



Long Island Rail Road



Long Island Bus

Long Island Committee Meeting

December 2009

Committee Members

M. Pally, Acting Chair

I. Greenberg

N. Shevell

V. Tessitore, Jr.



Metropolitan Transportation Authority

MEETING AGENDA

MTA LIRR/LI BUS COMMITTEE

December 9, 2009 – 9:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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- PUBLIC COMMENTS PERIOD
- APPROVAL OF MINUTES – NOVEMBER 9, 2009

MTA LI BUS

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| 4. RIDERSHIP AND REVENUE | 38 |
| 5. WORK PLAN / INFORMATION ITEMS
None scheduled | |
| 6. ACTION ITEM
2010 Final Proposed Budget | 40 |
| 7. PROCUREMENTS | 52 |
| Non-Competitive | 54 |
| Competitive | 55 |
| Ratifications (none) | |

MTA LONG ISLAND RAIL ROAD

- | | |
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6. INFORMATION ITEMS:	50
Joint Procurement – GEC Contracts	51
7. ACTION ITEMS:	59
2010 Final Proposed Budget	60
8. PROCUREMENTS	80
Non-Competitive	84
Competitive	90
Ratifications (none)	

Date of next meeting Tuesday, January 19, 2010 at 9:30 AM

**MEETING MINUTES
MTA LIRR/LI BUS COMMITTEE
347 Madison Avenue
New York, New York
November 9, 2009 at 9:30 A.M.**

Attendees: Hon. Mitchell Pally, Hon. Nancy Shevell, Hon. Vincent Tessitore, Jr. and Hon. Ira Greenberg.

Representing MTA/LIRR: Helena E. Williams, Raymond P. Kenny, Mark D. Young, Joseph J. Calderone, John W. Coulter, Gerard Ring, Kevin Tomlinson and Dennis Mahon.

Representing MTA LI Bus: Joseph J. Smith, Norman Silverman.

Representing MTA Police Department: Kathleen Finneran.

The meeting was called to order by the Hon. Mitchell Pally.

Upon motion duly made and seconded, the minutes of the October 21, 2009 meeting were approved.

There were no public speakers.

MTA LONG ISLAND BUS

Joseph Smith reported on the status of LI Bus Operations for the month of September 2009.

Operations Performance Report

Mr. Smith reported that for the month of September, both AM and PM weekday pullouts and completed trips were all above 99%, both for the month of September and for the previous 12 months.

With regard to maintenance performance of the fleet, Mr. Smith reported that bus MDBF was 3,980 miles in September, which was up 116.8% from September 2008. He further reported that this represents the best September monthly MDBF performance on record for LI Bus since 2006. Mr. Smith stated that fleet performance has improved as a result of new bus deliveries and best practices in maintenance applied through the consolidation of the MTA's bus operation. He further stated that the 12-month average MDBF is 14.5% higher than it was a year ago.

Mr. Smith reported that with regard to safety performance, the 12-month rate for Bus Collision per Million Miles Traveled worsened by 7.7% from last year. He further reported that this was due to a change in the way LI Bus rates accidents and counts collisions. Mr. Smith stated that LI Bus now counts accidents the same way for all three bus companies. He further reported that the 12-month rate for Employee On-Duty Lost-Time Accidents improved by 16.6% from the 2008 level.

Mr. Smith stated that bus ridership is trending downward for both the previous 12 months through September, in comparison to the previous year. Mr. Smith reported that total fixed route ridership

decreased by 6.1% for the month of September, and was down by 5.3% for the previous 12 months. He further reported that average weekday ridership was down by 6.7% for the month of September, and down by 5.0% for the 12-month period. Mr. Smith stated that average weekend ridership was down 0.7% for the month of September, and down 5.3% for the 12-month period. He further noted that Paratransit ridership continues to increase. Mr. Smith noted that in comparison to 2008, ridership increased by 3.4% for the month of September, and 5.8% for the 12-month period.

Board Member Pally inquired whether the reduction in passengers was attributable to specific routes or systemwide. Mr. Smith stated that LI Bus has several routes where ridership is very heavy. He further stated that LI Bus will be making some more adjustments in January to a few of these routes, including Jamaica Terminal, in an effort to attract some ridership.

Financial Report

With regard to financial performance, Mr. Smith indicated that fixed route farebox revenue was lower than mid-year forecast by 2.3% for September 2009. He stated that year-to-date it is 1.8% below the mid-year forecast. Mr. Smith reported that Paratransit farebox revenue was better than the mid-year forecast by 24.6% for the month of September 2009. It is 6.4% above forecast for the year-to-date.

Mr. Smith reported that for the month of September 2009, Actual Non-Reimbursable Expenses, before non-cash adjustments, were lower than forecast by \$3.8 million, or 4.1%. He further reported that this under-run was primarily because of lower CNG fuel expenses, favorable adjustments to forecasted expenses for claims, and time-related underruns for maintenance and other operating contracts.

Adoption of Committee Charter

Mr. Smith reported that this month's work plan included an action item for the annual review and approval of the Long Island Committee Charter. He further stated that all Committee charters are being revised to include new language on transparency and that the charter will be raised for formal approval later, during the LIRR's portion of the agenda.

Procurements

Mr. Smith reported that there were no procurements or ratifications for the Committee's approval for the month of November 2009.

Information Items

Mr. Silverman reported that there was one service adjustment to report as an information item, details of which are on file with the records of this meeting.

Mr. Silverman reported that, as part of LI Bus's efforts to attract additional ridership, they will be making a minor change on a route dedicated to connect riders with the LIRR at Hicksville, to serve the industrial complexes in the Woobury area. He further stated that LI Bus will change the route path from a continuous one-way loop to a bi-directional service. Mr. Silverman noted that this is a very underutilized area, and that LI Bus will adjust the schedule to make three round trips a day instead of four trips. He further noted that by providing bi-directional service, LI Bus hopes to encourage additional ridership. Mr.

Smith stated that by making this change, LI Bus expects to reduce its annual operating costs by about \$77,000.

Board Member Pally inquired whether LI Bus will be notifying the companies at the industrial complexes of the change in schedule. Mr. Silverman stated that LI Bus will be putting notices on board buses and will let the industrial complexes know of the change to the schedule. He further stated that a clock face schedule will be displayed every hour for a two-hour period, a memory-type schedule that is very easy for the customer to remember. Mr. Silverman noted that, to the extent LI Bus can, they will coordinate with the LIRR's arrival and departures in Hicksville.

Mr. Smith stated that bus service provided by LI Bus to the LIRR during the Valley Interlocking Project during the weekend of October 24 and 25 went very well. He further stated that LI Bus provided service on the branches from Jamaica to West Hempstead, Freeport and Far Rockaway. Mr. Smith reported that LI Bus used 160 operators each day and 126 buses above their normal Saturdays. He commented that the weather was a bit of an issue, but overall everything went really well. Mr. Smith thanked his staff for doing a great job.

MTA LONG ISLAND RAIL ROAD

Adoption of Committee Charter

On behalf of both LIRR and Long Island Bus, President Williams presented an action item for the renewal of the Long Island Committee Charter. She noted that the only major change was the inclusion of language in Section 4, on Committee Meetings, creating an affirmative obligation for both the President of the LIRR and President of LI Bus to furnish relevant materials, to provide the chairperson of the Committee with all information regarding the affairs of his/her organization to promote efficient and effective monitoring and oversight of agency operations, and to inform the chairperson of the Committee of any matters not already on the agenda that should be added. President Williams stated that this change increases agencies accountability, as well as transparency for the public. Upon motion duly made and seconded, the Charter was adopted.

President Williams thanked Joe Smith and LI Bus for their support during the Valley Cutover project.

Monthly Financial Report

The September ridership report is on file with the records of this meeting. Mr. Young's report to the Committee included preliminary October ridership figures. He thanked Yannis Takos, Deputy General Manager of Market Development, for completing the report in time for the Committee meeting. Mr. Young stated that October was another slow month for the LIRR. During the month of October total ridership was down 5.6% compared to September 2008. He further stated that commutation was down 7.2%. Mr. Young noted that the employment situation in the region is affecting commutation ridership. He reported that non-commutation ridership was down 3.1% in the month of October, partly due to the Valley Interlocking project. Mr. Young reported that year-to-date total ridership was down by 5%, commutation was down 6.2% and non-commutation was down 3.2%. He indicated that those are the critical numbers for October, but will report the final numbers in the next committee book.

Mr. Ring provided the Committee with the LIRR's financial report, details of which are on file with the records of this meeting. Mr. Ring stated that that total revenue was unfavorable to forecast for the month of September by 6%, and year-to-date by less than 1%. He further stated that September Farebox revenue of \$45 million is under forecast by 1%, year-to-date. Farebox revenue of \$378 million is unfavorable to forecast by \$3 million or just under 1%. Mr. Ring stated that expenses totaled \$112 million, 5% favorable to forecast. Year-to-Date total expenses of \$993 million are \$28 million or 2.8% favorable to forecast. Mr. Ring reported that, on the labor side, expenses remained close to forecast for both the month of September and year-to-date. He further reported that as of September 2009, LIRR's headcount is 6,806 active positions compared to a forecast of 6,862, resulting in 56 vacant positions. The three major operating departments had a vacancy rate of less than 1% versus mid-year forecast. Mr. Ring stated that the Non-Labor expenses were \$28 million or 10% favorable to forecast, largely due to the timing of maintenance contracts, expenditures and usage of materials. He further stated that the farebox operating ratio is 45%, which is 0.5% above forecast. Mr. Ring reported that there were no major budget issues to report for the month of November.

Monthly Operating Report

Mr. Kenny next delivered the operating report for the month of October, details of which are on file with the records of this meeting.

Mr. Kenny reported that overall On-Time-Performance ("OTP") for the month of October 2009 was 95.15% (tying a record with the year 2002). He further reported that the AM Peak OTP was 94.86%, the PM Peak OTP was 95.32 % and the Off-Peak OTP was 95.19%. Mr. Kenny indicated that LIRR set the following new year-to-date records: overall OTP through October 31, 2009 was 95.54%; AM Peak was 96.01%, PM Peak was 93.92% and Off-Peak was 95.73%. Mr. Kenny stated that the LIRR had three 100% rush hours, all during the AM. He further reported that year-to-date, there have been sixty-six 100% rush hours. Mr. Kenny stated that AM car availability was met except for two days of the month. He further stated that the MDBF goal was also exceeded for the M-3s, C-3s, DEs, and also exceeded the MDBF goal for the total fleet. Mr. Kenny reported that the M-7s exceeded the increased MDBF goal of 300,000 miles. Board Member Pally noted that there was a substantial increase in the MDBF and attributed the extra activities and resources for the improved MDBF

Mr. Kenny reported that the most significant major event during the month occurred on Thursday, October 1, 2009. There was a broken rail during the morning rush hour between Floral Park and New Hyde Park, which resulted in a total of 51 late trains. He further reported that that the Valley Interlocking project was a huge success. Mr. Kenny noted that LI Bus and MTA Police assisted with the planning and execution throughout the project. Board Member Pally commented that from an operational standpoint, the project was clearly a success. He further commented that, also from a marketing standpoint, the LIRR used a great deal of resources and communications to make sure that most people knew what the alternative routes were during the project. Mr. Pally congratulated the LIRR for an exceptional job. President Williams thanked Board Member Pally for his comments. She stated that the LIRR received some very good feedback and was very pleased with the public outreach. Board Member Greenberg added that the Commuter Council noted that there were a lot of seat drops and that everyone, as well as the weekend riders, was well aware of this project. He congratulated the LIRR for its best effort yet in providing the riders with information about the project. President Williams stated that the LIRR had a special weekend seat drop several weekends in advance of the project to reach out to weekend customers. She further stated

that the LIRR crew did an exceptional job with a Saturday and Sunday overnight video, which was put up on Facebook, showing all of the work that was taking place. Board Member Pally stated that October was an interesting month because the LIRR had two major infrastructure improvements in the same month.

Board Member Greenberg commented on the improved performance of the diesel fleet and the upcoming meeting with the Diesel Fleet Task Force. He stated that, now that the statistics are available online, he has requested the Commuter Council to comment on whether their personal experience is consistent with these statistics.

MTA Police Department Report

Chief Kathleen Finneran reported that crimes are down for the month of October 2009. She further reported that larcenies are down by 50% in 2009 as compared to 10% in 2008. Chief Finneran stated that they will continue to monitor larcenies, as that seems to be their biggest problem. She further stated that for the Valley Interlocking Project, the MTA Police deployed officers at major busing locations, and also provided extra patrols along the Central Branch due to the increase in train traffic. Chief Finneran commented that she was very happy to report that it went very well.

Capital Program Highlights

Kevin Tomlinson presented LIRR's Capital Program Highlights for the month of October 2009, details of which are on file with the records of this meeting. A copy of the report on the LIRR's Capital Program goals, commitments, starts, completions and closeouts for the 2009 calendar year is also on file with the records of this meeting.

PN-SV

VALLEY INTERLOCKING RENEWAL AND UPGRADE

Milestone: Beneficial Use

Installation of a new microprocessor signal system at Valley Interlocking was completed on October 25. The old relay-based signal system and the outdated supervisory systems that control train movement to and from the Atlantic, Montauk, Long Beach, Far Rockaway, and West Hempstead Branches were replaced with a new modern ABC Microprocessor Signal System and a new Supervisory Control and Display System.. Switches, track circuits, signal bridges, and other wayside equipment were upgraded. Automatic Speed control was upgraded at Valley and installed on the West Hempstead Branch. This project is part of the LIRR's continuing efforts to modernize operations systems and facilitate efficiency of train movement.

PN-34

VALLEY STREAM STATION REHABILITATION

Milestone: Beneficial Use

A new Station Building, complete with ticket office, waiting room, restrooms, and ancillary electrical, communication, and mechanical equipment rooms opened on October 19. Improvements to the station plaza, rehabilitation of the existing platform waiting room, as well as improved lighting and a new public address system were also provided.

PN-Z2

MTA POLICE FACILITY - MERRICK

Milestone: Design Completion

Design for the future MTA Police Facility in Merrick was completed. The former Merrick Station Building will be renovated to provide the MTA Police with a new 2,000 SF Facility. When complete in 2011, this Facility will contain a Front Desk to serve the Public, as well as Offices and Employee Facilities. Construction is anticipated to start in early 2010.

INFORMATION ITEMS- PROJECT UPDATES

MTA POLICE FACILITY – CENTRAL ISLIP

- 1st floor CMU back-up block complete.
- 1st floor cold form metal framing floor joist erection in progress.
- 1st floor split face exterior block in progress.
- 1st floor electrical and plumbing roughing in progress.

ATLANTIC AVENUE VIADUCT – PHASE I

- Column repair work complete.
- Installation of temporary supports for structural steel replacement continued.
- To date, 79 of 87 full spans were replaced with new structural steel and catwalk.

ATLANTIC AVENUE VIADUCT – PHASE 2A

- Notice to Proceed issued on October 2.
- 50% design received and under review.

EAST SIDE ACCESS – LIRR ACTIVITIES

- The Vendors for the Harold Interlocking Central Instrument Locations and Supervisory Control Systems Contracts continued to prepare contract-required design and staging submittals for review by LIRR.
- At Harold, LIRR Signal continued Stage I circuit revisions and testing at Harold Central Instrument Location (CIL) for 821, 823, 863, and 865 switches. Circuit revision work for 823 switch completed.. Early Stage 2 work, consisting of trough, pull box, and conduit installations, was initiated.
- LIRR supported the Contractor work in Harold Interlocking by providing Force Account support and Roadway Worker Protection.
- LIRR continued to support ongoing design development for the tunnel systems and LIRR GCT Terminal.
- Contractors' feedback in response to the Request for Expression of Interest (RFEI) process for Systems Contracts was compiled by MTACC and ESA. This information will support decision-making on contract packaging of systems work and development of contract terms and conditions. LIRR continued to support MTACC and ESA in this process.

ATLANTIC AVENUE TERMINAL

- Installation of finish floor slab to exterior plaza commenced and floor stones are 90% complete.
- Back offices / employee areas are 99% complete and installation / configuration / connection of Solari signs, gate signs, and main destination board at concourse level commenced.
- Grand stair railings complete and installation of limestone work is 98% complete.

MAIN LINE CORRIDOR IMPROVEMENTS

- Work progresses on internal review.

LIRR CAPITAL PROGRAM GOALS

A copy of the report on the LIRR's Capital Program goals, commitments, starts, completions and closeouts for the 2009 calendar year, is on file with the records of this meeting.

Board Member Greenberg commented that he noticed that the Capital Program Goals were 137% of plans for commitments which is exceedingly good, and suggested that maybe this information should be conveyed to the Citizens Budget Commission who came out with a report rather critical of the MTA regarding commitments.

Work Plan / Information Items:

President Williams reported that there was one information item that is part of the LIRR's Work Plan, the Gap Remediation Update. Details of this item is on file with the records of this meeting. She further reported that she was very pleased to report the progress the LIRR has made on the installation of the 2" threshold plate on 706 of the M7 cars. President Williams stated that 84% of M7 fleet has been fitted with the new threshold plates, and that the LIRR is ahead of its planned schedule. She further stated that the LIRR has seen a decrease in the number of gap accidents. President Williams attributed this decrease in gap incidents to a combination of the threshold plates, the red stripping being replaced to the edge boards, as well as the aggressive outreach to customers with regard to the LIRR's Safety Awareness Campaign by celebrity and crew announcements. She stated that the LIRR is trying to keep that level of consciousness very high during the holiday season. President Williams stated that a video is being made to remind everyone about gap safety. She further stated that the LIRR is very pleased with the results and will keep moving on the threshold plates through completion. Board Member Greenberg indicated that he would like to see the statistics with accidents at the Mets-Willets Point Station taken out. He noted that this station was the highest of all the station locations for accidents. Mr. Kenny stated that about two-three years ago because of overcrowding the LIRR put a lot of manpower into managing risk at that station. Board Member Greenberg inquired if it was because there were a high number of gap incidents at that station. President Williams stated that the Mets-Willets Point Station was a key location for gap accidents, but as Mr. Kenny mentioned, the LIRR made an intense effort when the new stadium was being built to make sure that customers were guided through using public transit. Board Member Greenberg noted that there was a great decrease in gap incidents, and congratulated the LIRR on its efforts. President Williams thanked Board Member Greenberg for his comments.

President Williams provided the Committee with a brief summary of the LIRR's Third Quarter Inventory report, details of which are on file with the records of this meeting.

Procurements

President Williams requested approval of three procurements: two non-competitive procurements and one competitive procurement. There were no ratifications.


President Williams stated that in the competitive section is a request for approval of a contract modification with Lichtenstein Consulting Engineers. She further stated that the LIRR is about to undertake very important bridge repair work at the Powell Creek and Hog Island Channel bridges simultaneously. President Williams indicated that the LIRR believes that it would be advantageous to have the design engineers on site at both locations, to ensure the work progresses smoothly and to assist with anything that is discovered during the actual construction process.

Upon motion duly made and seconded, all procurement actions were approved for recommendation to the Finance Committee and the Board. Details of the above items are set forth in Staff Summaries, copies of which are on file with the records of this meeting.

Adjournment:

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

Respectfully submitted,


Dowlat Persad
Assistant Secretary



Status Report

December 2009

LIRR/LI Bus Committee Meeting

Wednesday, December 9, 2009 @ 9:30 AM

MTA

5th Floor Board Room

347 Madison Avenue

New York, NY 10017

Long Island Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes
Committee Work Plan
Operations Performance Summary
Procurements
Service Changes (if any)
Tariff changes (if any)
Action Items (if any)

Responsibility

Committee Chair & Members
Committee Chair & Members
President
President
Service Planning
Service Planning
As listed

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2009

2010 Final Proposed Budget

Finance

January 2010

Capital Program Update
Bus Tech Report

Capital Program Management
Transportation Operations

February 2010

Preliminary Review of 2009 Operating Results
Adopted Budget/Financial Plan 2010-2013

Finance
Finance

March 2010

April 2010

Capital Program Update
Final Review of 2009 Operating Budget Results
Bus Tech Report

Capital Program Management
Finance
Transportation Operations

May 2010

June 2010

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

August 2010

No meeting

September 2010

2011 Preliminary Budget (Public Comment)

Finance

October 2010

Capital Program Update

Capital Program Management

2011 Preliminary Budget (Public Comment)

Bus Tech Report

Transportation Operations

November 2010

2011 Preliminary Budget (Public Comment)

Review Committee Charter

Long Island Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the previous month's Committee meeting

LI Bus Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary

Performance summary of bus and paratransit service including safety, finance, ridership

Capital Program Plan achievements

Key indicators: pull-out performance, equipment availability, mean distance between failures.

Procurements

Actions requiring Board approval and items for Committee and Board information

Order of items: Procurement Summary, Resolution, Non-Competitive, Competitive,

Ratifications

Includes items that require a 2/3 vote of the Board for approval.

Service Changes

Service proposals for committee information and for Board approval, when required.

Outline of various initiatives affecting bus service (i.e. bus route path revisions).

Tariff Changes

Proposals for Board approval of changes affecting LI Bus fare policy structure.

Action Items

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

II. SPECIFIC AGENDA ITEMS

DECEMBER 2009

2010 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2010.

JANUARY 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the fourth quarter of 2009. This report includes capital program milestones achieved and active project status reports.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

FEBRUARY 2010

Preliminary Review of 2009 Budget Results

The Agency will present a brief review of its 2009 budget results.

Adopted Budget/Financial Plan 2010-2013

The agency will present its revised 2010-2013 Financial Plan. These plans will reflect the 2010 Adopted Budget and an updated Financial Plan for 2010-2013 reflecting the out-year impact of any changes incorporated into the 2010 Adopted Budget.

MARCH 2010

APRIL 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the first quarter of 2010. This report includes capital program milestones achieved and active projects status reports.

Final Review of 2009 Operating Budget 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.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

MAY 2010

JUNE 2010

JULY 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the second quarter of 2010. This report includes capital program milestones achieved and active project status reports.

Updated Forecast for 2010/2011 Preliminary Budget/2011-2014 Financial Plan

Agencies will present an updated forecast for 2010, a preliminary budget for 2011, and an updated Financial Plan through 2014 which will be presented at the Special Finance Committee Meeting with the Board.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

AUGUST 2010

No meeting

SEPTEMBER 2010

2011 Preliminary Budget

Highlights of the 2011 Preliminary Budget will be presented to the Committee. Public comment will be accepted on the 2011 Budget.

OCTOBER 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the third quarter of 2010. This report includes capital program milestones achieved and active project status reports.

2011 Preliminary Budget

Public comment will be accepted on the 2011 Preliminary Budget.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

NOVEMBER 2010

2011 Preliminary Budget

Public comment will be accepted on the 2011 Preliminary Budget.

Review Committee Charter

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

Long Island Bus

Monthly Operations Performance Summary

Statistical results for the month of October 2009 are shown below. Details on each indicator are provided in the following pages

Indicator	Current Month: October 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change

BUS

AM Weekday Pullout Performance	100.00%	100.00%	0.0%	99.92%	100.00%	-0.1%
PM Weekday Pullout Performance	100.00%	100.00%	0.0%	99.99%	100.00%	0.0%
Mean Distance Between Failures	3,846	2,047	87.9%	2,366	1,980	19.5%
Mean Distance Between Service Interruptions 1	2,208	4,731	-53.3%	2,462	4,399	-44.0%
Percentage of Completed Trips	99.61%	99.63%	0.0%	99.55%	99.57%	0.0%

SAFETY

Customer Accidents/Million Customers*	0.36	N/A		1.10	N/A	
Customer Accident Injuries/Million Customers*	0.36	N/A		1.00	N/A	
Collisions/Million Miles 2	40.77	38.51	5.9%	35.42	33.43	6.0%
Collision Injuries/Million Miles*	0.00	N/A		2.21	N/A	
Employee On-Duty Lost-Time Accidents per 100ee	3.11	4.75	-34.6%	3.06	4.23	-27.6%

BUS RIDERSHIP AND REVENUE

Fixed Route Ridership	2,793,028	2,980,757	-6.3%	30,897,019	32,815,722	-5.8%
Farebox Revenue	3,846,875	3,826,602	0.5%	40,252,427	41,066,205	-2.0%
Average Weekday Ridership	108,730	113,042	-3.8%	103,244	108,942	-5.2%
Average Weekend Ridership	43,347	46,799	-7.4%	42,620	45,275	-5.9%

PARATRANSIT

Weekday Pullout Performance	99.59%	102.42%	-2.8%	99.39%	101.43%	-2.0%
Mean Distance Between Failures	10,554	6,655	58.6%	6,757	6,266	7.8%
Percentage of Completed Trips	93.27%	93.47%	-0.2%	92.66%	92.89%	-0.2%

PARATRANSIT RIDERSHIP AND REVENUE

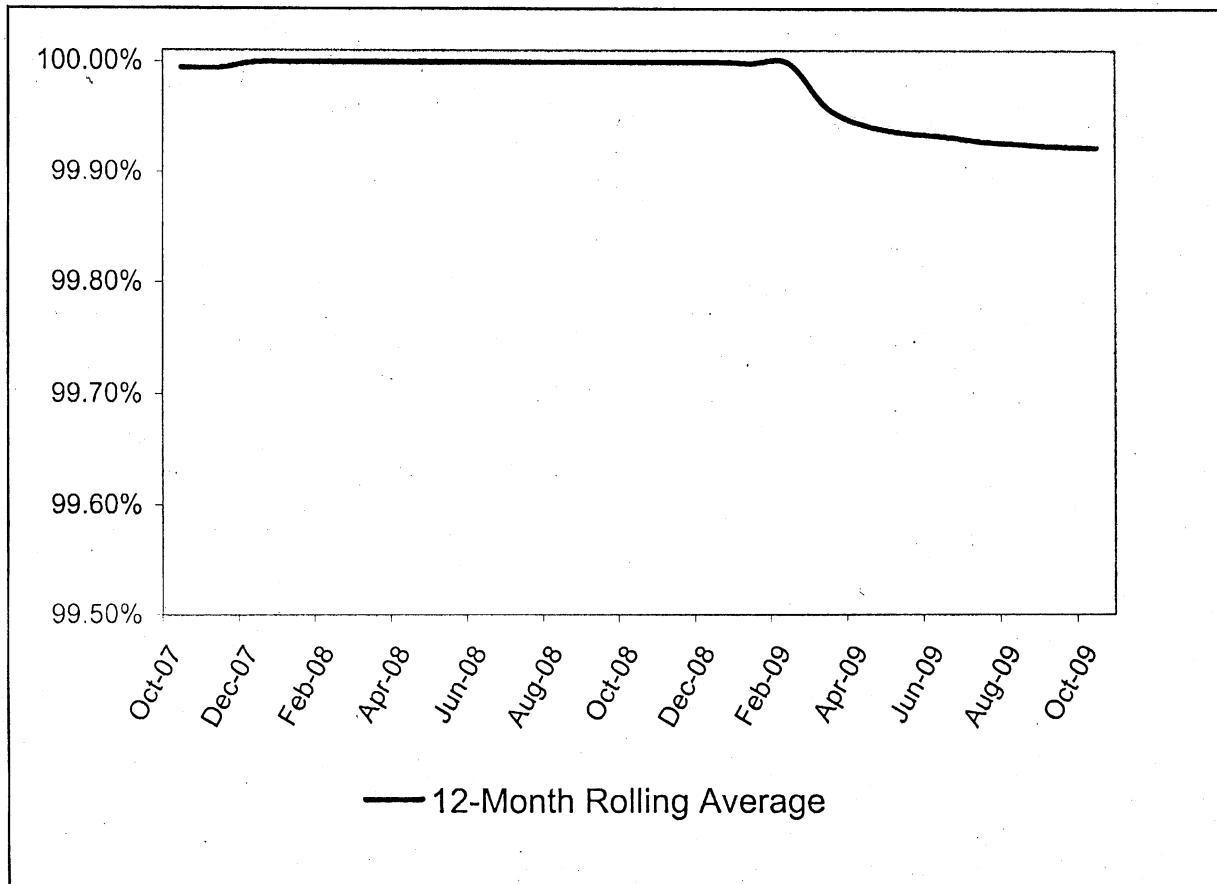
Ridership	36,536	35,266	3.6%	393,104	372,998	5.4%
Revenue	124,083	111,707	11.1%	1,274,659	1,173,063	8.7%

*New for 2009; 12-Month Average reflects the Year-to-date

1- MDBSI: In April 2009 reporting for this indicator is now standardized with bus operations of New York City Transit Bus and MTA Bus.

2- Collisions/Million Miles: In 2009 includes hit and run Collisions for reporting, same as done for New York City Transit Bus and MTA Bus.

Bus AM Weekday Pullout Performance



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

October 2009: 100.00%
 October 2008: 100.00%
 October 2007: 100.00%

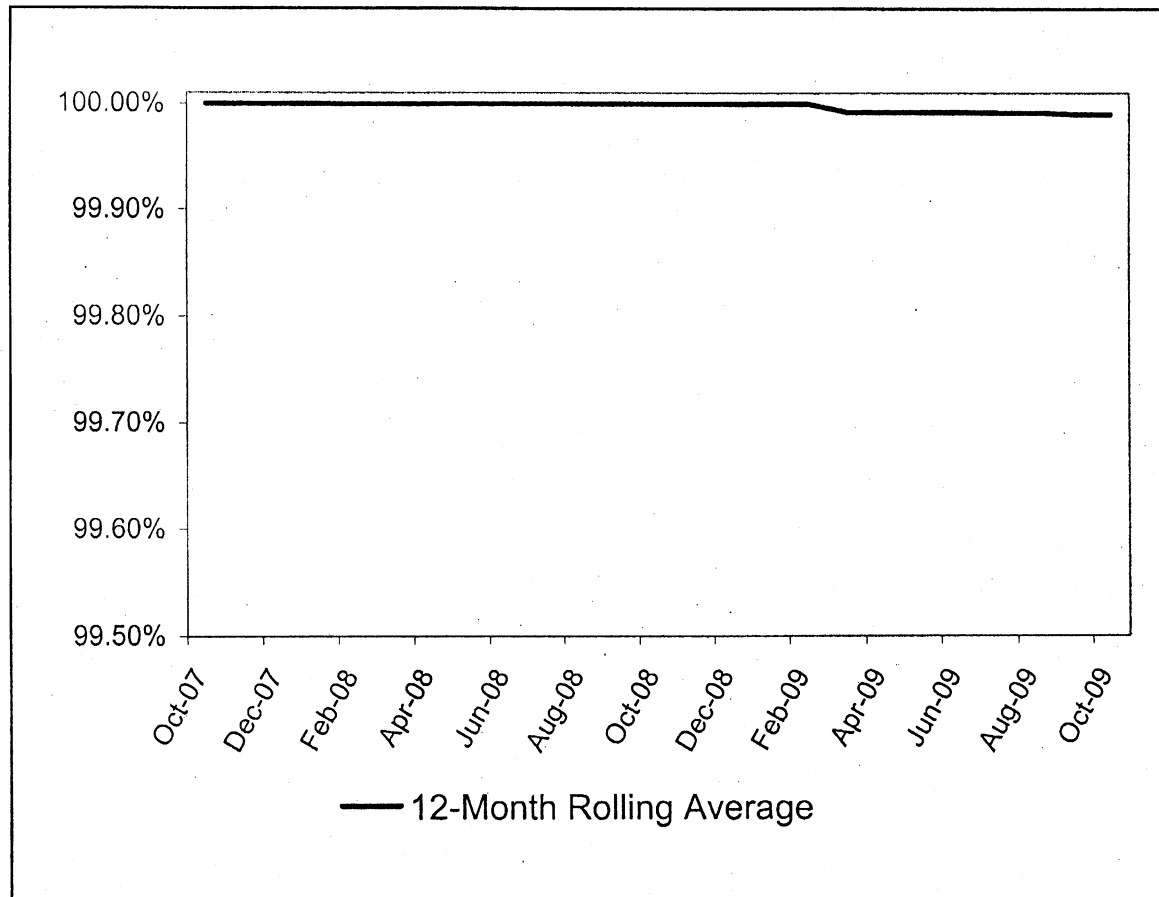
12-Month Average

Nov 08-Oct 09: 99.92%
 Nov 07-Oct 08: 100.00%
 Nov 06-Oct 07: 99.99%

Annual Results

2009 Goal: 99.85%
 2008 Actual: 100.00%
 2007 Actual: 100.00%

Bus PM Weekday Pullout Performance



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results

October 2009:	100.00%
October 2008:	100.00%
October 2007:	100.00%

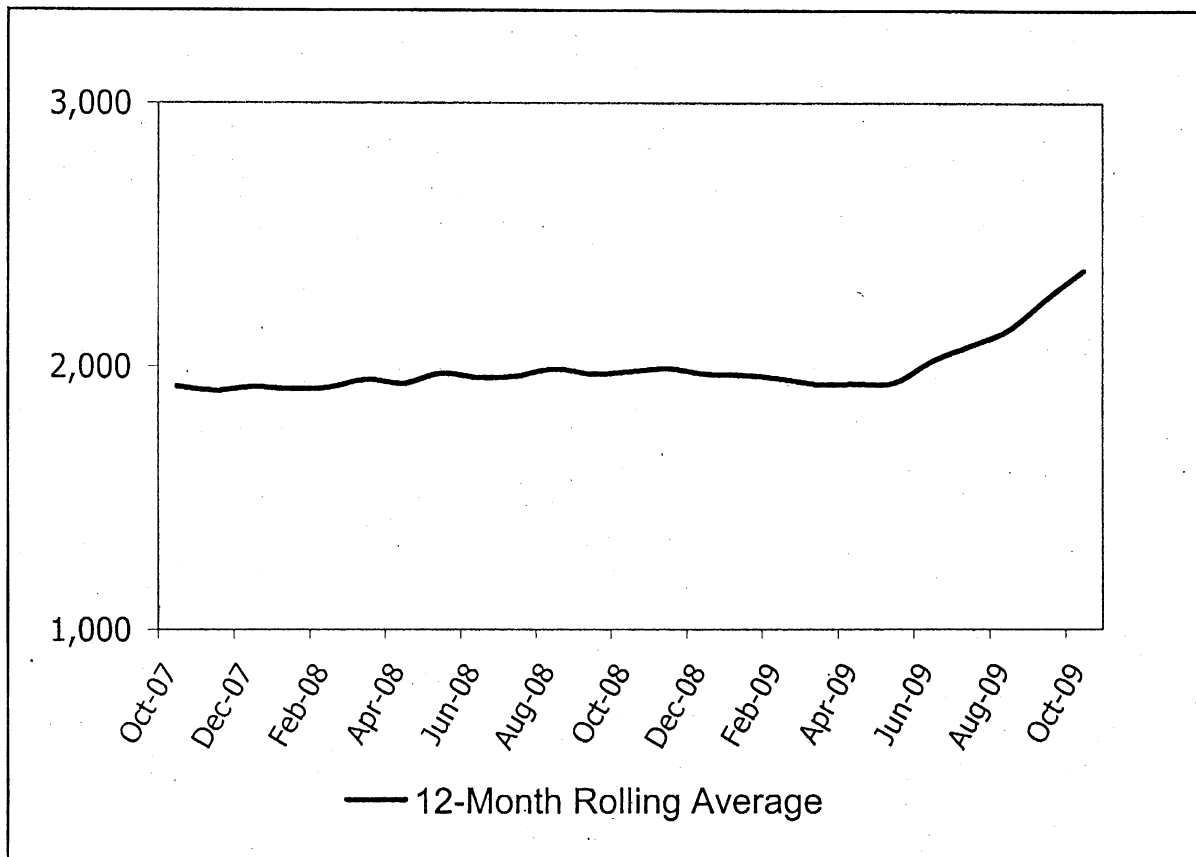
12-Month Average

Nov 08-Oct 09:	99.99%
Nov 07-Oct 08:	100.00%
Nov 06-Oct 07:	100.00%

Annual Results

2009 Goal:	99.85%
2008 Actual:	100.00%
2007 Actual:	100.00%

Bus Mean Distance Between Failures



Definition

Bus Mean Distance Between Failures(MDBF) measures the average miles between mechanical road calls. It indicates the mechanical reliability of the fleet.

