



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

## **October 2015**

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### **Members**

**M. Pally, Chair**

**J. Ballan**

**F. Ferrer, MTA Vice Chairman**

**I. Greenberg**

**J. Kay**

**C. Moerdler**

**J. Molloy**

**J. Sedore**

**V. Tessitore, Jr.**

**C. Wortendyke**

**N. Zuckerman**

# **Long Island Committee Meeting**

**2 Broadway, 20th Floor Board Room**

**New York, New York**

**Monday, 10/26/2015**

**9:30 - 10:30 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES - September 21, 2015**

*Minutes of September 21, 2015 - Page 4*

## **3. 2015 WORK PLAN**

*2015 WORK PLAN - Page 11*

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

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

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

*MTA Capital Construction Report - Page 14*

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

*MTA Police Report - Page 20*

## **5. INFORMATION ITEMS**

### **a. 2016 Preliminary Budget (Public Comment)**

### **b. Homeless Outreach Program**

*Homeless Outreach Program - Page 24*

### **c. Track Work Program**

*Track Work Program - Page 29*

## **6. PROCUREMENTS**

### **a. LIRR Procurements**

*LIRR Procurements - Page 32*

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

*LIRR Non-Competitive - Page 36*

#### **ii. Competitive**

*LIRR Competitive - Page 40*

#### **iii. Ratifications (No Items)**

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

*MTA CC Procurements - Page 41*

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

#### **ii. Competitive**

*MTA CC Competitive - Page 44*

### **iii. Ratifications (No Items)**

## **7. PERFORMANCE SUMMARIES**

### **a. Operations - Transportation**

*Operations - Transportation - Page 47*

### **b. Operations - Mechanical**

*Operations - Mechanical - Page 52*

### **c. Operations - Safety**

*Operations - Safety - Page 56*

### **d. Enhanced Safety Memo**

*Enhanced Safety Memo - Page 61*

### **e. Financial**

*Financial Report - Page 62*

### **f. Ridership**

*Ridership Report - Page 83*

### **g. Capital Program**

*Capital Program Report - Page 90*

**Date of next meeting: Joint with MNR on Monday, November 16, 2015 at 8:30 AM**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, September 21, 2015**

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

**The following members were not present:**

Hon. Jeffrey A. Kay

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

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

**Representing MTA Police:** Michael Coan

The members of the Long Island Committee met jointly with the members of the Metro-North Committee. Metro-North Committee Chairman James L. Sedore, Jr. called the joint meeting to order. In addition to LIRR President Patrick A. Nowakowski and the LIRR staff noted above, President Joseph J. Giuletta and various staff of Metro-North attended the joint committee meeting. The minutes of the Metro-North Committee meeting of September 21, 2015 should be consulted for matters addressed at the joint committee meeting relating to Metro-North.

**PUBLIC COMMENT**

There were three public speakers, none of whom spoke on LIRR agenda items.

### **APPROVAL OF MINUTES AND 2015 WORK PLAN CHANGES**

Upon motion duly made and seconded, the Committee approved the minutes of the July 20, 2015 Long Island Committee Meeting. There were no changes to the Work Plan.

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

President Nowakowski reported that LIRR hosted two press events in August, attended by elected officials and Long Island business and labor leaders. The first event was the August 13<sup>th</sup> ribbon cutting event at the newly completed 920-space Wyandanch Parking Facility located at the Wyandanch Train Station. The event was held adjacent to the Wyandanch Rising residential community, one of Long Island's most transformative Transit-Oriented Developments. The second event was for the Double Track Project, marking the transition from third-party construction to LIRR force account work.

President Nowakowski reported that during August and early September, LIRR had a series of service disruptions that significantly impacted LIRR customers. The first disruption was on the Ronkonkoma line, when a disoriented driver of an automobile made a wrong turn, drove onto LIRR tracks and was rear-ended by a LIRR train. This incident significantly impacted the morning rush hour service.

The second disruption was on September 2<sup>nd</sup>, when LIRR experienced the loss of signal power at Harold Interlocking, LIRR's major interlocking located east of the East River tunnels. The power outage significantly hampered LIRR's ability to run service through the tunnels to and from Penn Station. During the disruption, there was service through Jamaica and continuing to Atlantic Terminal. President Nowakowski stated that the power circuit configuration/design feeding the signal system was problematic with respect to providing a redundancy between the two available circuits at Harold Interlocking.

The third disruption, the derailment of a New York & Atlantic ("NYAR") freight train in mid-September, took place on LIRR's Main Line between Hicksville and Mineola. President Nowakowski stated that service continued through that territory on the other track and LIRR employees worked through the night to remove the derailed freight cars and start repairs on the damaged track. The investigation of the cause of the derailment is ongoing.

President Nowakowski reported that as of October 1<sup>st</sup> LIRR will be terminating its WebTicket purchasing program. Customers may continue to purchase their tickets at any LIRR Ticket Office, Ticket Vending Machine or through Mail & Ride.

President Nowakowski reported that LIRR continues to experience ridership growth. Year-to-date LIRR ridership has increased 1.8% from 2014, LIRR's third highest ridership year.

There was discussion between President Nowakowski and Board Member Charles Moerdler regarding the NYAR freight train derailment. President Nowakowski stated that LIRR does not inspect NYAR freight train equipment and that inspections come under the auspices of the FRA. The cost responsibility for the derailment will be determined after the completion of the derailment investigation. President Nowakowski also stated that LIRR's contract with NYAR has a renewal

option. LIRR has postponed consideration of the NYAR contract renewal until the FRA has concluded its investigation. The renewal contract will be brought to the Board.

There was discussion among President Nowakowski, Board Member Ira Greenberg, Board Member Jonathan Ballan and Board Member Vincent Tessitore regarding communications with passengers during service disruption. President Nowakowski stated LIRR provides station communications, real time communications and mobile alerts and that LIRR is currently addressing these issues and will be working through LIRR management teams to improve service disruption communications. Board Member Tessitore stated that LIRR's number one responsibility is safety and that while passenger communication is important, the safety of its passengers and its operations is LIRR's priority.

Board Member Greenberg commended President Nowakowski and LIRR staff for their efforts in the removal of debris from the NYAR derailment and for maintaining service during that disruption.

There was discussion between President Nowakowski and Board Member Greenberg regarding the redundancy issue at Harold Interlocking and the recent power outage. President Nowakowski stated that the circuits are run from Harold Interlocking to Woodside, the fault occurred closer to Woodside and that MTACC is currently working at Harold Interlocking.

Further details concerning President Nowakowski's report are contained in the video recording of the meeting produced by the MTA and maintained in the MTA records, which recording includes discussions between Committee members and President Nowakowski.

### **LIRR SAFETY REPORT**

Chief Safety Officer Loretta Ebbighausen reported on the July 2015 Safety Report. Through the end of July, customer and employee injuries have declined, with a 23% reduction in customer injuries. The category of slips, trips and falls is still the biggest category of injury for LIRR customers.

Chief Safety Officer Ebbighausen reported on LIRR's Community Outreach Program. She stated that in collaboration with the MTA Police Department, LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations have reached approximately 55,000 young people and adults.

Chief Safety Officer Ebbighausen reported on LIRR Enhanced Safety Update. LIRR's next Quarterly Safety Stand-Down is scheduled for October 1<sup>st</sup>. On September 15-16, LIRR labor/management team attended the FRA-sponsored National Confidential Close Call Report System program in Virginia. LIRR's third expansion is scheduled for September 29<sup>th</sup> and LIRR is in compliance with its radar and event recording checks.

Chief Safety Officer Ebbighausen reported that Positive Train Control continues to move forward as well as LIRR's security camera initiative with 4D Security Solutions.

There was discussion between Chief Safety Officer Ebbighausen and Board Member Greenberg regarding LIRR's Enhanced Safety Update and LIRR's aggregate/year-to-date totals of radar observations

and event recordings. She stated that she would forward those aggregate totals to Board Member Greenberg.

There was discussion among President Nowakowski, Senior Vice President – Operations Dave Kubicek and Board Member Moerdler regarding Penn Station passenger platform injuries and who is responsible for platform maintenance. President Nowakowski stated that this is a complicated issue, as this responsibility is shared with LIRR, Amtrak, New Jersey Transit and other entities. He stated that Chief Safety Officer Ebbighausen will provide the statistics on passenger platform injuries.

Senior Vice President – Operations Kubicek reported on the Penn Station Capital Improvement Project. He stated that LIRR is working with Amtrak on lighting, trash and security and that a signage initiative for the main level/upper corridor of Penn Station is underway. He stated that he and Amtrak staff did a walk-through of the platforms and are in the process of looking at lighting improvements and implementing surface cleanup. He also stated that LIRR and Amtrak are discussing stair, elevator and escalator improvements and replacements.

President Nowakowski stated that Tracks 17 through 21 are used exclusively by LIRR and Tracks 13 through 16 are shared with New Jersey Transit and Amtrak. LIRR is collaborating with Amtrak and their unions regarding the assignment of work on platforms and related areas.

### **MTA CAPITAL CONSTRUCTION**

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

In Manhattan, the Manhattan South Structures (CM005) contract is scheduled to achieve substantial completion by the end of 2015. The Manhattan North Structures (CM006) contract is ongoing. MTA Capital Construction received seven technical proposals for the new Manhattan contract (CM007) and is encouraged by the amount of competition for this contract.

The GCT Concourse and Facilities Fit-Out Early Work (CM014A) contractor is completing electrical testing and coordination with Con Edison to energize the substation. The GCT Concourse and Facilities Fit-Out (CM014B) contractor continues subgrade utility work and mini-pile installation for the 48<sup>th</sup> Street temporary decking. The public will soon notice demolition and excavation work in the Biltmore Room and Dining Concourse of Grand Central Terminal to connect to the LIRR Concourse.

Physical work for the 55<sup>th</sup> Street Vent Plant Facility (CM013A) is mostly completed. Still remaining are modifications required to a hoist crane and the procurement and installation of Con Edison required cable supports. The street is currently shut down for work being performed by Verizon and is expected to reopen in October.

Dr. Horodniceanu presented a video about the work being performed by the East Side Access Project in the Harold Interlocking. Dr. Horodniceanu also commented that a significant challenge facing the East Side Access Project in the Harold Interlocking is obtaining protection resources and outages from AMTRAK.

### **MTA POLICE DEPARTMENT**

Chief Coan reported that year-to-date, crime is down 14%; a 26% decrease throughout the LIRR system and a 6% decrease throughout the Metro-North system. Every category is down, except stolen vehicles.

Chief Coan reported that from September 24-26, Pope Francis will be visiting New York City. He stated that a Mass will be held at Madison Square Garden on Friday, September 25<sup>th</sup>. Ticketed celebrants are permitted to enter Madison Square Garden at 2:00 p.m. The Mass is scheduled to begin at 6:00 p.m. and conclude at approximately 8:00 p.m. During the Pope's visit, there will be a Multi-Agency Command Center at One Police Plaza and a separate command post for the September 25<sup>th</sup> event. Traffic congestion is expected as the United Nations General Assembly is in session during this time.

There was discussion between Chief Coan and Board Member Ballan regarding the issue of homelessness on MTA Agency property and that there have been no panhandling arrests year-to-date. Chief Coan stated that during July 2015, the Grand Central Steering Committee reported 183 homeless individuals, 35 of whom are considered chronic. Chief Coan stated that all of these individuals were offered placement or in-kind services by the MTA Police Department, MTA's contractor BRC or Metro-North staff, but only nine accepted such offers.

Chief Coan stated that on a daily basis MTAPD, the New York Police Department, Amtrak's Police Department, BRC and Penn Station staff count the number of homeless individuals at Penn Station. On a weekly basis there is an inspection of all three levels and the street level. On September 16<sup>th</sup>, 61 homeless individuals were counted; the majority were on the surface level, with the rest spread out through Amtrak and LIRR property. None of those 61 individuals accepted any in-kind service.

Chief Coan stated that arrests are made for aggressive panhandling and that summonses for disorderly conduct are frequently issued. He stated that MTAPD, in collaboration with LIRR, Metro-North and MTA Headquarters, is working on the homelessness initiative.

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

The following information items were presented to the Committee:

Joint Item:

- 2016 Preliminary Budget (Public Comment)

LIRR Items:

- 2105 LIRR Mid-Year Forecast
- LIRR Diversity/EEO Report – 2<sup>nd</sup> Q 2015
- 2105 Fall Track Program

President Nowakowski reported on the Fall Track Program. On September 26-27 and October 3-4, work on the Colonial Road Bridge project will continue. There will be busing on the Port Washington Branch, between the Great Neck and Port Washington Stations.



President Nowakowski reported that during October, work will start on the new Ellison Avenue Bridge. Busing will be provided on the Main Line between Mineola and Hicksville.

### **MTA LONG ISLAND RAIL ROAD**

#### **Procurements**

The following procurements were presented to the Committee for approval. Details of the items are set forth below and in the Staff Summaries, copies of which are on file with the records of this meeting.

##### Non-Competitive:

- **Telephonics Corporation** - Approval to award a sole source contract to Telephonics Corp. in the not-to-exceed amount of \$19,000,000 (\$10M for the Base Order plus four options totaling \$9M) for the replacement of Communications Control Units for LIRR's Diesel Electric/Dual Mode (DE/DM) fleet of 45 diesel locomotives and 134 C-3 bi-level coaches.

##### Competitive:

- **Malvese Equipment Co., Inc.** – Approval to award a competitively bid three-year Miscellaneous Service Contract to Malvese Equipment Co., Inc., in the not-to-exceed amount of \$45,000 for the repair of skid steer loaders and other similar equipment.
- **Mayday Communications, Inc.** - Approval to award a competitively bid three-year Miscellaneous Service Contract to Mayday Communications, Inc. in the fixed amount of \$161,064 to perform maintenance and repair of various voice recording equipment.
- **Automotive Rentals, Inc.** – Approval to issue a contract modification in the not-to-exceed amount of \$10,000,000 to Automotive Rentals, Inc. to fund additional costs associated with vehicle maintenance and fleet management services for the duration of the existing contract.

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

In addition to the LIRR Procurements, the Committee approved a Metro-North contract with Bombardier Transportation, Inc. to perform PTC On-Board equipment installation, which work will occur at the LIRR Arch Street Facility. A related license agreement was presented later in the day to the Finance Committee.

## **MTA CAPITAL CONSTRUCTION**

### **Procurements**

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

The procurement item is as follows:

- Modification to Contract No. CH057A for additional direct costs associated with railroad interferences in the amount of \$3,500,000.

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

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

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

### **Adjournment**

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

Respectfully submitted,



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Richard L. Gans  
Secretary

## 2015 Long Island Rail Road Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chair & Members
2015 Committee Work Plan	Committee Chair & Members Agency
President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Transportation	
Mechanical	
Safety	
Financial	
Ridership	
Capital Program Report	

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### October 2015

2016 Preliminary Budget (Public Comment)

#### November 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)  
Review of Committee Charter  
Status Update on PTC  
East Side Access Readiness Projects Update  
Bi-Annual Report on M-9 Procurement  
2015 Holiday Schedule

Committee Chair & Members  
President/Sr. Staff  
President/Sr. Staff  
President/Sr. Staff  
Service Planning

#### December 2015

Diversity/EEO Report – 3<sup>rd</sup> Q 2015  
2016 Final Proposed Budget  
2016 Proposed Committee Work Plan

Administration/Diversity  
Management & Budget  
Committee Chair & Members

# 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.

#### **2015 Work Plan**

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

#### **Information Items (if any)**

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

#### **Action Items (if any)**

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

#### **Procurements**

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

#### **Police Activity Report**

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

### **PERFORMANCE SUMMARIES**

#### **Report on Transportation**

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

#### **Report on Mechanical**

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

#### **Report on Safety**

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

#### **Financial Report**

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

#### **Ridership Report**

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

### Capital Program Progress Report

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

## **II. SPECIFIC AGENDA ITEMS**

### **OCTOBER 2015**

#### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

### **NOVEMBER 2015 (Joint Meeting with MNR)**

#### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

#### Review Committee Charter

Annual review of LIRR/LI Bus Committee Charter for Committee revision/approval.

#### Status Update on PTC

The Committee will be briefed on the status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

#### East Side Access Readiness Projects Update

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

#### Bi-Annual Report on M-9 Procurement

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

#### Holiday Schedule

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

### **DECEMBER 2015**

#### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2015

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

#### 2016 Final Proposed Budget

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

#### Proposed 2016 Committee Work Plan

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

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# MTA CAPITAL CONSTRUCTION PROJECT UPDATE

## East Side Access

October 2015

### Project Description

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

### Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Current Month</u> <u>EAC</u>	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$652,246,831
Construction	\$8,036,910,326	\$8,036,910,326	\$4,443,277,270
Project Management	\$1,036,168,644	\$1,036,168,644	\$653,583,944
Real Estate	\$182,076,230	\$182,076,230	\$114,345,504
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>\$ 5,863,453,549</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	June 2016
Project Construction Start	September 2001	September 2001
Revenue Service Date	December 2022	December 2022

### Current Issues/Highlights

- **Manhattan South Structures (CM005):** Shotcrete application in GCT 1/2 East and West Wyes is ongoing. Contractor continues to construct the intermediate invert concrete slabs for the Upper Tail Track tunnels. Construction of the lower walls in GCT West Cavern is expected to be completed in November.
- **Manhattan North Structures (CM006):** Contractor continues concrete placement work for the intermediate level walls on the east side of the 50<sup>th</sup> Street and 55<sup>th</sup> Street ventilation facilities and waterproofing installation on the west side of the 50<sup>th</sup> Street facility. Contractor continues the cast-in-place running tunnel arch in the East Tunnel (EB2). Waterproofing installation continues in the West Tunnel (WB1). In the North Back of House, the mezzanine slab has been placed in the East Cavern and construction of the upper level walls continues in the West Cavern.
- **55<sup>th</sup> Street Vent Plant Facility (CM013A):** 55<sup>th</sup> Street between Park and Madison avenues has been reopened. Currently, one traffic lane is being maintained by the contractor until full restoration is completed. Installation of the Con Edison electrical conduit connection to Madison Avenue is expected to start later in the month.

- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor continues utility installation in Madison Yard area. Flow fill and concrete placement for electrical ductbanks below the concourse slab have commenced. Demolition and excavation continues at the platform level underneath the Biltmore and Dining concourse areas. Shoring and formwork for beam and slab construction at Wellways 1 and 2 has commenced. Contractor has completed the utility relocations and mini-pile installations for the street deck installation on 48<sup>th</sup> Street between Madison and Park avenues. ESA has received MNR concurrence to proceed with the entrance work in the public dining seating area on the lower level. This work is expected to commence in October.
- **Plaza Substation and Queens Structures (CQ032):** Installation of steel bracing and placement of flow fill for the reconfigured Bellmouth is expected to be completed by the end of October.
- **Harold Structures 1 and 2 (CH053 & CH054A):** Remaining work on these two contracts, which are expected to be completed by the end of 2015, include Con Edison energization of high voltage service at the G02 Substation and decommissioning of the existing 12KV C Feeders by Amtrak for CH053; and, installation of the Snow Melter and Relay Transmission Units for CH054A.
- **Harold Structures 3A (CH057A):** The remaining secant pile at the Tunnel Launch Pit section of the East Approach was installed during the first weekend in October. Installation of remaining dewatering wells, installation of soldier piles at the WBY Pump Station and the remaining East Approach secant piles impacted by the B-923W catenary structure are also scheduled during October.
- **Systems Package 1 – Facilities Systems (CS179):** Contractor continues conduit installations at the B10 Facility Power Substation in Queens Plaza, Vernon, Roosevelt Island, 29<sup>th</sup> Street and 39<sup>th</sup> Street vent plants. Work continues on the fire stand pipe systems in the Queens Tunnels and Vernon Vent Plant. HVAC work is continuing at the B10, Vernon, and Roosevelt Island facilities.
- **Systems Package 4 – Traction Power Systems (CS084):** Contractor has provided submittals for the Vernon Substation (C05), which are currently under review by the General Engineering Consultant and LIRR. MTACC has approved the Contractor's CPM baseline schedule.
- **Grand Central Terminal Station Caverns and Track (CM007):** Technical proposals have been reviewed. Selected proposers have made their oral presentations to the selection committee.
- **Mid-Day Storage Yard CILs (VQ033):** Bids are due in October.



# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - October 2015

Expenditures thru September 2015; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,928.3	\$ 4,443.3
Design	\$ 720.6	\$ 679.4	\$ 652.2
Project Management	\$ 1,036.2	\$ 699.7	\$ 653.6
Real Estate	\$ 182.1	\$ 116.9	\$ 114.3
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 7,424.3</b>	<b>\$ 5,863.5</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.2	\$58.0	\$1.2	\$52.3	Nov-2011	Nov-2011	Apr-2013	Oct-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.1	\$1.8	\$50.1	Aug-2012	Aug-2012	Apr-2015	Dec-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.9	\$13.3	\$193.8	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$317.1	\$27.2	\$101.3	Mar-2014	Mar-2014	Nov-2016	Jan-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$461.1	\$404.8	\$56.2**	\$14.8	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out	In Procurement				Jul-2015	Jan-2016	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$256.1	\$236.1	\$20.1	\$191.6	Aug-2011	Aug-2011	Aug-2014	Jun-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$311.5	\$295.0	\$16.6	\$269.2	Jan-2008	Jan-2008	Feb-2011	Dec-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$109.2	\$17.6	\$26.3	Nov-2013	Nov-2013	Feb-2016	Jan-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge	In Procurement				Nov-2014	Oct-2015	N/A	Apr-2018
CH058A: Harold Structures - Part 3A: B/C Approach***	In Design				Jul-2015	Aug-2017	N/A	May-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$335.1	\$271.8****	\$40.6	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Signal Installation (CS284)	In Design (Repackaging)				TBD	Jun-2016	N/A	Dec-2019
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$78.4	\$71.2	\$7.1	\$1.6	Sep-2014	Oct-2014	Dec-2019	Dec-2019

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

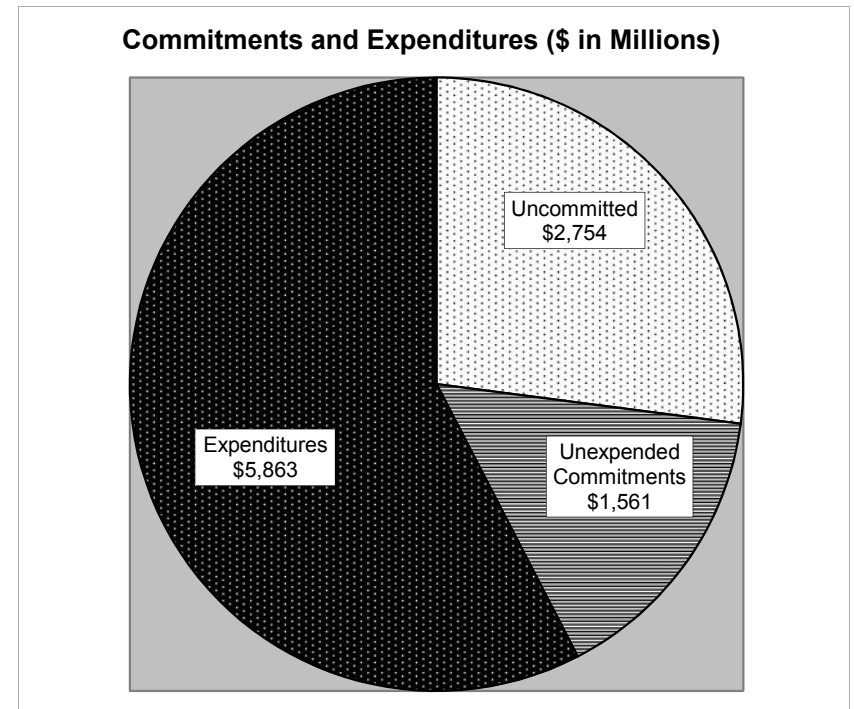
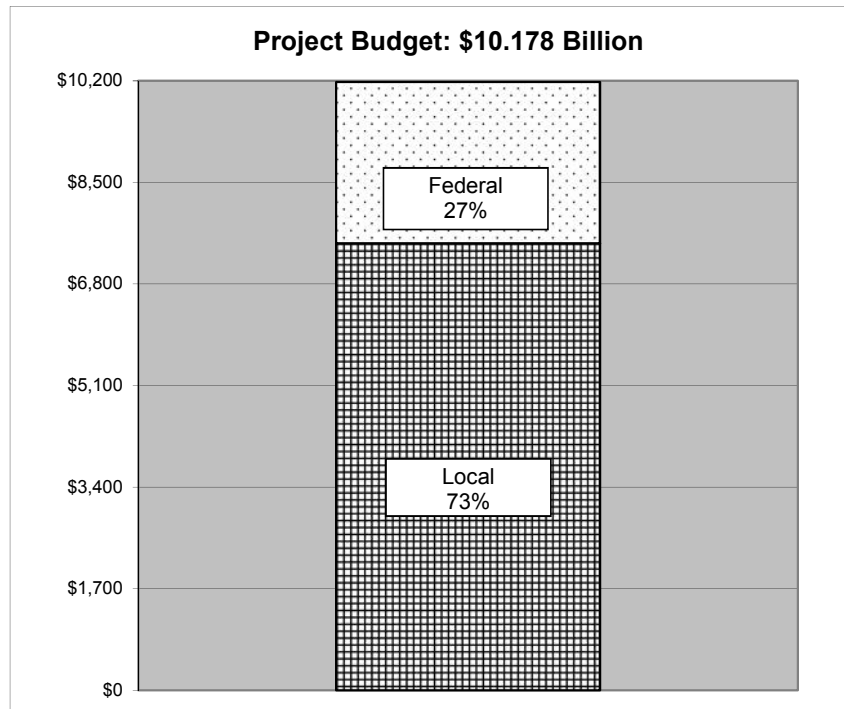
\*\* Remaining contingency includes \$26M for unawarded options and associated contingency.

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

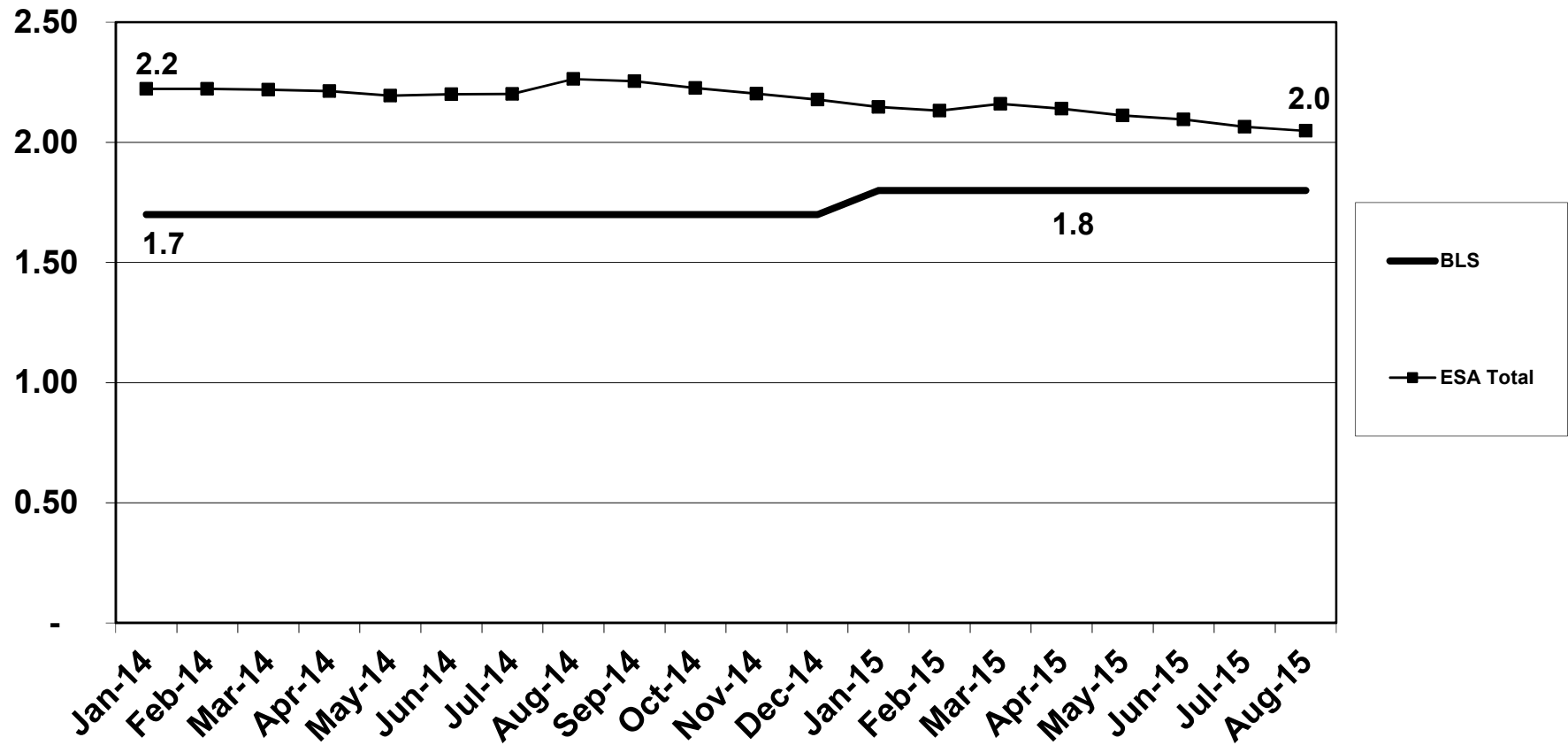
\*\*\*\* Remaining contingency includes \$238.48M for unawarded options and associated contingency.

# **East Side Access Status** **Report to the Railroad Committee - October 2015** *data thru September 2015*

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	748	-	785	785	1,532	1	1,519
2005-2009	2,683	838	-	1,845	1,176	2,677	5	2,589
2010-2014	3,232	3,228	-	5	5	3,057	175	1,598
2015-2019	2,572		2,572	-	-	-	2,572	-
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 4,907</b>	<b>\$ 2,572</b>	<b>\$ 2,699</b>	<b>\$ 2,030</b>	<b>\$ 7,424</b>	<b>\$ 2,753</b>	<b>\$ 5,863</b>



# **Lost Time Injury Rate East Side Access Project, 2014-2015 vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)



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

**September 2015 vs. 2014**

	<b>2015</b>	<b>2014</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>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Robbery</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>11</b>	<b>12</b>	<b>-1</b>	<b>-8%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>7%</b>

**Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</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>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Robbery</b>	<b>15</b>	<b>23</b>	<b>-8</b>	<b>-35%</b>
<b>Felony Assault</b>	<b>15</b>	<b>17</b>	<b>-2</b>	<b>-12%</b>
<b>Burglary</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>25%</b>
<b>Grand Larceny</b>	<b>70</b>	<b>95</b>	<b>-25</b>	<b>-26%</b>
<b>Grand Larceny Auto</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Total Major Felonies</b>	<b>109</b>	<b>140</b>	<b>-31</b>	<b>-22%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **September 2015 vs. 2014**

	<b>2015</b>	<b>2014</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>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Robbery</b>	<b>2</b>	<b>7</b>	<b>-5</b>	<b>-71%</b>
<b>Felony Assault</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Grand Larceny</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>25</b>	<b>30</b>	<b>-5</b>	<b>-17%</b>

#### **Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</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>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Robbery</b>	<b>31</b>	<b>50</b>	<b>-19</b>	<b>-38%</b>
<b>Felony Assault</b>	<b>24</b>	<b>26</b>	<b>-2</b>	<b>-8%</b>
<b>Burglary</b>	<b>14</b>	<b>18</b>	<b>-4</b>	<b>-22%</b>
<b>Grand Larceny</b>	<b>156</b>	<b>179</b>	<b>-23</b>	<b>-13%</b>
<b>Grand Larceny Auto</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>300%</b>
<b>Total Major Felonies</b>	<b>235</b>	<b>275</b>	<b>-40</b>	<b>-15%</b>

# INDEX CRIME REPORT

## Per Day Average

### September 2015

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	1	1	0	0
<b>Robbery</b>	2	2	0	0
<b>Fel. Assault</b>	2	2	0	0
<b>Burglary</b>	0	0	0	0
<b>Grand Larceny</b>	19	11	8	0
<b>GLA</b>	1	0	1	0
<b>Total</b>	25	16	9	0
<b>Crimes Per Day</b>	0.83	0.53	0.30	0.00



# MTA Police Department

## Arrest Summary: Department Totals

1/1/2015 to 9/30/2015

Arrest Classification	Total Arrests	
	2015	2014
Murder	1	0
Rape	2	0
Robbery	26	43
Felony Assault	24	23
Burglary	7	9
Grand Larceny	38	50
Grand Larceny Auto	0	2
Aggravated Harassment	1	1
Aggravated Unlicensed Operator	10	31
Arson	1	0
Assault-Misdemeanor	32	48
Breach of Peace	13	8
Child Endangerment	3	1
Criminal Contempt	8	4
Criminal Impersonation	3	2
Criminal Mischief	30	24
Criminal Possession Stolen Property	10	9
Criminal Tampering	10	0
Criminal Trespass	21	14
Disorderly Conduct	2	2
Drug Offenses	44	39
DUI Offenses	7	11
Falsely Reporting an Incident	4	4
Forgery	40	81
Fraud	7	6
Graffiti	9	8
Harassment	4	6
Identity Theft	3	0
Impairment Integrity Gov Licencing Exam	13	0
Issue a Bad Check	1	0
Make Terrorist Threat	3	1
Menacing	12	7
Obstruct Government	7	4
Panhandling	0	1
Petit Larceny	81	79
Probation/Parole Violation	1	0
Promoting Prostitution	1	0
Public Lewdness	22	34
Reckless Endangerment	8	7
Resisting Arrest	21	41
Sex Offenses	4	8
Stalking	1	2
Theft of Services	131	102
Unlawful Surveillance	2	2
VTL Offenses	2	2
Warrant Arrest	47	39
Weapons Offenses	6	7
Unauthorized Use Vehicle	2	0
<b>Total Arrests</b>	<b>725</b>	<b>762</b>

# **MTA HOMELESS OUTREACH**

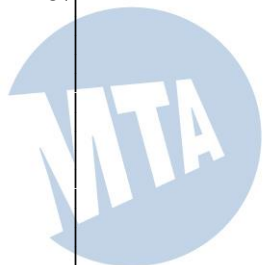
## **Long Island Rail Road**

October 2015



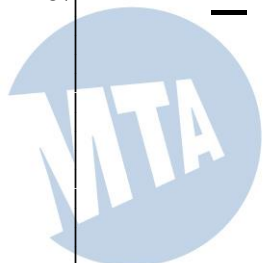
# MTA HOMELESS OUTREACH

- Philosophy/Approach
  - Improve customer environment
  - Move individuals to more appropriate housing options
  - MTA & Amtrak Contractor, Bowery Residents' Committee, Inc. (BRC), engages all homeless and provides assistance in obtaining needed services, including mental health, medical, housing, detox, social services
  - Develop relationships with homeless clients over time through sustained outreach



# MTA HOMELESS OUTREACH

- Strategy
  - Outreach Teams in Penn Station 7 days per week and overnight
  - Additional outreach at Brooklyn and Queens locations
  - Enforcement of LIRR rules by MTA PD
  - Penn Station Initiative has improved coordination among partners at Penn: LIRR, BRC Outreach, Amtrak, NJT, MTA PD, APD, NYPD, NYC DHS, Street Level Outreach providers, MTA
  - LIRR adding suburban outreach in Nassau & Suffolk
  - BRC contract being enhanced for increased outreach at Penn and Brooklyn & Queens locations



# MTA HOMELESS OUTREACH

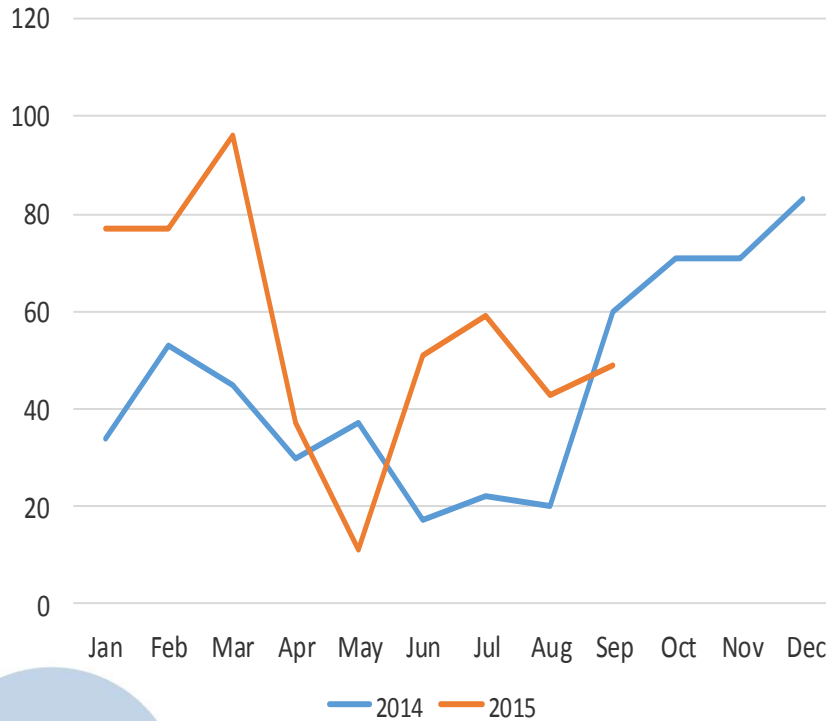
- Challenges being addressed daily:
  - Any individual has a right to be in LIRR public spaces as long as they are not violating rules and regulations. This includes apparently homeless individuals.
  - Convincing homeless people to voluntarily accept services is difficult.
  - Routine police presence in LIRR facilities creates a safe environment for those who have no home.
  - 24 hour access, protection from the elements, as well as easy availability of food and money make Penn Station an ideal environment for homeless individuals.



# MTA HOMELESS OUTREACH

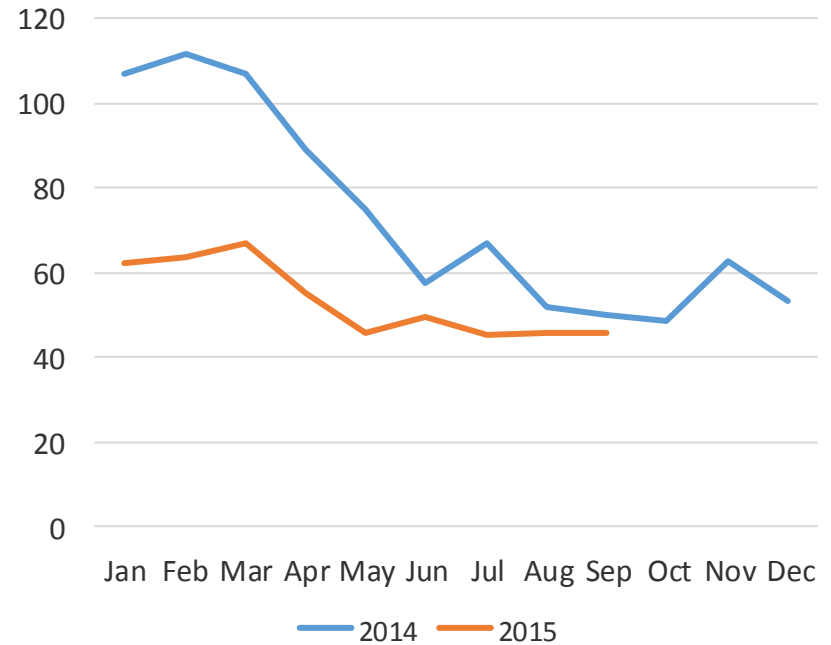
## Total Placements

Penn Monthly Placements







## Penn Homeless Counts

Penn Initiative Monthly Average Counts



## Staff Summary

<b>Subject</b> NOVEMBER TIMETABLE CHANGE & FALL TRACK WORK PROGRAMS						<b>Date</b> OCTOBER 26, 2015			
<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> 						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	10/26/15				3	Sr VP – Eng. 	1	President. 
						2	VP Mktg & PA 		

### PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning November 16, 2015, through March 6, 2016. Projects supported during this timetable include Continuous Welded Rail replacement on the Port Jefferson Branch, and prep work for both Mechanized Ties on the Port Washington Branch and Concrete Ties on the Babylon Branch. Continuing projects include East Side Access work in Harold Interlocking, Wantagh Station rehabilitation, Long Beach Branch Sandy Restoration, Atlantic Branch half-tie replacement, West Side Yard Overbuild, Jamaica Capacity Improvements, 150<sup>th</sup> St. Girder Repair and Vanderbilt (VD) Yard construction. Additionally, Trackwork Programs during the months of October and November 2015 will support Main Line 2<sup>nd</sup> track construction work, switch replacements and switch surfacing.

