



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

**July 2016**

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# Long Island Rail Road Committee Meeting

2 Broadway, 20th Floor  
New York, NY

Monday, 7/25/2016  
9:30 - 10:30 AM ET

## 1. PUBLIC COMMENTS PERIOD

## 2. APPROVAL OF MINUTES - June 20, 2016

*Minutes from June 20, 2016 - Page 4*

## 3. 2016 WORK PLAN

*2016 LIRR WORK PLAN - Page 13*

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

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

### b. MTA Capital Construction Report

*MTA Capital Construction Report - Page 20*

### c. MTA Police Report

*MTA Police Report - Page 26*

## 5. INFORMATION ITEMS

*INFORMATION ITEMS - Page 31*

### a. Penn Station Retail Development

*Penn Station Retail Development - Page 32*

### b. Environmental Audit

*Environmental Audit - Page 39*

### c. Fall Construction Schedule

*Fall Construction Schedule - Page 40*

### d. Commuter Railroad/Amtrak Agreement Modifications

*Commuter Railroad/Amtrak Agreement Modifications - Page 44*

## 6. PROCUREMENTS

### a. LIRR Procurements

*LIRR Procurements - Page 47*

#### i. Non-Competitive

*LIRR Non-Competitive Procurement - Page 51*

#### ii. Competitive

*LIRR Competitive Procurements - Page 54*

#### iii. Ratifications (No Items)

### b. MTA CC Procurements

*MTA CC Procurements - Page 60*

**i. Non-Competitive (no items)**

**ii. Competitive**

*MTA CC Competitive Procurements - Page 63*

**iii. Ratifications**

*MTA CC Ratifications - Page 65*

**7. PERFORMANCE SUMMARIES**

**a. Operations - Transportation**

*Operations - Transportation - Page 68*

**b. Operations - Mechanical**

*Operations - Mechanical - Page 73*

**c. Operations - Safety**

*Operations - Safety - Page 77*

**d. Financial**

*Financial Report - Page 79*

**e. Ridership**

*Ridership Report - Page 100*

**f. Capital Program**

*Capital Program Report - Page 107*

**Next Meeting: Monday, September 26, 2016 at 9:30 AM**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, June 20, 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. Susan Metzger, Chairperson 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. Jeffrey A. Kay  
Hon. John J. Molloy  
Hon. Charles G. Moerdler  
Hon. Andrew Saul  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke

**The following members were not present:**

Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

**Representing Long Island Rail Road:** Patrick A. Nowakowski, Bruce R. Pohlot, Dave Kubicek, Loretta Ebbighausen, Dennis Mahon, Mark Young, and Mark D. Hoffer

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

**Representing MTA Police:** Michael Coan

Metro-North Committee Chairperson Susan Metzger called the Joint Meeting of the Members of the Long Island Rail Road Committee and the Metro-North Committee to order. She asked MTA Chairman and Chief Executive Officer Thomas F. Prendergast to introduce the newest MTA Board Members to the other members of the Committees. Chairman Prendergast stated that at last week's legislative session in Albany, board members were confirmed for a number of state agencies. He welcomed Board Member James Vitiello to the Metro-North Committee, replacing James Sedore and Veronica Vanterpool, a Mayoral appointee, to the Long Island Committee, replacing Jeffrey Kay.

In addition to LIRR President Patrick A. Nowakowski and members of the LIRR staff noted above, Metro-North President Joseph Giulietti and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of June 20, 2016 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

### **PUBLIC COMMENT**

There were five public speakers.

Randy Glucksman, Chairman of Metro-North Railroad Commuter Council and the Permanent Citizen's Advisory Committee ("PCAC") for the MTA, welcomed the new Board Members. He discussed a recent letter from Rockland County Executive Edward Day to Chairman Prendergast and Metro-North President Giulietti regarding the need for additional service in Rockland County and the \$46 million deficit between the service actually provided and the monies paid by Rockland County for MTA service. He also stated that opinions expressed at the last PCAC meeting included that the Jamaica Terminal reconstruction would not benefit commuters and that the PCAC would not like to see people lose their direct seat ride to Atlantic Terminal Barclays Center.

Orrin Getz welcomed Board Member Neal Zuckerman of Putnam County to the Long Island Committee. Mr. Getz spoke about railroad crossing safety on the Pascack Valley Line, where there are 40 railroad crossings, and indicated that PCAC staff would be reviewing this issue and making recommendations. He also noted Board Member Charles Moerdler's concerns about the level of LIRR service to the East End of Long Island and expressed the view that if Metro-North could provide a good level of service on the Port Jervis line, the LIRR could provide comparable service to the East End. He stressed Rockland County's need for improved rail service, and he also requested MTA to become a full partner with New Jersey Transit, the Port Authority and Amtrak regarding the new Hudson Tunnel Project.

Emelia White, Deputy Mayor, Village of Spring Valley, NY spoke about conditions at the bus station in Spring Valley and the need for clean and modern restroom facilities there. She expressed support for the letter written by Rockland County Executive Edward Day urging MTA to improve service to Rockland County. She also expressed concerns about noise and diesel fumes at the Woodbine depot and asserted that these conditions raised environmental justice issues because of their disproportionate impact on people of color.

George Haikalis, President, Institute for Rational Urban Mobility, spoke about LIRR's East Side Access ("ESA") Deep Cavern Plan. He suggested that LIRR abandon reliance on a deep cavern and instead use the Upper Level Loop tracks at Grand Central Terminal, which could reduce risks and travel time.

Omar Verra congratulated Board Member Veronica Vanterpool on her appointment to the Long Island Committee. He congratulated Metro-North for its quick response to the Park Avenue Viaduct fire and extraordinary efforts in restoring full service. He also urged LIRR to include Far Rockaway within Zone 3 and in the City Pass Ticket Program; and to make it possible for travelers to purchase joint LIRR-Air Train tickets at Atlantic Terminal.

Murray Boudin spoke about practice of sounding train horns at stations and asked why Metro-North felt it was necessary to do so, when LIRR did not. He also spoke about railroad crossing safety and said that it was necessary to have traffic lights as well as flashing red lights at crossings, since flashing red lights do not impose a duty to stop. He also asked why Metro-North felt it was necessary to procure passenger cars in “married pairs” and stated his opinion that open cars would increase seating capacity.

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

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

Upon motion duly made and seconded, the Committee approved the minutes of the May 23, 2016 Long Island Committee Meeting. There were no reported changes to the 2016 Work Plan.

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

President Nowakowski welcomed Board Member James Vitiello to the Metro-North Committee and Board Member Veronica Vanterpool to the Long Island Committee.

President Nowakowski reported that year-to-date, LIRR ridership in 2016 exceeded that of 2015, even though there was a decrease in non-commutation ridership and only one summer weekend in 2016 compared to two in 2015.

President Nowakowski reported that LIRR continues to expand its seasonal East End service to the Hamptons and Montauk. Due to the popularity of this service, especially during the Friday evening peak, LIRR has found it necessary at times to refuse further boarding because of the train being at full capacity. He stated that LIRR was exploring all options to grow its East End service, but was handicapped by insufficient equipment.

President Nowakowski reported that compared to 2015, there was a decrease in attendance at this year’s Belmont Stakes, driven by there being no chance for a Triple Crown winner this year. He reported that approximately 60,000 people attended the event and that LIRR carried 1/3 of the gate. He stated that a revised operating plan contributed to the event’s success.

Board Member Charles Moerdler raised a safety concern regarding the large volume of luggage on LIRR's seasonal East End service to the Hamptons and Montauk, with bags often being placed in the aisles. President Nowakowski responded that LIRR makes clear to customers that luggage must be put away, either in the overhead racks or under the seats, and that train crews go through the trains to reinforce this message.

President Nowakowski responded to Board Member Ira Greenberg's comment regarding track capacity to Babylon and the long term solution for enhanced East End service. He stated that LIRR is working on providing additional equipment; the increase in demand is during the peak afternoon hours from Penn Station and that existing equipment cannot be turned around from Montauk quickly enough to meet the demand. He also stated that the LIRR is exploring all options to provide greater capacity including additional diesel equipment and passing sidings with remote control from towers.

### **LIRR SAFETY REPORT**

Chief Safety Officer Loretta Ebbighausen welcomed Board Members James Vitiello and Veronica Vanterpool and provided the May 2016 Safety Report.

Chief Safety Officer Ebbighausen reported that LIRR took the opportunity to recognize International Grade Crossing Safety Day.

Reporting on LIRR's grade crossing initiative, Chief Safety Officer Ebbighausen reported that on June 10, 2016 from 6:30 am to 10:00 am, LIRR, in partnership with the MTA Police Department ("MTAPD") and the Public Transportation Safety Board distributed educational material to approximately 1,300 pedestrians and 1,000 motorists at its New Hyde Park, Bethpage, Farmingdale and Central Islip grade crossing locations. As part of LIRR's outreach program, during the month of April approximately 13,000 individuals have been educated on grade crossing and system safety.

### **MTA CAPITAL CONSTRUCTION**

MTA Capital Construction President, Dr. Michael Horodniceanu reported progress on the East Side Access (ESA) Project.

In Manhattan, the GCT Concourse and Facilities Fit-Out (CM014B) contractor has placed approximately 40% of the waterproofing and approximately 45% of the structural slab. In addition, on June 1, 2016, the contractor achieved Milestone No. 1, which includes the Terminal Management Center, and allows for the follow-on systems contractor to access the concourse to begin its work. The work required to achieve Milestone No. 2 has been impacted by additional work required to remediate deviations in an elevator shaft that was installed under a predecessor contract. MTACC is looking for opportunities to recover any associated delays.

In Queens, the Plaza Substation and Queens Structures (CQ032) contractor completed the exterior work on the Yard Services Building. Substantial Completion of that contract is scheduled for September 2016. The Harold Structures – Part 3A (CH057A) contractor began tunneling work. This tunnel will cover approximately 620 linear feet and is scheduled to take approximately 7 months to complete. The Harold Structures – Part 3 (CH057) contractor completed demolition of the existing bridge deck at 48<sup>th</sup> Street.

The Track ‘A’ Cut and Cover Structure (CH061A) contract was advertised on May 23, 2016 and MTACC expects to open bids in July.

Dr. Horodniceanu also reported that he had a second visit with the Premier of the State of Victoria, Australia who is interested in the ESA Project because they are building a subway in Melbourne.

Committee Member Ira Greenberg noted his appreciation for the end of the CH057 demolition work which was impacting the neighboring community. He also expressed concern that work in the Harold Interlocking is now on the critical path and questioned whether MTACC will be able to work with Amtrak to ensure that the ESA project is not delayed. Dr. Horodniceanu stated that MTACC is in constant communication with Amtrak but is competing with other projects in the area for resources.

#### **MTA POLICE DEPARTMENT**

Chief Coan reported that system-wide during the month of May there were 30 incidents compared to 31 in 2015. Year-to-date there have been 123 incidents compared to 127 in 2015, a decrease of 3%. On Fridays and Sundays during the summer months, MTAPD increases police officer coverage on the East End. MTAPD in partnership with LIRR participated in the June 10, 2016 grade crossing initiative. The Police Officer filing for the MTAPD January 2017 exam will be open from July 1, 2016 through August 15, 2016. The information for the exam will be available on the MTA website.

Chairman Metzger noted that notices of the MTAPD exam are posted in the stations.

The details of the MTAPD report are contained in the records of this meeting and in the video recording of the meeting produced by MTA and maintained in the MTA records.

#### **LIRR ACTION ITEMS**

There were no action items presented to the Committee for approval.

**MTACC ACTION ITEM**

There were no action items presented to the Committee for approval.

**MTA LONG ISLAND RAIL ROAD INFORMATION ITEMS**

The following information items were on the agenda:

**Joint Items:**

- Bi-Annual Report on M-9 Procurement
- Status Update on PTC

President Giulietti reported that James Allen, LIRR's Director of Rolling Stock Programs and Project Director of the Joint M-9 Procurement, will be presenting the joint Bi-Annual Report on M-9 Procurement and Dwight Sowden, Metro-North's Director of Capital Programs, will be presenting the report on MNR's M-8 Car Procurement.

James Allen, LIRR's Director of Rolling Stock Programs and Project Director of the Joint M-9 Procurement, presented the joint Bi-Annual Report on M-9 Procurement. Mr. Allen discussed the following: the contract between Kawasaki and LIRR; M-9/M-9A car quantities; M-9 current contract values; the M-9 procurement schedule, project milestones, and 12-month forecast; M-9 carbody structural testing; a mock-up of the M-9 interior; current open issues; and the reduction of reliance on sole source parts in the aftermarket.

Dwight Sowden, Metro- North's Director of Capital Programs, presented the Metro-North M-8 Car Procurement.

The details of the Joint Bi-Annual Report on M-9 Procurement and Metro-North's Report on M-8 Car Procurement are contained in the records of this meeting and in the video recording of the meeting produced by MTA and maintained in the MTA records.

Board Member Moerdler noted that delivery of the M-9 cars appeared to be delayed by approximately two years beyond the original projection. He stated that this delay, for which the LIRR was not responsible, helped to create the equipment shortage issue which President Nowakowski alluded to earlier. Board Member Moerdler also noted that Metro-North had experienced delays in the past in dealing with Kawasaki. He asked what was being done about it, and President Giulietti suggested scheduling a separate meeting with Board Member Moerdler to discuss in further detail Kawasaki's current and past procurement delays.

Board Member Ira Greenberg stated that the delay in the M-9 procurement does not create the shortage of equipment that is affecting East End service. He stated that the M-9 procurement was intended to provide additional cars for the East Side Access project and the shortage impacting East End service is a shortage of diesel-powered equipment. President Nowakowski agreed, noting that additional electric equipment would not help some of the East End service and that what it does do is accelerate replacement of LIRR's remaining M-3 cars, which are becoming unreliable due to their age.

Mr. Allen responded to Board Member Norman Brown's question regarding Kawasaki's 40% non-sole source," off the shelf" spare parts requirement and how that was measured. Mr. Allen stated that the procurement requirement is measured by 40% of the quantity of the parts on the cars.

President Giulietti reported the Joint Bi-Annual Report on Positive Train Control ("PTC") will be presented at today's Capital Program Oversight Committee meeting.

**LIRR Items:**

- Summer Track Work program

President Nowakowski reported on LIRR's Summer Track Work Program. He stated that one of two main tracks of the Port Jefferson Branch between Syosset and Huntington will be out of service for 48 hours during the weekends of July 9-10, July 16-17 and July 23-24.

The details of the LIRR's Summer Track Work Program are contained in the records of this meeting and in the video recording of the meeting produced by MTA and maintained in the MTA records.

**MTA LONG ISLAND RAIL ROAD**

**Procurement**

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

**Non-Competitive:**

- **Non-Competitive Purchases and Public Works Contracts** – approval to award multiple five-year Sole Source Purchase Agreements in the total not-to-exceed amount of \$52,594,000 to three Original Equipment Manufacturers ("OEMs") who will supply, on an as needed basis, complete systems, parts, other equipment, technical/field support and repair services required to (i) support LIRR's Reliability Centered Maintenance

Program, and (ii) perform unscheduled maintenance and repairs to LIRR's diesel fleet of locomotives and coach cars. The three suppliers are Kawasaki Rail Car, Inc., Siemens Rail Car, Inc. and Luminator Holding, LP.

Board Member Moerdler stated that it came to his attention before today's meeting that Siemens Rail Car, Inc. ("Siemens") was on today's LIRR procurement agenda, and that while U.S. sanctions were still in effect, Siemens was working with various institutions in Iran. Board Member Moerdler added that as a Holocaust survivor, he was particularly sensitive about Siemens' past business relationship with Germany's government during World War II and had questions about its current relationship with Iran, a known supporter of terrorism and a rogue nation. Board Member Moerdler also stated that even if U.S. sanctions were inapplicable, he questioned whether it was appropriate for taxpayer funds, directly or indirectly, to go to a nation that sponsors terrorism around the globe and threatens the existence of the State of Israel. Board Member Moerdler asked LIRR's General Counsel to research whether Siemens was continuing to conduct business with Iran in violation of U.S. sanctions, to inquire whether a contract with Siemens was absolutely necessary and to report back to the MTA Board of Directors at its Wednesday, June 22, 2016 Board Meeting. Board Member Moerdler stated that it was his intention, at that time, to ask that Siemens be deleted from the subject procurement.

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

### **MTA CAPITAL CONSTRUCTION**

#### **Procurement**

MTA Capital Construction Chief Procurement Officer David Cannon presented one procurement item 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:

- Ratification of a Modification to the East Side Access Project's Harold Structures – Part 3A contract (CH057A) to incorporate changes to the design of the Pump Station.

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

**LIRR Reports on Operations, Safety, Finance, Ridership, and Capital Program**

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

Board Member Greenberg congratulated LIRR on meeting its On-Time Performance goals and congratulated MTACC for its continued improvement of its monthly safety record.

**Adjournment**

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

Respectfully submitted,

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Mark D. Hoffer  
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

#### 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 Administration/Diversity
2016 Mid Year Forecast	
Diversity/EEO Report – 2 <sup>nd</sup> Q 2016	

#### October 2016 (Joint Meeting with MNR)

2017 Preliminary Budget (Public Comment)	President/Sr. Staff
Status Update on PTC	

#### November 2016

Review of Committee Charter	Committee Chair & Members
East Side Access Support Projects Update	President/Sr. Staff
2016 Holiday Schedule	Service Planning

#### December 2016 (Joint Meeting with MNR)

Diversity/EEO Report – 3 <sup>rd</sup> Q 2016	Administration/Diversity
2017 Final Proposed Budget	Management & Budget
2017 Proposed Committee Work Plan	Committee Chair & Members
Bi-Annual Report on M-9 Procurement	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

March 2017

Annual Strategic Investments & Planning Study  
Annual Elevator/Escalator Report

Strategic Investments  
Engineering

April 2017 (Joint Meeting with MNR)

Final Review of 2016 Operating Results  
Annual Inventory Report  
2016 Annual Ridership/Marketing Plan Report  
2017 Summer Schedule Change

Management & Budget  
Procurement  
Finance/Marketing  
Service Planning

May 2017

Diversity/EEO Report – 1<sup>st</sup> Q 2017

Administration/Diversity

June 2017 (Joint Meeting with MNR)

Status Update on PTC  
Bi-Annual Report on M-9 Procurement

President/Sr. Staff  
President/Sr. Staff

# 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**

### **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 2017.

Proposed 2017 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2017 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.

## **MARCH 2017**

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

### Final Review of 2016 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.

### 2016 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2016 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

### 2017 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2017.

**MAY 2017**

Diversity & EEO Report– 1<sup>st</sup> Quarter 2017

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 2017** (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.

**MTA CAPITAL CONSTRUCTION**

**PROJECT UPDATE**

**EAST SIDE ACCESS**

# MTA CAPITAL CONSTRUCTION PROJECT UPDATE

## East Side Access

July 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 EAC</u>	<u>Expenditures</u>
Design	\$723,521,828	\$723,521,828	\$669,532,094
Construction	\$8,038,030,762	\$8,038,030,762	\$4,886,903,829
Project Management	\$1,036,168,644	\$1,036,168,644	\$705,026,545
Real Estate	\$178,049,776	\$178,049,776	\$115,799,685
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>\$ 6,377,262,153</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

- **North Structures (CM006):** Contractor has completed the east upper level wall and has proceed to work on the west upper level wall in the West Cavern at the North Back of House. Installation of the outer layer of reinforcement has been completed and the pneumatically applied concrete application is ongoing. Contractor is installing waterproofing in Westbound Tunnel 3, cast-in-place concrete lining in Eastbound Tunnel 4, and arch reinforcement in the 50<sup>th</sup> Street Ventilation Facility. Installation of the duct bench in the 63rd Street Tunnel continues to remain ongoing.
- **GCT Concourse and Facilities Fit-Out (CM014B):** At the new 48<sup>th</sup> Street entrance, the contractor continues to work below the temporary deck in the excavated portion, west of the existing Madison Yard structural wall. Installation of the reinforcing steel for the slab bottom and lower walls has been completed and the contractor has started concrete placement for the slab bottom. Placement of the structural concrete floor slab continues in the Concourse; this work is approximately 55% complete. Concrete escalator pits and walls have been placed at the Dining Concourse and ramp formwork is underway for placement of a new ramp from Platform J to the Concourse. Contractor also continues to perform work at Wellways 1, 2 and 3, TO1 elevator shaft, 44<sup>th</sup> Street and 50<sup>th</sup> Street ventilation facilities, and B30 Substation.