Monthly Results

October 2009: 3,846
 October 2008: 2,047
 October 2007: 1,948

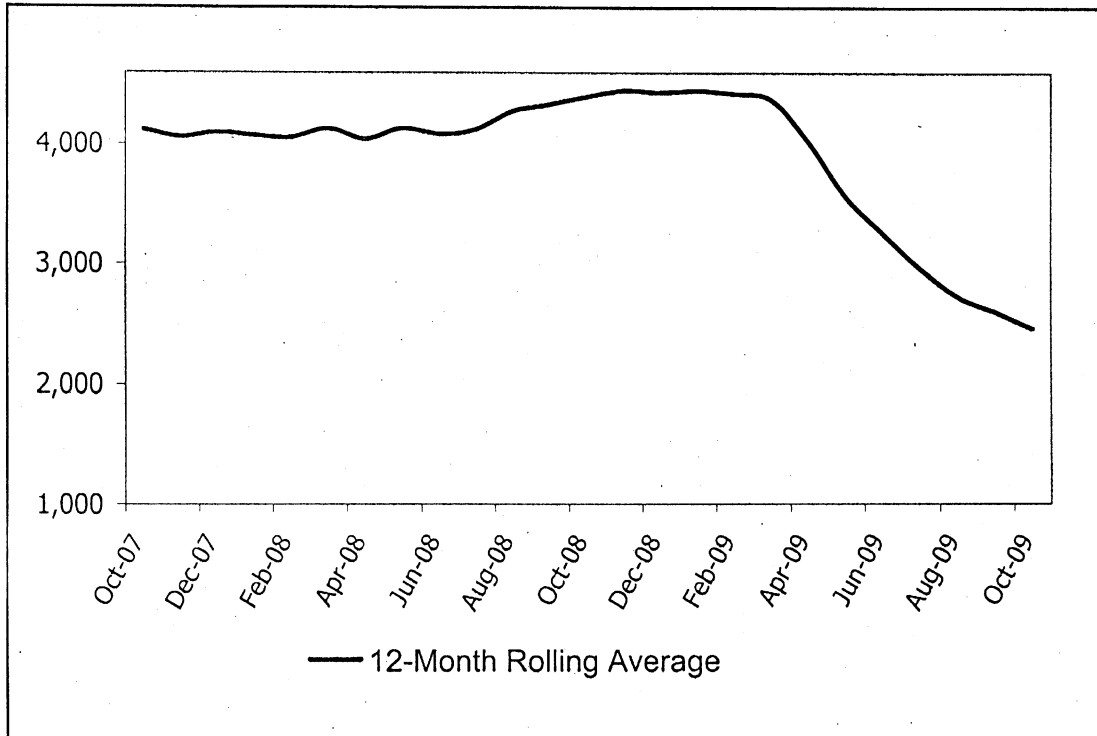
12-Month Average

Nov 08-Oct 09: 2,366
 Nov 07-Oct 08: 1,980
 Nov 06-Oct 07: 1,923

Annual Results

2009 Goal: 2,103
 2008 Actual: 1,971
 2007 Actual: 1,921

Bus Mean Distance Between Service Interruptions



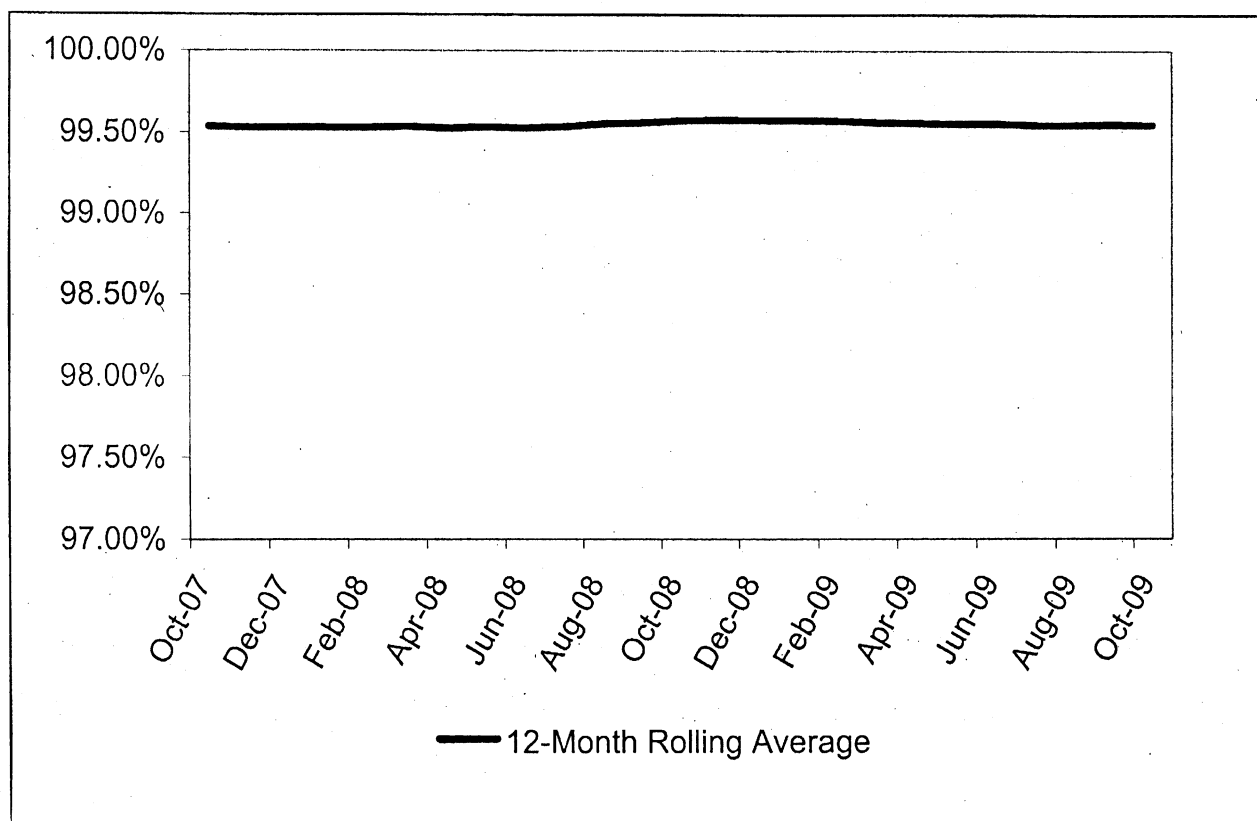
Definition

The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results		12-Month Average	Annual Results	
October 2009:	2,208	Nov 08-Oct 09:	2,462	2009 Goal: 2,752
October 2008:	4,731	Nov 07-Oct 08:	4,399	2008 Actual: 4,438
October 2007:	3,999	Nov 06-Oct 07:	4,123	2007 Actual: 4,100

* In April 2009 reporting for this indicator is now standardized with bus operations of New York City Transit Bus and MTA Bus.

Bus Percentage of Completed Trips



Definition

The percent of scheduled trips completed system wide for the 12-month period.

Monthly Results

October 2009: 99.61%
 October 2008: 99.63%
 October 2007: 99.50%

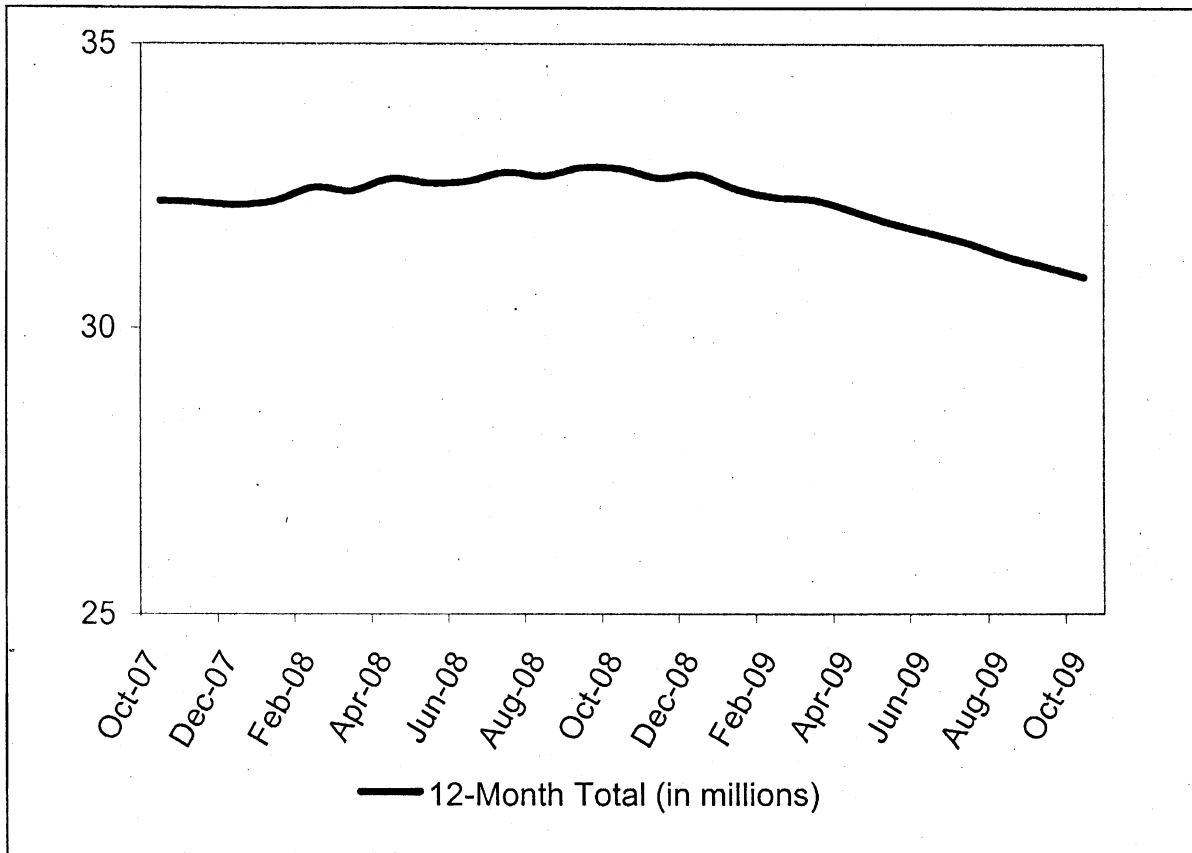
12-Month Average

Nov 08-Oct 09: 99.55%
 Nov 07-Oct 08: 99.57%
 Nov 06-Oct 07: 99.54%

Annual Results

2009 Goal: 99.40%
 2008 Actual: 99.58%
 2007 Actual: 99.53%

Fixed Route Ridership



Definition

The above chart shows the 12-Month Total Fixed Route Ridership

Monthly Results

October 2009: 2,793,028
 October 2008: 2,980,757
 October 2007: 2,998,470

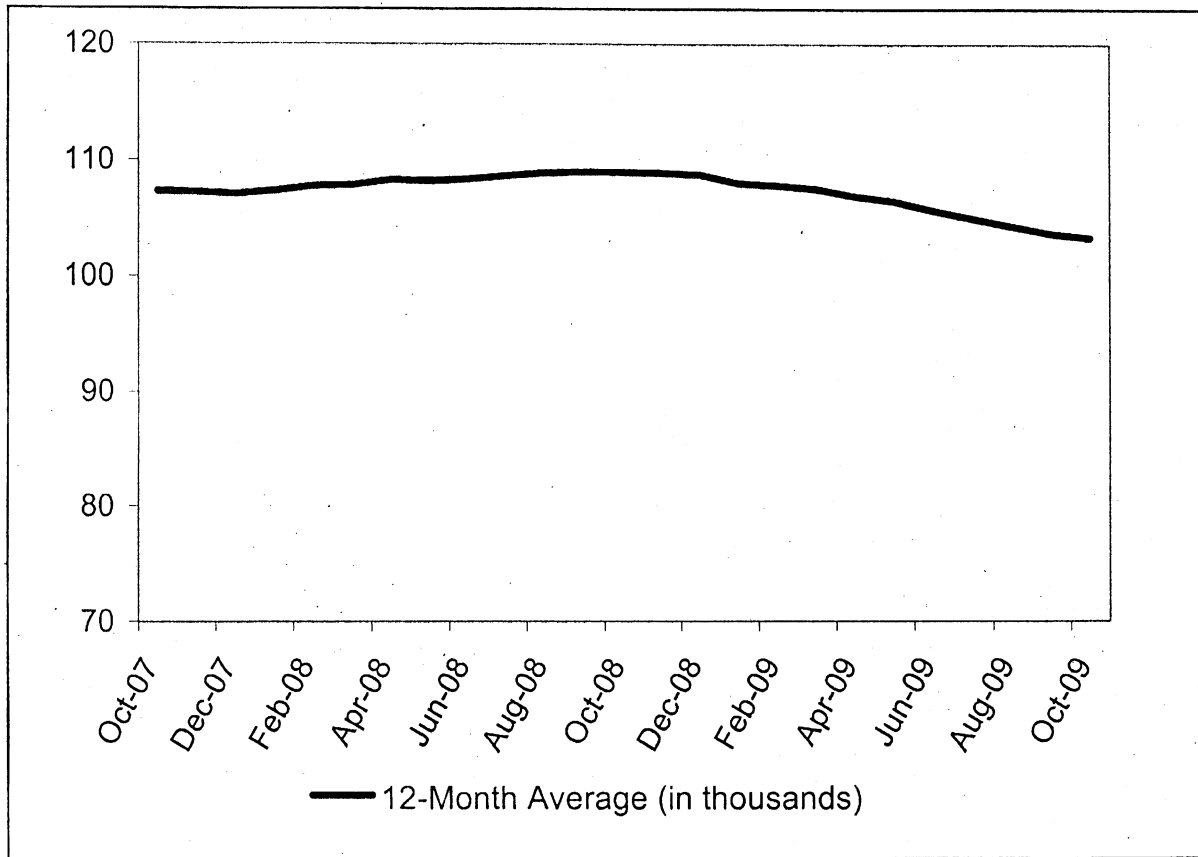
12-Month Total

Nov 08-Oct 09: 30,897,019
 Nov 07-Oct 08: 32,815,722
 Nov 06-Oct 07: 32,239,215

Annual Results

2009 Goal: 32,565,000
 2008 Actual: 32,707,611
 2007 Actual: 32,172,149

Average Weekday Ridership



Definition

The above chart shows the 12-Month Average Weekday Ridership

Monthly Results

October 2009: 108,730
 October 2008: 113,042
 October 2007: 113,809

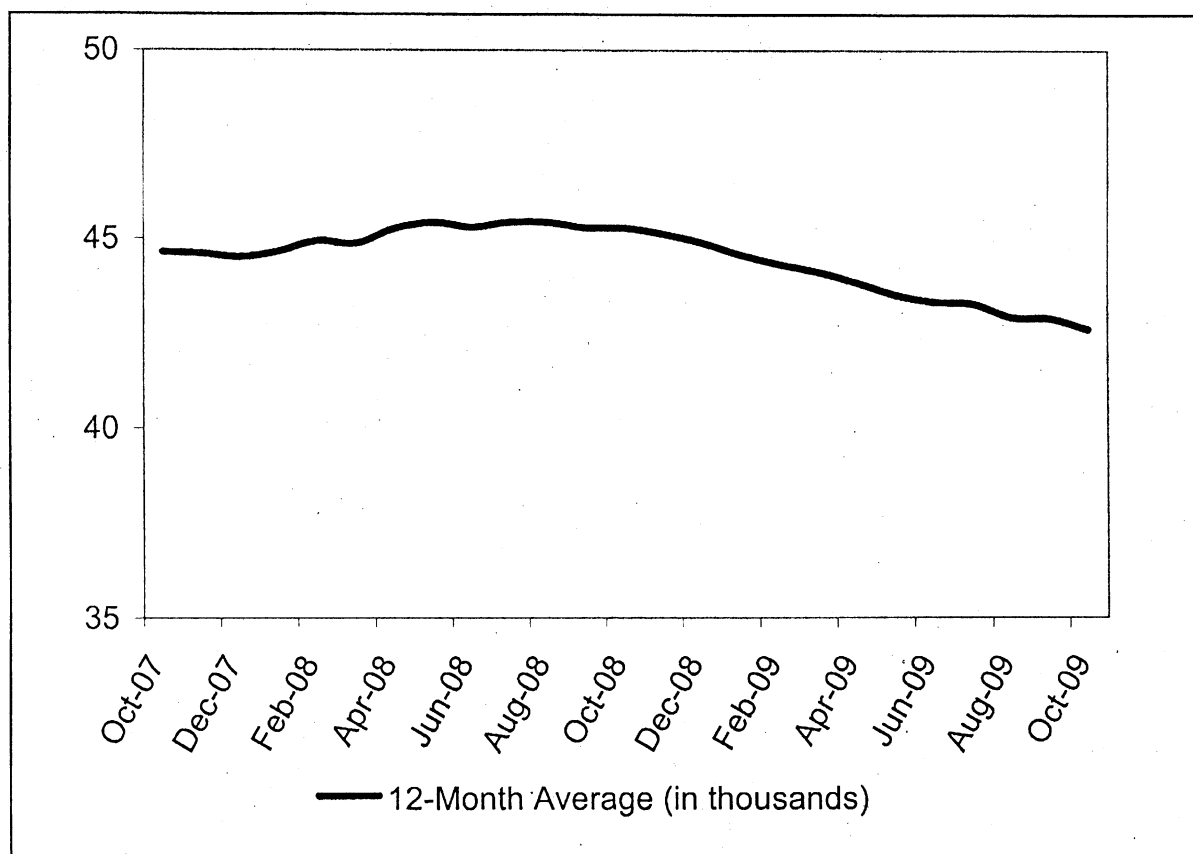
12-Month Average

Nov 08-Oct 09: 103,244
 Nov 07-Oct 08: 108,942
 Nov 06-Oct 07: 107,293

Annual Results

2009 Goal: N/A
 2008 Actual: 108,730
 2007 Actual: 107,084

Average Weekend Ridership



Definition

The above chart shows the 12-Month Average Weekend Ridership

Monthly Results

October 2009:	43,347
October 2008:	46,799
October 2007:	46,937

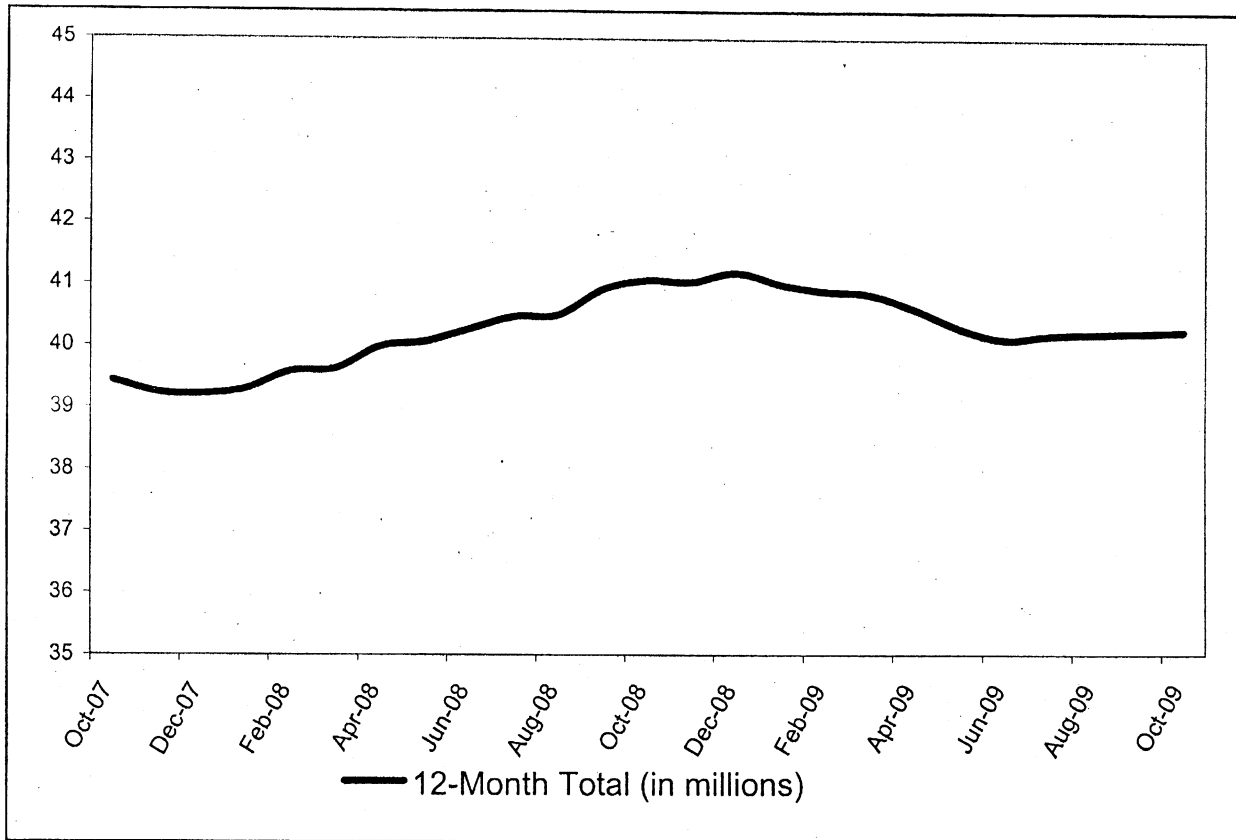
12-Month Average

Nov 08-Oct 09:	42,620
Nov 07-Oct 08:	45,275
Nov 06-Oct 07:	44,648

Annual Results

2009 Goal:	N/A
2008 Actual:	44,905
2007 Actual:	44,522

Farebox Revenue



Definition

The above chart shows the 12-Month Total Farebox Revenue

Monthly Results

October 2009: 3,846,875
 October 2008: 3,826,602
 October 2007: 3,676,172

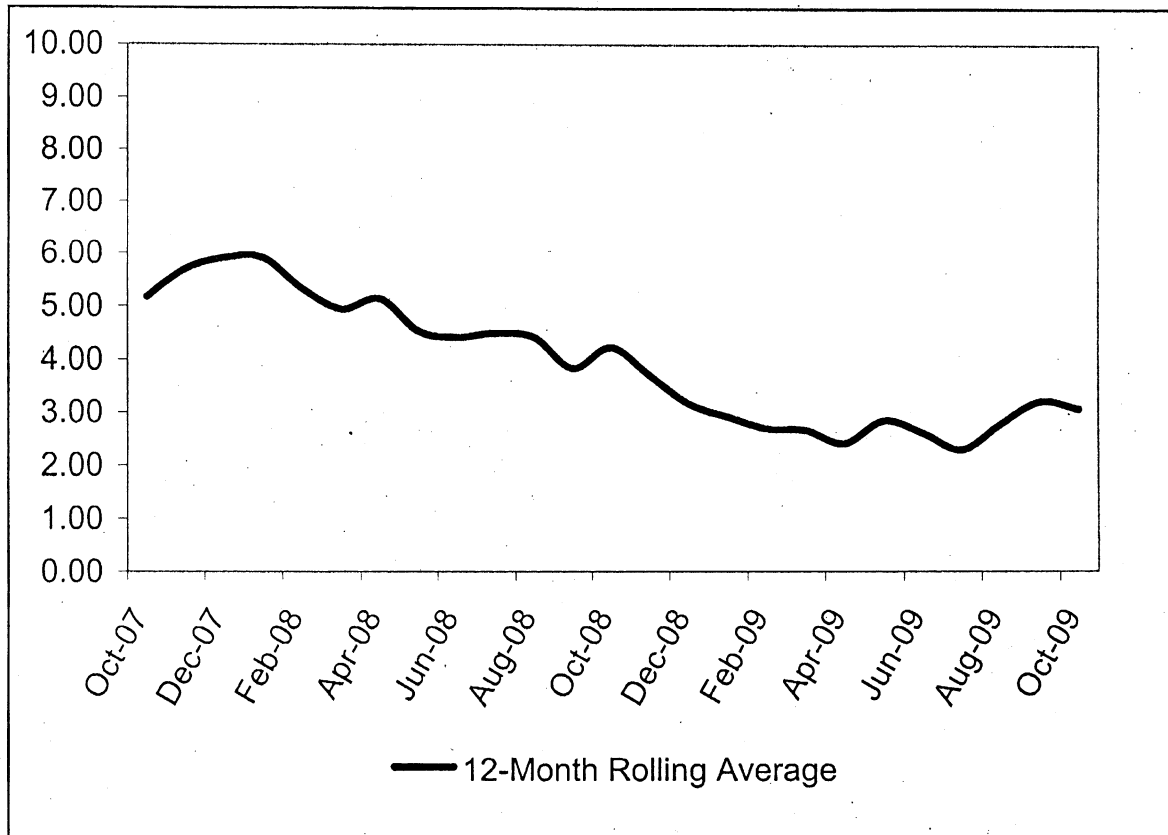
12-Month Total

Nov 08-Oct 09: 40,252,427
 Nov 07-Oct 08: 41,066,205
 Nov 06-Oct 07: 39,433,856

Annual Results

2009 Goal: 40,735,000
 2008 Actual: 41,190,231
 2007 Actual: 39,216,344

Employee On-Duty Lost Time Accident Rate



Definition

A job related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident.

Monthly Results

October 2009: 3.11
 October 2008: 4.75
 October 2007: 0.00

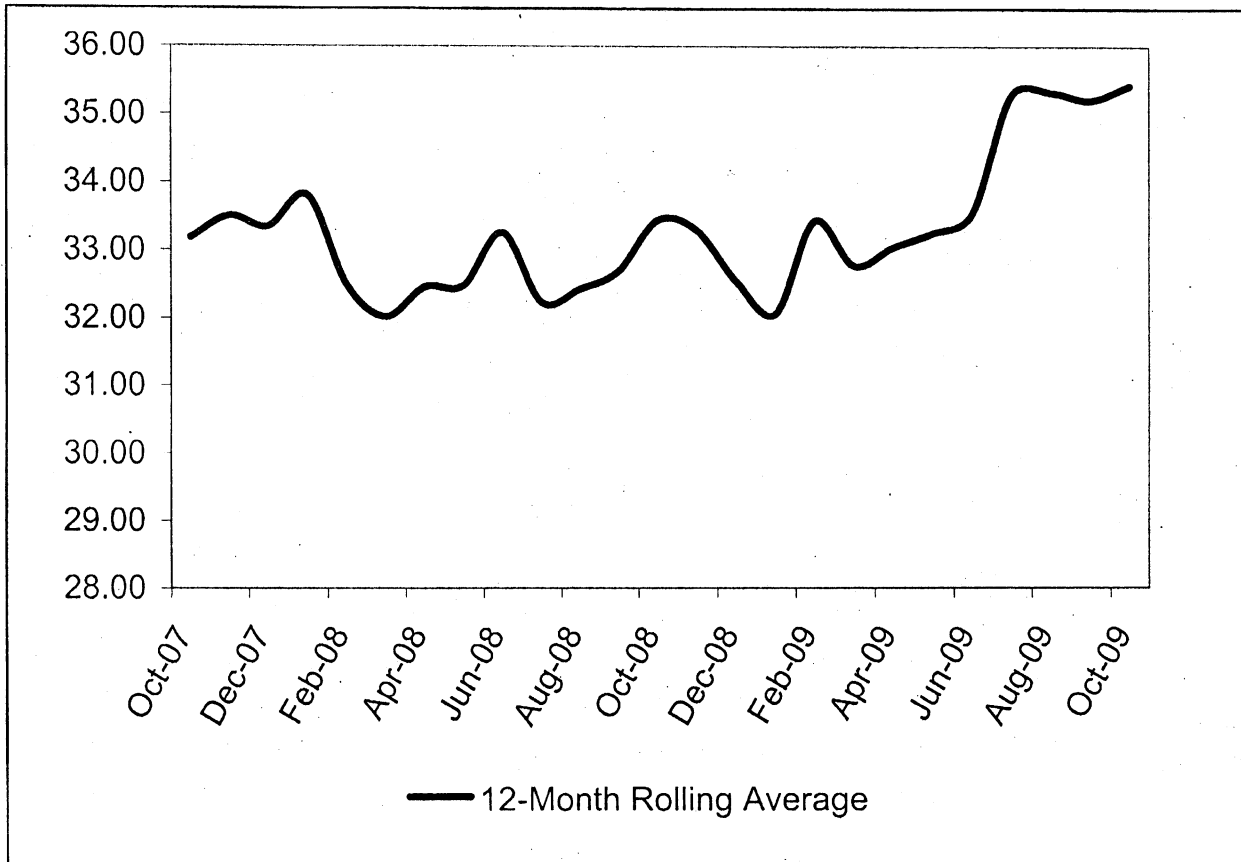
12-Month Average

Nov 08-Oct 09: 3.06
 Nov 07-Oct 08: 4.23
 Nov 06-Oct 07: 5.17

Annual Results

2009 Goal: 2.40
 2008 Actual: 3.19
 2007 Actual: 5.87

Collisions / Million Miles Traveled



Definition

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal.

