062 which was awarded pursuant to an e-procurement process and approved by the MTA Board in December 2012. The Advance Group was one of seven (7) firms that was pre-qualified and awarded a zero dollar contract to provide as-needed moving services for the MTA Agencies.

# Staff Summary



Item Number: 5

<b>Vendor Name (&amp; Location)</b> Advance Relocation and Storage, Inc. 195 Sweet Hollow Rd. Old Bethpage, N.Y.11804
<b>Description</b> Moving Services
<b>Contract Term (including Options, if any)</b> 12-01-2015 through 1-6-2016
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Ride
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Strategic Investments/Facilities Planning/D. Betty

Contact Number	AWO/Modification #
4000079269	
<b>Original Amount:</b>	\$50,178
<b>Prior Modifications:</b>	\$0
<b>Prior Budgetary Increases:</b>	\$0
<b>Current Amount:</b>	\$50,178
<b>This Request:</b>	\$50,178
<b>% of This Request to Current Amount:</b>	0%
<b>% of Modifications (including This Request) to Original Amount:</b>	0%

## Discussion:

LIRR requests MTA Board ratification of a Miscellaneous Service contract in the amount of \$50,178 to Advance Relocation and Storage, Inc. ("The Advance Group"), for moving services required to relocate LIRR's Procurement and Logistics Department ("P&L") from 90-27 Sutphin Blvd. Jamaica, N.Y to 347 Madison Ave, N.Y. The duration of this contract was from 12/1/15 through 1/6/2016, and was issued pursuant to a "Ride" of MTAHQ's competitively negotiated Miscellaneous Service Contract #12062 which was awarded pursuant to an e-procurement process and approved by the MTA Board in December 2012. The Advance Group was one of seven (7) firms that was pre-qualified and awarded a zero dollar contract to provide as-needed moving services for the MTA Agencies. MTA Department of Diversity and Civil Rights assigned zero M/WBE goals under MTAHQ's Contract.

In October 2015, the LIRR was advised it needed to (i) relocate LIRR's Procurement and Logistics Department from its Queens location due to the site's lease expiration date of December 31, 2015 and (ii) decommission the site returning it to its original state at the inception of the lease. LIRR's current contractor for moving services (Mazel) did not have the resources and the project management capabilities needed to complete the moving tasks within the pressing time constraints. The Advance Group was selected to provide these services for LIRR's relocation and decommissioning as it had demonstrated it had the expertise to plan, organize, coordinate and effectively execute the tasks during a similar recent relocation of Metro North Railroad's Procurement Department from 347 Madison Ave. to 420 Lexington Ave. N.Y. The Advance Group had the resources and equipment to accommodate performing the majority of the move over a defined weekend in order to minimize the disruption of work for LIRR P&L personnel, and to complete all of the moving services within a short timeframe.

The Advance Group's straight time rate of \$35.00 per hour for a mover was 16.6% lower than the \$42.00 rate in the LIRR's contract with Mazel. The driver's straight time rate of \$42.00 per hour was the same for both companies. In addition, there were no overtime rates included in the Mazel contract for weekend hours, during which the move was to take place. The Advance Group's straight and overtime rates for movers, drivers and supervisors were lower than four of the other pre-qualified firms on MTAHQ's list of contractors. The LIRR further negotiated a 20.8% discount (\$13,163.36) from The Advance Group's initial proposal of \$63,341.36 to \$50,178.00. Based on the aforementioned, pricing is deemed to be fair and reasonable.

This contract will be funded through LIRR's Operating Budget. It is recommended that the MTA Board ratify the award to Advance Relocation and Storage Group, Inc. in the amount of \$50,178 for moving services for the relocation of LIRR's P&L Department.



# LONG ISLAND RAIL ROAD



## Monthly Operating Report February 2016

Patrick Nowakowski  
President

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03/21/16 \*\*\*\*\*

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<b>Performance Summary</b>			<b>2016 Data</b>			<b>2015 Data</b>	
			Annual	YTD thru		YTD thru	
			Goal	Feb	Feb	Feb	Feb
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>92.3%</b>	<b>91.9%</b>	<b>86.8%</b>	<b>88.6%</b>
		AM Peak		93.9%	90.4%	76.5%	80.5%
		PM Peak		85.3%	86.9%	81.1%	82.3%
		<b>Total Peak</b>		<b>89.8%</b>	<b>88.7%</b>	<b>78.7%</b>	<b>81.4%</b>
		Off Peak Weekday		92.1%	92.2%	87.7%	88.8%
		Weekend		95.6%	94.9%	94.3%	95.6%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.3%</b>	<b>91.7%</b>	<b>86.4%</b>	<b>88.2%</b>
		AM Peak		95.2%	91.1%	74.5%	79.9%
		PM Peak		80.9%	83.8%	83.5%	82.5%
		<b>Total Peak</b>		<b>88.5%</b>	<b>87.7%</b>	<b>78.7%</b>	<b>81.1%</b>
		Off Peak Weekday		93.3%	92.8%	88.4%	89.0%
		Weekend		95.9%	95.2%	93.9%	96.4%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>96.1%</b>	<b>95.9%</b>	<b>92.8%</b>	<b>93.5%</b>
		AM Peak		92.3%	91.9%	79.9%	81.8%
		PM Peak		93.3%	94.7%	92.4%	91.8%
		<b>Total Peak</b>		<b>92.8%</b>	<b>93.2%</b>	<b>85.5%</b>	<b>86.3%</b>
		Off Peak Weekday		97.4%	96.9%	94.9%	94.6%
		Weekend		96.5%	96.6%	95.6%	97.6%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>89.5%</b>	<b>89.0%</b>	<b>83.3%</b>	<b>85.8%</b>
		AM Peak		96.7%	89.6%	71.2%	76.3%
		PM Peak		84.6%	84.6%	77.1%	78.2%
		<b>Total Peak</b>		<b>90.9%</b>	<b>87.2%</b>	<b>74.0%</b>	<b>77.2%</b>
		Off Peak Weekday		86.7%	86.5%	80.9%	83.5%
		Weekend		92.0%	93.0%	93.6%	94.3%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>94.4%</b>	<b>94.9%</b>	<b>92.0%</b>	<b>93.0%</b>
		AM Peak		95.5%	96.1%	88.9%	89.2%
		PM Peak		87.2%	88.9%	82.5%	86.8%
		<b>Total Peak</b>		<b>91.6%</b>	<b>92.7%</b>	<b>85.9%</b>	<b>88.1%</b>
		Off Peak Weekday		95.9%	96.0%	93.3%	93.1%
		Weekend		94.2%	95.1%	95.0%	96.8%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>93.0%</b>	<b>93.8%</b>	<b>90.1%</b>	<b>90.2%</b>
		AM Peak		92.5%	94.7%	78.5%	81.8%
		PM Peak		85.0%	87.3%	85.6%	85.2%
		<b>Total Peak</b>		<b>88.9%</b>	<b>91.2%</b>	<b>81.9%</b>	<b>83.4%</b>
		Off Peak Weekday		93.1%	93.8%	91.4%	90.4%
		Weekend		97.9%	96.5%	96.8%	96.8%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>91.4%</b>	<b>91.0%</b>	<b>83.9%</b>	<b>86.2%</b>
		AM Peak		87.5%	86.2%	71.7%	78.0%
		PM Peak		88.9%	90.4%	84.0%	82.4%
		<b>Total Peak</b>		<b>88.2%</b>	<b>88.2%</b>	<b>77.9%</b>	<b>80.2%</b>
		Off Peak Weekday		91.7%	91.8%	84.4%	85.3%
		Weekend		93.6%	91.8%	89.0%	93.2%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>91.6%</b>	<b>90.6%</b>	<b>86.4%</b>	<b>89.6%</b>
		AM Peak		97.9%	93.0%	79.7%	85.7%
		PM Peak		85.0%	82.9%	75.4%	78.5%
		<b>Total Peak</b>		<b>91.9%</b>	<b>88.4%</b>	<b>77.7%</b>	<b>82.4%</b>
		Off Peak Weekday		90.0%	90.2%	87.6%	90.5%
		Weekend		94.9%	93.9%	95.6%	96.8%

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	Feb	Feb	Feb	Feb
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>88.3%</b>	<b>87.5%</b>	<b>77.4%</b>	<b>82.0%</b>
	AM Peak		88.8%	83.7%	66.4%	72.4%
	PM Peak		83.6%	84.6%	74.4%	79.7%
	<b>Total Peak</b>		<b>86.3%</b>	<b>84.1%</b>	<b>70.2%</b>	<b>75.8%</b>
	Off Peak Weekday		84.0%	84.7%	71.9%	78.2%
	Weekend		98.8%	95.9%	95.6%	94.3%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>93.1%</b>	<b>93.2%</b>	<b>87.1%</b>	<b>89.4%</b>
	AM Peak		97.5%	92.2%	80.1%	83.9%
	PM Peak		80.5%	85.4%	71.2%	75.6%
	<b>Total Peak</b>		<b>88.8%</b>	<b>88.7%</b>	<b>75.5%</b>	<b>79.7%</b>
	Off Peak Weekday		92.2%	93.3%	87.1%	89.1%
	Weekend		99.6%	97.5%	98.8%	98.9%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>91.0%</b>	<b>89.3%</b>	<b>84.2%</b>	<b>85.6%</b>
	AM Peak		90.8%	84.3%	71.9%	75.3%
	PM Peak		91.7%	90.7%	86.5%	85.9%
	<b>Total Peak</b>		<b>91.2%</b>	<b>87.2%</b>	<b>78.8%</b>	<b>80.3%</b>
	Off Peak Weekday		90.2%	89.3%	86.2%	87.1%
	Weekend		92.7%	92.1%	87.6%	89.2%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>95.3%</b>	<b>95.0%</b>	<b>92.6%</b>	<b>93.2%</b>
	AM Peak		92.0%	92.1%	90.5%	88.9%
	PM Peak		90.0%	89.0%	78.1%	83.3%
	<b>Total Peak</b>		<b>90.9%</b>	<b>90.4%</b>	<b>83.7%</b>	<b>85.9%</b>
	Off Peak Weekday		97.4%	97.6%	97.0%	95.6%
	Weekend		96.3%	95.2%	94.4%	96.9%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>19,597</b>	<b>39,113</b>	<b>18,807</b>	<b>39,032</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-12.9	-14.7	-15.1	-14.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			258	671	683	1,064
<b>Trains Canceled</b>			438	704	190	450
<b>Trains Terminated</b>			137	198	52	169
<b>Percent of Scheduled Trips Completed</b>			97.1%	97.7%	98.7%	98.4%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	98.9%			
		PM Peak	98.7%			
		<b>Total Peak</b>	<b>98.8%</b>			