- **Plaza Substation and Queens Structures (CQ032):** The entry greenhouse roof has been installed at the Yards Services Building. Architectural finishes and mechanical, electrical and plumbing installations continue in the building. At the Plaza, security fencing has been installed and the sidewalks restored along Northern Boulevard. The contractor also has begun sawcutting and excavation across Northern Boulevard for domestic and fire water connections. Installation of sidewalks and curbs is underway in the Plaza parking area.
- **Harold Structures – Part 3 (CH057):** Contractor will begin installing the new bridge stem walls for the 48<sup>th</sup> Street Bridge, starting the week of July 11<sup>th</sup>. The contractor has completed the soldier pile installation and has proceed to excavate approximately 50% of the Reception Pit for the Track D Approach Structure. The contractor also has completed the drilling for 47 of 80 piles (58%) for the Secant Box Structure and 43 of 80 piles (54%) for the Approach Structure (East of 39<sup>th</sup> Street) at the Reception Pit.
- **Harold Structures – Part 3A (CH057A):** Mining of the Westbound Bypass Tunnel commenced on June 20<sup>th</sup>; tunnel shield has progressed at a length of approximately 15 of 620 feet (2%) as of the end of June. Contractor continues with excavation activities at the East and West Approach Structures; working one shift on the East Approach and two shifts on the West Approach per day. A graveyard shift is removing excavated materials with hi-rail track equipment at night.
- **Systems Package 1 – Facilities Systems (CS179):** Work continues on the electrical conduits, mechanical equipment, duct work at the following facilities: B10 Bulk Power Facility, 39<sup>th</sup> Street, Yard Services Building, 29<sup>th</sup> Street, 12<sup>th</sup> Street, Vernon Boulevard, Roosevelt Avenue, and 2nd Avenue. Tunnel lighting fixtures and cabling is ongoing in the A, B/C, D and Yard Lead tunnels. All electric equipment is delivered to the B10 Bulk Power Facility and installation and connection of the equipment is ongoing. The excavation for the 2<sup>nd</sup> Avenue Mechanical Room has been completed. Contractor has been granted access to the south end of Concourse at Grand Central Terminal.
- **Systems Package 4 – Traction Power (CS084):** Construction of the new Con Edison L3 service has been completed. The service, which will power the Harold signal huts, is waiting on Con Edison energization. Component fabrication of the C05 (Vernon) traction power substation equipment has commenced.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - July 2016

Expenditures thru June 2016; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 6,998.7	\$ 4,886.9
Design	\$ 723.5	\$ 702.5	\$ 669.5
Project Management	\$ 1,036.2	\$ 861.0	\$ 705.0
Real Estate	\$ 178.0	\$ 119.3	\$ 115.8
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 8,681.5</b>	<b>\$ 6,377.3</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
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.1	\$58.8	\$0.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Jul-2016
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$239.9	\$9.9	\$223.4	Jul-2013	Jul-2013	Feb-2016	Jun-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$361.6	\$324.6	\$37.1	\$241.8	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$428.2	\$35.4*	\$67.0	Dec-2014	Feb-2015	Aug-2018	Feb-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.3	\$663.1	\$49.2	\$0.0	Jul-2015	Apr-2016	Jan-2020	Jan-2020
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$263.9	\$260.0	\$3.9	\$232.9	Aug-2011	Aug-2011	Aug-2014	Sep-2016
<b>Harold Construction</b>								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$112.0	\$14.8	\$37.6	Nov-2013	Nov-2013	Feb-2016	Oct-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$87.9	\$56.0	\$31.8	\$9.1	Nov-2014	Dec-2015	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach**		<i>In Design</i>			Jul-2015	Jun-2018	N/A	Oct-2020
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$460.9	\$146.0***	\$86.2	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS284)		<i>In Design (Repackaging)</i>			TBD	Dec-2016	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$1.6	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.5	\$7.2	\$6.1	Sep-2014	Oct-2014	Dec-2019	Jul-2020

\* 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.

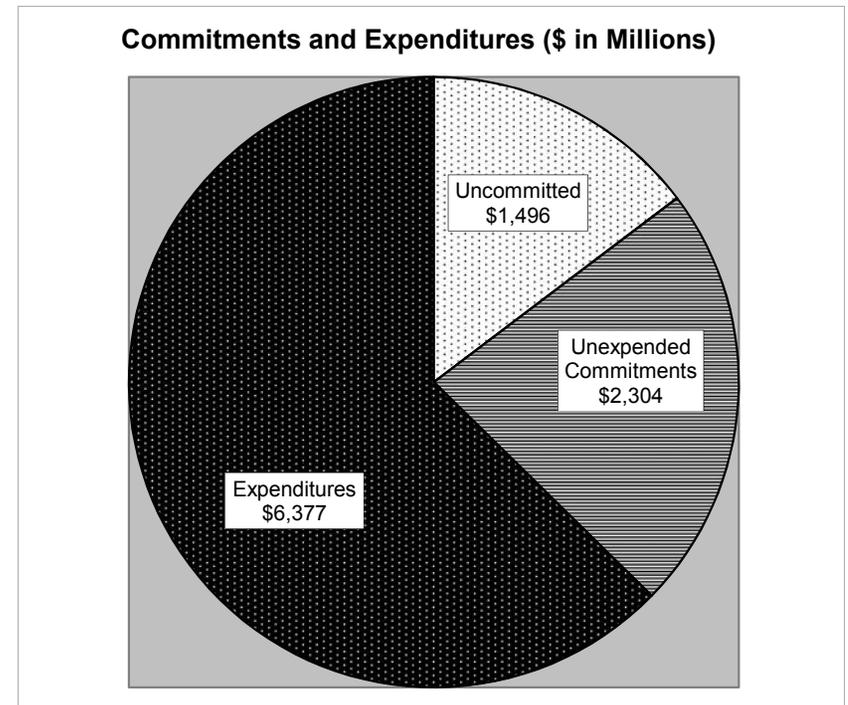
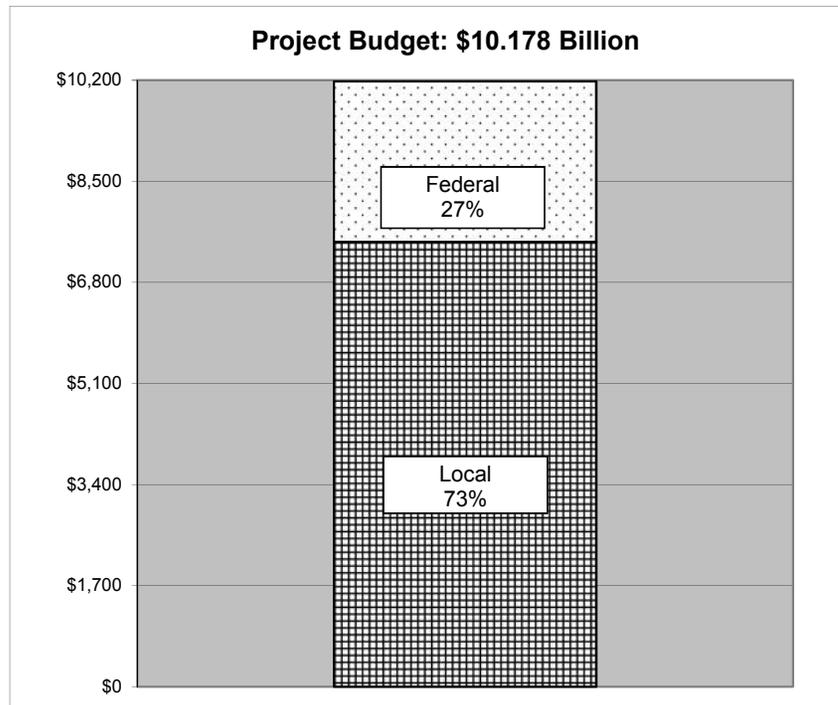
\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# East Side Access Status

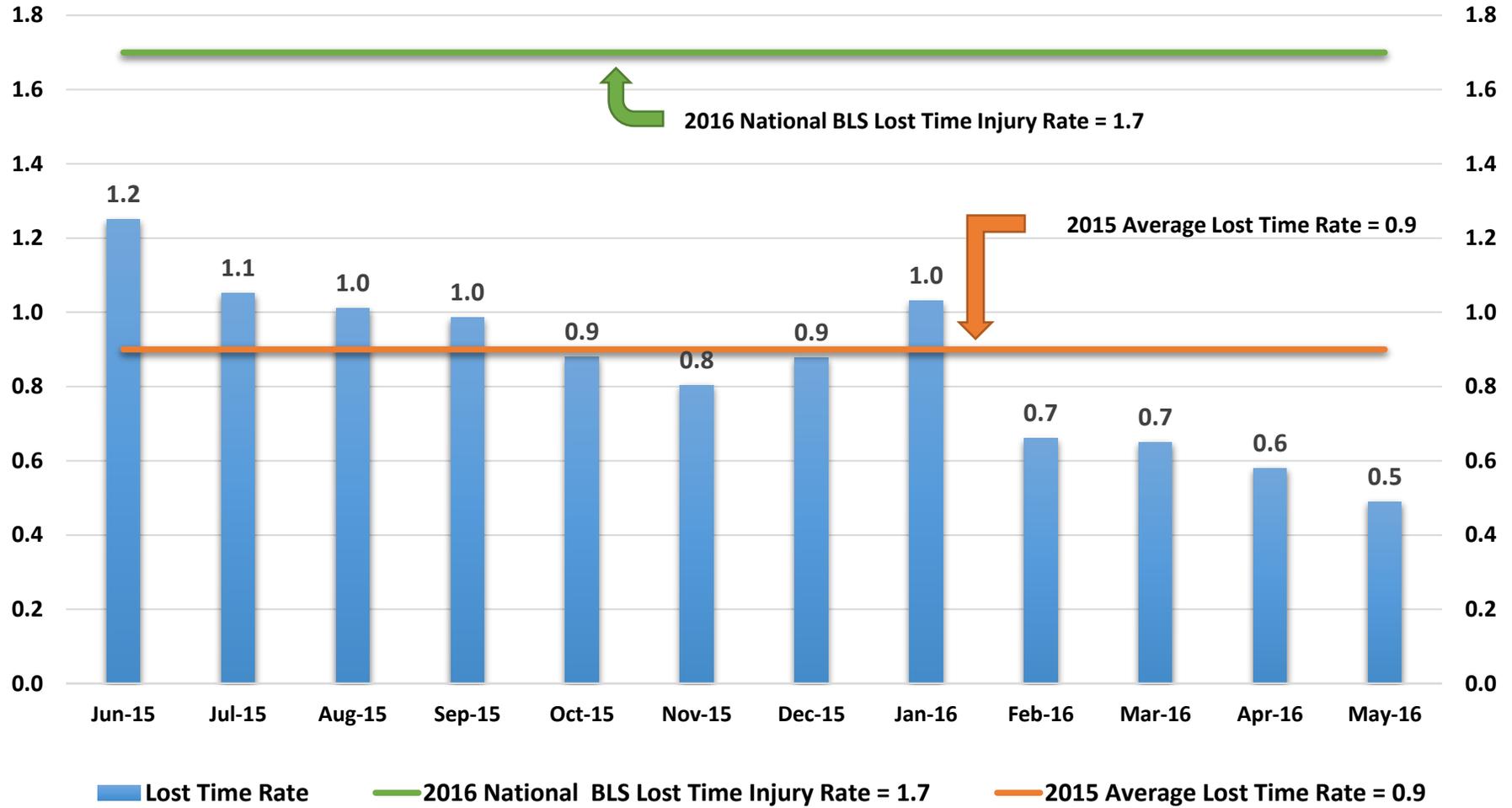
## Report to the Railroad Committee - July 2016

data thru June 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	2	1,522
2005-2009	2,683	838	-	1,845	1,380	2,677	6	2,618
2010-2014	3,232	3,228	-	5	5	3,216	16	2,024
2015-2019	2,572		2,572	-	-	1,099	1,473	56
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 4,907</b>	<b>\$ 2,572</b>	<b>\$ 2,699</b>	<b>\$ 2,233</b>	<b>\$ 8,682</b>	<b>\$ 1,496</b>	<b>\$ 6,377</b>



# ESA Annual Cumulative Profile of Lost Time Injury Rates





# **POLICE REPORT**



**METROPOLITAN TRANSPORTATION AUTHORITY  
Police Department  
Long Island Rail Road**

**June 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>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>13%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>15%</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>13</b>	<b>11</b>	<b>2</b>	<b>18%</b>
<b>Felony Assault</b>	<b>8</b>	<b>11</b>	<b>-3</b>	<b>-27%</b>
<b>Burglary</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>75%</b>
<b>Grand Larceny</b>	<b>38</b>	<b>41</b>	<b>-3</b>	<b>-7%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Total Major Felonies</b>	<b>67</b>	<b>69</b>	<b>-2</b>	<b>-3%</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**June 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>8</b>	<b>-5</b>	<b>-63%</b>
<b>Felony Assault</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>250%</b>
<b>Burglary</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>28</b>	<b>27</b>	<b>1</b>	<b>4%</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>25</b>	<b>25</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>18</b>	<b>19</b>	<b>-1</b>	<b>-5%</b>
<b>Burglary</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>40%</b>
<b>Grand Larceny</b>	<b>90</b>	<b>95</b>	<b>-5</b>	<b>-5%</b>
<b>Grand Larceny Auto</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>151</b>	<b>154</b>	<b>-3</b>	<b>-2%</b>

**INDEX CRIME REPORT**  
**Per Day Average**  
**June 2016**

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	3	0	0
<b>Fel. Assault</b>	7	2	5	0
<b>Burglary</b>	2	1	1	0
<b>Grand Larceny</b>	15	9	6	0
<b>GLA</b>	1	0	1	0
<b>Total</b>	<b>28</b>	<b>15</b>	<b>13</b>	<b>0</b>
<b>Crimes Per Day</b>	<b>0.93</b>	<b>0.50</b>	<b>0.43</b>	<b>0.00</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 6/30/2016

Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Rape	0	2
Robbery	16	19
Felony Assault	18	14
Burglary	11	5
Grand Larceny	22	24
Grand Larceny Auto	3	0
Aggravated Harassment	1	0
Aggravated Unlicensed Operator	12	7
Arson	0	1
Assault-Misdemeanor	24	23
Breach of Peace	7	8
Child Endangerment	2	2
Criminal Contempt	2	5
Criminal Impersonation	4	2
Criminal Mischief	27	21
Criminal Possession Stolen Property	6	8
Criminal Tampering	2	9
Criminal Trespass	22	14
Disorderly Conduct	2	1
Drug Offenses	27	28
DUI Offenses	3	4
Falsely Reporting an Incident	1	4
Forgery	30	31
Fraud	6	5
Graffiti	6	7
Harassment	0	1
Identity Theft	1	0
Impairment Integrity Gov Licencing Exam	0	13
Issue a Bad Check	1	1
Menacing	2	9
Obstruct Government	11	5
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	102	65
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	92	15
Reckless Endangerment	1	4
Resisting Arrest	19	18
Sex Offenses	6	3
Theft of Services	84	84
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	0
Warrant Arrest	24	27
Weapons Offenses	3	3
Unauthorized Use Vehicle	0	2
<b>Total Arrests</b>	<b>608</b>	<b>499</b>



# INFORMATION

# ITEMS

# **RETAIL DEVELOPMENT**

**AT**

**PENN STATION**

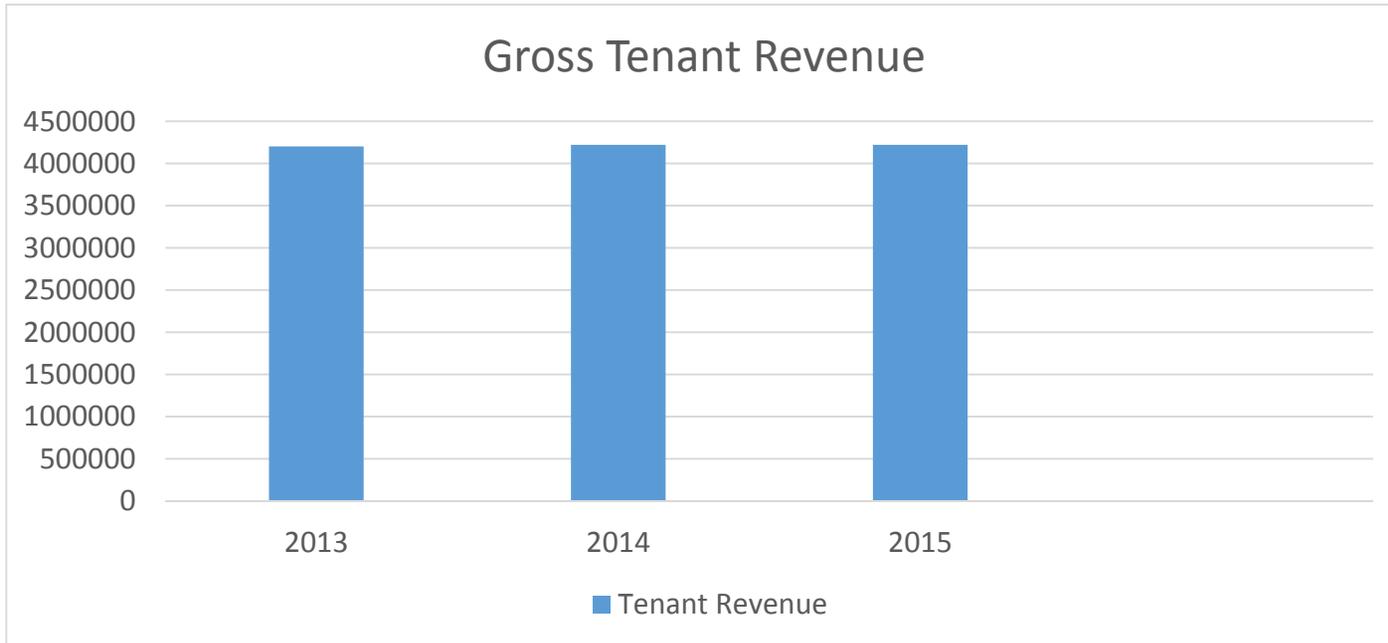
**JULY 2016**





The MTA LIRR controls 16 retail stores and four newsstand kiosks at Penn Station. Four spaces are currently vacant and due to the redevelopment of Penn Station, there are no RFPs planned to offer these spaces for lease. One of these is leased and plans for its build-out have been submitted to LIRR. Four other spaces are on month-to-month holdover at below market rents. Most of the remaining spaces are set to expire by the end of 2018.

**I. PROPERTY PERFORMANCE**



**Financial Summary: 2013 - 2016 Tenant Revenue**

				1Q YTD	1Q YTD	Variance			
	Actual 2013	Actual 2014	Actual 2015	Budget 2016	Actual 2016	<u>Actual 15 v Actual 14</u>		<u>YTD 1st Q Actual v Budget</u>	
						Amount	%	Amount	%
Tenant Revenue	\$4,202,343	\$4,221,832	\$4,221,082	\$1,159,014	\$1,120,452	(\$750)	(.017)%	\$(38,562)	(3.3)%

In 2015, gross revenue decreased very slightly based primarily on vacancies. There was a very slight increase in revenue from percentage rents.

**II. LEASING ACTIVITY (2015 – 2016 1st quarter)**

**NEW LEASES SIGNED**

One new lease was signed during this period.

**LEASES IN NEGOTIATION**

No leases are currently under negotiation.

**III. TENANT SALES PERFORMANCE**

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

**Average Sales per Square Foot by Retail Area**

	<u>2015</u>	<u>2014</u>	<u>Q1 2016</u>	<u>Q1 2015</u>
Connecting Corridor	\$1,224	\$1,174	\$323	\$318
Exit Concourse	\$2,478	\$2,231	\$570	\$582
West End Concourse	n/a	n/a	n/a	n/a
All Penn	\$1,658	\$1,550	\$408	\$412

**2015 YEAR END SALES PERFORMANCE**

Total reported retail sales for 2015 equaled \$7,828,050.19 among the three reporting tenants, a 5.4% increase over the previous year. Sales per square foot on both the Connecting Corridor and Exit Concourse increased with sales up for all of Penn as shown above. First quarter 2016 sales per square foot show an increase on the Connecting Corridor but a decrease for the Exit Concourse with the result that sales are down slightly for all of Penn over the same period last year.

**IV. MARKETING**

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

Promotional Events

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

**Events and Marketing Efforts included:**

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

LIRR Station Posters – promoting LIRR Ride Free Packages.