Monthly Results

October 2009: 40.77
 October 2008: 38.51
 October 2007: 30.08

12-Month Average

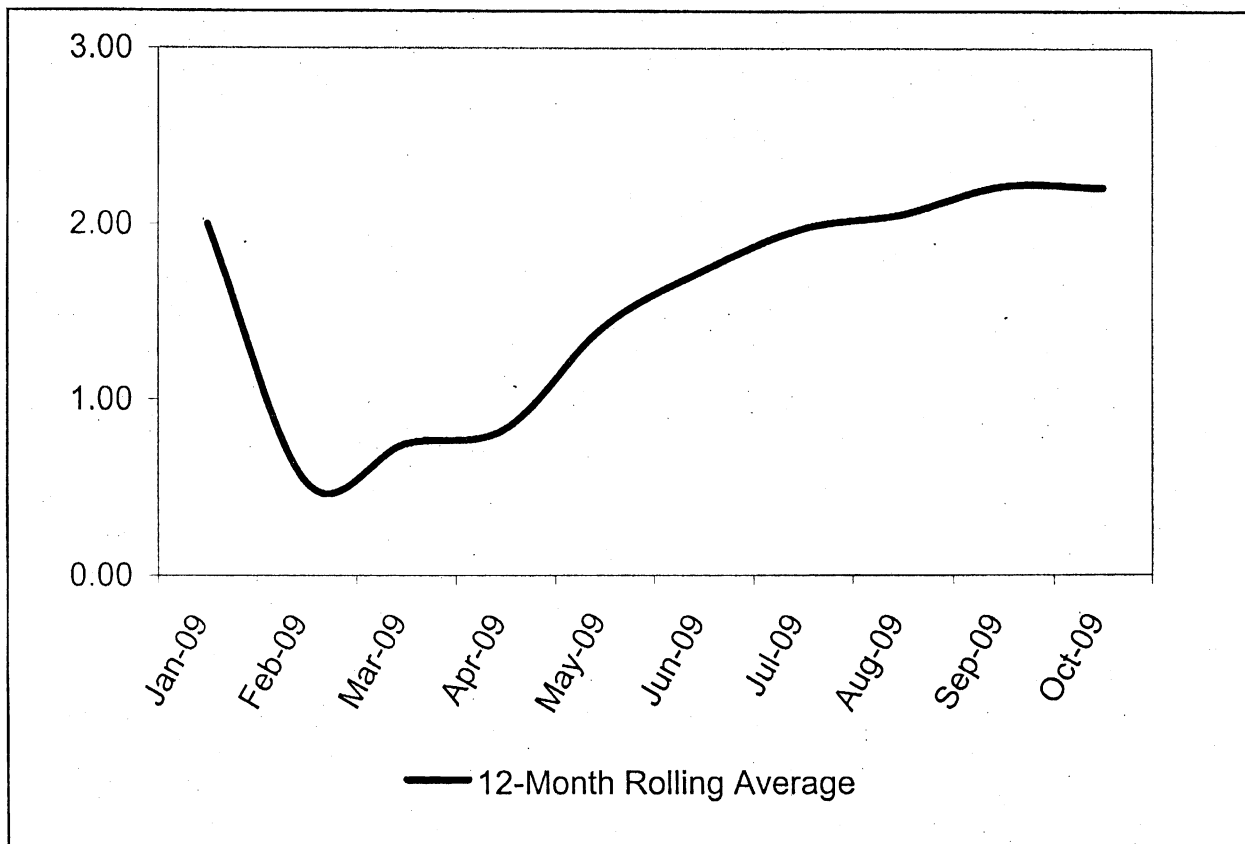
Nov 08-Oct 09: 35.42
 Nov 07-Oct 08: 33.43
 Nov 06-Oct 07: 33.18

Annual Results

2009 Goal: 32.14
 2008 Actual: 32.53
 2007 Actual: 33.35

Note: New indicator for 2009 - Long Island Bus now includes Hit and Run Collisions for reporting, same at NYCT Bus and MTA Bus

Collision Injuries / Million Miles Traveled



Definition

An injury resulting from a collision between a bus and another vehicle, an object, a person, or an animal.

Monthly Results

October 2009:	0.00
October 2008:	0.00
October 2007:	0.00

12-Month Average

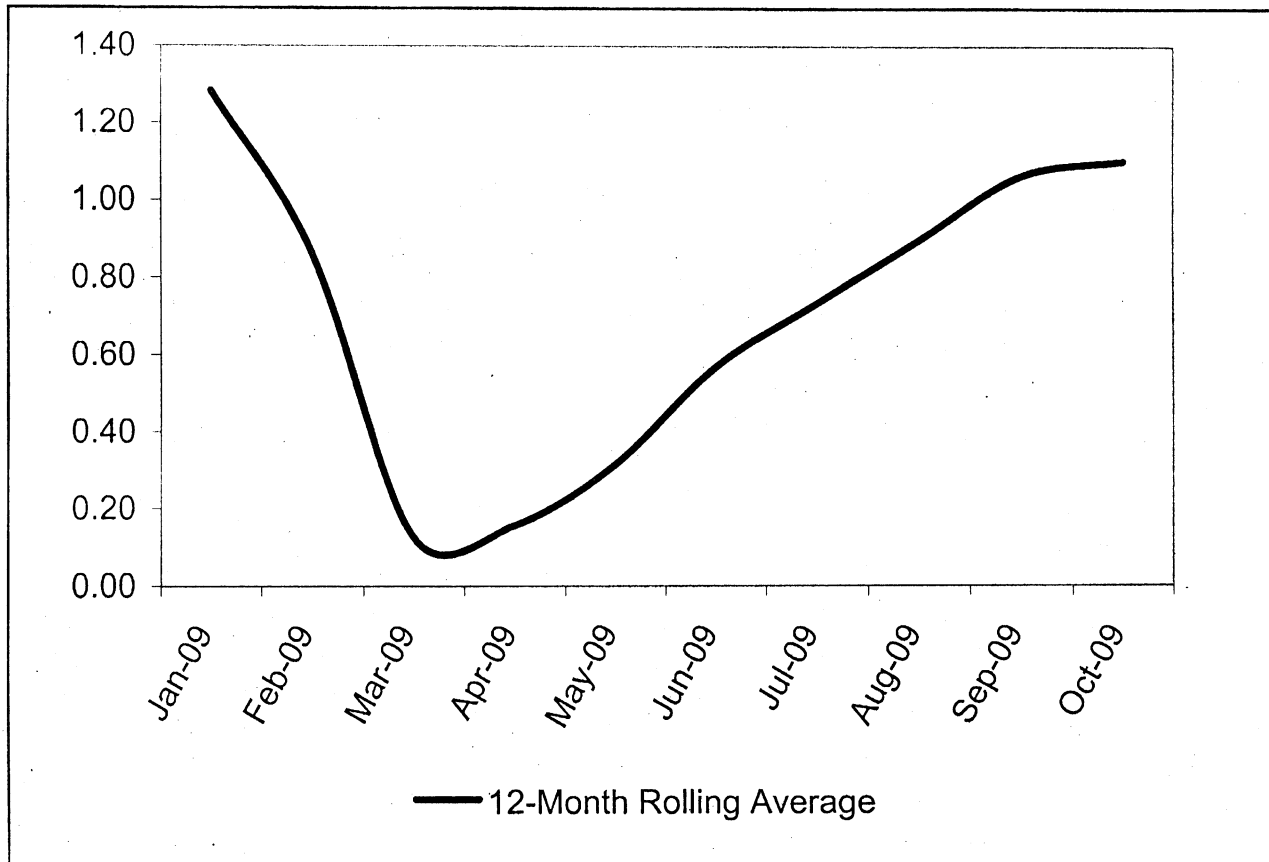
Nov 08-Oct 09:	2.21
Nov 07-Oct 08:	0.00
Nov 06-Oct 07:	0.00

Annual Results

2009 Goal:	5.54
2008 Actual:	0.00
2007 Actual:	0.00

Note: New indicator for 2009; 12-Month Average reflects the Year-to-date

Customer Accidents / Million Customers



Definition

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).

Monthly Results

October 2009:	0.36
October 2008:	0.00
October 2007:	0.00

12-Month Average

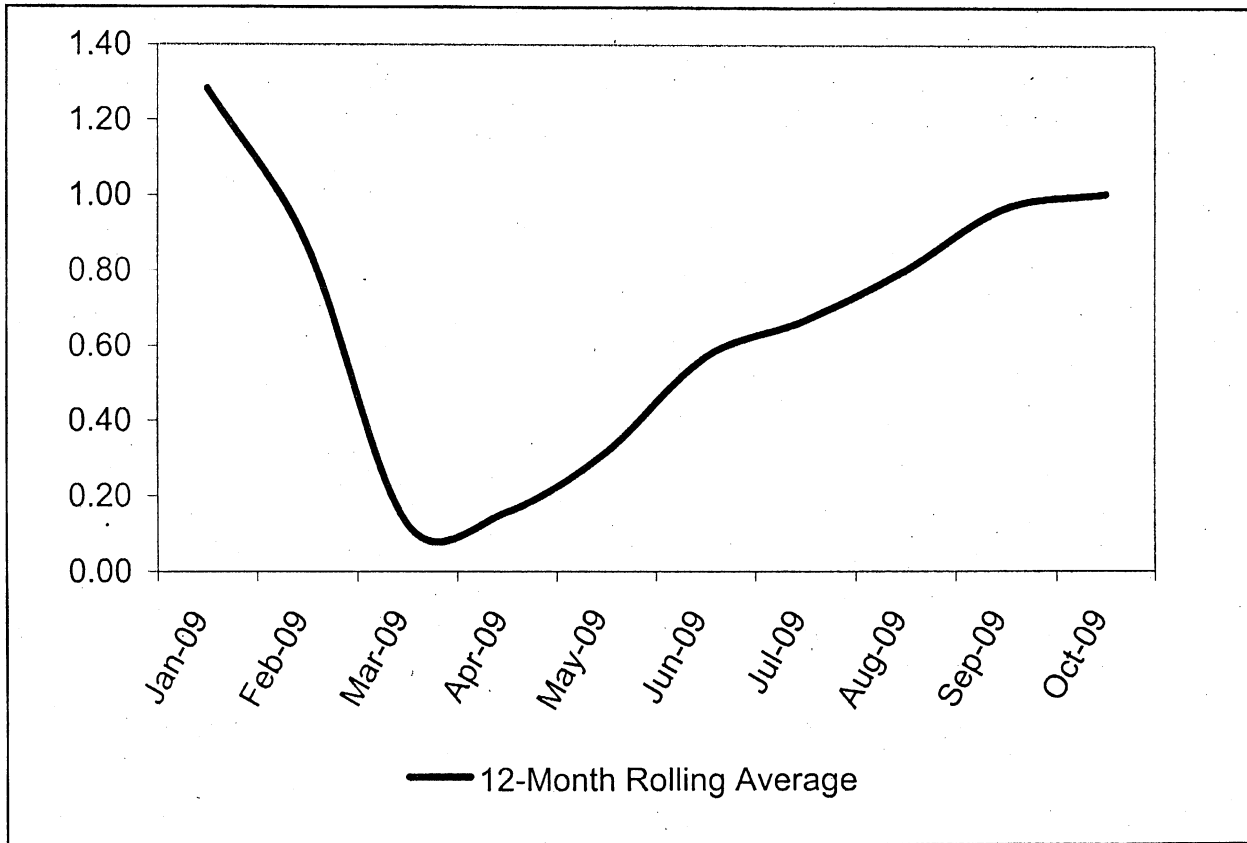
Nov 08-Oct 09:	1.10
Nov 07-Oct 08:	0.00
Nov 06-Oct 07:	0.00

Annual Results

2009 Goal:	1.51
2008 Actual:	0.00
2007 Actual:	0.00

Note: New indicator for 2009; 12-Month Average reflects the Year-to-date

Customer Accident Injuries / Million Customers



Definition

An injury resulting from an incident on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).

Monthly Results

October 2009:	0.36
October 2008:	0.00
October 2007:	0.00

12-Month Average

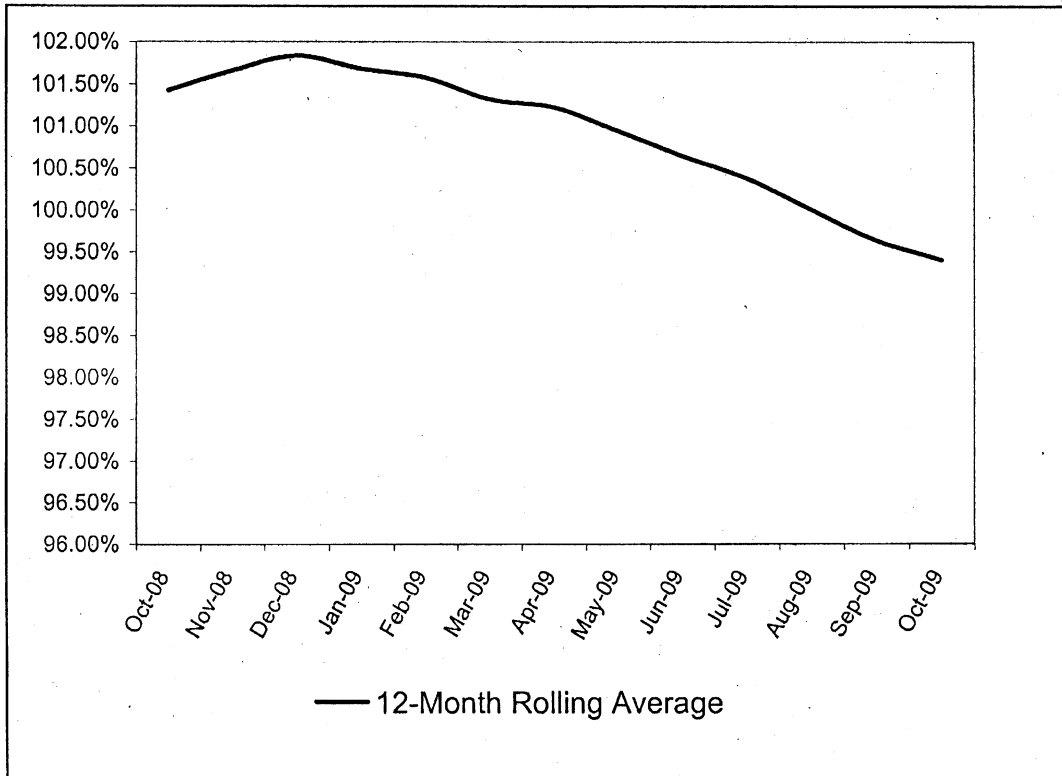
Nov 08-Oct 09:	1.00
Nov 07-Oct 08:	0.00
Nov 06-Oct 07:	0.00

Annual Results

2009 Goal:	1.25
2008 Actual:	0.00
2007 Actual:	0.00

Note: New indicator for 2009; 12-Month Average reflects the Year-to-date

Paratransit Weekday Pullout Performance



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

October 2009: 99.59%
 October 2008: 102.42%
 October 2007: 100.08%

12-Month Average

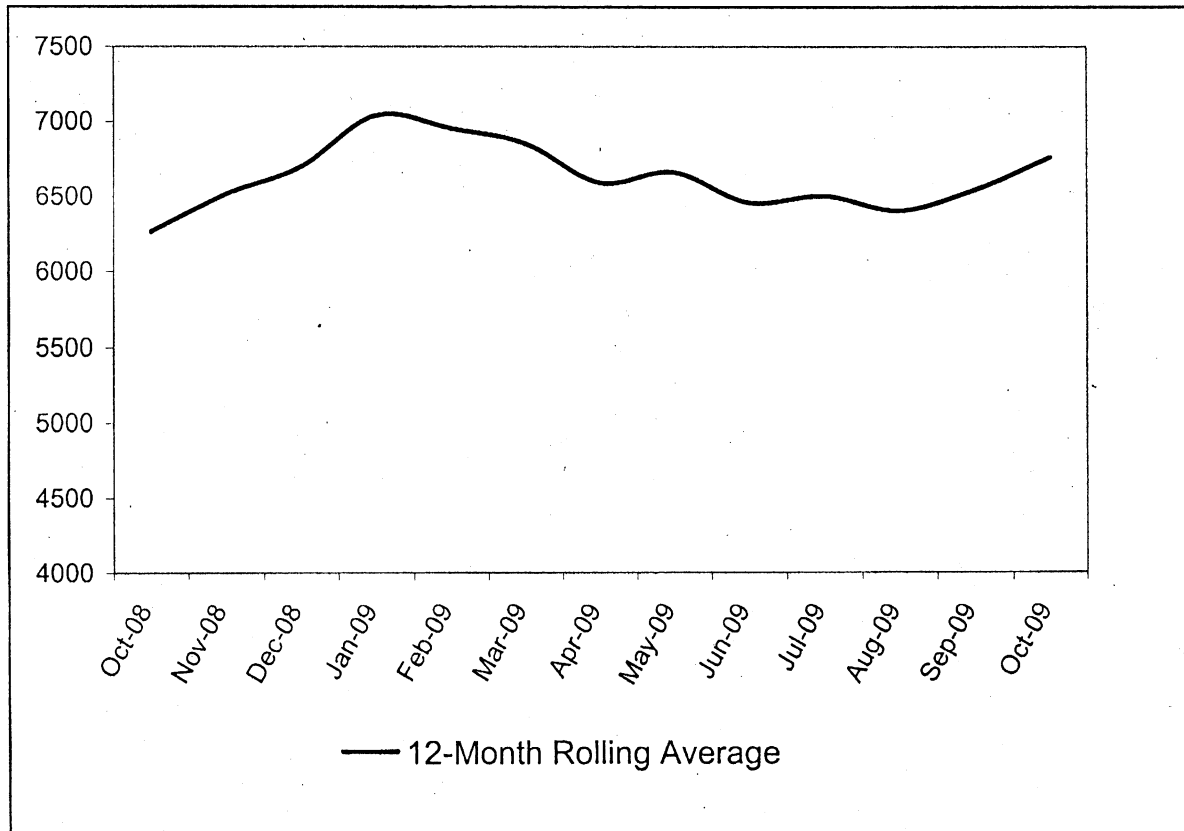
Nov 08-Oct 09: 99.39%
 Nov 07-Oct 08: 101.43%
 Nov 06-Oct 07: 98.10%

Annual Results

2009: Goal: N/A
 2008 Actual: 101.84%
 2007 Actual: 98.31%

*Beginning in January 2009 this now reflects the percent of required buses and operators plus additional requests in the AM peak period compared to the actual number that pulled out.

Paratransit Mean Distance Between Failures



Definition

Paratransit Mean Distance Between Failures(MDBF) measures the average miles between mechanical road calls. It indicates the mechanical reliability of the fleet.

Monthly Results

October 2009:	10,554
October 2008:	6,655
October 2007:	5,714

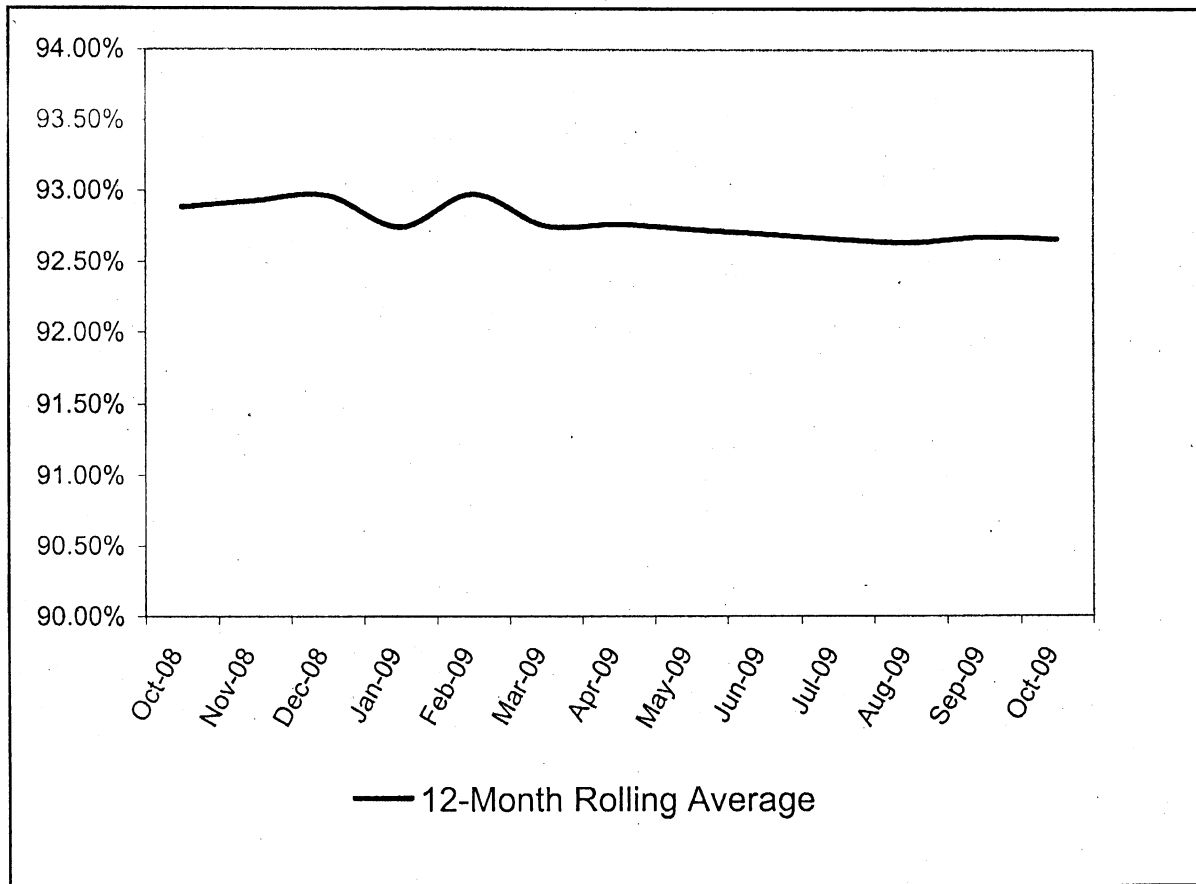
12-Month Average

Nov 08-Oct 09:	6,757
Nov 07-Oct 08:	6,266
Nov 06-Oct 07:	5,404

Annual Results

2009: Goal:	N/A
2008 Actual:	6,698
2007 Actual:	4,745

Paratransit Percentage of Completed Trips



Definition

The percent of scheduled trips completed system wide for the 12-month period.

Monthly Results

October 2009: 93.27%
 October 2008: 93.47%
 October 2007: 92.40%

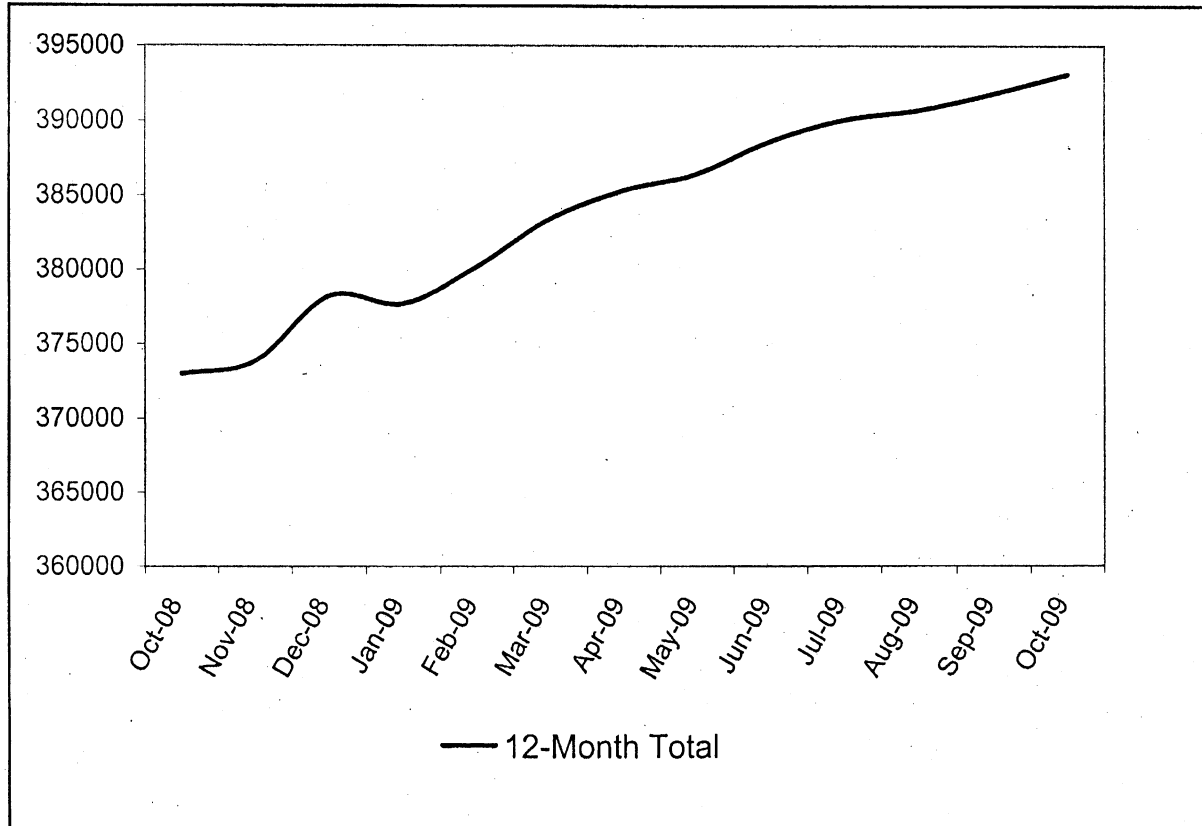
12-Month Average

Nov 08-Oct 09: 92.66%
 Nov 07-Oct 08: 92.89%
 Nov 06-Oct 07: 92.16%

Annual Results

2009: Goal: N/A
 2008 Actual: 92.97%
 2007 Actual: 92.02%

Paratransit Ridership



Definition

The above chart shows the 12-Month Total Paratransit Ridership

Monthly Results

October 2009: 36,536
 October 2008: 35,266
 October 2007: 32,585

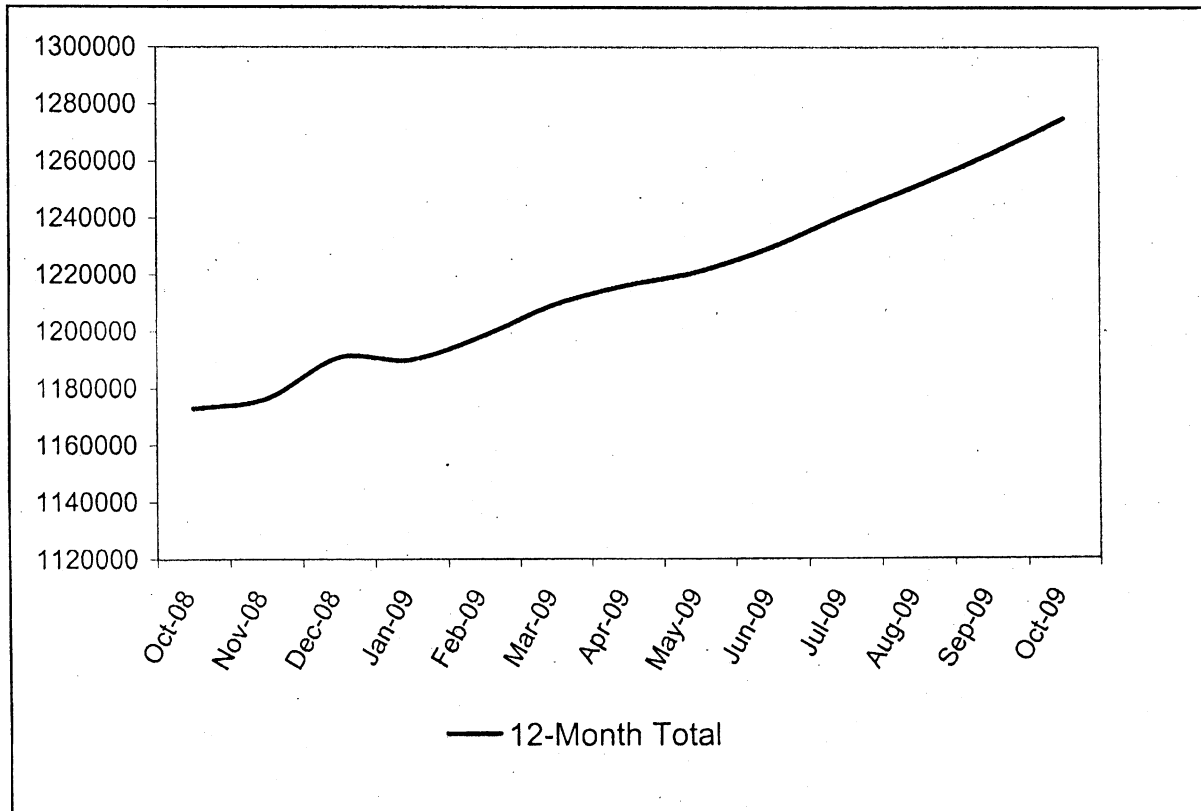
12-Month Total

Nov 08-Oct 09: 393,104
 Nov 07-Oct 08: 372,998
 Nov 06-Oct 07: 354,569

Annual Results

2009 Goal 358,000
 2008 Actual: 378,207
 2007 Actual: 352,161

Paratransit Revenue



Definition

The above chart shows the 12-Month Total Paratransit Revenue

Monthly Results

October 2009:	124,083
October 2008:	111,707
October 2007:	102,663

12-Month Total

Nov 08-Oct 09:	1,274,659
Nov 07-Oct 08:	1,173,063
Nov 06-Oct 07:	1,108,156

Annual Results

2009 Goal	1,116,000
2008 Actual:	1,190,823
2007 Actual:	1,102,904



OPERATING STATEMENTS

OCTOBER 2009

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
OCTOBER 2009
(\$ in millions)

Table 1

	Nonreimbursable			Reimbursable			Total		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Revenue									
Farebox Revenue	\$3.956	\$3.971	\$0.015	\$0.000	\$0.000	\$0.000	\$3.956	\$3.971	\$0.015
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.236	0.880	0.644	0.000	0.000	0.000	0.236	0.880	0.644
Capital and Other Reimbursements	0.000	0.000	0.000	0.598	0.694	0.096	0.598	0.694	0.096
Total Revenue	\$4.192	\$4.851	\$0.659	\$0.598	\$0.694	\$0.096	\$4.790	\$5.545	\$0.755
Expenses									
Labor:									
Payroll	\$5.673	\$5.445	\$0.228	\$0.093	\$0.163	(\$0.070)	\$5.766	\$5.608	\$0.158
Overtime	0.352	0.907	(0.555)	0.000	0.000	0.000	0.352	0.907	(0.555)
Health and Welfare	1.096	0.981	0.115	0.035	0.053	(0.018)	1.131	1.034	0.097
OPEB Current Payment	0.000	0.000	0.000	0.121	0.097	0.024	0.121	0.097	0.024
Pensions	0.447	0.341	0.106	0.009	0.013	(0.004)	0.456	0.354	0.102
Other Fringe Benefits	0.628	0.564	0.064	0.018	0.034	(0.016)	0.646	0.598	0.048
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$8.196	\$8.238	(\$0.042)	\$0.276	\$0.360	(\$0.084)	\$8.472	\$8.598	(\$0.126)
Non-Labor:									
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.940	0.666	0.274	0.000	0.000	0.000	0.940	0.666	0.274
Insurance	0.077	0.042	0.035	0.000	0.000	0.000	0.077	0.042	0.035
Claims	0.500	0.343	0.157	0.000	0.000	0.000	0.500	0.343	0.157
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	0.899	0.869	0.030	0.000	0.000	0.000	0.899	0.869	0.030
Professional Service Contracts	0.152	0.134	0.018	0.000	0.000	0.000	0.152	0.134	0.018
Materials & Supplies	0.301	0.510	(0.209)	0.322	0.334	(0.012)	0.623	0.844	(0.221)
Other Business Expenses	0.070	0.036	0.034	0.000	0.000	0.000	0.070	0.036	0.034
Total Non-Labor	\$2.939	\$2.600	\$0.339	\$0.322	\$0.334	(\$0.012)	\$3.261	\$2.934	\$0.327
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$11.135	\$10.838	\$0.297	\$0.598	\$0.694	(\$0.096)	\$11.733	\$11.532	\$0.201
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Post Employment Benefits	0.883	0.950	(0.067)	0.000	0.000	0.000	0.883	0.950	(0.067)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12.018	\$11.788	\$0.230	\$0.598	\$0.694	(\$0.096)	\$12.616	\$12.482	\$0.134
Net Surplus/(Deficit)	(\$7.826)	(\$6.937)	\$0.889	\$0.000	\$0.000	\$0.000	(\$7.826)	(\$6.937)	\$0.889

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009
MID YEAR FORECAST
ACCRUAL
OCTOBER 2009 YTD
(\$ in millions)

Table 2

	Nonreimbursable			Reimbursable			Total		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Revenue									
Farebox Revenue	\$35.386	\$34.920	(\$0.466)	\$0.000	\$0.000	\$0.000	\$35.386	\$34.920	(\$0.466)
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.899	2.925	1.026	0.000	0.000	0.000	1.899	2.925	1.026
Capital and Other Reimbursements	0.000	0.000	0.000	5.790	5.582	(0.208)	5.790	5.582	(0.208)
Total Revenue	\$37.285	\$37.845	\$0.560	\$5.790	\$5.582	(\$0.208)	\$43.075	\$43.427	\$0.352
Expenses									
Labor:									
Payroll	\$54.358	\$53.259	\$1.099	\$0.793	\$0.727	\$0.066	\$55.151	\$53.986	\$1.165
Overtime	5.063	6.589	(1.526)	0.000	0.000	0.000	5.063	6.589	(1.526)
Health and Welfare	10.681	10.166	0.515	0.277	0.235	0.042	10.958	10.401	0.557
OPEB - Current Payment	0.000	0.000	0.000	1.166	1.077	0.089	1.166	1.077	0.089
Pensions	4.306	4.305	0.001	0.063	0.058	0.005	4.369	4.363	0.006
Other Fringe Benefits	6.536	6.719	(0.183)	0.154	0.152	0.002	6.690	6.871	(0.181)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$80.944	\$81.038	(\$0.094)	\$2.453	\$2.249	\$0.204	\$83.397	\$83.287	\$0.110
Non-Labor:									
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	6.889	5.418	1.471	0.000	0.000	0.000	6.889	5.418	1.471
Insurance	0.476	0.409	0.067	0.000	0.000	0.000	0.476	0.409	0.067
Claims	2.424	1.170	1.254	0.000	0.000	0.000	2.424	1.170	1.254
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	8.846	8.017	0.829	0.000	0.000	0.000	8.846	8.017	0.829
Professional Service Contracts	1.686	1.564	0.122	0.000	0.000	0.000	1.686	1.564	0.122
Materials & Supplies	3.332	3.238	0.094	3.337	3.333	0.004	6.668	6.571	0.097
Other Business Expenses	0.254	(0.120)	0.374	0.000	0.000	0.000	0.254	(0.120)	0.374
Total Non-Labor	\$23.907	\$19.696	\$4.211	\$3.337	\$3.333	\$0.004	\$27.244	\$23.029	\$4.215
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses									
* Additional Actions for Budget Balance: Expense impact	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$104.851	\$100.734	\$4.117	\$5.790	\$5.582	\$0.208	\$110.641	\$106.316	\$4.325
Depreciation	0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Post Employment Benefits	8.831	9.500	(0.669)	0.000	0.000	0.000	8.831	9.500	(0.669)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$113.682	\$110.234	\$3.448	\$5.790	\$5.582	\$0.208	\$119.472	\$115.816	\$3.656
Net Surplus/(Deficit)	(\$76.397)	(\$72.389)	\$4.008	\$0.000	\$0.000	\$0.000	(\$76.397)	(\$72.389)	\$4.008

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
OCTOBER 2009
(\$ in millions)

Table 3

Oct-09					Year-to-date as of October 2009		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb				(\$0.466)	-1.32%	Lower ridership than planned
Other Operating Revenue	Non Reimb	\$0.644	272.88%	LIRR Track Work & Adjustment for Guaranteed Titan Adv. Revenues	\$1.026	54.02%	US Open , LIRR track work and Titan Advertising
Capital and Other Reimb.	Reimb				(\$0.208)	-3.59%	Timing of reimbursements
Payroll	Non Reimb	\$0.228	4.02%	Vacancy Savings	\$1.099	2.02%	Vacancy Savings
Overtime	Non Reimb	(\$0.555)	-157.67%	Maintenance O/T & Trans (LIRR Track Work)	(\$1.526)	-30.13%	Maintenance O/T & Trans (LIRR Track Work/US Open)
Health and Welfare	Non Reimb	\$0.115	10.49%	Vacancy Savings & Rates	\$0.515	4.82%	Vacancy Savings & Rates
Pension	Non Reimb	\$0.106	23.71%	Timing of payroll cycle			
Other Fringe Benefits	Non Reimb				(\$0.183)	-2.81%	Higher Workers Comp.
Fuel for Buses and Trains	Non Reimb	\$0.274	29.15%	Favorable / lower average rates	\$1.471	21.35%	YTD lower average rates
Claims	Non Reimb	\$0.157	31.40%	Lag in case resolution and lower expenses	\$1.254	51.73%	Lag in case resolution and lower expenses
Maint & Other Oper Contr.	Non Reimb.				\$0.829	9.37%	Delay in scheduled work/expenses
Professional Services	Non Reimb.				\$0.122	7.24%	Delay in scheduled work/expenses
Materials & Supplies	Non Reimb.	(\$0.209)	-69.44%	Work done that was scheduled in prior period			
Other Business Expenses	Non Reimb.				\$0.374	147.24%	Reimbursement for GEAC expenses for MTA Bus
Other Post Employment Benefits	Non Reimb.				(\$0.669)	-7.58%	Higher actuarial liability assessed post budget development.

