



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

## **May 2016**

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### **Members**

**M. Pally, Chair**

**J. Ballan**

**F. Ferrer, MTA Vice Chairman**

**I. Greenberg**

**J. Kay**

**C. Moerdler**

**J. Molloy**

**J. Sedore**

**V. Tessitore, Jr.**

**C. Wortendyke**

**N. Zuckerman**

# **Long Island Rail Road Committee Meeting**

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

**Monday, 5/23/2016  
9:30 - 10:30 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES - April 18, 2016**

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## **3. 2016 WORK PLAN**

*2016 LIRR WORK PLAN - Page 13*

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

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

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

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

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## **5. ACTION ITEM**

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### **a. Project Labor Agreement**

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## **6. INFORMATION ITEMS**

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### **a. Diversity/EEO Report - 1st Quarter 2016**

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### **b. Track Work Program / Summer Schedule**

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## **7. PROCUREMENTS**

### **a. LIRR Procurements**

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

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#### **ii. Competitive**

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**iii. Ratifications (No Items)**

**b. MTA CC Procurements**

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

**ii. Competitive**

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**iii. Ratifications**

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**8. PERFORMANCE SUMMARIES**

**a. Operations - Transportation**

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**c. Operations - Safety**

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**e. Ridership**

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**f. Capital Program**

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**Next Meeting: Joint with MNR on Monday, June 20, 2016 at 8:30 am**

**Minutes of the Regular Meeting  
Long Island Rail Road Committee  
Monday, April 18, 2016**

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

**The following members were present:**

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

**The following members were not present:**

Hon. Norman Brown  
Hon. Jeffrey A. Kay  
Hon. Andrew Saul  
Hon. Vincent Tessitore, Jr.

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

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

**Representing MTA Police:** Michael Coan

Long Island Committee Chairman Mitchell H. Pally called the joint meeting of the members of the Long Island Rail Road Committee and the Metro-North Committee to order. In addition to LIRR President Patrick A. Nowakowski and LIRR staff noted above, Metro-North President Joseph Giulietti and members of the Metro-North staff attended the Joint Committee meeting. The minutes of the Metro-North Committee meeting of April 18, 2016 should be consulted for matters addressed at the Joint Committee meeting relating to Metro-North.

### **PUBLIC COMMENT**

There were three public speakers. Randy Glucksman, Chair, Metro-North Railroad Commuter Council introduced Orrin Goetz, the Council's newest member. Mr. Glucksman spoke about New Jersey Transit's March 2016 Board Meeting Agenda Item 1604-20, a Memorandum of Understanding with various agencies including the U. S. Department of Transportation, Amtrak and the Port Authority regarding the Gateway Project. He also spoke about midday and afternoon service on the Pascack Valley Line and the *Pledge of Allegiance*.

Orrin Getz spoke about the *County Executive Corner*, a weekly report by Rockland County Executive Edwin Day which discussed the Gateway Project and the Bergen Loop that will provide Pascack Valley and Port Jervis commuters a direct seat into Penn Station. He also spoke about LIRR service on the East End of Long Island.

Murray Boudin spoke about MTA Board Member responsibilities and terms.

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

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

Upon motion duly made and seconded, the Committee approved the minutes of the March 21, 2016 Long Island Committee Meeting. There were no reported changes to the 2016 Work Plan.

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

President Nowakowski reported that on Friday, April 14, he attended, with 50 community residents, the ribbon cutting ceremony for the new Ellison Avenue Bridge. The \$17.5 million bridge replacement project commenced in April 2015. Bridge demolition occurred during a Main Line weekend outage in May 2015. The new bridge installation took place during a Main Line weekend outage in October 2015.

President Nowakowski reported that the new Colonial Road Bridge on the Port Washington Branch is nearing completion and a ribbon cutting event will be held soon.

President Nowakowski reported that last month, LIRR awarded a contract for the rehabilitation of LIRR's Wantagh Station. LIRR will be working with the MTA Arts and Design Program on this project, which will include a new concrete platform, a segmented canopy, a platform waiting room, new lighting, and new communications system signage. With the installation of an elevator and escalator, the renovated station will be ADA accessible.

President Nowakowski reported that on March 29, 2016, LIRR awarded a contract to the joint venture of Gannett Fleming and AECOM to provide preliminary design, engineering and environmental consultant services for the LIRR Expansion Project.

President Nowakowski reported that LIRR continues to experience ridership growth. Compared to 2015, there was a 2.7% ridership increase and a year-to-date increase of 3%.

In response to comments by Board Member Jonathan A. Ballan, President Nowakowski stated that LIRR operations and facilities are capable of meeting the demands of this year's Belmont Stakes.

### **LIRR SAFETY REPORT**

Chief Safety Officer Loretta Ebbighausen provided the March 2016 Safety Report.

Compared to 2015, customer injuries declined 7% and employee injuries declined 16%.

During the month of February, the Confidential Close Call Reporting System received 12 new reports, of which 4 met program criteria.

Regarding grade crossings, there were 8 incidents of broken gates during the month of February. The MTA Police Department ("MTAPD") stationed 41 details, as a result of which 114 summonses and 61 warnings were issued.

Reporting on LIRR's Community Outreach Program, Chief Safety Officer Ebbighausen stated that in collaboration with the MTAPD, LIRR's Operation Lifesaver and T.R.A.C.K.S. classroom presentations have now reached approximately 9,700 young people and adults.

In early April, LIRR kicked off a new Labor Management Partnership Committee focused on Personal Protective Equipment. The Committee members are from the LIRR's Labor Organizations, Operating Departments, Labor Relations and Corporate Safety.

On April 26, 2016, LIRR will continue partnering with New Jersey Transit, Amtrak and MTA New York City Transit ("NYCT") regarding Penn Station Customer Safety Awareness, with a primary focus on slips, trips and falls.

LIRR's Safety Stand-Down will be held on April 27, 2016, with a primary focus on spring housekeeping and cleanup. During that week, LIRR will be hosting numerous on-property Safety, Health & Wellness events. In response to comments by Board Member Ira R. Greenberg, Ms. Ebbighausen stated that due to the safety investments in 2014, LIRR was given the opportunity in 2015 to add 5 new positions in the Corporate Safety Department; it is anticipated these positions will be filled by July 1, 2016.

There was a discussion among Board Member Neal Zuckerman, Chairman Pally and Board Member Charles G. Moerdler, Metro-North President Giulietti, LIRR President Nowakowski, LIRR Chief Safety Officer Loretta Ebbighausen, and MTA Chief Safety Officer David L. Meyer, regarding Federal Railroad Administration reportable injuries and crossing

incidents. Mr. Meyer stated that the MTA is focusing on making improvements to the signage, markings and design of crossings.

Chairman Pally commented regarding the significant increase in grade crossing incidents. He commended the MTAPD for its continuing public awareness efforts and commented that both railroads need to continue educational outreach to the general public.

There was discussion between President Nowakowski and Board Member Moerdler regarding bike racks on peak service trains. President Nowakowski stated that it is both a financial and a capacity issue for LIRR to retrofit train cars with bike racks.

The details of the LIRR Safety Report are contained in the minutes of the Long Island Committee held this day and in the video recording of the meeting produced by the MTA and maintained in the MTA records.

### **MTA CAPITAL CONSTRUCTION**

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

In Manhattan, the Manhattan South Structures (CM005) contractor is expected to complete the construction work required to achieve Substantial Completion this week. Once CM005 declares Substantial Completion, there will be three remaining major construction contracts in Manhattan, the Manhattan North Structures (CM006) contract, the GCT Concourse and Facilities Fit-Out (CM014B) contract, and the newly awarded Central Terminal Station Caverns and Track (CM007) contract.

To date, Contract CM006 is 61 percent complete and construction is proceeding according to the new schedule forecast. Contract CM006 is expected to be complete by June 2017. The new 48<sup>th</sup> Street entrance being installed by the CM014B contractor is approximately 75 percent complete.

In Queens, MTACC expects the Plaza Substation and Queens Structure (CQ032) contract to be substantially complete in September 2016. The Harold Structures – Part 3 (CH057) contractor has completed drilling soldier pile support of excavation and demolished the existing concrete bridge in advance of the 48<sup>th</sup> Street bridge replacement. Dr. Horodniceanu presented a PowerPoint presentation illustrating the Contract CH057 bridge work. In addition, the Harold Structures – Part 3A (CH057A) contractor is preparing to begin assembly of the tunnel shield at the end of April.

Dr. Horodniceanu also reported that the British Broadcasting Company had visited with him and the East Side Access Project for its documentary on the world's most powerful cities.

Board Member Jonathan Ballan asked Dr. Horodniceanu whether he had an update for the Board regarding Hudson Yards. Dr. Horodniceanu stated that any updates with regard to Hudson Yards would be presented at the NYCT Committee Meeting. Board Member Ballan also asked whether there

is a list of contractors and/or subcontractors that the MTA has a dispute with. Dr. Horodniceanu explained that MTA Capital Construction Procurement evaluates contractors continuously and when poor evaluations are reflected, action is taken. Furthermore, in extreme cases, liquidated damages can be imposed. MTA Capital Construction SVP, General Counsel, and Secretary, Evan Eisland further explained that MTA Capital Construction has an “ACE” evaluation program pursuant to which contractors are evaluated semi-annually. Multiple marginal or negative contractor evaluations are provided to Vendor Relations and used in future contract awards and all of this information is available and provided across agencies. Board Member Ira Greenberg asked whether safety is considered as adverse information for a contractor. Mr. Eisland responded that safety is a factor in the ACE evaluation process.

### **MTA POLICE DEPARTMENT**

Chief Coan reported that system-wide during the month of March, there was a decrease in crime of 42%. There were 19 incidents compared to 33 in 2015; a decrease in larcenies of 12 incidents compared to 20 in 2015; and there was a decrease in assaults; 0 compared to 7 in 2015. Year-to-date, system-wide there was a decrease in crime of 14%. System-wide there were 3 robberies in March; 1 was closed out by an arrest and 2 are actively being investigated.

Chief Coan reported that MTAPD is continuing its grade crossing enforcement initiative, working with its Highway Unit and local law enforcement. Year-to-date and system-wide, 3 arrests were made and 587 summonses were issued, 65 of which were for grade crossing violations.

Chief Coan reported that MTAPD continues its homeless outreach initiative. During the month of March, shelter was provided for 266 individuals, 31 individuals were hospitalized and 96 administrative code summonses were issued.

There was discussion between Board Member Ballan and Chief Coan regarding the homeless outreach initiative. Chief Coan stated that over the past 10 years, MTAPD averaged approximately 1,000 to 1,100 arrests system-wide annually.

In response to Board Member Moerdler’s question, Chief Coan stated that the MTAPD has a very good working relationship with the various District Attorneys, particularly on the bigger cases.

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

### **MTACC ACTION ITEM**

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

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

The following information items were on the agenda:

**Joint Items:**

- MTA Homeless Outreach
- Ridership Reports
  - LIRR 2015 Annual Ridership Report
  - MNR 2015 Annual Ridership Report

**LIRR Items:**

- Final Review of 2015 Operating Budget Results
- Annual Inventory Report
- Track Work Program Schedule Changes

Judy Walker, MTA Director of Emergency & Operations Support, presented the MTA Homeless Outreach report for LIRR and Metro-North. MTA has a contracted service provider who provides services to both railroads. In addition, LIRR has contracted with the Bowery Residents Committee (“BRC”) to provide services within New York City. As of January, LIRR contracted with Services for the Underserved for services in Nassau and Suffolk Counties. Homeless placements are voluntary, except when the provider can document that an individual is an imminent danger to him/herself or to others. LIRR partners with MTAPD, Amtrak’s Police Department (“Amtrak PD”) and NYPD at Penn Station. In 2015, there was an increase in Penn Station placements compared to 2014, due to placements in the first quarter. The first quarter of 2016 showed an increase of 30 placements compared to 2015. Penn Station’s homeless individuals are counted weekly by MTAPD, Amtrak PD and MTA service providers, on a weeknight after midnight. The count has been consistent over the past few years. When the joint initiative started in 2005, approximately 200 people were counted per night. Currently, during the winter, approximately 100 people were counted per night; during the warmer months approximately 60 to 70 people.

In response to comments by Board Member Moerdler, Ms. Walker stated that the BRC reaches out to those who are unsheltered homeless and tries to find the most appropriate placement for them. The MTA does not provide housing, which is provided by not-for-profit organizations under contract with the City of New York (the “City”); the City’s Department of Homeless Services checks the quality, safety and appropriateness of placement facilities.

There was further discussion among Board Member Zuckerman, Board Member Ballan, Chairman Pally, Board Member Greenberg and Ms. Walker regarding various issues involving the homeless initiative, including an April 18, 2016 *New York Times* article.

There was discussion between Board Member Ballan and Ms. Walker regarding the Governor’s comprehensive audit request of the NYC homeless situation; and the evaluation and placement of unsheltered homeless individuals, including involuntary placements. Chief Coan stated that the MTA can remove homeless individuals who are a threat to themselves or others.

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

William Wheeler, MTA Director of Special Project Development and Planning, presented the 2015 LIRR Annual Ridership Report. This is the second year that LIRR and MNR collaborated on an annual ridership report. Ridership for both railroads has increased significantly compared to 2014; total LIRR ridership was 87 million. He reported that for the first time, intermediate ridership (trips that do not end or begin in a City terminal ) has increased. This trend is expected to continue as work habits change. The major factors contributing to ridership growth include a strong regional economy with employment increasing in various sectors and sports, entertainment and leisure activities. Commutation ridership is stable and non-commutation ridership has increased.

There was discussion between Board Member Moerdler and Mr. Wheeler regarding the creation of mass transit along the West Side waterfront.

In response to Board Member Greenberg's question regarding Southeastern Queens ridership and fare structure, Mr. Wheeler stated that in studying both railroads, a balance must be struck between capacity and demand. Chairman Pally stated that MTA will continue to address the fare issue in anticipation of 2017 fare discussions.

The details of the LIRR 2015 Annual Ridership Report are contained in the records of this meeting and in the video recording of the meeting produced by MTA and maintained in the MTA records.

## **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 Summary, a copy of which is on file with the records of this meeting.

#### Non-Competitive:

- **Miscellaneous Service Contracts** – approval to award a New York State Preferred Source, three (3)-year term, Miscellaneous Services contract to the New York State Industries for the Disabled to provide direct mail services in support of LIRR's Public Affairs Department in the not-to-exceed amount of \$60,000.

#### Competitive:

- **Competitive Request for Proposal ("RFP")** – approval to adopt a resolution declaring that competitive bidding is inappropriate and that it is in the public's best interest to use the RFP procurement method pursuant to Section 1265-a of the Public

Authorities Law to award a Design/Build construction contract for the Buckram Road Bridge Replacement Project, located on the LIRR's Oyster Bay Branch in Locust Valley, Nassau County, New York.

- **American Systems Registrar** – approval to award a competitively bid, three (3) year Personal Service Contract to American System Registrar in the not-to-exceed amount of \$37,347.50, to perform I SO 9001:2008 compliance audits and certification renewals for LIRR's Engineering Department.

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

### **MTA CAPITAL CONSTRUCTION**

#### **Procurements**

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

The procurement items are as follows:

- Modification to the East Side Access Project's Manhattan North Structures contract (CM006) to incorporate changes to the contract drawings and specifications, to compensate the contractor for those changes and to resolve claims arising from differing site conditions for the amount of \$25,422,629.
- Modification to the East Side Access Project's Plaza Substation and Queens Structures contract (CQ032) to incorporate changes to the contract drawings and specifications, to compensate the contractor for those changes and for Impact Costs arising from Compensable Delays for the amount of \$23,187,305.
- Modification to the East Side Access Project's Systems Facilities Package No. 1 contract (CS179) to implement repairs and upgrades to prevent water infiltration into the Vernon Boulevard Facility for the amount of \$1,498,000.

Board Member Ballan inquired about the claims asserted by the contractor in the CM006 modification. Mr. Eisland explained that in resolving this dispute, MTACC considered the likelihood that a Dispute Resolution Board might find merit in the contractor's claims. Dr. Horodniceanu emphasized that the contractor submitted a claim for this modification of approximately \$50 million and that a settlement in the \$25 Million range was fair based upon MTACC's assessment. Board Member Ballan also asked whether MTACC pursues claims for design errors and omissions against the design architects and engineers and Mr. Eisland confirmed that it does.

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

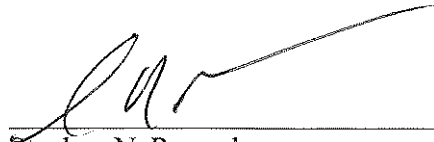
**LIRR Reports on Operations, Safety, Financial and Ridership and the Capital Program**

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

**Adjournment**

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

Respectfully submitted,

  
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Stephen N. Papandon  
Acting Secretary



## 2016 Long Island Rail Road Committee Work Plan

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### **I. RECURRING AGENDA ITEMS**

#### Responsibility

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

### **II. SPECIFIC AGENDA ITEMS**

#### Responsibility

#### May 2016

Diversity/EEO Report – 1 <sup>st</sup> Q 2016	Administration/Diversity
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#### June 2016 (Joint Meeting with MNR)

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

#### July 2016

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

#### September 2016

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

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

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

#### November 2016

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

December 2016 (Joint Meeting with MNR)

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

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

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January 2017

Approval of 2017 Committee Work Plan

Committee Chair & Members

February 2017 (Joint Meeting with MNR)

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

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

March 2017

Annual Strategic Investments & Planning Study  
Annual Elevator/Escalator Report

Strategic Investments  
Engineering

April 2017 (Joint Meeting with MNR)

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

Management & Budget  
Procurement  
Finance/Marketing  
Service Planning

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

#### 2016 Work Plan

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

#### Information Items (if any)

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

#### Action Items (if any)

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

#### Procurements

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

#### Police Activity Report

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

#### Police Activity Report

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

### PERFORMANCE SUMMARIES

#### Report on Transportation

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

#### Report on Mechanical

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

#### Report on Safety

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

#### Financial Report

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

#### Ridership Report

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

#### Capital Program Progress Report

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

## **II. SPECIFIC AGENDA ITEMS**

### **MAY 2016**

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2016

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

### **JUNE 2016 (Joint Meeting with MNR)**

#### Status Update on PTC

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

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

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

### **JULY 2016**

#### Penn Station Retail Development

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

#### Environmental Audit Report

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

#### 2016 Fall Construction Schedule Change

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

## **SEPTEMBER 2016**

### 2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

### 2016 Mid-Year Forecast

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

### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2016

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

## **OCTOBER 2016** (Joint Meeting with MNR)

### 2017 Preliminary Budget

Public comment will be accepted on the 2017 Budget.

### Status Update on PTC

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

## **NOVEMBER 2016**

### Review Committee Charter

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

### East Side Access Support Projects Update

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

### Holiday Schedule

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

## **DECEMBER 2016** (Joint Meeting with MNR)

### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2016

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

### 2017 Final Proposed Budget

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

### Proposed 2017 Committee Work Plan

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

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

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

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### **JANUARY 2017**

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

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

#### Adopted Budget/Financial Plan 2017

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

#### 2016 Annual Operating Results

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

#### 2016 Annual Fleet Maintenance Report

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

#### Status Update on PTC

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

#### Diversity & EEO Report– 4<sup>th</sup> Quarter 2016

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

#### 2017 Spring/Summer Construction Schedule Changes

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

## **MARCH 2017**

### Annual Strategic Investments & Planning Study

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

### Annual Elevator/Escalator Report

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

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

### Final Review of 2016 Operating Results

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

### Annual Inventory Report

The Agency will present its annual report on Inventory.

### 2016 Annual Ridership/Marketing Plan Report

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

### 2017 Summer Schedule Change

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

# **MTA CAPITAL CONSTRUCTION**

## **PROJECT UPDATE**

### **EAST SIDE ACCESS**

# MTA CAPITAL CONSTRUCTION PROJECT UPDATE

## East Side Access

May 2016

### Project Description

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

### Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Current Month</u> <u>EAC</u>	<u>Expenditures</u>
Design	\$722,491,293	\$722,491,293	\$666,668,604
Construction	\$8,038,030,757	\$8,038,030,757	\$4,736,062,902
Project Management	\$1,036,168,644	\$1,036,168,644	\$692,309,681
Real Estate	\$179,080,316	\$179,080,316	\$114,697,247
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
<b>Total Project Cost</b>	<b>\$10,177,771,010</b>	<b>\$10,177,771,010</b>	<b>\$6,209,738,434</b>

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

### Major Milestones and Forecasts

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

### Current Issues/Highlights

- **North Structures (CM006):** Contractor continues pneumatically applied concrete application for the modified tunnel lining in Westbound Tunnel 1 and cast-in-place concrete lining in Eastbound Tunnel 4. Overall, these activities are 70% and 25% completed, respectively, as of April 30, 2016. Contractor continues to work on the reinforcements for the upper level slab walls in the West Cavern at the North Back of House. Contractor continues to install waterproofing in the Eastbound Tunnel 4 at 55<sup>th</sup> Street in preparation to fill areas of overbreak with cast-in-place concrete. Contractor is working on completing the outer layer of reinforcement in GCT 3 East in preparation for the first layer of pneumatically applied concrete. Installation of the duct bench in the 63<sup>rd</sup> Street Tunnel remains ongoing.
- **GCT Concourse and Facilities Fit-Out (CM014B):** Contractor continues excavation work below the temporary deck at E. 48<sup>th</sup> Street, including excavation of the escalator pit and waterproofing in the excavated area. Approximately 3,500 cubic yards of a total 4,500 cubic yards (78%) has been excavated and approximately 3,500 square feet of a total 8,900 square feet (40%) of waterproofing has been installed, as of April 30, 2016. Contractor has commenced with the placement of the structural concrete floor slab within the new mechanical plant areas and the placement of electrical

conduit, mechanical piping and concrete masonry unit walls at the 50<sup>th</sup> Street Ventilation Facility. Installation of sprinklers and electrical conduits remains on-going in Wellways 1 and 2. Milestone #1 (Terminal Management Center, Communication Closet C5, Communication Room 2, Building Communication System Conduit Installation) is on-plan to be completed in June. Remaining Milestone #1 work includes electrical work in all three rooms, installation of the ceiling in the Terminal Management Center and structural work to create a door opening in a vibration wall for Communication Room 2.