Customer Mail & Ride Sign-Ups: Customers were invited to join Mail & Ride and enjoy exciting promotional offers and joint ventures with our partners. .

Summer Kick-Off Event: Promotional event to increase off-peak ridership by promoting LIRR LI packages. Exhibitors included Long Beach, NY Mets, NY Islanders, NY Cosmos, among others. Also, partnered with Penn Station vendors: Jamba Juice and Auntie Anne's.

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

# Memorandum



**Date:** July 25, 2016

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

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

A handwritten signature in blue ink, appearing to read 'Patrick A. Nowakowski', written over the printed name in the 'From:' field.

**Re:** 2016 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings to the LIRR's 2016 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation (NYSDEC) audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2016 audit the LIRR performed the following:

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

LIRR's findings identified 37 violations as follows:

- Chemical spills (18)
- Third Party Actions (6)
- Oil/Petroleum Spills (10)
- Other (3)

During the audit period eight violations were closed to the satisfaction of the NYSDEC. Of the eight violations closed, two were "Third Party Actions". Of the 37 remaining open issues at the end of the audit period, 30 are attributable to historic railroad operations predating current day environmental regulations. Ten new petroleum spills occurred during the April 1, 2015 to March 31, 2016 audit period. Nine were cleaned up and closed out by the NYSDEC within the audit period. The remaining spill was caused by a third party. The NYSDEC is enforcing the third party to perform the cleanup. None of the non-compliance violations were ranked as an N1. An N1 ranking indicates an imminent threat to public health and to the environment. There were 31 ranked as N2, 6 as N3, and none as N4.

# Staff Summary



<b>Subject</b> SEPTEMBER TIMETABLE CHANGE & LATE SUMMER TRACKWORK PROGRAMS						<b>Date</b> July 5, 2016			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> D. KUBICEK						<b>Contract Number</b>			
<b>Department Head Signature</b> <i>[Signature]</i> For J.K.						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	7/25/16				3	Sr VP – Eng. <i>[Signature]</i>	1	President. <i>[Signature]</i>
						2	VP Mktg & PA <i>[Signature]</i>		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning September 6, 2016, through November 14, 2016. Projects supported during this timetable include Mechanized Tie Replacement on the Port Washington Branch, and Hicksville Station rehabilitation work. Continuing projects include East Side Access work in Harold Interlocking, Wantagh Station rehabilitation, Atlantic Branch half-tie replacement, West Side Yard Overbuild, Jamaica Capacity Improvements, and Vanderbilt (VD) Yard construction. Additionally, various Trackwork Programs late July through September will support Rail & Switch Replacement on the Port Jefferson Branch at Huntington, Concrete Tie Replacement on the Main Line near Mineola, Main Line 2<sup>nd</sup> Track Construction between Farmingdale and Ronkonkoma, and Switch Replacement at Bethpage.

**SEPTEMBER 6 TIMETABLE CHANGE**

***Construction Activities:***

- **Port Washington Branch, Bayside-Great Neck – Mech Tie Replacement** – One of two main tracks of the Port Washington Branch will be out of service midday weekdays for the installation of new mechanized ties between Bayside and Great Neck.
- **Main Line, Hicksville Station – Hicksville Station Rehabilitation** – One of three station tracks will be out of service through Hicksville Station on weekends.

## TRACK WORK PROGRAMS

- **Port Jefferson Branch, Syosset-Huntington – Rail & Switch Replacement within Hunt Interlocking** – One of two main tracks of the Port Jefferson Branch between Syosset and Huntington will be out of service for 48 hours on the weekends of July 30-31 & Aug 6-7 for the replacement of rail within Hunt1 and Hunt 2 Interlockings in Huntington, and the replacement of switches within Hunt 2 Interlocking. The rail replacement work is a continuation of the project first reported last month.
- **Main Line, New Hyde Park-Carle Place – Concrete Tie Replacement between Nassau1 & Nassau3 Interlockings** – One of two main tracks of the Main Line between New Hyde Park and Carle Place will be out of service for 16 hours beginning at 9 AM on Sunday, August 7 for the replacement of concrete ties between Nassau1 and Nassau3 Interlockings. This work will piggyback with the Huntington work described above.
- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for construction related to the Main Line Second Track project, crossing replacement and miscellaneous work for 48 hours on three weekends, August 13-14, August 20-21, and September 24-25, 2016.
- **Main Line, Hicksville-Farmingdale – Beth Interlocking Switch Replacement** – One of two Main Tracks will be out of service between Hicksville and Farmingdale for replacement of switches at Beth Interlocking in Bethpage for 48 hours each on two weekends, September 17-18, and September 24-25, 2016. On the second weekend, this work will piggyback with the Farmingdale-Ronkonkoma program described above, and the final eight hours of the program will require both Main Tracks out of service.

## DISCUSSION:

### *Timetable Change - Construction Activities:*

- **Port Washington Branch, Bayside-Great Neck – Mech Tie Replacement** – One of two main tracks of the Port Washington Branch will be out of service midday weekdays for the installation of new mechanized ties between Bayside and Great Neck. As a result, 12 Eastbound midday trains on the Port Washington Branch are adjusted between 5 and 7 minutes earlier than normal, 12 Westbound midday Port Washington Branch trains are adjusted between 3 and 5 minutes earlier than normal, and 5 Eastbound Long Beach Branch and 5 Eastbound Ronkonkoma Branch trains are adjusted between 1 and 3 minutes later.
- **Main Line, Hicksville Station – Hicksville Station Rehabilitation** – One of three station tracks will be out of service through Hicksville Station on weekends. Three eastbound Ronkonkoma trains that provide intervals of half-hourly service will be adjusted 10 minutes later. Several other Ronkonkoma Branch, Port Jefferson Branch and Montauk Branch trains will have 1-to-2 minute en-route adjustments to their schedules to provide better clearances at Hicksville Station.

***Trackwork Programs - Construction Activities:***

- **Port Jefferson Branch, Syosset-Huntington – Rail & Switch Replacement within Hunt Interlocking** – One of two main tracks of the Port Jefferson Branch between Syosset and Huntington will be out of service for 48 hours on the weekends of July 30-31 & Aug 6-7 for the replacement of rail within Hunt1 and Hunt 2 Interlockings in Huntington, and the replacement of switches within Hunt 2 Interlocking. Service east of Hicksville to Huntington will be reduced from half-hourly to hourly, and service between Huntington and Port Jefferson will be reduced from every 90 minutes to two-hourly. On the second weekend (August 6-7), this pattern will hold until 4 PM on Sunday. Beginning at 4 PM Sunday through 1:00 AM Monday, all Huntington trains will terminate at Hicksville and buses will replace trains between Hicksville and Huntington. Train service will resume at Huntington for customers travelling to or from stations Greenlawn through Port Jefferson. Customers can anticipate up to 30 minutes additional travel time. Additional schedule adjustments for 16 hours on Sunday, August 7, allowing Main Line Concrete Tie Replacement near Mineola to piggyback, are described below.
- **Main Line, New Hyde Park-Carle Place – Concrete Tie Replacement between Nassau1 & Nassau3 Interlockings** – One of two main tracks of the Main Line between New Hyde Park and Carle Place will be out of service for 16 hours beginning at 9 AM on Sunday, August 7, for the replacement of concrete ties between Nassau1 and Nassau3 Interlockings. This work will piggyback with the schedule adjustments already in place for the Huntington work described above. Additional schedule adjustments for the Main Line work include: Hicksville/Huntington service will be reduced to from half-hourly to hourly. Customers can use trains 30 minutes earlier or 30 minutes later. Three half-hourly westbound and three half-hourly eastbound Ronkonkoma Branch trains will be cancelled. Customers can use trains 30 minutes earlier or 30 minutes later. Westbound Oyster Bay trains will depart up to 7 minutes earlier than normal with additional running added through the work zone. Seven Westbound Montauk Branch trains will have adjusted connection times at Jamaica, arriving up to 17 minutes later.
- **Main Line, Farmingdale-Ronkonkoma – Main Line Second Track Construction** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for three 48-hour weekends, August 13-14, August 20-21, and September 24-25, 2016, for construction related to the Main Line Second Track project, crossing replacement and miscellaneous work. 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 first two weekends. On the third weekend (September 24-25), when Beth Interlocking Switch Replacement piggybacks onto this work, some additional changes will occur: Three half-hourly westbound and three half-hourly eastbound Ronkonkoma Branch trains will be cancelled. Customers can use trains 30 minutes earlier or 30 minutes later. Most Westbound Ronkonkoma Branch trains will operate 30 minutes later than normal, as will westbound connecting trains from Greenport. Two overnight Ronkonkoma Branch trains will operate between 8 minutes earlier and 23 minutes later. During the last 8 hours of the program, from approximately 4 PM through 12 AM on Sunday, September 25, Bethpage and Farmingdale customers will also be provided with bus service instead of train service, as Ronkonkoma Branch trains will originate and terminate in Hicksville to allow both Main Tracks between Hicksville and Farmingdale to be taken out of service for completion of the switch installations at Beth Interlocking.

- **Main Line, Hicksville-Farmingdale – Beth Interlocking Switch Replacement** – One of two Main Tracks will be out of service between Hicksville and Farmingdale for replacement of switches at Beth Interlocking in Bethpage for 48 hours each on two weekends, September 17-18, and September 24-25, 2016. On the second weekend (September 24-25), additional Main Line Second Track work will occur simultaneously, taking the Single Main Track between Farmingdale and Ronkonkoma out of service. On the first weekend (September 17-18), customers can anticipate the following schedule adjustments: Three half-hourly westbound and three half-hourly eastbound Ronkonkoma Branch trains will be cancelled. Customers can use trains 30 minutes earlier or 30 minutes later. Most Westbound Ronkonkoma Branch trains will operate 30 minutes later than normal, as will westbound connecting trains from Greenport. Two overnight Ronkonkoma Branch trains will operate between 8 minutes earlier and 23 minutes later. On the second weekend (September 24-25), in addition to the changes described above, additional schedule adjustments are necessary as a result of Main Line Second Track Construction: 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 for the first 40 hours of the program. During the final eight-hour period of work on Sunday, September 25, from approximately 4 PM through 12 AM, both Main Tracks between Hicksville and Farmingdale will be out of service to allow completion of the switch installations. As a result, during this eight-hour period, Ronkonkoma Branch trains will originate and terminate in Hicksville instead of Farmingdale, and Bethpage and Farmingdale customers will be provided with bus service instead of train service. Additionally, during the double track outage, the Central Branch will not be accessible, meaning some Montauk trains will be re-routed via the Babylon/Montauk Branch and will arrive at Jamaica up to 14 minutes later.

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

### **IMPACT ON FUNDING**

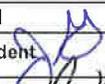
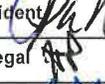
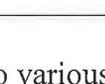
Funding for this project is contained in the Long Island Rail Road Operating and Capital budgets.

# Staff Summary

Subject <b>COMMUTER RAILROAD/AMTRAK AGREEMENT</b>
Department <b>MTA SPECIAL PROJECT PLANNING AND DEVELOPMENT</b>
Department Head Name <b>WILLIAM WHEELER</b>
Department Head Signature 
Project Manager Name <b>WILLIAM WHEELER</b>

Date <b>JULY 25, 2016</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	7/25/16		X	
2	LIRR Committee	7/25/16		X	
3	Finance Committee	7/25/16	X		
4	Board	7/27/16	X		

Internal Approvals					
Order	Approval	Order	Approval		
1	MNR President 	5	MTAHQ Chief of Staff 		
2	LIRR President 				
3	MTAHQ Legal 				
4	MTAHQ CFO 				

**Purpose/Recommendation:** To obtain Board approval of modifications to various agreements between MTA and each of its Commuter Railroads (LIRR and Metro-North) and the National Railroad Passenger Corporation (“Amtrak”) necessary to comply with the requirements of the Federal Passenger Rail Investment and Improvement Act of 2008 (“PRIIA”), and the implementing policies adopted by the Northeast Corridor Commission (the “Commission”).

**Background:** In 2008, Congress passed PRIIA, reauthorizing Amtrak and implementing various statutory requirements applicable to Amtrak and, in certain respects, to other railroads which share trackage with Amtrak. Congress sought to improve coordination on the Northeast Corridor (the “NEC”) and amended 49 U.S.C. § 24905 to direct the Secretary of Transportation to establish the Commission to promote mutual cooperation and planning and to advise Congress on NEC policy. Specifically, the Commission was charged with implementing a cost sharing framework based on each passenger railroad’s proportional use of the NEC, thereby eliminating cross-subsidization between railroads. The Commission is composed of one member from each of the nine NEC states (including New York), four members from Amtrak, and five members from the U.S. Department of Transportation. New York’s vote on the Commission has been exercised by a representative of NYS Department of Transportation acting in consultation with the MTA. In September 2015, the Commission adopted the Northeast Corridor Commuter and Intercity Rail Cost Allocation Policy (the “NEC Policy”) which is intended to establish the cost-sharing framework mandated by Congress.

Metro-North’s New Haven Line (the “NHL”) is part of the NEC, as is Penn Station and LIRR’s tracks west of and including Harold Interlocking in Queens (these being the trackage and related facilities jointly used by the Commuter Railroads and Amtrak). Each of the Commuter Railroads have several long-standing agreements with Amtrak concerning trackage rights, maintenance responsibilities and cost-sharing obligations. LIRR and Metro-North, working with MTA, have negotiated changes to these agreements as required by PRIIA and consistent with the NEC Policy. The changes to these agreements are summarized below.

**LIRR Agreements and Modifications:** LIRR is a party to a series of lease and operating agreements that were entered into with Amtrak in connection with Amtrak's assumption of certain of the passenger rail services previously operated by the Penn Central Railroad. Amtrak is the owner of Penn Station and the facilities and trackage for the portion of the NEC over which LIRR operates. Under agreements with Amtrak, LIRR has the right to occupy one level of Penn Station (the so-called Level A) and to operate on certain tracks east to Harold Interlocking in Queens and west to the LIRR's J. D. Caemmerer West Side Yard. The agreements with Amtrak, originally entered into in 1988 and amended from time to time, are the Level A and Platform Lease, the Joint Facility Agreement and the Joint Venture Agreement. The Level A and Platform Lease governs LIRR's occupancy and use of concourse and platform space at Penn Station. The Joint Facilities Agreement covers LIRR's usage rights and maintenance responsibilities for the trackage and tunnel zones from Penn Station to the western boundary of the LIRR's Harold Interlocking. The Joint Venture Agreement covers the construction, operation and maintenance responsibilities for the computerized train dispatch operations and improvements located in the Penn Station Central Control Center. All three agreements are being modified to implement the cost sharing protocols mandated by PRIIA

**Metro-North Agreements and Modifications:** MTA owns the New York State portion of the NHL, while the State of Connecticut owns the Connecticut portion. Amtrak operates on the NHL pursuant to a three-party 1991 trackage agreement among Amtrak, Metro-North and Connecticut. In addition, there is a separate agreement covering the Acela service, and various amendments to the underlying agreements. In general, under these agreements, Amtrak has been paying the incremental costs incurred for having Amtrak operate on the NHL, and there are performance incentives and penalty payments depending on the Amtrak trains' on-time performance. Under the Amended and Restated Service Agreement ("ARSA") among MTA, Metro-North and Connecticut for the NHL, Connecticut receives 65% of these Amtrak operating payments (as Connecticut is responsible for 65% of the NHL operating costs).

Pursuant to the NEC Policy and PRIIA, under the proposed amended trackage agreement with Amtrak, Amtrak will be paying its fully allocated share of all operating costs, and for the first time contributing to property and liability insurance costs. Performance/penalty payments will be eliminated. In addition, for the first time Amtrak will also be contributing towards capital costs for the NHL, through a separate capital cost agreement. The NHL agreements are being negotiated with the participation of the Connecticut Department of Transportation ("CDOT"), and the final modified agreements with Amtrak will be subject to concurrence by the State of Connecticut in accordance with the ARSA.

**Budget Implications:** On an aggregate basis, PRIIA results in favorable financial impact to the MTA. Combined, the LIRR and Metro-North modified agreements will result in an estimated \$0.85M favorable annual impact to the MTA's Operating Budget. In addition, PRIIA will also have a favorable impact to the Capital Budget of both agencies. Individual impacts are detailed below:

For Metro-North the fact that Amtrak will be paying fully allocated overhead plus, for the first time, additional operating costs based on its true usage of Metro-North trackage will result in substantially higher operating payments, which will be further augmented by the payment by Amtrak of its allocated share of capital costs. While payments will vary depending on costs and the number of trains run by the railroads, it is anticipated that the modified agreements when finalized will result in a significant net positive to both Metro-North and the State of Connecticut.

Based on the PRIIA cost allocation policy, the operating budget for the NHL will receive approximately an additional \$11 million dollars annually from Amtrak. Based on the 65/35% split between CDOT and MTA as per ARSA, MTA would receive a benefit of an estimated additional \$3.85 million annually to offset costs, while the remainder of the \$11 million will accrue to CDOT. Regarding Capital Budget costs, MNR estimates that PRIIA will also generate an additional capital contribution from Amtrak of \$2 million annually for the New York State portion of the NHL, the costs of which are funded by the MTA. Amtrak and CDOT will separately agree on capital funding for the Connecticut portion of the NHL.

For the LIRR, it is expected that the PRIIA cost allocation amendments to the three (3) bi-lateral agreements with Amtrak (Level A and Platform Lease, Joint Facility Agreement, and Joint Venture Agreement) will have a net nominal financial impact on LIRR in terms of both capital and operating costs.

PRIIA retains many of the cost allocation elements embedded in the existing agreements. Under the terms of the existing agreements, the costs to operate and maintain the various interlockings, tunnels, platform tracks and Penn Station concourse areas are currently allocated between the LIRR and Amtrak in proportion to each party's level of usage (which, in the case of Amtrak, includes New Jersey Transit usage). The primary financial impact of PRIIA is the application of a fully-allocated Amtrak overhead rate compared to an incremental overhead rate. However, this impact is offset by an adjustment to the cost sharing percentages for certain areas of Penn Station and the East River Tunnels to reflect higher proportional usage of these facilities by Amtrak and New Jersey Transit, thereby resulting in a reduction of the percentage of capital and operating costs allocable to the LIRR for these facilities.

Based on the PRIIA cost allocation policy, the LIRR's Operating Budget contribution towards the cost of operating and maintaining the NEC trackage used jointly by LIRR and Amtrak/NJT will increase by approximately \$3.0 million per year over current levels. With respect to the cost of capital projects, the PRIIA cost allocation policy, together with the adjusted cost sharing percentages as between LIRR and Amtrak/New Jersey Transit, will result in lower costs for the LIRR for some capital projects. The actual financial savings would be dependent on the specific capital projects and location of work that is implemented. For example, under PRIIA, a potential \$100 million investment by LIRR, Amtrak and New Jersey Transit to rehabilitate and improve the East River Tunnels would yield a \$3.9 million savings to the LIRR.

**Alternatives:** Federal law mandates the adoption of modified agreements implementing the PRIIA requirements. As described above, MTA and its Commuter Railroads have negotiated modified agreements protective of the Commuter Railroads' rights and which result in a net positive to MTA finances. Accordingly, approval of these modifications is recommended.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**July 27, 2016**

# Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date July 27, 2016			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	7.25.16				X	President <i>DM</i>		
2	MTA Board	7.27.16				X	Exec VP <i>SP</i>		

**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

Schedules Requiring Majority Vote

Schedule F:      Personal Service Contracts	1	\$108,696
<b>SUBTOTAL:</b>	<b>1</b>	<b>\$108,696</b>

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

Schedules Requiring Two-Thirds Vote

Schedule B:      Competitive RFPs (Solic. of Purch. & Public Works Contracts)	2	\$TBD
<b>SUBTOTAL:</b>	<b>2</b>	<b>\$TBD</b>

Schedules Requiring Majority Vote

Schedule G:      Miscellaneous Service Contracts	1	\$1,491,886
<b>SUBTOTAL:</b>	<b>1</b>	<b>\$1,491,886</b>

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

None

**TOTAL:                      4                      \$1,600,582**

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

JULY 2016

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

*Procurements Requiring Majority Vote*

**Schedule F: Personal Service Contracts**

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

- |           |   |  |                                      |
|-----------|---|--|--------------------------------------|
| <b>1.</b> | <b>EMCOM Systems, Inc.</b><br><b>Sole Source</b><br><b>Contract No. TBD</b> | <b>\$108,696</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 EMCOM Systems Inc. ("EMCOM") in an amount not to exceed \$108,696 to provide Maintenance services and Software Updates for existing EMCOM Emergency Communications systems (Blue Light Phones) used in LIRR Atlantic Avenue tunnel.