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN- 2009 MID YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
(\$ in millions)

Table 4

	Oct-09			Year-to-date as of October 31, 2009		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Receipts						
Farebox Revenue	\$4.056	\$3.663	(\$0.393)	\$35.686	\$34.548	(\$1.138)
Toll Revenue	0.000	0.000	0.000	\$0.000	\$0.000	0.000
Investment Income	0.000	0.000	0.000	\$0.000	\$0.000	0.000
Other Operating Revenue	0.050	0.753	0.703	\$2.227	\$4.045	1.818
Capital and Other Reimbursements	2.000	1.711	(0.289)	\$5.811	\$3.568	(2.243)
Total Receipts	\$6.106	\$6.127	\$0.021	\$43.724	\$42.161	(\$1.563)
Expenditures						
Labor:						
Payroll	\$5.231	\$4.992	\$0.239	\$53.507	\$52.403	\$1.104
Overtime	0.400	0.587	(0.187)	4.823	5.718	(0.895)
Health and Welfare	1.110	1.063	0.047	10.945	10.627	0.318
OPEB - Current Payment	0.120	0.097	0.023	1.156	1.076	0.080
Pensions	0.000	0.000	0.000	5.210	5.210	0.000
Other Fringe Benefits	0.733	0.599	0.134	6.595	6.118	0.477
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7.594	\$7.338	\$0.256	\$82.236	\$81.152	\$1.084
Non-Labor:						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.846	0.625	0.221	6.509	5.463	1.046
Insurance	0.000	0.005	(0.005)	0.011	0.044	(0.033)
Claims	0.517	0.196	0.321	5.918	4.319	1.599
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.032	0.631	0.401	9.352	7.662	1.690
Professional Service Contracts	0.125	0.101	0.024	2.024	2.099	(0.075)
Materials & Supplies	0.626	0.797	(0.171)	6.700	6.773	(0.073)
Other Business Expenditures	0.025	0.110	(0.085)	0.304	0.938	(0.634)
Total Non-Labor Expenditures	\$3.171	\$2.465	\$0.706	\$30.817	\$27.298	\$3.519
Other Expenditure Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses :						
* Additional Actions for Budget Balance: Expense Imp.	0.000	0.000	0.000	0.000	0.000	0.000
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$10.765	\$9.803	\$0.962	\$113.053	\$108.450	\$4.603
Net Cash Deficit (excludes Opening Cash Balance)	(\$4.659)	(\$3.676)	\$0.983	(\$69.329)	(\$66.289)	\$3.040

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS
OCTOBER 2009
(\$ in millions)

Table 5

	Oct-09			Year-to-date as of October 31, 2009		
Operating Receipts or Disbursements	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	(\$0.393)	-9.69%	Lower ridership & timing of receipts	(\$1.138)	-3.19%	Lower ridership & timing of receipts
Other Operating Revenue	\$0.703	1406.00%	LIRR Track work reimbursement and other expense recoveries	\$1.818	81.63%	LIRR Track work reimbursement and other expense recoveries
Capital and Other Reimb.	(\$0.289)	-14.45%	Timing of 401h and admin reimb.	(\$2.243)	-38.60%	Timing of 401h and admin reimb.
Payroll	\$0.239	4.57%	Vacancy Savings/Delayed Hiring	\$1.104	2.06%	Vacancy Savings/Delayed Hiring
Overtime	(\$0.187)	-46.75%	Maintenance O/T & Trans (LIRR Track Work)	(\$0.895)	-18.56%	Maintenance O/T & Trans (LIRR Track Work/US Open)
Health and Welfare				\$0.318	2.90%	Vacancy Savings and Rates
Other Fringe Benefits	\$0.134	18.28%	Timing and lower Workers Compensation payments.	\$0.477	7.24%	Timing and lower Workers Compensation payments.
Fuel for Buses and Trains	\$0.221	26.12%	Favorable / lower average rates	\$1.046	16.07%	YTD Favorable / lower average rates
Claims	\$0.321	62.09%	Timing of payments	\$1.599	27.02%	Timing of payments
Maint. and Other Oper. Contracts	\$0.401	38.86%	Timing of payments	\$1.690	18.07%	Timing of payments
Materials & Supplies	(\$0.171)	-27.32%	Timing of payments			
Other Business Expenditures				(\$0.634)	-208.96%	Timing of reimbursements

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
OCTOBER 2009
(\$ in millions)

Table 6

	Oct-09			Year-to-date as of Oct. 31, 2009		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Receipts						
Farebox Revenue	\$0.100	(\$0.308)	(\$0.408)	\$0.300	(\$0.372)	(\$0.672)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.186)	(0.127)	0.059	0.328	1.120	0.792
Capital and Other Reimbursements	1.402	1.017	(0.385)	0.021	(2.014)	(2.035)
Total Receipts	\$1.316	\$0.582	(\$0.734)	\$0.649	(\$1.266)	(\$1.915)
Expenditures						
Labor:						
Payroll	\$0.535	\$0.616	\$0.081	\$1.644	\$1.583	(\$0.061)
Overtime	(0.048)	0.320	0.368	0.240	0.871	0.631
Health and Welfare	0.021	(0.029)	(0.050)	0.014	(0.226)	(0.240)
OPEB Current Payment	0.001	0.000	(0.001)	0.009	0.001	(0.008)
Pensions	0.456	0.354	(0.102)	(0.844)	(0.847)	(0.003)
Other Fringe Benefits	(0.087)	(0.001)	0.086	0.093	0.753	0.660
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
	\$0.878	\$1.260	\$0.382	\$1.156	\$2.135	\$0.979
Non-Labor:						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.094	0.041	(0.053)	0.380	(0.045)	(0.425)
Insurance	0.077	0.037	(0.040)	0.465	0.365	(0.100)
Claims	(0.017)	0.147	0.164	(3.494)	(3.149)	0.345
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.133)	0.238	0.371	(0.505)	0.355	0.860
Professional Service Contracts	0.027	0.033	0.006	(0.338)	(0.535)	(0.197)
Materials & Supplies	(0.003)	0.047	0.050	(0.033)	(0.202)	(0.169)
Other Business Expenditures	0.045	(0.074)	(0.119)	(0.050)	(1.058)	(1.008)
Total Non-Labor Expenditures	\$0.090	\$0.469	\$0.379	(\$3.575)	(\$4.269)	(\$0.694)
Other Expenditure Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses						
* Additional Actions for Budget Balance: Expense impact	0.000	0.000	0.000	0.000	0.000	0.000
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures before Depreciation	\$0.968	\$1.729	\$0.761	(\$2.418)	(\$2.134)	\$0.284
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Post Employment Benefits Adjustment	0.883	0.950	0.067	8.831	9.500	0.669
Total Expenditures	\$1.851	\$2.679	\$0.828	\$6.413	\$7.366	\$0.953
Total Cash Conversion Adjustments	\$3.167	\$3.261	\$0.094	\$7.062	\$6.100	(\$0.962)

MTA LONG ISLAND BUS
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2009 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance				Explanations to November Forecast
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast		
	\$	\$	\$	\$	%	\$	%	
Total Revenue	37.3	36.9	37.8	0.5	1.3	0.9	2.4	Higher Other Operating Revenue (US Open , LIRR Track Work and Titan Advertising)
Total Expenses before Non-Cash Liability Adjs	104.9	105.1	100.7	4.2	4.0	4.4	4.2	Lower fuel rates and lag in claim case resolutions
Depreciation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
OPEB Obligation	8.8	9.5	9.5	(0.7)	(8.0)	0.0	0.0	
Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Expenses	113.7	114.6	110.2	3.5	3.1	4.4	3.8	
Net Surplus/(Deficit)	(76.4)	(77.7)	(72.4)	4.0	5.2	5.3	6.8	

MTA Long Island Bus
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
Budget Vs Actual
October-09

FUNCTION/OCCUPATION	Mid Year Forecast	October 2009 Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Managers/Supervisors	35	32	3	Variance due to delayed hiring
Professional, Technical, Clerical	45	42	3	Variance due to delayed hiring
Operational Hourlies	-	-	-	
Total Administration	80	74	6	
Operations				
Managers/Supervisors	77	73	4	Variance due to delayed hiring
Professional, Technical, Clerical	50	50	-	
Operational Hourlies	667	658	9	Variance due to turnover
Total Operations	794	781	13	
Maintenance				
Managers/Supervisors	38	37	1	Variance due to delayed hiring
Professional, Technical, Clerical	2	1	1	Variance due to delayed hiring
Operational Hourlies	218	216	2	Variance due to turnover
Total Maintenance	258	254	4	
Engineering/Capital				
Managers/Supervisors	8	7	1	Variance due to delayed hiring
Professional, Technical, Clerical	7	7	-	
Operational Hourlies	-	-	-	
Total Engineering/Capital	15	14	1	
Public Safety				
Managers/Supervisors	-	-	-	
Professional, Technical, Clerical	-	-	-	
Operational Hourlies	2	2	-	
Total Public Safety	2	2	-	
Impact of GAP closing				
Fare Increase & additional Actions for Budget balance				
Managers/Supervisors	-	-	-	
Professional, Technical, Clerical	-	-	-	
Operational Hourlies	-	-	-	
Total Baseline Positions				
Managers/Supervisors	158	149	9	
Professional, Technical, Clerical	104	100	4	
Operational Hourlies	887	876	11	
Total Baseline Positions	1,149	1,125	24	

MTA LONG ISLAND BUS
July Financial Plan 2009 - Adopted Budget
Total Full-Time Positions & FTEs by Function and Department
October 2009

	<u>Mid Year</u> <u>Forecast</u>	<u>Actual</u>	<u>Favorable</u> <u>(Unfavorable)</u> <u>Variance</u>	<u>Reason For Variance</u>
Administration				
Office of the EVP	0	0	0	
Human Resources	8	8	0	
Office of Management and Budget	3	3	0	
Technology & Information Services	20	19	1	Variance due to delayed hiring.
Material	11	10	1	Variance due to delayed hiring.
Controller	17	15	2	Variance due to delayed hiring.
Office of the President	3	3	0	
System Safety Administration	3	2	1	Variance due to delayed hiring.
Law	10	9	1	Variance due to delayed hiring.
Corporate Communications	4	4	0	
Labor Relations	1	1	0	
Non-Departmental	0	0	0	
Total Administration	80	74	6	
Operations				
Buses (Fixed Route)	596	591	5	Variance due to turnover
Buses (Paratransit)	155	151	4	Variance due to turnover
Office of Senior Vice President	0	0	0	
Office of the Executive Vice President, Regional	2	2	0	
Safety & Training	7	7	0	
Road Operations	0	0	0	
Transportation Support	19	16	3	Hiring in progress
Operations Planning	6	5	1	Variance due to turnover
Revenue Control	9	9	0	
Total Operations	794	781	13	
Maintenance				
Buses (Fixed Route)	212	208	4	Variance due to turnover
Buses (Paratransit)	12	12	0	
Maintenance Support/CMF	2	2	0	
Facilities	13	13	0	
Supply Logistics	19	19	0	
Total Maintenance	258	254	4	
Engineering/Capital				
Capital Program Management	15	14	1	Variance due to delayed hiring.
Public Safety				
Security	2	2	0	
Impact of Gap Closing Actions				
Fare Increase 6/1/09				
Additional Actions for Budget Balance	0	0	0	
Total Positions	1,149	1,125	24	
Non-Reimbursable	1,134	1,111	23	
Reimbursable	15	14	1	
Total Full-Time	1,044	1,023	21	
Total Full-Time Equivalents	105	102	3	

* Group/Unit assignments changed to reflect current structure

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
UTILIZATION
(in millions)

	Oct-09			Year-to-date as of October 31, 2009		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$3.859	\$3.851	(\$0.008)	\$34.394	\$33.848	(\$0.546)
Paratransit	\$0.097	\$0.120	\$0.023	\$0.992	\$1.072	\$0.080
Total Farebox Revenue	\$3.956	\$3.971	\$0.015	\$35.386	\$34.920	(\$0.466)
Other Revenue	\$0.000	\$0.395	\$0.395	\$0.089	\$1.131	\$1.042
Total Revenue	\$3.956	\$4.366	\$0.410	\$35.475	\$36.051	\$0.576
<u>Ridership</u>						
Fixed Route	2.794	2.793	(0.001)	26.207	25.749	(0.458)
Paratransit	0.031	0.037	0.006	0.313	0.331	0.018
Other	0.000	0.015	0.015	0.002	0.226	0.224
Total Ridership	2.825	2.845	0.020	26.522	26.306	(0.216)

MTA LONG ISLAND BUS
Summary of Ridership Results
For the Period 2008 - 2009

MONTH OF: OCTOBER

Current Month Ridership Data:	Actual 2008	Actual 2009	Change 2009 vs 2008		Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
			Amount	Percent			
Fixed Route Scheduled Service	2,974,373	2,793,028	(181,345)	-6.1%	2,793,518	(490)	0.0%
Paratransit Service	32,585	36,536	3,951	12.1%	30,602	5,934	19.4%
Other	5,359	15,082	9,723	181.4%	0	15,082	0.0%
Agency Monthly Totals	3,012,317	2,844,646	(167,671)	-5.6%	2,824,120	20,526	0.7%
Fixed Route Scheduled Service							
Average Daily Ridership							
- Weekday	113,043	108,730	(4,313)	-3.8%	108,156	574	0.5%
- Saturday	58,408	54,201	(4,207)	-7.2%	55,883	(1,682)	-3.0%
- Sunday	35,191	32,493	(2,697)	-7.7%	33,669	(1,176)	-3.5%
- Holiday	0	0	0	0.0%	0	0	0.0%
Paratransit Service							
Average Daily Ridership							
- Weekday	1,279	1,481	202	15.8%	1,230	250	20.4%
- Saturday	505	523	18	3.6%	485	37	7.7%
- Sunday	289	337	49	16.8%	278	60	21.4%

OCTOBER YEAR TO DATE

Year To Date Ridership Data:	Actual 2008	Actual 2009	Change 2009 vs 2008		Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
			Amount	Percent			
Fixed Route Scheduled Service	27,534,294	25,748,672	(1,785,622)	-6.5%	26,206,999	(458,327)	-1.7%
Paratransit Service	311,315	331,544	20,229	6.5%	313,746	17,798	5.7%
Other	52,654	225,674	173,020	328.6%	1,740	223,934	12869.8%
Agency YTD Totals	27,898,263	26,305,890	(1,592,373)	-5.7%	26,522,485	(216,595)	-0.8%
Fixed Route Scheduled Service							
Average Daily Ridership							
- Weekday	109,448	102,744	(6,704)	-6.1%	104,655	(1,912)	-1.8%
- Saturday	57,517	54,107	(3,410)	-5.9%	54,197	(90)	-0.2%
- Sunday	34,472	32,162	(2,309)	-6.7%	32,889	(727)	-2.2%
- Holiday	44,105	42,908	(1,198)	-2.7%	42,725	183	0.4%
Paratransit Service							
Average Daily Ridership							
- Weekday	1,265	1,379	115	9.1%	1,299	81	6.2%
- Saturday	535	523	(12)	-2.3%	520	3	0.5%
- Sunday	306	314	8	2.6%	303	11	3.5%

MTA LONG ISLAND BUS
Summary of Revenue Results
For the Period 2008 - 2009

MONTH OF: OCTOBER

Current Month Revenue Data:	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
Fixed Route Scheduled Service	\$3,826,591	\$3,850,875	\$24,284	0.6%	\$3,858,603	(\$7,728)	-0.2%
Paratransit Service	102,663	120,134	17,471	17.0%	97,369	22,765	23.4%
Other	101,308	394,633	293,325	289.5%	0	394,633	0.0%
Agency Monthly Totals	\$4,030,562	\$4,365,642	\$335,080	8.3%	\$3,955,972	\$409,670	10.4%
Fixed Route Scheduled Service Average Daily Fare							
- Weekday	\$1.2743	\$1.3621	\$0.0878	6.9%	\$1.3813	(\$0.0192)	-1.4%
- Saturday	\$1.3575	\$1.4719	\$0.1144	8.4%	\$1.3813	\$0.0907	6.6%
- Sunday	\$1.3945	\$1.4917	\$0.0972	7.0%	\$1.3813	\$0.1104	8.0%
- Holiday	\$0.0000	\$0.0000	\$0.0000	0.0%	\$0.0000	\$0.0000	0.0%
- Overall	\$1.2865	\$1.3787	\$0.0922	7.2%	\$1.3813	(\$0.0025)	-0.2%

OCTOBER YEAR TO DATE

Year To Date Revenue Data:	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
Fixed Route Scheduled Service	\$34,765,822	\$33,847,879	(\$917,943)	-2.6%	\$34,393,901	(\$546,022)	-1.6%
Paratransit Service	978,238	1,072,272	94,034	9.6%	992,305	79,967	8.1%
Other	864,089	1,131,149	267,060	30.9%	88,383	1,042,766	1179.8%
Agency YTD Totals	\$36,608,149	\$36,051,300	(\$556,848)	-1.5%	\$35,474,589	\$576,712	1.6%
Fixed Route Scheduled Service Average Daily Fare							
- Weekday	\$1.2466	\$1.2966	\$0.0501	4.0%	\$1.3073	(\$0.0106)	-0.8%
- Saturday	\$1.3284	\$1.3803	\$0.0520	3.9%	\$1.3367	\$0.0437	3.3%
- Sunday	\$1.3665	\$1.4657	\$0.0992	7.3%	\$1.3665	\$0.0992	7.3%
- Holiday	\$1.2933	\$1.3725	\$0.0792	6.1%	\$1.3365	\$0.0361	2.7%
- Overall	\$1.2608	\$1.3140	\$0.0532	4.2%	\$1.3134	\$0.0007	0.1%

MTA LONG ISLAND BUS

ACTION ITEMS

Staff Summary

Subject	2010 Budget
Department	Finance
Department Head Name	Thomas Del Sorbo
Department Head Signature	<i>Thomas Del Sorbo</i>
Project Manager Name	John Kivlehan

Date	December 3, 2009
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	12/9/09	X		
2	Finance Comm.	12/14/09	X		
3	MTA Board	12/16/09	X		

Order	Approval	Approval
1	EVP, Finance & Administration	<i>PP</i>
2	President	<i>JF</i>

PURPOSE:

To secure MTA Board adoption of the MTA Long Island Bus' 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION:

Establishing secure funding streams that adjust to cover new needs and inflation, continues to be the main challenge for LI Bus.

Subsidy levels remain an overriding issue, as LI Bus seeks additional assistance from Nassau County both to meet new needs and to cover the effects of inflation. Nassau County funding has remained flat over the past five years, and recently has been further reduced from \$10.5 million to \$9.1 million. In addition, a \$2.0 million reduction in State Transportation Operating Assistance (STOA) is being considered. Service options for fixed-route and the elimination of non A.D.A. paratransit services are being developed to offset the known \$1.4 million reduction in the subsidy from Nassau County.

The weak economy continues to negatively impact utilization. As of September 2009, fixed-route ridership is down 2.0%, while revenue is down 1.8%, compared to the July Plan. This trend is expected to continue, and is expected to result in a negative 2.6% variance. Based on current employment data, ridership is forecasted to decrease further by 0.9% in 2010 and to increase slightly thereafter.

Paratransit ridership has increased by 22.1% since 2003. This service has continued on an upward trend, with September year-to-date ridership increasing by 4.2%, and revenue by 6.4%, over the July Plan. Full-year ridership is projected to be 1.6% above the July Plan. Ridership is projected to increase by 0.5% in 2010 and by 0.8% in each subsequent plan year.

The November 2009 total revenue projection is \$50.7 million, of which \$41.3 million is expected from farebox receipts. This reflects lower base ridership projections related to weak regional employment data projections through the remainder of 2009. Other operating revenue is projected at \$2.4 million and capital and other reimbursements at \$7.0 million, both of which are unchanged from the mid-year plan.

LI Bus's November 2009 forecast reflects total non-reimbursable baseline expenses of \$128.2 million before depreciation and OPEB obligations. The total cash deficit increased by \$2.0 million from the July Plan, primarily driven by the following:

- \$1.1 million in reduced farebox revenue
- \$0.7 million in CPI-driven increases

The 2010 Final Proposed Budget – Baseline

The total revenue in the November Plan is projected at \$52.0 million, of which \$42.5 million is expected from farebox receipts. This reflects lower base ridership projections, based on regional employment data. Other operating revenue is projected at \$2.3 million and capital and other reimbursements at \$7.2 million, both of which are unchanged from the July Plan.

LI Bus's total non-reimbursable expenses are \$134.1 million before depreciation and OPEB obligations. The total cash deficit increased by \$2.6 million from the July budget, primarily driven by the following:

- \$1.3 million in reduced farebox revenue
- \$1.1 million in CPI-driven increases
- \$0.2 million in new needs

All labor contracts at LI Bus are scheduled for renegotiation; each has a different expiration date in 2009. Based on final agreements, the 2010 budget may be impacted by retroactive pay requirements. It should be noted that if the current TWU arbitration award is upheld, further budget impacts could occur that may affect LI Bus.

Capital projects, including revenue and non-revenue vehicles replacements, remain dependent on grant funding. LI Bus is not part of the MTA Capital program, and as such, has to seek and manage annual formula funds to construct and rehabilitate facilities, as well as to fund the purchase and/or replacement of equipment and rolling stock. Any reduced availability of funding from these sources will have a direct impact on programs currently proposed in the LIB Transportation Improvement Program (TIP).

PROGRAM TO ELIMINATE THE GAP (PEG) :

The LI Bus 2010 PEG Program contains planned full-year savings of \$1.4 million in 2010 and 2011, and 1.5 million in 2012 and 2013.

RECOMMENDATION:

It is recommended that the MTA Board approve LI Bus's 2009 November Forecast and 2010 Proposed Budget.

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2008 <u>Actual</u>	2009 <u>November Forecast</u>	2010 <u>Final Proposed Budget</u>	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.710	2.372	2.342	2.003	2.032	2.091
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$45.091	\$43.673	\$44.799	\$44.952	\$45.590	\$46.145
Operating Expenses						
<u>Labor:</u>						
Payroll	\$63.190	\$65.976	\$67.524	\$68.125	\$69.643	\$71.086
Overtime	6.143	5.732	5.844	5.974	6.106	6.225
Health and Welfare	12.227	13.103	14.011	14.983	16.019	17.128
OPEB Current Payment	-	-	-	-	-	-
Pensions	5.076	5.290	5.409	5.458	5.579	5.689
Other Fringe Benefits	12.239	7.426	7.590	7.522	7.703	7.856
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$98.875	\$97.527	\$100.378	\$102.062	\$105.050	\$107.984
<u>Non-Labor:</u>						
Traction and Propulsion Power	-	-	-	-	-	-
Fuel for Buses and Trains	\$13.515	\$8.343	\$11.910	\$13.235	\$13.672	\$13.893
Insurance	0.372	0.641	0.684	0.741	0.812	0.873
Claims	4.821	3.537	3.619	3.733	3.816	3.900
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.620	11.273	10.849	10.986	11.316	11.651
Professional Service Contracts	1.810	2.078	2.103	2.131	2.177	2.227
Materials & Supplies	5.289	4.409	4.196	4.307	4.486	4.682
Other Business Expenses	0.111	0.401	0.406	0.412	0.420	0.430
Total Non-Labor Expenses	\$34.538	\$30.682	\$33.767	\$35.545	\$36.699	\$37.656
<u>Other Expenses Adjustments:</u>						
Other	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$129.944	\$128.209	\$134.145	\$137.607	\$141.749	\$145.640
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	10.600	11.261	10.706	10.760	10.814	10.868
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$140.544	\$139.470	\$144.852	\$148.367	\$152.563	\$156.507
Baseline Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$100.053)	(\$103.415)	(\$106.973)	(\$110.362)
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$1.400	\$1.419	\$1.450	\$1.483
Post-2010 PEGs	-	-	-	1.481	2.962	4.442
Total PEGs	-	-	1.400	2.900	4.412	5.925
Net Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$98.653)	(\$100.515)	(\$102.561)	(\$104.437)

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	5.890	7.042	7.204	7.369	7.550	7.751
Total Revenue	\$5.890	\$7.042	\$7.204	\$7.369	\$7.550	\$7.751
Expenses						
<u>Labor:</u>						
Payroll	\$0.815	\$0.990	\$1.008	\$1.030	\$1.054	\$1.065
Overtime	-	-	-	-	-	-
Health and Welfare	0.263	0.342	0.375	0.402	0.431	0.462
OPEB Current Payment	1.257	1.439	1.544	1.656	1.777	1.907
Pensions	0.131	0.079	0.081	0.082	0.084	0.087
Other Fringe Benefits	0.124	0.192	0.196	0.199	0.204	0.210
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$2.590	\$3.042	\$3.204	\$3.369	\$3.550	\$3.751
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	3.300	4.000	4.000	4.000	4.000	4.000
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$3.300	\$4.000	\$4.000	\$4.000	\$4.000	\$4.000
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.890	\$7.042	\$7.204	\$7.369	\$7.550	\$7.751
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$5.890	\$7.042	\$7.204	\$7.369	\$7.550	\$7.751
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	2008 <u>Actual</u>	2009 <u>November Forecast</u>	2010 <u>Final Proposed Budget</u>	2011	2012	2013
Revenue						
Farebox Revenue	\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	2.710	2.372	2.342	2.003	2.032	2.091
Capital and Other Reimbursements	5.890	7.042	7.204	7.369	7.550	7.751
Total Revenue	\$50.981	\$50.715	\$52.003	\$52.321	\$53.140	\$53.896
Expenses						
<u>Labor:</u>						
Payroll	\$64.005	\$66.966	\$68.532	\$69.155	\$70.697	\$72.171
Overtime	6.143	5.732	5.844	5.974	6.106	6.225
Health and Welfare	12.490	13.445	14.386	15.385	16.450	17.590
OPEB Current Payment	1.257	1.439	1.544	1.656	1.777	1.907
Pensions	5.207	5.369	5.490	5.540	5.663	5.776
Other Fringe Benefits	12.363	7.618	7.786	7.721	7.907	8.066
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$101.465	\$100.569	\$103.582	\$105.431	\$108.600	\$111.735
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	13.515	8.343	11.910	13.235	13.672	13.893
Insurance	0.372	0.641	0.684	0.741	0.812	0.873
Claims	4.821	3.537	3.619	3.733	3.816	3.900
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.620	11.273	10.849	10.986	11.316	11.651
Professional Service Contracts	1.810	2.078	2.103	2.131	2.177	2.227
Materials & Supplies	8.589	8.409	8.196	8.307	8.486	8.682
Other Business Expenses	0.111	0.401	0.406	0.412	0.420	0.430
Total Non-Labor Expenses	\$37.838	\$34.682	\$37.767	\$39.545	\$40.699	\$41.656
<u>Other Expenses Adjustments:</u>						
Other	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$135.834	\$135.251	\$141.349	\$144.976	\$149.299	\$153.391
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	10.600	11.261	10.706	10.760	10.814	10.868
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$146.434	\$146.512	\$152.056	\$155.736	\$160.113	\$164.258
Baseline Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$100.053)	(\$103.415)	(\$106.973)	(\$110.362)
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$1.400	\$1.419	\$1.450	\$1.483
Post-2010 PEGs	-	-	-	1.481	2.962	4.442
Total PEGs	-	-	1.400	2.900	4.412	5.925
Net Surplus/(Deficit)	(\$95.453)	(\$95.797)	(\$98.653)	(\$100.515)	(\$102.561)	(\$104.437)

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$42.536	\$41.901	\$42.347	\$42.838	\$43.446	\$43.942
Vehicle Toll Revenue						
Other Operating Revenue	3.987	2.322	2.292	1.953	1.982	2.041
Capital and Other Reimbursements	5.804	6.709	6.833	6.957	7.095	7.247
Total Receipts	\$52.327	\$50.932	\$51.472	\$51.748	\$52.523	\$53.230
Expenditures						
Labor:						
Payroll	\$66.314	\$66.576	\$68.192	\$68.809	\$70.345	\$71.812
Overtime	6.318	5.701	5.808	5.936	6.066	6.183
Health and Welfare	12.634	13.389	14.325	15.319	16.378	17.511
OPEB Current Payment	1.257	1.439	1.544	1.656	1.777	1.907
Pensions	4.763	5.198	5.313	5.357	5.473	5.580
Other Fringe Benefits	7.583	8.269	7.744	7.677	7.861	8.018
GASB Account	0.308	0.318	0.327	0.338	0.345	0.352
Reimbursable Overhead						
Total Labor Expenditures	\$99.177	\$100.890	\$103.253	\$105.092	\$108.245	\$111.363
Non-Labor:						
Traction and Propulsion Power						
Fuel for Buses and Trains	\$14.760	\$8.065	\$11.616	\$12.934	\$13.366	\$13.581
Insurance	0.246	0.616	0.671	0.717	0.830	0.844
Claims	3.528	6.871	3.565	3.673	3.755	3.838
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	8.901	12.330	10.669	10.802	11.128	11.459
Professional Service Contracts	1.890	2.309	2.017	2.037	2.081	2.129
Materials & Supplies	8.637	8.304	8.089	8.198	8.375	8.569
Other Business Expenses	0.739	0.376	0.381	0.384	0.391	0.400
Total Non-Labor Expenditures	\$38.701	\$38.871	\$37.009	\$38.745	\$39.926	\$40.820
Other Expenditure Adjustments:						
Other	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	(\$3.469)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$134.409	\$139.761	\$140.262	\$143.837	\$148.171	\$152.183
Baseline Cash Deficit	(\$82.082)	(\$88.829)	(\$88.790)	(\$92.089)	(\$95.648)	(\$98.953)
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$1.400	\$1.419	\$1.450	\$1.483
Post-2010 PEGs	-	-	-	1.481	2.962	4.442
Total PEGs	-	-	1.400	2.900	4.412	5.925
Net Surplus/(Deficit)	(\$82.082)	(\$88.829)	(\$87.390)	(\$89.189)	(\$91.236)	(\$93.028)