System Categories Of Delay	% Total	Jan	2016 Data		2015 Data		YTD 2016 Vs 2015
			Feb	YTD Thru Feb	Feb	YTD Thru Feb	
Engineering (Scheduled)	1.6%	66	24	90	6	12	78
Engineering (Unscheduled)	13.9%	153	209	356	209	332	24
Maintenance of Equipment	20.3%	78	306	384	165	328	56
Transportation	4.6%	29	70	99	71	83	16
Capital Projects	0.8%	7	12	19	10	11	8
Weather and Environmental	21.8%	865	329	1,209	1,183	2,032	(823)
Police	4.8%	100	72	172	176	342	(170)
Customers	15.6%	236	235	462	284	491	(29)
Other	7.7%	77	116	193	159	360	(167)
3rd Party Operations	8.9%	34	134	168	215	453	(285)
<b>Total</b>	<b>100.0%</b>	<b>1,645</b>	<b>1,507</b>	<b>3,152</b>	<b>2,478</b>	<b>4,444</b>	<b>(1,292)</b>

**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
2-Feb	Tues	Equipment door issue and subsequent delays				19	16		11	2		30	18	
4-Feb	Thurs	Amtrak related track circuit failure in C Interlocking				39	19		27	1	17	66	20	17
5-Feb	Fri	Winter storm	29	3		3			53		3	85	3	3
5-Feb	Fri	Train 553- rules violation					2		7	1	1	7	3	1
9-Feb	Tues	Amtrak signal trouble in Line 3, Penn Station				9	3		4	1		13	4	
9-Feb	Tues	Track circuit failure at Harold Interlocking	10									10		
9-Feb	Tues	Signal trouble/track circuit failures between Brook 2 and Dunton				11	2	2	2		2	13	2	4
10-Feb	Wed	Train 2062 with equipment trouble east of Woodside				20		1				20		1
11-Feb	Thurs	Signal trouble at Wreck Lead Bridge				7	1		1	2		8	3	
12-Feb	Fri	Train 1718 with equipment trouble in C Interlocking				27	51	1	19	7	17	46	58	18
13-Feb	Sat	Track circuit failure due to a broken rail at Nassau Interlocking							6	4		6	4	
14-Feb	Sun	Broken rail at Nassau Interlocking (From 2/13)							11	10		11	10	
14-Feb	Sun	Extreme cold weather conditions system wide							30	10	1	30	10	1
16-Feb	Tues	Train 813 with equipment trouble at Wreck Lead Bridge	7	1	1				4			11	1	1
16-Feb	Tues	Various weather related delays east of Hicksville				20	6		22	2	6	42	8	6
18-Feb	Thurs	Train 440 with equipment trouble at Bayside Station				9	4		9	2	1	18	6	1
19-Feb	Fri	Track condition at Babylon Interlocking due to a cracked frog							12			12		
24-Feb	Wed	Slow weather loading	6						4			10		
24-Feb	Wed	High winds				4			16			20		
25-Feb	Thurs	High winds	17	1					13			30	1	
25-Feb	Thurs	Loss of signal supervisory system at Harold Interlocking							31	1		31	1	
<b>TOTAL FOR MONTH</b>			<b>69</b>	<b>5</b>	<b>1</b>	<b>168</b>	<b>104</b>	<b>4</b>	<b>282</b>	<b>43</b>	<b>48</b>	<b>519</b>	<b>152</b>	<b>53</b>
													<b>724</b>	

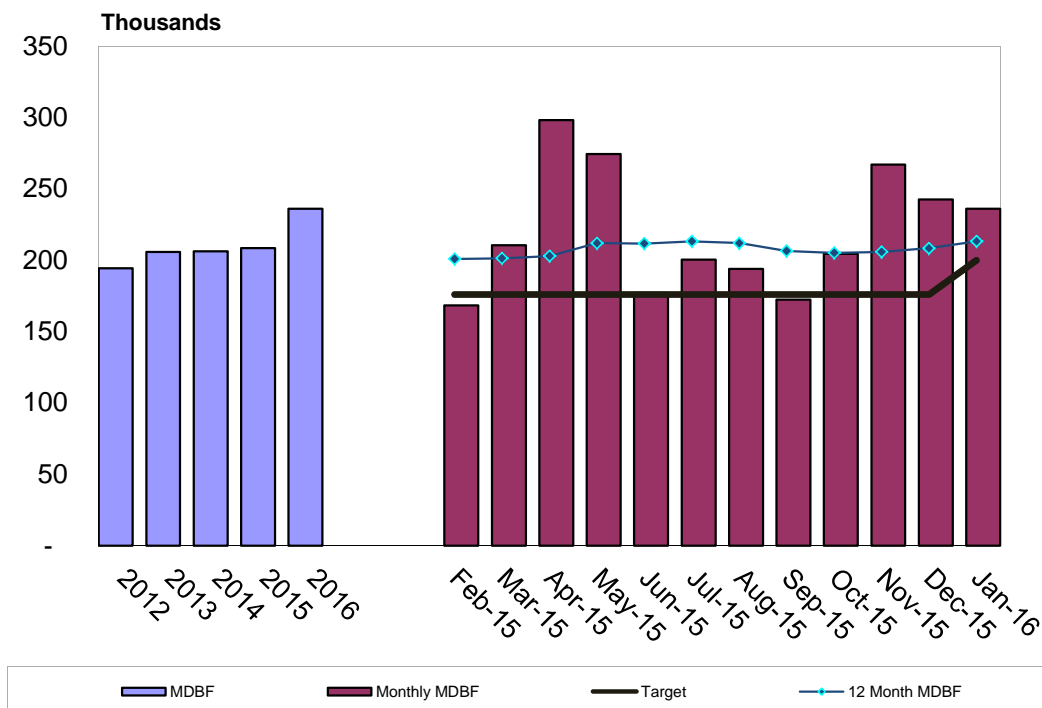
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES

	2016 Data							2015 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
<b>Mean Distance Between Failures</b>	M-3	150	75,000	117,485	4	117,485	65,986	63,742	8	63,742
	M-7	836	460,000	515,961	9	515,961	483,666	584,288	9	584,288
	DM	21	22,000	38,991	2	38,991	28,955	8,488	8	8,488
	DE	24	22,000	13,631	6	13,631	24,308	18,313	5	18,313
	C-3	134	100,000	157,384	4	157,384	124,897	100,400	7	100,400
	Diesel	179	60,000	65,775	12	65,775	72,906	43,113	20	43,113
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>236,115</b>	<b>25</b>	<b>236,115</b>	<b>213,174</b>	<b>179,211</b>	<b>37</b>	<b>179,211</b>

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

### ALL FLEETS Mean Distance Between Failure 2012 - 2016





### Standee Report

#### East Of Jamaica

East Of Jamaica			2016 Data	
			February	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	14	14
		Total Standees	14	14
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	21	0
		Total Standees	61	0
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	12	0
		Total Standees	12	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	29
		Total Standees	15	29
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	7	40	
	Total Standees	7	40	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			109	83

#### Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

			2016 Data February	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	12	21
		<b>Total Standees</b>	<b>12</b>	<b>21</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	Huntington Branch	Program Standees	10	0
		Add'l Standees	6	41
		<b>Total Standees</b>	<b>16</b>	<b>41</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>20</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	3	0
		<b>Total Standees</b>	<b>3</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	29
		<b>Total Standees</b>	<b>15</b>	<b>29</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	22	29
		<b>Total Standees</b>	<b>22</b>	<b>29</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	9	0
		<b>Total Standees</b>	<b>9</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>102</b>	<b>120</b>

**Definitions**

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

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

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

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

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

### ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF FEBRUARY 2016

Elevator Availability		2016		2015	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	99.30%	98.90%	95.60%	96.90%
	Far Rockaway Branch	99.50%	98.80%	98.10%	99.00%
	Hempstead Branch	99.80%	99.20%	99.10%	99.30%
	Long Beach Branch	99.80%	99.70%	99.40%	92.30%
	Port Jefferson Branch	99.10%	99.00%	99.60%	99.70%
	Port Washington Branch	99.40%	98.50%	99.00%	99.10%
	Ronkonkoma Branch	98.80%	98.20%	99.50%	99.60%
	City Terminal Stations	96.30%	96.90%	98.30%	97.00%
	Overall Average	98.40%	98.20%	98.58%	97.86%

Escalator Availability		2016		2015	
		February	Year to Date	February	Year to Date
Branch	Babylon Branch	96.30%	97.40%	98.60%	97.70%
	Far Rockaway Branch	97.90%	97.70%	99.30%	99.00%
	Hempstead Branch	90.10%	94.60%	98.70%	99.20%
	Long Beach Branch	97.30%	98.10%	99.20%	98.50%
	Port Jefferson Branch	97.50%	96.90%	95.70%	96.60%
	City Terminal	98.80%	99.40%	100.00%	99.90%
	Overall Average	97.50%	98.20%	98.58%	98.48%

**ELEVATOR AND ESCALATOR INJURY/ENTRAPMENT REPORT  
FOR MONTH OF FEBRUARY 2016**

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
<b>Ronkonkoma</b>	0	0	2

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Penn Station</b>	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.