Staff Summary



Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Engineering, Chris Calvagna					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	7.25.16			
2	MTA Board	7.27.16			
Internal Approvals					
Order	Approval	Order	Approval		
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>		

SUMMARY INFORMATION	
Vendor Name EMCOM Systems, Inc.	Contract Number TBD
Description Maintenance to support Blue Light Emergency Telephone systems in LIRR Atlantic Avenue Tunnel for 3 year period.	
Total Amount \$108,696 NTE	
Contract Term (including Options, if any) August 1, 2016 – July 31, 2019	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <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 EMCOM Systems Inc. (“EMCOM”) in an amount not to exceed \$108,696 to provide Maintenance services and Software Updates for existing EMCOM Emergency Communications systems (Blue Light Phones) used in LIRR Atlantic Avenue tunnel.

**II. DISCUSSION**

LIRR Operating Procedures and FRA Guidelines require regular inspection and maintenance of Emergency Communication Equipment in Tunnels. These systems (LIRR Atlantic Avenue Tunnel) include; Blue Light Emergency Telephone, Fire Alarm and 3<sup>rd</sup> Rail Power disconnect to LIRR Power Director and Transportation Tower Operators.

EMCOM Systems is the Original Equipment Manufacturer of: EMCOM System Maintenance Systems Station, Agent Station, Dialogic HMP, System Database and EmVista Central software which are all proprietary. These support services will include access to Vendor-supplied technical support services, system software modifications and software updates. EMCOM is the only known responsible source for these services. LIRR advertised its intent to award a sole-source contract to EMCOM and no other firm came forward offering equivalent products and services.

EMCOM provides maintenance for system and software maintenance and updates to MTA/NYCT at equally competitive prices per system. Accordingly, these prices have therefore been determined to be fair and reasonable.

## Staff Summary

### 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

EMCOM is the Original Equipment Manufacturer of: EMCOM System Maintenance Systems Station, Agent Station, Dialogic HMP, System Database and EmVista Central software which are all proprietary. EMCOM is the only known responsible source for these services.

JULY 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>  | <b>\$TBD</b> | <i><u>Staff Summary Attached</u></i> |
|    | <b>Competitive RFP</b>  |              |                                      |
|    | <b>Contract No. TBD</b>   |              |                                      |
|    | 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 purchase of two (2) new or remanufactured Green Locomotives with an option to purchase up to 6 additional locomotives. These locomotives will be owned by the Long Island Rail Road and leased to New York and Atlantic Railway to support freight operations on Long Island. |              |                                      |
| 3. | <b>TBD</b>  | <b>\$TBD</b> | <i><u>Staff Summary Attached</u></i> |
|    | <b>Competitive RFP</b>  |              |                                      |
|    | <b>Contract No. 6241</b>  |              |                                      |
|    | 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 preliminary Design/Build construction contract for the New Morris Park Locomotive Shop and Employee Facility.   |              |                                      |

Procurements Requiring Majority Vote

**Schedule G: Miscellaneous Service Contracts**

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

- |    |   |                                |
|----|---|--------------------------------|
| 4. | <b>Fire Extinguisher Maintenance</b>        | <b>\$1,491,886.25</b>          |
|    | <b>3 -Year Contracts (w/2-Year Options)</b> | <b>Not-to-Exceed (5-Years)</b> |
|    | <b>Master Contract No.: 00001064</b>        |                                |

<u>Total Fire Protection</u>	<u>Fire Command</u>	<u>Campbell Fire Protection</u>	
LIRR - \$596,202.50	MTAPD - \$16,045.00	MNR -	\$367,913.00
		B&T -	\$511,725.75
		Total =	\$879,638.75

Long Island Rail Road (“LIRR”), on behalf of itself, Metro-North Railroad (“MNR”), Tri-borough Bridge and Tunnel Authority (“B&T”) and the Metropolitan Transportation Authority Police Department (“MTAPD”) - collectively the “Agencies”, requests MTA Board approval to award three individual five year, competitively solicited, miscellaneous service contracts in the aggregate amount of \$1,491,886.25, to Total Fire Protection, Inc., Fire Command, Inc., and Campbell Fire Protection, for as-needed inspection and testing, maintenance and repair, fill and recharge of fire extinguishers. The solicitation was structured to permit bids based on the Agencies’ operating regions, wherein a contractor could elect to bid or not bid on specific territories. The IFB was advertised in the New York State Contract Reporter and in the New York Post on March 31, 2016, placed on the MTA Website, and mailed to twelve firms. A total of four firms bid on the Agencies’ requirements, with each Agency receiving two bids per its operating region. LIRR’s bid results yielded a low bid from Total Fire Protection (\$596,202.50), which is 12.7% less than the second low bidder. Fire Command’s bid (\$16,045.00) for MTAPD’s was 17.5% less than the second bidder, while Campbell’s pricing for B&T and MNR resulted in a \$49,486.25 (8.81%) and \$10,315.00 (2.72%) savings for each agency respectively. Fixed Prices are based on independent agency Price Schedules for estimated quantities of services provided at various locations. The term of these contracts will be three years, plus one 2-year option. Pricing, which remains firm and fixed for the entire award period, is determined to be fair and reasonable. Funding is included in each Agency’s operating budget.

The Department of Diversity and Civil Rights has assigned 15% MBE and 15% WBE goals on the Fire Extinguisher Maintenance and Repair Services. Contractor MBE/WBE submittals are with the Department of Diversity and Civil Rights for review and approval. Awards will not be made without the approval of these submittals by DDCR.

**Staff Summary**



Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon <i>DM</i>					
Division & Division Head Name: Sr. Vice President Operations - David J. Kubicek <i>DJK</i> Chief Planning Officer - Donna Betty <i>DB</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	7.25.16			
2	MTA Board	7.27.16			
3					
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President <i>DM</i>	3	Sr. VP/ Engineering <i>VP</i>		
5	Executive VP <i>DB</i>	2	VP/CFO <i>VP</i>		
4	Sr. VP/Operations <i>DM</i>	1	VP/Gen'l Counsel & Sec'y <i>VP</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
Purchase two (2) Green Locomotives with an option to purchase (up to 6) additional locomotives.	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
TBD	
Options(s) included in Total Amount:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: NYSDOT Grant Funds	

**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 purchase of two (2) new or remanufactured Green Locomotives with an option to purchase up to 6 additional locomotives. These locomotives will be owned by the Long Island Rail Road and leased to New York and Atlantic Railway to support freight operations on Long Island.

**II. DISCUSSION:**

The Green Locomotive Project is an initiative between the Governors' Office, the NYS Assembly, the NYS Department of Transportation (NYSDOT), the Long Island Rail Road (LIRR), and LIRR's freight operator New York and Atlantic Railway (NYA) to replace NYA's aging fleet of ten (10) EPA non-tier compliant leased locomotives with remanufactured or new clean emissions locomotives. LIRR leases 10 locomotives to NYA to operate the freight service in the Kings, Queens, Nassau and Suffolk Counties.

The NYS Assembly has successfully secured funding in the 2013, 2014, 2015, and 2016 state budgets in the amount of \$13.0M to procure "Green Locomotives", for the purpose of replacing the older leased locomotives. Additional funding in future state budgets is also anticipated. The LIRR has received a fully executed Grant Agreement for funding year 2013 and Supplemental Agreements for funding years 2014 and 2015 from NYSDOT to procure "Green Locomotives" (an agreement for 2016 is currently pending).

## Staff Summary



To date, two (2) locomotives have been procured, delivered, and placed in service with eight (8) remaining to be replaced. The two locomotives already purchased offer significant environmental emissions improvements over NYA's existing leased locomotives and came equipped with the EPA certified "best available" Tier 3 with Tier 4 after treatment for Particulate Matter (PM) rating available in their horsepower range at the time of their purchase.

Building on the success of the first procurement, this new competitive procurement will also seek the "best available" EPA certified emissions technology applicable as of the date of contract award.

Some of the major environmental benefits of the "Green Locomotives" are that they are noticeably quieter, and will be equipped with engines certified by EPA as having the best available Tier rating for their horsepower range, thus significantly reducing air pollution emissions over the locomotives they replace. In addition, the "Green Locomotives" will be equipped with anti-idle technology (shuts down engine after 5 minutes of idling), resulting in lower fuel consumption and noise than NYA's existing fleet.

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

Goals for this Procurement will be determined by MTA Department of Diversity and Civil Rights.

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

The contract for procurement of the "Green Locomotives" is expected to be fully funded by a grant from the New York State Department of Transportation.

### **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 until after award, 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 locomotive reliability, in addition to price.

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

**Staff Summary**



<b>Item Number:</b> 3					
<b>Dept/Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
<b>Division/Division Head Name:</b> Program Management, Richard Oakley					
Division Head Signature & Date  7/13/16					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	7.25.16			
2	MTA Board	7.27.16			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	President	4	Sr. VP/Engineering		
2	Executive VP	5	VP/CFO		
3	Sr. VP/Operations	6	VP/Gen'l Counsel/Sec'y		

SUMMARY INFORMATION	
<b>Vendor Name</b>	<b>Contract Number</b>
TBD	6241
<b>Description</b>	
New Morris Park Locomotive Shop and Employee Facility	
<b>Total Amount</b>	
\$TBD	
<b>Contract Term (including Options, if any)</b>	
TBD-Month	
<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 type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative:**

**I. PURPOSE/RECOMMENDATION**

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a preliminary Design/Build construction contract for the New Morris Park Locomotive Shop and Employee Facility.

**II. DISCUSSION**

In its ongoing efforts to maintain its fleet of DE/DM Diesel locomotives, LIRR currently performs all maintenance activity within a 125-year old facility. While this facility minimally served its purpose when the Diesel fleet was first put into revenue service in 1998, it has become wholly inefficient as the fleet continues to age and maintenance requirements have increased. Therefore, LIRR seeks to award a Design/Build contract to construct a locomotive repair shop including: employee facility, storage warehouse, shop tracks, yard tracks and back shop. The new facility will help to provide more efficient maintenance practices and increase capacity which, in turn, will result in increased car availability to our customers.

Use of the Design/Build RFP procurement method will permit an earlier commencement and completion of the project resulting in cost and time savings benefits by allowing construction work to start prior to completion of final design and incentivizing the Design/Builder in proposing alternative construction methods that provide additional benefits and savings.

## Staff Summary

### III. D/M/WBE INFORMATION

15%MBE and 15%WBE participation goals have been assigned to this Contract by the MTA Department of Diversity and Civil Rights.

### IV. IMPACT ON FUNDING

Funding for the third party Design/Build construction of the New Morris Park Locomotive Shop and Employee Facility is included in LIRR's 2015 – 2019 Capital Plan.

### V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to negotiate costs or select a Contractor based upon best experience, technical capability and/or proposed work completion schedule. In addition, an IFB would (i) require design drawings and specifications 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.

**LONG ISLAND RAILROAD COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE**

**July 2016**

Staff Summary



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Law and Procurement					
<b>Department Head Name</b> <i>ole</i> Evan M. Eisland					
<b>Department Head Signature</b> <i>Evan M. Eisland</i>					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Long Island Rail Road Joint Committee	7/25/16	X		
2	Board	7/27/16	X		

<b>Date:</b> July 14, 2016			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<b>Contract Manager Name</b> Various			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	President <i>[Signature]</i>	3	Executive Vice President <i>[Signature]</i> <i>J. T. D'Amico</i>
2	Vice President, Program Controls <i>[Signature]</i>	1	Chief Procurement Officer <i>ole</i>

**PURPOSE**

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

**DISCUSSION**

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I Modifications to Purchase and Public Work Contracts	2	\$ 1,682,438
SUBTOTAL	2	\$ 1,682,438

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

<u>Schedules Requiring Majority Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K Ratification of Completed Procurement Actions	2	\$ 3,801,960
SUBTOTAL	2	\$ 3,801,960
TOTAL	4	\$ 5,484,398

**Budget Impact:**

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

**Recommendation:**

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

**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

JULY 2016

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule I. Modifications To Purchase and Public Work Contracts**

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

<b>1 &amp; 2.</b>	<b>GCT Constructors Joint Venture</b>	<b>\$ 1,682,438</b>	<b><u>Staff Summary Attached</u></b>
	<b>Contract No. CM014B</b>		
	<b>Modification Nos. 21 and 35</b>		

In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the contract to provide for the demolition of existing crash walls and for the remediation of the shaft for Elevator EL-09.

**Schedule I: Modifications to Purchase and Public Work Contracts**
**Item Numbers 1 & 2**

<b>Vendor Name (&amp; Location)</b> GCT Constructors Joint Venture (Secaucus, NJ)	<b>Contract Number</b> CM014B	<b>AWO/Modification #</b> 21 and 35
<b>Description</b> GCT Concourse and Facilities Fit-Out for the ESA Project	<b>Original Amount:</b> \$ 404,622,096	
<b>Contract Term (including Options, if any)</b> 1,726 Days	<b>Prior Modifications:</b> \$ 4,775,807	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<b>Exercised Options:</b> \$ 20,184,943	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 429,582,846	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b> \$ 1,682,438	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> .4%	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> East Side Access, W. Goodrich, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 1.6 %	

**Discussion:**

This East Side Access (“ESA”) project Contract is for the architectural, structural, mechanical and electrical fit-out of the new Long Island Railroad (“LIRR”) Concourse and includes the installation of elevators and escalators. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks Board approval to modify the contract to provide for the demolition of existing crash walls and for the remediation of the shaft for Elevator EL-09.

Modification No. 21

There are concrete crash walls in approximately 36 locations within the former Madison Yard that must be demolished. This work was removed from the scope of a previous contract and must be added to this contract to accommodate construction of the new LIRR Concourse.

The Contractor submitted a cost proposal of \$808,917. MTACC’s estimate was \$943,744. Negotiations were held and the parties agreed to \$792,438 which is considered fair and reasonable. There is no time impact to the Contract associated with this modification.

Modification No. 35

The shaft for Elevator EI-09, constructed under Contract CM013, does not meet the tolerances required for the installation of the elevator. As a result, remediation is required which will entail partial demolition and replacement of walls and encasements. Because the CM013 contractor is otherwise finished with its work and the CM014B contractor already occupying the work area, if the CM013 contractor is directed to perform the corrective work, the work will interfere with and delay the CM014B Contractor and subject the MTA to claims for impact cost from the CM014B contractor. The more efficient and effective approach is to have the CM014B contractor perform the corrective work and then install the elevator. MTACC intends to deduct the cost of the corrective work from the retainage that MTACC is holding for the CM013 contract.

The Contractor submitted a cost proposal of \$1,032,104. MTACC’s estimate was \$958,675. Negotiations were held and the parties agreed to \$890,000 for the work which is considered fair and reasonable. This work will impact Milestone No. 2 but will have no impact on Substantial Completion or the schedule of any other ESA Contracts.

JULY 2016

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

3. Tutor Perini Corporation \$ 1,895,000 Staff Summary Attached  
Contract No. CH057  
Modification No. 6

In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks ratification by the Board of a modification to the contract to furnish and install additional catenary structures and miscellaneous catenary pole hardware.

4. Tutor Perini Corporation \$ 1,906,960 Staff Summary Attached  
Contract No. CQ032  
Modification No. 79

In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks ratification by the Board implement remediation measures to prevent water infiltration at the Plaza Interlocking Structure.

Item Number 3

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Long Island City)	
<b>Description</b> Harold Structures Part 3 for the ESA Project	
<b>Contract Term (including Options, if any)</b> 19 Months	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> East Side Access, W. Goodrich, P.E.	

Contract Number	AWO/Modification #
CH057	6
<b>Original Amount:</b>	\$ 53,352,586
<b>Prior Modifications:</b>	\$ 680,389
<b>Exercised Options:</b>	\$ 2,160,000
<b>Current Amount:</b>	\$ 56,192,975
<b>This Request</b>	\$ 1,895,000
<b>% of This Request to Current Amount:</b>	3.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	4.8%

**Discussion:**

The work under this Contract includes construction of the Track D Approach Structure and the 48th Street MM2 Bridge, installation of catenary structures, track work, sewers, and electrical and communication utilities, and demolition of the existing G02 Substation and Signal Bridges 18 and 22. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks ratification by the Board of a modification to the contract to furnish and install additional catenary structures and miscellaneous catenary pole hardware.

Construction of the Mid-Day Storage Yard under the CQ033 Contract is scheduled to begin in December 2016. The CQ033 Contractor will be required to demolish existing catenary structures that interfere with its construction. Before the existing structures can be demolished, new catenary structures must be installed outside of the CQ033 work area. Furnishing and installing the new catenary structures was planned as part of the CH058A Contract but that contract has been deferred as part of the ESA First program and this work must be added to this contract and performed now to facilitate construction of the Mid-Day Storage Yard. This modification also includes the requirement to furnish and install a catenary structure that was planned as part of the CH058A Contract but is required sooner to reroute trains during an upcoming track outage. Lastly, as a result of a minor design change with regard to three in-contract catenary poles, this modification includes the requirement to furnish miscellaneous hardware.

The Contractor submitted a cost proposal of \$2,064,077. MTACC's estimate was \$2,029,347. Negotiations were held and the parties agreed to a cost of \$1,895,000 which is considered fair and reasonable.

In order to not delay the start of construction of the Mid-Day Storage Yard, the President authorized a limited scope of the work to proceed and the Contractor was directed to proceed with the work up to the not-to-exceed amount of \$350,000. Authorization to proceed with the remainder of this work will be issued upon Board ratification of this Modification.

**Item Number 4**

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)	<b>Contract Number</b> CQ032	<b>AWO/Modification #</b> 79
<b>Description</b> Plaza Substation and Queens Structures for the ESA Project	<b>Original Amount:</b>	\$ 147,377,000
<b>Contract Term (including Options, if any)</b> 2,289 days	<b>Prior Modifications:</b>	\$ 112,613,996
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 259,990,996
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b>	\$ 1,906,960
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	.7%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b>	77.7%

**Discussion:**

The work under this Contract is for the structural and architectural rehabilitation of existing facilities within the 63<sup>rd</sup> Street Tunnel as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article VIII of the All-Agency General Contract Guidelines, MTACC seeks ratification by the Board of a modification to the contract to implement remediation measures to prevent water infiltration at the Plaza Interlocking Structure.

Water is infiltrating the Plaza Interlocking structure in in the Early Access Chamber and in locations where the new structure meets existing structures. ESA’s General Engineering Consultant (GEC) performed an investigation and developed a plan to remediate the water infiltration. That plan includes grouting to be performed by a specialty grouting subcontractor at specific locations in and around the Launch Block and the Early Access Chamber and applying a chemical sealant in the area of the Amtrak Bridge abutment.

The Contractor submitted a proposal for this Work in the amount of \$2,119,959. MTA’s estimate is \$1,842,420. Due to the nature of the work, it is impossible to determine in advance of mobilization the specific type and exact quantities of grouting materials that will be required. Accordingly, the parties negotiated and agreed on unit prices for the various grouting materials and activities and agreed that the cost of the work would be based upon actual units used. In addition, the parties agreed to a maximum not-to exceed amount for the work of \$1,906,960 which is considered to be fair and reasonable. Based on MTACC’s time impact analysis, there is no impact to the Substantial Completion date of the project as a result of this work. However, the contractor has reserved its right to claim time impacts if they arise.

In order not to impact the Substantial Completion date of the Contract, the President authorized the Work to proceed and the Contractor was directed to proceed with the work up to the not-to-exceed amount of \$1,250,000. Authorization to proceed with the remainder of this Work will be issued upon Board ratification of this Modification.