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS

	2008 <u>Actual</u>	2009 November <u>Forecast</u>	2010 Final Proposed <u>Budget</u>	2011	2012	2013
Receipts						
Farebox Revenue	\$0.155	\$0.600	(\$0.110)	(\$0.111)	(\$0.112)	(\$0.112)
Vehicle Toll Revenue						
Other Operating Revenue	1.277	(0.050)	(0.050)	(0.050)	(0.050)	(0.050)
Capital and Other Reimbursements	(0.086)	(0.333)	(0.371)	(0.412)	(0.455)	(0.504)
Total Receipts	\$1.346	\$0.217	(\$0.531)	(\$0.573)	(\$0.617)	(\$0.666)
Expenditures						
<u>Labor:</u>						
Payroll	(\$2.309)	\$0.390	\$0.340	\$0.346	\$0.352	\$0.359
Overtime	(0.175)	0.031	0.036	0.038	0.040	0.042
Health and Welfare	(0.144)	0.056	0.061	0.066	0.072	0.079
OPEB Current Payment						
Pensions	0.444	0.171	0.177	0.183	0.190	0.196
Other Fringe Benefits	4.780	(0.651)	0.042	0.044	0.046	0.048
GASB Account	(0.308)	(0.318)	(0.327)	(0.338)	(0.345)	(0.352)
Reimbursable Overhead						
Total Labor Expenditures	\$2.288	(\$0.321)	\$0.329	\$0.339	\$0.355	\$0.372
<u>Non-Labor:</u>						
Traction and Propulsion Power						
Fuel for Buses and Trains	(\$1.245)	\$0.278	\$0.294	\$0.301	\$0.306	\$0.312
Insurance	0.126	0.025	0.013	0.024	(0.018)	0.029
Claims	1.293	(3.334)	0.054	0.060	0.061	0.062
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	(0.281)	(1.057)	0.180	0.184	0.188	0.192
Professional Service Contracts	(0.080)	(0.231)	0.086	0.094	0.096	0.098
Materials & Supplies	(0.048)	0.105	0.107	0.109	0.111	0.113
Other Business Expenditures	(0.628)	0.025	0.025	0.028	0.029	0.030
Total Non-Labor Expenditures	(\$0.863)	(\$4.189)	\$0.759	\$0.800	\$0.773	\$0.836
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$2.771	(\$4.293)	\$0.557	\$0.566	\$0.511	\$0.542
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	10.600	11.261	10.706	10.760	10.814	10.868
Environmental Remediation						
Baseline Total Cash Conversion Adjustments	\$13.371	\$6.968	\$11.263	\$11.326	\$11.325	\$11.410
2010 PEGs TBD Service Reductions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Post-2010 PEGs						
Total PEGs	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$13.371	\$6.968	\$11.263	\$11.326	\$11.325	\$11.410

MTA Long Island Bus
November Financial Plan 2010-2013
Ridership/(Utilization)
(in millions)

2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
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RIDERSHIP

Fixed Route	32.649	30.359	30.073	30.425	30.863	31.218
Paratransit	0.378	0.377	0.379	0.382	0.385	0.387

Baseline Total Ridership

33.027	30.736	30.452	30.807	31.248	31.605
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Impact of:

2010 Program to Eliminate the Gap (PEGs)
Post-2010 Program to Eliminate the Gap (PEGs)

Total Ridership

33.027	30.736	30.452	30.807	31.248	31.605
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FAREBOX REVENUE

Fixed Route	\$41.190	\$40.076	\$41.201	\$41.683	\$42.283	\$42.769
Paratransit	\$1.191	\$1.225	\$1.256	\$1.266	\$1.275	\$1.285

Baseline Total Revenue

\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
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Impact of:

2010 Program to Eliminate the Gap (PEGs)
Post-2010 Program to Eliminate the Gap (PEGs)

Total Revenue

\$42.381	\$41.301	\$42.457	\$42.949	\$43.558	\$44.054
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MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		2009		2010		2011		2012		2013	
		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration											
	Sub-Total Administration	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Customer Convenience/Amenities											
	Sub-Total Customer Convenience/Amenities	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance											
	Sub-Total Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other											
	Sub-Total Other	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Revenue Enhancement											
	Sub-Total Revenue Enhancement	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Safety											
	Sub-Total Safety	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Security											
	Sub-Total Security	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service											
TBD					\$1.400		\$1.419		\$1.450		\$1.483
	Sub-Total Service	0	\$0.000	0	\$1.400	0	\$1.419	0	\$1.450	0	\$1.483
Service Support											
	Sub-Total Service Support	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Programs		0	\$0.000	0	\$1.400	0	\$1.419	0	\$1.450	0	\$1.483

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		2009		2010		2011		2012		2013	
		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration											
Sub-Total	Administration	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Customer Convenience/Amenities											
Sub-Total	Customer Convenience/Amenities	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Maintenance											
Sub-Total	Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other											
UNSPECIFIED						0	1,481	0	2,962	0	4,442
Sub-Total	Other	0	\$0.000	0	\$0.000	0	\$1,481	0	\$2,962	0	\$4,442
Revenue Enhancement											
Sub-Total	Revenue Enhancement	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Safety											
Sub-Total	Safety	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Security											
Sub-Total	Security	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service											
Sub-Total	Service	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service Support											
Sub-Total	Service Support	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Programs		0	\$0.000	0	\$0.000	0	\$ 1,481	0	\$2,962	0	\$4,442

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Office of the EVP	0	0	0	0	0	0
Human Resources	8	8	8	2	2	2
Office of Management and Budget	2	3	3	3	3	3
Technology & Information Services	19	20	20	17	17	17
Material	12	11	11	11	11	11
Controller	17	17	17	11	11	11
Office of the President	3	3	3	3	3	3
System Safety Administration	0	3	3	3	3	3
Law	10	10	10	10	10	10
Corporate Communications	5	4	4	4	4	4
Labor Relations	1	1	1	1	1	1
Non-Departmental	0	0	0	0	0	0
Total Administration	77	80	80	65	65	65
Operations						
Buses (Fixed Route)	583	596	597	597	597	597
Buses (Paratransit)	158	155	158	158	158	158
Office of Senior Vice President	0	0	0	0	0	0
Office of the Executive Vice President, Regional	0	2	2	2	2	2
Safety & Training	10	7	7	7	7	7
Road Operations	0	0	0	0	0	0
Transportation Support	14	19	19	19	19	19
Operations Planning	7	6	6	6	6	6
Revenue Control	5	9	9	9	9	9
Total Operations	777	794	798	798	798	798
Maintenance						
Buses (Fixed Route)	211	213	208	208	208	208
Buses (Paratransit)	8	12	12	12	12	12
Maintenance Support/CMF	1	2	2	2	2	2
Facilities	16	13	13	13	13	13
Supply Logistics	12	19	19	19	19	19
Total Maintenance	248	259	254	254	254	254
Engineering/Capital						
Capital Program Management	13	15	15	15	15	15
Public Safety						
Security	2	2	2	2	2	2
Total Positions	1,117	1,160	1,149	1,134	1,134	1,134
Non-Reimbursable	1,104	1,135	1,134	1,119	1,119	1,119
Reimbursable	13	15	15	15	15	15
Total Full-Time	1,020	1,045	1,044	1,029	1,029	1,029
Total Full-Time Equivalents	97	105	105	105	105	105

MTA LONG ISLAND BUS
November Financial Plan 2010-2013
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration	Managers/Supervisors	32	35	35	29	29	29
	Professional, Technical, Clerical	43	45	45	36	36	36
	Operational Hourlies	2	0	0	0	0	0
	Total Administration	77	80	80	65	65	65
Operations	Managers/Supervisors	71	77	78	78	78	78
	Professional, Technical, Clerical	43	50	50	50	50	50
	Operational Hourlies	663	667	670	670	670	670
	Total Operations	777	794	798	798	798	798
Maintenance	Managers/Supervisors	27	39	39	39	39	39
	Professional, Technical, Clerical	7	2	2	2	2	2
	Operational Hourlies	214	218	213	213	213	213
	Total Maintenance	248	259	254	254	254	254
Engineering/Capital	Managers/Supervisors	7	8	8	8	8	8
	Professional, Technical, Clerical	6	7	7	7	7	7
	Operational Hourlies	0	0	0	0	0	0
	Total Engineering/Capital	13	15	15	15	15	15
Public Safety	Managers/Supervisors	0	0	0	0	0	0
	Professional, Technical, Clerical	2	0	0	0	0	0
	Operational Hourlies	0	2	2	2	2	2
	Total Public Safety	2	2	2	2	2	2
Total Baseline Positions							
	Managers/Supervisors	137	159	160	154	154	154
	Professional, Technical, Clerical	101	104	104	95	95	95
	Operational Hourlies	879	887	885	885	885	885
	Total Baseline Positions	1,117	1,150	1,149	1,134	1,134	1,134



Long Island Bus

Subject	Request for Authorization to Award Various Procurements	Date	November 25, 2009
Department	Procurement & Material Control	Vendor Name	Various
Department Head Name	John T. Brennan	Contract Number	Various
Department Head Signature	<i>John T. Brennan</i>	Contract Manager Name	Various
Project Manager Name	Various	Table of Contents Ref #	

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	12/9/09			
2	Finance Committee	12/14/09			
3	MTA Board	12/16/09			

Internal Approvals			
Order	Approval	Order	Approval
X	President		VP Administration
	Sr. VP Operations		CIO
	VP Finance		Other
<i>CA</i> X	General Counsel		

PURPOSE: To obtain approval of the Board to award various contracts and purchase orders, and to inform the LI Committee of these procurement actions.

DISCUSSION:

LI Bus proposes to award Non-Competitive procurements in the following categories:

Schedule Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts
Lund Fire Products Co., Inc.

	# of Actions	\$ Amount
	1	\$ 60,000
SUBTOTAL	<u>1</u>	<u>\$ 60,000</u>

LI Bus proposes to award Competitive procurements in the following categories:

Schedule Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Works Contracts
Clean Energy

	1	\$ 367,803
SUBTOTAL	<u>1</u>	<u>\$ 367,803</u>

LI Bus presents the following procurement actions for Ratification: None

<u>TOTAL</u>	<u>2</u>	<u>\$ 427,803</u>
---------------------	----------	-------------------

BUDGET IMPACT: The purchases/contracts will result in obligating LI Bus funds in the amount listed. Funds are available in the current LI Bus operating/capital budgets 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).

MTA LONG ISLAND BUS

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, upon the recommendation of the Executive Director, 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 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. 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.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
DECEMBER 2009

MTA LONG ISLAND BUS

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary if Sealed Bid Procurement)

- | | | |
|----|--|------------------------|
| 1. | Lund Fire Products Co., Inc. | \$60,000 |
| | Fire Suppression System Repairs & Maintenance | (not-to-exceed) |
| | Contract No. E-3923, Sole Source, Renewal | |

LI Bus requests MTA Board approval to award a sole source miscellaneous service contract to Lund Fire Products Co., Inc. ("Lund"), in an amount not-to-exceed \$60,000, for repairs and maintenance to Kidde Dual Spectrum Fire Suppression Systems. The equipment is installed on fixed route buses and requires maintenance, testing and repairs on an uninterruptible basis. This request is for an initial two-year contract term with a one-year renewal option. Lund confirms it is the sole regional maintenance provider for United Technologies' Kidde Dual Spectrum Systems and is certified to render services to its systems installed in transit vehicles. In October 2009, LI Bus offered to convert this non-competitive procurement into a competitively bid solicitation and advertised its intent to award a sole source contract in the NYS Contract Reporter, Newsday, El Diario and the Minority Commerce Weekly; no replies have been received in response to the publicly advertised notices. This is a renewal contract. When compared to pricing in the current contract awarded January 2007, the proposed quotation reflects an overall net price increase of 7.4% through 2011. Part prices receive a 10% discount less the manufacturer's list prices and will rise a maximum of 4% in the third year, if the LIBus option is exercised. Labor rates have not increased since 2007 and these same 2007 rates will remain firm throughout the entire contract term. Lund confirms its proposal is equal to, or lower than, prices it currently offers to other transit or governmental agencies for similar services. Thus, pricing is considered fair and reasonable. There are no recommended alternatives as LI Bus does not possess the resources required to perform these services in-house. The LI Bus operating budget will fund this procurement.

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
DECEMBER 2009

MTA LONG ISLAND BUS

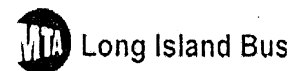
Procurements Requiring Majority Vote:

- I. **Modifications to Purchase and Public Work Contracts**
(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)
2.

Clean Energy CNG Station Maintenance and Repair Contract No. E-3383, Renewal	\$367,803 (not-to-exceed)	<u>Staff Summary Attached</u>
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LI Bus requests MTA Board approval to issue a modification to an existing public work contract awarded to Clean Energy. As term options are exhausted, this action will serve to extend the contract beyond term and add funding for services and certain materials necessary for preventive maintenance and emergency repairs to two (2) compressed natural gas (CNG) stations located at Mitchel Field and Rockville Centre depots. The extension will ensure continuity of service during which time LI Bus and MTA Bus Company (MTABC) finalize technical specifications to bring about a joint solicitation and establish a joint contract effective November 14, 2010.

Schedule I: Modifications to Purchase and Public Works Contracts



Item Number: **I-2**

Vendor Name (& Location) Clean Energy (Seal Beach, CA)
Description CNG Station Maintenance and Repairs
Contract Term (including Options, if any) February 20, 2010 – November 13, 2010
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number E – 3383	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$367,803 (not-to-exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Facilities / J. Mandelino	
Contract Manager: John French	

Discussion:

LI Bus requests MTA Board approval to issue a modification to an existing public work contract awarded to Clean Energy. As term options are exhausted, this action will serve to extend the contract beyond term and add funding for services and certain materials necessary for preventive maintenance and emergency repairs to two (2) compressed natural gas (CNG) stations located at Mitchel Field and Rockville Centre depots. The proposed nine-month contract extension is for the period February 20, 2010 thru November 13, 2010 at \$40,866.92 per month, and in an amount not to exceed \$367,803. The extension will ensure continuity of service during which time LI Bus and MTA Bus Company (MTABC) finalize technical specifications to bring about a joint solicitation and establish a joint contract effective November 14, 2010.

In February 2005 LI Bus awarded a competitively bid public work contract to Keyspan Energy Delivery (Keyspan) for CNG station maintenance in an amount of \$902,600 for 2 years with two 1-year options. Less than 2 years into the contract, Keyspan elected to shift its business focus to other opportunities and requested the contract be assigned to a Keyspan qualified firm – Clean Energy (CE). LI Bus performed its due diligence and established CE as a responsive, responsible and qualified firm for the aforementioned work. In February 2007 it assigned the contract to CE and incorporated all original terms and conditions. In September 2007 the Board approved \$313,500 for CE to furnish and install four high-flow CNG dispensers at Mitchel Field depot as they had reached the end of their serviceable life. Thereafter, LI Bus exercised its final term option and extended the CE contract to February 19, 2009, adding \$468,600 in funding for the same. Following this, LIBus and MTABC were tasked to jointly lay the groundwork to develop combined technical specifications, wherein LIBus extended its contract with CE through February 19, 2010 at a 2.2% increase.

It has since been determined that combining both agencies' compressor station service requirements into a joint solicitation will produce a joint, co-terminus contract for these two bus agencies, and proposers should find combined agency requirements more desirable than a single agency requirement, thereby instilling additional competition. To this end, LI Bus seeks to extend its contract with CE through November 13, 2010. For this modification, CE agrees to extend its existing contract with LI Bus for 9 months with a one-time 2.4% increase in its monthly rate. The proposed increase is based on the CPI averaged over the current 10 month recorded contract period; thus, prices are deemed fair and reasonable. All other terms and conditions shall remain firm. Overall, LI Bus Facilities Department is satisfied with CE's performance under this contract. There are no recommended alternatives as LI Bus does not possess the resources required to perform these services. The LI Bus operating budget will fund this procurement.

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes
2009 Committee Work Plan
Financial Report
Status of Operations
MTA Police Report
Capital Program Report
Procurements

Committee Chair
President
VP & CFO
Sr. V.P. – Operations
MTA Police
Capital Program Management
Procurement & Logistics

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2009

2010 Final Proposed Budget

Management & Budget

January 2010

No Topics Scheduled

February 2010

Adopted Budget/Financial Plan 2010
Annual Customer Satisfaction Survey Results

Management & Budget
Marketing

March 2010

Capital Program
Gap Remediation Update

President

April 2010

Final Review of 2009 Operating Results
2010 Spring/Summer Construction Schedule
Changes

Management & Budget
Service Planning

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.

2009 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.

Monthly Financial Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis. It will also include a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

Report on Operations

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

Capital Program Progress Report

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

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. In addition, each quarter a status report will be provided on inventory activity and balances.

Police Activity Report

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

Long Island Rail Road Committee Work Plan

II. SPECIFIC AGENDA ITEMS

DECEMBER 2009

2010 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2010.

JANUARY 2010

No Topics Scheduled

FEBRUARY 2010

Adopted Budget/Financial Plan 2010

The Agency will present its revised 2010 Financial Plan. These plans will reflect the 2009 Adopted Budget and an updated Financial Plan for 2010 reflecting the out-year impact of any changes incorporated into the 2010 Adopted Budget.

Annual Customer Satisfaction Survey Results

The Committee will be briefed on the results of the 2009 customer satisfaction survey.

MARCH 2010

Proposed 2010-2014 Capital Program

A review of capital program proposal content.

APRIL 2010

Final Review of 2009 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.

2010 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 2010.



Long Island Rail Road

Monthly Financial Report

October 2009

EXECUTIVE FINANCIAL AND RIDERSHIP REPORT
(\$ In Millions)
For the Month Ending October 31, 2009

RIDERSHIP

Year-to-date October ridership was (0.8) million, or (1.1)% below the forecast and (5.5)% below 2008 actuals. When calendar adjusted, 2009 actuals were (5.0)% below 2008 actuals. Ridership in October was (0.2) million, or (3.2)% below forecast and (7.6)% below 2008 actuals. When calendar adjusted, 2009 actuals were (5.5)% below 2008 actuals.

- Year-to-date October Commutation was (1.2) million or (2.9)% below forecast, and (7.0)% below 2008 actuals. When calendar adjusted, 2009 actuals were (6.2)% below 2008 actuals. Commutation in October was (0.2) million or (5.0)% below forecast and (10.3)% below 2008 actuals. When calendar adjusted, 2009 actuals were (7.0)% below 2008 actuals.
- Year-to-date October Non-Commutation was 0.4 million, or 1.6% above forecast and (3.2)% below 2008 actuals. Non-Commutation in October was (0.3)% below forecast and (3.1)% below 2008 actuals.

REVENUE

Year-to-date October **Total Revenues** (including Capital and Other Reimbursements) of \$608.7 were \$0.4 favorable to forecast. The month of October of \$70.5 was favorable to forecast by \$1.6 or 2.4%.

- **Y-T-D Farebox Revenues** were \$(4.7) unfavorable to forecast. The month was \$(1.5) unfavorable to forecast due to lower ridership and yield per passenger.
- **Y-T-D Other Operating Revenues** were \$3.7 favorable to forecast. The month was \$0.7 favorable to forecast due to timing of station privileges.
- **Y-T-D Capital and Other Reimbursements** were \$1.4 favorable to forecast. The month was \$2.4 favorable to forecast.

OPERATING EXPENSES

Year-to-date October **Total Expenses** (including depreciation and other) of \$1,429.3 were favorable to forecast by \$27.4. The total expenses for the month of \$141.8 were favorable to forecast by \$6.0 or 4.0%.

Labor Expenses, \$(1.2) unfavorable Y-T-D; \$(1.1) unfavorable for the month.

- Payroll, \$2.5 favorable Y-T-D; \$0.4 favorable for the month (primarily vacant positions and lower retiree sick/vacation).
- Overtime, \$(4.9) unfavorable Y-T-D; \$(1.9) unfavorable for the month (primarily project overtime).
- Health and Welfare, \$(0.2) unfavorable Y-T-D; on forecast for the month.
- OPEB Current Payment, \$2.2 favorable Y-T-D; \$0.5 favorable for the month (primarily lower rates).
- Other Fringe, unfavorable \$(0.8) Y-T-D; \$(0.1) unfavorable for the month (Railroad Retirement tax, partially offset by Railroad Unemployment Insurance).

Non-Labor Expenses, \$36.0 favorable Y-T-D, \$7.6 favorable for the month.

- **Traction and Propulsion Power**, \$0.6 favorable Y-T-D; \$0.9 favorable for the month (primarily lower rates).
- **Fuel for Buses and Trains**, \$0.2 favorable Y-T-D; on forecast for the month.
- **Insurance**, \$0.2 favorable Y-T-D; on forecast for the month.
- **Claims**, \$(0.3) unfavorable Y-T-D; \$0.7 favorable for the month (lower employee reserves).
- **Maintenance and Other Operating Contracts**, \$13.1 favorable Y-T-D; \$2.7 favorable for the month (primarily delayed IESS initiative and various IT initiatives).
- **Professional Services**, \$4.9 favorable Y-T-D; \$0.5 favorable for the month (primarily the timing of invoices/activity).
- **Materials and Supplies**, \$16.8 favorable Y-T-D; \$2.8 favorable for the month (primarily delay in fleet Life Cycle Maintenance, bench test equipment and East Side Access).
- **Other Business Expenses**, \$0.5 favorable Y-T-D; \$0.1 favorable for the month (primarily the timing of invoices/activity).

Depreciation and Other, \$(7.4) unfavorable Y-T-D; \$(0.6) unfavorable for the month (Other Post Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 44.8%, 1.1 percentage point higher than year-to-date September. The Farebox Operating Ratio for the month of October of 51.2% was 4.6 percentage points above forecast resulting from lower expenses, which increased the ratio by 6.3 percentage points, partially offset by lower revenue, which decreased the ratio by (1.7) percentage point.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
October 2009
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$45.063	\$43.515	(\$1.548)	(3.4)	\$0.000	\$0.000	\$0.000	-	\$45.063	\$43.515	(\$1.548)	(3.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.303	3.043	0.740	32.1	0.000	0.000	0.000	-	2.303	3.043	0.740	32.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	21.464	23.911	2.447	11.4	21.464	23.911	2.447	11.4
Total Revenue	\$47.366	\$46.558	(\$0.808)	(1.7)	\$21.464	\$23.911	\$2.447	11.4	\$68.830	\$70.469	\$1.639	2.4
Expenses												
Labor:												
Payroll	\$33.451	\$32.456	\$0.996	3.0	\$8.002	\$8.635	(\$0.632)	(7.9)	\$41.454	\$41.090	\$0.364	0.9
Overtime	7.689	8.051	(0.362)	(4.7)	1.173	2.690	(1.517)	*	8.862	10.741	(1.879)	(21.2)
Health and Welfare	5.942	5.618	0.323	5.4	1.346	1.630	(0.284)	(21.1)	7.288	7.248	0.039	0.5
OPEB Current Payment	4.289	3.761	0.528	12.3	0.000	0.000	0.000	-	4.289	3.761	0.528	12.3
Pensions	9.861	9.334	0.527	5.3	2.563	3.089	(0.527)	(20.5)	12.423	12.423	0.000	0.0
Other Fringe Benefits	6.321	6.096	0.225	3.6	1.621	1.966	(0.345)	(21.3)	7.942	8.062	(0.120)	(1.5)
Reimbursable Overhead	(3.049)	(3.458)	0.409	13.4	3.049	3.458	(0.409)	(13.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$64.503	\$61.858	\$2.645	4.1	\$17.754	\$21.468	(\$3.714)	(20.9)	\$82.258	\$83.326	(\$1.068)	(1.3)
Non-Labor:												
Traction and Propulsion Power	\$6.422	\$5.509	\$0.914	14.2	\$0.000	\$0.026	(\$0.026)	-	\$6.422	\$5.535	\$0.888	13.8
Fuel for Buses and Trains	1.226	1.253	(0.026)	(2.1)	0.000	0.000	0.000	-	1.226	1.253	(0.026)	(2.1)
Insurance	1.324	1.294	0.030	2.3	0.109	0.176	(0.067)	(60.8)	1.433	1.470	(0.037)	(2.6)
Claims	1.399	0.686	0.713	50.9	0.000	0.000	0.000	-	1.399	0.686	0.713	50.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.058	4.029	3.029	42.9	0.733	1.071	(0.337)	(46.0)	7.791	5.100	2.691	34.5
Professional Service Contracts	1.903	1.294	0.609	32.0	0.046	0.200	(0.153)	*	1.949	1.493	0.456	23.4
Materials & Supplies	9.741	8.766	0.975	10.0	2.812	0.951	1.861	66.2	12.553	9.717	2.835	22.6
Other Business Expenses	0.867	0.792	0.075	8.7	0.009	0.020	(0.011)	*	0.875	0.811	0.064	7.3
Total Non-Labor Expenses	\$29.940	\$23.622	\$6.318	21.1	\$3.710	\$2.443	\$1.267	34.1	\$33.650	\$26.066	\$7.585	22.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post	\$94.444	\$85.481	\$8.963	9.5	\$21.464	\$23.911	(\$2.447)	(11.4)	\$115.908	\$109.392	\$6.516	5.6
Depreciation	\$25.261	\$25.261	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$25.261	\$25.261	\$0.000	0.0
Other Post Employment Benefits	6.599	7.155	(0.556)	(8.4)	0.000	0.000	0.000	-	6.599	7.155	(0.556)	(8.4)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$126.304	\$117.897	\$8.407	6.7	\$21.464	\$23.911	(\$2.447)	(11.4)	\$147.768	\$141.808	\$5.960	4.0
Net Surplus/(Deficit)	(\$78.938)	(\$71.339)	\$7.599	9.6	(\$0.000)	\$0.000	\$0.000	-	(\$78.938)	(\$71.339)	\$7.599	9.6

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$426.116	\$421.378	(\$4.738)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$426.116	\$421.378	(\$4.738)	(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	26.606	30.293	3.687	13.9	0.000	0.000	0.000	-	26.606	30.293	3.687	13.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	155.605	157.048	1.443	0.9	155.605	157.048	1.443	0.9
Total Revenue	\$452.722	\$451.671	(\$1.051)	(0.2)	\$155.605	\$157.048	\$1.443	0.9	\$608.327	\$608.719	\$0.391	0.1
Expenses												
Labor												
Payroll	\$353.521	\$351.105	\$2.416	0.7	\$62.045	\$61.966	\$0.080	0.1	\$415.566	\$413.070	\$2.495	0.6
Overtime	73.070	74.139	(1.068)	(1.5)	8.580	12.402	(3.822)	(44.5)	81.650	86.541	(4.891)	(6.0)
Health and Welfare	62.885	62.727	0.158	0.3	10.401	10.780	(0.379)	(3.6)	73.286	73.507	(0.221)	(0.3)
OPEB Current Payment	42.141	39.926	2.215	5.3	0.000	0.000	0.000	-	42.141	39.926	2.215	5.3
Pensions	104.403	103.618	0.784	0.8	19.827	20.612	(0.784)	(4.0)	124.230	124.230	0.000	0.0
Other Fringe Benefits	79.841	80.157	(0.315)	(0.4)	12.572	13.032	(0.460)	(3.7)	92.413	93.189	(0.776)	(0.8)
Reimbursable Overhead	(23.504)	(23.671)	0.167	0.7	23.504	23.671	(0.167)	(0.7)	0.000	0.000	(0.000)	-
Total Labor Expenses	\$692.357	\$688.001	\$4.356	0.6	\$136.929	\$142.462	(\$5.533)	(4.0)	\$829.286	\$830.463	(\$1.177)	(0.1)
Non-Labor												
Traction and Propulsion Power	\$67.918	\$67.232	\$0.686	1.0	\$0.048	\$0.146	(\$0.098)	*	\$67.967	\$67.379	\$0.588	0.9
Fuel for Buses and Trains	10.891	10.699	0.192	1.8	0.000	0.000	0.000	-	10.891	10.699	0.192	1.8
Insurance	13.142	13.100	0.042	0.3	0.731	0.612	0.118	16.2	13.873	13.712	0.161	1.2
Claims	12.634	12.885	(0.251)	(2.0)	0.000	0.000	0.000	-	12.634	12.885	(0.251)	(2.0)
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	63.860	50.240	13.620	21.3	6.584	7.099	(0.515)	(7.8)	70.444	57.338	13.106	18.6
Professional Service Contracts	18.265	13.162	5.103	27.9	0.561	0.807	(0.246)	(43.9)	18.826	13.969	4.857	25.8
Materials & Supplies	95.133	83.187	11.946	12.6	10.567	5.688	4.879	46.2	105.700	88.875	16.825	15.9
Other Business Expenses	7.871	7.310	0.560	7.1	0.185	0.233	(0.048)	(26.1)	8.055	7.543	0.512	6.4
Total Non-Labor Expenses	\$289.714	\$257.815	\$31.899	11.0	\$18.676	\$14.586	\$4.090	21.9	\$308.390	\$272.401	\$35.989	11.7
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post	\$982.071	\$945.816	\$36.255	3.7	\$155.605	\$157.048	(\$1.443)	(0.9)	\$1,137.676	\$1,102.864	\$34.812	3.1
Depreciation	\$252.612	\$252.612	0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$252.612	\$252.612	\$0.000	0.0
Other Post Employment Benefits	64.860	69.240	(4.381)	(6.8)	0.000	0.000	0.000	-	64.860	69.240	(4.381)	(6.8)
Environmental Remediation	1.524	4.572	(3.047)	*	0.000	0.000	0.000	-	1.524	4.572	(3.047)	*
Total Expenses	\$1,301.067	\$1,272.240	\$28.827	2.2	\$155.605	\$157.048	(\$1.443)	(0.9)	\$1,456.672	\$1,429.288	\$27.384	1.9
Net Surplus/(Deficit)	(\$848.345)	(\$820.569)	\$27.776	3.3	(\$0.000)	\$0.000	\$0.000	-	(\$848.345)	(\$820.569)	\$27.776	3.3

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

October 2009					Year-to-Date October 2009		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(1.548)	(3.4)	Lower ridership \$(1 459) with lower yields \$(0.089).	(4.738)	(1.1)	Lower ridership \$(4.696) with lower yields \$(0.042)
Other Operating Revenue	Non Reimb.	0.740	32.1	Primarily due to the timing of station privileges.	3.687	13.9	Primarily due to the timing of station privileges.
Capital & Other Reimbursements	Reimb.	2.447	11.4	Primarily due to the timing of project activity.	1.443	0.9	Primarily due to the timing of project activity.
Expenses							
Payroll	Non Reimb.	0.996	3.0	Primarily due to lower headcount, rates and retiree payments.	2.416	0.7	Primarily due to lower rates, retiree payments, and headcount, partially offset by higher differential payments.
	Reimb.	(0.632)	(7.9)	Primarily due to the timing of project activity.	0.080	0.1	Primarily due to the timing of project activity.
Overtime	Non Reimb.	(0.362)	(4.7)	Primarily due to higher relief day overtime, pure overtime and rates, partially offset by lower open job coverage.	(1.068)	(1.5)	Primarily due to higher maintenance, relief day overtime and rates, partially offset by higher availability and lower open job coverage.
	Reimb.	(1.517)	*	Primarily due to the timing of project activity and schedule changes.	(3.822)	(44.5)	Primarily due to the timing of project activity and schedule changes.
Health and Welfare	Non Reimb.	0.323	5.4	Lower headcount.	0.158	0.3	Lower headcount, partially offset by higher rates.
	Reimb.	(0.284)	(21.1)	Primarily due to timing of project activity.	(0.379)	(3.6)	Primarily due to higher rates.
OPEB Current Payment	Non Reimb.	0.528	12.3	Lower rates and fewer retirees.	2.215	5.3	Lower rates and fewer retirees.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