### NOVEMBER 16 TIMETABLE CHANGE

- **Port Jefferson Branch, Hicksville-Huntington – Continuous Welded Rail Installation** – One of two main tracks will be out of service midday weekdays for the installation of new Continuous Welded Rail.
- **Port Washington Branch, Harold-Shea – Mech Tie Replacement Prep Work** – One of two main tracks will be out of service midday weekdays for preparation work for the installation of new mechanized ties between Harold and Shea Interlockings.
- **Babylon Branch, Valley-Rocky – Concrete Tie Replacement Prep Work** – One of two main tracks will be out of service weekends for preparation work for the installation of new concrete ties between Valley and Rocky Interlockings.

## **TRACK WORK PROGRAMS**

- **Main Line, Farmingdale-Ronkonkoma – Switch Surfacing, Switch Replacement & Other Misc. Work** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for a 48-hour weekend on October 31-November 1 for switch surfacing at Brent Interlocking in Brentwood, switch replacement at Wyandanch, and miscellaneous maintenance work.
- **Main Line, Central Islip-Ronkonkoma – Continuous Welded Rail Layout & Other Main Line Second Track Construction Work** – Single Main Track will be out of service between Central Islip and Ronkonkoma for 24 hours on November 7 for the layout of new Continuous Welded Rail and other work related to the Main Line Second Track construction project. This is a continuation of the outage that occurred on October 17.
- **Long Beach Branch, Valley Stream-Long Beach – Switch Replacement at Valley Stream and Switch Surfacing at Long Beach** – Both main tracks and single main track will be out of service for the replacement of three switches at Valley Stream and surfacing of switches at Long Beach on two separate weekends: A 36-hour outage on November 7-8, and a full 48-hour weekend outage on November 14-15.

## **DISCUSSION:**

### *Timetable Change – Construction Activities*

- **Port Jefferson Branch, Hicksville-Huntington – Continuous Welded Rail Installation** – Installation of new Continuous Welded Rail will require one of two main tracks to be out of service between Hicksville and Huntington midday weekdays. As a result, four eastbound and four westbound Huntington trains will be adjusted between 1 minute earlier and 4 minutes later; four eastbound and four westbound Port Jefferson trains will have their schedules adjusted between 28 minutes earlier and 47 minutes later; all midday connections on Port Jefferson Branch trains have been adjusted to occur at Huntington; and five eastbound Ronkonkoma Branch trains are adjusted between 2 minutes earlier and 8 minutes later. In addition, all trains traveling through the work zone have been given one extra minute running time to comply with a speed restriction through the work area.
- **Port Washington Branch, Harold-Shea – Mech Tie Replacement Prep Work** – One of two main tracks will be out of service midday weekdays between Harold Interlocking and Mets-Willets Point Station for preparation work for the installation of new mechanized ties. As a result, 12 eastbound midday Port Washington trains are adjusted between 1 minute and 6 minutes earlier, and six westbound midday Port Washington trains are adjusted 1 minute later.
- **Babylon Branch, Valley-Rocky – Concrete Tie Replacement Prep Work** – One of two main tracks will be out of service between Valley Stream and Rockville Centre weekends for preparation work for the installation of new concrete ties. As a result, weekend schedules are adjusted as follows: Most eastbound Babylon trains are adjusted 10 minutes earlier; five additional eastbound Babylon Branch trains are adjusted between 5 minutes earlier and 1 minute later; eight westbound Babylon Branch trains are adjusted between 12 minutes earlier and 9 minutes later; five eastbound and seven westbound Montauk Branch trains are adjusted between 13 minutes earlier and 10 minutes later for connections and clearances with adjusted Babylon Branch trains; 15 eastbound Long Beach trains are adjusted 10 minutes later; and eastbound Oyster Bay Branch trains are adjusted 4 minutes earlier for connections with adjusted trains. In addition, all trains traveling through the work zone have been given one extra minute running time to comply with a speed restriction through the work area.

### *Trackwork Program – Construction Activities*

- **Main Line, Farmingdale-Ronkonkoma – Switch Surfacing, Switch Replacement & Other Misc. Work** – Single Main Track will be out of service between Farmingdale and Ronkonkoma for a 48-hour weekend on October 31-November 1 for switch surfacing at Brent Interlocking in Brentwood, switch replacement at Wyandanch, and miscellaneous maintenance work between Farmingdale and Ronkonkoma. Eastbound customers traveling to stations Pinelawn through Ronkonkoma will board buses at Hicksville for their station. Eastbound customers can expect up to 44 minutes additional travel time. Westbound customers traveling from stations Ronkonkoma through Pinelawn will board buses at their station for Hicksville, where they will transfer to train service. Westbound buses will depart up to 44 minutes earlier than normal train service in order to connect with trains at Hicksville. Bethpage and Farmingdale customers will have normal train service in both directions throughout the weekend. Eastbound customers for stations Medford through Greenport will depart western terminals one hour earlier than normal, transferring to buses at Hicksville for Ronkonkoma where they will board the Greenport train on normal schedules. Westbound customers from stations Greenport through Medford will board trains at normal times, transferring to buses at Ronkonkoma for Hicksville, where train service will resume. Westbound Greenport customers can expect one hour additional travel time.
- **Main Line, Central Islip-Ronkonkoma – Continuous Welded Rail Layout & Other Main Line Second Track Construction Work** – Single Main Track will be out of service between Central Islip and Ronkonkoma for 24 hours on November 7 for the layout of new Continuous Welded Rail and other work related to the Main Line Second Track construction project. This is a continuation of the outage that occurred on October 18. Eastbound customers traveling to Ronkonkoma will board buses at Central Islip for Ronkonkoma, and will experience up to 23 minutes additional travel time. Westbound customers from Ronkonkoma will board buses for Central Islip, where train service will resume. Westbound buses will depart up to 23 minutes earlier than normal train times in order to connect with trains at Central Islip. Customers traveling between Ronkonkoma and Greenport will have train service on adjusted schedules to connect to and from buses at Ronkonkoma. In addition, three trains in each direction, which normally provide half-hourly service between Ronkonkoma and Penn Station during certain day parts, will originate or terminate at Farmingdale.
- **Long Beach Branch, Valley Stream-Long Beach – Switch Replacement at Valley Stream and Switch Surfacing at Long Beach** – Both main tracks and single main track will be out of service for the replacement of three switches at Valley Stream and surfacing of switches at Long Beach on two separate weekends: A 36-hour outage on November 7-8, and a full 48-hour weekend outage on November 14-15. During the outages, buses will replace train service between Valley Stream and Long Beach. Eastbound customers for stations Lynbrook through Long Beach will board buses at Valley Stream for their station and can anticipate up to 28 minutes additional travel time. Westbound customers from stations Long Beach through Lynbrook will board buses at their station for Valley Stream, where normal train service will resume, and can anticipate up to 28 minutes additional travel time. Lynbrook customers also have the option of using regular Babylon Branch train service for travel to and from Jamaica and western terminals without using buses.

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

### **IMPACT ON FUNDING**

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

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**October 28, 2015**



# Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date <div style="text-align: center;">October 28, 2015</div>			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
<b>Board Action</b>						<b>Internal Approvals</b>			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	10.26.15	X			1	President <i>PLM 10/13/15</i>		
2	MTA Board	10.28.15	X			2	Exec VP <i>aec</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:**

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
Schedule A:      Non-Competitive Purchases and Public Works Contracts	2	\$4,275,000
<b>SUBTOTAL:</b>	2	\$4,275,000
 <u>Schedules Requiring Majority Vote</u>		
Schedule G:      Miscellaneous Service Contracts	1	\$387,625
<b>SUBTOTAL:</b>	1	\$387,625
 <b>LIRR proposes to award Competitive Procurements in the following categories:</b>		
Schedule F:      Personal Service Contracts	1	\$860,291
<b>SUBTOTAL:</b>	1	\$860,291
 <b>LIRR proposes to award Ratifications in the following categories:</b>		
	<u># of Actions</u>	<u>\$ Amount</u>
	None	
<b><u>TOTAL:</u></b>	<b><u>4</u></b>	<b><u>\$5,522,916</u></b>

**BUDGET IMPACT:**

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

**RECOMMENDATION:**

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

## METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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



**OCTOBER 2015**

**MTA LONG ISLAND RAIL ROAD**

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

*Procurements Requiring Two-Thirds Vote*

**Schedule A: Non-Competitive Purchase and Public Works Contracts**

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

- |           |                             |                      |                                      |
|-----------|-----------------------------|----------------------|--------------------------------------|
| <b>1.</b> | <b>Nordco, Inc.</b>         | <b>\$775,000</b>     | <i><u>Staff Summary Attached</u></i> |
|           | <b>Sole Source</b>          | <b>Not-to-Exceed</b> |                                      |
|           | <b>Contract No. IT09269</b> |                      |                                      |

Long Island Rail Road, on behalf of itself and Metro-North Railroad (“the Railroads”), requests MTA Board approval to award contracts for a 36-month period to Nordco Inc. (Nordco) in a total non-to-exceed amount of \$775,000 (LIRR \$450,000/MNR \$325,000) for replacement parts required by the Railroads to operate and maintain various pieces of Nordco and Pyke track equipment.

- |           |                               |                      |                                      |
|-----------|-------------------------------|----------------------|--------------------------------------|
| <b>2.</b> | <b>Siemens Industry, Inc.</b> | <b>\$3,500,000</b>   | <i><u>Staff Summary Attached</u></i> |
|           | <b>Sole Source</b>            | <b>Not-to-Exceed</b> |                                      |
|           | <b>Contract No. TBD</b>       |                      |                                      |

Long Island Rail Road, on behalf of itself and Metro-North Railroad (MNR), requests MTA Board approval to award a Sole Source Omnibus contract to Siemens Industry Inc. (Siemens) in the aggregate amount not-to-exceed \$3.5M (\$1.5M – LIRR; \$2M – MNR) over a 36-month period to purchase the following: crossing gates, electronic module & various electronic components, signals, signal light lenses, circuit boards, relays, and other proprietary components for grade crossing systems manufactured by Siemens.

*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)

- |           |  |                      |                                      |
|-----------|--|----------------------|--------------------------------------|
| <b>3.</b> | <b>New York Industries of the Disabled</b> | <b>\$387,625</b>     | <i><u>Staff Summary Attached</u></i> |
|           | <b>Preferred Source</b>                    | <b>Not-to-Exceed</b> |                                      |
|           | <b>Contract No. TBD</b>                    |                      |                                      |

Long Island Rail Road requests MTA Board approval to award a New York State Preferred Source, four month term, Miscellaneous Service contract to the New York State Industries for the Disabled (NYSID) to perform Document Scanning and Indexing Services for LIRR’s Fleet Engineering Group in the not-to-exceed amount of \$387,625. This contract is in accordance with Section 162 of the New York State Finance Law.

# Staff Summary



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Nordco, Inc. (Oak Creek, WI)
<b>Description</b> Replacement Parts for Various Maintenance Of Way Equipment
<b>Contract Term (including Options, if any)</b> 36 months
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contact Number</b> IT09269	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	LIRR: \$ 450,000 MNR : <u>325,000</u> Not-to-Exceed \$ 775,000
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering – Chris Calvagna, Chief Engineer	
<b>Contract Manager :</b> Richard Barone	

## Discussion:

Long Island Rail Road, on behalf of itself and Metro-North Railroad (“the Railroads”), requests MTA Board approval to award contracts for a 36-month period to Nordco Inc. (“Nordco”) in a total non-to-exceed amount of \$775,000 (LIRR \$450,000/MNR \$325,000) for replacement parts required by the Railroads to operate and maintain various pieces of Nordco and Pyke track equipment.

On July 14, 1999 Nordco Inc. acquired Pyke Manufacturing (“Pyke”) and Pyke ceased to operate as a separate corporate entity. Nordco equipment utilized by the Railroads includes AF Rail Drills, Super Claws Hydra Spikers, Grabber Spike Pullers, Auto Lift Machines, Ride-On Adzer C Dual Spikers, M3-D Screw Lag Drivers and Screw Lag Pullers, Screw Ladders, Dual Lag Machines, De-ladders, Tie Remover/Inserters, Spike Pullers, Spike Drivers and TC831 Nordco Snow Fighter M7-A, SN 800527-12, 10/4/12 . In addition, Metro-North Railroad owns Pyke equipment including the HC1025 Tie Handlers and TC30000 Push Carts. The Railroads use the Nordco and Pike equipment to perform infrastructure maintenance along their respective right-of-way.

Nordco, who is the designer and Original Equipment Manufacturer, is the sole responsible source for these proprietary parts which possesses the tooling and manufacturing expertise to reliably supply these parts. LIRR advertised its intent to award a Sole Source Contract in the NYS Contract Reporter and in the New York Post, and no other vendor expressed an interest in competing for this requirement.

Prices for parts ordered through this procurement will be based on Nordco’s published parts price list in effect at the time an order is placed. Nordco offers most favored customer pricing for parts to all of its customers. A comparison of over 150 part prices from the January, 2012 price list with the current price list dated January, 2015, reflects a weighted average price decrease of 1.8%. The Producer Price Index (PPI) for Parts for Construction Machinery and Equipment sold separately increased by 2.26% over the same time period. Even though the spare parts market has experienced an increase, Nordco is able to provide a decrease in the overall parts prices through a constant resourcing of material, passing the savings on to their customers. Based on this price analysis, Nordco's pricing is determined to be fair and reasonable. Funding for these contracts is included in each Agency’s Operating budget.

# Staff Summary



Item Number: 2

<b>Vendor Name</b> Siemens Industry, Inc. – Louisville, KY
<b>Description</b> Various Signals, Crossing Gates and Electronic Components
<b>Contract Term (including Options, if any)</b> 3 Years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contract Number</b> TBD	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$3,500,000 (Not-to-Exceed) MNR = \$2,000,000(NTE); LIRR = \$1,500,000 (NTE).
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering – Christopher Calvagna, Chief Engineer LIRR/East Side Access/Special Projects – Lori Katzman, VP	
<b>Contract Manager:</b> Richard Barone	

## Discussion:

Long Island Rail Road, on behalf of itself and Metro-North Railroad (MNR) requests MTA Board approval to award a Sole Source Omnibus contract to Siemens Industry Inc. (Siemens) in the aggregate amount not-to-exceed \$3.5M (\$1.5M – LIRR; \$2M – MNR) over a 36-month period to purchase the following: crossing gates, electronic module & various electronic components, signals, signal light lenses, circuit boards, relays, and other proprietary components for grade crossing systems manufactured by Siemens.

Siemens is the designer and the Original Equipment Manufacturer (OEM) of various signals, relays, crossing gates and components installed and operated by LIRR and MNR (“the Agencies”). The Agencies will procure these items on an “as required” basis, in various quantities during the 36-month term of this contract to allow the Agencies to operate and maintain the numerous signal systems designed and manufactured by Siemens that are currently in operation along the Agencies’ rights of way.

Siemens holds proprietary rights for these essential safety-critical grade crossing systems. Since it possesses the proprietary software and manufacturing expertise, Siemens is the only source able to successfully supply the replacement parts for automatic grade crossing warning systems on behalf of the Agencies. These systems are safety critical and it is imperative that they operate reliably and as designed. LIRR advertised its intent to procure these items back in March 2015 and no suppliers, other than Siemens, responded.

As a result of negotiations, 57 high dollar/usage items will have firm fixed pricing for the term of the contract. Negotiations resulted in a cost savings of 6.93% for these firm fixed price items. Negotiations also provided the Agencies with a 7% discount off the Siemens price book in effect during the life of the contract for all other items. The negotiated prices submitted by Siemens were reviewed and compared to the Producer Price Index (PPI) for relays and industrial control manufacturing. Based on this review, prices are within the acceptable industry increase reported by the PPI. Additionally, Siemens has certified that the prices quoted to the Agencies are not greater than the prices they charge their most favored customers. Based on the above, the prices have been determined to be fair and reasonable. The agencies are committed to ensure that through the use of these joint procurements, Siemens is offering each Agency more beneficial prices than if each Agency were to procure the same items individually. There is no obligation for the Agencies to procure any minimum quantity of parts under these contracts. The parts identified above will be funded from the Agencies’ Operating or Federal/Capital Budgets as applicable.

## Schedule G: Miscellaneous Service Contracts

### Staff Summary



Item Number: 3

<b>Vendor Name (&amp; Location)</b> New York Industries of the Disabled (NYSID)
<b>Description</b> Document Scanning and Indexing Services
<b>Contract Term (including Options, if any)</b> December 1, 2015 – March 31, 2016
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source

<b>Contact Number</b> TBD	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$387,625 NTE	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> LIRR Fleet Engineering	
<b>Contract Manager :</b> Joe Casali	

#### Discussion:

Long Island Rail Road requests MTA Board approval to award a New York State Preferred Source, four month term, Miscellaneous Service contract to the New York State Industries for the Disabled (NYSID) to perform Document Scanning and Indexing Services for LIRR's Fleet Engineering Group in the not-to-exceed amount of \$387,625. This contract is in accordance with Section 162 of the New York State Finance Law.

To advance special social and economic goals, the NYS Finance Law requires that all State agencies, political subdivisions and public benefit corporations obtain commodities and services from "preferred sources" when such commodities and services are on the List of Preferred Source Offerings and when they meet the required form, function and utility. The service requirements must be defined in terms of the minimum essential requirements and every reasonable effort must be made to obtain services through the Preferred Source. The acquisition of document imaging and scanning services is one of the services listed and it is therefore exempted from statutory competitive procurement requirements. The NYS Commissioner of General Services is responsible for reviewing and approving the prices of all services provided by Preferred Sources. In approving the prices, the NYS Office of General Services ensures that prices do not exceed 15% of the prevailing market prices among responsive and responsible offerors for the same or equivalent services.

The LIRR Fleet Engineering group requires that approximately 1.2 million existing engineering documents, reports, drawings and records be scanned into a searchable, retrievable Adobe PDF format, or other suitable agreed upon electronic media. The utilization of the scanned documents provides an opportunity to safeguard critical documents and increases the effectiveness in retrieving, routing, processing and archiving all Engineering records, drawings, and documents. All document preparation, scanning, indexing and filing operations will take place at the LIRR Hillside Facility, in a location provided by Engineering.

The total project cost is \$387,625. A fixed price schedule has been negotiated which includes \$0.275 per image for standard sized documents and \$5.20 for large format documents. All pricing is deemed within 15% of the prevailing market prices as required by the Preferred Source Law and will remain firm and fixed for the entire four month period. Services are expected to begin in December 2015. Funding for this Contract is included in the LIRR's Operating Budget.