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# LONG ISLAND RAIL ROAD



## Monthly Operating Report June 2016

Patrick Nowakowski  
President

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07/25/16 \*\*\*\*\*

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**Performance Summary**

Performance Summary	System	Overall	2016 Data			2015 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>			<b>94.0%</b>	<b>93.5%</b>	<b>93.7%</b>	<b>92.8%</b>	<b>91.2%</b>
		AM Peak		94.8%	94.3%	95.7%	88.9%
		PM Peak		90.7%	91.5%	90.4%	86.6%
		<b>Total Peak</b>		<b>92.8%</b>	<b>93.0%</b>	<b>93.1%</b>	<b>87.8%</b>
		Off Peak Weekday		93.4%	93.5%	92.8%	91.5%
		Weekend		94.8%	94.9%	92.4%	94.8%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>92.6%</b>	<b>92.5%</b>	<b>92.8%</b>	<b>91.0%</b>
		AM Peak		94.0%	94.8%	94.6%	88.8%
		PM Peak		88.9%	89.8%	89.0%	86.2%
		<b>Total Peak</b>		<b>91.6%</b>	<b>92.5%</b>	<b>92.0%</b>	<b>87.6%</b>
	Off Peak Weekday		92.6%	93.0%	93.4%	91.7%	
	Weekend		94.3%	91.6%	92.6%	95.1%	
<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>97.7%</b>	<b>97.1%</b>	<b>94.9%</b>	<b>95.1%</b>	
	AM Peak		94.6%	95.1%	95.9%	89.7%	
	PM Peak		99.0%	97.4%	94.4%	93.8%	
	<b>Total Peak</b>		<b>96.6%</b>	<b>96.1%</b>	<b>95.2%</b>	<b>91.6%</b>	
	Off Peak Weekday		97.9%	97.4%	96.0%	96.0%	
	Weekend		98.6%	97.4%	91.7%	96.7%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>92.5%</b>	<b>92.3%</b>	<b>90.7%</b>	<b>88.6%</b>	
	AM Peak		94.2%	94.1%	97.3%	87.5%	
	PM Peak		91.2%	90.8%	89.3%	83.6%	
	<b>Total Peak</b>		<b>92.8%</b>	<b>92.5%</b>	<b>93.4%</b>	<b>85.6%</b>	
	Off Peak Weekday		92.8%	90.4%	86.5%	86.1%	
	Weekend		91.5%	94.6%	94.7%	94.3%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>97.3%</b>	<b>96.7%</b>	<b>93.9%</b>	<b>94.6%</b>	
	AM Peak		96.4%	97.2%	98.6%	94.2%	
	PM Peak		98.0%	94.6%	91.4%	90.4%	
	<b>Total Peak</b>		<b>97.1%</b>	<b>96.0%</b>	<b>95.2%</b>	<b>92.4%</b>	
	Off Peak Weekday		98.1%	97.2%	94.6%	95.0%	
	Weekend		95.7%	96.4%	91.3%	95.6%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>96.0%</b>	<b>95.6%</b>	<b>94.4%</b>	<b>93.0%</b>	
	AM Peak		97.0%	96.9%	95.8%	89.9%	
	PM Peak		95.5%	93.8%	94.2%	89.8%	
	<b>Total Peak</b>		<b>96.2%</b>	<b>95.4%</b>	<b>95.1%</b>	<b>89.9%</b>	
	Off Peak Weekday		95.6%	95.2%	94.9%	93.3%	
	Weekend		96.6%	96.6%	92.0%	96.3%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>89.8%</b>	<b>92.0%</b>	<b>92.3%</b>	<b>89.9%</b>	
	AM Peak		92.6%	90.0%	94.9%	88.1%	
	PM Peak		87.0%	91.9%	91.3%	87.1%	
	<b>Total Peak</b>		<b>89.9%</b>	<b>90.9%</b>	<b>93.1%</b>	<b>87.6%</b>	
	Off Peak Weekday		88.2%	92.6%	94.5%	91.0%	
	Weekend		92.9%	91.8%	87.2%	90.0%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>93.2%</b>	<b>93.5%</b>	<b>94.8%</b>	<b>92.8%</b>	
	AM Peak		96.1%	96.3%	98.7%	92.9%	
	PM Peak		81.8%	86.9%	89.4%	84.0%	
	<b>Total Peak</b>		<b>89.5%</b>	<b>91.9%</b>	<b>94.4%</b>	<b>88.8%</b>	
	Off Peak Weekday		96.5%	93.5%	94.8%	93.5%	
	Weekend		90.1%	95.4%	95.6%	96.6%	

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>90.8%</b>	<b>90.0%</b>	<b>88.4%</b>	<b>87.0%</b>
	AM Peak		95.5%	91.6%	90.3%	84.5%
	PM Peak		91.6%	90.9%	88.3%	84.6%
	<b>Total Peak</b>		<b>93.6%</b>	<b>91.3%</b>	<b>89.4%</b>	<b>84.5%</b>
	Off Peak Weekday		87.5%	86.1%	87.4%	84.7%
	Weekend		94.2%	96.2%	90.9%	95.4%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>91.1%</b>	<b>94.0%</b>	<b>92.9%</b>	<b>91.2%</b>
	AM Peak		93.2%	94.8%	97.2%	90.5%
	PM Peak		82.8%	88.2%	86.4%	82.0%
	<b>Total Peak</b>		<b>87.8%</b>	<b>91.4%</b>	<b>91.6%</b>	<b>86.1%</b>
	Off Peak Weekday		89.9%	93.4%	93.2%	91.5%
	Weekend		98.8%	98.1%	94.1%	96.2%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>93.7%</b>	<b>92.2%</b>	<b>92.2%</b>	<b>88.4%</b>
	AM Peak		96.0%	91.4%	94.7%	83.8%
	PM Peak		94.5%	93.6%	93.8%	88.0%
	<b>Total Peak</b>		<b>95.3%</b>	<b>92.4%</b>	<b>94.3%</b>	<b>85.8%</b>
	Off Peak Weekday		93.7%	92.0%	91.1%	89.2%
	Weekend		91.2%	92.2%	91.4%	90.6%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>97.3%</b>	<b>96.7%</b>	<b>94.4%</b>	<b>94.8%</b>
	AM Peak		95.5%	95.5%	95.5%	93.1%
	PM Peak		93.2%	92.5%	90.2%	88.7%
	<b>Total Peak</b>		<b>94.2%</b>	<b>93.9%</b>	<b>92.6%</b>	<b>90.7%</b>
	Off Peak Weekday		98.3%	98.2%	95.2%	96.2%
	Weekend		99.3%	97.0%	95.1%	97.1%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,803</b>	<b>122,075</b>	<b>20,578</b>	<b>121,592</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.8	-12.8	-11.4	-12.8
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		230	1,323	228	2,052
	<b>Trains Canceled</b>		95	648	45	742
	<b>Trains Terminated</b>		40	253	40	369
	<b>Percent of Scheduled Trips Completed</b>		99.4%	99.3%	99.6%	99.1%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.3%			
	PM Peak		98.6%			
	<b>Total Peak</b>		99.0%			

System Categories Of Delay	% Total	May	2016 Data		2015 Data		YTD 2016 Vs 2015
			June	YTD Thru June	June	YTD Thru June	
<b>Engineering (Scheduled)</b>	<b>1.0%</b>	21	14	188	33	218	(30)
<b>Engineering (Unscheduled)</b>	<b>11.1%</b>	204	149	877	130	912	(35)
<b>Maintenance of Equipment</b>	<b>7.4%</b>	80	100	750	180	843	(93)
<b>Transportation</b>	<b>1.6%</b>	29	22	177	48	294	(117)
<b>Capital Projects</b>	<b>1.7%</b>	64	23	249	61	105	144
<b>Weather and Environmental</b>	<b>1.3%</b>	11	17	1,324	86	2,684	(1,360)
<b>Police</b>	<b>9.5%</b>	108	128	727	142	1,107	(380)
<b>Customers</b>	<b>34.2%</b>	398	461	2,005	443	2,061	(56)
<b>Other</b>	<b>18.1%</b>	125	244	887	206	973	(86)
<b>3rd Party Operations</b>	<b>14.1%</b>	63	190	550	143	1,445	(895)
<b>Total</b>	<b>100.0%</b>	1,103	1,348	7,734	1,472	10,642	(2,908)

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
4-Jun	Sat	Signal trouble Hunt Interlocking							14	6		14	6	
7-Jun	Tues	Train 807 possible bench wall strike in Line 4 (MP 0.98)	42	1	3				14		1	56	1	4
8-Jun	Wed	Train 807 possible bench wall strike in Line 4 (MP 1.07)	37	2	5				5			42	2	5
11-Jun	Tues	Heavy loading caused by the Belmont Stakes							11			11		
14-Jun	Tues	Down wire hanging at the east end of 21 track in Penn Station	6						10			16		
15-Jun	Wed	Unauthorized person on tracks at Copiague Station				16	2		4	2		20	4	
16-Jun	Thurs	Heavy loading caused Mumford and Sons concert at Forest Hills				1			15			16		
18-Jun	Sat	Track condition Nassau 2 Interlocking							43	4		43	4	
20-Jun	Mon	Track circuit failure at New Hyde Park				25	2	1	7			32	2	1
21-Jun	Tues	Amtrak related tack condition on 19 track in Penn Station				17	18		22	3	9	39	21	9
23-Jun	Thurs	Vehicle bridge strike west of Westbury Station							12			12		
28-Jun	Tues	Vehicle bridge strike west of Woodside Station				21	27		23	2	5	44	29	5
<b>TOTAL FOR MONTH</b>			<b>85</b>	<b>3</b>	<b>8</b>	<b>80</b>	<b>49</b>	<b>1</b>	<b>180</b>	<b>17</b>	<b>15</b>	<b>345</b>	<b>69</b>	<b>24</b>
												<b>438</b>		

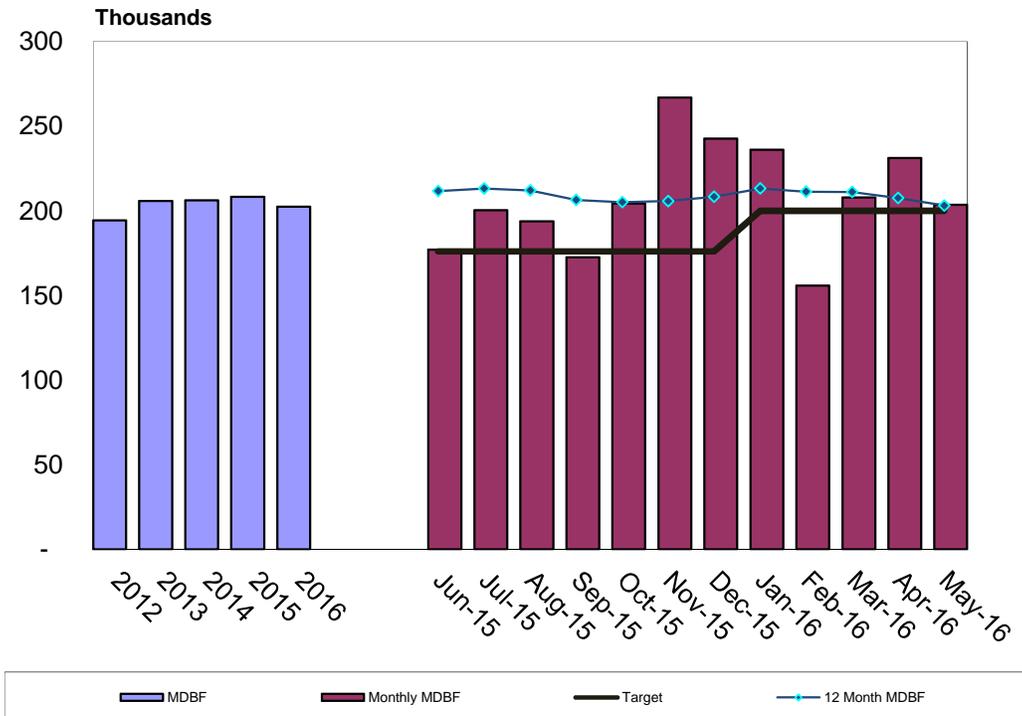
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES

	2016 Data							2015 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
<b>Mean Distance Between Failures</b>	M-3	150	75,000	52,663	10	74,094	69,382	93,830	6	60,060
	M-7	836	460,000	531,184	10	398,254	404,406	851,080	6	677,209
	DM	21	22,000	17,834	5	25,496	30,107	17,526	5	16,305
	DE	24	22,000	27,447	3	19,657	22,482	28,323	3	25,400
	C-3	134	100,000	141,210	5	140,010	131,088	185,614	4	113,526
	Diesel	179	60,000	67,505	13	68,540	73,306	76,254	12	60,816
	<b>Fleet</b>	<b>1,165</b>	<b>200,000</b>	<b>203,516</b>	<b>33</b>	<b>202,443</b>	<b>203,122</b>	<b>274,355</b>	<b>24</b>	<b>215,714</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			2016 Data	
			June	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	7
			<b>Total Standees</b>	<b>7</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	Huntington Branch	Program Standees	40	0
		Add'l Standees	4	4
			<b>Total Standees</b>	<b>44</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	4	0
			<b>Total Standees</b>	<b>4</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	5	3
			<b>Total Standees</b>	<b>3</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	6	74
			<b>Total Standees</b>	<b>74</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	15	21
			<b>Total Standees</b>	<b>21</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
			<b>System Wide PEAK</b>	<b>110</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.



Standee Report

West Of Jamaica		2016 Data		
		June		
Daily Average			AM Peak	PM Peak
Babylon Branch	Program Standees		0	0
	Add'l Standees		9	15
	<b>Total Standees</b>		<b>9</b>	<b>15</b>
Far Rockaway Branch	Program Standees		0	0
	Add'l Standees		2	0
	<b>Total Standees</b>		<b>2</b>	<b>0</b>
Huntington Branch	Program Standees		0	0
	Add'l Standees		6	26
	<b>Total Standees</b>		<b>6</b>	<b>26</b>
Hempstead Branch	Program Standees		0	0
	Add'l Standees		0	20
	<b>Total Standees</b>		<b>0</b>	<b>20</b>
Long Beach Branch	Program Standees		28	0
	Add'l Standees		0	0
	<b>Total Standees</b>		<b>28</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		4	0
	<b>Total Standees</b>		<b>4</b>	<b>0</b>
Port Jefferson Branch	Program Standees		0	0
	Add'l Standees		1	0
	<b>Total Standees</b>		<b>1</b>	<b>0</b>
Port Washington Branch	Program Standees		0	0
	Add'l Standees		6	74
	<b>Total Standees</b>		<b>6</b>	<b>74</b>
Ronkonkoma Branch	Program Standees		0	0
	Add'l Standees		13	12
	<b>Total Standees</b>		<b>13</b>	<b>12</b>
West Hempstead Branch	Program Standees		0	0
	Add'l Standees		7	0
	<b>Total Standees</b>		<b>7</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>77</b>	<b>147</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 JUNE 2016**

<b>Elevator Availability</b>		<b>2016</b>		<b>2015</b>	
		<b>June</b>	<b>Year to Date</b>	<b>June</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	99.00%	99.00%	98.90%	98.30%
	<b>Far Rockaway Branch</b>	99.70%	99.10%	96.90%	98.90%
	<b>Hempstead Branch</b>	99.50%	98.90%	99.60%	99.30%
	<b>Long Beach Branch</b>	99.60%	99.40%	99.80%	97.10%
	<b>Port Jefferson Branch</b>	95.60%	96.50%	95.60%	96.90%
	<b>Port Washington Branch</b>	99.10%	98.90%	99.30%	99.20%
	<b>Ronkonkoma Branch</b>	99.50%	99.00%	99.40%	99.00%
	<b>City Terminal Stations</b>	97.70%	97.90%	98.30%	97.70%
	<b>Overall Average</b>	98.50%	98.50%	98.40%	98.20%

<b>Escalator Availability</b>		<b>2016</b>		<b>2015</b>	
		<b>June</b>	<b>Year to Date</b>	<b>June</b>	<b>Year to Date</b>
<b>Branch</b>	<b>Babylon Branch</b>	96.60%	97.60%	98.20%	98.20%
	<b>Far Rockaway Branch</b>	97.50%	98.20%	97.00%	98.60%
	<b>Hempstead Branch</b>	98.60%	97.30%	98.70%	99.10%
	<b>Long Beach Branch</b>	97.20%	98.00%	97.20%	98.20%
	<b>Port Jefferson Branch</b>	98.30%	97.70%	97.20%	92.60%
	<b>City Terminal</b>	98.70%	99.50%	98.30%	98.90%
	<b>Overall Average</b>	97.80%	98.50%	98.10%	98.20%

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

Elevators	Mechanical Injury	Human Factor Injury	Entrapment
There were no elevator incidents reported for June 2016			

Escalators	Mechanical Injury	Human Factor Injury
Jamaica	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		
	June 2013 - May 2014	June 2014 - May 2015	June 2015 - May 2016
FRA Reportable Customer Accident Rate per Million Customers	5.95	4.46	3.73
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.61	3.71	3.19
Grade Crossing Incidents <sup>1</sup>	8	8	9
Mainline FRA Reportable Train Derailments	1	0	0
Mainline FRA Reportable Train Collisions	2	2	2

<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	
	May	Year to Date	May	Year to Date
Total Reports Received	10	10	21	63
Total Reports Reviewed by PRT	5	5	10	57
Total Reports that Meet C3RS Program Criteria	5	5	21	57
Total Corrective Actions being Developed	0	0	0	7
Total Corrective Actions Implemented	0	0	0	0
Customer and Community: Focus on Grade Crossings	May	Year to Date	May	Year to Date
Broken Gates	13	59	8	50
MTA Police Details	112	417	40	235
Summons	133	503	183	740
Warnings	60	191	73	404
Arrests	0	0	0	3
Community Education and Outreach	7,754	36,834	9,832	50,024
		Completed	Total	% Complete
Cameras on Rolling Stock	Scheduled to Begin in December		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 inward/outward camera installations on rolling stock.



# **Long Island Rail Road**

## **Monthly Financial Report**

**May 2016**

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

**SUMMARY**

May YTD operating results were favorable by \$46.0 million or 9.5% lower than the Adopted Budget.

Non-Reimbursable revenues through May were \$1.7 million or 0.6% above the Adopted Budget due to higher ridership. Total Non-Reimbursable expenses through May were \$44.2 million lower than projected due to timing of non-payroll related expenses and lower rates and consumption for Electric and Fuel of \$41.3 million and lower labor expenses as a result of vacant positions and associated fringe costs of \$16.6 million, partially offset by higher Depreciation of \$(5.7) million, GASB 68 Pension Adjustment \$(5.1) million, Other Post-Employment benefits of \$(2.7) million and Environmental Remediation \$(0.2) million.

YTD capital and other reimbursable expenditures (and reimbursements) were \$11.8 million higher than the budget due to timing of capital and other reimbursements.

**REVENUE/RIDERSHIP**

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$439.0 were \$13.6 or 3.2% favorable to budget.

- **Y-T-D Farebox Revenues** were \$2.2 favorable to budget due to higher ridership. Ridership through May was 35.6 million. This was 2.8% above 2015 (adjusted for same number of calendar work days) and 1.0% higher than the 2016 budget.
- **Y-T-D Other Operating Revenues** were \$(0.5) unfavorable to budget due to timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$11.8 million favorable due to timing of capital activity and interagency reimbursements.

**EXPENSES**

Year-to-date May **Total Expenses** (including depreciation and other) of \$875.9 were favorable to budget by \$32.4 or 3.6%.

**Labor Expenses**, \$0.9 favorable Y-T-D.

- **Payroll**, \$10.3 favorable Y-T-D (primarily vacant positions and lower vacation pay accruals).
- **Overtime**, \$(9.9) unfavorable Y-T-D (higher capital project activity, maintenance, weather and vacancy/absentee coverage, partially offset by lower scheduled/ unscheduled service).
- **Health & Welfare**, \$1.4 favorable Y-T-D (primarily vacant positions and lower rates).
- **OPEB Current Payment**, \$3.3 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Pensions**, \$(2.4) unfavorable Y-T-D (higher actuarial estimate).
- **Other Fringe**, \$(1.8) unfavorable Y-T-D (higher FELA indemnity reserves, Railroad Retirement Taxes and meal allowance).

**Non-Labor Expenses**, \$45.2 favorable Y-T-D.

- **Electric Power**, \$7.5 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$2.2 favorable Y-T-D (lower rates).
- **Insurance**, \$1.1 favorable Y-T-D (lower Liability and Force Account insurance).
- **Claims**, \$(1.0) unfavorable Y-T-D (increase in reserves of public liability expenses).
- **Maintenance and Other Operating Contracts**, \$7.7 favorable Y-T-D (primarily timing of capital project activity, various safety/security related projects, Lefferts Ave Overbuild, vegetation management, platform investments, uniform purchases, waste maintenance and hazardous waste cleanup, partially offset by higher non-revenue vehicle repairs and rent costs at 347 Madison Avenue).
- **Professional Services**, \$1.9 favorable Y-T-D (timing of MTA chargebacks, M-7 Propulsion consultant and other Professional Services).
- **Materials and Supplies**, \$25.4 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and timing of capital project activity, partially offset by higher material usage in Structures and Maintenance of Way Departments system-wide.)

- **Other Business Expenses**, \$0.5 favorable Y-T-D (higher restitution of property damage and timing of miscellaneous expenses).