October 2009					Year-to-Date October 2009		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.527	5.3	Total pension actual to budget variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.	0.784	0.8	Total pension actual to budget variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.527)	(20.5)	Total pension actual to budget variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.784)	(4.0)	Total pension actual to budget variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.225	3.6	Lower headcount.	(0.315)	(0.4)	Higher rates, partially offset by lower headcount.
	Reimb.	(0.345)	(21.3)	Primarily due to timing of project activity.	(0.460)	(3.7)	Primarily due to higher rates.
Traction and Propulsion Power	Non Reimb.	0.914	14.2	Primarily due to prior period billing issues and lower rates, partially offset by higher usage.	0.686	1.0	Primarily due to lower rates, partially offset by prior period adjustments and higher consumption.
	Reimb.	(0.026)	-	VD Yard	(0.098)	*	VD Yard
Fuel	Non Reimb.	(0.026)	(2.1)	Primarily due to higher rates, partially offset by lower consumption.	0.192	1.8	Primarily due to lower consumption, partially offset by higher rates.
Insurance	Non Reimb.	0.030	2.3	Timing of accrued liabilities.	0.042	0.3	Timing of accrued liabilities.
	Reimb.	(0.067)	(60.8)	Force Account Insurance associated with project activity.	0.118	16.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.713	50.9	Primarily due to decrease in reserves and payments.	(0.251)	(2.0)	Primarily due to increase in employee expenses.
Maintenance & Other Operating Contract	Non Reimb.	3.029	42.9	Primarily due to the delay in the IESS initiative, timing of invoices for computer software leases, utilities, tree trimming and lower costs for Penn Station maintenance.	13.620	21.3	Primarily due to the delay in the IESS initiative, timing of invoices for computer software leases, telecommunications services, utilities, building cleaning and tree trimming, deferred retrofit for diesel vehicles and lower Penn Station maintenance costs.
	Reimb.	(0.337)	(46.0)	Primarily due to timing of project activity.	(0.515)	(7.8)	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

October 2009				Year-to-Date October 2009			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	0.609	32.0	Primarily due to the timing of payments for MTA chargebacks, consulting services and outside legal counsel and timing of payments and activity for software consultants.	5.103	27.9	Primarily due to the timing of MTA chargebacks, market research study, security and fire monitoring contracts, consulting services and outside legal counsel and timing of payments and activity for IT consultants.
	Reimb.	(0.153)	*	Primarily due to timing of project activity.	(0.246)	(43.9)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	0.975	10.0	Lower usage of running repair/periodic inspection material and delayed purchase of bench test equipment, partially offset by timing of invoices for computer hardware.	11.946	12.6	Lower usage of MU running repair/periodic inspection material (favorable volume variances for M-7 and C-3 wheel sets, lower usage for long term out of service cars and the timing of vendor repair/return items being credited back to stock), deferred RCM efforts (C-3 and M-7 HVAC efforts, lower production of M7 battery sets and delayed locomotive engine and truck overhauls), delayed purchase of bench test equipment, delayed fleet modifications (various C-3 modifications and M-3 toilets), lower usage of track and communications material and the timing of invoices for computer hardware, partially offset by higher charges for gasoline.
	Reimb.	1.861	66.2	Timing of East Side Access project material.	4.879	46.2	Timing of East Side Access project material.
Other Business Expenses	Non Reimb.	0.075	8.7	Lower recruitment and employee expenses.	0.560	7.1	Lower employee and recruitment expenses, partially offset by higher bad debt expenses and debit/credit transactions fees.
	Reimb.	(0.011)	*	Timing of miscellaneous project charges.	(0.048)	(26.1)	Timing of miscellaneous project charges.
Other Post Employment Benefits	Non Reimb.	(0.556)	(8.4)	Higher GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	(4.381)	(6.8)	Higher GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.
Environmental Remediation	Non Reimb.	0.000	-		(3.047)	*	Higher projected year-end estimate for environmental reserves.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
October 2009								
(\$ in millions)								
	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid - Year Forecast	Actual	Variance	Percent	Mid - Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$47,568	\$45,357	(\$2,211)	(4.6)	\$449,779	\$444,655	(\$5,124)	(1.1)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	2,584	2,887	0,303	11.7	28,481	29,614	1,133	4.0
Capital & Other Reimbursements	22,271	23,939	1,668	7.5	181,324	179,497	(1,827)	(1.0)
Total Receipts	\$72,423	\$72,183	(\$0,240)	(0.3)	\$659,584	\$653,767	(\$5,817)	(0.9)
Expenditures								
<i>Labor:</i>								
Payroll	\$47,461	\$45,436	\$2,025	4.3	\$411,454	\$409,206	\$2,248	0.5
Overtime	8,862	10,031	(1,169)	(13.2)	82,104	85,700	(3,596)	(4.4)
Health and Welfare	7,324	8,069	(0,745)	(10.2)	73,304	67,019	6,285	8.6
OPEB Current Payment	4,289	4,199	0,090	2.1	42,141	36,459	5,682	13.5
Pensions	12,423	12,404	0,019	0.2	124,230	124,197	0,033	0.0
Other Fringe Benefits	8,329	9,241	(0,912)	(11.0)	92,790	95,554	(2,764)	(3.0)
GASB	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Reimbursable Overhead	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Total Labor Expenditures	\$88,688	\$89,381	(\$0,693)	(0.8)	\$826,023	\$818,135	\$7,888	1.0
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$6,356	\$7,362	(\$1,006)	(15.8)	\$68,099	\$67,038	\$1,061	1.6
Fuel for Buses and Trains	1,176	1,259	(0,083)	(7.0)	10,990	10,707	0,283	2.6
Insurance	3,197	0,000	3,197	100.0	21,757	18,340	3,417	15.7
Claims	1,404	4,545	(3,141)	*	12,093	11,136	0,957	7.9
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	9,376	5,524	3,852	41.1	80,435	65,864	14,571	18.1
Professional Service Contracts	1,763	1,352	0,411	23.3	21,682	16,986	4,696	21.7
Materials & Supplies	10,390	11,891	(1,501)	(14.4)	118,378	131,308	(12,930)	(10.9)
Other Business Expenses	0,685	1,774	(1,089)	*	6,531	7,125	(0,594)	(9.1)
Total Non-Labor Expenditures	\$34,347	\$33,705	\$0,642	1.9	\$339,965	\$328,505	\$11,460	3.4
<i>Other Expenditure Adjustments:</i>								
Other	2,505	2,557	(0,052)	(2.1)	23,663	23,981	(0,318)	(1.3)
Total Other Expenditure Adjustments	\$2,505	\$2,557	(\$0,052)	(2.1)	\$23,663	\$23,981	(\$0,318)	(1.3)
Total Expenditures	\$125,540	\$125,643	(\$0,103)	(0.1)	\$1,189,651	\$1,170,621	\$19,030	1.6
Cash Timing and Availability Adjustment	0,000	1,775	1,775	-	(0,000)	4,128	4,128	*
Net Cash Deficit (excludes opening balance)	(\$53,117)	(\$51,685)	\$1,432	2.7	(\$530,067)	(\$512,726)	\$17,341	3.3
Subsidies								
MTA	53,117	51,685	(1,432)	(2.7)	530,067	512,725	(17,342)	(3.3)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	October 2009			Year-to-Date as of October 31, 2009		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(2.211)	(4.6)	Lower ridership \$(1.459), advance sales impact \$(0.655), yields \$(0.089), and Metrocard/AirTrain sales \$(0.008).	(5.124)	(1.1)	Lower ridership \$(4.696), advance sales impact \$(0.429), and yields \$(0.042), partially offset by higher Metrocard/AirTrain sales \$0.043.
Other Operating Revenue	0.303	11.7	Primarily the timing of rental payments.	1.133	4.0	Primarily the timing of rental, miscellaneous and special services revenue, partially offset by the timing of freight revenue.
Capital and Other Reimbursements	1.668	7.5	Timing of activity and reimbursement for capital and other reimbursements.	(1.827)	(1.0)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.025	4.3	Primarily the timing of tax and payroll payments, lower rates and retiree payments.	2.248	0.5	Primarily lower rates, retiree payments and headcount, partially offset by higher differentials.
Overtime	(1.169)	(13.2)	Primarily due to higher project, relief day overtime, pure overtime and rates, partially offset by lower open job coverage.	(3.596)	(4.4)	Primarily higher project, maintenance, relief day overtime and higher rates, partially offset by higher availability and lower open job coverage.
Health and Welfare	(0.745)	(10.2)	Primarily due to the timing of payments.	6.285	8.6	Timing of payments and lower heads, partially offset by higher rates.
OPEB Current Payment	0.090	2.1	Primarily due to lower payments, partially offset by the timing of payments.	5.682	13.5	Primarily due to the timing of and lower payments.
Other Fringe Benefits	(0.912)	(11.0)	Higher Railroad Retirement Tax payments.	(2.764)	(3.0)	Primarily higher Railroad Retirement Tax payments.
Non-Labor:						
Traction and Propulsion Power	(1.006)	(15.8)	Primarily timing of payments.	1.061	1.6	Primarily lower rates and billing errors, partially offset by increased consumption and higher wayside payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	October 2009			Year-to-Date as of October 31, 2009		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Fuel for Buses and Trains	(0.083)	(7.0)	Primarily due to higher rates and the timing of payments, partially offset by lower consumption.	0.283	2.6	Primarily due to lower consumption, partially offset by higher rates.
Insurance	3.197	100.0	Timing of payments.	3.417	15.7	Timing of payments.
Claims	(3.141)	*	Primarily the payment of a large employee claim, partially offset by the timing of other employee and non-employee claims	0.957	7.9	Primarily the timing of non-employee and corporate payments, partially offset by the timing of employee payments.
Maintenance and Other Operating Contracts	3.852	41.1	Primarily due to the timing of activity for the IESS initiative and painting services, lower lease, rental, utilities, and joint facility payments, and the timing of payments for construction.	14.571	18.1	Primarily due to the timing of activity for the IESS initiative, and painting services, the timing of payments for construction, communication, operating services, leases, rentals, a decrease in and timing of joint facilities, utilities and other maintenance services.
Professional Service Contracts	0.411	23.3	Primarily the timing and payment for professional consulting services.	4.696	21.7	Primarily lower MTA Chargeback payments, the timing and payment for information technology, market research, security and fire monitoring contracts, legal and other professional consulting services.
Materials and Supplies	(1.501)	(14.4)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(12.930)	(10.9)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(1.089)	*	Primarily the timing of the Mobility Tax payment.	(0.594)	(9.1)	Primarily due to the timing of the Mobility Tax Payment, partially offset by lower employee expense payments.
Other Expenditure Adjustments	(0.052)	(2.1)	Higher Metrocard/AirTrain pass through payments.	(0.318)	(1.3)	Higher Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
October 2009								
(\$ in millions)								
	Month				Year-to-Date			
	Mid - Year Forecast	Actual	Favorable (Unfavorable)		Mid - Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.505	\$1.841	(\$0.664)	(26.5)	\$23.663	\$23.277	(\$0.385)	(1.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.281	(0.156)	(0.437)	*	1.875	(0.678)	(2.553)	*
Capital & Other Reimbursements	0.807	0.028	(0.779)	(96.5)	25.719	22.449	(3.270)	(12.7)
Total Receipts	\$3.593	\$1.714	(\$1.879)	(52.3)	\$51.257	\$45.048	(\$6.209)	(12.1)
Expenditures								
<i>Labor:</i>								
Payroll	(\$6.007)	(\$4.346)	\$1.661	27.7	\$4.112	\$3.865	(\$0.247)	(6.0)
Overtime	(0.000)	0.710	0.710	*	(0.454)	0.840	1.294	*
Health and Welfare	(0.036)	(0.821)	(0.785)	*	(0.018)	6.488	6.506	*
OPEB Current Payment	(0.000)	(0.438)	(0.438)	*	(0.000)	3.467	3.467	*
Pensions	0.000	0.019	0.019	-	0.000	0.033	0.033	-
Other Fringe Benefits	(0.387)	(1.179)	(0.792)	*	(0.377)	(2.365)	(1.988)	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$6.430)	(\$6.055)	\$0.376	5.8	\$3.263	\$12.328	\$9.065	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$0.066	(\$1.828)	(\$1.894)	*	(\$0.132)	\$0.340	\$0.472	*
Fuel for Buses and Trains	0.050	(0.006)	(0.056)	*	(0.099)	(0.009)	0.091	91.4
Insurance	(1.764)	1.470	3.234	*	(7.884)	(4.627)	3.257	41.3
Claims	(0.005)	(3.858)	(3.854)	*	0.541	1.749	1.208	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.585)	(0.423)	1.161	73.3	(9.991)	(8.526)	1.465	14.7
Professional Service Contracts	0.186	0.142	(0.045)	(24.0)	(2.856)	(3.017)	(0.161)	(5.6)
Materials & Supplies	2,163	(2.174)	(4.337)	*	(12.678)	(42.433)	(29.755)	*
Other Business Expenses	0.190	(0.962)	(1.153)	*	1.524	0.418	(1.106)	(72.6)
Total Non-Labor Expenditures	(\$0.697)	(\$7.640)	(\$6.943)	*	(\$31.575)	(\$56.104)	(\$24.529)	(77.7)
<i>Other Expenditure Adjustments:</i>								
Other	(2.505)	(2.557)	(0.052)	(2.1)	(23.663)	(23.981)	(0.318)	(1.3)
Total Other Expenditure Adjustments	(\$2.505)	(\$2.557)	(\$0.052)	(2.1)	(\$23.663)	(\$23.981)	(\$0.318)	(1.3)
Total Expenditures before Depreciation	(\$9.632)	(\$16.251)	(\$6.619)	(68.7)	(\$51.975)	(\$67.757)	(\$15.782)	(30.4)
Depreciation Adjustment	25.261	25.261	(0.000)	(0.0)	252.612	252.612	(0.000)	0.0
Other Post Employment Benefits	6.599	7.155	0.556	8.4	64.860	69.240	4.381	6.8
Environmental Remediation	0.000	0.000	0.000	-	1.524	4.572	3.047	*
Total Expenditures	\$22.228	\$16.165	(\$6.063)	(27.3)	\$267.021	\$258.667	(\$8.354)	(3.1)
Cash Timing and Availability Adjustment	0.000	1.775	1.775	-	(0.000)	4.128	4.128	*
Total Cash Conversion Adjustments	\$25.821	\$19.654	(\$6.167)	(23.9)	\$318.278	\$307.843	(\$10.435)	(3.3)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH October 2009

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Labor Relations	11	11	0
Procurement & Logistics (excl. Stores)	91	83	8
Human Resources	105	100	5
SR VP Admin and Staff	2	2	0
Strategic Investments	40	38	2
President	4	4	0
VP & Chief Financial Officer	110	103	7
Information Technology	182	171	11
VP - East Side Access & Special Projects	26	26	0
Market Dev. & Public Affairs	67	65	2
Gen. Counsel & Secretary	38	36	2
System Safety	24	21	3
Security	6	6	0
VP Operations/Oper. Support & Analysis/SVP	45	41	4
Total Administration	753	709	44
Operations			
Transportation	1,870	1,858	12
Passenger Service (Ticket Clerks & Agents)	190	177	13
Total Operations	2,060	2,035	25
Maintenance			
Engineering	1,693	1,716	(23)
Equipment	1,934	1,934	-
Passenger Service (excl. Ticket Selling)	196	188	8
Procurement (Stores)	98	97	1
Total Maintenance	3,921	3,935	(14)
Engineering/Capital			
Department of Project Management	114	112	2
Total Engineering/Capital	114	112	2
Total Positions	6,848	6,791	57
Non-Reimbursable	5,872	5,739	133
Reimbursable	976	1,052	(76)
Total Full-Time	6,848	6,791	57
Total Full-Time Equivalents			

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH OCTOBER 2009**

Explanation of Variances	
NON-REIMBURSABLE POSITIONS	- Favorable 133 positions primarily due to shift of maintenance work force to projects in the Engineering Department and hiring delays in the Transportation and Information Technology Departments, gradual attrition of Ticket Clerks (window closings) in the Passenger Services Department and vacancies company-wide.
REIMBURSABLE POSITIONS	- Unfavorable (76) positions primarily due to timing of project work for the Engineering Department, partially offset by hiring delays and vacancies in the Department of Project Management.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH OCTOBER 2009

	Mid-year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	361	335	26
Professional, Technical, Clerical	392	374	18
Operational Hourlies	-	-	-
Total Administration	753	709	44
Operations			
Managers/Supervisors	277	263	14
Professional, Technical, Clerical	173	168	5
Operational Hourlies	1,610	1,604	6
Total Operations	2,060	2,035	25
Maintenance			
Managers/Supervisors	687	703	(16)
Professional, Technical, Clerical	278	264	14
Operational Hourlies	2,956	2,968	(12)
Total Maintenance	3,921	3,935	(14)
Engineering/Capital			
Managers/Supervisors	94	95	(1)
Professional, Technical, Clerical	20	17	3
Operational Hourlies	-	-	-
Total Engineering/Capital	114	112	2
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,419	1,396	23
Professional, Technical, Clerical	863	823	40
Operational Hourlies	4,566	4,572	(6)
Total Positions	6,848	6,791	57

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	October 2009				Year-to-Date October 2009			
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4,321	4,129	(192)	-4.4%	40,273	39,286	(987)	-2.5%
Weekly	180	147	(33)	-18.5%	1,796	1,568	(228)	-12.7%
Total Commutation	4,501	4,276	(225)	-5.0%	42,069	40,854	(1,215)	-2.9%
One-Way Full Fare	613	621	8	1.2%	6,147	6,238	92	1.5%
One-Way Off-Peak	1,381	1,350	(31)	-2.3%	14,286	14,449	164	1.1%
All Other	737	751	14	1.9%	7,688	7,874	186	2.4%
Total Non-Commutation	2,731	2,722	(9)	-0.3%	28,120	28,562	442	1.6%
Total	7,232	6,998	(234)	-3.2%	70,189	69,416	(774)	-1.1%

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2009 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast	November Forecast		
	\$	\$	\$	\$	%	\$	%
Total Revenue	452.7	450.1	451.7	(1.1)	(0.2)	1.6	0.3
Total Expenses before Non-Cash Liability Adjs	982.1	960.6	945.8	36.3	3.7	14.8	1.5
Depreciation	252.6	252.6	252.6	0.0	0.0	(0.0)	(0.0)
OPEB Obligation	64.9	68.4	69.2	(4.4)	(6.8)	(0.8)	(1.2)
Environmental Remediation	1.5	2.0	4.6	(3.0)	*	(2.6)	*
Total Expenses	1,301.1	1,283.6	1,272.2	28.8	2.2	11.4	0.9
Net Surplus/(Deficit)	(848.3)	(833.5)	(820.6)	27.8	3.3	12.9	1.6

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2009 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$1.6	0.3	Primarily due to the timing of station privileges, partially offset by passenger revenue.
Total Expenses	\$11.4	0.9	Primarily due to timing and lower payments for retiree benefits, traction power and diesel fuel, unused sick time for retirees, utilities (primarily gas), Penn Station maintenance, MTA chargebacks, miscellaneous consulting services, leased software and environmental cleanup services and lower material usage (lower MU running repairs, delayed fleet modifications and deferred RCM efforts), partially offset by higher payments for environmental remediation and various operating services.

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NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

OCTOBER 2009 RIDESHIP, REVENUE AND TICKET SALES REPORT MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

October

- October 2009 **total ridership** was 7.0 million vs. 7.6 million in October 2008, a decrease of 578,830 passengers or a drop of 7.6%. October 2009 had 22 workdays vs. 23 in 2008; when calendar adjusted, October 2009 ridership was 5.5% below October 2008.
- October 2009 **commutation** ridership was 4.3 million vs. 4.8 million in October 2008, a decrease of 491,526 passengers or a drop of 10.3%. When calendar adjusted, October commutation ridership was 7.0% below October 2008.
- October 2009 **non-commutation** ridership was 2.7 million vs. 2.8 million in October 2008, a decrease of 87,304 passengers or a decrease of 3.1%.
- October 2009 **revenue*** was \$43.5 million vs. \$42.0 million, an increase of \$1.5 million or an increase of 3.7% compared to October 2008.
- October 2009 **ticket sales** were 2.5 million vs. 2.6 million, a decrease of 99,427 tickets or a decrease of 3.9% compared to October 2008.

Year To Date

- 2009 YTD **total ridership** was 5.5% below '08 (when calendar adjusted, YTD total ridership was 5.0% below '08), and 1.1% below forecast**.
- 2009 YTD **revenue*** was 0.5% below '08 and 1.1% below forecast**.
- 2009 YTD **ticket sales** were 4.1% below '08 and 0.9% above forecast**.

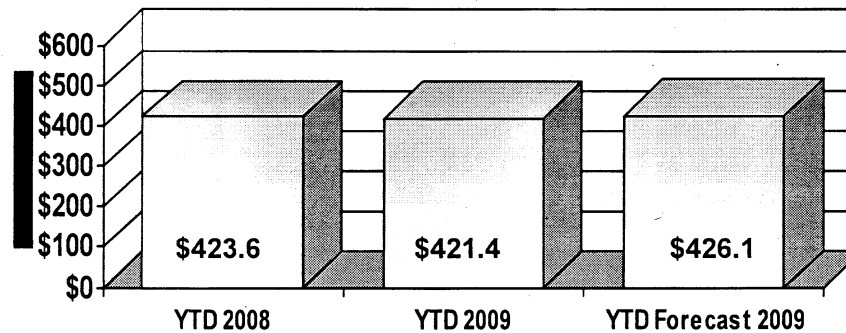
*Fare increase implemented on June 17, 2009.

**Based on Mid-year forecast.

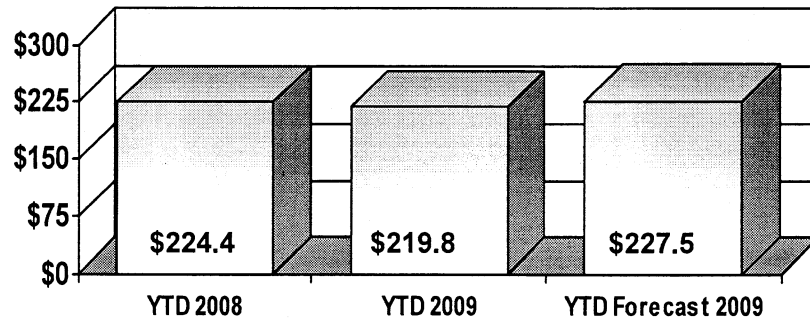
LIRR Year-to-Date Revenue*

- YTD **Total revenue** was 0.5% below '08 and 1.1% below forecast**.
- YTD **Commutation revenue** was 2.1% below '08 and 3.4% below forecast**.
- YTD **Non-Commutation revenue** was 1.2% above '08 and 1.5% above forecast**.

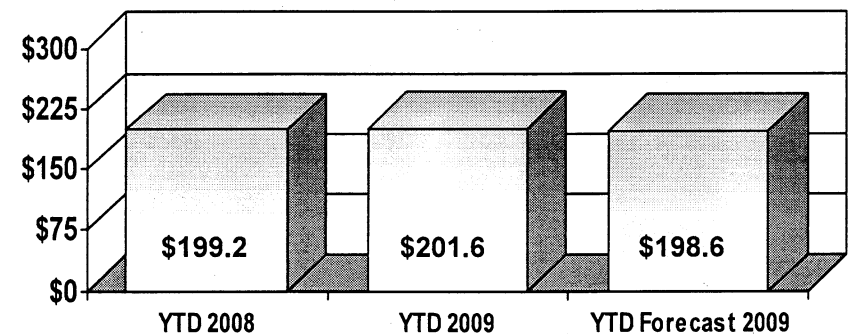
LIRR Year-to-Date Revenue - Total
(In Millions)



LIRR Year-to-Date Revenue - Commutation
(In Millions)



LIRR Year-to-Date Revenue - Non-Commutation
(In Millions)



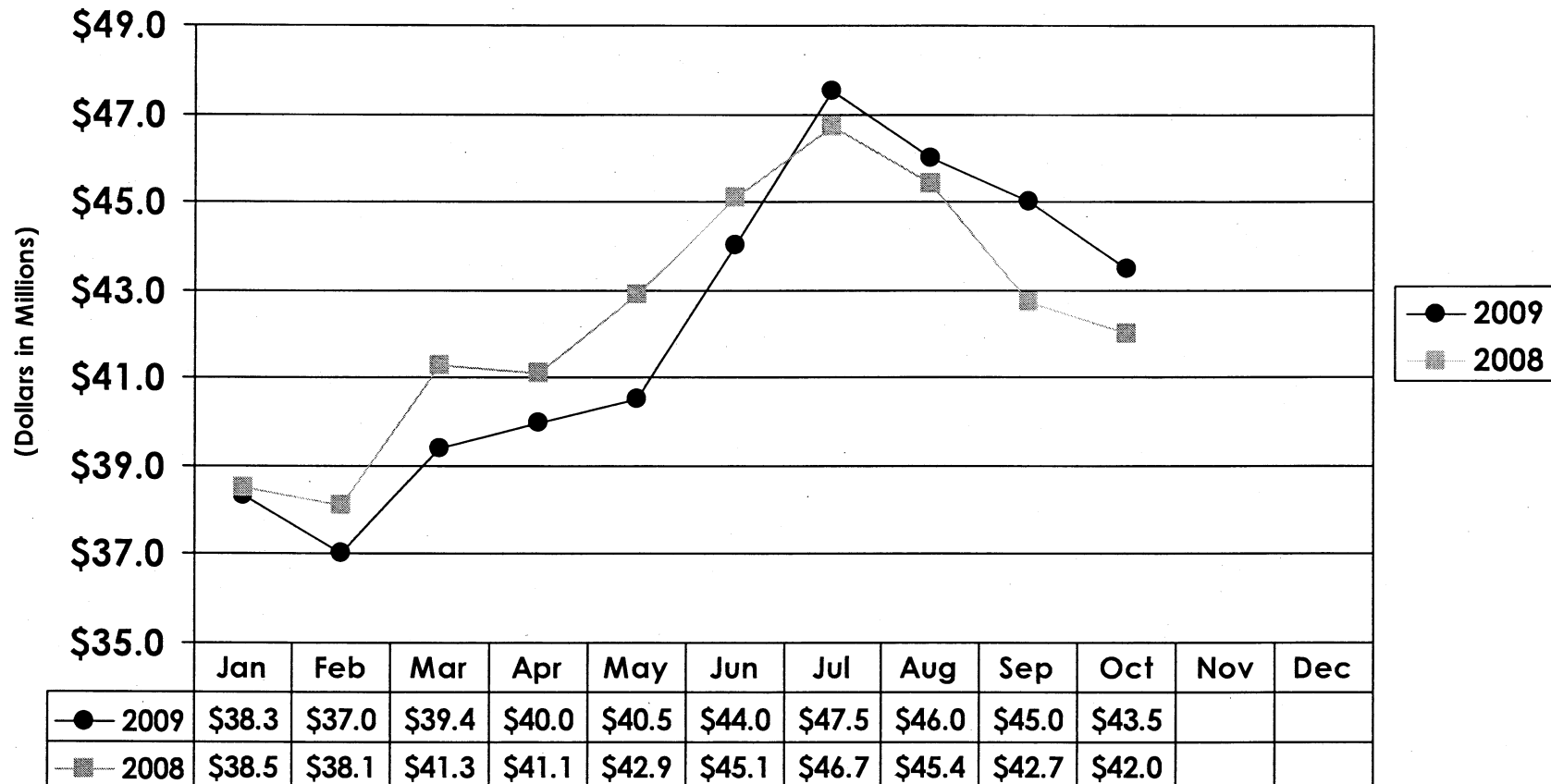
*Fare increase implemented on June 17, 2009.

**Based on Mid-year forecast.

October Revenue*

- October's **Total revenue** was 3.7% above '08 and 3.4% below forecast**.

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*Fare increase implemented on June 17, 2009.

**Based on Mid-year forecast.

Ridership Adjustment

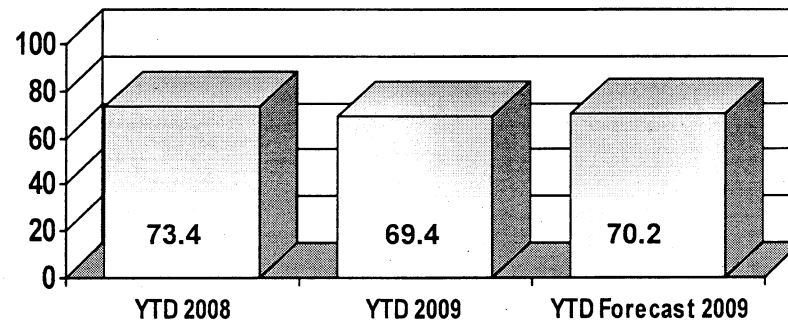
- October 2009 had 22 workdays vs. 23 in 2008.
- October's **Total ridership** was 5.5% below '08, when calendar adjusted.

YEAR	WORKDAYS	RIDERSHIP	% CHANGE
<u>Before Adjustment</u>			
October 2009	22	6,998	-7.6%
²⁴ October 2008	23	7,577	--
<u>After Adjustment</u>			
October 2009	22	6,998	-5.5%
Adj. October 2008	22	7,405	--

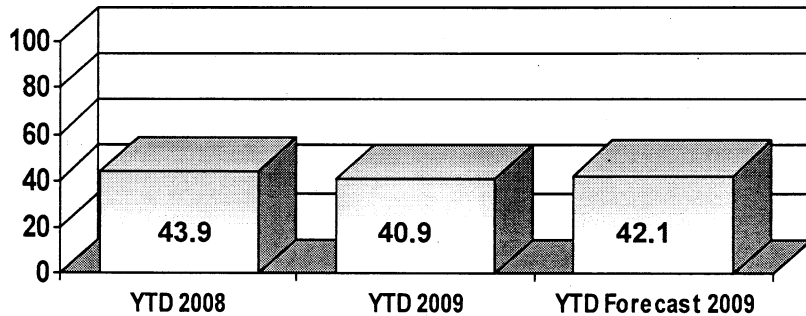
LIRR Year-to-Date Ridership

- YTD **Total ridership** was 5.5% below '08 (-5.0% when adjusted) and 1.1% below forecast*.
- YTD **Commutation ridership** was 7.0% below '08 (-6.2% when adjusted) and 2.9% below forecast*.
- YTD **Non-Commutation ridership** was 3.2% below '08 and 1.6% above forecast*.

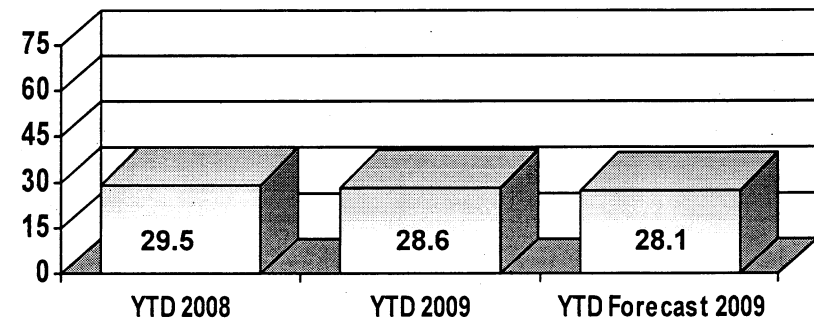
LIRR Year-to-Date Ridership - Total
(In Millions)



LIRR Year-to-Date Ridership - Commutation
(In Millions)



LIRR Year-to-Date Ridership - Non-Commutation
(In Millions)

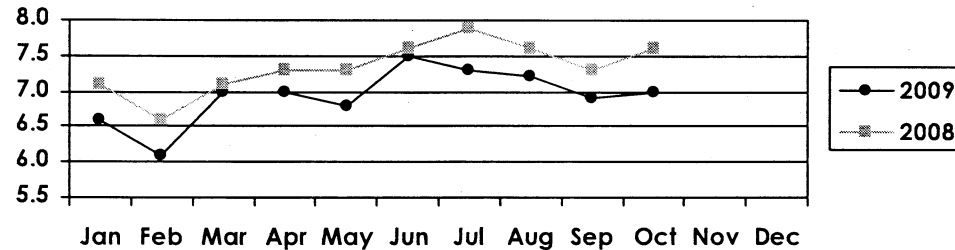


*Based on Mid-year forecast.

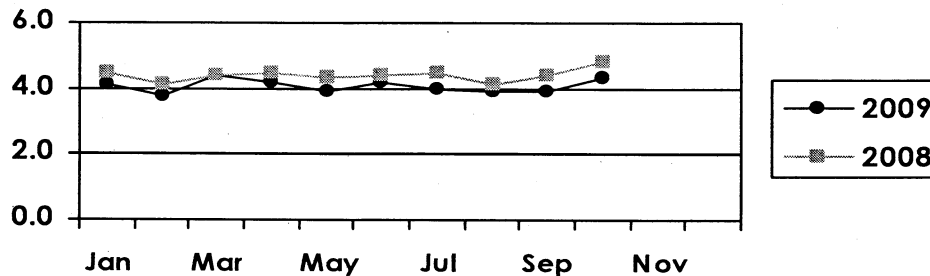
October Ridership

- October's **Total ridership** was 7.6% below '08 (-5.5% when adjusted) and 3.2% below forecast*.
- October's **Commutation ridership** was 10.3% below '08 (-7.0% adjusted) and 5.0% below forecast*.
- October's **Non-Commutation ridership** was 3.1% below '08 and 0.3% below forecast*.