# Safety Report

Statistical results for the 12-Month period are shown below.

Performance			
Performance Indicator	12-Month Average		
	February 2014- January 2015	February 2015- January 2016	% Change
FRA Reportable Customer Accident Rate per Million Customers	4.69	4.43	-5.5%
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.94	3.41	-13.5%
Grade Crossing Incidents <sup>1</sup>	4	13	225%
Mainline FRA Reportable Train Derailments	0	0	0%
Mainline FRA Reportable Train Collisions	1	2	100%

<sup>1</sup> Per FRA - Any impact between railroad on-track equipment and a highway user at a highway-rail grade crossing. The term "highway user" includes automobiles, buses, trucks, motorcycles, bicycles, farm vehicles, pedestrians, and all other modes of surface transportation motorized and un-motorized.

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	January	Year end	January	Year to Date
Total Reports Received	0	90	10	10
Total Reports Reviewed by PRT	0	64	6	6
Total Reports that Meet C3RS Program Criteria	0	22	6	6
Total Corrective Actions being Developed	0	4	6	6
Total Corrective Actions Implemented	0	0	0	0
Customer and Community: Focus on Grade Crossings	January	Year to Date	January	Year to Date
Broken Gates	9	9	9	9
MTA Police Details	5	5	63	63
Summons	14	14	127	127
Warnings	12	12	108	108
Community Education and Outreach	9,610	9,610	8703	8703
			Goal	YTD as % of Goal
Cameras on Rolling Stock	Scheduled to Begin in August		TBD	TBD

## Definitions:

**Confidential Close Call Reporting System (C3RS)** - Labor, Management, and Federal Railroad Administration (FRA) partnership designed to enhance safety through analysis of confidential reports of employee close calls. The Peer Review Team (PRT) meets to review reports and recommend corrective actions.

**Broken Gates** - The number of events at grade crossing locations where a vehicle broke a crossing gate.

**MTA Police Detail** - The number of details specifically for the purpose of monitoring behavior at Grade Crossings.

**Summons for Grade Crossing Violation and other Infractions**- The number of violations issued to a motorist for going around a crossing gate or due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Warnings** - The number of warnings issued to motorists due to behavior that put the motorist at risk (i.e. cell phone use, etc.).

**Community Education and Outreach** - The number of participants who attended a TRACKS, Operation LifeSaver, or Railroad Safety Awareness Event.

**Cameras on Rolling Stock** - Number of complete camera installations.



# **Long Island Rail Road**

## **Monthly Financial Report**

**January 2016**

**MTA LONG ISLAND RAIL ROAD  
JANUARY 2016 FINANCIAL REPORT  
YEAR TO DATE ACTUAL VERSUS ADOPTED BUDGET  
(\$ In Millions)**

**SUMMARY**

January YTD operating results were favorable by \$10.4 million or 10.3% lower than the Adopted Budget.

Non-Reimbursable revenues through January were \$(0.4) million or (0.7)% below the Adopted Budget due to lower ridership as a result of winter storm Jonas and timing of other operating revenues. Total Non-Reimbursable expenses through January were \$10.8 million lower than projected due to timing of non-payroll related expenses of \$10.8 million and lower payroll and associated fringe costs \$2.5 million due to vacant positions and fewer retiree/beneficiaries, partially offset by overtime primarily associated with winter storm Jonas \$(1.9) million and higher FELA Reserves \$(1.2) million.

YTD capital and other reimbursable expenditures (and reimbursements) were \$(0.6) million lower than the Adopted Budget due to the timing of capital project activity, partially offset by interagency reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date January **Total Revenues** (including Capital and Other Reimbursements) of \$73.1 were \$(1.0) or (1.3%) unfavorable to budget.

- **Y-T-D Farebox Revenues** were \$(0.2) unfavorable to budget due to lower ridership as a result of winter storm Jonas. Ridership through January was 6.5 million. This was 4.5% above 2015 (adjusted for same number of calendar work days) and (0.7)% lower than the 2016 budget.
- **Y-T-D Other Operating Revenues** were \$(0.2) unfavorable to budget due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(0.6) unfavorable to budget due to timing of capital activity, partially offset by interagency reimbursements.

**EXPENSES**

Year-to-date January **Total Expenses** (including depreciation and other) of \$164.1 were favorable to budget by \$11.4 or 6.5%.

**Labor Expenses**, \$(2.2) unfavorable Y-T-D.

- **Payroll**, \$1.4 favorable Y-T-D (primarily vacant positions).
- **Overtime**, \$(2.3) unfavorable Y-T-D (higher weather, maintenance and capital project activity, partially offset by vacancy/absentee coverage and lower scheduled/unscheduled service overtime).
- **Health & Welfare**, \$0.2 favorable Y-T-D (primarily vacant positions).
- **OPEB Current Payment**, \$0.6 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(2.0) unfavorable Y-T-D (higher FELA indemnity Reserves).

**Non-Labor Expenses**, \$11.8 favorable Y-T-D.

- **Electric Power**, \$(0.3) unfavorable Y-T-D (timing of expenses for facility related electric).
- **Fuel**, \$0.8 favorable Y-T-D (timing of non-revenue vehicle gasoline).
- **Insurance**, \$0.2 favorable Y-T-D (timing).
- **Maintenance and Other Operating Contracts**, \$3.0 favorable Y-T-D (primarily prior period accrual reversals and timing of joint facilities expenses).
- **Professional Services**, \$0.9 favorable Y-T-D (prior period accrual reversals and timing of MTA chargebacks, M-7 Propulsion consultant and other professional services).

- **Materials and Supplies**, \$6.9 favorable Y-T-D (primarily lower running repair for revenue fleet, timing of modifications for revenue fleet and timing of capital project activity).
- **Other Business Expenses**, \$0.2 favorable Y-T-D (timing).

**Depreciation and Other**, \$1.8 favorable Y-T-D (favorable Depreciation and Other Post Employment Benefits).

### **CASH DEFICIT SUMMARY**

The Cash Deficit through January of \$50.3 million was \$26.1 favorable to budget due to higher receipts and lower expenses.

### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 46.8%, 3.6 percentage points above the budget resulting from lower expenses, partially offset by lower revenue.
- Through January, the Adjusted Farebox Operating Ratio was 55.6%, which is favorable to budget due to lower expenses, partially offset by lower revenue.
- Through January, the Adjusted Cost per Passenger was \$15.84, which is lower than budget due to lower expenses, partially offset by lower ridership.
- Through January, the Revenue per Passenger was \$8.32, which is greater than budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2016**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$53.946	\$53.715	(\$0.231)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$53.946	\$53.715	(\$0.231)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.535	3.366	(0.169)	(4.8)	0.000	0.000	0.000	-	3.535	3.366	(0.169)	(4.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	16.614	16.054	(0.560)	(3.4)	16.614	16.054	(0.560)	(3.4)
<b>Total Revenue</b>	<b>\$57.481</b>	<b>\$57.081</b>	<b>(\$0.400)</b>	<b>(0.7)</b>	<b>\$16.614</b>	<b>\$16.054</b>	<b>(\$0.560)</b>	<b>(3.4)</b>	<b>\$74.095</b>	<b>\$73.134</b>	<b>(\$0.961)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.990	\$44.576	\$1.414	3.1	\$5.906	\$5.931	(\$0.025)	(0.4)	\$51.896	\$50.508	\$1.388	2.7
Overtime	10.174	12.093	(1.919)	(18.9)	1.177	1.578	(0.401)	(34.0)	11.351	13.670	(2.319)	(20.4)
Health and Welfare	9.097	8.643	0.454	5.0	1.167	1.434	(0.267)	(22.9)	10.264	10.077	0.187	1.8
OPEB Current Payment	5.558	4.947	0.611	11.0	0.000	0.000	0.000	-	5.558	4.947	0.611	11.0
Pensions	11.584	10.955	0.629	5.4	1.895	2.524	(0.629)	(33.2)	13.479	13.480	(0.001)	(0.0)
Other Fringe Benefits	11.888	13.687	(1.799)	(15.1)	1.193	1.442	(0.249)	(20.8)	13.081	15.129	(2.048)	(15.7)
Reimbursable Overhead	(1.005)	(1.921)	0.916	91.2	1.005	1.921	(0.916)	(91.2)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$93.286</b>	<b>\$92.979</b>	<b>\$0.307</b>	<b>0.3</b>	<b>\$12.343</b>	<b>\$14.830</b>	<b>(\$2.487)</b>	<b>(20.2)</b>	<b>\$105.629</b>	<b>\$107.809</b>	<b>(\$2.180)</b>	<b>(2.1)</b>
<i>Non-Labor:</i>												
Electric Power	\$7.183	\$7.335	(\$0.152)	(2.1)	\$0.000	\$0.094	(\$0.094)	-	\$7.183	\$7.429	(\$0.246)	(3.4)
Fuel	1.552	0.791	0.761	49.1	0.000	0.000	0.000	-	1.552	0.791	0.761	49.1
Insurance	2.045	1.905	0.140	6.8	0.346	0.322	0.024	6.9	2.391	2.227	0.164	6.8
Claims	0.359	0.256	0.103	28.8	0.000	0.000	0.000	-	0.359	0.256	0.103	28.8
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	5.633	4.116	1.517	26.9	1.420	(0.094)	1.514	*	7.053	4.022	3.031	43.0
Professional Service Contracts	1.924	1.066	0.858	44.6	0.103	0.060	0.043	41.4	2.027	1.126	0.901	44.4
Materials & Supplies	11.838	6.542	5.296	44.7	2.386	0.796	1.590	66.7	14.224	7.337	6.887	48.4
Other Business Expenses	1.242	1.057	0.185	14.9	0.016	0.045	(0.029)	*	1.258	1.103	0.155	12.3
<b>Total Non-Labor Expenses</b>	<b>\$31.776</b>	<b>\$23.067</b>	<b>\$8.709</b>	<b>27.4</b>	<b>\$4.271</b>	<b>\$1.223</b>	<b>\$3.048</b>	<b>71.4</b>	<b>\$36.047</b>	<b>\$24.291</b>	<b>\$11.756</b>	<b>32.6</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$125.062</b>	<b>\$116.046</b>	<b>\$9.016</b>	<b>7.2</b>	<b>\$16.614</b>	<b>\$16.054</b>	<b>\$0.560</b>	<b>3.4</b>	<b>\$141.676</b>	<b>\$132.100</b>	<b>\$9.576</b>	<b>6.8</b>
<i>Depreciation</i>												
Depreciation	\$27.254	\$25.878	\$1.376	5.0	\$0.000	\$0.000	\$0.000	-	\$27.254	\$25.878	\$1.376	5.0
Other Post Employment Benefits	6.395	5.988	0.407	6.4	0.000	0.000	0.000	-	\$6.395	5.988	0.407	6.4
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
<b>Total Expenses</b>	<b>\$158.878</b>	<b>\$148.079</b>	<b>\$10.799</b>	<b>6.8</b>	<b>\$16.614</b>	<b>\$16.054</b>	<b>\$0.560</b>	<b>3.4</b>	<b>\$175.492</b>	<b>\$164.133</b>	<b>\$11.359</b>	<b>6.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$101.397)</b>	<b>(\$90.999)</b>	<b>\$10.398</b>	<b>10.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$101.397)</b>	<b>(\$90.999)</b>	<b>\$10.398</b>	<b>10.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.254	\$25.878	(\$1.376)	(5.0)	\$0.000	\$0.000	\$0.000	-	\$27.254	\$25.878	(\$1.376)	(5.0)
Operating/Capital	(0.313)	0.925	1.238	*	0.000	0.000	0.000	-	(0.313)	0.925	1.238	*
Other Cash Adjustments	(1.865)	13.931	15.796	*	0.000	0.000	0.000	-	(1.865)	13.931	15.796	*
<b>Total Cash Conversion Adjustments</b>	<b>\$25.076</b>	<b>\$40.734</b>	<b>\$15.658</b>	<b>62.4</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$25.076</b>	<b>\$40.734</b>	<b>\$15.658</b>	<b>62.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$76.321)</b>	<b>(\$50.265)</b>	<b>\$26.056</b>	<b>34.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$76.321)</b>	<b>(\$50.265)</b>	<b>\$26.056</b>	<b>34.1</b>

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**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$53.946	\$53.715	(\$0.231)	(0.4)	\$0.000	\$0.000	\$0.000	-	\$53.946	\$53.715	(\$0.231)	(0.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.535	3.366	(0.169)	(4.8)	0.000	0.000	0.000	-	3.535	3.366	(0.169)	(4.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	16.614	16.054	(0.560)	(3.4)	16.614	16.054	(0.560)	(3.4)
<b>Total Revenue</b>	<b>\$57.481</b>	<b>\$57.081</b>	<b>(\$0.400)</b>	<b>(0.7)</b>	<b>\$16.614</b>	<b>\$16.054</b>	<b>(\$0.560)</b>	<b>(3.4)</b>	<b>\$74.095</b>	<b>\$73.134</b>	<b>(\$0.961)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$45.990	\$44.576	\$1.414	3.1	\$5.906	\$5.931	(\$0.025)	(0.4)	\$51.896	\$50.508	\$1.388	2.7
Overtime	10.174	12.093	(1.919)	(18.9)	1.177	1.578	(0.401)	(34.0)	11.351	13.670	(2.319)	(20.4)
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Pensions	11.584	10.955	0.629	5.4	1.895	2.524	(0.629)	(33.2)	13.479	13.480	(0.001)	(0.0)
Other Fringe Benefits	11.888	13.687	(1.799)	(15.1)	1.193	1.442	(0.249)	(20.8)	13.081	15.129	(2.048)	(15.7)
Reimbursable Overhead	(1.005)	(1.921)	0.916	91.2	1.005	1.921	(0.916)	(91.2)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$93.286</b>	<b>\$92.979</b>	<b>\$0.307</b>	<b>0.3</b>	<b>\$12.343</b>	<b>\$14.830</b>	<b>(\$2.487)</b>	<b>(20.2)</b>	<b>\$105.629</b>	<b>\$107.809</b>	<b>(\$2.180)</b>	<b>(2.1)</b>
<i>Non-Labor:</i>												
Electric Power	\$7.183	\$7.335	(\$0.152)	(2.1)	\$0.000	\$0.094	(\$0.094)	-	\$7.183	\$7.429	(\$0.246)	(3.4)
Fuel	1.552	0.791	0.761	49.1	0.000	0.000	0.000	-	1.552	0.791	0.761	49.1
Insurance	2.045	1.905	0.140	6.8	0.346	0.322	0.024	6.9	2.391	2.227	0.164	6.8
Claims	0.359	0.256	0.103	28.8	0.000	0.000	0.000	-	0.359	0.256	0.103	28.8
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	5.633	4.116	1.517	26.9	1.420	(0.094)	1.514	*	7.053	4.022	3.031	43.0
Professional Service Contracts	1.924	1.066	0.858	44.6	0.103	0.060	0.043	41.4	2.027	1.126	0.901	44.4
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Other Business Expenses	1.242	1.057	0.185	14.9	0.016	0.045	(0.029)	*	1.258	1.103	0.155	12.3
<b>Total Non-Labor Expenses</b>	<b>\$31.776</b>	<b>\$23.067</b>	<b>\$8.709</b>	<b>27.4</b>	<b>\$4.271</b>	<b>\$1.223</b>	<b>\$3.048</b>	<b>71.4</b>	<b>\$36.047</b>	<b>\$24.291</b>	<b>\$11.756</b>	<b>32.6</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$125.062</b>	<b>\$116.046</b>	<b>\$9.016</b>	<b>7.2</b>	<b>\$16.614</b>	<b>\$16.054</b>	<b>\$0.560</b>	<b>3.4</b>	<b>\$141.676</b>	<b>\$132.100</b>	<b>\$9.576</b>	<b>6.8</b>
Depreciation	\$27.254	\$25.878	1.376	5.0	\$0.000	\$0.000	\$0.000	-	\$27.254	\$25.878	\$1.376	5.0
Other Post Employment Benefits	6.395	5.988	0.407	6.4	0.000	0.000	0.000	-	6.395	5.988	0.407	6.4
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
<b>Total Expenses</b>	<b>\$158.878</b>	<b>\$148.079</b>	<b>\$10.799</b>	<b>6.8</b>	<b>\$16.614</b>	<b>\$16.054</b>	<b>\$0.560</b>	<b>3.4</b>	<b>\$175.492</b>	<b>\$164.133</b>	<b>\$11.359</b>	<b>6.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$101.397)</b>	<b>(\$90.999)</b>	<b>\$10.398</b>	<b>10.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$101.397)</b>	<b>(\$90.999)</b>	<b>\$10.398</b>	<b>10.3</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.254	\$25.878	(\$1.376)	(5.0)	\$0.000	\$0.000	\$0.000	-	\$27.254	\$25.878	(\$1.376)	(5.0)
Operating/Capital	(0.313)	0.925	1.238	*	0.000	0.000	0.000	-	(0.313)	0.925	1.238	*
Other Cash Adjustments	(1.865)	13.931	15.796	*	0.000	0.000	0.000	-	(1.865)	13.931	15.796	*
<b>Total Cash Conversion Adjustments</b>	<b>\$25.076</b>	<b>\$40.734</b>	<b>\$15.658</b>	<b>62.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$25.076</b>	<b>\$40.734</b>	<b>\$15.658</b>	<b>62.4</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$76.321)</b>	<b>(\$50.265)</b>	<b>\$26.056</b>	<b>34.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$76.321)</b>	<b>(\$50.265)</b>	<b>\$26.056</b>	<b>34.1</b>

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**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2016					Year-to-Date January 2016		
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.	(0.231)	(0.4)	Lower ridership \$(0.374), partially offset by higher yield per passenger \$0.143.	(0.231)	(0.4)	
Other Operating Revenue	Non Reimb.	(0.169)	(4.8)	Primarily due to lower rental revenue and timing of freight and miscellaneous revenue, partially offset by timing of advertising revenue.	(0.169)	(4.8)	
Capital & Other Reimbursements	Reimb.	(0.560)	(3.4)	Timing of capital project activity	(0.560)	(3.4)	