- **Plaza Substation and Queens Structures (CQ032):** Contractor completed the exploratory excavation work at the 23<sup>rd</sup> Street Ventilation Facility, which revealed unforeseen conditions in the vicinity of the new vent shaft; a redesign of the vent shaft is ongoing. In the Plaza Interlocking, the contractor is completing final grading for the parking area and access ramp, which will serve the Yard Services Building, Plaza Vent Structure and B10 Substation.
- **Harold Structures – Part 3 (CH057):** Contractor continues demolition of the existing bridge abutments at the 48<sup>th</sup> Street Bridge. This activity is scheduled to be completed in May; construction of the new abutments will follow. As part of Tunnel D construction, the contractor has completed 15 of 80 (19%) of the secant piles at the Approach Structure and 30 of 43 (70%) of the soldier piles at the Reception Pit, as of April 30, 2016.
- **Harold Structures – Part 3A (CH057A):** At the Westbound Bypass Tunnel Launch Pit, construction of the Launch Pit slab was completed in April 2016. The first component of the tunnel shield is expected to be delivered to the project site during the week of mid-May, with assembly of the shield to commence by the week of May 23<sup>rd</sup>. In total, six major shield components will be delivered and assembled. As a result, mining is expected to commence in June.
- **Systems Package 1 – Facilities Systems (CS179):** The electrical equipment including transformers and primary switchgear for the B10 Substation is expected to be delivered to the facility in May. Installation is expected to commence in June.
- **Systems Package 4 – Traction Power (CS084):** As part of the L3 electric service modification, the contractor has completed the installation of the service pad, associated conduits and panels. The equipment for Traction Power Substation C05 (Vernon Boulevard.) is currently being manufactured, with delivery expected in late 2016; equipment submittals for the remaining substations are currently under review.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - May 2016

Expenditures thru April 2016; \$\$ in million

	Budget	Committed	Expenditures
Construction	\$ 8,038.0	\$ 6,916.5	\$ 4,736.1
Design	\$ 722.5	\$ 693.8	\$ 666.7
Project Management	\$ 1,036.2	\$ 743.1	\$ 692.3
Real Estate	\$ 179.1	\$ 117.3	\$ 114.7
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 8,470.7</b>	<b>\$ 6,209.7</b>

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$59.1	\$58.8	\$0.3	\$56.4	Nov-2011	Nov-2011	Apr-2013	Jun-2016
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$249.8	\$239.7	\$10.1	\$219.9	Jul-2013	Jul-2013	Feb-2016	May-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$344.3	\$324.6	\$19.8	\$206.2	Mar-2014	Mar-2014	Nov-2016	Jun-2017
CM014B: GCT Concourse & Cavern Fit-Out <i>GCT Constructors JV</i>	\$463.6	\$428.1	\$35.5**	\$53.4	Dec-2014	Feb-2015	Aug-2018	Aug-2018
CM007: Manhattan Cavern Structure & Facilities Fit-Out <i>Tutor Perini Corporation</i>	\$712.0	\$663.1	\$48.9	\$0.0	Jul-2015	Apr-2016	Jan-2020	Jan-2020
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$257.0	\$236.4	\$20.6	\$208.9	Aug-2011	Aug-2011	Aug-2014	Sep-2016
Harold Construction								
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.8	\$110.1	\$16.7	\$32.8	Nov-2013	Nov-2013	Feb-2016	Jun-2017
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge <i>Tutor Perini Corporation</i>	\$87.9	\$53.4	\$34.5	\$2.1	Nov-2014	Dec-2015	May-2018	May-2018
CH058A: Harold Structures - Part 3A: B/C Approach***		In Design			Jul-2015	Jun-2018	N/A	Sep-2020
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$606.9	\$436.0	\$171.0****	\$76.5	Mar-2014	Mar-2014	Dec-2019	Jul-2020
Systems Package 2: Signal Installation (CS284)		In Design (Repackaging)			TBD	Dec-2016	N/A	Jul-2020
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$1.3	Jun-2014	Jun-2014	Dec-2019	Jul-2020
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$79.7	\$72.5	\$7.2	\$4.6	Sep-2014	Oct-2014	Dec-2019	Jul-2020

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

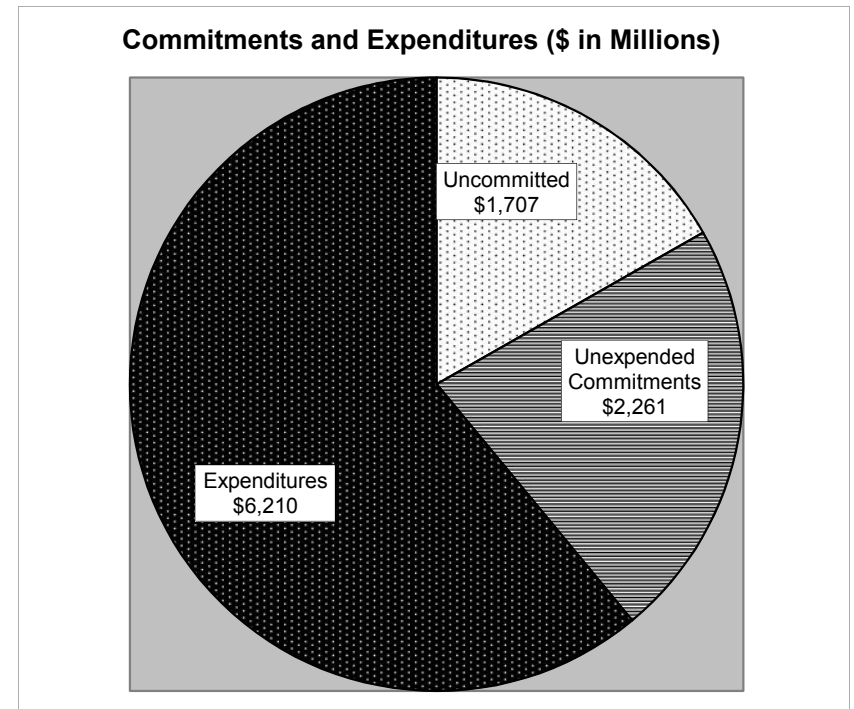
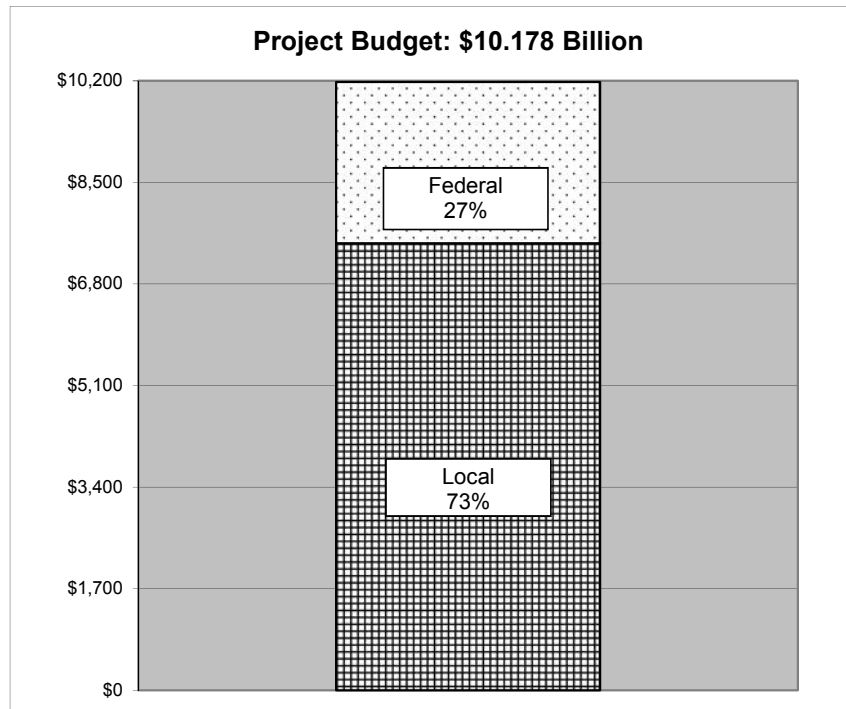
\*\* Remaining contingency includes unawarded options and associated contingency (originally \$26M).

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

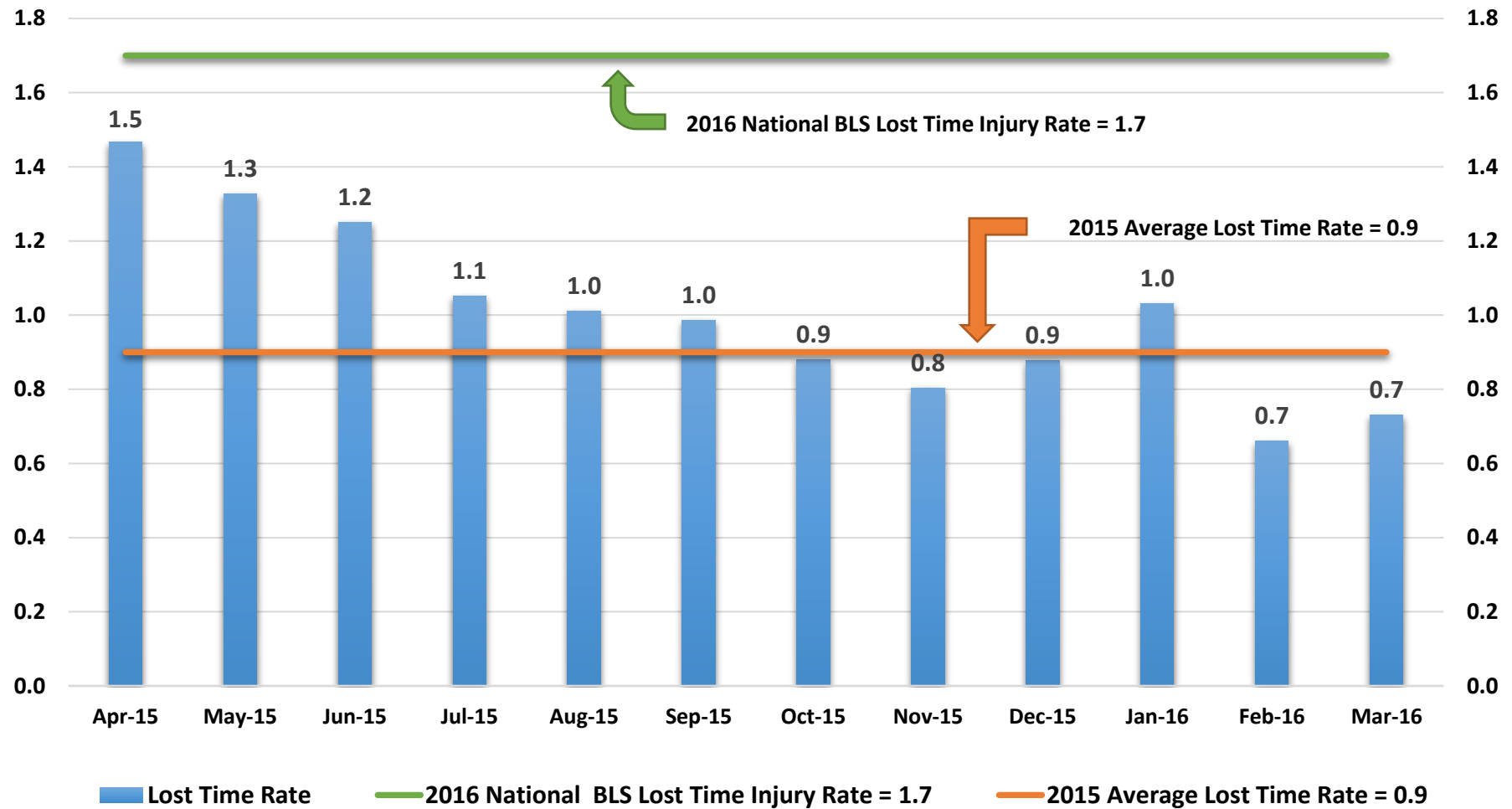
\*\*\*\* Remaining contingency includes unawarded options and associated contingency (originally \$238.48M).

# **East Side Access Status** **Report to the Railroad Committee - May 2016** *data thru April 2016*

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 158
2000-2004	1,534	748	-	785	785	1,532	2	1,522
2005-2009	2,683	838	-	1,845	1,380	2,675	8	2,613
2010-2014	3,232	3,228	-	5	5	3,216	16	1,911
2015-2019	2,572		2,572	-	-	890	1,682	6
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 4,907</b>	<b>\$ 2,572</b>	<b>\$ 2,699</b>	<b>\$ 2,233</b>	<b>\$ 8,471</b>	<b>\$ 1,707</b>	<b>\$ 6,210</b>



# ESA Annual Cumulative Profile of Lost Time Injury Rates





# Police Report



# **METROPOLITAN TRANSPORTATION AUTHORITY**

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

### **April 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>200%</b>
<b>Burglary</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>14%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>20%</b>

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

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>20%</b>
<b>Felony Assault</b>	<b>4</b>	<b>9</b>	<b>-5</b>	<b>-56%</b>
<b>Burglary</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>24</b>	<b>27</b>	<b>-3</b>	<b>-11%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>39</b>	<b>44</b>	<b>-5</b>	<b>-11%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **April 2016 vs. 2015**

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>100%</b>
<b>Felony Assault</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>150%</b>
<b>Burglary</b>	<b>3</b>	<b>4</b>	<b>-1</b>	<b>-25%</b>
<b>Grand Larceny</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>25%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>29</b>	<b>22</b>	<b>7</b>	<b>32%</b>

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

	<b>2016</b>	<b>2015</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>36%</b>
<b>Felony Assault</b>	<b>7</b>	<b>15</b>	<b>-8</b>	<b>-53%</b>
<b>Burglary</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>61</b>	<b>58</b>	<b>3</b>	<b>5%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33%</b>
<b>Total Major Felonies</b>	<b>93</b>	<b>96</b>	<b>-3</b>	<b>-3%</b>

# INDEX CRIME REPORT

## Per Day Average

### April 2016

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	6	0	4	2
<b>Fel. Assault</b>	5	3	1	1
<b>Burglary</b>	3	1	2	0
<b>Grand Larceny</b>	15	8	6	1
<b>GLA</b>	0	0	0	0
<b>Total</b>	29	12	13	4
<b>Crimes Per Day</b>	0.97	0.40	0.43	0.13



# MTA Police Department Arrest Summary: Department Totals

1/1/2016 to 4/30/2016

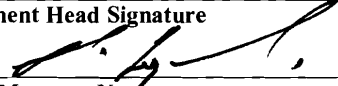
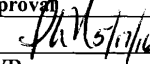
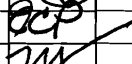
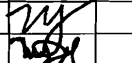
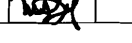
Arrest Classification	Total Arrests	
	2016	2015
Murder	0	1
Robbery	9	11
Felony Assault	7	14
Burglary	9	4
Grand Larceny	13	11
Grand Larceny Auto	2	0
Aggravated Unlicensed Operator	11	7
Arson	0	1
Assault-Misdemeanor	16	19
Breach of Peace	5	4
Child Endangerment	2	1
Criminal Contempt	2	4
Criminal Impersonation	2	1
Criminal Mischief	18	12
Criminal Possession Stolen Property	4	4
Criminal Tampering	1	7
Criminal Trespass	17	11
Disorderly Conduct	2	1
Drug Offenses	18	13
DUI Offenses	1	2
Falsely Reporting an Incident	0	3
Forgery	20	25
Fraud	3	5
Graffiti	6	0
Harassment	0	1
Identity Theft	1	0
Issue a Bad Check	1	1
Menacing	1	8
Obstruct Government	10	3
Official Misconduct	5	0
Panhandling	1	0
Petit Larceny	59	48
Probation/Parole Violation	0	1
Promoting Prostitution	0	1
Public Lewdness	67	10
Reckless Endangerment	0	2
Resisting Arrest	11	14
Sex Offenses	5	3
Theft of Services	64	52
Unlawful Imprisonment/Kidnapping	1	0
Unlawful Surveillance	0	2
VTL Offenses	1	0
Warrant Arrest	16	23
Weapons Offenses	2	2
<b>Total Arrests</b>	<b>413</b>	<b>332</b>



# Long Island Rail Road

## **ACTION ITEM**

## Staff Summary

<b>Subject</b> <b>Project Labor Agreement</b>						<b>Date</b> <b>May 23, 2016</b>	
<b>Department</b> <b>Project Management</b>						<b>Vendor Name</b>	
<b>Sr. VP - Engineering</b>						<b>Contract Number</b>	
<b>Bruce Pohlot</b>						<b>Contract Manager Signature</b>	
<b>Department Head Signature</b> 							
<b>Project Manager Name</b> <b>Afshin Hezarkhani</b>							
Board Action						Internal Approval	
Order	To	Date	Approval	Info	Other	Order	Approval
1	LI COMM	5.23.16	X			5	President  5/17/16
2	MTA Board	5.25.16	X			4	Executive VP 
						3	VP CFO 
						2	VP Genl Counsel & Secy 
							CPLO

### I. PURPOSE:

In conjunction with adoption of the attached MTA Board Resolution to obtain Board approval of an amendment to the Project Labor Agreement (PLA), between The Long Island Rail Road and the Buildings and Construction Trades Council of Nassau and Suffolk, and their constituent unions, applicable to the Main Line Second Track – Phase 2 contract (which is concurrently being presented to the MTA Board for approval) and one other construction project the completion of which is critical to LIRR's operations.

### II. DISCUSSION:

The 2010-2014 Capital Program adopted by the Board requires each of the MTA Agencies to achieve greater efficiencies and savings in their respective programs. In December, 2013, the Board approved the PLA, which is currently applicable to seven LIRR capital construction projects. The use of the PLA for these projects is an effective means of reducing project labor costs for LIRR while ensuring a fair and competitive bidding environment.

Since the execution of the PLA, LIRR has identified two additional projects as potentially benefiting from inclusion in the existing PLA:

- Main Line Second Track – Phase 2
- Post Avenue Bridge

LIRR retained industry leader Hill International ("Hill") to perform a study as to the advisability of using the PLA for these additional projects, funded by the 2015-2019 Capital Program. In April, 2016, Hill

LIRR retained industry leader Hill International (“Hill”) to perform a study as to the advisability of using the PLA for these additional projects, funded by the 2015-2019 Capital Program. In April, 2016, Hill issued a report and concluded that the extension of the PLA would assure that LIRR would gain significant savings over the life of the two projects estimated at approximately \$360K. In addition, the Hill report noted that PLA has been utilized continuously and successfully for the past three years with unanimous approval of LIRR, contractors and the building trades and all project work has been on schedule and within budget with no labor disruptions.

On May 2, 2016, LIRR executed the PLA Amendment to incorporate the terms and conditions of the PLA into the Main Line Second Track – Phase 2 and the Post Avenue Bridge projects with the express requirement that the agreement would be subject to the approval of the MTA Board. No other substantive changes to the provisions of the PLA have been made.

### III. **MINORITY CONTRACTING/EEO PROVISIONS:**

All provisions of the PLA including the M/WBE and EEO provisions are applicable to the PLA Amendment including numerous equal opportunity hiring provisions; promises of fair treatment for minority and women contractors; the designation of an M/WBE representative to the Labor Management Committee established under the PLA; utilization of the “Helmets to Hardhats” apprentice program for veterans; and provisions affording minorities, women and economically disadvantaged non-minority males an opportunity for entry into the construction industry through apprentice programs.

### IV. **ALTERNATIVES:**

These contracts could be solicited without a PLA. However, the economic and other benefits provided by the PLA would not be available.