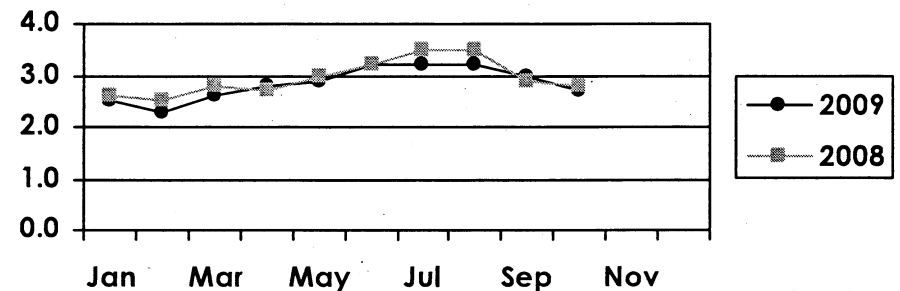
Total Ridership
(In Millions)



Commutation Ridership
(In Millions)



Non-Commutation Ridership
(In Millions)

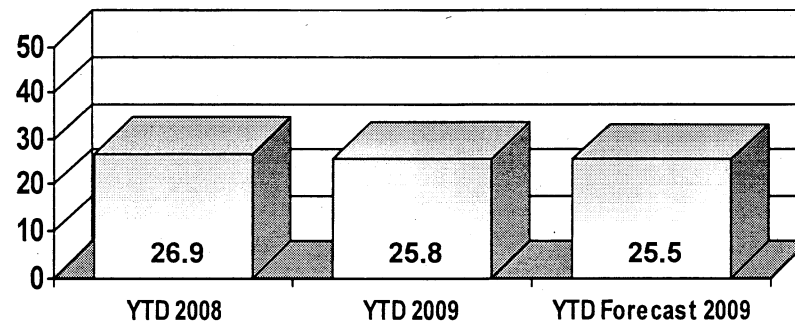


*Based on Mid-year forecast.

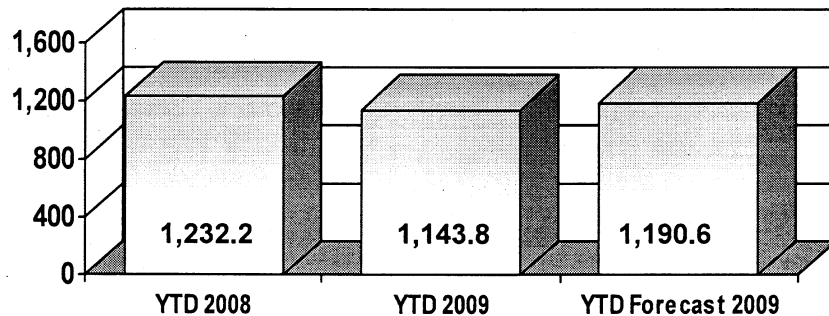
LIRR Year-to-Date Ticket Sales

- YTD **Total ticket sales** were 4.1% below '08 and 0.9% above forecast*.
- YTD **Commutation ticket sales** were 7.2% below '08 and 3.9% below forecast*.
- YTD **Non-Commutation ticket sales** were 4.0% below '08 and 1.1% above forecast*.

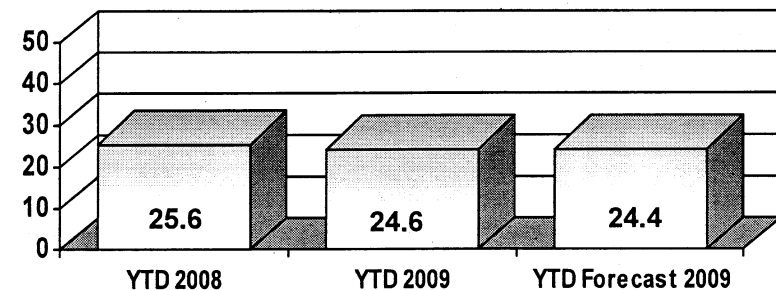
LIRR Year-to-Date Ticket Sales - Total
(In Millions)



LIRR Year-to-Date Ticket Sales - Commutation
(In Thousands)



LIRR Year-to-Date Ticket Sales - Non-Commutation
(In Millions)

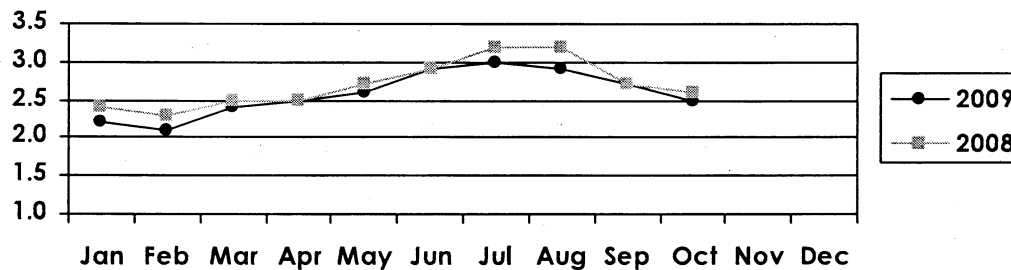


*Based on Mid-year forecast.

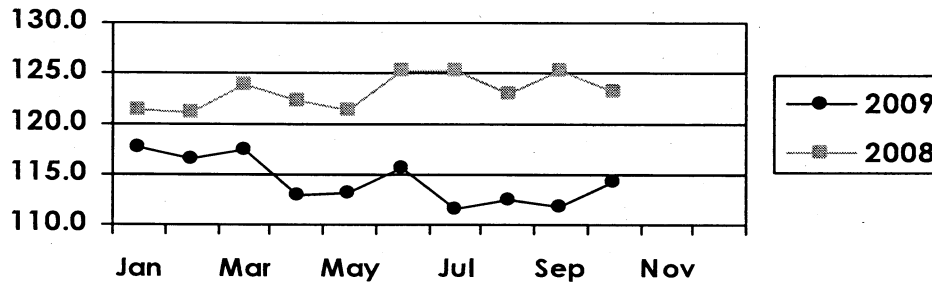
October Ticket Sales

- October's **Total ticket sales** were 3.9% below '08 and 1.6% below forecast*.
- October's **Commutation ticket sales** were 7.2% below '08 and 6.5% below forecast*.
- October's **Non-Commutation ticket sales** were 3.7% below '08 and 1.3% below forecast*.

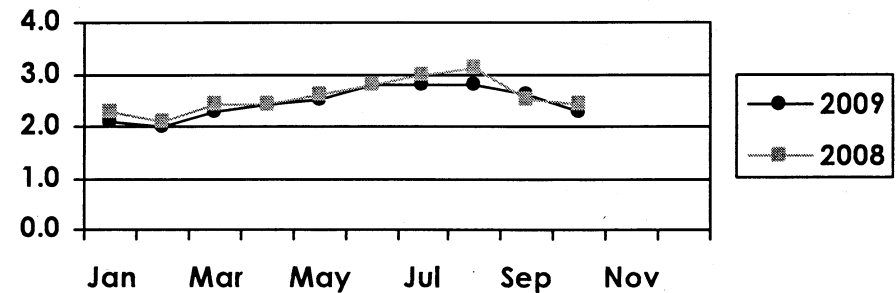
Total Ticket Sales
(In Millions)



Commutation Ticket Sales
(In Thousands)



Non-Commutation Ticket Sales
(In Millions)



*Based on Mid-year forecast.



LONG ISLAND RAIL ROAD



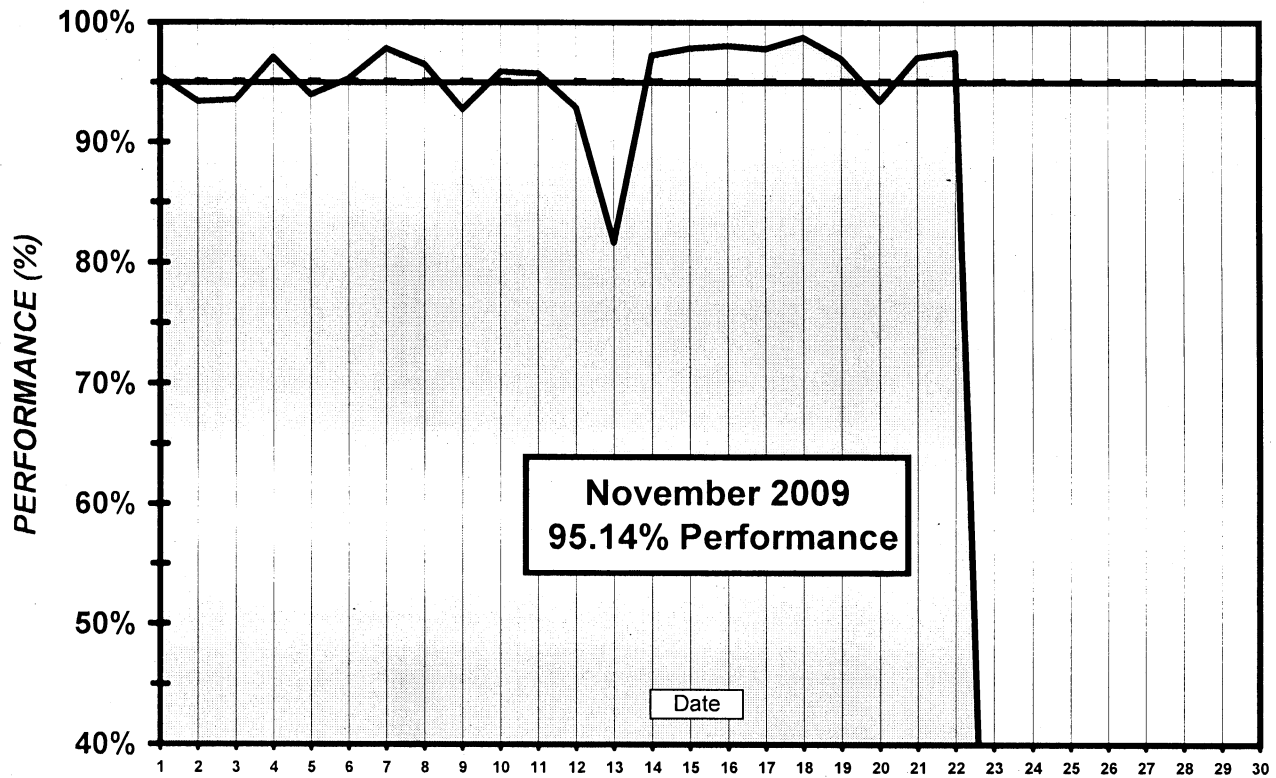
MONTHLY OPERATING REPORT

December 2009

Helena E. Williams
President

12/09/09*****

MONTHLY ON TIME PERFORMANCE



	Nov-09	Nov-08	YTD 2009	YTD 2008	Nov-09	Nov-08	Nov-09	Nov-08
	System On Time Performance				Trains Scheduled		Avg Minutes Late	
TOTAL	95.14%	92.6%	95.51%	95.1%	14,607	19,704	19.3	22.8
AM PEAK	96.60%	89.1%	96.13%	95.5%	2,177	2,774	22.4	33.1
PM PEAK	94.25%	92.5%	93.94%	93.8%	1,965	2,508	18.6	14.5
Peak Total	95.49%	90.8%	95.09%	94.7%	4,142	5,282		
OFF PEAK	95.00%	93.3%	95.68%	93.3%	10,465	14,422	19.1	21.2
as of c.o.b.---->	11/22/2009	11/22/2009	11/22/2009	11/22/2009	11/22/2009	11/22/2009	11/22/2009	11/22/2009

BRANCH ON-TIME PERFORMANCE

	Babln	Far Rock	Hicks/ Hunt	Hemp	Long Beach	Montk	Oyster Bay	Port Jeff	Port Wash	Grnpt/ Ronk	West Hemp	TOTAL
<u>Nov-08</u>												
TOTAL	91.8	95.2	92.1	94.2	93.7	89.9	88.4	86.7	97.2	89.2	96.4	92.6
AM Peak	88.2	90.4	88.8	87.6	89.9	88.8	90.2	84.2	94.4	87.1	90.5	89.2
PM Peak	91.3	95.9	92.9	95.9	95.2	87.2	77.2	89.5	96.7	91.2	98.3	92.5
Off Peak	92.9	95.9	92.5	95.0	94.2	90.4	90.1	86.6	97.7	89.4	97.0	93.3
<u>Nov-09</u>												
TOTAL	94.2	98.2	95.2	98.0	96.5	88.7	95.1	93.3	97.1	92.7	96.4	95.1
AM Peak	97.4	98.2	95.6	96.7	99.4	91.7	99.1	95.8	99.3	91.5	98.7	96.6
PM Peak	93.6	100.0	91.0	97.0	93.9	87.6	94.4	89.5	94.7	96.4	98.9	94.3
Off Peak	93.6	98.0	95.9	98.3	96.3	88.4	94.3	93.4	97.1	92.1	95.4	95.0
<u>2009 Y-T-D</u>												
TOTAL	95.1	98.1	94.8	97.4	96.6	92.7	95.3	93.9	96.4	93.3	97.7	95.5
AM Peak	96.3	96.8	96.1	97.4	96.8	93.8	96.3	93.6	96.9	95.1	97.9	96.1
PM Peak	92.7	97.9	92.1	95.6	95.3	91.8	90.2	93.0	96.0	93.0	96.4	93.9
Off Peak	95.4	98.4	95.0	97.7	96.8	92.6	96.0	94.1	96.3	92.8	98.0	95.7

CATEGORIES OF DELAY

	Previous Month October 2009	Current Month November 2009	October vs November 2009	Year-to Date		
				2009	2008	2009 vs 2008
Trains Late - Total	1,011	710	(301)	9,823	11,030	(1,207)
National Rail Passenger Corp	98	32	(66)	736	475	261
Capital Programs	15	3	(12)	138	197	(59)
Engineering	134	106	(28)	1,186	1,533	(347)
Penn Station Central Control	4	8	4	80	113	(33)
Maintenance of Equipment	158	81	(77)	1,900	2,475	(575)
Other / Miscellaneous	137	190	53	1,647	2,085	(438)
Public	309	226	(83)	3,247	3,149	98
Transportation	72	21	(51)	403	447	(44)
Vandalism	17	3	(14)	104	135	(31)
Maintenance of Way (Sched.)	67	40	(27)	382	421	(39)

EVENTS CAUSING 10 OR MORE DELAYS

Date	Day	MAJOR EVENTS	TRAINS DELAYED			
			AM	PM	Off Peak	TOTAL
2-Nov	Mon	Extension of track work program		2	8	10
3-Nov	Tues	Broken rail within Queens Interlocking	9		1	10
3-Nov	Tues	Signal trouble in Valley Interlocking			10	10
6-Nov	Fri	Heavy unloading account of Yankee Parade	5		12	17
9-Nov	Mon	Broken rail at Wantagh			16	16
9-Nov	Mon	Various delays account of police activity east of Mineola Station		12	4	16
11-Nov	Wed	Signal trouble in Valley Interlocking			13	13
12-Nov	Thurs	Various instances of low adhesion		4	23	27
13-Nov	Fri	Signal problems due to 100 cycle power outage within Harold Interlocking			18	18
13-Nov	Fri	Fence on the track east of Lindenhurst Station		9	7	16
13-Nov	Fri	Various instances of low adhesion	10	14	40	64
20-Nov	Fri	Storm related signal problems	14		6	20
		TOTALS	38	41	158	237

EQUIPMENT

MEAN DISTANCE BETWEEN FAILURES

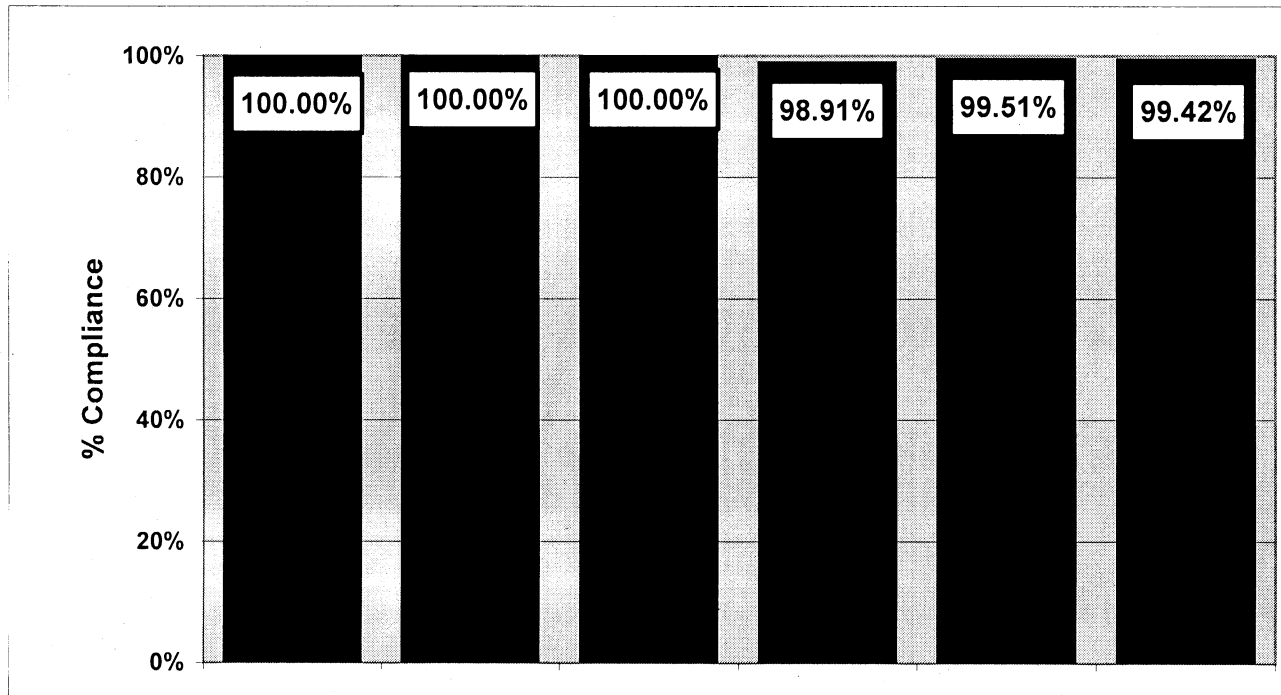
Equipment Type	2009 Data			2009 Goal	2008 Data	
	Oct-09	Y-T-D	Rolling Average		Oct-08	Y-T-D
M-3	76,579	46,241	45,514	40,000	48,273	40,754
M-7	389,629	381,194	367,968	300,000	506,605	378,907
DM	34,756	14,460	15,953	18,000	41,649	17,594
DE	22,608	16,761	16,666	18,000	20,420	15,422
C-3	78,327	80,311	75,340	70,000	94,720	83,646
Diesel	56,183	43,951	43,709	50,000	63,694	46,167
Fleet	184,696	142,388	139,964	105,000	177,564	132,886

Equipment Type	Primary Failures	
	Oct-09	Oct-08
M-3	8	14
M7	13	10
DM	2	2
DE	4	4
C3	8	7
Diesel	14	13
Fleet	35	37

CAR CLIMATE CONTROL SURVEYS

Range of Compliance = 64 to 78 degrees

October Data Is Not Available



	AM & PM Peaks	Off Peak	Total	AM & PM Peaks	Off Peak	Total
	Oct-09			2009 YTD		
Compliance	100.0%	100.0%	100.0%	98.9%	99.5%	99.4%
Inspections	221	1,361	1,582	2,119	12,473	14,592
Inspections In Compliance	221	1,361	1,582	2,096	12,412	14,508
Inspections Non-Compliant	-	-	-	23	61	84

TRAIN CLEANLINESS

November 2009 data is not available

Heavy Duty Interior Cleaning

Cars Meeting Compliance Standard

60 day standard	
M3/M7 Cars FLEET COMPLIANCE Oct-09	
Ownership	1006
Compliant	897
Non Compliant	86
OOS > 30 days	23
Compliance %	91%
Actual Production	484

90 day standard	
C3 Cars FLEET COMPLIANCE Oct-09	
Ownership	134
Compliant	128
Non Compliant	5
OOS > 30 days	1
Compliance %	96%
Actual Production	60

Non Compliant Cars - Days Over Standard

M3/M7 Cars as of end of month shown: [60 day standard]

Days-->	1 - 10	11 - 20	21-30	31-40	>40	Total
Jul-09	20	26	4	4	4	58
Aug-09	42	22	10	2	14	90
Sep-09	32	22	6	6	8	74
Oct-09	38	26	12	2	8	86
Nov-09	-	-	-	-	-	-
Dec-09	-	-	-	-	-	-

C3 Cars as of end of month shown: [90 day standard]

Days-->	1 - 10	11 - 20	21-30	31-40	>40	Total
Jul-09	1	2	-	1	-	4
Aug-09	-	1	-	-	1	2
Sep-09	3	-	-	-	2	5
Oct-09	2	3	-	-	-	5
Nov-09	-	-	-	-	-	-
Dec-09	-	-	-	-	-	-

Toilet Servicing

% of Car Fleet Meeting Standard

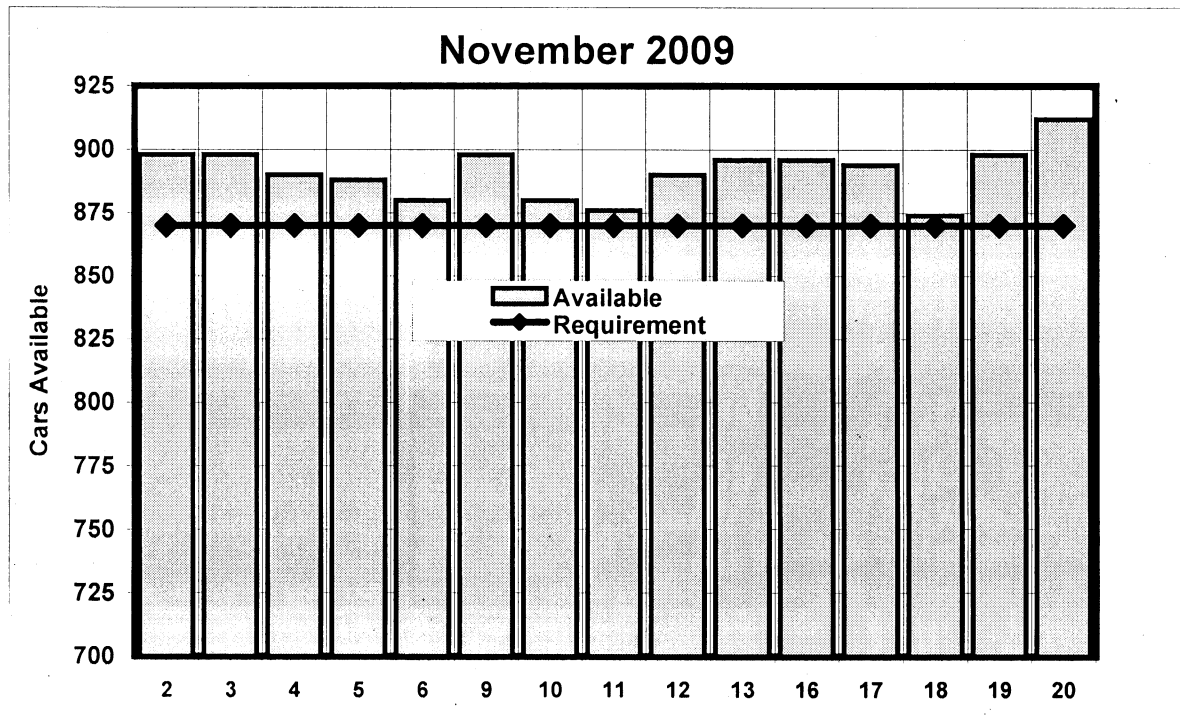
Month	M3/M7 Fleet	C3 Fleet
Jul-09	94%	99%
Aug-09	93%	99%
Sep-09	94%	99%
Oct-09	94%	99%
Nov-09		
Dec-09		

Exterior Washing

% of Car Fleet Meeting Standard

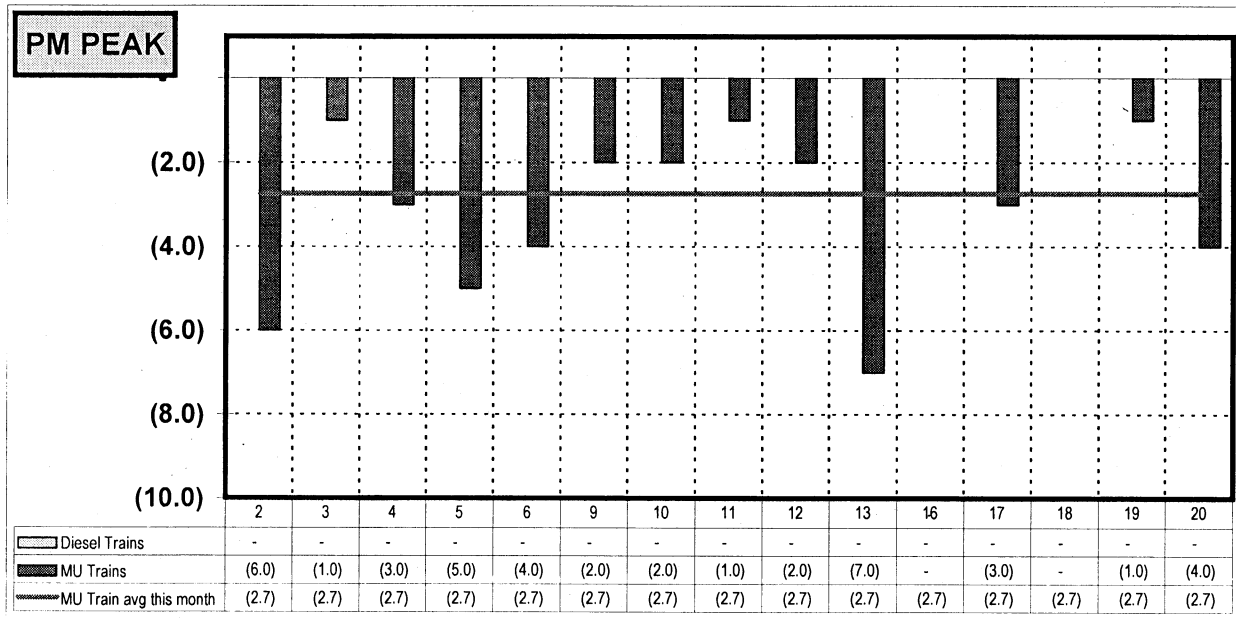
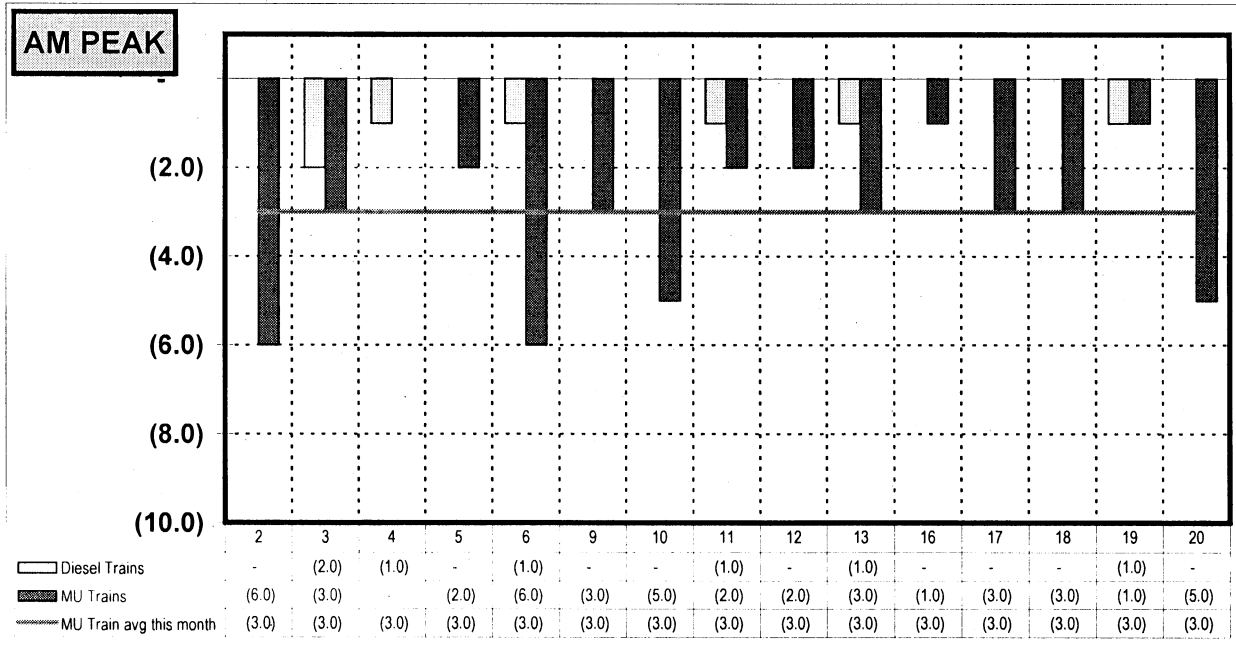
Month	M3/M7 Fleet	C3 Fleet
Jul-09	94%	97%
Aug-09	93%	95%
Sep-09	94%	96%
Oct-09	95%	95%
Nov-09		
Dec-09		

ELECTRIC CAR AVAILABILITY - AM PEAK



	Nov-09	Oct-09	Aug-09 Sep-09 Oct-09	Dec-08 thru Nov-09
AM Requirement	870	870	870	870
Mean (Avail)	891	891	891	889
Maximum	912	910	910	922
Minimum	874	866	866	866
Median	894	892	894	888
Standard Deviation	10	11	11	10

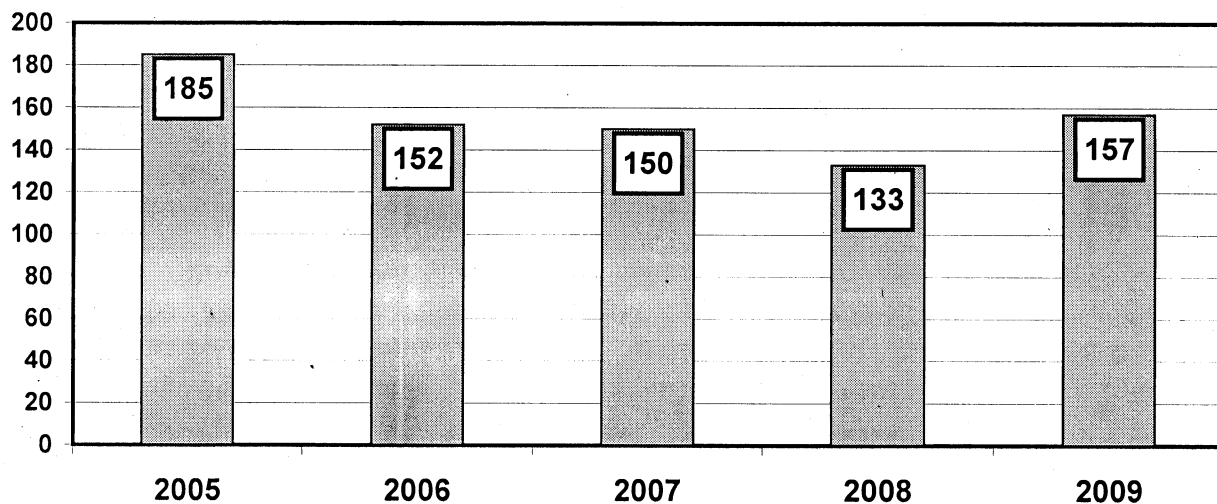
PEAK TRAINS BELOW FULL COMPLEMENT OF CARS



MTA Long Island Rail Road

History of FRA Reportable Employee Accidents

2005 - 2009 Year to Date October

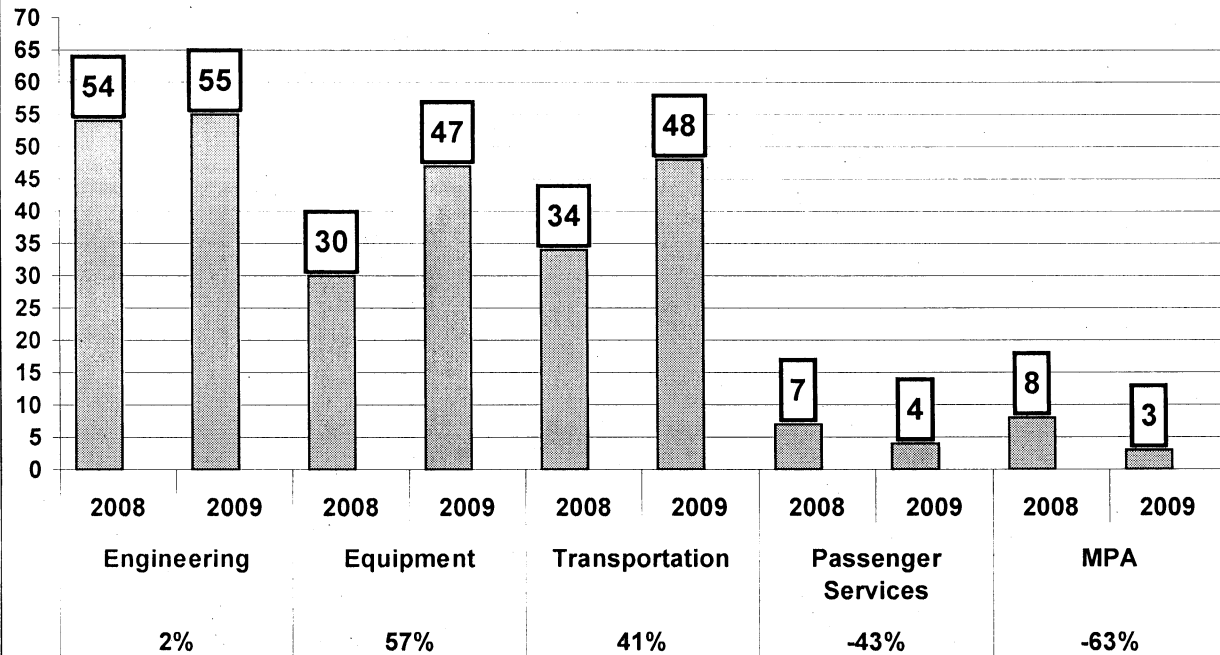


Does not include Class B, off duty employees
Does not include MTA/LIRR Contractor Employees

18% increase 2008/2009

MTA Long Island Rail Road

Employee Reportable Accidents - Comparison by Department 2008 vs. 2009 Year to Date October

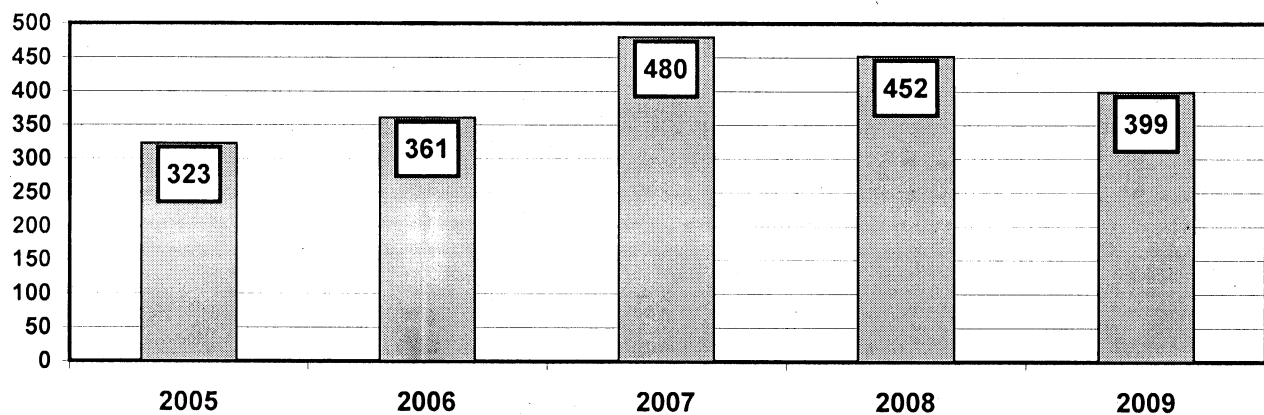


Note: MPA includes all other Management, Professional & Clerical Employees not captured by the operating departments.