**OCTOBER 2015**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF 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>4.</b> | <b>Services for the UnderServed</b>           | <b>\$860,291</b>        |
|           | <b>Three Year Contract, w/Two Year Option</b> | <b>Firm Fixed Price</b> |
|           | <b>Contract No. TBD</b>                       |                         |

Pursuant to competitive negotiations, the LIRR requests MTA Board Approval to award a Personal Service contract to Services for the UnderServed (SUS), in the amount of \$512,498 for the Base Term, and \$347,793 for the Option Term; for a combined total of \$860,291. Under the contract, SUS will provide Homeless Outreach Services at LIRR Stations throughout Nassau & Suffolk Counties. This contract provides for outreach services to the homeless population who often occupy various LIRR Stations/Terminals, seeking shelter and food. The presence of the homeless at LIRR Stations is a growing concern for LIRR Customers and Staff, and sometimes presents law enforcement issues. SUS' Outreach Team, comprised of a Licensed Social Worker and Outreach Specialist, will conduct scheduled visits to the affected locations, and help identify temporary shelter, permanent housing and/or mental health services to the homeless, as appropriate and necessary. The SUS' Program Manager will monitor and submit progress reports to the LIRR's Project Manager on a regular basis. This solicitation was advertised on the MTA Website on January 20, 2015, in the NYS Contract Reporter beginning January 21, 2015, and in the New York Post on January 22, 2015; and also sent to twelve Not-For-Profit Organizations participating under the Long Island Coalition for the Homeless. Six respondents to the advertisement requested the RFP, of which five submitted Proposals; all of them Agencies from the L.I. Coalition. The LIRR Price Schedule was based on annual salaries for each member of the Contractor's Outreach Team and its Program Director, and the Contractor's expenses for transportation, telecommunications, and misc. equipment & supplies, over a five-year period. After Technical and Cost Evaluations, the Committee Members selected SUS based on their qualifications and their ability to service both Nassau & Suffolk Counties; other Proposers within a comparable price-range would only be able to service either County. At the time of Oral Presentations, SUS' proposed price was \$959,557. The LIRR requested their Best & Final Offer, which reduced their price by 5.6%, to a revised total of \$907,221. Upon subsequent negotiation by the Procurement & Logistics Department, SUS further reduced their price by an additional 5.4%, to the final total of \$860,291. Based on all evaluations and negotiations, the LIRR's Procurement & Logistics Department, and the Technical Evaluation and Executive Steering Committees, have deemed SUS's proposal to be fair and reasonable. This Contract will be funded by the LIRR's Operating Budget.





**LONG ISLAND RAIL ROAD COMMITTEE**

**MTA BOARD PROCUREMENT PACKAGE**

**OCTOBER 2015**

# Staff Summary



<b>Subject</b>	Request for Authorization to Award Procurements				
<b>Department</b>	Law and Procurement				
<b>Department Head Name</b>	Evan M. Eisland				
<b>Department Head Signature</b>					
<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 Committee	10/26/15	X		
2	Board	10/28/15	X		

<b>Date:</b> October 13, 2015			
<b>Vendor Name</b> Michels Corporation			
<b>Contract Number</b> CM005			
<b>Contract Manager Name</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	 AD for President	3	Executive Vice President and CFO
2	 Vice President, Program Controls	 Chief Procurement Officer	

## PURPOSE

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

## DISCUSSION

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

### Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	# of Actions	\$ Amount
	1	\$ 2,525,000
TOTAL	1	\$ 2,525,000

### Budget Impact:

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

### Recommendation:

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

**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

OCTOBER 2015

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

- |    |   |                     |                                      |
|----|---|---------------------|--------------------------------------|
| 1. | <b>Michels Corporation</b><br><b>Contract No. CM005</b><br><b>Modification No. 16</b> | <b>\$ 2,525,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|---------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval of a contract modification for the construction of a trailer office complex on the express level of Madison Yard and alterations to the existing 52<sup>nd</sup> St. exit to establish a primary personnel access point for the East Side Access (“ESA”) Project.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Page 1 of 2

<b>Vendor Name (&amp; Location)</b> Michels Corporation (Mount Vernon, NY)	
<b>Description</b> Manhattan South Structures	
<b>Contract Term (including Options, if any)</b>  880 Calendar Days	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access/W. Goodrich, P.E., Executive Vice President and Sr. Program Executive	

Contract Number	AWO/Modification #
CM005	16
<b>Original Amount:</b>	
	\$ 200,602,743
<b>Prior Modifications:</b>	
	\$ 36,280,787
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 236,835,378
<b>This Request</b>	
	\$ 2,525,000
<b>% of This Request to Current Amount:</b>	
	1.1%
<b>% of Modifications (including This Request) to Original Amount:</b>	
	19.3%

**Discussion:**

The work under the CM005 Contract includes the fabrication and construction of the permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval of a contract modification for the construction of a trailer office complex on the express level of Madison Yard and alterations to the existing 52<sup>nd</sup> St. exit to establish a primary personnel access point for the East Side Access ("ESA") Project.

The primary entrance used by construction personnel to access the ESA work sites in and around Madison Yard is currently located at 48<sup>th</sup> Street. Construction trailers located in Madison Yard at this location are used by ESA construction management inspection staff for Contracts CM005, CM006 and CM014B. This access point and the trailer complex need to be relocated so that the CM014B contractor can continue its fit out work for the new LIRR Concourse.

The ESA project management team, together with Metro North Railroad, have identified a new location at 52nd Street that can be used for personnel access and also house the trailer complex for the inspection staff for Contracts CM005, CM006, CM007 and CM014B. There is also room at this location for the CM005 Contractor to install their change house trailers for the Sandhog workers and for a security guard booth. Upon completion of the CM005 contract work, the CM005 change house trailers will be turned over to the contractor for Contract CM007 which is currently in procurement.

The work added by this modification includes the installation of fourteen new 20 foot long modular trailers, a security guard booth, power, lighting, domestic water service, fire alarm and sprinkler systems, HVAC systems and a sewage connection. In addition, existing stairs at 52<sup>nd</sup> Street will be removed and new temporary stair towers installed in order to comply with FDNY access/egress requirements. At the completion of the CM007 Contract, the trailer complex will be turned over to Metro North Railroad for its use.

The work of relocating the entrance and trailer complex from 48<sup>th</sup> Street to 52<sup>nd</sup> Street was originally planned to be part of Contract CM014B. It was removed prior to contract award because the project team believed that the CM006 Contractor would elect to place its workforce trailers at 52<sup>nd</sup> Street and, thus, absorb some of the cost. The CM006 contractor, however, opted to utilize another location for its workforce. ESA project management has determined that the CM005 Contractor, who is currently performing contract work installing their change house (trailers for the Sandhog workers) in the same vicinity, would therefore be in the best position to perform this work.

The Contractor submitted a proposal of \$4,067,787 and the MTA estimate was for \$2,721,065. Negotiations were held and the parties agreed to a cost of \$2,525,000 for this work which is deemed to be fair and reasonable. The Substantial and Final Completion Dates will remain the same.

In order to maintain the CM005 and CM014B schedules, the President approved Retroactive Memorandums on February 5<sup>th</sup> and April 17<sup>th</sup>, 2015 for a total not-to-exceed amount of \$500,000 for Contractor to furnish and deliver the trailers.



# LONG ISLAND RAIL ROAD



## Monthly Operating Report September 2015

Patrick Nowakowski  
President

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10/26/15 \*\*\*\*\*

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Performance Summary			2015 Data			2014 Data	
			Annual	YTD thru		YTD thru	
			Goal	Sept	Sept	Sept	Sept
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>94.0%</b>	<b>90.40%</b>	<b>91.20%</b>	<b>93.00%</b>	<b>92.00%</b>
		AM Peak		85.00%	89.30%	94.50%	91.90%
		PM Peak		87.00%	86.80%	86.10%	86.60%
		<b>Total Peak</b>		<b>86.00%</b>	<b>88.10%</b>	<b>90.50%</b>	<b>89.40%</b>
		Off Peak Weekday		90.50%	91.60%	93.60%	92.30%
		Weekend		95.30%	94.10%	95.00%	94.60%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>91.3%</b>	<b>91.3%</b>	<b>92.5%</b>	<b>91.4%</b>
		AM Peak		89.3%	90.0%	94.5%	92.8%
		PM Peak		86.9%	86.3%	83.0%	82.6%
		<b>Total Peak</b>		<b>88.2%</b>	<b>88.3%</b>	<b>89.1%</b>	<b>88.1%</b>
		Off Peak Weekday		92.3%	92.3%	94.0%	92.3%
		Weekend		94.2%	93.9%	94.7%	94.4%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>95.4%</b>	<b>95.4%</b>	<b>95.0%</b>	<b>95.7%</b>
		AM Peak		85.7%	89.5%	95.2%	91.9%
		PM Peak		96.3%	94.2%	91.5%	93.4%
		<b>Total Peak</b>		<b>90.5%</b>	<b>91.6%</b>	<b>93.6%</b>	<b>92.6%</b>
		Off Peak Weekday		96.7%	96.3%	94.2%	96.0%
		Weekend		97.5%	97.2%	98.3%	98.0%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>86.0%</b>	<b>88.4%</b>	<b>91.7%</b>	<b>89.5%</b>
		AM Peak		82.9%	87.9%	95.9%	92.0%
		PM Peak		81.3%	82.8%	84.0%	83.2%
		<b>Total Peak</b>		<b>82.1%</b>	<b>85.4%</b>	<b>90.1%</b>	<b>87.7%</b>
		Off Peak Weekday		81.7%	85.9%	90.7%	88.0%
		Weekend		95.3%	94.2%	94.3%	92.9%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>94.6%</b>	<b>94.3%</b>	<b>95.7%</b>	<b>94.8%</b>
		AM Peak		89.0%	93.5%	97.6%	95.3%
		PM Peak		92.1%	90.2%	91.0%	90.8%
		<b>Total Peak</b>		<b>90.5%</b>	<b>92.0%</b>	<b>94.5%</b>	<b>93.2%</b>
		Off Peak Weekday		95.5%	94.7%	95.6%	94.9%
		Weekend		96.9%	95.6%	97.0%	96.2%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>91.8%</b>	<b>92.7%</b>	<b>95.1%</b>	<b>93.5%</b>
		AM Peak		83.7%	90.6%	97.2%	93.5%
		PM Peak		93.1%	90.3%	89.6%	90.1%
		<b>Total Peak</b>		<b>88.2%</b>	<b>90.5%</b>	<b>93.6%</b>	<b>91.9%</b>
		Off Peak Weekday		92.4%	93.1%	95.0%	92.8%
		Weekend		95.1%	94.8%	97.4%	97.1%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>89.8%</b>	<b>89.1%</b>	<b>91.4%</b>	<b>89.1%</b>
		AM Peak		84.5%	88.6%	92.3%	89.1%
		PM Peak		84.1%	86.0%	86.4%	84.7%
		<b>Total Peak</b>		<b>84.3%</b>	<b>87.3%</b>	<b>89.2%</b>	<b>86.8%</b>
		Off Peak Weekday		91.2%	91.0%	93.8%	90.9%
		Weekend		92.4%	87.4%	89.2%	88.0%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>90.0%</b>	<b>92.6%</b>	<b>94.9%</b>	<b>92.7%</b>
		AM Peak		82.3%	92.5%	95.9%	93.0%
		PM Peak		84.9%	84.0%	85.7%	84.7%
		<b>Total Peak</b>		<b>83.5%</b>	<b>88.6%</b>	<b>91.2%</b>	<b>89.1%</b>
		Off Peak Weekday		90.3%	93.2%	97.2%	93.9%
		Weekend		98.4%	96.9%	94.4%	95.1%



Performance Summary		2015 Data			2014 Data	
		Annual	YTD thru		YTD thru	
		Goal	Sept	Sept	Sept	Sept
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>82.4%</b>	<b>87.0%</b>	<b>91.7%</b>	<b>88.0%</b>
	AM Peak		78.0%	84.8%	95.2%	87.4%
	PM Peak		77.6%	83.6%	83.7%	82.7%
	<b>Total Peak</b>		<b>77.8%</b>	<b>84.2%</b>	<b>89.8%</b>	<b>85.2%</b>
	Off Peak Weekday		77.2%	84.6%	90.3%	85.8%
	Weekend		99.2%	96.4%	96.8%	95.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>90.9%</b>	<b>91.1%</b>	<b>91.2%</b>	<b>93.4%</b>
	AM Peak		87.3%	90.7%	89.2%	91.7%
	PM Peak		84.7%	83.4%	83.7%	86.9%
	<b>Total Peak</b>		<b>86.0%</b>	<b>86.9%</b>	<b>86.4%</b>	<b>89.2%</b>
	Off Peak Weekday		91.8%	91.4%	91.7%	93.5%
	Weekend		94.8%	95.1%	95.6%	97.5%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>86.8%</b>	<b>88.4%</b>	<b>93.1%</b>	<b>90.4%</b>
	AM Peak		78.6%	84.3%	94.7%	89.4%
	PM Peak		86.6%	88.4%	89.9%	90.3%
	<b>Total Peak</b>		<b>82.4%</b>	<b>86.2%</b>	<b>92.4%</b>	<b>89.8%</b>
	Off Peak Weekday		86.9%	89.0%	93.5%	90.3%
	Weekend		93.2%	90.1%	93.4%	91.4%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>95.3%</b>	<b>95.0%</b>	<b>94.6%</b>	<b>94.8%</b>
	AM Peak		88.6%	93.3%	95.2%	95.5%
	PM Peak		93.7%	89.3%	84.9%	88.4%
	<b>Total Peak</b>		<b>91.3%</b>	<b>91.1%</b>	<b>89.6%</b>	<b>91.6%</b>
	Off Peak Weekday		96.7%	96.5%	97.5%	96.7%
	Weekend		97.5%	96.8%	100.0%	85.0%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>20,472</b>	<b>184,492</b>	<b>20,928</b>	<b>183,451</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-14.9	-13.0	-12.1	-12.3
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			364	3,058	231	2,515
<b>Trains Canceled</b>			218	1,112	52	667
<b>Trains Terminated</b>			106	562	39	416
<b>Percent of Scheduled Trips Completed</b>			98.4%	99.1%	99.6%	99.4%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.2%			
		PM Peak	98.6%			
		<b>Total Peak</b>	98.9%			

System Categories Of Delay	% Total	August	2015 Data		2014 Data		YTD 2014 Vs 2015
			Sept.	YTD Thru Sept.	Sept.	YTD Thru Sept.	
Engineering (Scheduled)	2.4%	42	47	331	31	410	(79)
Engineering (Unscheduled)	16.2%	174	320	1,619	411	1,833	(214)
Maintenance of Equipment	9.7%	270	192	1,448	80	1,252	196
Transportation	6.6%	93	131	669	39	364	305
Capital Projects	1.8%	62	35	295	20	285	10
Weather and Environmental	3.0%	161	60	2,975	5	2,182	793
Police	9.8%	188	194	1,773	140	1,665	108
Customers	20.5%	451	405	3,544	432	3,693	(149)
Other	5.0%	194	98	1,449	156	1,467	(18)
3rd Party Operations	25.0%	152	493	2,182	98	1,516	666
<b>Total</b>	<b>100.0%</b>	<b>1,787</b>	<b>1,975</b>	<b>16,285</b>	<b>1,412</b>	<b>14,667</b>	<b>1,618</b>

**EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS**

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
1-Sep	Tues	Scheduled track work on Central Branch				5			5			10		
2-Sep	Wed	Power outage in Harold Interlocking	56	39	32				42	28	12	98	67	44
4-Sep	Fri	Heavy Holiday loading				3	1		17			20	1	
8-Sep	Tues	Train 656 with equipment trouble east of Huntington				11	2		2	1	2	13	3	2
10-Sep	Thurs	Train 1154 with equipment trouble at Harold Interlocking				10			1			11		
10-Sep	Thurs	Train 2009 with a motor vehicle strike east of Bethpage Station	17	12	3				7		2	24	12	5
10-Sep	Thurs	Motor vehicle struck on tracks west of Port Jefferson Station	13	1					7			20	1	
10-Sep	Thurs	Slow weather loading system wide				3			7			10		
11-Sep	Fri	Track circuit failures on the Main Line due to a broken track wire	6						6			12		
11-Sep	Fri	Train 39 with equipment trouble in Babylon	7	1					2			9	1	
11-Sep	Fri	Downed tree west of Glen Head Station due to weather	12	3					3	2		15	5	
14-Sep	Mon	Switch trouble at Beth Interlocking							13			13		
15-Sep	Tues	Freight derailment west of Hicksville				39	10		65	13	3	104	23	3
16-Sep	Wed	Freight derailment west of Hicksville (9/15/15)	52	16		23	12		65	28	20	139	56	20
17-Sep	Wed	Freight derailment west of Hicksville (9/15/15)	35	1	1				19	1		54	2	1
18-Sep	Fri	Train 817 with equipment trouble in Jamaica	10		1							10		1
18-Sep	Fri	Subway Series loading				6			4			10		
18-Sep	Fri	Rules violation in Jay Interlocking				36	17		31	2		67	19	
20-Sep	Sun	Unauthorized motor vehicle on tracks in Harold Interlocking							8	1	12	8	1	12
21-Sep	Mon	Unauthorized motor vehicle on tracks in Harold Interlocking (9/20/15)							9	1	8	9	1	8
23-Sep	Wed	Train 2062 derailment in West Side Yard				11	9		3			14	9	
29-Sep	Tues	Amtrak related catenary problems in Line 2, Penn Station				7	3		6			13	3	
30-Sep	Wed	Amtrak related signal trouble in C Interlocking	14						6			20		
30-Sep	Wed	No. 2778 disabled West of Jamaica				46	1	1	7	1		53	2	1
<b>TOTAL FOR MONTH</b>			<b>222</b>	<b>73</b>	<b>37</b>	<b>200</b>	<b>55</b>	<b>1</b>	<b>335</b>	<b>78</b>	<b>59</b>	<b>756</b>	<b>206</b>	<b>97</b>
												<b>1059</b>		

# Long Island Rail Road

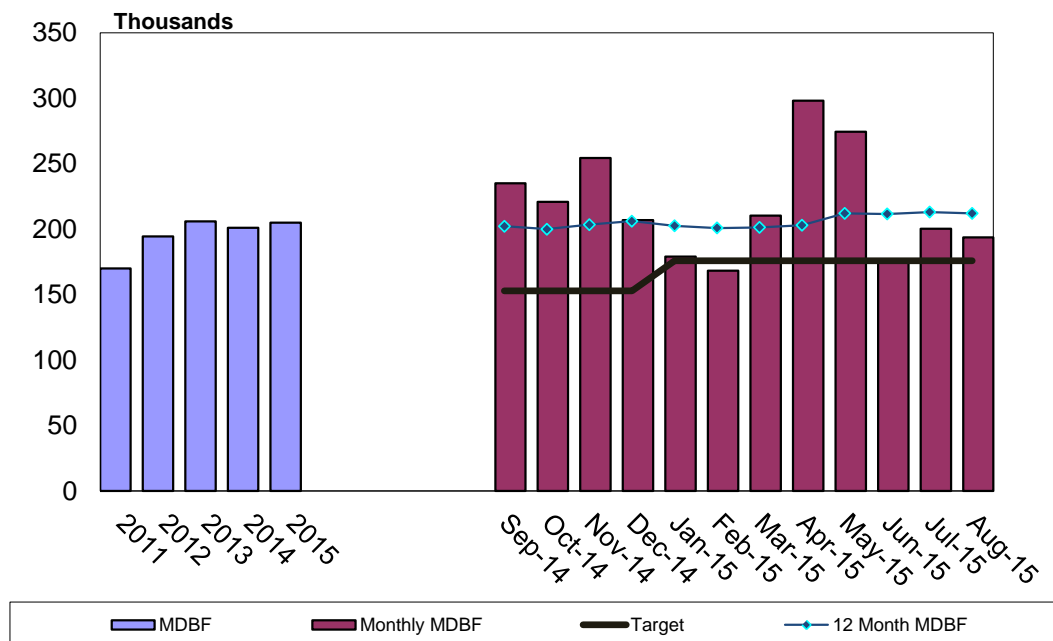
## MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2015 Data					2014 Data		
			MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month MDBF Rolling Avg (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
<b>Mean Distance Between Failures</b>	M-3	150	75,000	67,516	8	62,911	70,557	78,323	7	95,634
	M-7	836	400,000	378,058	14	534,896	539,330	478,143	11	455,547
	DM	21	20,000	23,198	4	20,155	21,483	42,035	2	24,617
	DE	24	20,000	85,208	1	23,401	22,970	47,421	2	24,560
	C-3	134	80,000	96,668	8	112,042	110,458	73,294	11	74,476
	Diesel	179	51,000	73,180	13	62,837	63,450	65,677	15	53,910
	<b>Fleet</b>	<b>1,165</b>	<b>176,000</b>	<b>193,837</b>	<b>35</b>	<b>205,021</b>	<b>212,022</b>	<b>205,848</b>	<b>33</b>	<b>196,861</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

2011 - 2015





### Standee Report

#### East Of Jamaica

			2015 Data September	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	9	23
		<b>Total Standees</b>	<b>9</b>	<b>23</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	40	0
		Add'l Standees	8	2
		<b>Total Standees</b>	<b>48</b>	<b>2</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	5	0
		<b>Total Standees</b>	<b>5</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	5	1
		<b>Total Standees</b>	<b>5</b>	<b>1</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	10	43
		<b>Total Standees</b>	<b>10</b>	<b>43</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	16	15
		<b>Total Standees</b>	<b>16</b>	<b>15</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>96</b>	<b>85</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.