Expenses							
Payroll	Non Reimb.	1.414	3.1	Vacant positions.	1.414	3.1	
	Reimb.	(0.025)	(0.4)	Primarily due to timing of project activity.	(0.025)	(0.4)	
Overtime	Non Reimb.	(1.919)	(18.9)	Higher weather-related and maintenance overtime, partially offset by lower scheduled/unscheduled service.	(1.919)	(18.9)	
	Reimb.	(0.401)	(34.0)	Over-run attributed to annual track program and Atlantic tunnel mitigation resulting from latest project schedule requirements.	(0.401)	(34.0)	
Health and Welfare	Non Reimb.	0.454	5.0	Vacant positions.	0.454	5.0	
	Reimb.	(0.267)	(22.9)	Primarily due to timing of project activity.	(0.267)	(22.9)	
OPEB Current Payment	Non Reimb.	0.611	11.0	Fewer retirees/beneficiaries.	0.611	11.0	

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2016					Year-to-Date January 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.629	5.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.629	5.4	
	Reimb.	(0.629)	(33.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.629)	(33.2)	
Other Fringe Benefits	Non Reimb.	(1.799)	(15.1)	Higher FELA reserves.	(1.799)	(15.1)	
	Reimb.	(0.249)	(20.8)	Primarily due to timing of project activity.	(0.249)	(20.8)	
Electric Power	Non Reimb.	(0.152)	(2.1)	Primarily accrual adjustments.	(0.152)	(2.1)	
	Reimb.	(0.094)	-		(0.094)	-	
Fuel	Non Reimb.	0.761	49.1	Timing of non-revenue vehicle fuel.	0.761	49.1	
Insurance	Non Reimb.	0.140	6.8	Timing.	0.140	6.8	
	Reimb.	0.024	6.9	Force Account Insurance associated with project activity.	0.024	6.9	
Claims	Non Reimb.	0.103	28.8	Decrease in legal claims.	0.103	28.8	

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2016					Year-to-Date January 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.517	26.9	Primarily timing of payments/accruals for joint facilities, security-related activities and company wide maintenance contracts.	1.517	26.9	
	Reimb.	1.514	*	Primarily due to timing of project activity.	1.514	*	
Professional Service Contracts	Non Reimb.	0.858	44.6	Primarily prior period accrual reversals and timing of MTA chargebacks, M-7 Propulsion consultant and other Professional Services.	0.858	44.6	
	Reimb.	0.043	41.4	Primarily due to timing of project activity.	0.043	41.4	
Materials & Supplies	Non Reimb.	5.296	44.7	Primarily due to higher reclaims of pool material, delayed fleet modifications (Drop Sash Window, 250MZ, cameras and gate units), RCM (propulsion, phase 3 doors and diesel 15 year) and lower running repair in the support shops for M-3 fleet.	5.296	44.7	
	Reimb.	1.590	66.7	Primarily due to timing of project activity.	1.590	66.7	

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2016					Year-to-Date January 2016		
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.	0.185	14.9	Lower expenses for office supplies, bad debt and credit card expenses.	0.185	14.9	
	Reimb.	(0.029)	*	Primarily due to timing project activity.	(0.029)	*	
Depreciation	Non Reimb.	1.376	5.0	Based on certain capital assets being fully depreciated.	1.376	5.0	
Other Post Employment Benefits	Non Reimb.	0.407	6.4	Primarily due to timing of payments.	0.407	6.4	
Environmental Remediation	Non Reimb.	0.000	0.2		0.000	0.2	

Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>January 2016</b> (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$55.717	\$53.315	(\$2.402)	(4.3)	\$55.717	\$53.315	(\$2.402)	(4.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.316	8.229	5.913	*	2.316	8.229	5.913	*
Capital & Other Reimbursements	14.277	15.077	0.800	5.6	14.277	15.077	0.800	5.6
<b>Total Receipts</b>	<b>\$72.310</b>	<b>\$76.622</b>	<b>\$4.312</b>	<b>6.0</b>	<b>\$72.310</b>	<b>\$76.622</b>	<b>\$4.312</b>	<b>6.0</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$46.726	\$49.134	(\$2.408)	(5.2)	\$46.726	\$49.134	(\$2.408)	(5.2)
Overtime	12.468	9.546	2.922	23.4	12.468	9.546	2.922	23.4
Health and Welfare	10.263	1.538	8.725	85.0	10.263	1.538	8.725	85.0
OPEB Current Payment	5.558	2.269	3.289	59.2	5.558	2.269	3.289	59.2
Pensions	13.615	13.490	0.125	0.9	13.615	13.490	0.125	0.9
Other Fringe Benefits	13.926	13.353	0.573	4.1	13.926	13.353	0.573	4.1
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$102.556</b>	<b>\$89.330</b>	<b>\$13.226</b>	<b>12.9</b>	<b>\$102.556</b>	<b>\$89.330</b>	<b>\$13.226</b>	<b>12.9</b>
<i>Non-Labor:</i>								
Electric Power	\$7.183	\$7.042	\$0.141	2.0	\$7.183	\$7.042	\$0.141	2.0
Fuel	1.552	0.837	0.715	46.0	1.552	0.837	0.715	46.0
Insurance	8.985	6.486	2.499	27.8	8.985	6.486	2.499	27.8
Claims	0.144	0.098	0.046	31.6	0.144	0.098	0.046	31.6
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.053	4.723	2.330	33.0	7.053	4.723	2.330	33.0
Professional Service Contracts	2.508	2.908	(0.400)	(16.0)	2.508	2.908	(0.400)	(16.0)
Materials & Supplies	15.675	13.327	2.348	15.0	15.675	13.327	2.348	15.0
Other Business Expenses	1.204	1.134	0.070	5.8	1.204	1.134	0.070	5.8
<b>Total Non-Labor Expenditures</b>	<b>\$44.304</b>	<b>\$36.558</b>	<b>\$7.746</b>	<b>17.5</b>	<b>\$44.304</b>	<b>\$36.558</b>	<b>\$7.746</b>	<b>17.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.771	\$1.815	(\$0.044)	(2.5)	\$1.771	\$1.815	(\$0.044)	(2.5)
<b>Total Other Expenditure Adjustments</b>	<b>\$1.771</b>	<b>\$1.815</b>	<b>(\$0.044)</b>	<b>(2.5)</b>	<b>\$1.771</b>	<b>\$1.815</b>	<b>(\$0.044)</b>	<b>(2.5)</b>
<b>Total Expenditures</b>	<b>\$148.631</b>	<b>\$127.704</b>	<b>\$20.927</b>	<b>14.1</b>	<b>\$148.631</b>	<b>\$127.704</b>	<b>\$20.927</b>	<b>14.1</b>
Cash Timing and Availability Adjustment	0.000	0.817	0.817	-	0.000	0.817	0.817	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$76.321)</b>	<b>(\$50.265)</b>	<b>\$26.056</b>	<b>34.1</b>	<b>(\$76.321)</b>	<b>(\$50.265)</b>	<b>\$26.056</b>	<b>34.1</b>
<b>Subsidies</b>								
<b>MTA</b>	<b>76.321</b>	<b>50.263</b>	<b>(26.058)</b>	<b>(34.1)</b>	<b>76.321</b>	<b>50.263</b>	<b>(26.058)</b>	<b>(34.1)</b>

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	January 2016			Year-to-Date as of January 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(2.402)	(4.3)	Lower advance sales impact \$(2.026), lower ridership \$(0.374), and lower Metrocard/AirTrain sales \$(0.145), partially offset by higher yields \$0.143.	(2.402)	(4.3)	
Other Operating Revenue	5.913	*	Primarily due to the collection of 2015 intercompany receipts.	5.913	*	
Capital and Other Reimbursements	0.800	5.6	Timing of activity and reimbursement for capital and other reimbursements.	0.800	5.6	
<b>Expenditures</b>						
Labor:						
Payroll	(2.408)	(5.2)	Primarily due to the timing of tax payments.	(2.408)	(5.2)	
Overtime	2.922	23.4	Primarily due to lower vacancy/absentee coverage and lower scheduled/unscheduled service, and the timing of weather-related overtime payments into February, partially offset by higher maintenance, the timing of tax payments and project overtime.	2.922	23.4	
Health and Welfare	8.725	85.0	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015.	8.725	85.0	
OPEB Current Payment	3.289	59.2	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015.	3.289	59.2	
Pensions	0.125	0.9		0.125	0.9	
Other Fringe Benefits	0.573	4.1	Primarily the timing of FELA payments.	0.573	4.1	
Non-Labor:						
Electric Power	0.141	2.0	Primarily due to the timing of payments.	0.141	2.0	
Fuel	0.715	46.0	Primarily due to lower rates.	0.715	46.0	

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS**

Table 5

Generic Revenue or Expense Category	January 2016			Year-to-Date as of January 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Insurance	2.499	27.8	Timing of insurance premium payments.	2.499	27.8	
Claims	0.046	31.6	Timing of payments for claims.	0.046	31.6	
Maintenance and Other Operating Contracts	2.330	33.0	Timing of payments.	2.330	33.0	
Professional Service Contracts	(0.400)	(16.0)	Primarily the timing of payments for consulting services.	(0.400)	(16.0)	
Materials and Supplies	2.348	15.0	Primarily the timing of program, production plan, and operating funded capital material and supplies.	2.348	15.0	
Other Business Expenses	0.070	5.8	Timing of payments.	0.070	5.8	
Other Expenditure Adjustments	(0.044)	(2.5)	Higher Metrocard/AirTrain pass through payments.	(0.044)	(2.5)	