**Depreciation and Other**, \$(13.7) unfavorable Y-T-D (unfavorable Depreciation, GASB 68 Pension Adjustment, Other Post Employment Benefits and Environmental Remediation).

#### **CASH DEFICIT SUMMARY**

The Cash Deficit through May of \$294.0 million was \$74.6 favorable to budget due to higher receipts and lower expenses.

#### **FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 50.6%, 5.6 percentage points above the budget resulting from lower expenses and higher revenue.
- Through May, the Adjusted Farebox Operating Ratio was 60.7%, which is favorable to budget due to lower expenses and higher revenue.
- Through May, the Adjusted Cost per Passenger was \$14.02, which is lower than budget due to lower expenses and higher ridership.
- Through May, the Revenue per Passenger was \$7.95, which was slightly below budget.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 2016**  
(\$ 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	\$59.041	\$59.423	\$0.382	0.6	\$0.000	\$0.000	\$0.000	-	\$59.041	\$59.423	\$0.382	0.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.962	5.076	0.114	2.3	0.000	0.000	0.000	-	4.962	5.076	0.114	2.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	29.990	36.107	6.117	20.4	29.990	36.107	6.117	20.4
<b>Total Revenue</b>	<b>\$64.003</b>	<b>\$64.500</b>	<b>\$0.497</b>	<b>0.8</b>	<b>\$29.990</b>	<b>\$36.107</b>	<b>\$6.117</b>	<b>20.4</b>	<b>\$93.993</b>	<b>\$100.607</b>	<b>\$6.614</b>	<b>7.0</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$40.462	\$39.179	\$1.283	3.2	\$10.290	\$9.674	\$0.616	6.0	\$50.752	\$48.853	\$1.899	3.7
Overtime	9.069	9.959	(0.890)	(9.8)	2.473	4.378	(1.905)	(77.0)	11.542	14.337	(2.795)	(24.2)
Health and Welfare	7.977	7.426	0.551	6.9	2.103	2.340	(0.237)	(11.3)	10.080	9.766	0.314	3.1
OPEB Current Payment	5.558	5.107	0.451	8.1	0.000	0.000	0.000	-	5.558	5.107	0.451	8.1
Pensions	10.063	11.560	(1.497)	(14.9)	3.417	4.313	(0.896)	(26.2)	13.480	15.873	(2.393)	(17.8)
Other Fringe Benefits	12.946	14.192	(1.246)	(9.6)	2.150	2.480	(0.330)	(15.4)	15.096	16.672	(1.576)	(10.4)
Reimbursable Overhead	(1.755)	(3.565)	1.810	*	1.755	3.565	(1.810)	*	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$84.320</b>	<b>\$83.858</b>	<b>\$0.462</b>	<b>0.5</b>	<b>\$22.188</b>	<b>\$26.750</b>	<b>(\$4.562)</b>	<b>(20.6)</b>	<b>\$106.508</b>	<b>\$110.607</b>	<b>(\$4.099)</b>	<b>(3.8)</b>
<i>Non-Labor:</i>												
Electric Power	\$7.802	\$5.848	\$1.954	25.0	\$0.041	\$0.139	(\$0.098)	*	\$7.843	\$5.987	\$1.856	23.7
Fuel	1.532	1.186	0.346	22.6	0.000	0.000	0.000	-	1.532	1.186	0.346	22.6
Insurance	2.101	2.002	0.099	4.7	0.764	0.703	0.061	8.0	2.865	2.705	0.160	5.6
Claims	0.359	0.258	0.101	28.1	0.000	0.000	0.000	-	0.359	0.258	0.101	28.1
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	6.669	4.627	2.042	30.6	2.313	2.266	0.047	2.0	8.982	6.894	2.088	23.3
Professional Service Contracts	2.336	2.343	(0.007)	(0.3)	0.115	0.218	(0.103)	(89.2)	2.451	2.561	(0.110)	(4.5)
Materials & Supplies	13.658	10.570	3.088	22.6	4.540	5.934	(1.394)	(30.7)	18.198	16.504	1.694	9.3
Other Business Expenses	1.305	1.177	0.128	9.8	0.029	0.099	(0.070)	*	1.334	1.276	0.058	4.4
<b>Total Non-Labor Expenses</b>	<b>\$35.762</b>	<b>\$28.012</b>	<b>\$7.750</b>	<b>21.7</b>	<b>\$7.802</b>	<b>\$9.358</b>	<b>(\$1.556)</b>	<b>(19.9)</b>	<b>\$43.564</b>	<b>\$37.369</b>	<b>\$6.195</b>	<b>14.2</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>\$120.082</b>	<b>\$111.869</b>	<b>\$8.213</b>	<b>6.8</b>	<b>\$29.990</b>	<b>\$36.107</b>	<b>(\$6.117)</b>	<b>(20.4)</b>	<b>\$150.072</b>	<b>\$147.977</b>	<b>\$2.095</b>	<b>1.4</b>
Depreciation	\$27.254	\$29.174	(\$1.920)	(7.0)	\$0.000	\$0.000	\$0.000	-	\$27.254	\$29.174	(\$1.920)	(7.0)
Other Post Employment Benefits	6.395	6.721	(0.326)	(5.1)	0.000	0.000	0.000	-	\$6.395	6.721	(0.326)	(5.1)
GASB 68 Pension Expense Adjustment	0.000	5.120	(5.120)	-	0.000	0.000	0.000	-	\$0.000	5.120	(5.120)	-
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>\$153.898</b>	<b>\$153.052</b>	<b>\$0.846</b>	<b>0.5</b>	<b>\$29.990</b>	<b>\$36.107</b>	<b>(\$6.117)</b>	<b>(20.4)</b>	<b>\$183.888</b>	<b>\$189.159</b>	<b>(\$5.271)</b>	<b>(2.9)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$89.895)</b>	<b>(\$88.552)</b>	<b>\$1.343</b>	<b>1.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$89.895)</b>	<b>(\$88.552)</b>	<b>\$1.343</b>	<b>1.5</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.254	\$29.174	\$1.920	7.0	\$0.000	\$0.000	\$0.000	-	\$27.254	\$29.174	\$1.920	7.0
Operating/Capital	(2.284)	(0.721)	1.563	68.4	0.000	0.000	0.000	-	(2.284)	(0.721)	1.563	68.4
Other Cash Adjustments	1.326	1.329	0.003	0.3	0.000	0.000	0.000	-	1.326	1.329	0.003	0.3
<b>Total Cash Conversion Adjustments</b>	<b>\$26.296</b>	<b>\$29.783</b>	<b>\$3.487</b>	<b>13.3</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$26.296</b>	<b>\$29.783</b>	<b>\$3.487</b>	<b>13.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$63.599)</b>	<b>(\$58.769)</b>	<b>\$4.830</b>	<b>7.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$63.599)</b>	<b>(\$58.769)</b>	<b>\$4.830</b>	<b>7.6</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**  
**May Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$279.527	\$281.773	\$2.246	0.8	\$0.000	\$0.000	\$0.000	-	\$279.527	\$281.773	\$2.246	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	21.972	21.463	(0.509)	(2.3)	0.000	0.000	0.000	-	21.972	21.463	(0.509)	(2.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	123.990	135.811	11.821	9.5	123.990	135.811	11.821	9.5
<b>Total Revenue</b>	<b>\$301.499</b>	<b>\$303.236</b>	<b>\$1.737</b>	<b>0.6</b>	<b>\$123.990</b>	<b>\$135.811</b>	<b>\$11.821</b>	<b>9.5</b>	<b>\$425.489</b>	<b>\$439.047</b>	<b>\$13.558</b>	<b>3.2</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$214.339	\$206.824	\$7.515	3.5	\$41.975	\$39.228	\$2.747	6.5	\$256.314	\$246.051	\$10.263	4.0
Overtime	47.638	51.385	(3.747)	(7.9)	9.970	16.143	(6.173)	(61.9)	57.608	67.529	(9.921)	(17.2)
Health and Welfare	42.380	39.945	2.435	5.7	8.564	9.567	(1.003)	(11.7)	50.944	49.513	1.431	2.8
OPEB Current Payment	27.790	24.479	3.311	11.9	0.000	0.000	0.000	-	27.790	24.479	3.311	11.9
Pensions	53.484	52.456	1.028	1.9	13.915	17.335	(3.420)	(24.6)	67.399	69.791	(2.392)	(3.5)
Other Fringe Benefits	61.875	62.470	(0.595)	(1.0)	8.757	9.946	(1.189)	(13.6)	70.632	72.416	(1.784)	(2.5)
Reimbursable Overhead	(7.183)	(13.866)	6.683	93.0	7.183	13.866	(6.683)	(93.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$440.323</b>	<b>\$423.692</b>	<b>\$16.631</b>	<b>3.8</b>	<b>\$90.364</b>	<b>\$106.086</b>	<b>(\$15.722)</b>	<b>(17.4)</b>	<b>\$530.687</b>	<b>\$529.778</b>	<b>\$0.909</b>	<b>0.2</b>
<i>Non-Labor:</i>												
Electric Power	\$38.470	\$30.735	\$7.735	20.1	\$0.241	\$0.434	(\$0.193)	(80.3)	\$38.711	\$31.170	\$7.541	19.5
Fuel	7.809	5.579	2.230	28.6	0.000	0.000	0.000	-	7.809	5.579	2.230	28.6
Insurance	10.305	9.611	0.694	6.7	2.990	2.605	0.385	12.9	13.295	12.216	1.079	8.1
Claims	1.795	2.814	(1.019)	(56.7)	0.000	0.000	0.000	-	1.795	2.814	(1.019)	(56.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	30.660	24.674	5.986	19.5	10.055	8.387	1.668	16.6	40.715	33.062	7.653	18.8
Professional Service Contracts	10.333	8.302	2.031	19.7	0.557	0.722	(0.165)	(29.6)	10.890	9.023	1.867	17.1
Materials & Supplies	69.258	46.439	22.819	32.9	19.665	17.125	2.540	12.9	88.923	63.564	25.359	28.5
Other Business Expenses	6.308	5.467	0.841	13.3	0.118	0.452	(0.334)	-	6.426	5.918	0.508	7.9
<b>Total Non-Labor Expenses</b>	<b>\$174.938</b>	<b>\$133.621</b>	<b>\$41.317</b>	<b>23.6</b>	<b>\$33.626</b>	<b>\$29.725</b>	<b>\$3.901</b>	<b>11.6</b>	<b>\$208.564</b>	<b>\$163.346</b>	<b>\$45.218</b>	<b>21.7</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>\$615.261</b>	<b>\$557.313</b>	<b>\$57.948</b>	<b>9.4</b>	<b>\$123.990</b>	<b>\$135.811</b>	<b>(\$11.821)</b>	<b>(9.5)</b>	<b>\$739.251</b>	<b>\$693.125</b>	<b>\$46.126</b>	<b>6.2</b>
Depreciation	\$136.270	\$141.960	(5.690)	(4.2)	\$0.000	\$0.000	\$0.000	-	\$136.270	\$141.960	(\$5.690)	(4.2)
Other Post Employment Benefits	31.975	34.661	(2.686)	(8.4)	0.000	0.000	0.000	-	31.975	34.661	(2.686)	(8.4)
GASB 68 Pension Expense Adjustment	0.000	5.120	(5.120)	-	0.000	0.000	0.000	-	0.000	5.120	(5.120)	-
Environmental Remediation	0.835	1.059	(0.224)	(26.9)	0.000	0.000	0.000	-	0.835	1.059	(0.224)	(26.9)
<b>Total Expenses</b>	<b>\$784.341</b>	<b>\$740.114</b>	<b>\$44.227</b>	<b>5.6</b>	<b>\$123.990</b>	<b>\$135.811</b>	<b>(\$11.821)</b>	<b>(9.5)</b>	<b>\$908.331</b>	<b>\$875.926</b>	<b>\$32.405</b>	<b>3.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$482.842)</b>	<b>(\$436.878)</b>	<b>\$45.964</b>	<b>9.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$482.842)</b>	<b>(\$436.878)</b>	<b>\$45.964</b>	<b>9.5</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$136.270	\$141.960	\$5.690	4.2	\$0.000	\$0.000	\$0.000	-	136.270	\$141.960	\$5.690	4.2
Operating/Capital	(8.879)	(2.235)	6.644	74.8	0.000	0.000	0.000	-	(8.879)	(2.235)	6.644	74.8
Other Cash Adjustments	(13.191)	3.123	16.314	*	0.000	0.000	0.000	-	(13.191)	3.123	16.314	*
<b>Total Cash Conversion Adjustments</b>	<b>\$114.200</b>	<b>\$142.849</b>	<b>\$28.649</b>	<b>25.1</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$114.200</b>	<b>\$142.849</b>	<b>\$28.649</b>	<b>25.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$368.642)</b>	<b>(\$294.030)</b>	<b>\$74.612</b>	<b>20.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$368.642)</b>	<b>(\$294.030)</b>	<b>\$74.612</b>	<b>20.2</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.

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

May 2016				Year-to-Date May 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	0.382	0.6	Higher ridership \$0.629, partially offset by lower yield per passenger \$(0.247).	2.246	0.8	Higher ridership \$2.759, partially offset by lower yield per passenger \$(0.513).
Other Operating Revenue	Non Reimb.	0.114	2.3	Primarily due to higher rental and special services revenue, partially offset by timing of advertising, miscellaneous and freight revenue.	(0.509)	(2.3)	Primarily due to timing of advertising and lower rental revenue, partially offset by timing of miscellaneous and freight revenue and higher special services revenue.
Capital & Other Reimbursements	Reimb.	6.117	20.4	Timing of capital project activity.	11.821	9.5	Timing of capital project activity.
<b>Expenses</b>							
Payroll	Non Reimb.	1.283	3.2	Primarily vacant positions, rates and lower vacation pay accruals, partially offset by Engineering's workforce performing maintenance activities instead of project activity.	7.515	3.5	Primarily vacant positions, rates, lower vacation pay accruals and lower sick pay law claims, partially offset by Engineering's workforce performing maintenance activities instead of project activity and higher differential pay.
	Reimb.	0.616	6.0	Primarily due to timing of project activity.	2.747	6.5	Primarily due to timing of project activity.
Overtime	Non Reimb.	(0.890)	(9.8)	Higher vacancy/absentee coverage within the Equipment Department and higher programmatic/routine maintenance overtime in the Engineering Department, partially offset by lower scheduled service.	(3.747)	(7.9)	Higher maintenance overtime in the Engineering Department due to limited track availability, higher weather overtime, higher vacancy/absentee coverage and higher rates, partially offset by lower scheduled service.
	Reimb.	(1.905)	(77.0)	Over-run attributed to annual track program, Jamaica Capacity Improvements, East Rail Yard, East Side Access, West End reimbursable projects and Second Track Main Line, partially offset with PTC delays.	(6.173)	(61.9)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line and WSS closure resulting from latest project schedule requirements.
Health and Welfare	Non Reimb.	0.551	6.9	Vacant positions and lower rates.	2.435	5.7	Vacant positions and lower rates.
	Reimb.	(0.237)	(11.3)	Primarily due to timing of project activity.	(1.003)	(11.7)	Primarily due to timing of project activity.

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

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	May 2016		Reason for Variance	Year-to-Date May 2016		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
OPEB Current Payment	Non Reimb.	0.451	8.1	Fewer retirees/beneficiaries.	3.311	11.9	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	(1.497)	(14.9)	Total pension is unfavorable to plan due to higher actuarial estimate, partially offset by the estimated percentage of pension allocated to reimbursable was under-estimated.	1.028	1.9	Total pension is unfavorable to plan due to higher actuarial estimate, partially offset by the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.896)	(26.2)	The estimated percentage of pension allocated to reimbursable was under-estimated.	(3.420)	(24.6)	The estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	(1.246)	(9.6)	Higher FELA indemnity reserves.	(0.595)	(1.0)	Higher FELA indemnity reserves.
	Reimb.	(0.330)	(15.4)	Primarily due to timing of project activity.	(1.189)	(13.6)	Primarily due to timing of project activity.
Reimbursable Overhead	Reimb	(1.810)	*	Primarily due to timing of project activity.	(6.683)	(93.0)	Primarily due to timing of project activity.
	Non Reimb.	1.810	*	Primarily due to timing of project activity.	6.683	93.0	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.954	25.0	Lower rates and consumption.	7.735	20.1	Lower rates and consumption.
	Reimb.	(0.098)	*		(0.193)	(80.3)	
Fuel	Non Reimb.	0.346	22.6	Lower rates.	2.230	28.6	Lower rates.
Insurance	Non Reimb.	0.099	4.7	Lower payments for liability insurance.	0.694	6.7	Lower payments for liability insurance.
	Reimb.	0.061	8.0	Force Account Insurance associated with project activity.	0.385	12.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.101	28.1	Lower legal claims.	(1.019)	(56.7)	Higher reserves for public liability claims.

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

		May 2016				Year-to-Date May 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.	2.042	30.6	Timing of payments for vegetation management, non-revenue vehicle repairs, platform investments, toilet servicing and the timing of payments for various maintenance contracts.	5.986	19.5	Timing of payments for vegetation management, Penn Station Cleaning, hazardous waste cleanups, toilet servicing, escalator/elevator maintenance, various security related projects and platform investments, partially offset by higher vehicle/equipment rentals for the Engineering department and higher non-revenue vehicle maintenance.
	Reimb.	0.047	2.0	Primarily due to timing of project activity.	1.668	16.6	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	(0.007)	(0.3)	Timing of payments for MTA chargebacks, partially offset by delayed use of M-7 Propulsion consultant.	2.031	19.7	Delayed M7 propulsion consultant and lower MTA chargebacks.
	Reimb.	(0.103)	(89.2)	Primarily due to timing of project activity.	(0.165)	(29.6)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	3.088	22.6	Primarily due to delays for fleet modifications (DE/DM gate unit and Cameras) and Reliability Centered Maintenance ( M-7 Propulsion and Doors), reclaims of pool material and delayed upgrades to ticket vending machines.	22.819	32.9	Primarily due to delayed fleet modifications (Cameras, DE/DM gate units and M7 Observer seats), contracts for non-recurring engineering costs (C-3 CCU and C-3 Phase 3 door), Reliability Centered Maintenance activities (propulsion, M-7 Phase 3 doors/Thresholds), higher reclaims of pool material and lower chargeouts of running repair material (primarily wheels and traction motors), partially offset by higher material usage by the Maintenance of Way department.
	Reimb.	(1.394)	(30.7)	Primarily due to timing of project activity.	2.540	12.9	Primarily due to timing of project activity.

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

		May 2016				Year-to-Date May 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.	0.128	9.8	Higher credits for restitution of property damages and timing of miscellaneous and employee expenses.	0.841	13.3	Higher credits for restitution of property damages, lower print, stationary and office supplies and timing of miscellaneous expenses, partially offset by higher credit card fees.		
	Reimb.	(0.070)	*	Primarily due to timing project activity.	(0.334)	*	Primarily due to timing project activity.		
Depreciation	Non Reimb.	(1.920)	(7.0)	Based on certain capital assets being fully depreciated.	(5.690)	(4.2)	Based on certain capital assets being fully depreciated.		
Other Post Employment Benefits	Non Reimb.	(0.326)	(5.1)	Primarily due to latest actuarial estimates.	(2.686)	(8.4)	Primarily due to latest actuarial estimates.		
GASB 68 Pension Expense Adj	Non Reimb.	(5.120)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.	(5.120)	-	Quarterly cash adjustment made by MTA Headquarters for the employer cash contributions made to the pension plan.		
Environmental Remediation	Non Reimb.	0.000	0.2		(0.224)	(26.9)	Higher environmental remediation reserves.		