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF SEPTEMBER 2015

### Standee Report

#### West Of Jamaica

			2015 Data September	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	10	28
		<b>Total Standees</b>	<b>10</b>	<b>28</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	16	0
		<b>Total Standees</b>	<b>16</b>	<b>0</b>
	Huntington Branch	Program Standees	10	0
		Add'l Standees	5	51
		<b>Total Standees</b>	<b>15</b>	<b>51</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	28
		<b>Total Standees</b>	<b>1</b>	<b>28</b>
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	17	0
		<b>Total Standees</b>	<b>35</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	10	43
		<b>Total Standees</b>	<b>10</b>	<b>43</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	23	14
		<b>Total Standees</b>	<b>23</b>	<b>14</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>112</b>	<b>165</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.

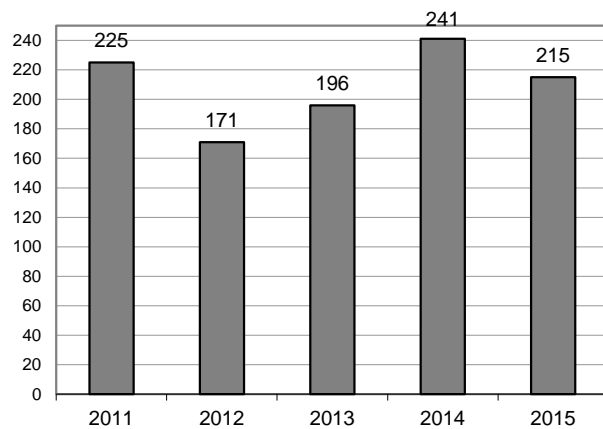
### ELEVATOR AND ESCALATOR OPERATING REPORT FOR MONTH OF SEPTEMBER 2015

Elevator Availability		2015		2014	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	98.90%	98.50%	97.40%	97.20%
	Far Rockaway Branch	98.40%	98.80%	99.40%	96.90%
	Hempstead Branch	98.60%	99.30%	99.70%	99.00%
	Long Beach Branch	99.10%	97.70%	99.40%	99.20%
	Port Jefferson Branch	98.90%	97.60%	99.10%	98.90%
	Port Washington Branch	98.00%	98.90%	99.60%	98.80%
	Ronkonkoma Branch	98.70%	98.90%	99.60%	98.80%
	City Terminal Stations	98.90%	97.90%	96.90%	98.50%
	Overall Average	98.69%	98.45%	98.89%	98.41%

Escalator Availability		2015		2014	
		September	Year to Date	September	Year to Date
Branch	Babylon Branch	98.80%	98.30%	99.00%	98.20%
	Far Rockaway Branch	97.10%	98.10%	95.00%	98.60%
	Hempstead Branch	99.20%	99.20%	90.70%	97.40%
	Long Beach Branch	98.80%	98.50%	96.90%	97.80%
	Port Jefferson Branch	97.40%	94.20%	61.90%	92.50%
	City Terminal	99.20%	99.20%	97.10%	98.20%
	Overall Average	98.42%	97.92%	90.10%	97.12%



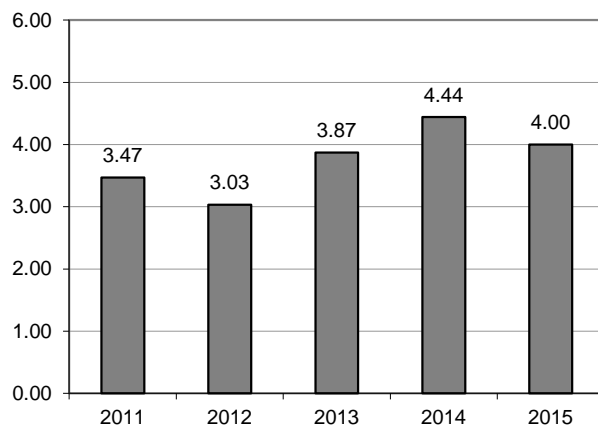
## MTA Long Island Rail Road Summary of Employee Injuries through August 2015



Total Employee Injuries

Year	Total
2011	225
2012	171
2013	196
2014	241
2015	215

% change from last year: -10.8%



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2011	148	3.47
2012	131	3.03
2013	163	3.87
2014	193	4.44
2015	185	4.00

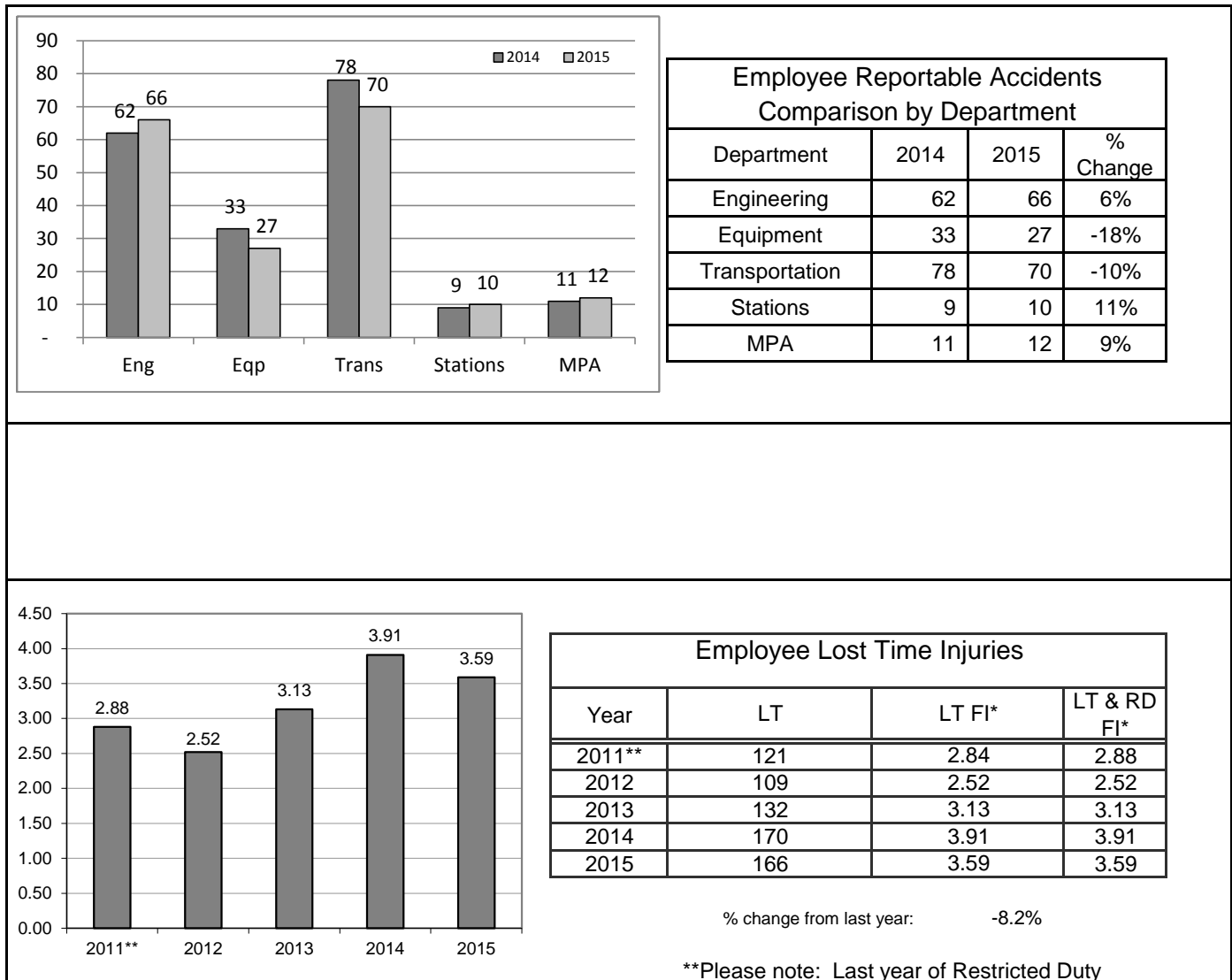
% change from last year: -9.9%

\* Federal Railroad Administration Frequency Index

\* - Injuries per 200,000 hours worked



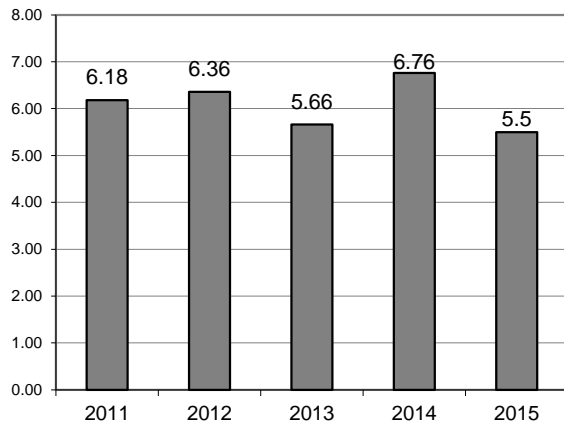
## MTA Long Island Rail Road Summary of Employee Injuries through August 2015



\* - Injuries per 200,000 hours worked



## MTA Long Island Rail Road Summary of Customer Injuries through August 2015

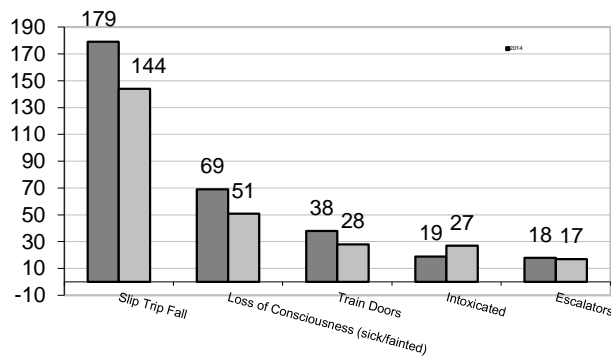


### Total Customer Injuries

Year	Total	FI**
2011	329	6.18
2012	356	6.36
2013	313	5.66
2014	383	6.76
2015	317	5.50

% change from last year: -18.6%

\*\*Injuries per 1,000,000 rides



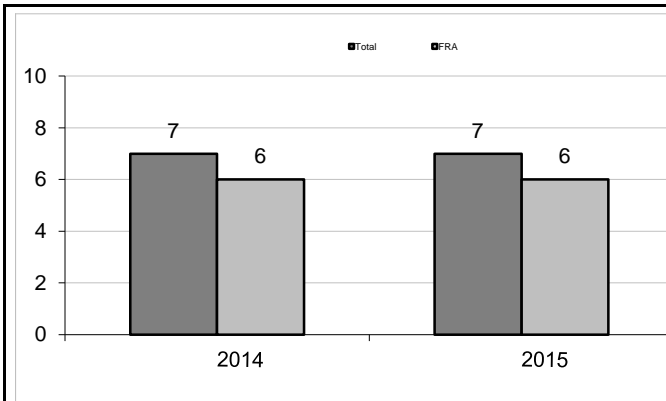
### Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Intoxicated	Escalators
2014	179	69	38	19	18
2015	144	51	28	27	17



## MTA Long Island Rail Road

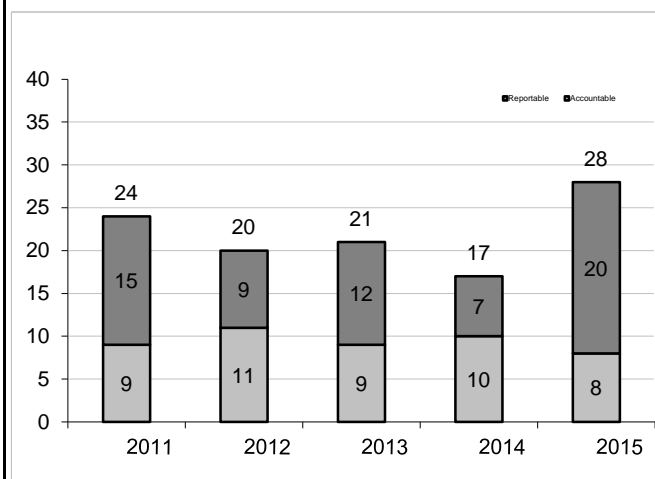
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through August 2015



#### Contractor Injuries

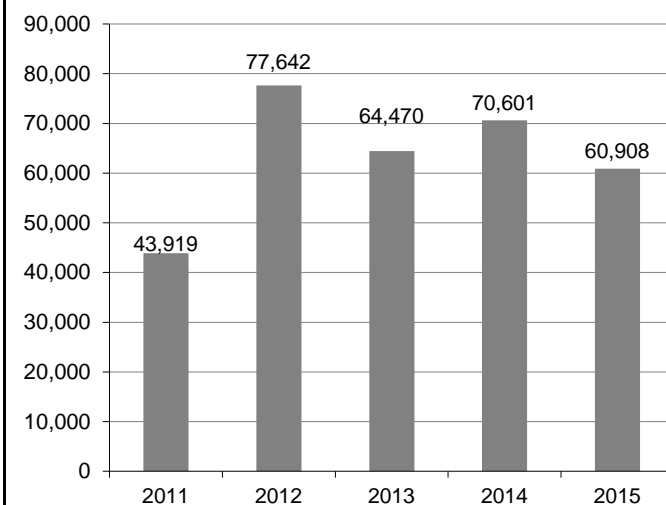
Year	Total	FRA Rpt.
2014	7	6
2015	7	6

% change from last year: 0%



#### Train Accidents

Year	Accountable	Reportable
2011	9	15
2012	11	9
2013	9	12
2014	10	7
2015	8	20



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

##### Total Participants

Year	Total
2011	43,919
2012	77,642
2013	64,470
2014	70,601
2015	60,908

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

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
No incidents were reported for elevators in September 2015			

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Penn Station</b>	0	5

**Definitions:**

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

# Memorandum



**Date:** October 2015

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

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

A handwritten signature in black ink, reading "Patrick A. Nowakowski".

**Re:** Enhanced Safety Action Update

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

- Our third quarter Corporate Quarterly Safety Stand-Down was held October 1<sup>st</sup>. Over 4,100 employees participated. The focus for the Stand-Down included employee injury trends, preventing material handling injuries, preparing for winter, personal protection equipment requirements, and an update on Confidential Close Call Reporting.
- The Confidential Close Call Reporting System expanded as scheduled on September 29<sup>th</sup>.
- The following progress was made on speed compliance enhancements:

Action Item	Status
<b>Speed Compliance</b>	For the period 9/1/15 through 9/30/15, there were 105 Radar Observations. 61 different LIRR Engineers were observed. Twenty-four event recorder downloads were analyzed. All results indicate compliance. Year to date through the end of September there were 1,031 Radar Observations. 308 event recorder downloads were analyzed. All results indicate compliance. <i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.
<b>PTC</b>	Weekly coordination meetings continued with the System Integrator on the Office, On-Board, Signal, Communication, RAMs, and Pilot Testing. Coordination and support to ESA, M9, and Green Locomotive teams continued. Pilot testing continued with installations of WIUs, (OBC, ADU – M7), cases, poles and antennas. Mockups for the MCP (DE/DM), ADU (E10/E15), and Office prototype reviews continued.
<b>Cameras</b>	Preliminary Design Review (PDR) submittals reviewed by LIRR with comments. 4D Security Solutions making revisions.



# **Long Island Rail Road**

## **Monthly Financial Report**

**August 2015**

# **MTA LONG ISLAND RAIL ROAD**

## **August Ridership and Financial Report**

### **Executive Summary**

#### **Ridership**

- During the month of August, total ridership was 7.6 million, which was 2.2% higher than August 2014 (adjusted for same number of work days) and 2.5% above the Mid-Year Forecast.
  - Ridership through August was 57.7 million. This was 1.8% above 2014 (adjusted for same number of calendar work days) and 0.8% higher than the 2015 forecast.
  - Through August, commutation ridership was 2.2% above 2014 (work day adjusted) and 0.7% higher than the 2015 forecast.
  - Through August, non-commutation ridership was 1.3% above 2014 and 1.0% above the forecast.
- 

#### **Revenues**

- Farebox revenue through August totaling \$457.1 million was \$4.4 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$263.6 million was \$18.8 million higher than the forecast due to timing of capital activity and interagency reimbursements.
- In summary, total LIRR revenue of \$720.8 million was \$23.2 million higher than the forecast.

#### **Expenses**

- Through August, total expenses of \$1,413.3 million were \$12.4 million lower than the forecast.
- Straight-time payroll spending was \$(1.3) million higher than forecast due to Retroactive Wage Adjustments higher than projected, management vacation buyback and interagency reimbursements, partially offset by wage claim accrual reversals and the existence of vacant positions. At the end of August, 114 of 6,960 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime spending was \$3.8 million or 3.9% above forecast. Overtime hours worked was 3.2%, or 54,400 hours higher than the forecast primarily as a result of reimbursable overtime, which was 102,650 hours above forecast and maintenance overtime which was 7,350 hours above forecast. This was partially offset by lower unscheduled service, which was 22,400 hours below forecast, weather-related overtime, which was 19,900 hours below forecast, scheduled service, which were 6,900 hours below forecast and vacancy/absentee coverage, which was 4,150 hours below forecast.
- Year-to-date overtime hours increased by 11.2% in 2015 compared to 2014 due to higher reimbursable, vacancy/absentee coverage, weather and maintenance overtime, partially offset by lower unscheduled and scheduled service.
- Other variances are primarily timing or non-cash related.

#### **Financial Performance Measures**

- Through August, the Adjusted Farebox Operating Ratio was 60.4%, which is favorable to forecast due to lower expenses and higher revenue.
- Through August, the Adjusted Cost per Passenger was \$14.07, which is lower than forecast due to lower expenses and higher ridership.
- Through August, the Revenue per Passenger was \$7.96, which is greater than forecast.

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

**REVENUE**

Year-to-date August **Total Revenues** (including Capital and Other Reimbursements) of \$720.8 were \$23.2 or 3.3% favorable to forecast. The month of August of \$98.6 was favorable to forecast by \$5.8 or 6.2%.

- **Y-T-D Farebox Revenues** were \$4.4 favorable to forecast. The month was \$1.7 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$(0.4) unfavorable to forecast. The month was on forecast.
- **Y-T-D Capital and Other Reimbursements** were \$19.2 favorable to forecast. The month was \$4.0 favorable to the forecast due to timing of capital activity and interagency reimbursements.

**OPERATING EXPENSES**

Year-to-date August **Total Expenses** (including depreciation and other) of \$1,148.5 were favorable to forecast by \$10.7 or 0.9%. The total expenses for the month of \$139.8 were favorable to forecast by \$10.1 or 6.7%.

**Labor Expenses**, \$(7.3) unfavorable Y-T-D; \$2.3 favorable for the month.

- **Payroll**, \$(1.3) unfavorable Y-T-D; \$0.5 favorable for the month (primarily vacant positions and retiree sick/vacation buyout, partially offset by interagency reimbursements).
- **Overtime**, \$(3.8) unfavorable Y-T-D; \$0.2 favorable for the month (lower unscheduled service, maintenance and weather-related overtime, partially offset by higher capital project activity).
- **Health & Welfare**, \$(1.0) unfavorable Y-T-D; on forecast for the month (interagency reimbursements, partially offset by vacant positions).
- **OPEB Current Payment**, \$2.3 favorable Y-T-D; \$0.5 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$(3.6) unfavorable Y-T-D; \$1.1 favorable for the month (primarily lower Railroad Retirement taxes).