## **BOARD RESOLUTION**

**WHEREAS**, the 2010-2014 Capital Program adopted by the Board requires each of the MTA Agencies to achieve greater efficiencies and savings in their respective programs in order to best utilize such funds for the public benefit; and

**WHEREAS**, in order to effectuate such goals the Long Island Rail Road (“LIRR”) LIRR entered into a Project Labor Agreement (“PLA”) with the Building and Construction Trades Council of Nassau and Suffolk Counties AFL-CIO, which was approved by the Board in or about December, 2013; and

**WHEREAS**, the management of LIRR has determined that the goals of the PLA would be served by the extension of the PLA to two additional capital projects, to wit, Main Line Second Track – Phase 2 and Post Avenue Bridge (the “Additional Projects”); and

**WHEREAS**, a report dated April, 2016, issued by Hill International (“Hill”), concluded that:

- Extending the PLA to the Additional Projects will provide an estimated savings to LIRR of approximately \$360K; and
- The PLA has been utilized continuously and successfully for the past three years with unanimous approval of LIRR, contractors and the building trades and all project work has been on schedule and within budget with no labor disruptions.

**WHEREAS**, the management of LIRR, concurring in the conclusions as stated above, has negotiated an amendment to the PLA (the “PLA Amendment”) with the Building and Trades Council of Nassau and Suffolk Counties, applicable to the Additional Projects, effectuating the savings and opportunities identified in the Hill report; and thereafter executed such PLA Amendment on or about May 2, 2016, the effectiveness of which is conditional upon subsequent approval by the Board; and

**WHEREAS**, the Board adopts the conclusions as stated above, and determines that it is in the public interest and consistent with applicable laws to approve such PLA Amendment;

**NOW, THEREFORE IT IS RESOLVED** that the Board of LIRR approves the PLA Amendment as previously executed by LIRR and approves the incorporation of the PLA into the terms and conditions of the Additional Projects subject to such PLA, as amended.



**Long Island Rail Road**

# **INFORMATION**

## **ITEMS**



# DIVERSITY / EEO REPORT

1<sup>st</sup> Quarter

2016

## **Overview**

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's March 31, 2016 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

## 2016 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

### UTILIZATION ANALYSIS WORKFORCE DATA AS OF MARCH 31, 2016

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPI ***			OTHER		
	Est Avail	Actua I	Met Avail	Est Avail	Actua I	Met Avail	Est Avail	Actua I	Met Avail	Est Avail	Actua I	Met Avail	Est Avail	Actua I	Met Avail	Est Avail	Actua I	Met Avail	Est Avail	Actua I	Met Avail
Officials & Administrators	21%	22%	Yes	13%	11%	No	8%	7%	No	4%	7%	Yes	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes
Professionals	20%	22%	Yes	9%	14%	Yes	7%	8%	Yes	8%	13%	Yes	0%	0%	Yes	2%	0%	No	1%	4%	Yes
Technicians	11%	12%	Yes	10%	20%	Yes	9%	13%	Yes	9%	11%	Yes	0%	1%	Yes	2%	0%	No	1%	1%	Yes
Administrative Support	41%	45%	Yes	20%	26%	Yes	11%	12%	Yes	3%	5%	Yes	0%	0%	Yes	1%	0%	No	2%	3%	Yes
Skilled Craft	11%	10%	No	16%	16%	Yes	11%	11%	Yes	2%	3%	Yes	0%	0%	Yes	1%	0%	No	2%	2%	Yes
Service Maintenance	16%	19%	Yes	16%	26%	Yes	15%	14%	No	2%	3%	Yes	0%	0%	Yes	1%	0%	No	2%	4%	Yes

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

\*\* American Indian / Alaskan Native

\*\*\* Native Hawaiian / Other Pacific Islander

## **DEFINITIONS OF EEO JOB CATEGORIES:**

### **Officials & Administrators**

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

### **Professionals**

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

### **Technicians**

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

### **Administrative Support**

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

### **Skilled Craft**

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

### **Service Maintenance**

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

# 2016 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

## NEW HIRES AS OF MARCH 31, 2016

JOB CATEGORY	TOTAL <sup>1</sup>	FEMALES <sup>2</sup>		NON-MINORITY		MINORITY		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrator	14	4	28.6%	2	14.3%	12	85.7%	3	21.4%	3	21.4%	6	42.9%	0	0.0%	0	0.0%	0	0.0%
Professionals	4	1	25.0%	2	50.0%	2	50.0%	1	25.0%	0	0.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	3	0	0.0%	1	33.3%	2	66.7%	1	33.3%	0	0.0%	1	33.3%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	6	1	16.7%	1	16.7%	5	83.3%	2	33.3%	1	16.7%	2	33.3%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	66	6	9.1%	42	63.6%	24	36.4%	12	18.2%	9	13.6%	0	0.0%	0	0.0%	0	0.0%	3	4.5%
Service Maintenance	11	2	18.2%	7	63.6%	4	36.4%	2	18.2%	2	18.2%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	104	14	13.5%	55	52.9%	49	47.1%	21	20.2%	15	14.4%	10	9.6%	0	0.0%	0	0.0%	3	2.9%

<sup>1</sup> Total includes males and females, both minority and non-minority.

<sup>2</sup> Total includes females, both minority and non-minority.

**2016 1st QUARTER EEO REPORT****AGENCY NAME:** **LONG ISLAND RAIL ROAD****EEO AND TITLE VI COMPLAINTS****JANUARY 1, 2015 THROUGH MARCH 31, 2016<sup>1</sup>**

Category	Race/Color	Sexual Harassment	Gender	Disability	National Origin	Age	Religion	Other <sup>2</sup>	Total Issues <sup>3</sup>	Total Cases	Status (# Open)
EEO	5	2	1	3	0	1	0	3	15	13	10
External Complaints	3	0	0	3	0	0	0	0	6	6	6
Internal Complaints	2	2	1	0	0	1	0	3	9	7	4

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

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

<sup>2</sup> "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

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

## EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 TO 3/31/16

### EXTERNAL

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

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

## EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 TO 3/31/16

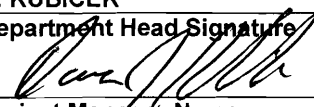
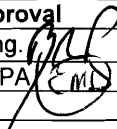

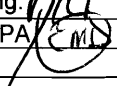
### INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	3	0	0	0	0	0	3
<b>TOTAL</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

## TITLE VI COMPLAINT RESOLUTION FROM 1/1/16 TO 3/31/16

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	4	0	0	0	0	0	4
<b>TOTAL</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

## Staff Summary

<b>Subject</b> SUMMER SERVICE & TRACKWORK PROGRAMS						<b>Date</b> APRIL 29, 2016			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> D. KUBICEK						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<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	5/23/16				3	Sr VP – Eng. 	1	President  5/12/16
						2	VP Mktg & PA 		

### PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to implement seasonal Summer service improvements, including some new prototype services, and to adjust schedules to support trackwork programs in the month of June on the Oyster Bay, Port Washington and Atlantic Branches.

### SUMMER SERVICE IMPROVEMENTS

#### *Timetable Change – Annual Summer Services*

- As previously reported, summer service partially resumed on April 30, with the return of weekend service to Greenport and a morning roundtrip service opportunity to Montauk. Full summer service resumes starting Monday, May 23, 2016, including:
  - An additional midday weekday service opportunity to/from Speonk.
  - An additional Thursday evening train from Penn Station to Montauk.
  - Extra Friday getaway trains, including the famed *Cannonball* from Penn Station to Montauk along with three additional extra trains to Montauk, and one additional service opportunity to Greenport. Two of these extra Montauk trains will also operate on Thursday, June 30, to provide opportunities for early getaways for the Independence Day holiday weekend.
  - Weekend beach service to/from Freeport, with bus transfers available for Jones Beach.
  - An additional Long Beach roundtrip on weekends.
  - Five additional westbound service opportunities from the Hamptons/Montauk on Sundays and Monday Holidays, including the Westbound *Cannonball* to Penn Station.

- One additional westbound service opportunity on Monday mornings from Montauk to Hunterspoint Avenue.

#### *New Prototype Services for Summer 2016*

- In an effort to improve service within the constraints of our existing diesel fleet and infrastructure, as well as attempting to relieve crowding on some of our busy Summer East End trains, the LIRR will implement the following changes as prototype demonstration services this summer:
  - **Extra Friday Night Service From Greenport** – A Summer Friday night equipment return from Greenport to Jamaica will now carry passengers, making stops from Greenport to Ronkonkoma, then Jamaica, where connections to Western terminals will be available.
  - **Sunday Service to Hunterspoint Avenue & Long Island City** – The 4:00 PM Summer Sunday & Holiday departure from Montauk will now operate through to Hunterspoint Avenue and Long Island City instead of terminating at Jamaica, giving customers who used those stations on Friday the opportunity for a one-seat ride return to their origin station. Regular connections to Western terminals will continue to be available at Jamaica.
  - **Two Extra Friday Daytime Service Opportunities to Ferry Transfer Points on the Montauk Branch** – On Summer Fridays from July 1 through September 2, two extra trains will operate to Patchogue, operating in advance of two through Montauk trains. The extra trains will make stops at Bay Shore, Sayville and Patchogue and provide relief of crowding on the through trains to Montauk. The first extra will depart Jamaica at 8:04 AM for Patchogue after receiving connections from Western terminals. After operating to Patchogue, the train will then return to Babylon, where it will connect with an extra train from Penn Station and make another trip to Patchogue at 12:02 PM. Customers for Bay Shore, Sayville and Patchogue will be encouraged to use these new service opportunities instead of the Montauk trains.

#### **TRACK WORK PROGRAMS**

- **Atlantic Branch, Jamaica-Valley Stream – 150<sup>th</sup> Street Bridge Waterproofing** – One of two main tracks will be out of service between Hall Interlocking in Jamaica and Valley Stream for waterproofing of the 150<sup>th</sup> St. Bridge in Jamaica for 48 hours each on three separate weekends: June 4-5, 18-19 and 25-26. This is to complete rehabilitation work on the bridge that began in the spring.
- **Oyster Bay Branch, Mineola-Oyster Bay – Track Surfacing** – To allow track surfacing at Locust Interlocking in Locust Valley as well as on the single track between Locust Valley and Oyster Bay, the Oyster Bay Branch will be out of service from Mineola through Oyster Bay for an eight-hour period beginning at 12:39 AM on Saturday, June 18. Following this period, the tracks between Mineola and Locust Valley will be back in service while work continues on the single track from Locust Valley to Oyster Bay for an additional 28 hours through 1:30 PM on Sunday, June 19.
- **Port Washington Branch, Great Neck-Port Washington – Colonial Road Bridge Drainage Work** – The single main track of the Port Washington Branch between Great Neck and Port Washington will be out of service for 12 hours on Saturday, June 4, from 6 AM to 6 PM, for completion of drainage work related to the new Colonial Road Bridge.

## **DISCUSSION:**

### *Trackwork Program – Construction Activities*

- **Atlantic Branch, Jamaica-Valley Stream – 150<sup>th</sup> Street Bridge Waterproofing** – One of two main tracks will be out of service between Hall Interlocking in Jamaica and Valley Stream for waterproofing of the 150<sup>th</sup> St. Bridge in Jamaica for 48 hours each on three separate weekends: June 4-5, 18-19 and 25-26. In order to accommodate the single track, schedules will be adjusted on the Long Beach, Far Rockaway and West Hempstead Branches. Eastbound Long Beach trains will have running time added for their travel through the work zone and will arrive 1 minute later than normal. Most westbound Far Rockaway trains will depart up to 5 minutes earlier, and will have 3 minutes additional dwell time at Jamaica to maintain normal connections. Westbound West Hempstead trains will depart 5 minutes earlier from all stations West Hempstead through Westwood.
- **Oyster Bay Branch, Mineola-Oyster Bay – Track Surfacing** – To allow track surfacing at Locust Interlocking in Locust Valley as well as on the single track between Locust Valley and Oyster Bay, the Oyster Bay Branch will be out of service from Mineola through Oyster Bay for an eight-hour period beginning at 12:39 AM on Saturday, June 18. During this period, 1 eastbound and 3 westbound trains will be replaced with buses between Mineola and Oyster Bay. Eastbound customers will depart Penn Station 11 minutes earlier than normal, and will transfer to buses at Mineola for service to stations East Williston through Oyster Bay, with increased travel times of up to 33 minutes. Westbound customers will board buses at stations Oyster Bay through East Williston, then transfer to trains at Mineola. Buses will depart up to 64 minutes later than normal train service, with increased travel times of up to 27 minutes. Following this period, the tracks between Mineola and Locust Valley will be back in service for normal train operation between Locust Valley and points west while work continues on the single track from Locust Valley to Oyster Bay for an additional 28 hours through 1:30 PM on Sunday, June 19. During this period, van service will be provided in both directions between Oyster Bay and Locust Valley. Eastbound customers will experience up to 14 minutes additional travel time. Westbound customers will depart Oyster Bay up to 15 minutes earlier than normal.
- **Port Washington Branch, Great Neck-Port Washington – Colonial Road Bridge Drainage Work** – The single main track of the Port Washington Branch between Great Neck and Port Washington will be out of service for 12 hours on Saturday, June 4, from 6 AM to 6 PM, for completion of drainage work related to the new Colonial Road Bridge. Port Washington branch service will be reduced from half-hourly to hourly between Great Neck and Penn Station. Eastbound customers traveling to stations Manhasset, Plandome and Port Washington will detrain at Great Neck where they will transfer to buses for their final destinations. Eastbound customers can expect up to 25 minutes of additional travel time. Westbound customers boarding at Port Washington, Plandome and Manhasset will board buses for Great Neck where they will transfer for train service. Westbound customers will board buses up to 25 minutes earlier than normal at Port Washington, Plandome and Manhasset.

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**

**May 25, 2016**



## Staff Summary

<b>Subject : Request for Authorization to Award Various Procurements</b>						<b>Date</b> <div style="text-align: center; font-weight: bold;">May 25, 2016</div>			
<b>Department</b> Procurement & Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer									
<b>Department Head Signature</b> 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	5.23.16	X			2	President  5/18		
2	MTA Board	5.25.16	X			1	Exec VP  5/18		

**PURPOSE:**

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

**DISCUSSION:****LIRR proposes to award Non-Competitive Procurements in the following categories:**Schedules Requiring Two-Thirds Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Works	2	\$1,772,317
<b>SUBTOTAL:</b>	2	\$1,772,317

**LIRR proposes to award Competitive Procurements in the following categories:**Schedules Requiring Two-Thirds Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation)		\$TBD
<b>SUBTOTAL:</b>	1	\$TBD

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Award of Public Work Contract	2	\$116,340,899

<b>SUBTOTAL:</b>	2	\$116,340,899
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**LIRR proposes to award Ratifications in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
	None	

<b><u>TOTAL:</u></b>	<b><u>5</u></b>	<b><u>\$118,113,216</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.

**MAY 2016**

**MTA LONG ISLAND RAIL ROAD**

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

*Procurements Requiring Two-Thirds Vote*

**Schedule A: Non-Competitive Purchases and Public Works**

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

- |  |                      |                                      |
|--|----------------------|--------------------------------------|
| <b>1. AFA Protective Systems (Syosset, NY)</b> | <b>\$160,915</b>     | <i><u>Staff Summary Attached</u></i> |
| <b>Sole Source</b>                             | <b>Not-to-Exceed</b> |                                      |
| <b>Five-Year Contract</b>                      |                      |                                      |
| <b>Contract No. TBD</b>                        |                      |                                      |

Long Island Rail Road requests MTA Board approval to award a Sole Source, Public Works, renewal contract to AFA Protective Systems for a five year period in the not-to-exceed amount of \$160,915 for labor, material and equipment necessary for the lease, maintenance, monitoring, repair and upgrade of the Fire Alarm System located at the Long Island Rail Road Jamaica Station Building.

- |                                 |                         |                                      |
|---------------------------------|-------------------------|--------------------------------------|
| <b>2. Ansaldo STS USA, Inc.</b> | <b>\$1,611,402</b>      | <i><u>Staff Summary Attached</u></i> |
| <b>Sole Source</b>              | <b>Firm Fixed Price</b> |                                      |
| <b>Contract TBD</b>             |                         |                                      |

Long Island Rail Road requests MTA Board approval to award a Sole Source Contract to Ansaldo STS USA, Inc. (Ansaldo) in the fixed amount of \$1,611,402.00 for forty-six (46) M-3 switch machines and twenty (20) A-5 switch machines to be installed by LIRR's Signal department. The M-3 switch machines will be installed at West Side Storage Yard (WSSY) in conjunction with the replacement of components damaged by Super Storm Sandy as well as normal maintenance needs. The A-5 switch machines will be installed in Jamaica and Babylon Interlockings under state-of-good-repair maintenance and the normal replacement project. Ansaldo is the Original Equipment Manufacturer (OEM) and designer of various wayside switch and signal systems, installed and operated by LIRR. These switch machines are integral components of the Jamaica and Babylon Interlockings. The existing interlocking designs and infrastructures at both interlockings can only support a direct replacement of the A-5 switch machines without costly design and installation modifications.

## Schedule A Non-Competitive Purchases and Public Works

### Staff Summary



Item Number: 1

<b>Vendor Name (&amp; Location)</b> AFA Protective Systems (Syosset, NY)
<b>Description</b> Fire Alarm Lease, Maintenance, Monitoring, Repair and Upgrade for the Jamaica Station Building
<b>Contract Term (including Options, if any)</b> June 1, 2016 – May 31, 2021
<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> \$160,915 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> Engineering/ Dennis Varley/Asst Chief Facilities Engineer	
<b>Contract Manager :</b> Louis R. Drago	

#### Discussion:

Long Island Rail Road (“LIRR”) requests MTA Board approval to award a Sole Source, Public Works, renewal contract to AFA Protective Systems, (“AFA”) for a five year period in the not-to-exceed amount of \$160,915 for labor, material and equipment necessary for the lease, maintenance, monitoring, repair and upgrade of the Fire Alarm System (“FAS”) located at the Long Island Rail Road Jamaica Station Building (“JSB”).

The JSB is a five-floor building, with a full basement and a rooftop maintenance machine room. There are dropped ceilings, raised floors, elevators, a cafeteria and ticket windows with a large customer waiting area. Due to these conditions, proper FAS interfaces are required to support the elevator recall system, the sprinkler pump system, HVAC shut down, and the control and release of magnetic door locks.

LIRR’s FAS is a leased system owned by AFA, which was awarded the original lease, design and installation contract valued at \$402,660. Accordingly, AFA is the only Contractor that can maintain and modify the current leased system. LIRR’s system is a New York City code compliant addressable fire alarm system which consists of a main fire control panel, transmitters, pull stations, various sensors, water flow and tamper switches, fire pump, door locks/strikes release control, horns, strobe lights, sprinkler alarm bell and system trouble bells. The FAS is a life safety system that provides protection to LIRR personnel, customers and third-party contractors.

AFA submitted a price proposal of \$203,250 which included on-site maintenance, all scheduled maintenance, monitoring, emergency and non-emergency repairs and an upgrade of the system. LIRR negotiations resulted in a 20.8% decrease (\$42,335) in the proposed price from \$203,250 to \$160,915. Additionally, AFA’s pricing is 5.3% (or \$9,085) less than the LIRR’s internal estimate of \$170,000. The negotiated price includes a complete system buyout at the end of the contract term, inclusive of all wired-in-conduit and ancillary equipment. Lease prices will remain fixed for the five year period. Upon contract expiration, title to the complete FAS will transfer to the LIRR. AFA’s negotiated price of \$160,915 is therefore, considered to be fair and reasonable. Funding for this contract is included in LIRR’s Operating Budget.

## Staff Summary



Item Number: 2

<b>Vendor Name</b> Ansaldo STS USA, Inc. - Batesburg, SC
<b>Description</b> Switch Machines
<b>Contract Term (including Options, if any)</b> 18 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> TBD	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$1,611,402.00	
<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>  Signal /Engineering Department– Christopher Calvagna, Chief Engineer	
<b>Contract Manager:</b> Richard Barone	

**Discussion:**

Long Island Rail Road (LIRR) requests MTA Board approval to award a Sole Source Contract to Ansaldo STS USA, Inc. (“Ansaldo”) in the fixed amount of \$1,611,402.00 for forty-six (46) M-3 switch machines and twenty (20) A-5 switch machines to be installed by LIRR’s Signal department. The M-3 switch machines will be installed at West Side Storage Yard (“WSSY”) in conjunction with the replacement of components damaged by Super Storm Sandy as well as normal maintenance needs. The A-5 switch machines will be installed in Jamaica and Babylon Interlockings under state-of-good-repair maintenance and the normal replacement project. Ansaldo is the Original Equipment Manufacturer (OEM) and designer of various wayside switch and signal systems, installed and operated by LIRR. These switch machines are integral components of the Jamaica and Babylon Interlockings. The existing interlocking designs and infrastructures at both interlockings can only support a direct replacement of the A-5 switch machines without costly design and installation modifications.

The existing Signal system design at WSSY uses Solid State Relays (SSR’s) and Switch Machine Locks (SML’s) that are specifically designed to interface and control M3 switch machines. In addition to providing easy access to service and change motors as needed, the M3 switch design allows for motors to be removed prior to an anticipated weather event and reinstalled in a timelier manner.