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
January 2016								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.771	(\$0.399)	(\$2.170)	*	\$1.771	(\$0.399)	(\$2.170)	*
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.219)	4.863	6.082	*	(1.219)	4.863	6.082	*
Capital & Other Reimbursements	(2.337)	(0.976)	1.361	58.2	(2.337)	(0.976)	1.361	58.2
<b>Total Receipts</b>	<b>(\$1.785)</b>	<b>\$3.487</b>	<b>\$5.272</b>	<b>*</b>	<b>(\$1.785)</b>	<b>\$3.487</b>	<b>\$5.272</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$5.170	\$1.373	(\$3.797)	(73.4)	\$5.170	\$1.373	(\$3.797)	(73.4)
Overtime	(1.117)	4.124	5.241	*	(1.117)	4.124	5.241	*
Health and Welfare	0.001	8.538	8.537	*	0.001	8.538	8.537	*
OPEB Current Payment	0.000	2.678	2.678	-	0.000	2.678	2.678	-
Pensions	(0.136)	(0.010)	0.126	92.6	(0.136)	(0.010)	0.126	92.6
Other Fringe Benefits	(0.845)	1.776	2.621	*	(0.845)	1.776	2.621	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$3.073</b>	<b>\$18.479</b>	<b>\$15.406</b>	<b>*</b>	<b>\$3.073</b>	<b>\$18.479</b>	<b>\$15.406</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.387	\$0.387	-	\$0.000	\$0.387	\$0.387	-
Fuel	0.000	(0.047)	(0.047)	-	0.000	(0.047)	(0.047)	-
Insurance	(6.594)	(4.259)	2.335	35.4	(6.594)	(4.259)	2.335	35.4
Claims	0.215	0.157	(0.058)	(26.9)	0.215	0.157	(0.058)	(26.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(0.701)	(0.701)	-	0.000	(0.701)	(0.701)	-
Professional Service Contracts	(0.481)	(1.782)	(1.301)	*	(0.481)	(1.782)	(1.301)	*
Materials & Supplies	(1.451)	(5.990)	(4.539)	*	(1.451)	(5.990)	(4.539)	*
Other Business Expenses	0.054	(0.032)	(0.086)	*	0.054	(0.032)	(0.086)	*
<b>Total Non-Labor Expenditures</b>	<b>(\$8.257)</b>	<b>\$12.267</b>	<b>(\$4.010)</b>	<b>(48.6)</b>	<b>(\$8.257)</b>	<b>\$12.267</b>	<b>(\$4.010)</b>	<b>(48.6)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.771)	(\$1.815)	(\$0.044)	(2.5)	(\$1.771)	(\$1.815)	(\$0.044)	(2.5)
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.771)</b>	<b>(\$1.815)</b>	<b>(\$0.044)</b>	<b>(2.5)</b>	<b>(\$1.771)</b>	<b>(\$1.815)</b>	<b>(\$0.044)</b>	<b>(2.5)</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$6.955)</b>	<b>\$4.397</b>	<b>\$11.352</b>	<b>*</b>	<b>(\$6.955)</b>	<b>\$4.397</b>	<b>\$11.352</b>	<b>*</b>
Depreciation Adjustment	\$27.254	\$25.878	(\$1.376)	(5.0)	\$27.254	\$25.878	(\$1.376)	(5.0)
Other Post Employment Benefits	6.395	5.988	(0.407)	(6.4)	6.395	5.988	(0.407)	(6.4)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.167	0.167	(0.000)	(0.2)
<b>Total Expenditures</b>	<b>\$26.861</b>	<b>\$36.430</b>	<b>\$9.569</b>	<b>35.6</b>	<b>\$26.861</b>	<b>\$36.430</b>	<b>\$9.569</b>	<b>35.6</b>
Cash Timing and Availability Adjustment	0.000	0.817	0.817	-	0.000	0.817	0.817	-
<b>Total Cash Conversion Adjustments</b>	<b>\$25.076</b>	<b>\$40.734</b>	<b>\$15.658</b>	<b>62.4</b>	<b>\$25.076</b>	<b>\$40.734</b>	<b>\$15.658</b>	<b>62.4</b>

**MTA LONG ISLAND RAIL ROAD**  
**2016 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January 2016						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	44,787	\$2.666	40,564	\$2.408	4,223 9.4%	\$0.258 9.7%	44,787	\$2.666	40,564	\$2.408	4,223 9.4%	\$0.258 9.7%
<u>Unscheduled Service</u>	6,967	\$0.432	5,345	\$0.331	1,622 23.3%	\$0.101 23.3%	6,967	\$0.432	5,345	\$0.331	1,622 23.3%	\$0.101 23.3%
<u>Programmatic/Routine Maintenance</u>	39,554	\$2.212	48,061	\$2.696	(8,506) -21.5%	(\$0.484) -21.9%	39,554	\$2.212	48,061	\$2.696	(8,506) -21.5%	(\$0.484) -21.9%
<u>Unscheduled Maintenance</u>	575	\$0.034	437	\$0.026	138 24.0%	\$0.008 24.0%	575	\$0.034	437	\$0.026	138 24.0%	\$0.008 24.0%
<u>Vacancy/Absentee Coverage</u>	34,476	\$2.019	23,504	\$1.359	10,972 31.8%	\$0.660 32.7%	34,476	\$2.019	23,504	\$1.359	10,972 31.8%	\$0.660 32.7%
<u>Weather Emergencies</u>	48,156	\$2.715	80,745	\$5.047	(32,589) -67.7%	(\$2.332) -85.9%	48,156	\$2.715	80,745	\$5.047	(32,589) -67.7%	(\$2.332) -85.9%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> <sup>3</sup>	1,808	\$0.097	1,993	\$0.227	(184) -10.2%	(\$0.130) *	1,808	\$0.097	1,993	\$0.227	(184) -10.2%	(\$0.130) *
<b>NON-REIMBURSABLE OVERTIME</b>	176,324	\$10.174	200,648	\$12.093	(24,324) -13.8%	(\$1.919) -18.9%	176,324	\$10.174	200,648	\$12.093	(24,324) -13.8%	(\$1.919) -18.9%
<b>REIMBURSABLE OVERTIME</b>	19,388	\$1.177	25,456	\$1.578	(6,069) -31.3%	(\$0.401) -34.1%	19,388	\$1.177	25,456	\$1.578	(6,069) -31.3%	(\$0.401) -34.1%
<b>TOTAL OVERTIME</b>	<b>195,711</b>	<b>\$11.350</b>	<b>226,104</b>	<b>\$13.670</b>	<b>(30,393)</b> -15.5%	<b>(\$2.320)</b> -20.4%	<b>195,711</b>	<b>\$11.350</b>	<b>226,104</b>	<b>\$13.670</b>	<b>(30,393)</b> -15.5%	<b>(\$2.320)</b> -20.4%

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

<sup>2</sup> Not Applicable

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

Totals may not add due to rounding.

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

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**2016 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January 2016			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	4,223	\$0.258	Lower than anticipated holiday and crew book overtime within Transportation.	4,223	\$0.258	
	9.4%	9.7%		9.4%	9.7%	
<u>Unscheduled Service</u>	1,622	\$0.101	Lower than budgeted overtime needed to maintain on-time performance.	1,622	\$0.101	
	23.3%	23.3%		23.3%	23.3%	
<u>Programmatic/Routine Maintenance</u>	(8,506)	(\$0.484)	Attributed to replacement of defective concrete ties system wide, West End & Morris Park cleanup, Hunter's Point stairs, timber installation, troubleshoot program maintenance and high security switch installation.	(8,506)	(\$0.484)	
	-21.5%	-21.9%		-21.5%	-21.9%	
<u>Unscheduled Maintenance</u>	138	\$0.008		138	\$0.008	
	24.0%	24.0%		24.0%	24.0%	
<u>Vacancy/Absentee Coverage</u>	10,972	\$0.660	Higher availability within Equipment, Engineering, Stations and Transportation and lower than budgeted tours in Transportation. Partially offset by open jobs in Equipment, which had an average of 21.2 open jobs.	10,972	\$0.660	
	31.8%	32.7%		31.8%	32.7%	
<u>Weather Emergencies</u>	(32,589)	(\$2.332)	Primarily Winter Storm Jonas.	(32,589)	(\$2.332)	
	-67.7%	-85.9%		-67.7%	-85.9%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(184)	(\$0.130)	Due to double time impact and higher rated crafts.	(184)	(\$0.130)	
	-10.2%	*		-10.2%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(24,324)</b>	<b>(\$1.919)</b>		<b>(24,324)</b>	<b>(\$1.919)</b>	
	-13.8%	-18.9%		-13.8%	-18.9%	
<b>REIMBURSABLE OVERTIME</b>	(6,069)	(\$0.401)	Over-run attributed to annual track program, Atlantic tunnel mitigation, and WSS closure resulting from latest project schedule requirements.	(6,069)	(\$0.401)	
	-31.3%	-34.1%		-31.3%	-34.1%	
<b>TOTAL OVERTIME</b>	<b>(30,393)</b>	<b>(\$2.320)</b>		<b>(30,393)</b>	<b>(\$2.320)</b>	
	-15.5%	-20.4%		-15.5%	-20.4%	

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2016 Overtime Reporting**  
**Overtime Legend**

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE and REIMBURSABLE**  
**END-of-MONTH JANUARY 2016**