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
May 2016								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$60.812	\$61.045	\$0.233	0.4	\$288.382	\$289.758	\$1.376	0.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.758	4.516	0.758	20.2	15.915	29.017	13.102	82.3
Capital & Other Reimbursements	14.489	16.605	2.116	14.6	71.628	88.517	16.889	23.6
<b>Total Receipts</b>	<b>\$79.059</b>	<b>\$82.166</b>	<b>\$3.107</b>	<b>3.9</b>	<b>\$375.925</b>	<b>\$407.292</b>	<b>\$31.367</b>	<b>8.3</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$47.494	\$46.878	\$0.616	1.3	\$247.270	\$240.139	\$7.131	2.9
Overtime	8.841	11.503	(2.662)	(30.1)	56.216	64.479	(8.263)	(14.7)
Health and Welfare	10.080	9.967	0.113	1.1	50.944	48.827	2.117	4.2
OPEB Current Payment	5.558	4.982	0.576	10.4	27.790	24.490	3.300	11.9
Pensions	13.615	15.852	(2.237)	(16.4)	68.075	68.444	(0.369)	(0.5)
Other Fringe Benefits	12.915	12.972	(0.057)	(0.4)	69.216	68.251	0.965	1.4
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>\$98.503</b>	<b>\$102.155</b>	<b>(\$3.652)</b>	<b>(3.7)</b>	<b>\$519.511</b>	<b>\$514.631</b>	<b>\$4.880</b>	<b>0.9</b>
<i>Non-Labor:</i>								
Electric Power	\$7.843	\$3.015	\$4.828	61.6	\$38.711	\$28.420	\$10.291	26.6
Fuel	1.532	1.155	0.377	24.6	7.808	5.633	2.175	27.9
Insurance	2.106	0.236	1.870	88.8	15.373	12.332	3.041	19.8
Claims	0.144	0.732	(0.588)	*	0.720	1.207	(0.487)	(67.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.982	8.231	0.751	8.4	40.715	35.939	4.776	11.7
Professional Service Contracts	1.661	0.568	1.093	65.8	9.482	9.133	0.349	3.7
Materials & Supplies	18.836	19.422	(0.586)	(3.1)	97.236	77.046	20.190	20.8
Other Business Expenses	1.280	1.159	0.121	9.4	6.156	6.171	(0.015)	(0.2)
<b>Total Non-Labor Expenditures</b>	<b>\$42.384</b>	<b>\$34.519</b>	<b>\$7.865</b>	<b>18.6</b>	<b>\$216.201</b>	<b>\$175.881</b>	<b>\$40.320</b>	<b>18.6</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.771	\$1.684	\$0.087	4.9	\$8.855	\$8.268	\$0.587	6.6
<b>Total Other Expenditure Adjustments</b>	<b>\$1.771</b>	<b>\$1.684</b>	<b>\$0.087</b>	<b>4.9</b>	<b>\$8.855</b>	<b>\$8.268</b>	<b>\$0.587</b>	<b>6.6</b>
<b>Total Expenditures</b>	<b>\$142.658</b>	<b>\$138.358</b>	<b>\$4.300</b>	<b>3.0</b>	<b>\$744.567</b>	<b>\$698.780</b>	<b>\$45.787</b>	<b>6.1</b>
Cash Timing and Availability Adjustment	0.000	(2.578)	(2.578)	-	0.000	(2.542)	(2.542)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$63.599)</b>	<b>(\$58.769)</b>	<b>\$4.830</b>	<b>7.6</b>	<b>(\$368.642)</b>	<b>(\$294.030)</b>	<b>\$74.612</b>	<b>20.2</b>
<b>Subsidies</b>								
MTA	63.599	58.772	(4.827)	(7.6)	368.642	294.032	(74.610)	(20.2)

**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	May 2016			Year-to-Date as of May 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	0.233	0.4	Higher ridership \$0.629, partially offset by lower yields \$(0.247), lower advance sales impact \$(0.101) and lower Metrocard/AirTrain sales \$(0.048).	1.376	0.5	Higher ridership \$2.759, partially offset by lower Metrocard/AirTrain sales \$(0.551), lower yields \$(0.513) and lower advance sales impact \$(0.319).
Other Operating Revenue	0.758	20.2	Primarily due to the late receipt of the first NYCTA Transportation Pass quarterly reimbursement, partially offset by the timing of PSEG power, pole and wire receipts which were paid in one annual sum earlier in the year instead of monthly.	13.102	82.3	Primarily due to the collection of prior year intercompany receipts, the early receipt of power, pole and wire rental revenue and prior year NYCTA transportation pass reimbursement.
Capital and Other Reimbursements	2.116	14.6	Timing of activity and reimbursement for capital and other reimbursements.	16.889	23.6	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	0.616	1.3	Primarily due to vacant positions.	7.131	2.9	Primarily due to vacant positions and rates, partially offset by the timing of intercompany reimbursements and tax payments.
Overtime	(2.662)	(30.1)	Primarily due to higher project, vacancy/absentee coverage and programmatic/routine maintenance overtime, partially offset by lower scheduled service overtime.	(8.263)	(14.7)	Primarily due to higher project, programmatic/routine maintenance, weather-related overtime and vacancy/absentee coverage, partially offset by lower scheduled service overtime.
Health and Welfare	0.113	1.1	Primarily due to lower headcount.	2.117	4.2	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015, lower headcount and intercompany reimbursements, partially offset by the payment of June NYSHIP Insurance in May.
OPEB Current Payment	0.576	10.4	Primarily due to fewer retirees/beneficiaries.	3.300	11.9	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015 and fewer retirees/beneficiaries, partially offset by the payment of June NYSHIP Insurance in May.

**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	May 2016			Year-to-Date as of May 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Pensions	(2.237)	(16.4)	Primarily due to higher actuarial estimated contributions.	(0.369)	(0.5)	Primarily due to higher actuarial estimated contributions, partially offset by higher intercompany reimbursements.
Other Fringe Benefits	(0.057)	(0.4)	Primarily higher meal payments.	0.965	1.4	Primarily the timing of FELA payments and intercompany reimbursements, partially offset by higher meal payments.
Non-Labor:						
Electric Power	4.828	61.6	Primarily due to the timing of the PSEG Traction payment into June, lower rates and consumption.	10.291	26.6	Primarily due to timing of payments, lower consumption and rates.
Fuel	0.377	24.6	Primarily due to lower rates.	2.175	27.9	Primarily due to lower rates.
Insurance	1.870	88.8	Timing of Insurance premium payments.	3.041	19.8	Lower liability and Force Account Insurance premiums and the timing of payments.
Claims	(0.588)	*	Timing of payment for claims.	(0.487)	(67.7)	Timing of payment for claims.
Maintenance and Other Operating Contracts	0.751	8.4	Timing of payments.	4.776	11.7	Timing of payments.
Professional Service Contracts	1.093	65.8	Primarily the timing of intercompany reimbursements for consulting services, partially offset by the timing of MTA Chargeback payments.	0.349	3.7	Primarily the timing of MTA Chargeback payments.
Materials and Supplies	(0.586)	(3.1)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	20.190	20.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.121	9.4	Primarily due to timing of payments.	(0.015)	(0.2)	Primarily due to higher credit card payments, partially offset by the timing of other payments.
Other Expenditure Adjustments	0.087	4.9	Lower Metrocard/AirTrain pass through payments.	0.587	6.6	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
May 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	\$1.622	(\$0.149)	(8.4)	\$8.855	\$7.986	(\$0.869)	(9.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.204)	(0.560)	0.644	53.5	(6.057)	7.554	13.611	*
Capital & Other Reimbursements	(15.501)	(19.503)	(4.002)	(25.8)	(52.362)	(47.294)	5.068	9.7
<b>Total Receipts</b>	<b>(\$14.934)</b>	<b>(\$18.441)</b>	<b>(\$3.507)</b>	<b>(23.5)</b>	<b>(\$49.564)</b>	<b>(\$31.755)</b>	<b>\$17.809</b>	<b>35.9</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$3.258	\$1.975	(\$1.283)	(39.4)	\$9.044	\$5.912	(\$3.132)	(34.6)
Overtime	2.701	2.834	0.133	4.9	1.392	3.050	1.658	*
Health and Welfare	0.000	(0.201)	(0.201)	-	0.000	0.685	0.685	-
OPEB Current Payment	0.000	0.125	0.125	-	0.000	(0.011)	(0.011)	-
Pensions	(0.135)	0.020	0.155	*	(0.676)	1.347	2.023	*
Other Fringe Benefits	2.181	3.700	1.519	69.6	1.416	4.165	2.749	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$8.005</b>	<b>\$8.453</b>	<b>\$0.448</b>	<b>5.6</b>	<b>\$11.176</b>	<b>\$15.147</b>	<b>\$3.971</b>	<b>35.5</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$2.972	\$2.972	-	\$0.000	\$2.750	\$2.750	-
Fuel	0.000	0.031	0.031	-	0.001	(0.053)	(0.054)	*
Insurance	0.759	2.468	1.709	*	(2.078)	(0.116)	1.962	94.4
Claims	0.215	(0.474)	(0.689)	*	1.075	1.607	0.532	49.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(1.338)	(1.338)	-	0.000	(2.878)	(2.878)	-
Professional Service Contracts	0.790	1.993	1.203	*	1.408	(0.110)	(1.518)	*
Materials & Supplies	(0.638)	(2.918)	(2.280)	*	(8.313)	(13.482)	(5.169)	(62.2)
Other Business Expenses	0.054	0.117	0.063	*	0.270	(0.252)	(0.522)	*
<b>Total Non-Labor Expenditures</b>	<b>\$1.180</b>	<b>\$2.851</b>	<b>\$1.671</b>	<b>*</b>	<b>(\$7.637)</b>	<b>(\$12.535)</b>	<b>(\$4.898)</b>	<b>(64.1)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.771)	(\$1.684)	\$0.087	4.9	(\$8.855)	(\$8.268)	\$0.587	6.6
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.771)</b>	<b>(\$1.684)</b>	<b>\$0.087</b>	<b>4.9</b>	<b>(\$8.855)</b>	<b>(\$8.268)</b>	<b>\$0.587</b>	<b>6.6</b>
<b>Total Expenditures before Depreciation</b>	<b>\$7.414</b>	<b>\$9.619</b>	<b>\$2.205</b>	<b>29.7</b>	<b>(\$5.316)</b>	<b>(\$5.655)</b>	<b>(\$0.339)</b>	<b>(6.4)</b>
Depreciation Adjustment	\$27.254	\$29.174	\$1.920	7.0	\$136.270	\$141.960	\$5.690	4.2
Other Post Employment Benefits	6.395	6.721	0.326	5.1	31.975	34.661	2.686	8.4
GASB 68 Pension Expense Adjustment	0.000	5.120	5.120	-	0.000	5.120	5.120	-
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.835	1.059	0.224	26.9
<b>Total Expenditures</b>	<b>\$41.230</b>	<b>\$50.801</b>	<b>\$9.571</b>	<b>23.2</b>	<b>\$163.764</b>	<b>\$177.146</b>	<b>\$13.382</b>	<b>8.2</b>
Cash Timing and Availability Adjustment	0.000	(2.578)	(2.578)	-	0.000	(2.542)	(2.542)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$26.296</b>	<b>\$29.783</b>	<b>\$3.487</b>	<b>13.3</b>	<b>\$114.200</b>	<b>\$142.849</b>	<b>\$28.649</b>	<b>25.1</b>

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

	May 2016						May 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>	35,018	\$2.141	31,409	\$1.918	3,609	\$0.223	173,212	\$10.500	166,236	\$10.024	6,976	\$0.476
					10.3%	10.4%					4.0%	4.5%
<u>Unscheduled Service</u>	10,065	\$0.631	11,838	\$0.744	(1,773)	(\$0.113)	42,691	\$2.671	41,124	\$2.593	1,567	\$0.078
					-17.6%	-17.9%					3.7%	2.9%
<u>Programmatic/Routine Maintenance</u>	59,630	\$3.372	66,946	\$3.822	(7,315)	(\$0.450)	248,639	\$13.974	296,847	\$16.835	(48,208)	(\$2.862)
					-12.3%	-13.3%					-19.4%	-20.5%
<u>Unscheduled Maintenance</u>	494	\$0.029	492	\$0.029	2	\$0.000	2,527	\$0.149	2,332	\$0.137	195	\$0.012
					0.4%	0.4%					7.7%	7.7%
<u>Vacancy/Absentee Coverage</u>	47,116	\$2.737	58,903	\$3.412	(11,787)	(\$0.675)	204,922	\$11.889	216,097	\$12.517	(11,175)	(\$0.628)
					-25.0%	-24.7%					-5.5%	-5.3%
<u>Weather Emergencies</u>	1,053	\$0.064	308	\$0.018	745	\$0.046	139,918	\$7.972	142,720	\$8.648	(2,802)	(\$0.676)
					70.8%	72.4%					-2.0%	-8.5%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	1,810	\$0.097	1,890	\$0.017	(79)	\$0.079	9,046	\$0.484	8,674	\$0.630	371	(\$0.147)
					-4.4%	82.0%					4.1%	-30.3%
<b>NON-REIMBURSABLE OVERTIME</b>	155,187	\$9.069	171,786	\$9.959	(16,598)	(\$0.890)	820,954	\$47.638	874,030	\$51.385	(53,077)	(\$3.747)
					-10.7%	-9.8%					-6.5%	-7.9%
<b>REIMBURSABLE OVERTIME</b>	43,224	\$2.473	73,014	\$4.378	(29,790)	(\$1.905)	171,496	\$9.970	269,005	\$16.143	(97,509)	(\$6.173)
					-68.9%	-77.0%					-56.9%	-61.9%
<b>TOTAL OVERTIME</b>	<b>198,411</b>	<b>\$11.542</b>	<b>244,799</b>	<b>\$14.337</b>	<b>(46,388)</b>	<b>(\$2.795)</b>	<b>992,449</b>	<b>\$57.608</b>	<b>1,143,035</b>	<b>\$67.529</b>	<b>(150,585)</b>	<b>(\$9.921)</b>
					-23.4%	-24.2%					-15.2%	-17.2%

<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)

	May 2016			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	3,609	\$0.223	Lower than anticipated holiday overtime within Transportation, Equipment, Engineering and Stations, as well as lower than anticipated crew book overtime within Transportation.	6,976	\$0.476	Lower holiday overtime within Transportation and Engineering as well as lower than anticipated crew book overtime within Transportation.
	10.3%	10.4%		4.0%	4.5%	
<u>Unscheduled Service</u>	(1,773)	(\$0.113)	Higher than budgeted overtime needed to maintain on-time performance.	1,567	\$0.078	Lower than budgeted overtime needed to maintain on-time performance.
	-17.6%	-17.9%		3.7%	2.9%	
<u>Programmatic/Routine Maintenance</u>	(7,315)	(\$0.450)	Attributed to maintenance efforts within the Engineering Department which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated rolling stock maintenance within the Equipment Department.	(48,208)	(\$2.862)	Attributed to maintenance efforts within the Engineering Department which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated rolling stock maintenance within the Equipment Department.
	-12.3%	-13.3%		-19.4%	-20.5%	
<u>Unscheduled Maintenance</u>	2	\$0.000		195	\$0.012	
	0.4%	0.4%		7.7%	7.7%	
<u>Vacancy/Absentee Coverage</u>	(11,787)	(\$0.675)	Due to open jobs and higher unavailability within the Equipment Department and higher than budgeted tours in the Transportation Department, partially offset by higher availability within the Stations Department.	(11,175)	(\$0.628)	Due to open jobs within the Equipment Department, partially offset by higher availability within Equipment, Engineering, Stations and Transportation and lower than budgeted tours in Transportation.
	-25.0%	-24.7%		-5.5%	-5.3%	
<u>Weather Emergencies</u>	745	\$0.046	Lower than budgeted weather related expenses.	(2,802)	(\$0.676)	Higher than budgeted weather related expenses.
	70.8%	72.4%		-2.0%	-8.5%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(79)	\$0.079	Due to favorable variance between actual and budgeted wage rates, partially offset by double time impact and higher rated crafts.	371	(\$0.147)	Due to double time impact and higher rated crafts, partially offset by favorable variance between actual and budgeted wage rates.
	-4.4%	82.0%		4.1%	-30.3%	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>(16,598)</b>	<b>(\$0.890)</b>		<b>(53,077)</b>	<b>(\$3.747)</b>	
	-10.7%	-9.8%		-6.5%	-7.9%	
<b>REIMBURSABLE OVERTIME</b>	(29,790)	(\$1.905)	Over-run attributed to annual track program, Jamaica Capacity Improvements, East Rail Yard, East Side Access, West End reimbursable projects and Second Track Main Line, partially offset by PTC delays.	(97,509)	(\$6.173)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line and WSS closure resulting from latest project schedule requirements.
	-68.9%	-77.0%		-56.9%	-61.9%	
<b>TOTAL OVERTIME</b>	<b>(46,388)</b>	<b>(\$2.795)</b>		<b>(150,585)</b>	<b>(\$9.921)</b>	
	-23.4%	-24.2%		-15.2%	-17.2%	

\* 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 May 2016**

	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	2	2	0
Sr. Vice President - Engineering	5	8	(3)
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	82	80	2
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	23	2
President	4	4	0
VP & CFO	5	3	2
Information Technology	0	0	0
Controller	42	37	5
Management & Budget	21	20	1
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	69	65	4
Gen. Counsel & Secretary	32	31	1
Diversity Management	3	3	0
Security	12	8	4
System Safety	36	31	5
Training	64	60	4
Service Planning	23	20	3
Sr. VP Operations/M9	12	12	-
<b>Total Administration</b>	<b>498</b>	<b>462</b>	<b>36</b>
<b>Operations</b>			
Train Operations	2,144	2,147	(4)
Customer Services	298	301	(3)
<b>Total Operations</b>	<b>2,441</b>	<b>2,448</b>	<b>(7)</b>
<b>Maintenance</b>			
Engineering	1,857	1,877	(20)
Equipment	2,148	2,078	70
Procurement (Stores)	93	95	(2)
<b>Total Maintenance</b>	<b>4,098</b>	<b>4,050</b>	<b>48</b>
<b>Engineering/Capital</b>			
Department of Project Management	147	128	19
Special Projects	43	36	7
<b>Total Engineering/Capital</b>	<b>190</b>	<b>164</b>	<b>26</b>
<b>Baseline Total Positions</b>	<b>7,227</b>	<b>7,124</b>	<b>103</b>
<i>Non-Reimbursable</i>	<b>6,151</b>	<b>6,155</b>	<b>(4)</b>
<i>Reimbursable</i>	<b>1,077</b>	<b>969</b>	<b>108</b>
<b>Total Full-Time</b>	<b>7,227</b>	<b>7,124</b>	<b>103</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 MAY 2016**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 4 positions due to higher headcount in the Engineering Department and Engineering workforce working on Maintenance activities instead of project activity.
<b>REIMBURSABLE POSITIONS</b> - Favorable 108 positions primarily due to the timing of project activity in the Engineering and Equipment Departments.

**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 May 2016**

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	249	233	16
Professional, Technical, Clerical	147	123	24
Operational Hourlies	102	106	(4)
<b>Total Administration</b>	<b>498</b>	<b>462</b>	<b>36</b>
<b>Operations</b>			
Managers/Supervisors	289	283	6
Professional, Technical, Clerical	106	91	15
Operational Hourlies	2,046	2,074	(28)
<b>Total Operations</b>	<b>2,441</b>	<b>2,448</b>	<b>(7)</b>
<b>Maintenance</b>			
Managers/Supervisors	757	681	76
Professional, Technical, Clerical	238	281	(43)
Operational Hourlies	3,103	3,088	15
<b>Total Maintenance</b>	<b>4,098</b>	<b>4,050</b>	<b>48</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	135	110	25
Professional, Technical, Clerical	55	54	1
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>190</b>	<b>164</b>	<b>26</b>
<b>Total Positions</b>			
Managers/Supervisors	1,430	1,307	123
Professional, Technical, Clerical	546	549	(3)
Operational Hourlies	5,251	5,268	(17)
<b>Total Positions</b>	<b>7,227</b>	<b>7,124</b>	<b>103</b>

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

	MAY 2016								MAY YEAR TO DATE 2016							
	Month			Variance					YTD			Variance				
	Adopted Budget	Actual 2016	Adjusted* 2015	Adopted Budget		Adjusted* 2015			Adopted Budget	Actual 2016	Adjusted* 2015	Adopted Budget		Adjusted* 2015		
			\$	%	\$	%					\$	%	\$	%		
<b>RIDERSHIP</b>																
Monthly	4.093	4.194	4.047	0.101	2.5%	0.147	3.6%	20.304	20.728	19.842	0.424	2.1%	0.886	4.5%		
Weekly	0.152	0.144	0.153	(0.008)	-5.0%	-0.008	-5.3%	0.775	0.701	0.763	(0.074)	-9.5%	-0.062	-8.1%		
Total Commutation	<b>4.245</b>	<b>4.338</b>	<b>4.200</b>	<b>0.093</b>	<b>2.2%</b>	<b>0.139</b>	<b>3.3%</b>	<b>21.079</b>	<b>21.430</b>	<b>20.606</b>	<b>0.351</b>	<b>1.7%</b>	<b>0.824</b>	<b>4.0%</b>		
One-Way Full Fare	0.725	0.695	0.739	(0.030)	-4.2%	-0.044	-6.0%	3.260	3.228	3.235	(0.032)	-1.0%	-0.006	-0.2%		
One-Way Off-Peak	1.536	1.538	1.582	0.002	0.1%	-0.044	-2.8%	6.859	6.811	6.736	(0.048)	-0.7%	0.075	1.1%		
All Other	0.900	0.913	0.905	0.013	1.4%	0.008	0.9%	4.066	4.141	4.077	0.075	1.8%	0.064	1.6%		
Total Non-Commutation	<b>3.161</b>	<b>3.145</b>	<b>3.226</b>	<b>(0.016)</b>	<b>-0.5%</b>	<b>-0.081</b>	<b>-2.5%</b>	<b>14.185</b>	<b>14.180</b>	<b>14.048</b>	<b>(0.005)</b>	<b>0.0%</b>	<b>0.133</b>	<b>0.9%</b>		
Total	<b>7.406</b>	<b>7.484</b>	<b>7.426</b>	<b>0.078</b>	<b>1.0%</b>	<b>0.058</b>	<b>0.8%</b>	<b>35.264</b>	<b>35.610</b>	<b>34.654</b>	<b>0.346</b>	<b>1.0%</b>	<b>0.956</b>	<b>2.8%</b>		

\*Prior year adjusted to reflect current year calendar.