LIRR presently has an inventory of replacement SSR’s, SML’s, and relays for the M-3 machines valued at \$225,203.00. If another machine were to be selected at this point the cost impact will be significant. The inventory would be abandoned and LIRR would incur design changes estimated at \$75,000.00 and would then need to procure additional components at an estimated cost of \$159,000.00.

LIRR advertised this procurement in the New York State Contract Reporter, New York Post and the LIRR web site and no other firm expressed an interest in participating in this procurement. Ansaldo is the only known responsible source to obtain these parts and services.

During negotiations, Ansaldo emphasized that the A5 switch machine, which has not been purchased by LIRR in 17 years, is unique to LIRR and Amtrak. Components for these machines are not readily available in the marketplace and are priced at current market cost. Ansaldo advised that pricing is less than or equal to but not greater than what is offered to other transportation agencies or track work entities. Ansaldo provided a sales order to an undisclosed track work entity showing that LIRR is receiving a 6% discount off this price. In addition, LIRR is receiving a 17% discount off list pricing of the commonly used M-3 switch machines. Therefore, pricing has been determined to be fair and reasonable.

Funding for these switch machines is included in LIRR’s Operating and Capital Budgets.

**MAY 2016**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

**Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts;  
(Staff Summaries only required for items estimated to be greater than \$1 million)**

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

Long Island Rail Road ("LIRR") requests MTA Board approval to (i) adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the remanufacture and delivery of twenty-four (24) Work Locomotives ("Work Locos") to support LIRR's operations, and (ii) add the Work Locos project to the 2010-2014 Capital Program. A base contract will be funded with the \$37M budget for the cancelled Alternative Diesel project. As additional funding is budgeted in future Capital Programs, a contract option will be available to be exercised to replace the balance of the 24 old Work Locos.

**Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)  
(Staff Summaries required for items requiring Board approval)**

- |   |                     |                                      |
|---|---------------------|--------------------------------------|
| <b>4. Railroad Construction Company/<br/>Citnalta Construction Corp –<br/>Joint Venture ("RCC/Citnalta-JV")</b><br><b>Competitive RFP</b><br><b>Contract No. 6202</b> | <b>\$56,665,899</b> | <i><u>Staff Summary Attached</u></i> |
|---|---------------------|--------------------------------------|

Pursuant to a competitive RFP, Long Island Rail Road (LIRR) requests MTA Board approval to award a Firm Fixed Price contract to Railroad Construction Company / Citnalta Construction Corp - Joint Venture ("RCC/Citnalta-JV"), in the amount of \$56,665,899 (\$50,911,200 plus Option \$5,754,699) to provide construction services for the Hicksville Improvements Project. Included in the project are Hicksville Station Rehabilitation and support work for the North Track Siding. The LIRR's Hicksville Station Platforms and its amenities were built in 1961 and have undergone more than 50 years of heavy usage, exposure to harsh weather conditions, and are well past their useful life. The extension of the North Track Siding will provide much needed infrastructure improvements at this key location in Nassau County, supporting enhanced operational flexibility.

**5. Skanska-Posillico II (Joint Venture)      \$59,675,000**  
**Competitive RFP**  
**Contract No. 6229**

*Staff Summary Attached*

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Public Works contract to Skanska-Posillico II (Joint Venture) in the amount of \$59,675,000 (Base plus Option) to provide Design-Build Services for a new second track to be constructed on the Main Line Ronkonkoma Branch, from Central Islip to Farmingdale (“Phase II”). Currently, the Main Line east of Farmingdale is mostly single track, with selected passing sidings, and double track sections at the majority of the stations between Farmingdale and Ronkonkoma. The overall goal of this project, including the preceding Phase I, is to construct a full second track to Ronkonkoma which will (i) eliminate the current LIRR operational limitations by increasing service reliability and on-time performance along the Main Line from Farmingdale to Ronkonkoma; (ii) provide for faster recovery time following service incidents; and, (iii) allow LIRR to provide frequent off peak service in both the east and west bound directions. When the entire Main Line Double Track Project is complete, 12.6 miles of double track will be added to the existing 5.3 miles of double track along the 17.9 mile corridor from Farmingdale to Ronkonkoma, as well as any required/associated infrastructure needed along the way. This project is to be completed in Phases which are structured in the following segments: (i) Phase I – to provide 5.2 miles of double track from Ronkonkoma to west of Central Islip (near completion) and (ii) Phase 2 – to provide 1.3 miles of double track between Brentwood and Central Islip and 6.1 miles of double track between Farmingdale and Deer Park. The Double Track between Farmingdale and Ronkonkoma will also support Long Island wide resiliency by enabling the LIRR to provide enhanced Main Line Service options in conditions where either the north or south shore branches are compromised due to severe weather conditions.

## Staff Summary



Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon 					
Division & Division Head Name: Sr. Vice President-Operations David J. Kubicek 					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	5.23.16	X		
2	MTA Board	5.25.16	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President	3	Sr. VP/Engineering		
5	Executive VP	2	VP/Gen'l Counsel & Sec'y		
4	Sr. VP/Operations	1	VP/CFO		

<b>SUMMARY INFORMATION</b>	
Vendor Name TBD	Contract Number TBD
Description Purchase up to Twenty-four (24) Remanufactured Work Locomotives	
Total Amount \$TBD	
Contract Term (including Options, if any) TBD	
Options(s) included in Total Amount:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative:

**I. PURPOSE/RECOMMENDATION:**

Long Island Rail Road ("LIRR") requests MTA Board approval to (i) adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the remanufacture and delivery of twenty-four (24) Work Locomotives ("Work Locos") to support LIRR's operations, and (ii) add the Work Locos project to the 2010-2014 Capital Program. A base contract will be funded with the \$37M budget for the cancelled Alternative Diesel project. As additional funding is budgeted in future Capital Programs, a contract option will be available to be exercised to replace the balance of the 24 old Work Locos.

**II. DISCUSSION:**

LIRR's existing fleet of 19 MP-15 Work Locomotives and 5 SW-1001 Switcher Locomotives, were built by Electro Motive Diesel (EMD) in 1977. These Work Locos are superannuated and nearing the end of their useful life. A combination of robust design, modest duty cycles, and continuous care and maintenance has contributed to their longevity. Many of the Work Locos, which are largely used to support a number of the Railroad's Track Program Projects, have become increasingly unreliable creating a risk of unavailability, which in turn could adversely impact LIRR's Track and several other infrastructure State of Good Repair ("SOGR") Programs. Likewise, a number of the SW-1001 Locomotives, which are largely used in yards and as Protect Locomotives, are also becoming unreliable and expensive to operate and maintain. Additionally, spare parts for

## **Staff Summary**



both types of locomotives are becoming increasingly difficult to procure. Thus the existing Work Locos must be replaced.

LIRR secured the services of a consultant firm (STV) to perform a cost benefit analysis to determine if it would be more cost efficient to procure new or remanufactured Work Locos. STV has determined, based upon a number of factors, that LIRR should proceed with procuring remanufactured Work Locos that comply with the requirements of current exhaust emissions, crashworthiness, and other applicable Environmental Protection Agency (EPA) regulations, and which will include specific LIRR requirements for operation.

LIRR seeks to move forward with this new project and procurement to ensure the availability of these Locomotives to support on-going operations. The successful proposer will perform work consisting of the design, remanufacture, test and delivery of the Work Locos. LIRR fully expects there to be competition for this work as there are at least six known car builders qualified to remanufacture these Work Locos incorporating all of LIRR's requirements and furnish the necessary documentation and drawings.

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

MTA Department of Diversity and Civil Rights will determine goals for this procurement.

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

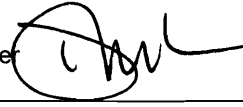
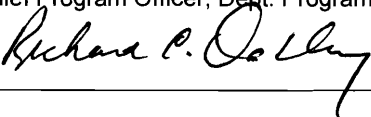
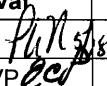





Monies are available to partially fund the Work Locos project in the 2010-2014 Capital Program because the Alternative Diesel Project is no longer being progressed. The base contract will allow for the replacement of the number of Locomotives that can be funded with the \$37M available from such discontinued Project. However, in order to replace the balance of the Work Locos, additional funding will be included in the 2020-2024 Capital Program. The base contract will therefore include an option to complete replacement of the 24 Work Locos, to be exercised only if additional funding is needed.

### **V. ALTERNATIVES:**

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB method limits the LIRR's ability to have pre-award discussions with manufacturers until after award, and as a result LIRR would lose the ability to negotiate life cycle costs and improvements to the fleet. The RFP process also allows the LIRR to consider factors such as proposer experience, plant capacity and locomotive reliability, in addition to price. Further, should LIRR not undertake this project and continue to depend on these unreliable locomotives, the progression of major infrastructure work will be at risk, and the continued expense to maintain will continue to increase.

## Staff Summary



<b>Item Number:</b> 4					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics dept.					
Dennis L. Mahon, Chief Procurement Officer 					
<b>Division &amp; Division Head Name:</b> Long Island Rail Road					
Richard Oakley, Chief Program Officer, Dept. Program Management					
Signature & Date  5/17/16					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	LI Committee	5.23.16	x		
2	MTA Board	5.25.16	x		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
6	President 	3	Sr. VP Engineering 		
5	Executive VP 	2	VP/CFO 		
4	Sr. VP Operations 	1	VP/Gen'l Counsel & Sec'y 		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
Railroad Construction Company /Citnalta Construction Corp - Joint Venture ("RCC/Citnalta-JV")	6202
<b>Description:</b> Hicksville Improvements	
<b>Total Amount</b>	
\$56,665,899 (includes option = \$5,754,699)	
<b>Contract Term (including Options, if any)</b>	
668 consecutive calendar days	
<b>Options(s) included in Total Amount:</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b>	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b>	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative:****I. PURPOSE/RECOMMENDATION:**

Pursuant to a competitive Request For Proposals ("RFP"), Long Island Rail Road ("LIRR") requests MTA Board approval to award a firm fixed price contract to Railroad Construction Company / Citnalta Construction Corp - Joint Venture ("RCC/Citnalta-JV"), in the amount of \$56,665,899 (\$50,911,200 plus option \$5,754,699) to provide construction services for the Hicksville Improvements Project. Included in the project are Hicksville Station Rehabilitation and support work for the North Track Siding. The LIRR's Hicksville Station Platforms and its amenities were built in 1961 and have undergone more than 50 years of heavy usage, exposure to harsh weather conditions, and are well past their useful life. The extension of the North Track Siding will provide much needed infrastructure improvements at this key location in Nassau County, supporting enhanced operational flexibility.

The primary objective of the Hicksville Station Improvements ("the Project") is to rehabilitate the substructure, replace the platforms and station elements to ensure ADA-compliant accessibility, enhance passenger and employee safety, and provide LIRR passengers with an improved station environment. The North Track Siding ("NTS") will support the improvement of main line service with added storage capacity and ability to recover from disruptions. This contract will include those provisions of the 2013 Project Labor Agreement between the MTA LIRR and the Buildings and Construction Trades Council of Nassau and Suffolk Counties.

## Staff Summary



The contract requires RCC/Citnalta-JV to provide all services, labor, material, equipment and facilities required to complete the Work identified in the contract documents. The station work includes demolition and replacement of: two 12-car center island platforms, canopy roof system and drainage, platform waiting rooms, staircases, escalators, lighting, communications and signage. Additionally, two new elevators will be installed in the ground-level plaza as well as a new CCTV security system. The new platforms will include embedded tubing to support the future addition of an Automated Snow and Ice Melt System (ASIMS). A contract option exists for the full installation of the ASIMS valued at \$5,754,699, which can be exercised at the discretion of the Long Island Rail Road, with the approval of MTA. The NTS work includes construction of a retaining wall to support the NTS extension, traction power ductbank systems, pre-wired signal hut and case, new signal components and removal of an existing signal bridge. LIRR forces will install all related track work and switch installations, signal system upgrade, third rail power, and other infrastructure upgrades for passenger train service.

## **II. DISCUSSION:**

The MTA Board approved the use of the RFP process at its April 2015 meeting. In July 2015 LIRR advertised this RFP in the New York State Contract Reporter, the New York Post, and the MTA website. Proposals were submitted by four (4) proposers: (i) Michels Corporation, (ii) EE Cruz Co. Inc., (iii) Judlau Contracting Inc. and, (iv) RCC/Citnalta-JV.

On September 24, 2015, the LIRR Technical Evaluation Committee (“TEC”) met to discuss and evaluate each firm’s technical proposals which concluded with all four firms being invited to provide oral presentations and further clarifications. At the conclusion of these presentations, the TEC reconvened and evaluated all four firm’s technical capabilities. The TEC concluded that RCC/Citnalta-JV’s proposal and oral presentation was superior when evaluated against the RFP technical criteria, which included demonstrated ability to meet the schedule, technical approach, and the qualifications and experience of the company and project team. Michels Corporation was also found to be technically compliant with the requirements of the project, but demonstrated less experience performing construction within an active Railroad Station. Additional meetings were held with both firms to discuss their technical capability and any alternate work methods/approaches that they believed would reduce the overall schedule and produce project savings.

At the conclusions of these meetings, BAFOs were requested from the two shortlisted firms (RCC/Citnalta-JV and Michels Corporation).

On January 13, 2016, updated cost proposals with the requested information were received. They were (inclusive of option): RCC/Citnalta-JV \$60,672,883.00 and Michels Corporation \$60,703,580.00. RCC/C-JV further adjusted their cost proposal by \$515,999.20, further reducing their proposal from \$60,672,883.00 to \$60,156,883.80 (inclusive of contract option).

On April 26, 2016, a second round of BAFO’s was requested from both Michels Corporation and RCC/Citnalta-JV. This BAFO round was predicated on advising both firms that the Rail Road has identified an opportunity to increase productivity by providing continuous exclusive access to both

## Staff Summary



Platform A and Station Track 1 during the summer of 2017. The dedicated outage currently anticipated to be Memorial Day to Labor Day would enable the successful proposer to maximize the opportunity to accelerate construction on Platform A. Therefore, proposers were requested to submit a revised proposal reflecting an accelerated schedule commitment with a goal not to exceed 730 calendar days.

On May 3, 2016, updated cost proposals representing accelerated schedules were received. They are (inclusive of option): RCC/Citnalta-JV \$56,665,899.00 with the accelerated schedule commitment of 668 Calendar days and Michels Corporation \$60,112,446.05 with the accelerated schedule commitment of 700 Calendar days. LIRR review of the BAFO's concluded with RCC/Citnalta-JV's proposal being \$3,446,547.05 lower than Michels Corporation and 32 days shorter in duration.

Overall, the BAFO evaluation process concluded with the finding that RCC/Citnalta-JV's proposal was superior by; (i) demonstrating strong competency and understanding of the Project, (ii) possessing extensive corporate experience with work of similar magnitude, and (iii) proposing a superior project team and key personnel that meets or exceeds the requirements of the contract. Moreover, RCC/Citnalta-JV also offered the most competitive price to the railroad.

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

MTA's department of Diversity and Civil Rights has set 15% MBE and 15% WBE goals for this contract. RCC/Citnalta-JV has proposed achieving 30.82% of the targeted MWDBE goals as 19.79% MBE and 11.03% WBE. On previous MTA contracts, Citnalta Construction Corp has achieved its targeted MWDBE goals. As for Railroad Construction, they have not completed any MTA contracts with goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

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

Funding for the base work of this contract is included in LIRR's 2005 - 2009 Capital Program.

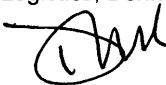
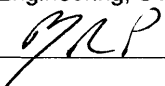
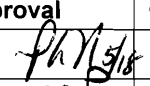
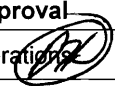
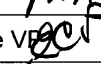
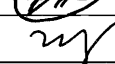
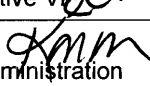
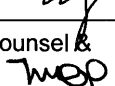
### **V. ALTERNATIVES:**

There are no alternatives, since LIRR does not have the ability to undertake the construction of the Hicksville Station Improvement project with in-house forces.

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

## Staff Summary



<b>Item Number:</b> 5					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date 					
<b>Division &amp; Division Head Name:</b> Engineering, SVP Bruce Pohlot					
Division Head Signature & Date 					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	5.23.16	X		
2	MTA Board	5.25.16	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President 	3	Sr. VP/Operations 		
5	Executive VP 	2	VP/CFO 		
4	Sr VP/Administration 	1	VP/Gen'l Counsel & Sec'y 		

SUMMARY INFORMATION	
<b>Vendor Name</b> Skanska-Posillico II (Joint Venture)	<b>Contract Number</b> 6229
<b>Description</b> Design/Build Services for Mainline Double Track Ronkonkoma Branch Phase II	
<b>Total Amount</b> \$56,015,000 + \$3,660,000 Option = Total \$59,675,000	
<b>Contract Term (including Options, if any)</b> 588 consecutive calendar days (Base Work plus Option)	
<b>Options(s) included in Total Amount:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### Narrative

#### I. PURPOSE/RECOMMENDATION:

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Public Works contract to Skanska-Posillico II (Joint Venture) in the amount of \$59,675,000 (Base plus Option) to provide Design-Build Services for a new second track to be constructed on the Main Line Ronkonkoma Branch, from Central Islip to Farmingdale ("Phase II"). Currently, the Main Line east of Farmingdale is mostly single track, with selected passing sidings, and double track sections at the majority of the stations between Farmingdale and Ronkonkoma. The overall goal of this project, including the preceding Phase I, is to construct a full second track to Ronkonkoma which will (i) eliminate the current LIRR operational limitations by increasing service reliability and on-time performance along the Main Line from Farmingdale to Ronkonkoma; (ii) provide for faster recovery time following service incidents; and, (iii) allow LIRR to provide frequent off peak service in both the east and west bound directions. When the entire Main Line Double Track Project is complete, 12.6 miles of double track will be added to the existing 5.3 miles of double track along the 17.9 mile corridor from Farmingdale to Ronkonkoma, as well as any required/associated infrastructure needed along the way. This project is to be completed in Phases which are structured in the following segments: (i) Phase I – to provide 5.2 miles of double track from Ronkonkoma to west of Central Islip (near completion) and (ii) Phase 2 – to provide 1.3 miles of double track between Brentwood and Central Islip and 6.1 miles of double track between Farmingdale and Deer Park. The Double Track between Farmingdale and Ronkonkoma will also support Long Island wide resiliency by enabling the LIRR to provide enhanced Main Line Service options in conditions where either the north or south shore branches are compromised due to severe weather conditions.

#### II. DISCUSSION:

At this time, LIRR seeks approval to award Phase II (which is funded under the 2015-2019 Capital Program) of the overall project.

## **Staff Summary**



The Contract requires Skanska-Posillico to progress the preliminary design drawings developed by LIRR to a final design and to provide engineering and construction services as required to complete construction of the new Main Line Second Track (Phase II). This Phase II contract will be included in the existing Project Labor Agreement with the LIRR/Construction and Trades Council of Nassau and Suffolk Counties.

The use of a “Request for Proposal” (RFP) process for this procurement was approved by the MTA Board at the January 2016 session. On January 21, 2016, LIRR publicly advertised an RFP for this project in the New York State Contract Reporter, N.Y. Post, and on the MTA website. Proposals were submitted by four (4) firms: Halmar – Schiavone (Joint Venture); RCC; Skanska-Posillico (Joint Venture); and Tully Construction.

LIRR conducted technical evaluations of the firms’ offerings. As a result, Skanska-Posillico II was ranked significantly higher than other proposers. Their technical proposal demonstrated plans to maintain an aggressive schedule, utilized effective means and methods, and met the RFP’s experience requirements. The other firm’s technical proposals addressed these items to a certain degree; however, Skanska-Posillico II provided the most comprehensive and realistic approach to the project and its challenges. When cost subsequently was factored into the overall evaluation, Skanska-Posillico II was still the top-ranked firm by a significant margin.

Discussions with Skanska involved cost-saving initiatives and methods to compress the project schedule. This included the ability to start work almost immediately as the firm is already mobilized on site as the Phase I contractor, a streamlined design process, extended work hours, increasing the permissible work zones and lengths, and expediting the manufacture and delivery of track switches and switch machines. Consequently, Skanska-Posillico committed to accelerating Substantial Completion by approximately four (4) months which would permit LIRR to install track work and infrastructure systems ahead of schedule. Also, LIRR requested additional preparatory work be included as a contract option in order to ensure that the subsequent infrastructure work can start ahead of schedule. Skanska-Posillico’s final pricing was \$56,015,000 plus \$3,660,000 for the additional civil work (to be an Option in the contract), for a total of \$59,675,000, or 10% less than LIRR’s estimate. When compared to the other firms, Skanska-Posillico provided the proposal that was determined to be the most advantageous to LIRR in terms of approach and risk allocation, and their pricing was deemed to be “fair and reasonable.”

Skanska and Posillico have been reviewed and determined to be responsible contractors.

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

The MTA Department of Diversity and Civil Rights (DDCR) have established 15% MBE and 15% WBE goals for this project. Contract will not be awarded until Skanska-Posillico II’s M/WBE Plan has been approved by the MTA Department of Diversity and Civil Rights. Skanska and Posillico have both achieved previous MWDBE goals on previous MTA contracts.