	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	8	(6)
Sr. Vice President - Engineering	5	1	4
Labor Relations	19	17	2
Procurement & Logistics (excl. Stores)	82	79	3
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	31	(6)
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	42	38	4
Management & Budget	21	19	2
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	69	67	2
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	3	0
Security	12	12	0
System Safety	36	31	5
Training	64	60	4
Service Planning	23	20	3
Sr. VP Operations	12	2	10
<b>Total Administration</b>	<b>498</b>	<b>463</b>	<b>35</b>
<b>Operations</b>			
Train Operations	2,139	2,070	69
Customer Services	296	295	1
<b>Total Operations</b>	<b>2,435</b>	<b>2,365</b>	<b>70</b>
<b>Maintenance</b>			
Engineering	1,857	1,820	37
Equipment	2,121	2,076	45
Procurement (Stores)	93	96	(3)
<b>Total Maintenance</b>	<b>4,071</b>	<b>3,992</b>	<b>79</b>
<b>Engineering/Capital</b>			
Department of Project Management	136	125	11
VP - East Side Access & Special Projects	43	34	9
<b>Total Engineering/Capital</b>	<b>179</b>	<b>159</b>	<b>20</b>
<b>Baseline Total Positions</b>	<b>7,183</b>	<b>6,979</b>	<b>204</b>
<i>Non-Reimbursable</i>	<b>6,352</b>	6,104	<b>248</b>
<i>Reimbursable</i>	<b>831</b>	875	<b>(44)</b>
<b>Total Full-Time</b>	<b>7,183</b>	<b>6,979</b>	<b>204</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
NON-REIMBURSABLE and REIMBURSABLE  
END-OF-MONTH JANUARY 2016**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 248 positions due to vacant positions in the Equipment, Engineering and Train Service Departments along with vacancies company-wide.
<b>REIMBURSABLE POSITIONS</b> - Unfavorable 44 positions primarily due to the timing of project activity.

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**END-of-MONTH JANUARY 2016**

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	249	232	17
Professional, Technical, Clerical	147	125	22
Operational Hourlies	102	106	(4)
<b>Total Administration</b>	<b>498</b>	<b>463</b>	<b>35</b>
<b>Operations</b>			
Managers/Supervisors	288	281	7
Professional, Technical, Clerical	103	97	6
Operational Hourlies	2,044	1,987	57
<b>Total Operations</b>	<b>2,435</b>	<b>2,365</b>	<b>70</b>
<b>Maintenance</b>			
Managers/Supervisors	751	669	82
Professional, Technical, Clerical	238	263	(25)
Operational Hourlies	3,082	3,060	22
<b>Total Maintenance</b>	<b>4,071</b>	<b>3,992</b>	<b>79</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	126	109	17
Professional, Technical, Clerical	53	50	3
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>179</b>	<b>159</b>	<b>20</b>
<b>Total Positions</b>			
Managers/Supervisors	1,414	1,291	123
Professional, Technical, Clerical	541	535	6
Operational Hourlies	5,228	5,153	75
<b>Total Positions</b>	<b>7,183</b>	<b>6,979</b>	<b>204</b>

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**RIDERSHIP**  
(In Thousands)

<b>RIDERSHIP</b>	<b>Year-To-Date January 2016</b>			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.719	3.727	0.008	0.2%
Weekly	0.154	0.138	(0.016)	-10.5%
Total Commutation	3.873	3.865	(0.008)	-0.2%
One-Way Full Fare	0.599	0.585	(0.014)	-2.3%
One-Way Off-Peak	1.321	1.294	(0.027)	-2.0%
All Other	0.736	0.738	0.002	0.3%
Total Non-Commutation	2.656	2.618	(0.038)	-1.4%
Total	6.529	6.483	(0.046)	-0.7%

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**MONTHLY PERFORMANCE INDICATORS**  
**January 2016**

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual 2016</b>	<b>Adopted Budget</b>	<b>Actual 2015</b>	<b>vs. Budget</b>	<b>vs. 2015</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	46.8%	43.2%	41.6%	3.6%	5.2%
	Adjusted <sup>(2)</sup>	55.6%	51.4%	49.5%	4.2%	6.1%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$17.76	\$19.20	\$19.21	\$1.45	\$1.46
	Adjusted <sup>(2)</sup>	\$15.84	\$17.14	\$16.89	\$1.30	\$1.04
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.32	\$8.29	\$7.99	\$0.03	\$0.33
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual 2016</b>	<b>Adopted Budget</b>	<b>Actual 2015</b>	<b>vs. Budget</b>	<b>vs. 2015</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	46.8%	43.2%	41.6%	3.6%	5.2%
	Adjusted <sup>(2)</sup>	55.6%	51.4%	49.5%	4.2%	6.1%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$17.76	\$19.20	\$19.21	\$1.45	\$1.46
	Adjusted <sup>(2)</sup>	\$15.84	\$17.14	\$16.89	\$1.30	\$1.04
Passenger Revenue/Passenger <sup>(3)</sup>		\$8.32	\$8.29	\$7.99	\$0.03	\$0.33

(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

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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**JANUARY 2016**

**JANUARY 2016 RIDERSHIP & REVENUE REPORT**  
**MTA LONG ISLAND RAIL ROAD**

**EXECUTIVE SUMMARY**

**January Ridership and Revenue (millions)**

	January 2016	% Change vs. 2015
Total Rail Ridership	6.483	4.5% ▲
Commutation Ridership	3.865	6.8% ▲
Non-Commutation Ridership	2.618	1.4% ▲
Rail Revenue	\$53.7	6.1% ▲

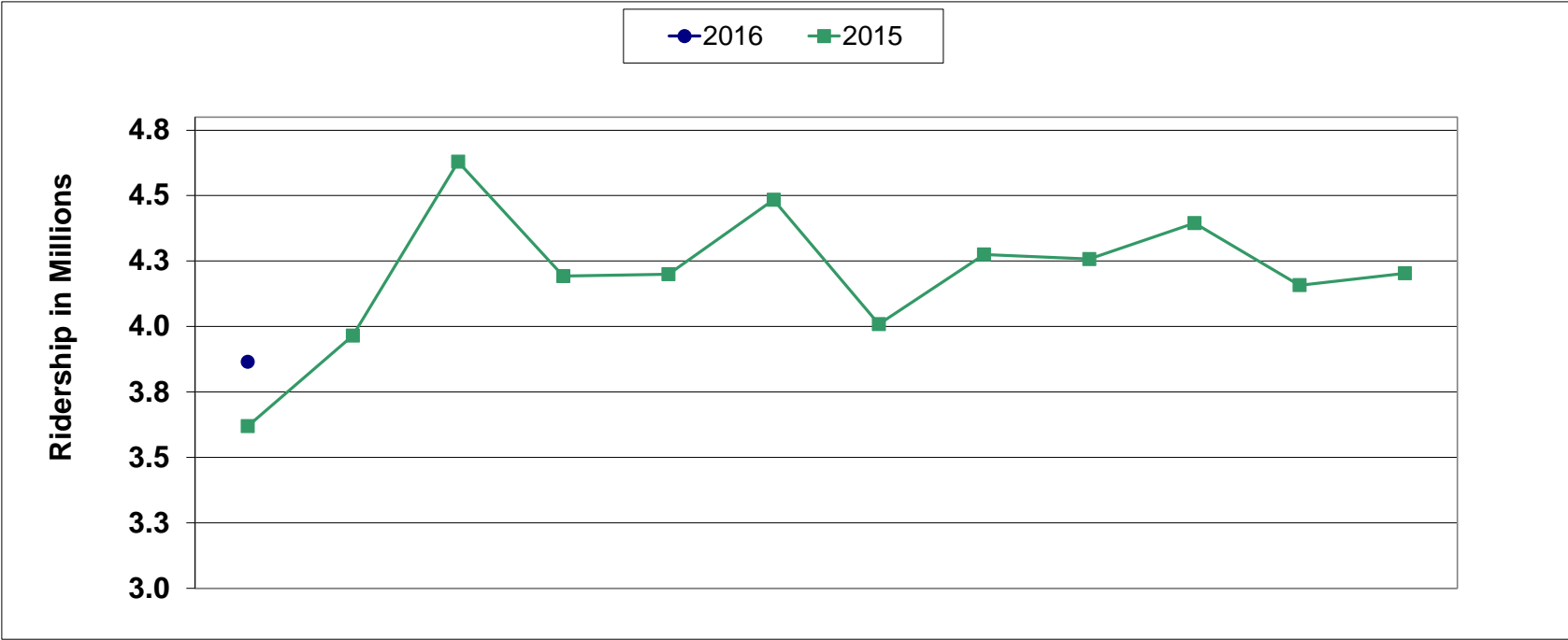
**Key Factors Impacting January Ridership**

The Long Island Rail Road started the year with strong ridership. January 2016 ridership grew by 4.5% compared to January 2015, despite the January 23rd blizzard and corresponding service suspension. Commutation increased by 6.8%, and non-commutation increased by 1.4%.