**Non-Labor Expenses**, \$18.0 favorable Y-T-D; \$7.7 favorable for the month.

- **Electric Power**, \$3.0 favorable Y-T-D; \$0.8 favorable for the month (lower rates).
- **Fuel**, on forecast Y-T-D; \$0.2 favorable for the month (lower rates).
- **Insurance**, \$0.3 favorable Y-T-D; on forecast for the month.
- **Maintenance and Other Operating Contracts**, \$8.0 favorable Y-T-D; \$0.5 favorable for the month (timing of cleaning services, elevator/escalator maintenance and vegetation management, partially offset by reimbursable bus and transfer services).
- **Professional Services**, \$(9.4) unfavorable Y-T-D. \$0.6 favorable for the month (primarily timing of MTA chargebacks and other consulting services).
- **Materials and Supplies**, \$14.8 favorable Y-T-D; \$5.3 favorable for the month (primarily timing of capital project activity, Reliability Centered Maintenance activities and miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.1 favorable Y-T-D; \$0.1 favorable for the month (timing).

**Depreciation and Other**, \$1.8 favorable Y-T-D; \$1.1 favorable for the month (favorable Depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 49.7%, 1.0 percentage points above July. The Farebox Operating Ratio for the month of August of 57.4% was 9.1 percentage points above the forecast resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 60.4%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.



TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$60.284	\$62.013	\$1.729	2.9	\$0.000	\$0.000	\$0.000	-	\$60.284	\$62.013	\$1.729	2.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.961	3.980	0.019	0.5	0.000	0.000	0.000	-	3.961	3.980	0.019	0.5
Capital & Other Reimbursements	0.000	0.000	0.000	-	28.630	32.655	4.025	14.1	28.630	32.655	4.025	14.1
<b>Total Revenue</b>	<b>\$64.245</b>	<b>\$65.993</b>	<b>\$1.748</b>	<b>2.7</b>	<b>\$28.630</b>	<b>\$32.655</b>	<b>\$4.025</b>	<b>14.1</b>	<b>\$92.875</b>	<b>\$98.649</b>	<b>\$5.774</b>	<b>6.2</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$42.230	\$40.163	\$2.067	4.9	\$8.030	\$9.630	(\$1.600)	(19.9)	\$50.260	\$49.793	\$0.467	0.9
Overtime	9.381	8.104	1.277	13.6	2.236	3.281	(1.045)	(46.7)	11.617	11.385	0.232	2.0
Health and Welfare	7.471	6.916	0.555	7.4	1.768	2.283	(0.515)	(29.1)	9.239	9.199	0.040	0.4
OPEB Current Payment	5.229	4.706	0.523	10.0	0.000	0.000	0.000	-	5.229	4.706	0.523	10.0
Pensions	14.375	13.396	0.979	6.8	2.873	3.852	(0.979)	(34.1)	17.248	17.248	(0.000)	(0.0)
Other Fringe Benefits	10.697	9.276	1.421	13.3	1.808	2.159	(0.351)	(19.4)	12.505	11.435	1.070	8.6
Reimbursable Overhead	(2.713)	(3.714)	1.001	36.9	2.713	3.714	(1.001)	(36.9)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$86.670</b>	<b>\$78.847</b>	<b>\$7.823</b>	<b>9.0</b>	<b>\$19.428</b>	<b>\$24.920</b>	<b>(\$5.492)</b>	<b>(28.3)</b>	<b>\$106.098</b>	<b>\$103.767</b>	<b>\$2.331</b>	<b>2.2</b>
<i>Non-Labor:</i>												
Electric Power	\$9.104	\$8.261	\$0.843	9.3	\$0.058	\$0.110	(\$0.052)	(90.0)	\$9.162	\$8.372	\$0.790	8.6
Fuel	1.675	1.492	0.183	10.9	0.000	0.000	0.000	-	1.675	1.492	0.183	10.9
Insurance	1.956	2.055	(0.099)	(5.0)	0.587	0.536	0.051	8.7	2.543	2.590	(0.047)	(1.9)
Claims	0.347	0.038	0.309	89.1	0.000	0.000	0.000	-	0.347	0.038	0.309	89.1
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	6.459	4.717	1.742	27.0	1.258	2.483	(1.225)	(97.4)	7.717	7.199	0.518	6.7
Professional Service Contracts	2.292	1.832	0.460	20.1	0.230	0.121	0.109	47.2	2.522	1.954	0.568	22.5
Materials & Supplies	11.388	8.794	2.594	22.8	7.036	4.341	2.695	38.3	18.424	13.135	5.289	28.7
Other Business Expenses	1.342	1.110	0.232	17.3	0.033	0.144	(0.111)	*	1.375	1.255	0.120	8.7
<b>Total Non-Labor Expenses</b>	<b>\$34.563</b>	<b>\$28.299</b>	<b>\$6.264</b>	<b>18.1</b>	<b>\$9.202</b>	<b>\$7.736</b>	<b>\$1.466</b>	<b>15.9</b>	<b>\$43.765</b>	<b>\$36.035</b>	<b>\$7.730</b>	<b>17.7</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>\$121.233</b>	<b>\$107.146</b>	<b>\$14.087</b>	<b>11.6</b>	<b>\$28.630</b>	<b>\$32.655</b>	<b>(\$4.025)</b>	<b>(14.1)</b>	<b>\$149.863</b>	<b>\$139.802</b>	<b>\$10.061</b>	<b>6.7</b>
Depreciation	\$27.048	\$25.898	\$1.150	4.3	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.898	\$1.150	4.3
Other Post Employment Benefits	6.215	6.229	(0.014)	(0.2)	0.000	0.000	0.000	-	6.215	6.229	(0.014)	(0.2)
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
<b>Total Expenses</b>	<b>\$154.663</b>	<b>\$139.440</b>	<b>\$15.223</b>	<b>9.8</b>	<b>\$28.630</b>	<b>\$32.655</b>	<b>(\$4.025)</b>	<b>(14.1)</b>	<b>\$183.293</b>	<b>\$172.095</b>	<b>\$11.198</b>	<b>6.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$90.418)</b>	<b>(\$73.446)</b>	<b>\$16.972</b>	<b>18.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$90.418)</b>	<b>(\$73.446)</b>	<b>\$16.972</b>	<b>18.8</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.048	\$25.898	(\$1.150)	(4.3)	\$0.000	\$0.000	\$0.000	-	\$27.048	\$25.898	(\$1.150)	(4.3)
Operating/Capital	(4.165)	(1.233)	2.933	70.4	0.000	0.000	0.000	-	(4.165)	(1.233)	2.933	70.4
Other Cash Adjustments	9.699	14.780	5.081	52.4	0.000	0.000	0.000	-	9.699	14.780	5.081	52.4
<b>Total Cash Conversion Adjustments</b>	<b>\$32.582</b>	<b>\$39.446</b>	<b>\$6.864</b>	<b>21.1</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$32.582</b>	<b>\$39.446</b>	<b>\$6.864</b>	<b>21.1</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$57.836)</b>	<b>(\$34.000)</b>	<b>\$23.836</b>	<b>41.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$57.836)</b>	<b>(\$34.000)</b>	<b>\$23.836</b>	<b>41.2</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.

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$452.719	\$457.143	\$4.424	1.0	\$0.000	\$0.000	\$0.000	-	\$452.719	\$457.143	\$4.424	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	33.707	33.341	(0.366)	(1.1)	0.000	0.000	0.000	-	33.707	33.341	(0.366)	(1.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	211.108	230.282	19.174	9.1	211.108	230.282	19.174	9.1
<b>Total Revenue</b>	<b>\$486.426</b>	<b>\$490.484</b>	<b>\$4.058</b>	<b>0.8</b>	<b>\$211.108</b>	<b>\$230.282</b>	<b>\$19.174</b>	<b>9.1</b>	<b>\$697.534</b>	<b>\$720.766</b>	<b>\$23.232</b>	<b>3.3</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$325.751	\$320.727	\$5.024	1.5	\$67.520	\$73.842	(\$6.322)	(9.4)	\$393.271	\$394.569	(\$1.298)	(0.3)
Overtime	80.912	77.878	3.034	3.8	16.348	23.157	(6.809)	(41.6)	97.260	101.034	(3.774)	(3.9)
Health and Welfare	58.347	56.981	1.366	2.3	14.907	17.272	(2.365)	(15.9)	73.254	74.253	(0.999)	(1.4)
OPEB Current Payment	40.345	38.044	2.301	5.7	0.000	0.000	0.000	-	40.345	38.044	2.301	5.7
Pensions	113.410	108.748	4.662	4.1	24.574	29.237	(4.663)	(19.0)	137.984	137.985	(0.001)	(0.0)
Other Fringe Benefits	92.150	94.239	(2.089)	(2.3)	14.628	16.101	(1.473)	(10.1)	106.778	110.340	(3.562)	(3.3)
Reimbursable Overhead	(22.800)	(27.717)	4.917	21.6	22.800	27.717	(4.917)	(21.6)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$688.115</b>	<b>\$668.899</b>	<b>\$19.216</b>	<b>2.8</b>	<b>\$160.777</b>	<b>\$187.326</b>	<b>(\$26.549)</b>	<b>(16.5)</b>	<b>\$848.892</b>	<b>\$856.225</b>	<b>(\$7.333)</b>	<b>(0.9)</b>
<i>Non-Labor:</i>												
Electric Power	\$68.633	\$65.614	\$3.019	4.4	\$0.509	\$0.555	(\$0.046)	(9.0)	\$69.142	\$66.169	\$2.973	4.3
Fuel	13.100	13.098	0.002	0.0	0.000	0.000	0.000	-	13.100	13.098	0.002	0.0
Insurance	15.926	16.159	(0.233)	(1.5)	4.221	3.679	0.542	12.8	20.147	19.839	0.308	1.5
Claims	2.843	2.694	0.149	5.3	0.000	0.000	0.000	-	2.843	2.694	0.149	5.3
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	44.695	37.100	7.595	17.0	10.368	9.924	0.444	4.3	55.063	47.025	8.038	14.6
Professional Service Contracts	14.210	23.351	(9.141)	(64.3)	1.380	1.671	(0.291)	(21.1)	15.590	25.022	(9.432)	(60.5)
Materials & Supplies	90.648	82.877	7.771	8.6	33.058	26.001	7.057	21.3	123.706	108.878	14.828	12.0
Other Business Expenses	9.855	8.381	1.474	15.0	0.795	1.125	(0.330)	(41.5)	10.650	9.506	1.144	10.7
<b>Total Non-Labor Expenses</b>	<b>\$259.910</b>	<b>\$249.274</b>	<b>\$10.636</b>	<b>4.1</b>	<b>\$50.331</b>	<b>\$42.955</b>	<b>\$7.376</b>	<b>14.7</b>	<b>\$310.241</b>	<b>\$292.229</b>	<b>\$18.012</b>	<b>5.8</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>\$948.025</b>	<b>\$918.173</b>	<b>\$29.852</b>	<b>3.1</b>	<b>\$211.108</b>	<b>\$230.282</b>	<b>(\$19.174)</b>	<b>(9.1)</b>	<b>\$1,159.133</b>	<b>\$1,148.455</b>	<b>\$10.678</b>	<b>0.9</b>
<i>Depreciation</i>												
Depreciation	\$215.630	\$214.472	1.158	0.5	\$0.000	\$0.000	\$0.000	-	\$215.630	\$214.472	\$1.158	0.5
Other Post Employment Benefits	49.678	49.431	0.247	0.5	0.000	0.000	0.000	-	\$49.678	49.431	0.247	0.5
Environmental Remediation	1.336	0.981	0.355	26.6	0.000	0.000	0.000	-	\$1.336	0.981	0.355	26.6
<b>Total Expenses</b>	<b>\$1,214.669</b>	<b>\$1,183.056</b>	<b>\$31.613</b>	<b>2.6</b>	<b>\$211.108</b>	<b>\$230.282</b>	<b>(\$19.174)</b>	<b>(9.1)</b>	<b>\$1,425.777</b>	<b>\$1,413.338</b>	<b>\$12.439</b>	<b>0.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$728.243)</b>	<b>(\$692.572)</b>	<b>\$35.671</b>	<b>4.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$728.243)</b>	<b>(\$692.572)</b>	<b>\$35.671</b>	<b>4.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$215.630	\$214.472	(\$1.158)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$215.630	\$214.472	(\$1.158)	(0.5)
Operating/Capital	(15.082)	(5.488)	9.595	63.6	0.000	0.000	0.000	-	(15.082)	(5.488)	9.595	63.6
Other Cash Adjustments	46.250	53.331	7.081	15.3	0.000	0.000	0.000	-	46.250	53.331	7.081	15.3
<b>Total Cash Conversion Adjustments</b>	<b>\$246.797</b>	<b>\$262.315</b>	<b>\$15.517</b>	<b>6.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$246.797</b>	<b>\$262.315</b>	<b>\$15.517</b>	<b>6.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$481.446)</b>	<b>(\$430.258)</b>	<b>\$51.188</b>	<b>10.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$481.446)</b>	<b>(\$430.258)</b>	<b>\$51.188</b>	<b>10.6</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 3

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

August 2015					Year-to-Date August 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.729	2.9	Higher ridership \$1.513 and higher yield per passenger \$0.216.	4.424	1.0	Higher ridership \$3.740 and higher yield per passenger \$0.684.
Other Operating Revenue	Non Reimb.	0.019	0.5	Higher miscellaneous revenue, partially offset by rental revenue.	(0.366)	(1.1)	Timing of advertising and rentals revenue, partially offset by higher miscellaneous and special services revenue.
Capital & Other Reimbursements	Reimb.	4.025	14.1	Timing of capital project activity and interagency reimbursements.	19.174	9.1	Timing of capital project activity and interagency reimbursements.
Expenses							
Payroll	Non Reimb.	2.067	4.9	Vacant positions, lower retiree sick payouts, lower rates, and Engineering workforce working on capital activity instead of maintenance activity.	5.024	1.5	Vacant positions, rates and lower wage claim accruals, partially offset by higher than anticipated back pay for BLE members, management vacation buyback and Engineering workforce working on maintenance activities instead of capital activity.
	Reimb.	(1.600)	(19.9)	Primarily due to timing of project activity and interagency reimbursements.	(6.322)	(9.4)	Primarily due to timing of project activity and interagency reimbursements.
Overtime	Non Reimb.	1.277	13.6	Lower maintenance, unscheduled/scheduled service, weather-related overtime and vacancy/absentee coverage.	3.034	3.8	Lower unscheduled/scheduled service, vacancy/absentee coverage and weather-related overtime, partially offset by higher maintenance.
	Reimb.	(1.045)	(46.7)	Timing of East Side Access project schedule and other capital project activity.	(6.809)	(41.6)	Timing of East Side Access project schedule and other capital project activity.
Health and Welfare	Non Reimb.	0.555	7.4	Vacant positions.	1.366	2.3	Vacant positions.
	Reimb.	(0.515)	(29.1)	Primarily due to timing of project activity and interagency reimbursements.	(2.365)	(15.9)	Primarily due to timing of project activity and interagency reimbursements.

TABLE 3

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

August 2015					Year-to-Date August 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
OPEB Current Payment	Non Reimb.	0.523	10.0	Fewer retirees/beneficiaries.	2.301	5.7	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.979	6.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	4.662	4.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.979)	(34.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(4.663)	(19.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	1.421	13.3	Lower Railroad retirement payments.	(2.089)	(2.3)	Higher FELA Indemnity payments, partially offset by lower Railroad retirement payments.
	Reimb.	(0.351)	(19.4)	Primarily due to timing of project activity and interagency reimbursements.	(1.473)	(10.1)	Primarily due to timing of project activity and interagency reimbursements.
Electric Power	Non Reimb.	0.843	9.3	Lower rates and consumption.	3.019	4.4	Lower rates and consumption.
	Reimb.	(0.052)	(90.0)		(0.046)	(9.0)	
Fuel	Non Reimb.	0.183	10.9	Lower rates	0.002	0.0	
Insurance	Non Reimb.	(0.099)	(5.0)	Timing of invoices	(0.233)	(1.5)	Timing of invoices
	Reimb.	0.051	8.7	Force Account Insurance associated with project activity.	0.542	12.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.309	89.1	Decrease in reserves.	0.149	5.3	Decrease in reserves.

TABLE 3

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

August 2015					Year-to-Date August 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.742	27.0	Primarily timing of payments for Janitorial & Custodial services, escalator/elevator maintenance, vegetation management, security systems maintenance and various other maintenance and other operating contracts.	7.595	17.0	Primarily timing of payments for joint facilities, elevator/escalator maintenance and various other maintenance and other operating contracts.
	Reimb.	(1.225)	(97.4)	Primarily due to timing of project activity.	0.444	4.3	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.460	20.1	Primarily delay in expanding homeless outreach efforts and timing of MTA Chargebacks and other miscellaneous professional services.	(9.141)	(64.3)	Primarily planning studies originally assumed to be capitalized now captured as an operating expense, partially offset by the timing of invoices and miscellaneous professional services.
	Reimb.	0.109	47.2	Primarily due to timing of project activity.	(0.291)	(21.1)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.594	22.8	Lower usage of material in Diesel Car Shop (delay 15 year diesel RCM, miscellaneous Modifications and C3 Toilets), MU Car Shops (less running repair and miscellaneous modifications including Drop Sash) and Electronic Shop (delay propulsion), partially offset by Truck Shop (M7 modifications and C3 Trucks).	7.771	8.6	Primarily due to lower material usage for the Wheel Shop (lower use of safety stock), Electronic Shop (delayed propulsion control), MU Car Shops (C3 car body and M7 Drop Sash window), Diesel Car Shop (delay 15 year RCM and C3 Low Voltage Power Supply), A/C Shop (C3 due to delay with vendor), and the timing of corporate inventory adjustments, partially offset by the timing of charge outs for non-stock material.
	Reimb.	2.695	38.3	Primarily due to timing of project activity.	7.057	21.3	Primarily due to timing of project activity.

TABLE 3

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

August 2015					Year-to-Date August 2015		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.232	17.3	Timing of expenses	1.474	15.0	Lower expenses related to bad debt, higher restitution for property damage and timing of miscellaneous expenses.
	Reimb.	(0.111)	*	Primarily due to timing project activity.	(0.330)	(41.5)	Primarily due to timing project activity.
Depreciation	Non Reimb.	1.150	4.3	Based on certain assets being fully depreciated.	1.158	0.5	Based on certain assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.014)	(0.2)		0.247	0.5	Revised actuarial assessment.
Environmental Remediation	Non Reimb.	0.000	0.2		0.355	26.6	Revised expenses for environmental remediation.

Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>August 2015</b> (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$62.444	\$62.962	\$0.518	0.8	\$466.899	\$470.254	\$3.355	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	7.531	7.729	0.198	2.6	41.043	46.850	5.807	14.1
Capital & Other Reimbursements	21.410	33.680	12.270	57.3	178.628	195.561	16.933	9.5
<b>Total Receipts</b>	<b>\$91.385</b>	<b>\$104.372</b>	<b>\$12.987</b>	<b>14.2</b>	<b>\$686.570</b>	<b>\$712.665</b>	<b>\$26.095</b>	<b>3.8</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$46.824	\$46.524	\$0.300	0.6	\$400.374	\$400.746	(\$0.372)	(0.1)
Overtime	11.635	11.457	0.178	1.5	101.991	103.277	(1.286)	(1.3)
Health and Welfare	9.239	9.170	0.069	0.8	74.173	76.139	(1.966)	(2.7)
OPEB Current Payment	5.229	4.722	0.507	9.7	40.750	39.762	0.988	2.4
Pensions	17.248	17.245	0.003	0.0	110.172	110.165	0.007	0.0
Other Fringe Benefits	12.508	10.589	1.919	15.3	108.709	105.069	3.640	3.3
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$102.683</b>	<b>\$99.707</b>	<b>\$2.976</b>	<b>2.9</b>	<b>\$836.169</b>	<b>\$835.157</b>	<b>\$1.012</b>	<b>0.1</b>
<i>Non-Labor:</i>								
Electric Power	\$9.089	\$13.147	(\$4.058)	(44.6)	\$69.831	\$65.374	\$4.457	6.4
Fuel	1.697	1.695	0.002	0.1	13.595	13.737	(0.142)	(1.0)
Insurance	3.455	2.331	1.124	32.5	21.048	19.072	1.976	9.4
Claims	0.191	0.121	0.070	36.7	0.977	0.982	(0.005)	(0.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.158	5.819	3.339	36.5	61.281	51.879	9.402	15.3
Professional Service Contracts	1.784	1.499	0.285	16.0	15.888	12.309	3.579	22.5
Materials & Supplies	17.658	10.624	7.034	39.8	125.265	120.537	4.728	3.8
Other Business Expenses	1.392	1.157	0.235	16.9	9.921	9.462	0.459	4.6
<b>Total Non-Labor Expenditures</b>	<b>\$44.424</b>	<b>\$36.393</b>	<b>\$8.031</b>	<b>18.1</b>	<b>\$317.806</b>	<b>\$293.352</b>	<b>\$24.454</b>	<b>7.7</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$2.114	\$1.781	\$0.333	15.8	\$14.041	\$13.055	\$0.986	7.0
<b>Total Other Expenditure Adjustments</b>	<b>\$2.114</b>	<b>\$1.781</b>	<b>\$0.333</b>	<b>15.8</b>	<b>\$14.041</b>	<b>\$13.055</b>	<b>\$0.986</b>	<b>7.0</b>
<b>Total Expenditures</b>	<b>\$149.221</b>	<b>\$137.880</b>	<b>\$11.341</b>	<b>7.6</b>	<b>\$1,168.016</b>	<b>\$1,141.564</b>	<b>\$26.452</b>	<b>2.3</b>
Cash Timing and Availability Adjustment	0.000	(0.492)	(0.492)	-	(0.000)	(1.359)	(1.359)	*
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$57.836)</b>	<b>(\$34.000)</b>	<b>\$23.836</b>	<b>41.2</b>	<b>(\$481.446)</b>	<b>(\$430.258)</b>	<b>\$51.188</b>	<b>10.6</b>
<b>Subsidies</b>								
<b>MTA</b>	<b>57.836</b>	<b>33.994</b>	<b>(23.842)</b>	<b>(41.2)</b>	<b>481.446</b>	<b>430.260</b>	<b>(51.186)</b>	<b>(10.6)</b>

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

Table 5

Generic Revenue or Expense Category	August 2015			Year-to-Date as of August 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	0.518	0.8	Higher ridership \$1.513 and higher yields \$0.216, partially offset by lower advance sales impact \$(1.067) and lower Metrocard/AirTrain sales \$(0.144).	3.355	0.7	Higher ridership \$3.740 and higher yields \$0.684, partially offset by lower advance sales impact \$(0.663) and lower Metrocard/AirTrain sales \$(0.406).
Other Operating Revenue	0.198	2.6	Primarily due to the timing of intercompany receipts, partially offset by the timing of rental receipts.	5.807	14.1	Primarily due to the timing of intercompany and rental receipts.
Capital and Other Reimbursements	12.270	57.3	Timing of activity and reimbursement for capital and other reimbursements.	16.933	9.5	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	0.300	0.6	Primarily due to vacant positions and rates.	(0.372)	(0.1)	Primarily due to management vacation buyback, partially offset by vacant positions and rates.
Overtime	0.178	1.5	Primarily due to lower maintenance, scheduled/unscheduled service, weather and vacancy/absentee coverage, partially offset by higher project overtime.	(1.286)	(1.3)	Primarily due to higher project and maintenance overtime, partially offset by lower scheduled/unscheduled service, and weather related overtime.
Health and Welfare	0.069	0.8		(1.966)	(2.7)	Primarily an additional wage based contribution to the Brotherhood of Locomotive Engineers Health & Welfare fund based on retroactive wages and the timing of smaller policy payments, partially offset by vacant positions.
OPEB Current Payment	0.507	9.7	Fewer retirees/beneficiaries.	0.988	2.4	Primarily fewer retirees/beneficiaries, partially offset by the timing of smaller policy payments.



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

Table 5

Generic Revenue or Expense Category	August 2015			Year-to-Date as of August 31, 2015		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.919	15.3	Primarily lower Railroad Retirement payments and the timing of FELA payments.	3.640	3.3	Primarily lower Railroad Retirement payments and the timing of FELA payments.
Non-Labor:						
Electric Power	(4.058)	(44.6)	Primarily due to the timing of payments, partially offset by lower rates.	4.457	6.4	Primarily due to lower traction power rates and consumption and the timing of wayside payments, partially offset by higher non-traction payments.
Fuel	0.002	0.1	Primarily due to lower rates, partially offset by the timing of payments.	(0.142)	(1.0)	Primarily due to the timing of payments, partially offset by lower rates.
Insurance	1.124	32.5	Timing of insurance premium payments.	1.976	9.4	Timing of insurance premium payments.
Claims	0.070	36.7	Timing of payment for claims.	(0.005)	(0.5)	Timing of payment for claims.
Maintenance and Other Operating Contracts	3.339	36.5	Timing of payments.	9.402	15.3	Timing of payments.
Professional Service Contracts	0.285	16.0	Primarily the timing of consulting service payments.	3.579	22.5	Primarily the timing of MTA Chargeback and other consulting service payments.
Materials and Supplies	7.034	39.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	4.728	3.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.235	16.9	Timing of payments.	0.459	4.6	Timing of payments.
Other Expenditure Adjustments	0.333	15.8	Lower Metrocard/AirTrain pass through payments.	0.986	7.0	Lower Metrocard/AirTrain pass through payments.

Table 6

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST</b> <b>CASH CONVERSION (CASH FLOW ADJUSTMENTS)</b> <b>August 2015</b> (\$ in millions)								
	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$2.160	\$0.949	(\$1.211)	(56.1)	\$14.180	\$13.111	(\$1.069)	(7.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.570	3.749	0.179	5.0	7.336	13.509	6.173	84.1
Capital & Other Reimbursements	(7.220)	1.025	8.245	*	(32.480)	(34.720)	(2.240)	(6.9)
<b>Total Receipts</b>	<b>(\$1.490)</b>	<b>\$5.723</b>	<b>\$7.213</b>	<b>*</b>	<b>(\$10.964)</b>	<b>(\$8.100)</b>	<b>\$2.864</b>	<b>26.1</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$3.436	\$3.269	(\$0.167)	(4.8)	(\$7.103)	(\$6.177)	\$0.926	13.0
Overtime	(0.018)	(0.072)	(0.054)	*	(4.731)	(2.243)	2.488	52.6
Health and Welfare	0.000	0.030	0.030	-	(0.919)	(1.886)	(0.967)	*
OPEB Current Payment	0.000	(0.017)	(0.017)	-	(0.405)	(1.718)	(1.313)	*
Pensions	0.000	0.003	0.003	-	27.812	27.820	0.008	0.0
Other Fringe Benefits	(0.003)	0.847	0.850	*	(1.931)	5.271	7.202	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$3.415</b>	<b>\$4.060</b>	<b>\$0.645</b>	<b>18.9</b>	<b>\$12.723</b>	<b>\$21.068</b>	<b>\$8.345</b>	<b>65.6</b>
<i>Non-Labor:</i>								
Electric Power	\$0.073	(\$4.776)	(\$4.849)	*	(\$0.689)	\$0.795	\$1.484	*
Fuel	(0.022)	(0.203)	(0.181)	*	(0.495)	(0.639)	(0.144)	(29.1)
Insurance	(0.912)	0.260	1.172	*	(0.901)	0.767	1.668	*
Claims	0.156	(0.083)	(0.239)	*	1.866	1.712	(0.154)	(8.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.441)	1.381	2.822	*	(6.218)	(4.855)	1.363	21.9
Professional Service Contracts	0.738	0.455	(0.283)	(38.4)	(0.298)	12.713	13.011	*
Materials & Supplies	0.766	2.511	1.745	*	(1.559)	(11.658)	(10.099)	*
Other Business Expenses	(0.017)	0.098	0.115	*	0.729	0.043	(0.686)	(94.0)
<b>Total Non-Labor Expenditures</b>	<b>(\$0.659)</b>	<b>(\$0.358)</b>	<b>\$0.301</b>	<b>45.7</b>	<b>(\$7.565)</b>	<b>(\$1.123)</b>	<b>\$6.442</b>	<b>85.2</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.114)	(\$1.781)	\$0.333	15.8	(\$14.041)	(\$13.055)	\$0.986	7.0
<b>Total Other Expenditure Adjustments</b>	<b>(\$2.114)</b>	<b>(\$1.781)</b>	<b>\$0.333</b>	<b>15.8</b>	<b>(\$14.041)</b>	<b>(\$13.055)</b>	<b>\$0.986</b>	<b>7.0</b>
<b>Total Expenditures before Depreciation</b>	<b>\$0.642</b>	<b>\$1.921</b>	<b>\$1.279</b>	<b>*</b>	<b>(\$8.883)</b>	<b>\$6.891</b>	<b>\$15.774</b>	<b>*</b>
Depreciation Adjustment	\$27.048	\$25.898	(\$1.150)	(4.3)	\$215.630	\$214.472	(\$1.158)	(0.5)
Other Post Employment Benefits	6.215	6.229	0.014	0.2	49.678	49.431	(0.247)	(0.5)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.336	0.981	(0.355)	(26.6)
<b>Total Expenditures</b>	<b>\$34.072</b>	<b>\$34.215</b>	<b>\$0.143</b>	<b>0.4</b>	<b>\$257.761</b>	<b>\$271.774</b>	<b>\$14.013</b>	<b>5.4</b>
Cash Timing and Availability Adjustment	0.000	(0.492)	(0.492)	-	(0.000)	(1.359)	(1.359)	*
<b>Total Cash Conversion Adjustments</b>	<b>\$32.582</b>	<b>\$39.446</b>	<b>\$6.864</b>	<b>21.1</b>	<b>\$246.797</b>	<b>\$262.315</b>	<b>\$15.517</b>	<b>6.3</b>

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

	August 2015						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	18,366	\$1.097	16,739	\$1.008	1,627 8.9%	\$0.090 8.2%	238,127	\$13.814	231,208	\$13.429	6,918 2.9%	\$0.385 2.8%
<u>Unscheduled Service</u>	14,041	\$0.845	8,804	\$0.384	5,237 37.3%	\$0.461 54.6%	96,676	\$5.268	74,248	\$3.016	22,428 23.2%	\$2.252 42.7%
<u>Programmatic/Routine Maintenance</u>	54,234	\$3.040	42,700	\$2.477	11,534 21.3%	\$0.563 18.5%	419,401	\$23.056	423,668	\$23.495	(4,267) -1.0%	(\$0.439) -1.9%
<u>Unscheduled Maintenance</u>	436	\$0.024	1,186	\$0.065	(750) *	(\$0.041) *	6,012	\$0.339	9,100	\$0.513	(3,088) -51.4%	(\$0.174) -51.3%
<u>Vacancy/Absentee Coverage</u>	72,197	\$4.050	70,279	\$3.944	1,918 2.7%	\$0.106 2.6%	455,137	\$25.359	450,988	\$25.133	4,150 0.9%	\$0.226 0.9%
<u>Weather Emergencies</u>	4,250	\$0.243	964	\$0.063	3,286 77.3%	\$0.180 74.1%	198,733	\$11.377	178,787	\$10.238	19,945 10.0%	\$1.139 10.0%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0 0.0%	\$0.000 0.0%
<u>Other</u> <sup>3</sup>	1,754	\$0.082	1,805	\$0.164	(51) -2.9%	(\$0.082) -99.4%	16,534	\$1.699	14,377	\$2.053	2,157 13.0%	(\$0.355) -20.9%
<b>NON-REIMBURSABLE OVERTIME</b>	165,278	\$9.381	142,476	\$8.104	22,802 13.8%	\$1.277 13.6%	1,430,620	\$80.912	1,382,376	\$77.878	48,243 3.4%	\$3.034 3.8%
<b>REIMBURSABLE OVERTIME</b>	39,997	\$2.236	57,743	\$3.281	(17,746) -44.4%	(\$1.045) -46.7%	287,126	\$16.348	389,774	\$23.157	(102,648) -35.8%	(\$6.809) -41.6%
<b>TOTAL OVERTIME</b>	<b>205,275</b>	<b>\$11.617</b>	<b>200,218</b>	<b>\$11.385</b>	<b>5,056</b> 2.5%	<b>\$0.232</b> 2.0%	<b>1,717,745</b>	<b>\$97.260</b>	<b>1,772,150</b>	<b>\$101.034</b>	<b>(54,405)</b> -3.2%	<b>(\$3.774)</b> -3.9%

<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**  
**2015 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

	August 2015			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	1,627	\$0.090	Lower than anticipated crew book overtime within Transportation.	6,918	\$0.385	Lower than anticipated holiday overtime within Maintenance of Equipment, Engineering and Transportation and lower crew book overtime within Transportation.
	8.9%	8.2%		2.9%	2.8%	
<u>Unscheduled Service</u>	5,237	\$0.461	Less than forecast overtime needed to maintain On-Time Performance.	22,428	\$2.252	Less than forecast overtime needed to maintain On-Time Performance.
	37.3%	54.6%		23.2%	42.7%	
<u>Programmatic/Routine Maintenance</u>	11,534	\$0.563	Attributed to lower than anticipated air brake repair, MU car shop repair, out lying points running repair, M7 propulsion and line delay, partially offset by an increase in track ties by hand, bridge tie installation, timber installation, troubleshoot program maintenance, concrete tie installation, row drainage, third rail tie changing and various state of good repairs within Engineering.	(4,267)	(\$0.439)	Attributed to an increase in Sperry activity, boutet welding in field, high rail track inspections, storm protection, replacement of concrete ties, Belmont park high level platform replacement and installations of timber, frog/guard rail, hand tie and bridge tie, partially offset by lower than anticipated repairs and running repairs within Maintenance of Equipment.
	21.3%	18.5%		-1.0%	-1.9%	
<u>Unscheduled Maintenance</u>	(750)	(\$0.041)	Attributed to system wide emergencies and residual cost from derailments at Babylon and Belmont.	(3,088)	(\$0.174)	Attributed to an increase in emergencies system wide as well as derailments at Babylon, Belmont, West Side Yard and Wyandanch.
	*	*		-51.4%	-51.3%	
<u>Vacancy/Absentee Coverage</u>	1,918	\$0.106	Lower than anticipated relief day overtime within Transportation, partially offset by unfavorable availability and open jobs within Maintenance of Equipment and greater than anticipated coverage within Stations.	4,150	\$0.226	Lower than anticipated relief day overtime within Transportation, partially offset by unfavorable availability and open jobs within Maintenance of Equipment and greater than anticipated coverage within Stations.
	2.7%	2.6%		0.9%	0.9%	
<u>Weather Emergencies</u>	3,286	\$0.180	Lower than budgeted weather related expenses.	19,945	\$1.139	Lower than budgeted weather related expenses.
	77.3%	74.1%		10.0%	10.0%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(51)	(\$0.082)	Due to double time impact and higher rated crafts.	2,157	(\$0.355)	Due to contractual back pay for BLE, double time impact and higher rated crafts.
	-2.9%	-99.4%		13.0%	-20.9%	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>22,802</b>	<b>\$1.277</b>		<b>48,243</b>	<b>\$3.034</b>	
	13.8%	13.6%		3.4%	3.8%	
<b>REIMBURSABLE OVERTIME</b>	(17,746)	(\$1.045)	Over-run attributed to 2015 annual track program, bridge program, 2nd track main line, latest project schedule for East Rail Yard, East Side Access and timing of reimbursable chargebacks.	(102,648)	(\$6.809)	Over-run attributed to 2015 annual track program, Massapequa pocket track, Atlantic half ties, 2nd track main line, latest project schedule for Positive train control, East Rail Yard, East Side Access and timing of reimbursable chargebacks.
	-44.4%	-46.7%		-35.8%	-41.6%	
<b>TOTAL OVERTIME</b>	<b>5,056</b>	<b>\$0.232</b>		<b>(54,405)</b>	<b>(\$3.774)</b>	
	2.5%	2.0%		-3.2%	-3.9%	

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD**  
**2015 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**  
**JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE and REIMBURSABLE**  
**END-of-MONTH AUGUST 2015**

			Favorable/ (Unfavorable)
	Forecast	Actual	Variance
<b>Administration</b>			
Executive VP	6	7	(1)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	82	84	(2)
Human Resources	32	31	1
Sr VP Administration	2	1	1
Strategic Investments	34	30	4
President	4	4	0
VP & CFO	5	2	3
Information Technology	0	0	0
Controller	46	42	4
Management & Budget	20	19	1
Business Process Mgmt Controls & Compliance	7	7	0
Market Dev. & Public Affairs	69	66	3
Gen. Counsel & Secretary	32	28	4
Diversity Management	2	2	0
Security	17	13	4
System Safety	36	27	9
Training	60	59	1
Service Planning	22	21	1
Sr. VP Operations	2	2	-
<b>Total Administration</b>	<b>496</b>	<b>462</b>	<b>34</b>
<b>Operations</b>			
Train Operations	2,118	2,080	38
Customer Services	307	295	12
<b>Total Operations</b>	<b>2,425</b>	<b>2,375</b>	<b>50</b>
<b>Maintenance</b>			
Engineering	1,792	1,803	(11)
Equipment	2,097	2,068	29
Procurement (Stores)	93	93	-
<b>Total Maintenance</b>	<b>3,982</b>	<b>3,964</b>	<b>18</b>
<b>Engineering/Capital</b>			
Department of Project Management	132	123	9
VP - East Side Access & Special Projects	39	36	3
<b>Total Engineering/Capital</b>	<b>171</b>	<b>159</b>	<b>12</b>
<b>Baseline Total Positions</b>	<b>7,074</b>	<b>6,960</b>	<b>114</b>
<i>Non-Reimbursable</i>	<b>6,049</b>	<b>5,993</b>	<b>56</b>
<i>Reimbursable</i>	<b>1,025</b>	<b>967</b>	<b>58</b>
<b>Total Full-Time</b>	<b>7,074</b>	<b>6,960</b>	<b>114</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

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

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 56 positions due to vacancies in Train Service and the Equipment Department.
<b>REIMBURSABLE POSITIONS</b> - Favorable 58 positions primarily due to the timing of project activity and vacant positions.