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

This contract will be funded by the LIRR 2015-2019 Capital Budget.

### **V. ALTERNATIVES:**

There are no alternatives, since LIRR does not have the ability to undertake the design and construction of this entire project with in-house forces.

**LONG ISLAND RAILROAD COMMITTEE**

**MTA BOARD**

**PROCUREMENT PACKAGE**

**MAY 2016**

Staff Summary



<b>Subject</b>	Request for Authorization to Award Various 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	5/23/16	X		
2	Board	5/25/16	X		

<b>Date:</b> May 11, 2016			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<b>Contract Manager Name</b> Various			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	President 	3	Executive Vice President 
2	Vice President, Program Controls 	1	Chief Procurement Officer 

**PURPOSE**

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

**DISCUSSION**

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

**Schedules Requiring Majority Vote:**

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 4,000,000
<b>SUBTOTAL</b>	1	\$ 4,000,000

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

**Schedules Requiring Majority Vote:**

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 808,300
<b>SUBTOTAL</b>	1	\$ 808,300
<b>TOTAL</b>	2	\$ 4,808,300

**Budget Impact:**

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

**Recommendation:**

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

**MTA Capital Construction Company**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

MAY 2016

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

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

- |    |  |                     |                                      |
|----|--|---------------------|--------------------------------------|
| 1. | <b>Schindler Elevator Corporation</b><br><b>Contract No. VM014</b><br><b>Modification No. 10</b> | <b>\$ 4,000,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|---------------------|--------------------------------------|

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests the Board approve a modification to the Contract which will settle a claim by the contractor for delays associated with the creation of Contracts CM014B and CM007.

**Schedule I: Modifications to Purchase and Public Work Contracts  
Item Number 1**

<b>Vendor Name (&amp; Location)</b> Schindler Elevator Corporation (New York, NY)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Contract Number</b></td> <td style="width: 50%;"><b>AWO/Modification #s</b></td> </tr> <tr> <td>VM014</td> <td>10</td> </tr> </table>	<b>Contract Number</b>	<b>AWO/Modification #s</b>	VM014	10		
<b>Contract Number</b>	<b>AWO/Modification #s</b>						
VM014	10						
<b>Description</b>  Vertical Circulation Elements for the East Side Access Project	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Original Contract Amount:</b></td> <td style="width: 50%; text-align: right;">\$ 24,077,558</td> </tr> <tr> <td><b>Original Option Amounts:</b></td> <td style="text-align: right;">\$ 46,213,875</td> </tr> <tr> <td><b>Original Board Approved Amount:</b></td> <td style="text-align: right;">\$ 70,291,433</td> </tr> </table>	<b>Original Contract Amount:</b>	\$ 24,077,558	<b>Original Option Amounts:</b>	\$ 46,213,875	<b>Original Board Approved Amount:</b>	\$ 70,291,433
<b>Original Contract Amount:</b>	\$ 24,077,558						
<b>Original Option Amounts:</b>	\$ 46,213,875						
<b>Original Board Approved Amount:</b>	\$ 70,291,433						
<b>Contract Term (including Options, if any):</b>  4,460 Days	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Prior Modifications:</b></td> <td style="width: 50%; text-align: right;">\$ 9,201,789</td> </tr> <tr> <td><b>Exercised Options:</b></td> <td style="text-align: right;">\$ 20,914,101</td> </tr> <tr> <td><b>Prior Budgetary Increases:</b></td> <td style="text-align: right;">\$ 0</td> </tr> </table>	<b>Prior Modifications:</b>	\$ 9,201,789	<b>Exercised Options:</b>	\$ 20,914,101	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Prior Modifications:</b>	\$ 9,201,789						
<b>Exercised Options:</b>	\$ 20,914,101						
<b>Prior Budgetary Increases:</b>	\$ 0						
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Current Amount:</b></td> <td style="width: 50%; text-align: right;">\$ 54,193,448</td> </tr> </table>	<b>Current Amount:</b>	\$ 54,193,448				
<b>Current Amount:</b>	\$ 54,193,448						
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>This Request</b></td> <td style="width: 50%; text-align: right;">\$ 4,000,000</td> </tr> </table>	<b>This Request</b>	\$ 4,000,000				
<b>This Request</b>	\$ 4,000,000						
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>% of This Request to Current Amount:</b></td> <td style="width: 50%; text-align: right;">7.4%</td> </tr> </table>	<b>% of This Request to Current Amount:</b>	7.4%				
<b>% of This Request to Current Amount:</b>	7.4%						
<b>Funding Source</b>  <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>% of Modifications (including This Request) to Original Board Approved Amount:</b></td> <td style="width: 50%; text-align: right;">1.9%</td> </tr> </table>	<b>% of Modifications (including This Request) to Original Board Approved Amount:</b>	1.9%				
<b>% of Modifications (including This Request) to Original Board Approved Amount:</b>	1.9%						
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access/William Goodrich, P.E.							

**Discussion:**

The work under this Contract includes the engineering support, fabrication, installation, and interim and long term service and maintenance of all of the elevators and escalators for the LIRR East Side Access (ESA) Project at Grand Central Terminal. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract which will settle a claim by the contractor for delays associated with the creation of Contracts CM014B and CM007.

The VM014 Contract was awarded in the Fall of 2010 and requires the contractor to fabricate, deliver, install, and maintain 22 elevators and 47 escalators for the East Side Access Project. In that regard, and in order to coordinate installation and in-contract maintenance of the escalators and elevators, the VM014 contractor was required to enter into subcontracts with the CM012 and CM014 prime contractors at fixed prices established under the VM014 Contract based on the anticipated schedules of those prime contracts. Since that time, those prime contracts have been repackaged into multiple contracts and the VM014 contractor is now obligated to enter into subcontracts with the contractors for CM007, Grand Central Terminal Station Caverns and Track and, CM014B, GCT Concourse and Facilities Fit-out, to perform the escalator and elevator work required under those contracts.

This modification resolves claims submitted by the VM014 Contractor associated with the repackaging of Contracts CM012 and CM014 and the creation of Contracts CM014B and CM007. The VM014 Contractor incurred delays of approximately 53 months during the creation and award of these new packages, during which time the Contractor was required to participate in the planning, repackaging and finalizing of the scope of the escalator and elevator work in Contracts CM014B and CM007. During the delay period the Contractor incurred field office overhead and management personnel costs that were not anticipated in the original Contract. The Contractor also had to provide storage for already-fabricated long-lead equipment (high-rise escalator motors), and incurred extended bond and insurance costs due to the longer contract duration.

The Contractor submitted a claim totaling \$6.5M while MTACC's estimate was \$3.5M. Negotiations were held and the parties agreed to a cost of \$4M which is considered fair and reasonable.

MAY 2016

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

2.	Harold Structures Joint Venture Contract No. CH057A Modification No. 21	\$ 808,300	<u>Staff Summary Attached</u>
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In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to demolish a 638 foot section of 12kV ductbank and remove various cables.

**Schedule K: Ratification of Completed Procurement Actions**  
**Item Number 2**

<b>Vendor Name (&amp; Location)</b> Harold Structures Joint Venture (Secaucus, NJ)	<b>Contract Number</b> CH057A	<b>AWO/Modification #</b> 21
<b>Description</b> Harold Structures Part 3A for the East Side Access Project		
<b>Contract Term (including Options, if any)</b> 26 Months		
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A		
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input 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.		

<b>Original Amount:</b>	\$	104,300,000
<b>Prior Modifications:</b>	\$	11,215,580
<b>Prior Budgetary Increases:</b>	\$	0
<b>Current Amount:</b>	\$	115,515,580
<b>This Request</b>	\$	808,300
<b>% of This Request to Current Amount:</b>		0.7%
<b>% of Modifications (including This Request) to Original Amount:</b>		11.5%

**Discussion:**

This Contract is for the construction of a jacked shield tunnel, approach structures, direct fixation track and electrical systems for the westbound bypass structure for the East Side Access (“ESA”) project to be located along the mainline tracks at F Interlocking and Harold Interlocking. Contract work also includes the installation of catenary and signal bridges along the Westbound Bypass alignment. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification to the Contract to demolish a 638 foot section of 12kV ductbank and remove various cables.

Approximately 300 feet of decommissioned 12kV ductbank and some motor generator feeder and negative return cables are interfering with the installation of soldier piles for the westbound bypass structure. Another 338 feet of decommissioned ductbank will interfere with the construction of the Track A approach structure. Removal of this decommissioned ductbank and cables is required to complete these installations and the removal work is not included in any of the ESA contracts. Because the CH057A contractor will be installing the soldier piles for the westbound bypass structure, it is best suited to remove the interfering ductbank and cables. Moreover, while the Tack A approach structure will be installed under a future contract, it will be more efficient from a cost and time perspective for the CH057A to demolish the additional 338 feet of ductbank associated with that work simultaneously.

The Contractor submitted a cost proposal of \$816,693 for the work outlined above while the MTACC project estimate was \$744,161. Negotiations were held, and the parties agreed to \$808,300 which is considered fair and reasonable. There is no time impact associated with this Modification.

In order to not delay the excavation of the Westbound Bypass East Approach, the President approved a limited Retroactive Memorandum on March 25, 2016 and the Contractor was directed to proceed with the Work up to the not-to-exceed amount of \$400,000. Authorization to proceed with the remainder of the Work under this Modification will be given upon Board ratification of this Modification.



# LONG ISLAND RAIL ROAD



## Monthly Operating Report April 2016

**Patrick Nowakowski**  
President

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05/23/16 \*\*\*\*\*

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<b>Performance Summary</b>			<b>2016 Data</b>			<b>2015 Data</b>	
			Annual	YTD thru		YTD thru	
			Goal	April	April	April	April
<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>94.4%</b>	<b>93.4%</b>	<b>93.9%</b>	<b>90.4%</b>
		AM Peak		98.1%	93.7%	93.8%	85.9%
		PM Peak		94.4%	91.0%	90.8%	85.3%
		<b>Total Peak</b>		<b>96.4%</b>	<b>92.4%</b>	<b>92.3%</b>	<b>85.6%</b>
		Off Peak Weekday		94.4%	93.4%	93.8%	90.7%
		Weekend		92.1%	94.7%	96.6%	95.5%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>93.9%</b>	<b>91.9%</b>	<b>92.6%</b>	<b>93.6%</b>	<b>90.2%</b>
		AM Peak		98.7%	94.7%	94.7%	85.8%
		PM Peak		95.2%	89.0%	90.9%	85.4%
		<b>Total Peak</b>		<b>97.1%</b>	<b>92.0%</b>	<b>93.0%</b>	<b>85.6%</b>
		Off Peak Weekday		93.6%	93.6%	93.1%	91.0%
		Weekend		76.1%	91.0%	96.1%	95.7%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>96.6%</b>	<b>97.8%</b>	<b>96.8%</b>	<b>98.0%</b>	<b>95.1%</b>
		AM Peak		98.3%	94.7%	95.0%	87.3%
		PM Peak		98.9%	96.7%	98.0%	93.9%
		<b>Total Peak</b>		<b>98.6%</b>	<b>95.6%</b>	<b>96.4%</b>	<b>90.2%</b>
		Off Peak Weekday		98.1%	97.5%	98.4%	96.0%
		Weekend		96.3%	96.8%	98.9%	97.8%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>92.5%</b>	<b>93.9%</b>	<b>91.5%</b>	<b>91.0%</b>	<b>87.4%</b>
		AM Peak		98.1%	93.5%	91.8%	83.3%
		PM Peak		94.2%	89.7%	86.7%	81.4%
		<b>Total Peak</b>		<b>96.2%</b>	<b>91.6%</b>	<b>89.3%</b>	<b>82.3%</b>
		Off Peak Weekday		91.7%	88.9%	89.3%	85.5%
		Weekend		94.9%	94.7%	95.5%	94.1%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>96.5%</b>	<b>96.9%</b>	<b>96.2%</b>	<b>96.5%</b>	<b>94.3%</b>
		AM Peak		98.6%	97.2%	98.2%	92.6%
		PM Peak		95.8%	93.1%	93.9%	89.6%
		<b>Total Peak</b>		<b>97.2%</b>	<b>95.3%</b>	<b>96.2%</b>	<b>91.1%</b>
		Off Peak Weekday		96.8%	96.6%	96.6%	94.6%
		Weekend		96.5%	96.2%	96.7%	96.6%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.9%</b>	<b>96.4%</b>	<b>95.3%</b>	<b>94.5%</b>	<b>92.2%</b>
		AM Peak		98.4%	96.3%	94.7%	87.9%
		PM Peak		97.8%	93.0%	92.1%	88.1%
		<b>Total Peak</b>		<b>98.1%</b>	<b>94.8%</b>	<b>93.5%</b>	<b>88.0%</b>
		Off Peak Weekday		96.7%	95.1%	94.1%	92.3%
		Weekend		93.4%	96.5%	97.3%	96.9%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>90.8%</b>	<b>92.3%</b>	<b>91.9%</b>	<b>94.6%</b>	<b>89.0%</b>
		AM Peak		94.6%	88.3%	94.9%	85.4%
		PM Peak		92.1%	92.0%	92.8%	85.7%
		<b>Total Peak</b>		<b>93.4%</b>	<b>90.1%</b>	<b>93.8%</b>	<b>85.6%</b>
		Off Peak Weekday		93.8%	93.0%	94.2%	89.0%
		Weekend		88.4%	91.6%	99.2%	93.4%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>94.1%</b>	<b>96.5%</b>	<b>92.9%</b>	<b>96.3%</b>	<b>91.7%</b>
		AM Peak		99.3%	95.7%	98.1%	90.6%
		PM Peak		93.7%	87.8%	88.6%	81.9%
		<b>Total Peak</b>		<b>96.7%</b>	<b>92.0%</b>	<b>93.7%</b>	<b>86.6%</b>
		Off Peak Weekday		95.7%	92.1%	97.1%	92.6%
		Weekend		98.0%	95.6%	98.8%	96.8%

Performance Summary		2016 Data			2015 Data	
		Annual	YTD thru		YTD thru	
		Goal	April	April	April	April
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>90.9%</b>	<b>91.7%</b>	<b>88.7%</b>	<b>92.2%</b>	<b>85.4%</b>
	AM Peak		97.6%	89.3%	93.2%	80.6%
	PM Peak		95.2%	89.5%	91.6%	83.1%
	<b>Total Peak</b>		<b>96.5%</b>	<b>89.4%</b>	<b>92.4%</b>	<b>81.8%</b>
	Off Peak Weekday		87.1%	84.7%	89.9%	82.5%
	Weekend		94.8%	95.7%	97.3%	95.2%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.3%</b>	<b>95.3%</b>	<b>94.9%</b>	<b>93.6%</b>	<b>91.2%</b>
	AM Peak		99.2%	95.2%	93.7%	88.1%
	PM Peak		92.2%	89.7%	88.0%	80.9%
	<b>Total Peak</b>		<b>95.6%</b>	<b>92.4%</b>	<b>90.8%</b>	<b>84.4%</b>
	Off Peak Weekday		93.7%	94.7%	93.5%	91.4%
	Weekend		98.1%	98.1%	97.5%	98.1%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>91.6%</b>	<b>93.3%</b>	<b>91.4%</b>	<b>90.5%</b>	<b>86.2%</b>
	AM Peak		96.6%	89.5%	87.1%	78.7%
	PM Peak		92.1%	92.6%	89.2%	85.4%
	<b>Total Peak</b>		<b>94.5%</b>	<b>90.9%</b>	<b>88.1%</b>	<b>81.9%</b>
	Off Peak Weekday		94.1%	91.5%	91.8%	87.6%
	Weekend		89.5%	91.9%	91.5%	89.6%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.8%</b>	<b>96.8%</b>	<b>96.1%</b>	<b>96.9%</b>	<b>94.8%</b>
	AM Peak		99.0%	95.4%	96.4%	92.4%
	PM Peak		92.1%	91.1%	92.4%	88.4%
	<b>Total Peak</b>		<b>95.2%</b>	<b>93.0%</b>	<b>94.2%</b>	<b>90.2%</b>
	Off Peak Weekday		98.2%	98.2%	97.6%	96.2%
	Weekend		94.4%	95.6%	99.3%	97.4%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>20,080</b>	<b>80,278</b>	<b>20,357</b>	<b>80,379</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-11.3	-13.3	-11.3	-13.4
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			148	972	179	1,643
<b>Trains Canceled</b>			43	520	92	618
<b>Trains Terminated</b>			37	197	33	270
<b>Percent of Scheduled Trips Completed</b>			99.6%	99.1%	99.4%	98.9%
<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	99.0%			
		PM Peak	98.6%			
		<b>Total Peak</b>	<b>98.8%</b>			

System Categories Of Delay	% Total	March	2016 Data		2015 Data		YTD 2016 Vs 2015
			April	YTD Thru April	April	YTD Thru April	
Engineering (Scheduled)	0.4%	58	5	153	57	147	6
Engineering (Unscheduled)	10.6%	93	118	530	63	583	(53)
Maintenance of Equipment	6.4%	120	71	572	69	511	61
Transportation	1.2%	32	13	132	19	139	(7)
Capital Projects	11.2%	15	125	159	18	31	128
Weather and Environmental	5.6%	24	62	1,296	41	2,582	(1,286)
Police	14.1%	157	157	492	302	809	(317)
Customers	33.1%	303	370	1,137	346	1,162	(25)
Other	10.9%	169	122	515	109	604	(89)
3rd Party Operations	6.6%	43	74	297	219	1,134	(837)
<b>Total</b>	<b>100.0%</b>	<b>1,014</b>	<b>1,117</b>	<b>5,283</b>	<b>1,243</b>	<b>7,702</b>	<b>(2,419)</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
3-Apr	Sun	Various delays system wide due to heavy winds							48	2		48	2	
4-Apr	Mon	Train 2860 struck a temporary wall in Atlantic Terminal				2	2	2	3		5	5	2	7
10-Apr	Sun	No. 6017 struck a trespasser at Freeport							6	8	2	6	8	2
12-Apr	Tues	Switch trouble in Queens Interlocking				16			4			20		
18-Apr	Mon	Amtrak related loss of supervisory system between Harold and Penn Station							30	13	10	30	13	10
20-Apr	Wed	Crossing protection malfunction at Little Neck Parkway				6			4			10		
22-Apr	Fri	Train 140 with door trouble in Jamaica				9			2			11		
23-Apr	Sat	Down wires east of Valley Stream							10	7	4	10	7	4
24-Apr	Sun	Track condition west of Kew Gardens							18			18		
30-Apr	Sat	Concrete Tie Scheduled Track Work							20			20		
TOTAL FOR MONTH			0	0	0	33	2	2	145	30	21	178	32	23
												233		

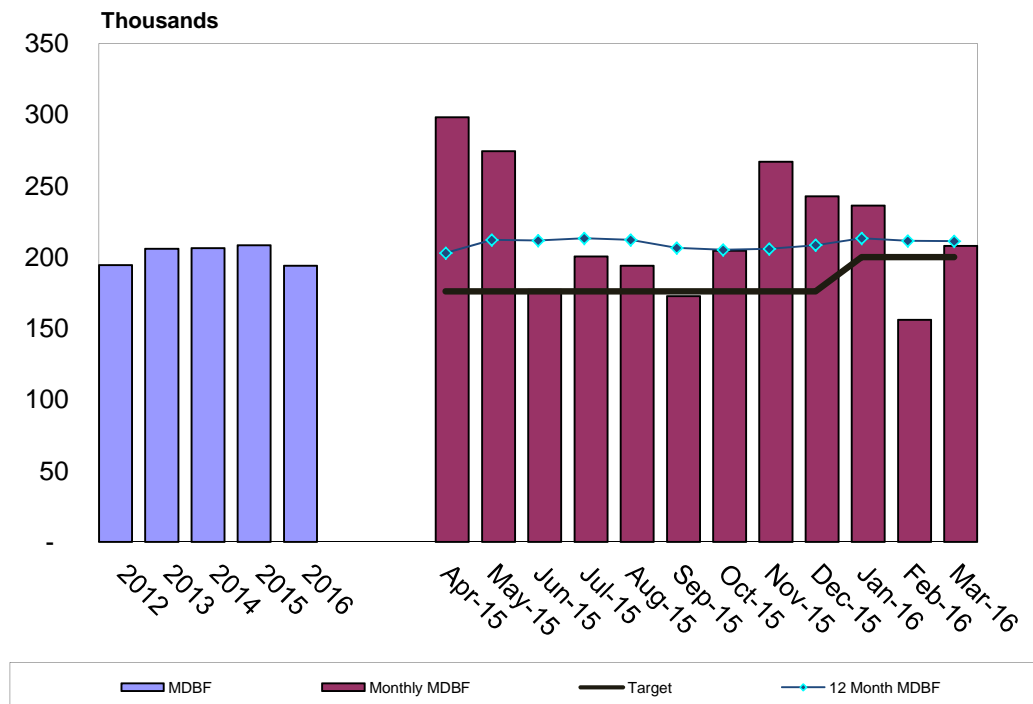
## Long Island Rail Road

### MEAN DISTANCE BETWEEN FAILURES

			2016 Data					2015 Data		
			MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
	Equip- ment Type	Total Fleet Size								
Mean Distance Between Failures	M-3	150	75,000	88,162	6	85,859	70,073	54,056	10	56,277
	M-7	836	460,000	495,283	11	396,413	453,880	667,686	8	531,254
	DM	21	22,000	28,269	3	26,840	30,703	18,103	4	12,672
	DE	24	22,000	9,745	9	13,666	21,100	29,430	3	23,989
	C-3	134	100,000	177,406	4	124,144	131,048	98,945	7	92,474
	Diesel	179	60,000	55,133	16	57,532	72,220	60,951	14	51,042
	Fleet	1,165	200,000	207,855	33	193,848	211,126	210,480	32	185,018