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

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Adopted Budget</u>	<u>Actual 2015</u>	<u>vs. Budget</u>	<u>vs. 2015</u>
Farebox Operating Ratio	Standard <sup>(1)</sup>	53.1%	48.5%	51.4%	4.6%	1.7%
	Adjusted <sup>(2)</sup>	64.8%	58.2%	62.8%	6.5%	2.0%
Cost Per Passenger	Standard <sup>(1)</sup>	\$15.04	\$16.52	\$15.96	\$1.48	\$0.92
	Adjusted <sup>(2)</sup>	\$13.31	\$14.85	\$14.05	\$1.54	\$0.74
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.99	\$8.02	\$8.21	(\$0.03)	(\$0.22)
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2016</u>	<u>Adopted Budget</u>	<u>Actual 2015</u>	<u>vs. Budget</u>	<u>vs. 2015</u>
Farebox Operating Ratio	Standard <sup>(1)</sup>	50.6%	45.0%	47.3%	5.6%	3.3%
	Adjusted <sup>(2)</sup>	60.7%	53.8%	57.7%	6.9%	3.0%
Cost Per Passenger	Standard <sup>(1)</sup>	\$15.71	\$17.70	\$16.65	\$1.99	\$0.94
	Adjusted <sup>(2)</sup>	\$14.02	\$15.88	\$14.60	\$1.86	\$0.58
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.95	\$7.96	\$7.87	(\$0.01)	\$0.08

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits and Environmental Remediation (GASB-49).

(2) Adjusted Fare Box Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between the Long Island Rail Road and Metro-North Railroad and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenue and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB Current Payment expenses for retirees, and Removal of the UAAL associated with the LIRR's closed pension plan.

(3) Passenger Revenue/Passenger includes Bar Car Services

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**MAY 2016**

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

**EXECUTIVE SUMMARY**

**May Ridership and Revenue (millions)**

	May 2016	% Change vs. 2015
Total Rail Ridership	7.484	0.8% ▲
Commutation Ridership	4.338	3.3% ▲
Non-Commutation Ridership	3.145	-2.5% ▼
Rail Revenue	\$59.4	0.2% ▲

**Key Factors Impacting May Ridership**

- Gains in the local job employment continue to support growth in the Commutation market.
- Non-commutation ridership losses were related to having Memorial Day a week later this year compared to last year (May 30 vs. May 25).
- May 2016 had one less Weekend day (Saturday) compared to May 2015, while leisure travel/beach packages were negatively affected, as significant rainfall occurred on May 29, the day before Memorial Day on May 30th.

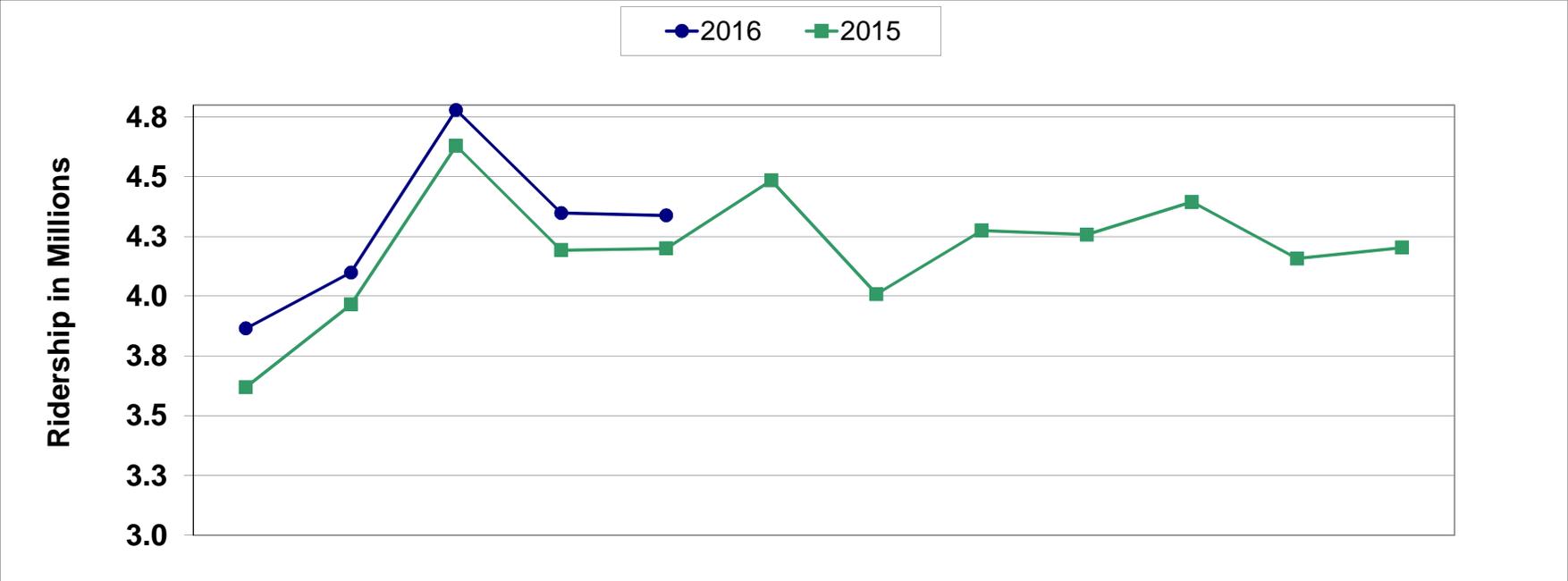
**Year-to-Date through May Ridership and Revenue (millions)**

	May 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	35.610	2.8% ▲	1.0% ▲
Commutation Ridership	21.430	4.0% ▲	1.7% ▲
Non-Commutation Ridership	14.180	0.9% ▲	0.0% ▲
Rail Revenue	\$281.8	4.3% ▲	0.8% ▲



# MAY COMMUTATION RIDERSHIP

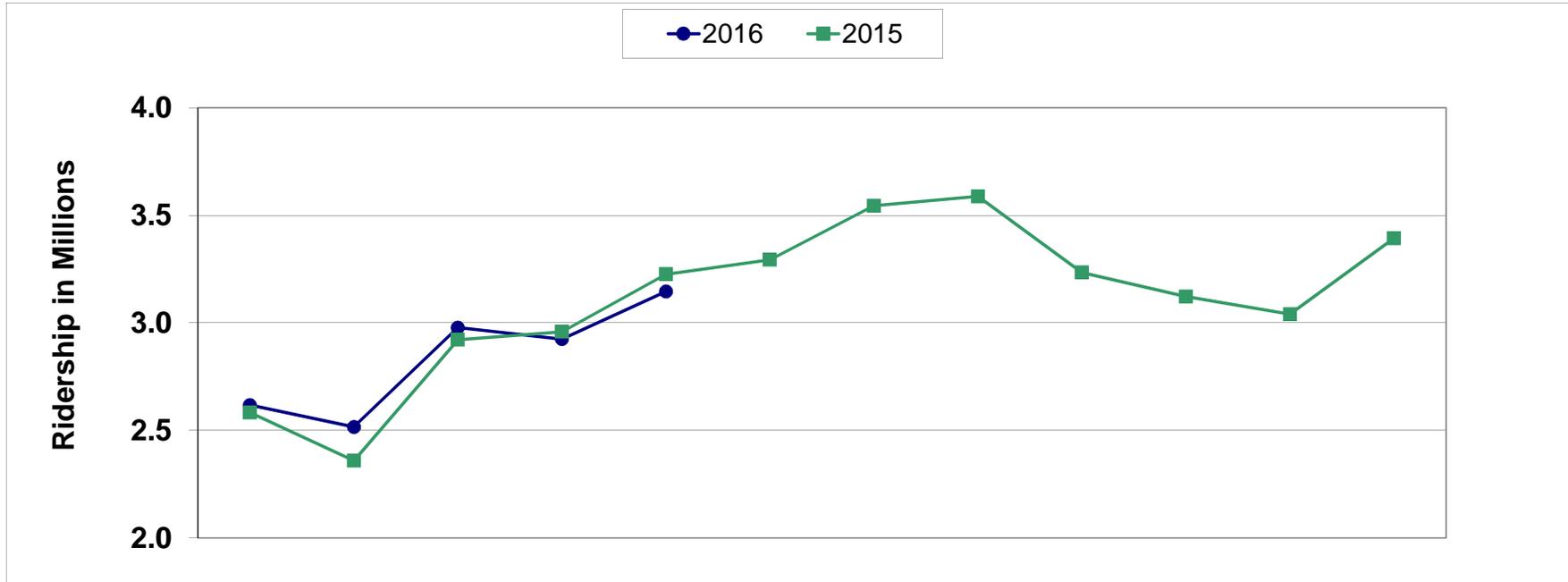
•May's Commutation Ridership was 3.3% above '15 and 2.2% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	3.9	4.1	4.8	4.3	4.3								21.4
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	20.6
PCT CHG.	6.8%	3.4%	3.2%	3.7%	3.3%								4.0%

# MAY NON-COMMUTATION RIDERSHIP

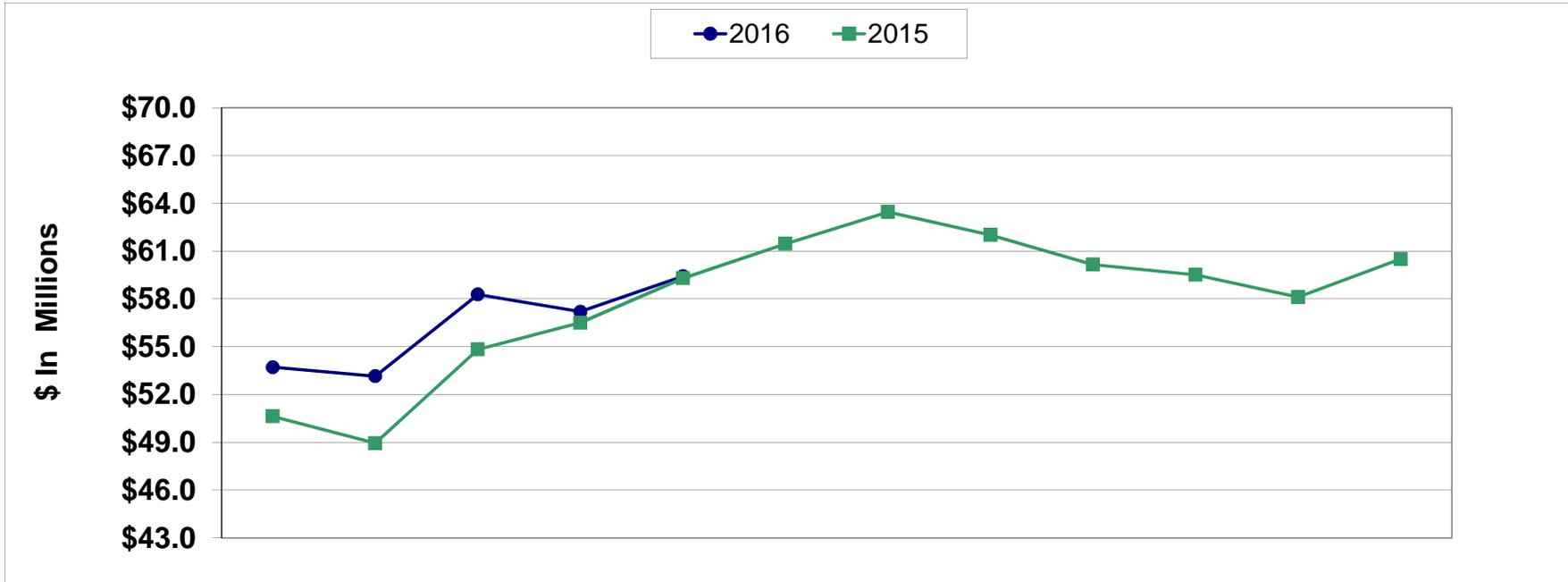
•May's Non-Commutation Ridership was -2.5% below '15 and -0.5% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	2.6	2.5	3.0	2.9	3.1								14.2
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	14.0
PCT CHG.	1.4%	6.6%	1.9%	-1.2%	-2.5%								0.9%

# MAY REVENUE

•May's Total Revenue was 0.2% above '15 and 0.6% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2016</b>	\$53.7	\$53.1	\$58.3	\$57.2	\$59.4								\$281.8
<b>2015</b>	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$270.2
<b>PCT CHG.</b>	6.1%	8.6%	6.3%	1.2%	0.2%								4.3%

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

TICKET TYPE/SERVICE	MAY 2016	MAY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,338,293	4,199,696	138,597	3.3%
NON-COMMUTATION RIDERSHIP	3,145,362	3,226,126	(80,764)	-2.5%
<b>TOTAL RIDERSHIP</b>	<b>7,483,655</b>	<b>7,425,822</b>	<b>57,833</b>	<b>0.8%</b>

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

TICKET TYPE/SERVICE	MAY 2016	MAY 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	21,429,542	20,605,804	823,738	4.0%
NON-COMMUTATION RIDERSHIP	14,180,289	14,047,717	132,572	0.9%
<b>TOTAL RIDERSHIP</b>	<b>35,609,831</b>	<b>34,653,521</b>	<b>956,310</b>	<b>2.8%</b>

\* 2015 ridership numbers were adjusted using 2016 factors.

**MTA LONG ISLAND RAIL ROAD  
REVENUE SUMMARY  
MAY 2016**

REVENUE	MAY 2016	MAY 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$30,815,232	\$29,933,189	\$882,043	2.9%
NON-COMMUTATION REVENUE	\$28,608,193	\$29,363,869	(\$755,677)	-2.6%
<b>TOTAL REVENUE</b>	<b>\$59,423,425</b>	<b>\$59,297,058</b>	<b>\$126,367</b>	<b>0.2%</b>

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

REVENUE	MAY 2016	MAY 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$153,944,182	\$146,231,467	\$7,712,715	5.3%
NON-COMMUTATION REVENUE	\$127,828,665	\$123,970,033	\$3,858,632	3.1%
<b>TOTAL REVENUE</b>	<b>\$281,772,847</b>	<b>\$270,201,500</b>	<b>\$11,571,346</b>	<b>4.3%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**HIGHLIGHTS**

**L60304TU: JAMAICA CAPACITY IMPROVEMENTS PHASE I**

Project Budget: \$301.65M

Milestone: Johnson Avenue Yard Completion

The Reconfiguration of Johnson Avenue Yard by a Design-Build Contractor, along with select infrastructure work by LIRR F/A, has been completed. The work included new retaining walls and structural support systems, new yard tracks and roadways, lighting, water main system, and communication and security systems. Reconfiguration of Johnson Avenue Yard will provide space for future construction of an additional Jamaica passenger platform required to support East Side Access Readiness and subsequent Jamaica Capacity Improvements.

**L50304TT: ELLISON AVENUE BRIDGE**

Project Budget: \$17.50M

Milestone: Beneficial Use

Replacement of the Ellison Avenue Bridge on the LIRR Main Line between Carle Place and Westbury is complete. Ellison Avenue Bridge is a two-lane roadway bridge with pedestrian sidewalks on either side. Fencing, additional grading, landscaping, and utility work added to the infrastructure's aesthetics. The newly rebuilt bridge maintains the visual sense and character of the surrounding community while complying with NYS DOT vertical clearance requirements.

**L60501L1: FIBER OPTIC NETWORK**

Project Budget: \$10.00M

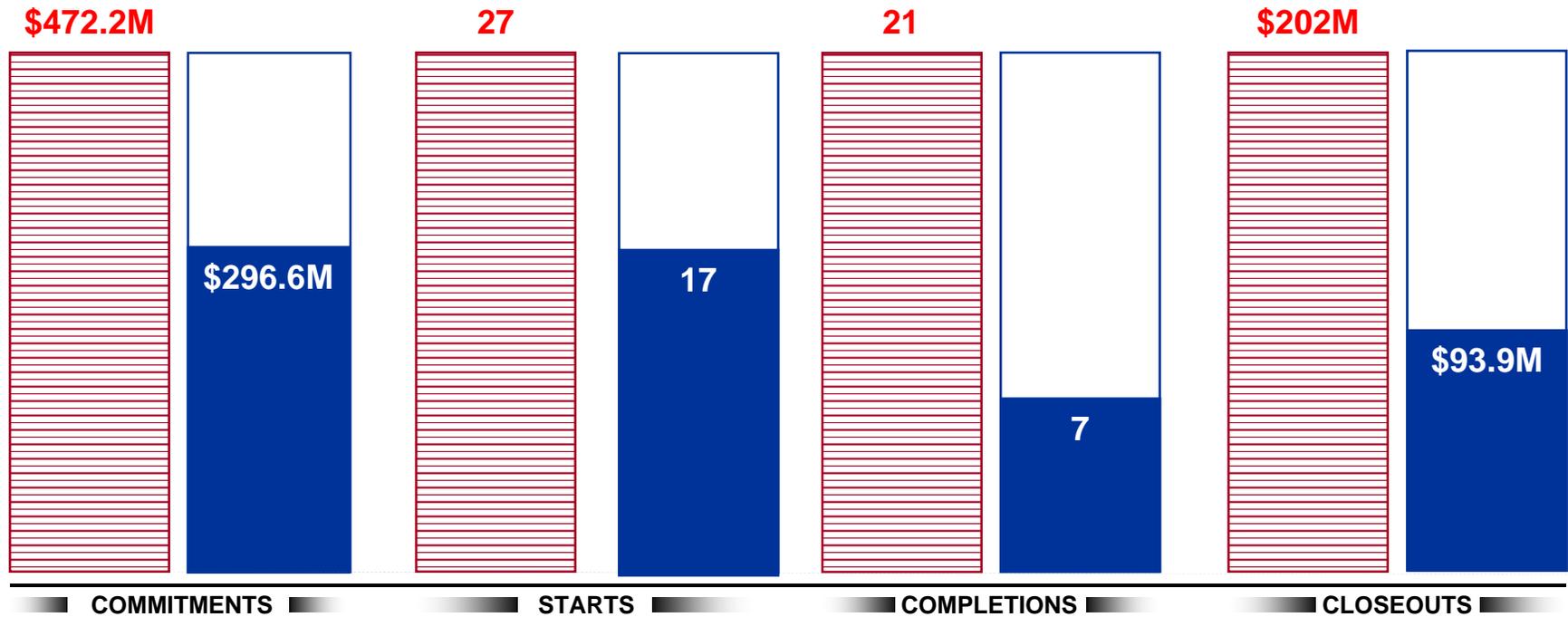
Milestone: Beneficial Use

Installation of fiber optic cable and associated equipment in select areas along the Main Line, Oyster Bay, Long Beach, and Port Jefferson Branches is complete. Electronic equipment required for full use of the fiber optic plant was installed on a site-by-site-basis. This project supports the LIRR's Communication Network System Improvements plans to utilize a modern fiber optic plant and technology to supersede existing copper cables.

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

- Long Beach Branch Equipment Platforms: Work continued.
- Suffolk Paving: Submittals in process.
- Nassau, Queens, and Brooklyn Paving: Work continued.
- DPM Office Fit-out at Hillside: Work continued.
- Morris Park Communication Building: Construction continued.
- Stations AC Installations: Submittals in process. Notice to Proceed issued Jun 29.

# 2016 LIRR Capital Program Goals



2016 PLAN



ACTUAL as of June 30, 2016



FORECAST through December 31, 2016