# JANUARY COMMUTATION RIDERSHIP

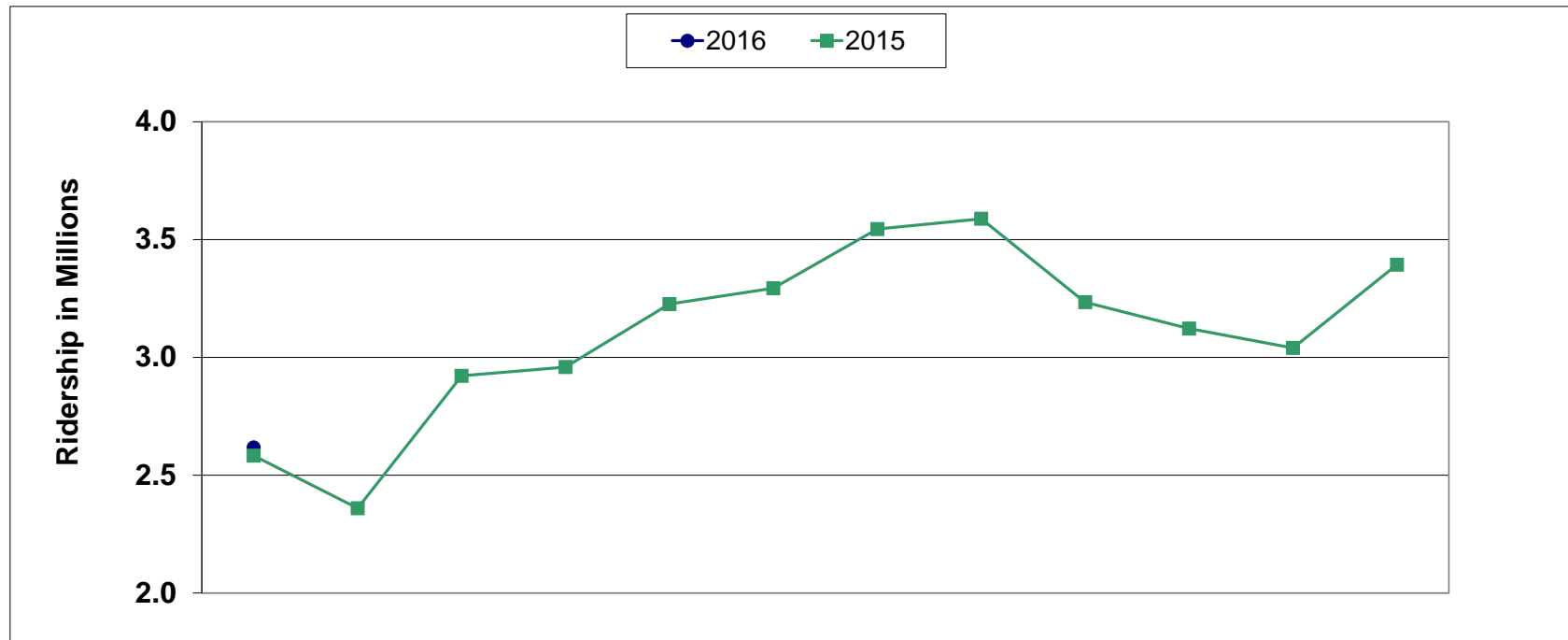
●January's Commutation Ridership was 6.8% above '15 and -0.2% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.9												3.9
2015	3.6	4.0	4.6	4.2	4.2	4.5	4.0	4.3	4.3	4.4	4.2	4.2	3.6
PCT CHG.	6.8%												6.8%

# JANUARY NON-COMMUTATION RIDERSHIP

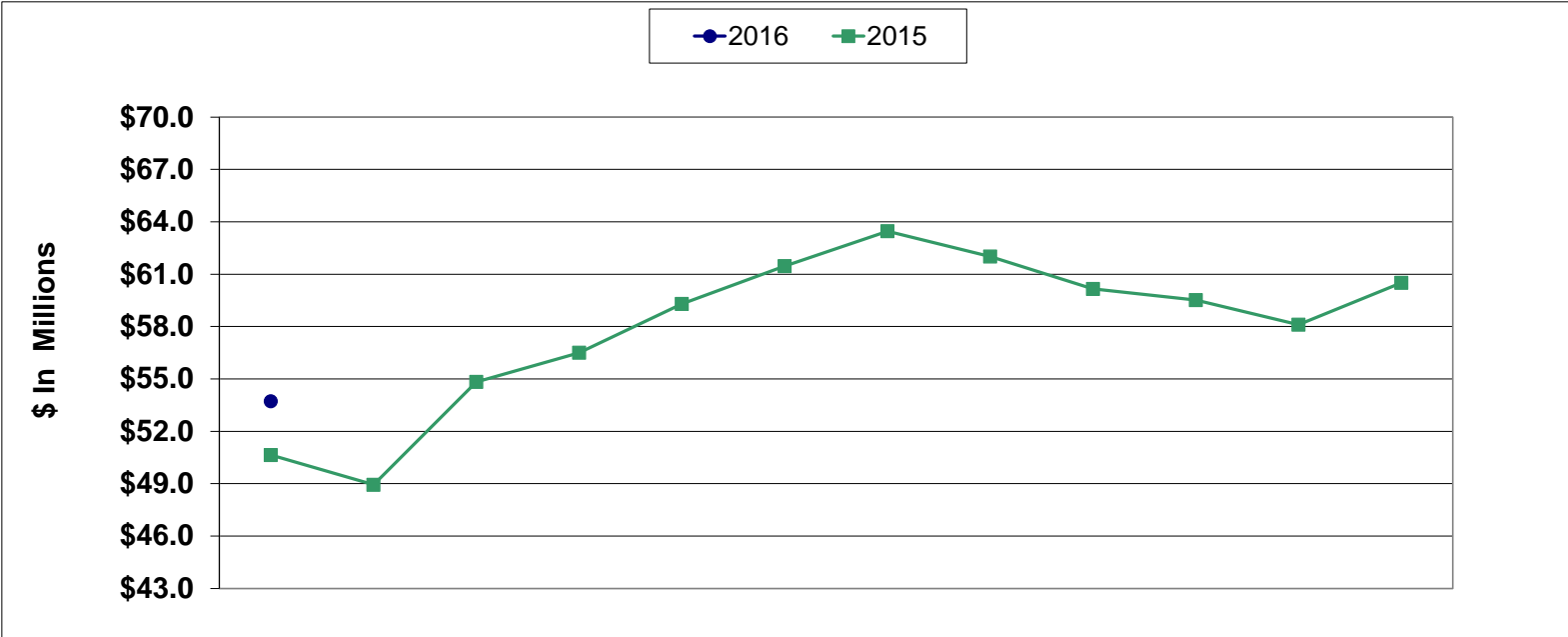
- January's Non-Commutation Ridership was 1.4% above '15 and -1.4% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6												2.6
2015	2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6	3.2	3.1	3.0	3.4	2.6
PCT CHG.	1.4%												1.4%

# JANUARY REVENUE

•January's Total Revenue was 6.1% above '15 and -0.4% below Budget\*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$53.7												\$53.7
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$50.6
PCT CHG.	6.1%												6.1%

\*Fare increase was implemented in March 2015.

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
JANUARY 2016**

TICKET TYPE/SERVICE	JANUARY 2016	JANUARY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,865,170	3,618,986	246,183	6.8%
NON-COMMUTATION RIDERSHIP	2,617,836	2,582,490	35,346	1.4%
<b>TOTAL RIDERSHIP</b>	<b>6,483,006</b>	<b>6,201,476</b>	<b>281,529</b>	<b>4.5%</b>

**MTA LONG ISLAND RAIL ROAD  
RIDERSHIP SUMMARY  
2016 YEAR-TO-DATE**

TICKET TYPE/SERVICE	JANUARY 2016	JANUARY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,865,170	3,618,986	246,183	6.8%
NON-COMMUTATION RIDERSHIP	2,617,836	2,582,490	35,346	1.4%
<b>TOTAL RIDERSHIP</b>	<b>6,483,006</b>	<b>6,201,476</b>	<b>281,529</b>	<b>4.5%</b>

*\* 2015 ridership numbers were adjusted using 2016 factors.*



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
FEBRUARY 2016**

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**HIGHLIGHTS**

**L60304TU: JAMAICA CAPACITY IMPROVEMENTS PHASE I**

Project Budget: \$301.65M

Milestone: Contract Award

A Signal Supervisory Contract in support of Jamaica Capacity Improvements (JCI) Phase I Construction was awarded to Ansaldo STS for \$2,664,880. As part of JCI Phase I improvements, modifications to the existing signal system in Jamaica are required to implement the new track configurations and construction of a new Platform in Jamaica Station. These improvements will require modifications to the signal supervisory system, existing graphics displays, and office software used to control the Jamaica Interlockings. The supervisory system modifications are a critical element in the progression of Jamaica Capacity Improvements Phase I.

**L60701AD: SUBSTATION MULTI-PURPOSE RELAY SYSTEMS REPLACEMENT**

Project Budget: \$2.00M

Milestone: Beneficial Use

Multi-Purpose Relays [34] were installed at selected Traction Power Substations to replace the existing DC breaker protection relays. The new multi-purpose relay monitors the traction power supply and notifies the DC breakers to open when overcurrent is detected. The project work also included installation of a Programmable Logic Control [PLC] based Pilot Wire System that connects Garden City substation to two adjacent substations: Nassau and Hempstead using LIRR's Fiber Optic Network. The Pilot Wire System allows two substations to exchange timely and accurate signal notifications of current variances. These upgrades to the substation will improve system reliability, enhance safety, and minimize the possibility of service impacts to LIRR Operations.

**SMALL BUSINESS MENTOR PROGRAM [SBMP] ACTIVITIES**

- Sandy Penn Station 34<sup>th</sup> Street Entrance Gate: Work continued.
- Long Beach Branch Equipment Platforms: Work continued.
- Suffolk Paving: Submittals in process.
- Nassau, Queens, and Brooklyn Paving: Work continued.
- New ADA Railings at Flushing Main Street: Work commenced.
- Improvements to Babylon Employee Facility: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Contract awarded.
- Stations AC Installations: Procurement process continued.

# 2016 LIRR Capital Program Goals

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