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

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





### Standee Report

#### East Of Jamaica

East Of Jamaica			2016 Data	
			April	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	18
		Total Standees	2	18
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	12	4
		Total Standees	52	4
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	30	65
		Total Standees	30	65
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	11	16	
	Total Standees	11	16	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			97	103

#### 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 APRIL 2016

### Standee Report

West Of Jamaica			2016 Data	
			April	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	21
		<b>Total Standees</b>	<b>1</b>	<b>21</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		<b>Total Standees</b>	<b>4</b>	<b>0</b>
	Huntington Branch	Program Standees	0	0
		Add'l Standees	6	48
		<b>Total Standees</b>	<b>6</b>	<b>48</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	29
		<b>Total Standees</b>	<b>0</b>	<b>29</b>
	Long Beach Branch	Program Standees	28	0
		Add'l Standees	19	0
		<b>Total Standees</b>	<b>47</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	30	65
		<b>Total Standees</b>	<b>30</b>	<b>65</b>
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	10	4
		<b>Total Standees</b>	<b>10</b>	<b>4</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	16	0
		<b>Total Standees</b>	<b>16</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>112</b>	<b>167</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 APRIL 2016

Elevator Availability		2016		2015	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	99.20%	98.90%	98.70%	97.90%
	Far Rockaway Branch	98.70%	98.80%	99.40%	99.20%
	Hempstead Branch	99.70%	99.10%	99.60%	99.40%
	Long Beach Branch	99.70%	99.50%	99.60%	95.80%
	Port Jefferson Branch	88.80%	98.50%	99.00%	98.60%
	Port Washington Branch	99.10%	98.80%	99.00%	99.20%
	Ronkonkoma Branch	99.50%	98.60%	99.00%	99.20%
	City Terminal Stations	98.70%	97.40%	93.90%	97.60%
	Overall Average	98.10%	98.40%	97.60%	98.10%

Escalator Availability		2016		2015	
		April	Year to Date	April	Year to Date
Branch	Babylon Branch	97.90%	97.70%	98.50%	98.10%
	Far Rockaway Branch	98.90%	98.00%	98.70%	98.80%
	Hempstead Branch	98.50%	95.80%	98.90%	99.20%
	Long Beach Branch	98.90%	98.20%	97.60%	98.30%
	Port Jefferson Branch	98.40%	97.20%	91.20%	90.50%
	City Terminal	99.90%	99.50%	96.50%	98.90%
	Overall Average	99.00%	98.50%	97.20%	98.00%

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

<b>Elevators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>	<b>Entrapment</b>
There were no incidents reported on Elevators in the month of May 2016			

<b>Escalators</b>	<b>Mechanical Injury</b>	<b>Human Factor Injury</b>
<b>Bellmore</b>	0	1
<b>Jamaica</b>	0	1
<b>Hicksville</b>	0	1

**Definitions:**

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

# Safety Report

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

Performance			
Performance Indicator	12-Month Average		
	April 2014-March 2015	April 2015-March 2016	% Change
FRA Reportable Customer Accident Rate per Million Customers	4.40	4.27	-3%
FRA Reportable Employee Lost Time Injury Rate per 200,000 worker hours	3.79	3.20	-16%

Grade Crossing Incidents <sup>1</sup>	7	15	114%
Mainline FRA Reportable Train Derailments	0	0	0%
Mainline FRA Reportable Train Collisions	1	2	100%

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

Leading Indicators				
Employee: Focus on C3RS	2015		2016	
	March	Year end	March	Year to Date
Total Reports Received	0	90	0	22
Total Reports Reviewed by PRT	0	64	0	37
Total Reports that Meet C3RS Program Criteria	0	22	0	17
Total Corrective Actions being Developed	0	4	0	6
Total Corrective Actions Implemented	0	0	0	0
Customer and Community: Focus on Grade Crossings	March	Year to Date	March	Year to Date
Broken Gates	14	36	8	25
MTA Police Details	148	174	50	154
Summons	174	217	179	420
Warnings	46	64	74	243
Arrests	0	0	2	3
Community Education and Outreach	6,866	25,154	9,240	26,334
			Goal	YTD as % of Goal
Cameras on Rolling Stock	Scheduled to Begin in December		TBD	TBD

## Definitions:

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

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

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

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

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

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

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



# **Long Island Rail Road**

## **Monthly Financial Report**

**March 2016**

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

**SUMMARY**

March YTD operating results were favorable by \$27.2 million or 9.2% lower than the Adopted Budget.

Non-Reimbursable revenues through March were \$1.3 million or 0.7% above the Adopted Budget due to higher ridership. Total Non-Reimbursable expenses through March were \$25.9 million lower than projected due to timing of non-payroll related expenses of \$20.4 million and lower labor expenses as a result of vacant positions and associated fringe costs of \$10.2 million, partially offset by higher Depreciation of \$(2.8) million, Other Post-Employment benefits of \$(1.7) million and Environmental Remediation \$(0.2) million.

YTD capital and other reimbursable expenditures (and reimbursements) were on budget.

**REVENUE/RIDERSHIP**

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$245.1 were \$1.2 or 0.5% favorable to budget.

- **Y-T-D Farebox Revenues** were \$1.8 favorable to budget due to higher ridership. Ridership through March was 20.9 million. This was 3.9% above 2015 (adjusted for same number of calendar work days) and 1.2% higher than the 2016 budget.
- **Y-T-D Other Operating Revenues** were \$(0.5) unfavorable to budget due to timing of advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were on budget.

**EXPENSES**

Year-to-date March **Total Expenses** (including depreciation and other) of \$512.3 were favorable to budget by \$25.9 or 4.8%.

**Labor Expenses**, \$4.0 favorable Y-T-D.

- **Payroll**, \$6.5 favorable Y-T-D (primarily vacant positions and lower vacation pay accruals).
- **Overtime**, \$(5.3) unfavorable Y-T-D (higher capital project activity, maintenance, weather, scheduled service and vacancy/absentee coverage, partially offset by lower unscheduled service).
- **Health & Welfare**, \$0.9 favorable Y-T-D (primarily vacant positions).
- **OPEB Current Payment**, \$2.1 favorable Y-T-D (fewer retirees/beneficiaries than projected).
- **Other Fringe**, \$(0.2) unfavorable Y-T-D (higher Railroad Retirement Taxes and meal allowance, partially offset by lower FELA indemnity reserves).

**Non-Labor Expenses**, \$26.7 favorable Y-T-D.

- **Electric Power**, \$4.1 favorable Y-T-D (lower rates and consumption).
- **Fuel**, \$1.7 favorable Y-T-D (lower rates and consumption).
- **Insurance**, \$0.8 favorable Y-T-D (lower Liability and Force Account insurance).
- **Claims**, \$(0.3) unfavorable Y-T-D (higher public liability expenses).
- **Maintenance and Other Operating Contracts**, \$4.8 favorable Y-T-D (primarily timing of capital project activity, various security related projects, Lefferts Ave Overbuild, platform investments, uniform purchases, OEM services for Maintenance of Equipment and lower Penn Station cleaning expenses, partially offset by higher non-revenue vehicle repairs and rent costs at 347 Madison Avenue).
- **Professional Services**, \$1.6 favorable Y-T-D (timing of MTA chargebacks and Homeless Outreach invoicing, M-7 Propulsion consultant and other professional services).
- **Materials and Supplies**, \$13.7 favorable Y-T-D (primarily timing of modifications and Reliability Centered Maintenance activity for revenue fleet and timing of capital project activity, partially offset by higher material usage in Structures and Maintenance of Way maintenance system-wide.)
- **Other Business Expenses**, \$0.3 favorable Y-T-D (higher restitution of property damage and timing of miscellaneous expenses).

**Depreciation and Other**, \$4.7 unfavorable Y-T-D (unfavorable Depreciation, Other Post Employment Benefits and Environmental Remediation).

**CASH DEFICIT SUMMARY**

The Cash Deficit through March of \$164.7 million was \$60.8 favorable to budget due to higher receipts and lower expenses.

**FINANCIAL PERFORMANCE MEASURES**

- The year-to-date Farebox Operating Ratio was 48.7%, 4.8 percentage points above the budget resulting from lower expenses and higher revenue.
- Through March, the Adjusted Farebox Operating Ratio was 58.5%, which is favorable to budget due to lower expenses and higher revenue.
- Through March, the Adjusted Cost per Passenger was \$14.59, which is lower than budget due to lower expenses and higher ridership.
- Through March, the Revenue per Passenger was \$7.95, which was on budget.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$57.095	\$58.283	\$1.188	2.1	\$0.000	\$0.000	\$0.000	-	\$57.095	\$58.283	\$1.188	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	6.263	5.274	(0.989)	(15.8)	0.000	0.000	0.000	-	6.263	5.274	(0.989)	(15.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	30.312	29.631	(0.681)	(2.2)	30.312	29.631	(0.681)	(2.2)
<b>Total Revenue</b>	<b>\$63.358</b>	<b>\$63.556</b>	<b>\$0.198</b>	<b>0.3</b>	<b>\$30.312</b>	<b>\$29.631</b>	<b>(\$0.681)</b>	<b>(2.2)</b>	<b>\$93.670</b>	<b>\$93.187</b>	<b>(\$0.483)</b>	<b>(0.5)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$41.758	\$40.878	\$0.880	2.1	\$10.511	\$9.217	\$1.294	12.3	\$52.269	\$50.095	\$2.174	4.2
Overtime	8.282	11.459	(3.177)	(38.4)	2.451	3.812	(1.361)	(55.5)	10.733	15.271	(4.538)	(42.3)
Health and Welfare	7.959	7.537	0.422	5.3	2.143	2.239	(0.096)	(4.5)	10.102	9.776	0.326	3.2
OPEB Current Payment	5.558	4.833	0.725	13.1	0.000	0.000	0.000	-	5.558	4.833	0.725	13.1
Pensions	9.997	9.413	0.584	5.8	3.483	4.067	(0.584)	(16.8)	13.480	13.480	0.000	0.0
Other Fringe Benefits	12.906	12.344	0.562	4.4	2.192	2.334	(0.142)	(6.5)	15.098	14.678	0.420	2.8
Reimbursable Overhead	(1.809)	(3.282)	1.473	81.4	1.809	3.282	(1.473)	(81.4)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$84.651</b>	<b>\$83.182</b>	<b>\$1.469</b>	<b>1.7</b>	<b>\$22.589</b>	<b>\$24.951</b>	<b>(\$2.362)</b>	<b>(10.5)</b>	<b>\$107.240</b>	<b>\$108.133</b>	<b>(\$0.893)</b>	<b>(0.8)</b>
<i>Non-Labor:</i>												
Electric Power	\$8.177	\$5.694	\$2.483	30.4	\$0.159	\$0.067	\$0.092	57.6	\$8.336	\$5.761	\$2.575	30.9
Fuel	1.920	0.962	0.958	49.9	0.000	0.000	0.000	-	1.920	0.962	0.958	49.9
Insurance	2.057	1.902	0.155	7.5	0.807	0.608	0.199	24.7	2.864	2.511	0.353	12.3
Claims	0.359	0.672	(0.313)	(87.2)	0.000	0.000	0.000	-	0.359	0.672	(0.313)	(87.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.697	1.088	4.609	80.9	2.431	1.313	1.118	46.0	8.128	2.401	5.727	70.5
Professional Service Contracts	2.100	1.325	0.775	36.9	0.118	0.139	(0.021)	(17.6)	2.218	1.464	0.754	34.0
Materials & Supplies	13.588	10.513	3.075	22.6	4.178	2.477	1.701	40.7	17.766	12.990	4.776	26.9
Other Business Expenses	1.279	1.126	0.153	12.0	0.030	0.076	(0.046)	*	1.309	1.201	0.108	8.2
<b>Total Non-Labor Expenses</b>	<b>\$35.177</b>	<b>\$23.282</b>	<b>\$11.895</b>	<b>33.8</b>	<b>\$7.723</b>	<b>\$4.680</b>	<b>\$3.043</b>	<b>39.4</b>	<b>\$42.900</b>	<b>\$27.962</b>	<b>\$14.938</b>	<b>34.8</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>\$119.828</b>	<b>\$106.464</b>	<b>\$13.364</b>	<b>11.2</b>	<b>\$30.312</b>	<b>\$29.631</b>	<b>\$0.681</b>	<b>2.2</b>	<b>\$150.140</b>	<b>\$136.095</b>	<b>\$14.045</b>	<b>9.4</b>
Depreciation	\$27.254	\$32.852	(\$5.598)	(20.5)	\$0.000	\$0.000	\$0.000	-	\$27.254	\$32.852	(\$5.598)	(20.5)
Other Post Employment Benefits	6.395	6.995	(0.600)	(9.4)	0.000	0.000	0.000	-	\$6.395	6.995	(0.600)	(9.4)
Environmental Remediation	0.167	0.393	(0.226)	*	0.000	0.000	0.000	-	\$0.167	0.393	(0.226)	*
<b>Total Expenses</b>	<b>\$153.644</b>	<b>\$146.704</b>	<b>\$6.940</b>	<b>4.5</b>	<b>\$30.312</b>	<b>\$29.631</b>	<b>\$0.681</b>	<b>2.2</b>	<b>\$183.956</b>	<b>\$176.335</b>	<b>\$7.621</b>	<b>4.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$90.286)</b>	<b>(\$83.148)</b>	<b>\$7.138</b>	<b>7.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$90.286)</b>	<b>(\$83.148)</b>	<b>\$7.138</b>	<b>7.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.254	\$32.852	\$5.598	20.5	\$0.000	\$0.000	\$0.000	-	\$27.254	\$32.852	\$5.598	20.5
Operating/Capital	(2.011)	(0.713)	1.298	64.5	0.000	0.000	0.000	-	(2.011)	(0.713)	1.298	64.5
Other Cash Adjustments	(9.576)	(2.067)	7.509	78.4	0.000	0.000	0.000	-	(9.576)	(2.067)	7.509	78.4
<b>Total Cash Conversion Adjustments</b>	<b>\$15.667</b>	<b>\$30.071</b>	<b>\$14.404</b>	<b>91.9</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$15.667</b>	<b>\$30.071</b>	<b>\$14.404</b>	<b>91.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$74.619)</b>	<b>(\$53.077)</b>	<b>\$21.542</b>	<b>28.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$74.619)</b>	<b>(\$53.077)</b>	<b>\$21.542</b>	<b>28.9</b>

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

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$163.396	\$165.147	\$1.751	1.1	\$0.000	\$0.000	\$0.000	-	\$163.396	\$165.147	\$1.751	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	13.334	12.869	(0.465)	(3.5)	0.000	0.000	0.000	-	13.334	12.869	(0.465)	(3.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	67.136	67.088	(0.048)	(0.1)	67.136	67.088	(0.048)	(0.1)
<b>Total Revenue</b>	<b>\$176.730</b>	<b>\$178.016</b>	<b>\$1.286</b>	<b>0.7</b>	<b>\$67.136</b>	<b>\$67.088</b>	<b>(\$0.048)</b>	<b>(0.1)</b>	<b>\$243.866</b>	<b>\$245.104</b>	<b>\$1.238</b>	<b>0.5</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$131.199	\$126.715	\$4.484	3.4	\$23.380	\$21.338	\$2.042	8.7	\$154.579	\$148.053	\$6.526	4.2
Overtime	30.706	33.787	(3.081)	(10.0)	5.019	7.230	(2.211)	(44.0)	35.725	41.017	(5.292)	(14.8)
Health and Welfare	25.907	24.841	1.066	4.1	4.708	4.896	(0.188)	(4.0)	30.615	29.738	0.877	2.9
OPEB Current Payment	16.674	14.615	2.059	12.3	0.000	0.000	0.000	-	16.674	14.615	2.059	12.3
Pensions	32.789	31.286	1.503	4.6	7.650	9.153	(1.503)	(19.6)	40.439	40.439	0.000	0.0
Other Fringe Benefits	37.304	37.055	0.249	0.7	4.815	5.261	(0.446)	(9.3)	42.119	42.316	(0.197)	(0.5)
Reimbursable Overhead	(3.990)	(7.940)	3.950	99.0	3.990	7.940	(3.950)	(99.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$270.589</b>	<b>\$260.359</b>	<b>\$10.230</b>	<b>3.8</b>	<b>\$49.562</b>	<b>\$55.818</b>	<b>(\$6.256)</b>	<b>(12.6)</b>	<b>\$320.151</b>	<b>\$316.177</b>	<b>\$3.974</b>	<b>1.2</b>
<i>Non-Labor:</i>												
Electric Power	\$23.248	\$19.036	\$4.212	18.1	\$0.159	\$0.228	(\$0.069)	(43.5)	\$23.407	\$19.264	\$4.143	17.7
Fuel	4.835	3.179	1.656	34.3	0.000	0.000	0.000	-	4.835	3.179	1.656	34.3
Insurance	6.147	5.703	0.444	7.2	1.587	1.256	0.331	20.9	7.734	6.959	0.775	10.0
Claims	1.077	1.332	(0.255)	(23.6)	0.000	0.000	0.000	-	1.077	1.332	(0.255)	(23.6)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	16.920	15.037	1.883	11.1	5.237	2.309	2.928	55.9	22.157	17.346	4.811	21.7
Professional Service Contracts	6.029	4.414	1.615	26.8	0.324	0.313	0.011	3.4	6.353	4.727	1.626	25.6
Materials & Supplies	37.053	26.630	10.423	28.1	10.202	6.958	3.244	31.8	47.255	33.588	13.667	28.9
Other Business Expenses	3.732	3.335	0.397	10.6	0.065	0.206	(0.141)	*	3.797	3.541	0.256	6.7
<b>Total Non-Labor Expenses</b>	<b>\$99.041</b>	<b>\$78.667</b>	<b>\$20.374</b>	<b>20.6</b>	<b>\$17.574</b>	<b>\$11.270</b>	<b>\$6.304</b>	<b>35.9</b>	<b>\$116.615</b>	<b>\$89.937</b>	<b>\$26.678</b>	<b>22.9</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$369.630</b>	<b>\$339.026</b>	<b>\$30.604</b>	<b>8.3</b>	<b>\$67.136</b>	<b>\$67.088</b>	<b>\$0.048</b>	<b>0.1</b>	<b>\$436.766</b>	<b>\$406.113</b>	<b>\$30.653</b>	<b>7.0</b>
Depreciation	\$81.762	\$84.592	(2.830)	(3.5)	\$0.000	\$0.000	\$0.000	-	\$81.762	\$84.592	(\$2.830)	(3.5)
Other Post Employment Benefits	19.185	20.869	(1.684)	(8.8)	0.000	0.000	0.000	-	19.185	20.869	(1.684)	(8.8)
Environmental Remediation	0.501	0.726	(0.225)	(44.9)	0.000	0.000	0.000	-	0.501	0.726	(0.225)	(44.9)
<b>Total Expenses</b>	<b>\$471.078</b>	<b>\$445.213</b>	<b>\$25.865</b>	<b>5.5</b>	<b>\$67.136</b>	<b>\$67.088</b>	<b>\$0.048</b>	<b>0.1</b>	<b>\$538.214</b>	<b>\$512.301</b>	<b>\$25.913</b>	<b>4.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$294.348)</b>	<b>(\$267.197)</b>	<b>\$27.151</b>	<b>9.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$294.348)</b>	<b>(\$267.197)</b>	<b>\$27.151</b>	<b>9.2</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$81.762	\$84.592	\$2.830	3.5	\$0.000	\$0.000	\$0.000	-	81.762	\$84.592	\$2.830	3.5
Operating/Capital	(3.786)	(1.094)	2.692	71.1	0.000	0.000	0.000	-	(3.786)	(1.094)	2.692	71.1
Other Cash Adjustments	(9.121)	19.030	28.151	*	0.000	0.000	0.000	-	(9.121)	19.030	28.151	*
<b>Total Cash Conversion Adjustments</b>	<b>\$68.855</b>	<b>\$102.528</b>	<b>\$33.673</b>	<b>48.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$68.855</b>	<b>\$102.528</b>	<b>\$33.673</b>	<b>48.9</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$225.493)</b>	<b>(\$164.669)</b>	<b>\$60.824</b>	<b>27.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$225.493)</b>	<b>(\$164.669)</b>	<b>\$60.824</b>	<b>27.0</b>

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

TABLE 3

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

March 2016					Year-to-Date March 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.188	2.1	Higher ridership \$1.472, partially offset by lower yield per passenger \$(0.284).	1.751	1.1	Higher ridership \$2.041, partially offset by lower yield per passenger \$(0.290).
Other Operating Revenue	Non Reimb.	(0.989)	(15.8)	Primarily due to timing of advertising and lower rental revenue, partially offset by timing of miscellaneous and freight revenue.	(0.465)	(3.5)	Primarily due to timing of advertising and lower rental revenue, partially offset by timing of miscellaneous revenue.
Capital & Other Reimbursements	Reimb.	(0.681)	(2.2)	Timing of capital project activity	(0.048)	(0.1)	Timing of capital project activity
Expenses							
Payroll	Non Reimb.	0.880	2.1	Primarily vacant positions and lower vacation pay accruals, partially offset by higher wage claim reserve adjustments.	4.484	3.4	Primarily vacant positions and lower vacation pay accruals.
	Reimb.	1.294	12.3	Primarily due to timing of project activity.	2.042	8.7	Primarily due to timing of project activity.
Overtime	Non Reimb.	(3.177)	(38.4)	Higher maintenance, vacancy/absentee coverage, weather and Good Friday holiday overtime budgeted in April instead of March.	(3.081)	(10.0)	Higher maintenance, weather-related overtime and Good Friday holiday overtime budgeted in April instead of March.
	Reimb.	(1.361)	(55.5)	Over-run attributed to annual track program and Atlantic tunnel mitigation resulting from latest project schedule requirements.	(2.211)	(44.0)	Over-run attributed to annual track program and Atlantic tunnel mitigation resulting from latest project schedule requirements.
Health and Welfare	Non Reimb.	0.422	5.3	Vacant positions.	1.066	4.1	Vacant positions.
	Reimb.	(0.096)	(4.5)	Primarily due to timing of project activity.	(0.188)	(4.0)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.725	13.1	Fewer retirees/beneficiaries.	2.059	12.3	Fewer retirees/beneficiaries.