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

	<b>Forecast</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	245	234	11
Professional, Technical, Clerical	150	124	26
Operational Hourlies	101	104	(3)
<b>Total Administration</b>	<b>496</b>	<b>462</b>	<b>34</b>
<b>Operations</b>			
Managers/Supervisors	286	273	13
Professional, Technical, Clerical	103	99	4
Operational Hourlies	2,036	2,003	33
<b>Total Operations</b>	<b>2,425</b>	<b>2,375</b>	<b>50</b>
<b>Maintenance</b>			
Managers/Supervisors	733	665	68
Professional, Technical, Clerical	260	253	7
Operational Hourlies	2,989	3,046	(57)
<b>Total Maintenance</b>	<b>3,982</b>	<b>3,964</b>	<b>18</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	114	106	8
Professional, Technical, Clerical	57	53	4
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>171</b>	<b>159</b>	<b>12</b>
<b>Total Positions</b>			
Managers/Supervisors	1,378	1,278	100
Professional, Technical, Clerical	570	529	41
Operational Hourlies	5,126	5,153	(27)
<b>Total Positions</b>	<b>7,074</b>	<b>6,960</b>	<b>114</b>



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

RIDERSHIP	August 2015				Year-to-Date August 2015			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.712	3.727	0.015	0.4%	31.588	31.824	0.236	0.7%
Weekly	0.246	0.249	0.003	1.1%	1.396	1.382	(0.014)	-1.0%
Total Commutation	3.958	3.975	0.017	0.4%	32.984	33.207	0.223	0.7%
One-Way Full Fare	0.773	0.785	0.012	1.5%	5.517	5.611	0.094	1.7%
One-Way Off-Peak	1.710	1.793	0.083	4.9%	11.776	11.827	0.051	0.4%
All Other	0.937	1.011	0.074	7.8%	6.930	7.036	0.106	1.5%
Total Non-Commutation	3.420	3.588	0.168	4.9%	24.223	24.474	0.251	1.0%
Total	7.378	7.563	0.185	2.5%	57.207	57.681	0.474	0.8%

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

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2015</u></b>	<b><u>Forecast</u></b>	<b><u>2014</u></b>	<b><u>Forecast</u></b>	<b><u>2014</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	57.4%	48.3%	26.8%	9.1%	30.6%
	Adjusted <sup>(2)</sup>	69.8%	58.2%	30.5%	11.6%	39.3%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$14.33	\$17.00	\$29.52	\$2.67	\$15.19
	Adjusted <sup>(2)</sup>	\$12.50	\$14.96	\$27.60	\$2.46	\$15.10
Passenger Revenue/Passenger <sup>(3)</sup>						
		\$8.23	\$8.20	\$7.91	\$0.03	\$0.32
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual</b>	<b>Mid-Year</b>	<b>Actual</b>	<b>vs.</b>	<b>vs.</b>
		<b><u>2015</u></b>	<b><u>Forecast</u></b>	<b><u>2014</u></b>	<b><u>Forecast</u></b>	<b><u>2014</u></b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	49.7%	47.2%	43.9%	2.5%	5.8%
	Adjusted <sup>(2)</sup>	60.4%	57.5%	53.0%	2.9%	7.4%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$16.01	\$16.84	\$17.59	\$0.82	\$1.58
	Adjusted <sup>(2)</sup>	\$14.07	\$14.78	\$15.55	\$0.71	\$1.48
Passenger Revenue/Passenger <sup>(3)</sup>						
		\$7.96	\$7.94	\$7.72	\$0.02	\$0.24

(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**

**AUGUST 2015**

# AUGUST 2015 RIDERSHIP & REVENUE REPORT MTA LONG ISLAND RAIL ROAD

## EXECUTIVE SUMMARY

### August Ridership and Revenue (millions)

	August 2015	% Change vs. 2014
Total Rail Ridership	7.563	+ 2.2% ▲
Commutation Ridership	3.975	+ 3.2% ▲
Non-Commutation Ridership	3.588	+ 1.2% ▲
Rail Revenue	\$62.0	+ 6.3% ▲

### Key Factors Impacting August Ridership

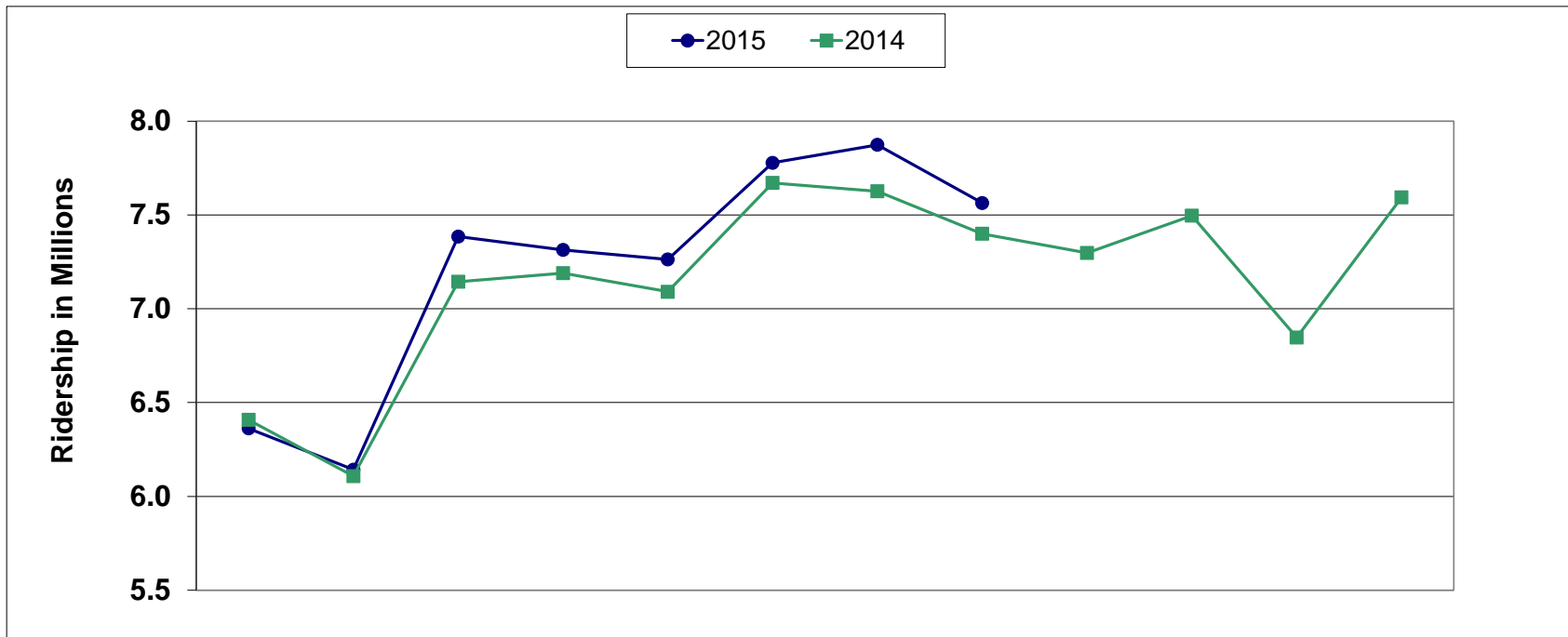
- Improved weather conditions (warmer temperatures occurring this August).
- Additional concerts this August in the Forest Hills Stadium (NY Pops, Santana, James Taylor).
- Leisure Travel ridership increased 21% compared to last year.
- Increased ridership to NY Mets games.

### Year-to-Date through August Ridership and Revenue (millions)

	August 2015	% Change vs. 2014	Comparison to Mid-Year Forecast
Total Rail Ridership	57.681	+ 1.8% ▲	+ 0.8% ▲
Commutation Ridership	33.207	+ 2.2% ▲	+ 0.7% ▲
Non-Commutation Ridership	24.474	+ 1.3% ▲	+ 1.0% ▲
Rail Revenue	\$457.1	+ 4.9% ▲	+ 1.0% ▲

# AUGUST RIDERSHIP

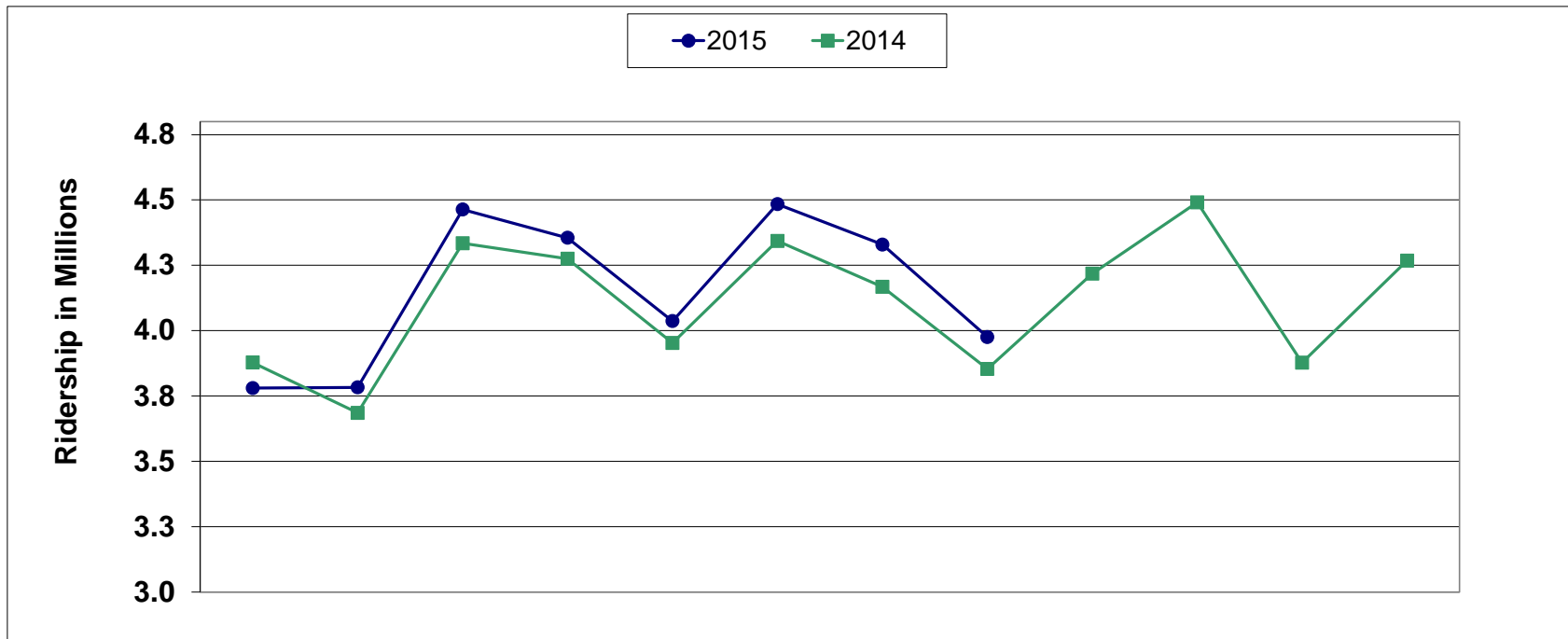
- August's Total Ridership was 2.2% above '14 and 2.5% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	6.4	6.1	7.4	7.3	7.3	7.8	7.9	7.6					57.7
2014	6.4	6.1	7.1	7.2	7.1	7.7	7.6	7.4	7.3	7.5	6.8	7.6	56.6
PCT CHG.	-0.7%	0.6%	3.4%	1.7%	2.4%	1.4%	3.2%	2.2%					1.8%

# AUGUST COMMUTATION RIDERSHIP

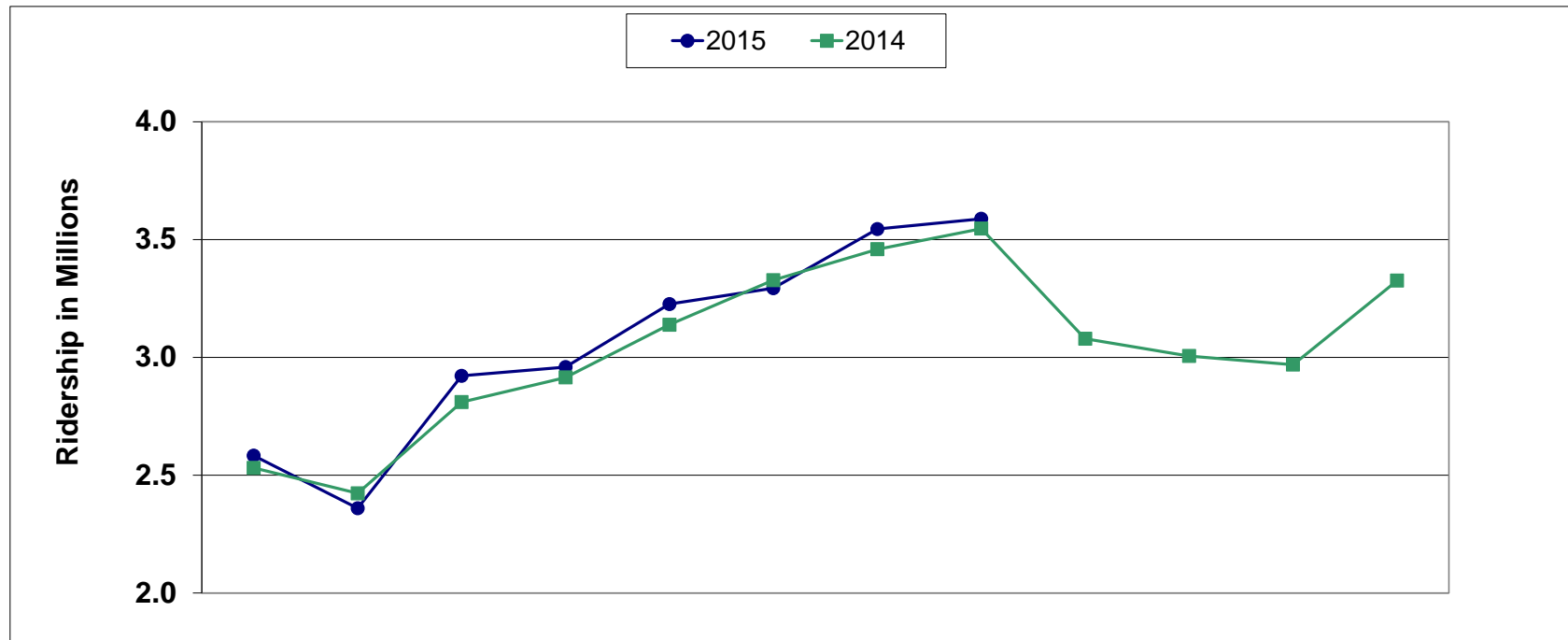
- August's Commutation Ridership was 3.2% above '14 and 0.4% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	3.8	3.8	4.5	4.4	4.0	4.5	4.3	4.0					33.2
2014	3.9	3.7	4.3	4.3	4.0	4.3	4.2	3.9	4.2	4.5	3.9	4.3	32.5
PCT CHG.	-2.5%	2.7%	3.0%	1.9%	2.1%	3.3%	3.9%	3.2%					2.2%

# AUGUST NON-COMMUTATION RIDERSHIP

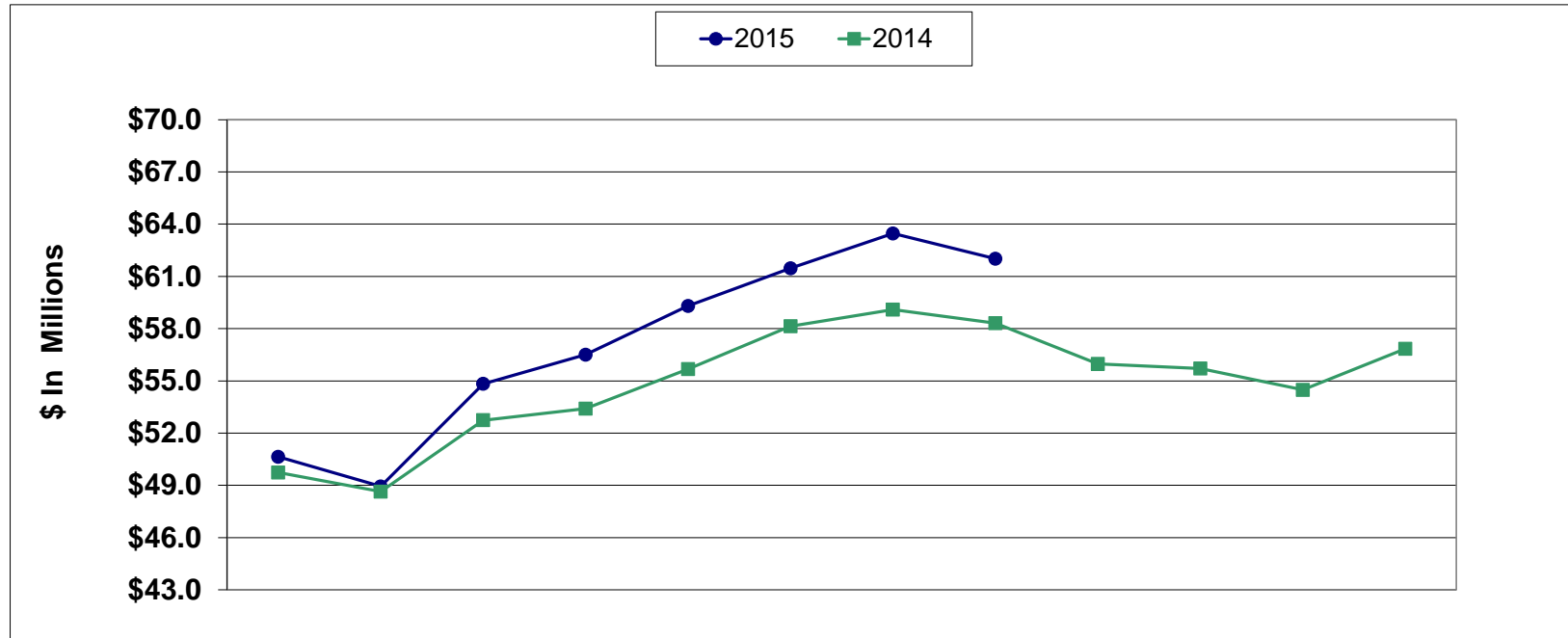
- August's Non-Commutation Ridership was 1.2% above '14 and 4.9% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	2.6	2.4	2.9	3.0	3.2	3.3	3.5	3.6					24.5
2014	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5	3.1	3.0	3.0	3.3	24.1
PCT CHG.	2.1%	-2.6%	4.0%	1.5%	2.8%	-1.0%	2.5%	1.2%					1.3%

# AUGUST REVENUE

- August's Total Revenue was 6.3% above '14 and 2.9% above Mid-Year Forecast\*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0					\$457.1
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1	\$59.1	\$58.3	\$56.0	\$55.7	\$54.5	\$56.8	\$435.8
PCT CHG.	1.8%	0.6%	4.0%	5.8%	6.5%	5.7%	7.4%	6.3%					4.9%

\*Fare increase was implemented in March 22, 2015.



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

TICKET TYPE/SERVICE	AUGUST 2015	AUGUST 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,975,245	3,853,145	122,100	3.2%
NON-COMMUTATION RIDERSHIP	3,588,199	3,546,237	41,962	1.2%
<b>TOTAL RIDERSHIP</b>	<b>7,563,444</b>	<b>7,399,382</b>	<b>164,062</b>	<b>2.2%</b>

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

TICKET TYPE/SERVICE	AUGUST 2015	AUGUST 2014	CHANGE VS. 2014	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	33,206,874	32,488,710	718,164	2.2%
NON-COMMUTATION RIDERSHIP	24,473,636	24,148,370	325,266	1.3%
<b>TOTAL RIDERSHIP</b>	<b>57,680,510</b>	<b>56,637,080</b>	<b>1,043,430</b>	<b>1.8%</b>

\* 2014 ridership numbers were adjusted using 2015 factors.



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**HIGHLIGHTS**

**L60401BC, L60304TW: COLONIAL ROAD IMPROVEMENTS**

Project Budget: \$45.20M

Milestone: Bridge Installation

The LIRR completed installation of the new arch structure supporting Colonial Road Bridge in the Village of Thomaston east of Great Neck Station on September 26-27. The initial 41 precast concrete arch units were installed in August and the final 43 arch units have now been installed. Roadway construction activities will continue through Spring 2016. Service on the Port Washington Branch was reduced from half hourly to hourly during the weekend and buses replaced trains between the Port Washington and Great Neck Stations. The Colonial Road Improvements project includes the new bridge, upgraded drainage at track level, and an extension to the existing Pocket Track. The new bridge infrastructure replaces open metal grating with a modular arched bridge structure supporting a paved asphalt roadway. The new infrastructure will provide a reduction in noise levels for residents living adjacent to the bridge as well as improving drainage.

**L60701AG: THIRD RAIL PROTECTION BOARD [SOGP]**

Project Budget: \$9.20M

Milestone: Beneficial Use

Approximately 449,000 LF of fiberglass protection board has been installed in selected locations systemwide. The normal cyclical replacement of third rail protection board is part of the LIRR's efforts to provide reliable service and support on-time performance goals.

**L60204UH: ELEVATOR REPLACEMENT AT WOODSIDE AND MERRICK [SBMP]**

Project Budget: \$5.00M

Milestone: Beneficial Use

Two elevators, 1 each at Woodside and Merrick Stations, were replaced with new heavy-duty hydraulic elevators installed inside the existing shaft enclosure walls. The new elevators are equipped with heavy duty features including more reliable door closing equipment, waterproof electrical enclosures, and corrosion resistant steel finishes. The elevator machine rooms are climate controlled to enhance equipment performance. The project work included rehabilitation of all associated equipment and existing elevator vestibules, new electrical service, lighting, signage, and communications, safety and security systems. The new elevators will improve elevator service reliability and provide LIRR customers with enhanced ADA-compliant access from street level to the station complex and platforms at Woodside and Merrick Stations.

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

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

# 2015 LIRR Capital Program Goals

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