TABLE 3

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

March 2016					Year-to-Date March 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.584	5.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.503	4.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.584)	(16.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.503)	(19.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.562	4.4	Lower FELA indemnity reserves	0.249	0.7	Lower FELA indemnity reserves
	Reimb.	(0.142)	(6.5)	Primarily due to timing of project activity.	(0.446)	(9.3)	Primarily due to timing of project activity.
Electric Power	Non Reimb.	2.483	30.4	Lower consumption and rates.	4.212	18.1	Lower consumption and rates.
	Reimb.	0.092	57.6		(0.069)	(43.5)	
Fuel	Non Reimb.	0.958	49.9	Lower rates and prior period accruals adjustments.	1.656	34.3	Lower rates.
Insurance	Non Reimb.	0.155	7.5	Lower payments for liability insurance.	0.444	7.2	Lower payments for liability insurance.
	Reimb.	0.199	24.7	Force Account Insurance associated with project activity.	0.331	20.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.313)	(87.2)	Higher public liability expenses and legal claims	(0.255)	(23.6)	Higher public liability expenses.

TABLE 3

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

March 2016				Year-to-Date March 2016			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	4.609	80.9	Primarily prior period accrual reversals for 2015 invoices paid in 2016 including waste maintenance, refuse and recycling, Penn Station cleaning, non-revenue vehicle repairs and other maintenance and other operating contracts, partially offset by higher rent costs at 347 Madison Avenue.	1.883	11.1	Timing of various security related projects, Lefferts Ave Overbuild, platform investments, uniform purchases, OEM services for Maintenance of Equipment and lower Penn Station cleaning expenses, partially offset by higher non-revenue vehicle repairs and rent costs at 347 Madison Avenue.
	Reimb.	1.118	46.0	Primarily due to timing of project activity.	2.928	55.9	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.775	36.9	Delayed use of M-7 Propulsion consultant, lower MTA chargebacks and lower use of homeless services.	1.615	26.8	Delayed M7 propulsion consultant, timing of payments for Homeless Outreach and lower MTA chargebacks.
	Reimb.	(0.021)	(17.6)	Primarily due to timing of project activity.	0.011	3.4	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	3.075	22.6	Primarily due to corporate inventory adjustment, delays in M7 RCM (propulsion and doors), fleet modifications (drop sash and cameras) and Diesel modifications (gate unit).	10.423	28.1	Primarily due to delays in Reliability Centered Maintenance activities (propulsion, doors and diesel 15 year), delayed fleet modifications (drop sash, gate units and cameras), higher reclaims of pool material and lower chargeouts from the wheel shop, partially offset by higher material usage by the Maintenance of Way department.
	Reimb.	1.701	40.7	Primarily due to timing of project activity.	3.244	31.8	Primarily due to timing of project activity.

TABLE 3

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

March 2016					Year-to-Date March 2016		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.153	12.0	Lower print and stationary supplies and higher restitution on property damages.	0.397	10.6	Higher credits for restitution on property damages.
	Reimb.	(0.046)	*	Primarily due to timing project activity.	(0.141)	*	Primarily due to timing project activity.
Depreciation	Non Reimb.	(5.598)	(20.5)	Based on certain capital assets being fully depreciated.	(2.830)	(3.5)	Based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.600)	(9.4)	Primarily due to latest actuarial estimates	(1.684)	(8.8)	Primarily due to latest actuarial estimates.
Environmental Remediation	Non Reimb.	(0.226)	*		(0.225)	(44.9)	

Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>March 2016</b> (\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$58.866	\$60.770	\$1.904	3.2	\$168.709	\$171.225	\$2.516	1.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	5.058	10.451	5.393	*	9.695	22.965	13.270	*
Capital & Other Reimbursements	13.920	22.201	8.281	59.5	45.637	52.881	7.244	15.9
<b>Total Receipts</b>	<b>\$77.844</b>	<b>\$93.422</b>	<b>\$15.578</b>	<b>20.0</b>	<b>\$224.041</b>	<b>\$247.072</b>	<b>\$23.031</b>	<b>10.3</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$54.601	\$53.068	\$1.533	2.8	\$149.009	\$147.847	\$1.162	0.8
Overtime	10.207	14.566	(4.359)	(42.7)	36.347	40.184	(3.837)	(10.6)
Health and Welfare	10.103	11.205	(1.102)	(10.9)	30.615	20.596	10.019	32.7
OPEB Current Payment	5.558	6.682	(1.124)	(20.2)	16.674	11.928	4.746	28.5
Pensions	13.615	12.727	0.888	6.5	40.845	39.678	1.167	2.9
Other Fringe Benefits	12.471	14.527	(2.056)	(16.5)	40.196	42.807	(2.611)	(6.5)
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>\$106.555</b>	<b>\$112.775</b>	<b>(\$6.220)</b>	<b>(5.8)</b>	<b>\$313.686</b>	<b>\$303.039</b>	<b>\$10.647</b>	<b>3.4</b>
<i>Non-Labor:</i>								
Electric Power	\$8.336	\$5.729	\$2.607	31.3	\$23.407	\$19.350	\$4.057	17.3
Fuel	1.920	1.024	0.896	46.7	4.835	3.191	1.644	34.0
Insurance	0.000	0.000	0.000	-	11.052	6.486	4.566	41.3
Claims	0.144	0.199	(0.055)	(37.9)	0.432	0.398	0.034	7.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.128	9.014	(0.886)	(10.9)	22.157	20.528	1.629	7.4
Professional Service Contracts	1.428	1.068	0.360	25.2	5.254	5.736	(0.482)	(9.2)
Materials & Supplies	22.926	15.401	7.525	32.8	59.763	44.333	15.430	25.8
Other Business Expenses	1.255	1.228	0.027	2.1	3.635	3.720	(0.085)	(2.3)
<b>Total Non-Labor Expenditures</b>	<b>\$44.137</b>	<b>\$33.663</b>	<b>\$10.474</b>	<b>23.7</b>	<b>\$130.535</b>	<b>\$103.743</b>	<b>\$26.792</b>	<b>20.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.771	\$1.592	\$0.179	10.1	\$5.313	\$4.898	\$0.415	7.8
<b>Total Other Expenditure Adjustments</b>	<b>\$1.771</b>	<b>\$1.592</b>	<b>\$0.179</b>	<b>10.1</b>	<b>\$5.313</b>	<b>\$4.898</b>	<b>\$0.415</b>	<b>7.8</b>
<b>Total Expenditures</b>	<b>\$152.463</b>	<b>\$148.030</b>	<b>\$4.433</b>	<b>2.9</b>	<b>\$449.534</b>	<b>\$411.680</b>	<b>\$37.854</b>	<b>8.4</b>
Cash Timing and Availability Adjustment	0.000	1.532	1.532	-	0.000	(0.061)	(0.061)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$74.619)</b>	<b>(\$53.077)</b>	<b>\$21.542</b>	<b>28.9</b>	<b>(\$225.493)</b>	<b>(\$164.669)</b>	<b>\$60.824</b>	<b>27.0</b>
<b>Subsidies</b>								
<b>MTA</b>	<b>74.619</b>	<b>53.079</b>	<b>(21.540)</b>	<b>(28.9)</b>	<b>225.493</b>	<b>164.670</b>	<b>(60.823)</b>	<b>(27.0)</b>

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

Table 5

Generic Revenue or Expense Category	March 2016			Year-to-Date as of March 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	1.904	3.2	Higher ridership \$1.472 and higher advance sales impact \$0.804, partially offset by lower yields \$(0.284) and lower Metrocard/AirTrain sales \$(0.088).	2.516	1.5	Higher ridership \$2.041 and higher advance sales impact \$1.179, partially offset by lower Metrocard/AirTrain sales \$(0.414) and lower yields \$(0.290).
Other Operating Revenue	5.393	*	Primarily due to the collection of a full year of PSEG power, pole and wire rental payments which were budgeted on a monthly basis, partially offset by the non-receipt of the 1st Qtr of NYCTA transportation pass reimbursement.	13.270	*	Primarily due to the early receipt of power, pole and wire rental revenue, the collection of prior year intercompany receipts and prior year NYCTA transportation pass reimbursement, partially offset by the non-receipt of current year NYCTA transportation pass reimbursement.
Capital and Other Reimbursements	8.281	59.5	Timing of activity and reimbursement for capital and other reimbursements.	7.244	15.9	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	1.533	2.8	Primarily due to vacant positions, partially offset by the timing of tax payments.	1.162	0.8	Primarily due to vacant positions, partially offset by the timing of tax payments.
Overtime	(4.359)	(42.7)	Primarily due to higher programmatic/routine maintenance, project overtime, scheduled service overtime and vacancy/absentee coverage.	(3.837)	(10.6)	Primarily due to higher project, programmatic/routine maintenance, weather-related and scheduled service overtime.
Health and Welfare	(1.102)	(10.9)	Primarily due to the timing of payments, partially offset by lower headcount.	10.019	32.7	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015 and lower headcount, partially offset by an early NYSHIP payment for April management coverage.
OPEB Current Payment	(1.124)	(20.2)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.	4.746	28.5	Primarily due to the payment of January 2016 NYSHIP Insurance in December 2015 and fewer retirees/beneficiaries, partially offset by an early NYSHIP payment for April management retiree coverage.

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

Table 5

Generic Revenue or Expense Category	March 2016			Year-to-Date as of March 31, 2016		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(2.056)	(16.5)	Primarily the timing of Railroad Retirement payments.	(2.611)	(6.5)	Primarily the timing of Railroad Retirement payments.
Non-Labor:						
Electric Power	2.607	31.3	Primarily due to lower consumption and rates and the timing of payments.	4.057	17.3	Primarily due to lower consumption and rates and the timing of payments.
Fuel	0.896	46.7	Primarily due to lower rates.	1.644	34.0	Primarily due to lower rates.
Insurance	0.000	-		4.566	41.3	Timing of insurance premium payments.
Claims	(0.055)	(37.9)	Timing of payment for claims.	0.034	7.9	Timing of payment for claims.
Maintenance and Other Operating Contracts	(0.886)	(10.9)	Timing of payments.	1.629	7.4	Timing of payments.
Professional Service Contracts	0.360	25.2	Primarily the timing of payments for consulting services.	(0.482)	(9.2)	Primarily the timing of payments for consulting services.
Materials and Supplies	7.525	32.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	15.430	25.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.027	2.1		(0.085)	(2.3)	Primarily due to higher credit card payments.
Other Expenditure Adjustments	0.179	10.1	Lower Metrocard/AirTrain pass through payments.	0.415	7.8	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
March 2016								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$1.771	\$2.488	\$0.717	40.5	\$5.313	\$6.078	\$0.765	14.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.205)	5.177	6.382	*	(3.639)	10.096	13.735	*
Capital & Other Reimbursements	(16.392)	(7.430)	8.962	54.7	(21.499)	(14.206)	7.293	33.9
<b>Total Receipts</b>	<b>(\$15.826)</b>	<b>\$0.235</b>	<b>\$16.061</b>	<b>*</b>	<b>(\$19.825)</b>	<b>\$1.968</b>	<b>\$21.793</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$2.332)	(\$2.973)	(\$0.641)	(27.5)	\$5.570	\$0.206	(\$5.364)	(96.3)
Overtime	0.526	0.705	0.179	34.1	(0.622)	0.832	1.454	*
Health and Welfare	(0.001)	(1.429)	(1.428)	*	0.000	9.142	9.142	-
OPEB Current Payment	0.000	(1.850)	(1.850)	-	0.000	2.688	2.688	-
Pensions	(0.135)	0.753	0.888	*	(0.406)	0.761	1.167	*
Other Fringe Benefits	2.627	0.151	(2.476)	(94.3)	1.923	(0.491)	(2.414)	*
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>\$0.685</b>	<b>(\$4.642)</b>	<b>(\$5.327)</b>	<b>*</b>	<b>\$6.465</b>	<b>\$13.137</b>	<b>\$6.672</b>	<b>*</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.032	\$0.032	-	\$0.000	(\$0.086)	(\$0.086)	-
Fuel	0.000	(0.062)	(0.062)	-	0.000	(0.012)	(0.012)	-
Insurance	2.864	2.511	(0.353)	(12.3)	(3.318)	0.473	3.791	*
Claims	0.215	0.473	0.258	*	0.645	0.934	0.289	44.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(6.613)	(6.613)	-	0.000	(3.182)	(3.182)	-
Professional Service Contracts	0.790	0.396	(0.394)	(49.8)	1.099	(1.009)	(2.108)	*
Materials & Supplies	(5.160)	(2.411)	2.749	53.3	(12.508)	(10.745)	1.763	14.1
Other Business Expenses	0.054	(0.027)	(0.081)	*	0.162	(0.178)	(0.340)	*
<b>Total Non-Labor Expenditures</b>	<b>(\$1.237)</b>	<b>(\$5.701)</b>	<b>(\$4.464)</b>	<b>*</b>	<b>(\$13.920)</b>	<b>(\$13.806)</b>	<b>\$0.114</b>	<b>0.8</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.771)	(\$1.592)	\$0.179	10.1	(\$5.313)	(\$4.898)	\$0.415	7.8
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.771)</b>	<b>(\$1.592)</b>	<b>\$0.179</b>	<b>10.1</b>	<b>(\$5.313)</b>	<b>(\$4.898)</b>	<b>\$0.415</b>	<b>7.8</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$2.323)</b>	<b>(\$11.935)</b>	<b>(\$9.612)</b>	<b>*</b>	<b>(\$12.768)</b>	<b>(\$5.566)</b>	<b>\$7.202</b>	<b>56.4</b>
Depreciation Adjustment	\$27.254	\$32.852	\$5.598	20.5	\$81.762	\$84.592	\$2.830	3.5
Other Post Employment Benefits	6.395	6.995	0.600	9.4	19.185	20.869	1.684	8.8
Environmental Remediation	0.167	0.393	0.226	*	0.501	0.726	0.225	44.9
<b>Total Expenditures</b>	<b>\$31.493</b>	<b>\$28.305</b>	<b>(\$3.188)</b>	<b>(10.1)</b>	<b>\$88.680</b>	<b>\$100.621</b>	<b>\$11.941</b>	<b>13.5</b>
Cash Timing and Availability Adjustment	0.000	1.532	1.532	-	0.000	(0.061)	(0.061)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$15.667</b>	<b>\$30.071</b>	<b>\$14.404</b>	<b>91.9</b>	<b>\$68.855</b>	<b>\$102.528</b>	<b>\$33.673</b>	<b>48.9</b>

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

	March 2016						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	23,202	\$1.450	37,073	\$2.254	(13,871)	(\$0.804)	109,367	\$6.606	117,710	\$7.078	(8,343)	(\$0.472)
					-59.8%	-55.4%					-7.6%	-7.1%
<u>Unscheduled Service</u>	9,967	\$0.629	10,479	\$0.674	(512)	(\$0.045)	24,633	\$1.538	22,717	\$1.433	1,916	\$0.105
					-5.1%	-7.1%					7.8%	6.9%
<u>Programmatic/Routine Maintenance</u>	55,456	\$3.123	79,668	\$4.557	(24,212)	(\$1.434)	139,404	\$7.799	170,275	\$9.638	(30,870)	(\$1.839)
					-43.7%	-45.9%					-22.1%	-23.6%
<u>Unscheduled Maintenance</u>	526	\$0.031	690	\$0.041	(164)	(\$0.010)	1,614	\$0.095	1,577	\$0.093	37	\$0.002
					-31.2%	-31.2%					2.3%	2.3%
<u>Vacancy/Absentee Coverage</u>	33,131	\$1.953	45,930	\$2.677	(12,799)	(\$0.724)	112,185	\$6.556	115,125	\$6.649	(2,940)	(\$0.092)
					-38.6%	-37.1%					-2.6%	-1.4%
<u>Weather Emergencies</u>	16,986	\$0.998	21,113	\$1.276	(4,127)	(\$0.277)	137,377	\$7.821	138,854	\$8.426	(1,477)	(\$0.605)
					-24.3%	-27.8%					-1.1%	-7.7%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	0	\$0.000
											0.0%	0.0%
<u>Other</u> <sup>3</sup>	1,810	\$0.097	1,635	(\$0.020)	175	\$0.116	5,427	\$0.290	5,325	\$0.471	102	(\$0.181)
					9.7%	120.2%					1.9%	-62.6%
<b>NON-REIMBURSABLE OVERTIME</b>	141,078	\$8.282	196,587	\$11.459	(55,510)	(\$3.178)	530,008	\$30.705	571,583	\$33.787	(41,576)	(\$3.082)
					-39.3%	-38.4%					-7.8%	-10.0%
<b>REIMBURSABLE OVERTIME</b>	42,674	\$2.451	62,249	\$3.812	(19,575)	(\$1.361)	85,281	\$5.018	119,233	\$7.230	(33,953)	(\$2.212)
					-45.9%	-55.5%					-39.8%	-44.1%
<b>TOTAL OVERTIME</b>	<b>183,752</b>	<b>\$10.732</b>	<b>258,837</b>	<b>\$15.271</b>	<b>(75,085)</b>	<b>(\$4.539)</b>	<b>615,288</b>	<b>\$35.723</b>	<b>690,817</b>	<b>\$41.017</b>	<b>(75,528)</b>	<b>(\$5.293)</b>
					-40.9%	-42.3%					-12.3%	-14.8%

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

<sup>2</sup> Not Applicable

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

Totals may not add due to rounding.

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

\* Exceeds 100%

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

**NON-REIMBURSABLE OVERTIME**

Scheduled Service

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(13,871)	(\$0.804)	Due to budget error where holiday overtime for Good Friday was budgeted in April ,when it historically occurs, instead of March where it actually occurred. Partially offset by lower than anticipated crew book overtime within Transportation.
-59.8%	-55.4%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(8,343)	(\$0.472)	Due to budget error where holiday overtime for Good Friday was budgeted in April ,when it historically occurs, instead of March where it actually occurred. Partially offset by lower than anticipated crew book overtime within Transportation.
-7.6%	-7.1%	

Unscheduled Service

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(512)	(\$0.045)	Higher than budget outside of assignment, weather-related incidents and support of on time performance.
-5.1%	-7.1%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
1,916	\$0.105	Lower than budgeted overtime needed to maintain on-time performance.
7.8%	6.9%	

Programmatic/Routine Maintenance

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(24,212)	(\$1.434)	Attributed to maintenance efforts within Engineering which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated maintenance within Equipment.
-43.7%	-45.9%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(30,870)	(\$1.839)	Attributed to maintenance efforts within Engineering which can only be completed on overtime due to track time outage and track availability, partially offset by lower than anticipated maintenance within Equipment.
-22.1%	-23.6%	

Unscheduled Maintenance

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(164)	(\$0.010)	
-31.2%	-31.2%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
37	\$0.002	
2.3%	2.3%	

Vacancy/Absentee Coverage

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(12,799)	(\$0.724)	Due to open jobs and unfavorable availability within Equipment, partially offset by higher availability within Engineering, Stations and Transportation.
-38.6%	-37.1%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(2,940)	(\$0.092)	Due to open jobs and unfavorable availability within Equipment, partially offset by higher availability within Engineering, Stations and Transportation and lower than budgeted tours in Transportation.
-2.6%	-1.4%	

Weather Emergencies

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(4,127)	(\$0.277)	Higher than budgeted weather related expenses.
-24.3%	-27.8%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(1,477)	(\$0.605)	Higher than budgeted weather related expenses.
-1.1%	-7.7%	

Safety/Security/Law Enforcement

Other

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
175	\$0.116	Due to double time impact and lower rated crafts.
9.7%	120.2%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
102	(\$0.181)	Due to double time impact and higher rated crafts.
1.9%	-62.6%	

**NON-REIMBURSABLE OVERTIME**

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(55,510)	(\$3.178)	
-39.3%	-38.4%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(41,576)	(\$3.082)	
-7.8%	-10.0%	

**REIMBURSABLE OVERTIME**

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(19,575)	(\$1.361)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Rail Yard, Jamaica capacity improvements, West End reimbursable projects and Second Track Main Line, partially offset with PTC delays.
-45.9%	-55.5%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(33,953)	(\$2.212)	Over-run attributed to annual track program, Atlantic tunnel mitigation, East Side Access, East Rail Yard, Jamaica capacity improvements, Second Track Main Line, and WSS closure resulting from latest project schedule requirements.
-39.8%	-44.1%	

**TOTAL OVERTIME**

March 2016		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(75,085)	(\$4.539)	
-40.9%	-42.3%	

March Year-to-Date		Explanations
Var. - Fav./(Unfav)		
Hours	\$	
(75,528)	(\$5.293)	
-12.3%	-14.8%	

\* Exceeds 100%

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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

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

	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	3	2	1
Sr. Vice President - Engineering/Positive Train Control	5	8	(3)
Labor Relations	19	16	3
Procurement & Logistics (excl. Stores)	82	80	2
Human Resources	33	32	1
Sr VP Administration	2	1	1
Strategic Investments	25	22	3
President	4	4	0
VP & CFO	5	3	2
Information Technology	0	0	0
Controller	42	39	3
Management & Budget	21	20	1
BPM, Controls & Compliance	7	6	1
Market Dev. & Public Affairs	69	66	3
Gen. Counsel & Secretary	32	30	2
Diversity Management	3	3	0
Security	12	8	4
System Safety	36	33	3
Training	64	62	2
Service Planning	23	20	3
Sr. VP Operations/M9	12	12	-
<b>Total Administration</b>	<b>499</b>	<b>467</b>	<b>32</b>
<b>Operations</b>			
Train Operations	2,150	2,073	77
Customer Services	296	301	(5)
<b>Total Operations</b>	<b>2,446</b>	<b>2,374</b>	<b>72</b>
<b>Maintenance</b>			
Engineering	1,857	1,874	(17)
Equipment	2,163	2,076	87
Procurement (Stores)	93	93	-
<b>Total Maintenance</b>	<b>4,113</b>	<b>4,043</b>	<b>70</b>
<b>Engineering/Capital</b>			
Department of Project Management	138	130	8
Special Projects	43	35	8
<b>Total Engineering/Capital</b>	<b>181</b>	<b>165</b>	<b>16</b>
<b>Baseline Total Positions</b>	<b>7,239</b>	<b>7,049</b>	<b>190</b>
<i>Non-Reimbursable</i>	<b>6,133</b>	<b>6,147</b>	<b>(14)</b>
<i>Reimbursable</i>	<b>1,106</b>	<b>902</b>	<b>204</b>
<b>Total Full-Time</b>	<b>7,239</b>	<b>7,049</b>	<b>190</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

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

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Unfavorable 14 positions primarily due to Engineering field forces working on maintenance activities versus capital activity, partially offset by vacant positions in the Train Operations and Maintenance of Equipment departments.
<b>REIMBURSABLE POSITIONS</b> - Favorable 204 positions primarily due to the timing of project activity in the Engineering and Equipment Departments.

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

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable) Variance</b>
<b>Administration</b>			
Managers/Supervisors	249	235	14
Professional, Technical, Clerical	148	128	20
Operational Hourlies	102	104	(2)
<b>Total Administration</b>	<b>499</b>	<b>467</b>	<b>32</b>
<b>Operations</b>			
Managers/Supervisors	288	278	10
Professional, Technical, Clerical	103	94	9
Operational Hourlies	2,055	2,002	53
<b>Total Operations</b>	<b>2,446</b>	<b>2,374</b>	<b>72</b>
<b>Maintenance</b>			
Managers/Supervisors	757	681	76
Professional, Technical, Clerical	238	281	(43)
Operational Hourlies	3,118	3,081	37
<b>Total Maintenance</b>	<b>4,113</b>	<b>4,043</b>	<b>70</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	128	110	18
Professional, Technical, Clerical	53	55	(2)
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>181</b>	<b>165</b>	<b>16</b>
<b>Total Positions</b>			
Managers/Supervisors	1,422	1,304	118
Professional, Technical, Clerical	542	558	(16)
Operational Hourlies	5,275	5,187	88
<b>Total Positions</b>	<b>7,239</b>	<b>7,049</b>	<b>190</b>

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

**RIDERSHIP**

Monthly  
Weekly  
Total Commutation  
  
One-Way Full Fare  
One-Way Off-Peak  
All Other  
Total Non-Commutation  
Total

MARCH 2016							
Month			Variance				
Adopted Budget	Actual 2016	Adjusted* 2015	Adopted Budget		Adjusted* 2015		
			\$	%	\$	%	
Monthly	4.493	4.635	4.463	0.142	3.2%	0.172	3.8%
Weekly	0.164	0.144	0.166	(0.020)	-12.0%	(0.022)	-13.2%
Total Commutation	<b>4.657</b>	<b>4.779</b>	<b>4.629</b>	<b>0.122</b>	2.6%	<b>0.150</b>	3.2%
One-Way Full Fare	0.675	0.701	0.664	0.026	3.8%	0.036	5.5%
One-Way Off-Peak	1.399	1.405	1.369	0.006	0.5%	0.036	2.6%
All Other	0.831	0.872	0.888	0.041	4.9%	(0.016)	-1.8%
Total Non-Commutation	<b>2.905</b>	<b>2.978</b>	<b>2.921</b>	<b>0.073</b>	2.5%	<b>0.056</b>	1.9%
Total	<b>7.562</b>	<b>7.757</b>	<b>7.551</b>	<b>0.195</b>	2.6%	<b>0.206</b>	2.7%

MARCH YEAR TO DATE 2016							
YTD			Variance				
Adopted Budget	Actual 2016	Adjusted* 2015	Adopted Budget		Adjusted* 2015		
			\$	%	\$	%	
Monthly	12.098	12.332	11.768	0.234	1.9%	0.564	4.8%
Weekly	0.467	0.411	0.446	(0.056)	-11.9%	-0.035	-7.7%
Total Commutation	<b>12.565</b>	<b>12.743</b>	<b>12.214</b>	<b>0.178</b>	1.4%	<b>0.530</b>	4.3%
One-Way Full Fare	1.844	1.855	1.812	0.011	0.6%	0.043	2.4%
One-Way Off-Peak	3.899	3.890	3.751	(0.009)	-0.2%	0.139	3.7%
All Other	2.290	2.366	2.300	0.076	3.3%	0.066	2.9%
Total Non-Commutation	<b>8.033</b>	<b>8.111</b>	<b>7.863</b>	<b>0.078</b>	1.0%	<b>0.248</b>	3.2%
Total	<b>20.598</b>	<b>20.854</b>	<b>20.077</b>	<b>0.256</b>	1.2%	<b>0.778</b>	3.9%

\*Prior year adjusted to reflect current year calendar.

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

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual 2016</b>	<b>Adopted Budget</b>	<b>Actual 2015</b>	<b>vs. Budget</b>	<b>vs. 2015</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	54.6%	47.0%	50.0%	7.6%	4.6%
	Adjusted <sup>(2)</sup>	66.2%	57.9%	60.5%	8.4%	5.7%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$13.82	\$16.11	\$14.92	\$2.30	\$1.10
	Adjusted <sup>(2)</sup>	\$12.37	\$14.48	\$13.11	\$2.11	\$0.74
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.54	\$7.58	\$7.45	(\$0.04)	\$0.09
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual 2016</b>	<b>Adopted Budget</b>	<b>Actual 2015</b>	<b>vs. Budget</b>	<b>vs. 2015</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	48.7%	43.9%	44.6%	4.8%	4.1%
	Adjusted <sup>(2)</sup>	58.5%	52.8%	54.3%	5.7%	4.2%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$16.31	\$18.13	\$17.49	\$1.82	\$1.18
	Adjusted <sup>(2)</sup>	\$14.59	\$16.24	\$15.32	\$1.65	\$0.73
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.95	\$7.96	\$7.79	(\$0.01)	\$0.16

(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**

**MARCH 2016**

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

**EXECUTIVE SUMMARY**

**March Ridership and Revenue (millions)**

	March 2016	% Change vs. 2015
Total Rail Ridership	7.757	2.7% ▲
Commutation Ridership	4.779	3.2% ▲
Non-Commutation Ridership	2.978	1.9% ▲
Rail Revenue	\$58.3	6.3% ▲

**Key Factors Impacting March Ridership**

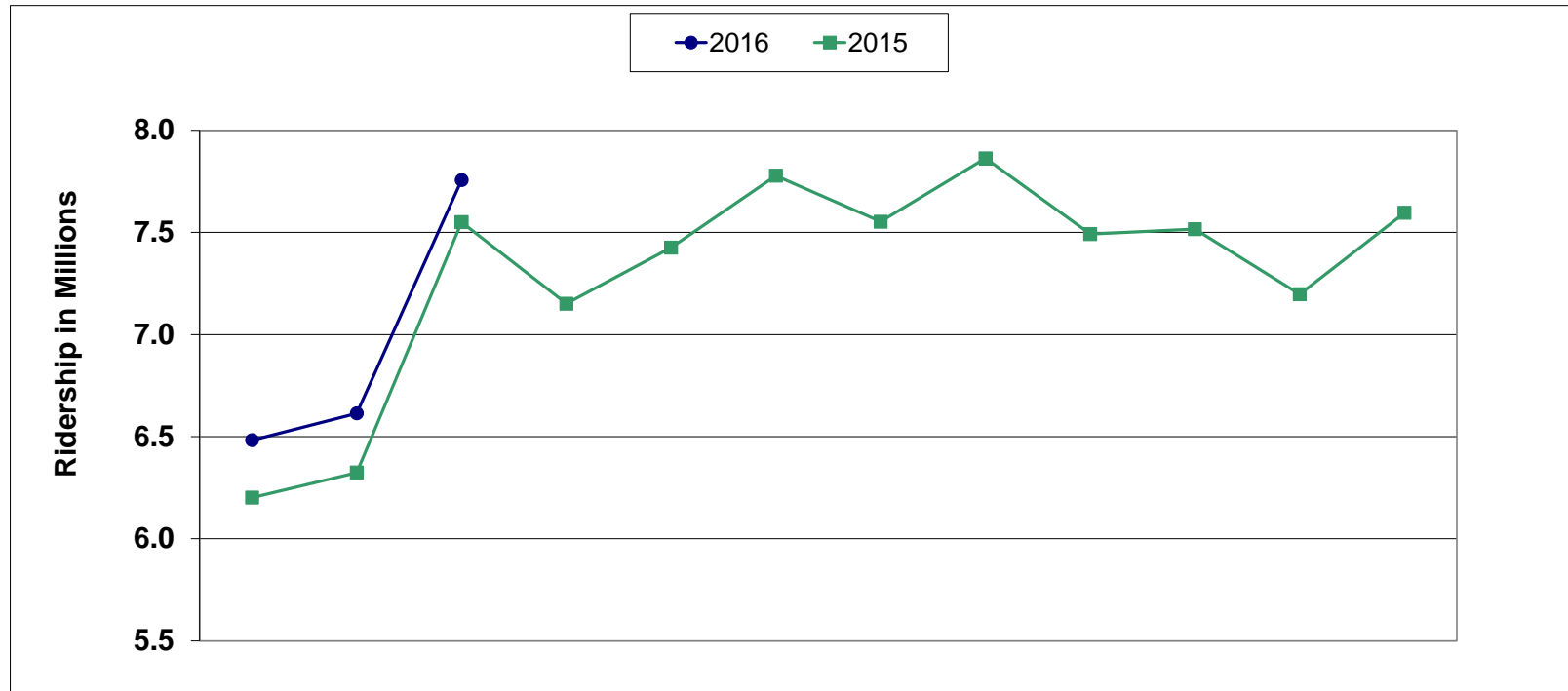
- Improved weather conditions (warmer temperatures and significantly less snow fall this March).
- The Easter Holiday occurred in March this year as compared to April in 2015.
- Gains in the local job employment continue to support growth in the Commutation market.

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

	March 2016	% Change vs. 2015	Comparison to Budget
Total Rail Ridership	20.854	3.9% ▲	1.2% ▲
Commutation Ridership	12.743	4.3% ▲	1.4% ▲
Non-Commutation Ridership	8.111	3.2% ▲	1.0% ▲
Rail Revenue	\$165.1	7.0% ▲	1.1% ▲

## MARCH RIDERSHIP

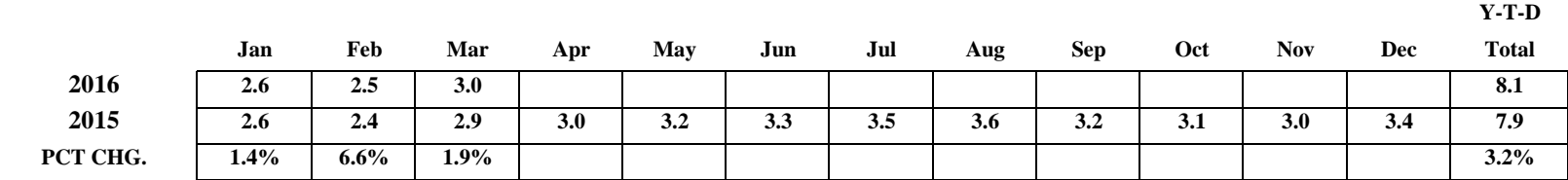
●March's Total Ridership was 2.7% above '15 and 2.6% above Budget.

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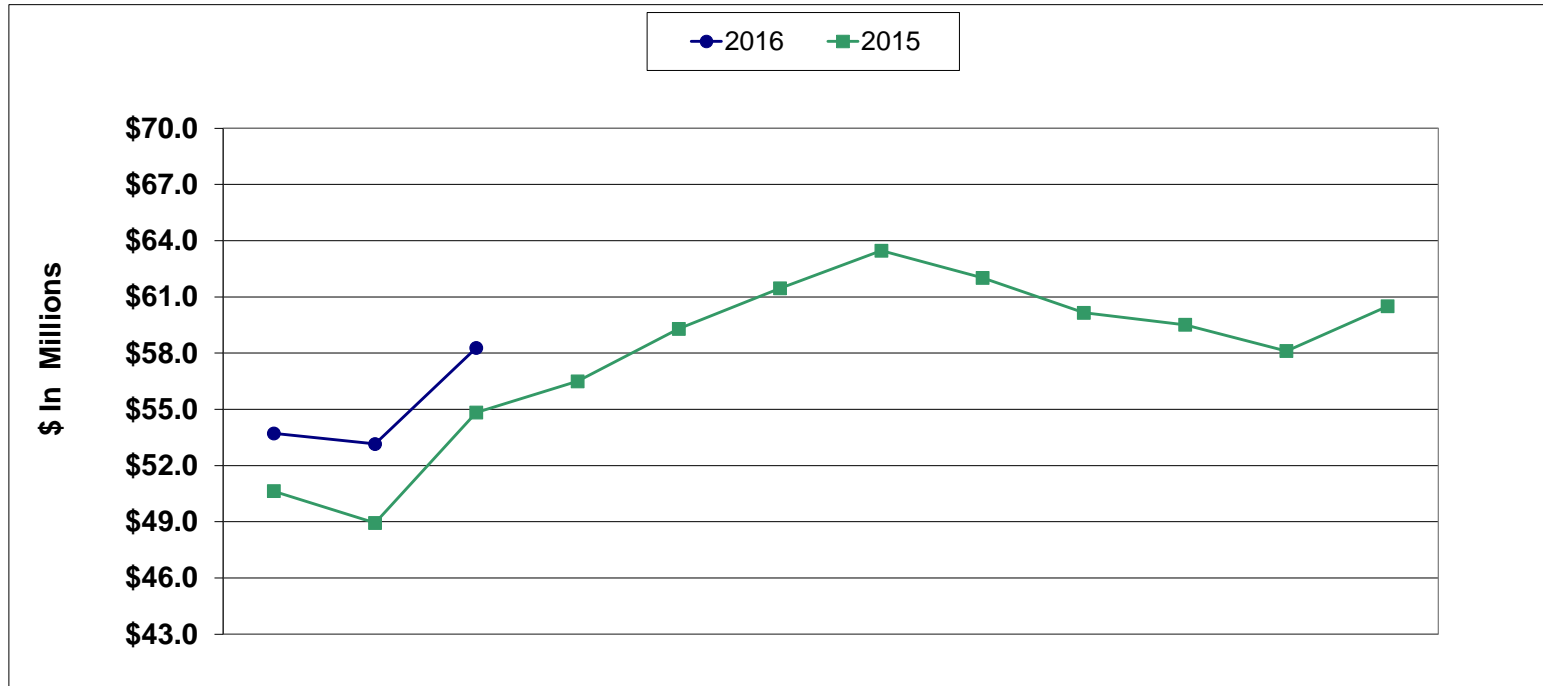
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# MARCH REVENUE

- March's Total Revenue was 6.3% above '15 and 2.1% above Budget\*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2016	\$53.7	\$53.1	\$58.3										\$165.1
2015	\$50.6	\$48.9	\$54.8	\$56.5	\$59.3	\$61.5	\$63.5	\$62.0	\$60.2	\$59.5	\$58.1	\$60.5	\$154.4
PCT CHG.	6.1%	8.6%	6.3%										7.0%

\*Fare increase was implemented in March 2015.

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

TICKET TYPE/SERVICE	MARCH 2016	MARCH 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,779,283	4,629,461	149,822	3.2%
NON-COMMUTATION RIDERSHIP	2,977,758	2,921,342	56,416	1.9%
<b>TOTAL RIDERSHIP</b>	<b>7,757,041</b>	<b>7,550,803</b>	<b>206,238</b>	<b>2.7%</b>

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

TICKET TYPE/SERVICE	MARCH 2016	MARCH 2015	CHANGE VS. 2015	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	12,743,358	12,213,720	529,638	4.3%
NON-COMMUTATION RIDERSHIP	8,110,995	7,862,863	248,132	3.2%
<b>TOTAL RIDERSHIP</b>	<b>20,854,353</b>	<b>20,076,583</b>	<b>777,770</b>	<b>3.9%</b>

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

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

REVENUE	MARCH 2016	MARCH 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$31,447,892	\$29,425,011	\$2,022,881	6.9%
NON-COMMUTATION REVENUE	\$26,834,649	\$25,405,149	\$1,429,500	5.6%
<b>TOTAL REVENUE</b>	<b>\$58,282,541</b>	<b>\$54,830,160</b>	<b>\$3,452,381</b>	<b>6.3%</b>

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

REVENUE	MARCH 2016	MARCH 2015	CHANGE VS. 2015	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$92,136,110	\$86,286,364	\$5,849,746	6.8%
NON-COMMUTATION REVENUE	\$73,010,837	\$68,119,611	\$4,891,227	7.2%
<b>TOTAL REVENUE</b>	<b>\$165,146,947</b>	<b>\$154,405,974</b>	<b>\$10,740,973</b>	<b>7.0%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**HIGHLIGHTS**

**L50304TT: ELLISON AVENUE BRIDGE**

Project Budget: \$17.50M

Milestone: Roadway Bridge Opening

A ribbon cutting for the public opening of the Ellison Ave roadway bridge was held on April 15. Ellison Avenue Bridge is a two-lane roadway bridge, with pedestrian sidewalks on both sides, over the LIRR Main Line between Carle Place and Westbury. The original bridge was demolished in Spring 2015 and a major portion of the new bridge was installed in Oct 2015. Fencing and additional grading, landscaping, and utility work will continue for approximately two months. The newly rebuilt Ellison Avenue Bridge maintains the visual sense and character of the adjacent community while complying with NYSDOT vertical clearance requirements.

**L60701AJ: ATLANTIC AVENUE TUNNEL LIGHTING [SOG]**

Project Budget: \$7.00M

Milestone: Beneficial Use

Replacement of the tunnel lighting system in the Atlantic Avenue Tunnel between the Nostrand Avenue Station and the Atlantic Avenue Terminal in Brooklyn is complete. The project replaced the lighting system components including 267 light fixtures, 31,200 LF of cable, wire, conduit, distribution equipment, transformers, switchgear, and associated hardware. The new lighting systems will reduce maintenance costs, enhance safety and security of facilities and equipment, and improve visibility for train crews and railroad personnel.

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

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

# 2016 LIRR Capital Program Goals