MTA Long Island Rail Road

History of Customer Accidents

2005 - 2009 Year to Date October

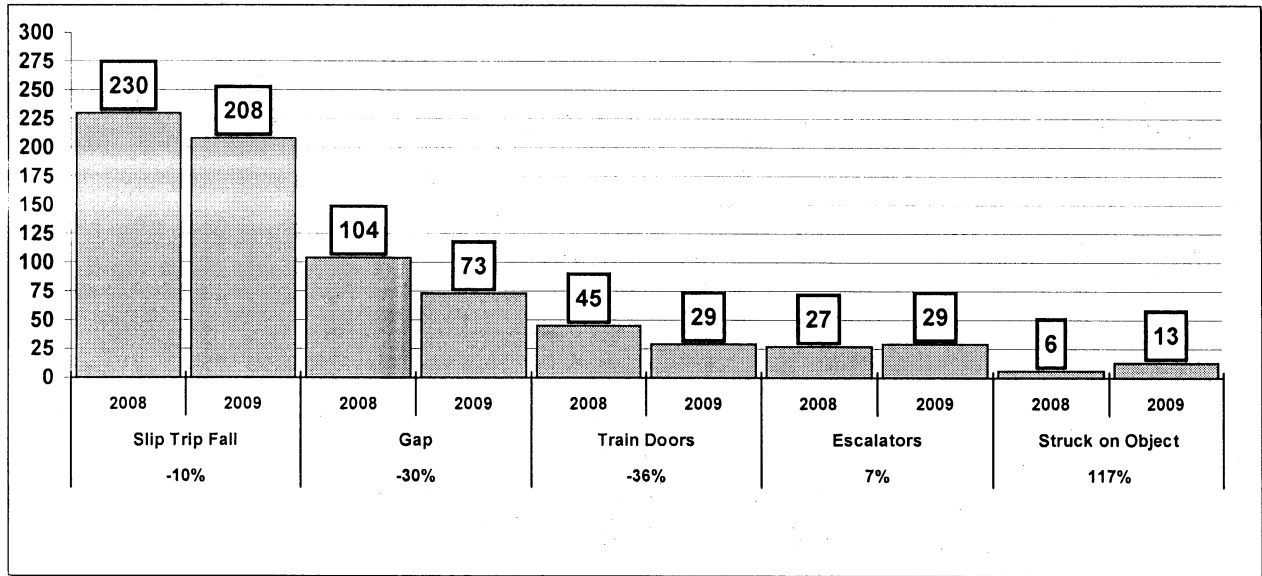


Includes On-Board and Station Accidents

12% decrease 2008/2009

MTA Long Island Rail Road

Customer Accidents - Top 5 Causal Factors 2008 vs. 2009 Year to Date October

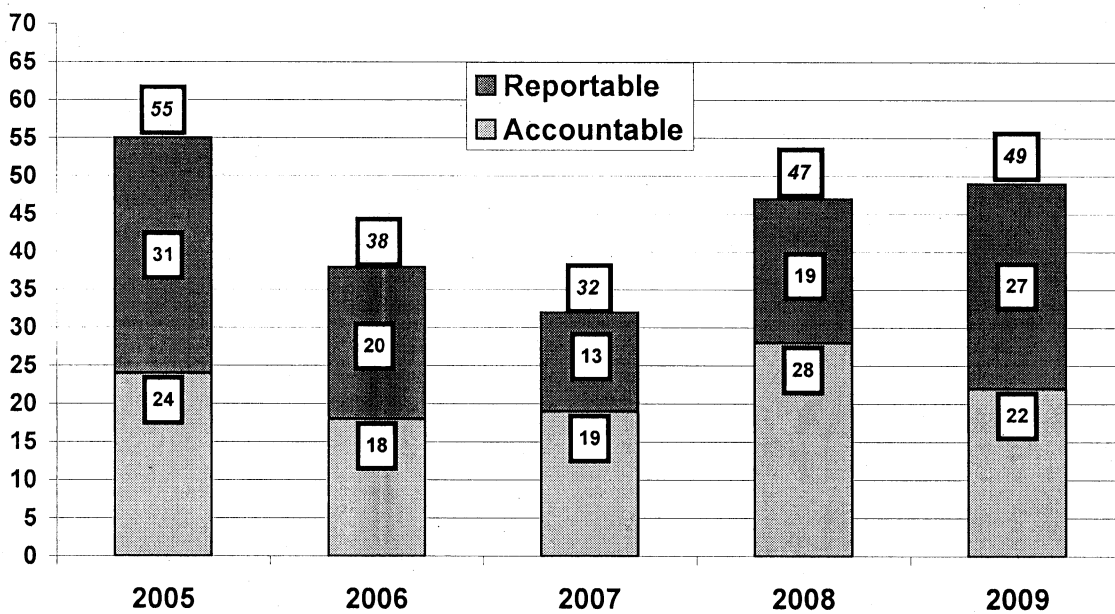


Overall: 15% decrease in Top 5 Causal Factors

MTA Long Island Rail Road

Train Accident Statistics

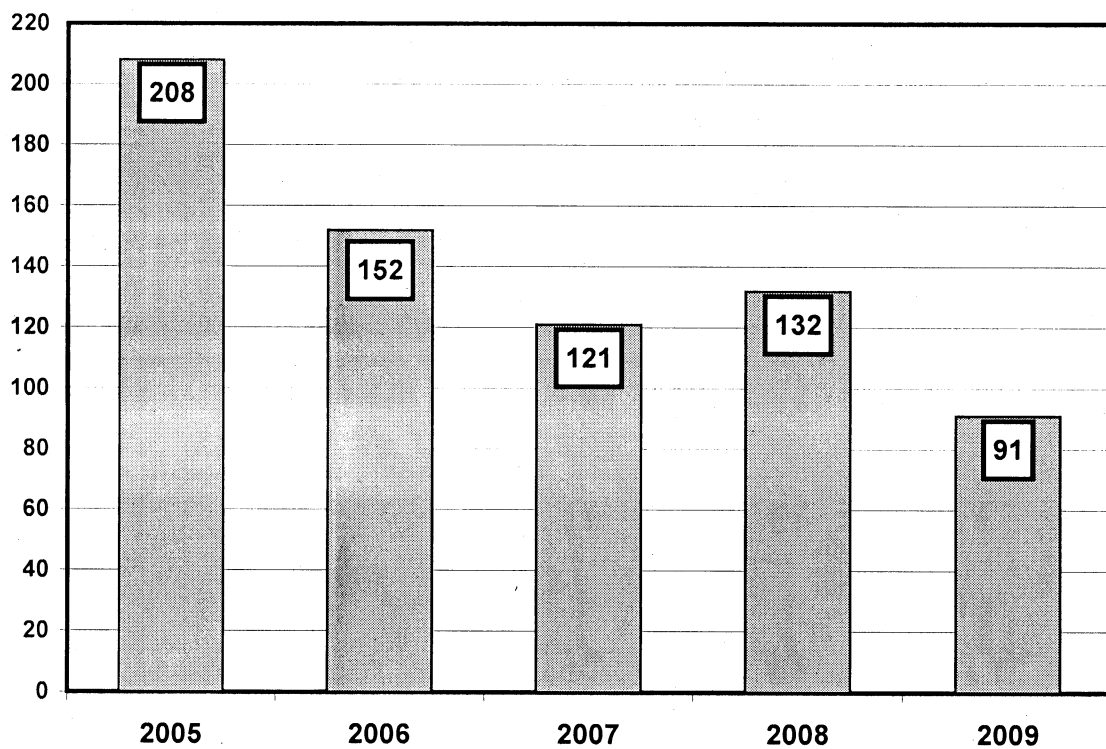
2005 - 2009 Year to Date October



MTA Long Island Rail Road

History of Fire Incidents

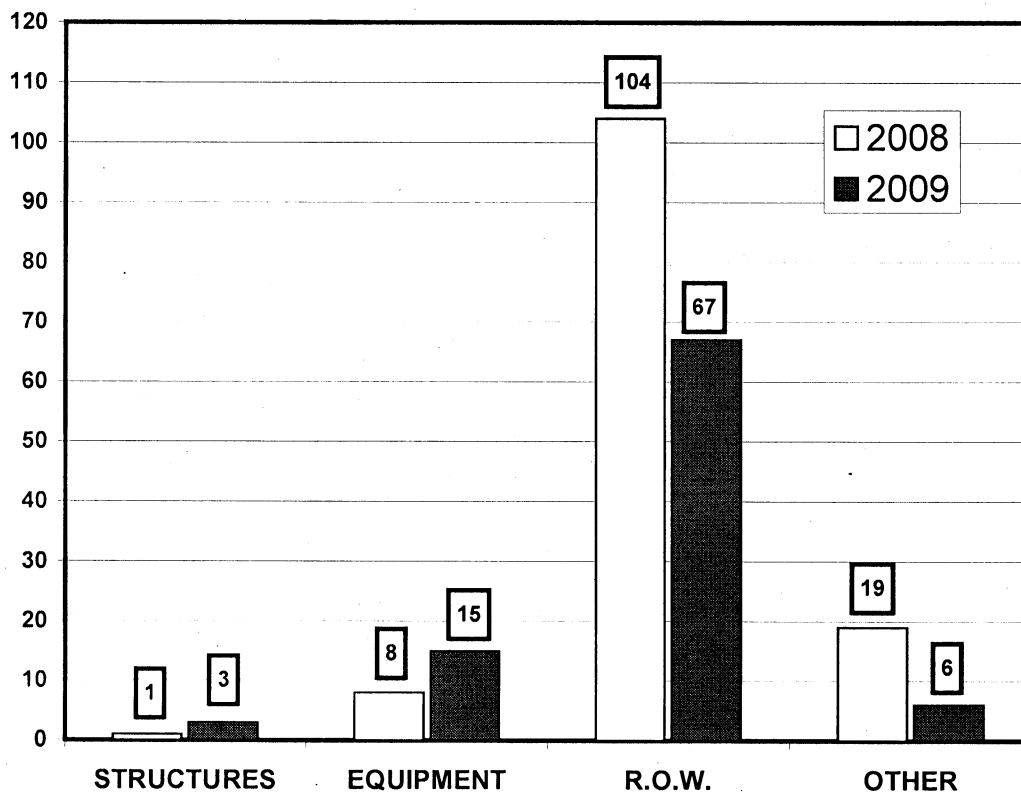
2005 - 2009 Year To Date October



MTA Long Island Rail Road

Fire Incidents by Type

2008 - 2009 Year to Date October

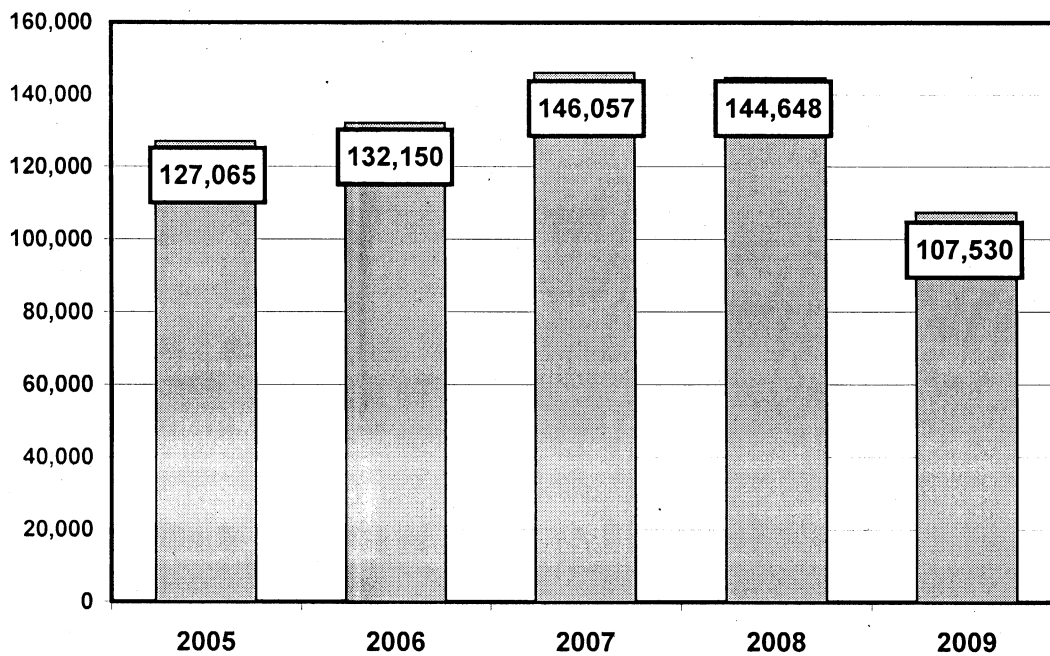


MTA Long Island Rail Road

T.R.A.C.K.S. Participants

Together Railroads and Communities Keeping Safe

2005 - 2009 Year to Date October





METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

November 2009

	2009	2008	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	2	5	-3	-60%
Burglary	0	1	-1	-100%
Grand Larceny	8	7	1	14%
GLA	0	0	0	0%
Total Major Felonies	13	16	-3	-19%

January to November, 2009

	2009	2008	Diff	%Change
Murder	1	0	1	0%
Rape	0	1	-1	-100%
Robbery	19	23	-4	-17%
Felony Assault	25	23	2	9%
Burglary	4	8	-4	-50%
Grand Larceny	101	88	13	15%
GLA	5	2	3	150%
Total Major Felonies	155	145	10	7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
NOVEMBER 2009**

HIGHLIGHTS

PN-R7

AMOTT DRAINAGE CULVERT

Milestone: Beneficial Use

Completion of the Amott Drainage Culvert in Syosset on the Port Jefferson Branch was achieved this month. The work included installation of a 72" diameter culvert, construction of sluiceways on both sides of the track, and installation of a storm drainage trough system along the south side of the Right of Way. The drainage system work will prevent operational disruptions caused by local flooding.

PN-B1

BRIDGE PROGRAM

Milestone: Beneficial Use for Shore Road Bridge Replacement

The circa-1910 Shore Road Bridge on the Oyster Bay Branch was replaced with a prefabricated span over November 14 and 15. The work included reconstruction of bridge seats, rehabilitation of abutments and wing walls, and installation of new approach slabs and ballast retaining structures at four corners. This bridge replacement is part of the regular bridge maintenance and modernization program.

PROJECT UPDATES

MTA POLICE FACILITY - CENTRAL ISLIP

- 1st floor cold form metal framing floor joist erection complete.
- 2nd floor metal deck joist complete.
- Concrete pour preparation in progress.
- Evaluating contractor's recovery plan since project is experiencing delays.

ATLANTIC AVENUE VIADUCT – PHASE 1

- To date, 87 of 87 full spans were replaced with new structural steel and catwalk.
- Installation of temporary supports for structural steel replacement complete.
- Viaduct field painting activities continued.
- Under-deck street lighting installation commenced.

ATLANTIC AVENUE VIADUCT – PHASE 2A

- 50% design complete.
- Column repair ongoing with 12 of 48 complete.

EAST SIDE ACCESS - LIRR ACTIVITIES

- The Vendors for the Harold Interlocking Central Instrument Locations and Supervisory Control Systems Contracts continued to prepare contract-required design submittals for review by LIRR.
- At Harold, LIRR Signal continued Stage 1 circuit revisions and testing at Harold Central Instrument Location (CIL) for 821, 823, 863, and 865 switches. Crossover 863 cutover completed and placed in service on November 9. Early Stage 2 work, consisting of trough, pull box, and conduit installations, was initiated.
- LIRR supported the Contractor work in Harold Interlocking by providing Force Account support and Roadway Worker Protection.
- LIRR continued to support ongoing design development for the tunnel systems and LIRR GCT Terminal.
- Contractors' feedback, in response to the Request for Expression of Interest (RFEI) process for Systems Contracts, as compiled by MTACC and ESA, is under review. This information will support decision-making on contract packaging of systems work and development of contract terms and conditions. LIRR continued to support MTACC and ESA in this process.

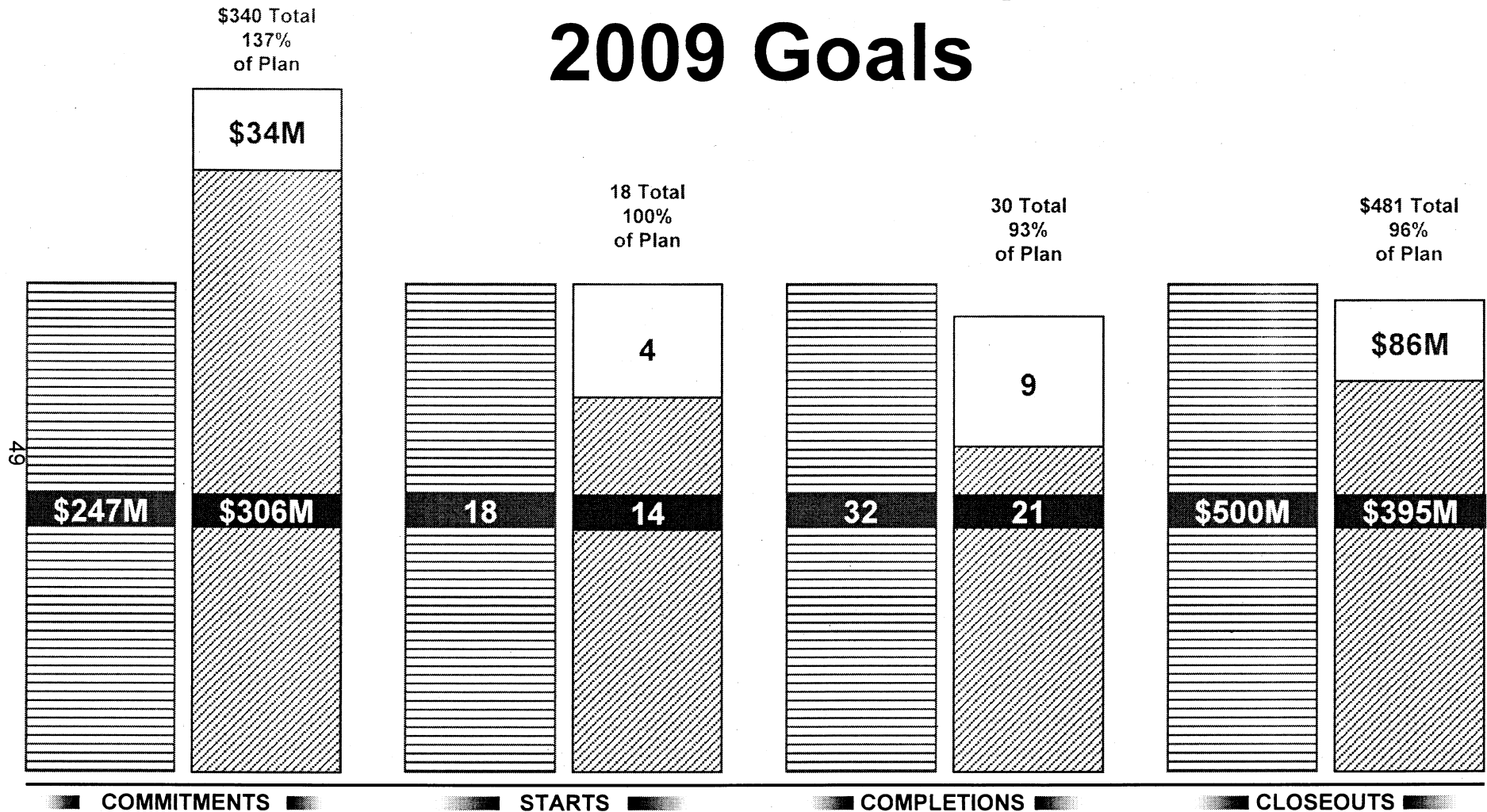
ATLANTIC AVENUE TERMINAL

- Installation of exterior plaza sidewalk complete and cladding to security barriers 45% complete.
- Installation of storefronts at exterior vestibules complete and installation of exterior signage at street level 45% complete.
- Entry to "B" and "Q" transit line stair railings and metal ceilings complete.
- Metal ceiling and granite floor pavers at NYCT agent booth, turnstiles, and head end of LIRR platform "C" complete.

MAIN LINE CORRIDOR IMPROVEMENTS

- Work progresses on internal review.

LIRR Capital Program 2009 Goals



2009 PLAN



ACTUAL as of November 30, 2009



FORECAST through December 2009

INFORMATION

ITEMS

Staff Summary

Item Number F-2					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division Head Name: Sr. VP - Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	12-09-09	X		
2	MTA Board Mtg.	12-16-09	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	Sr. V.P. Admin.	X	V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
X	Capital Programs				

SUMMARY INFORMATION	
Vendor Name Various	Contract Number N/A
Description GEC 2010-2014 Consultant Prequalification	
Total Amount \$295,000,000 (not-to-exceed)	
Contract Term (including Options, if any) Five (5) Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION: To obtain MTA board approval to prequalify 81 consultants (listed in Attachment A) who propose to perform personal service for design, engineering, supervision inspection services and miscellaneous professional services to support both the 2010-2014 Capital Program and the needs of the Operating Divisions. The period of performance for this prequalification will be for a five (5) year period.

II. DISCUSSION: A joint procurement endeavor was initiated by Metro-North Railroad, the Long Island Rail Road, MTA Capital Construction and MTA Headquarters ("the Agencies") to utilize the general engineering/prequalification (GEC) approach for securing general engineering, design and construction management services. The GEC has been previously and efficiently employed by the agencies to streamline the request for proposal procurement process of consultant selection and retention, to reduce procurement lead time and overall project time, and reduce administrative costs while ensuring appropriate, on-going competition and best value. The Agencies have successfully utilized the general engineering approach over the last five years.

A Request for Proposal was developed and forwarded on July 9, 2009 to approximately one-hundred (100) firms currently participating in the Agencies' GEC programs and to additional firms who made inquires specifically directed toward interest in the new GEC program. The solicitation was concurrently advertised in the New York State Contract Reporter, the New York Post, The Daily Challenge, and El Diario on July 9, 2009 and the Engineer News Review ENR Weekly Publication on July 27, 2009. One hundred and seventy (170) firms received the solicitation and proposals were received from over four-hundred (400) firms on three consecutive weeks between August -September 2009 for the three major types of service to be performed and the twenty-five (25) categories of work. Independent selection committees were formed for each category of work. These separate committees evaluated the proposals received using the criteria of selection as set forth in the RFP. Proposals were evaluated based on the following selection criteria listed in equal order of importance:

1. Demonstrated experience of the Consultant in the execution of Work of similar nature;
2. Expertise and experience of key personnel proposed to be assigned to perform the Work.
3. Proposed approach to organize, direct, administer and manage the Work (Project Management Plan).
4. Knowledge of and experience with railroad/agency operations; or demonstrated ability to adapt to railroad/agency operations.

Cost is to be considered in the subsequent requests for contract/task assignments.

Staff Summary

The Committee selected a pool of consultants for specific categories based on the merits of the firms' qualifications with respect to the established selection criteria. There were no restraints as to size of the final consultant pool for any category. Final selection of any firm was based upon a pass/fail method with 75 points being the minimum requirement for selection in the Prequalification phase.

Eighty-one (81) firms have been selected in twenty-five (25) categories of work. All consultants selected who met the requirements of the RFP will be deemed eligible to propose on individual contract/task assignments offered by the individual Agency in their respective category of work. When required by exigent circumstances, and consistent with the All-Agency Guidelines, less than the full pool in any given category may be canvassed. Prior to the award of any contract to any of these firms, each agency shall perform a full responsibility review in accordance with the MTA guidelines. For the purpose of this prequalification process, a limited review was performed to confirm that none of the recommended firms are subject to federal debarment or have other circumstances which would likely preclude contract awards to any such firm.

The categories of work included:

A. Design and Engineering Services

- Category 1: Line Structures
- Category 2: Buildings, Passenger Station, Shops & Yards, and Parking Facilities
- Category 3: Power
- Category 4: Track
- Category 5: Signals & Communications
- Category 6: Rolling Stock
- Category 7: Value Engineering
- Category 8: Security Engineering
- Category 9: Environmental Engineering
- Category 10: Forensic Engineering / Laboratory Testing Services
- Category 11: Soils / Foundation Engineering

B. Construction Supervision & Inspection Services

- Category 1: Line Structures
- Category 2: Buildings, Passenger Station, Shops & Yards, and Parking Facilities
- Category 3: Power
- Category 4: Track
- Category 5: Signals & Communications
- Category 6: Rolling Stock
- Category 7: Environmental Engineering

C. Misc. Professional Services

- Category 1: Scheduling
- Category 2: Cost Estimating
- Category 3: Claims Support
- Category 4: Constructability
- Category 5: Design Reviews
- Category 6: Technical Writer
- Category 7: Quality Management

When a specific workscope is identified and approved, the responsible Agency will solicit technical and level-of-effort proposals from consultants listed in the category to which the Workslope belongs. The responsible Agency will utilize their individual forms of Request for Proposal in accordance with MTA All-Agency Procurement Guidelines. For New

Staff Summary

York State funded contract/task assignments this will usually be a two phase selection when costs and technical aspects of a consultant's proposal are utilized. All federally funded contract/task assignments will utilize the "Brooks Method" of selection. The Federal Brooks Act requires a qualification-based selection process for federally-funded engineering contracts. Each specific proposal will be evaluated in accordance with specific evaluation criteria established at the time the contract/task assignments is solicited.

Attachment I lists the categories of work and the firms selected for each category.

III. D/M/WBE INFORMATION: Minority participation goals will be sought on a contract to contract basis.

IV. IMPACT ON FUNDING: The total period of performance for this arrangement is five (5)-years and the GEC program is estimated to total \$295M. (not-to-exceed). Funding for work under these contracts will be taken from the funding source applicable to each Project. Expenditures will be reported in the responsible Agency's Capital Program Monthly Progress Report.

V. ALTERNATIVES: The Agencies will continue to require consultant assistance to provide essential design, construction supervision and inspection and specialty engineering services to support both the Capital Programs and respective Operating Divisions. The alternative is to continue to use individual Request for Proposal process for each individual project requirement. The general engineering approach described herein is strongly recommended as a replacement to the traditional method as a means to significantly lessen the procurement lead-time for contract/task award, thus reducing overall project time and costs.

Firms Recommended for Prequalification - MNR General Engineering Consultant Contract

Attachment 1

A Design and Engineering Services

01 Line Structures

A. Dicesare Associates
AECOM USA, Inc.
Ammann & Whitney Consulting Engineers
Berger, Lehman Associates
Clough Harbour & Associates
Dewberry
Erdman Anthony
Gannett Fleming Engineers & Architects
Greenman-Pedersen, Inc.
HAKS Engineers, Architects and Land Surveyors
Hardesty & Hanover
54 Hatch Mott MacDonald, Inc.
Henningson, Durham & Richardson
HNTB New York Engineering & Architecture
Jacobs Civil Consultants
Jenny Engineering Corporation
KS Engineers
LiRo Group
Lochner Engineering
M.G. McLaren d/b/a McLaren Engineering Group
Maser Consulting
Michael Baker Engineering, Inc.
Parsons Transportation Group of New York, Inc.
PB Americas, Inc.
Shaw Environmental & Infrastructure Engineering
Stantec Consulting Services
STV, Inc.

Transsystems Architect & Engineer

URS Corporation-New York

WSP Sells, Inc.

30 Firms Selected

02 Stations/Bldgs/Shops/Yards/Parking

AECOM USA, Inc.
Ammann & Whitney Consulting Engineers
B. Thayer Associates
Beyer Blinder Belle
Bond Street/Design Kouzmanoff Bainton JV
Burns Engineering, Inc.
Cameron Engineering & Associates
Clough Harbour & Associates
Desman Associates
Dewberry
diDomenico & Partners
Domenech Hicks & Krockmainic Architects
FST Engineers, Inc.
FX Fowle Architects
Gannett Fleming Engineers & Architects
Greenman-Pedersen, Inc.
Gruzen Stanton Architects
HAKS Engineers, Architects and Land Surveyors
Hatch Mott MacDonald, Inc.
Henningson, Durham & Richardson
Jacobs Civil Consultants
KS Engineers
Lee Harris Pomeroy Architects
LiRo Group

Lochner Engineering

Louis Berger & Associates

Louis K. McLean Associates

M.G. McLaren d/b/a McLaren Engineering Group

Michael Baker Engineering, Inc.

Parsons Transportation Group of New York, Inc.

PB Americas, Inc.

RMJM, Inc.

Shaw Environmental & Infrastructure Engineering

Simpson Gumpertz & Heger Associates, Inc.

SJH Engineering

Stantec Consulting Services

STV, Inc.

SYSTRA Engineering

Thornton Tomasetti, Inc.

Transsystems Architect & Engineer

URS Corporation-New York

Wank Adams Slavin Associates

WSP Sells, Inc.

43 Firms Selected

03 Power

AECOM USA, Inc.
Burns Engineering, Inc.
Gannett Fleming Engineers & Architects
Hatch Mott MacDonald, Inc.
Henningson, Durham & Richardson
HNTB New York Engineering & Architecture
Jacobs Civil Consultants
Louis T. Klauder And Associates

Parsons Transportation Group of New York, Inc.
RCM Technologies, Inc.
STV, Inc.
SYSTRA Engineering
URS Corporation-New York

13 Firms Selected

04 Track

AECOM USA, Inc.
Clough Harbour & Associates
Henningson, Durham & Richardson
HNTB New York Engineering & Architecture
Jacobs Civil Consultants
Lochner Engineering
PB Americas, Inc.
STV, Inc.

SYSTRA Engineering

Transsystems Architect & Engineer
URS Corporation-New York
WSP Sells, Inc.

12 Firms Selected

05 Signals and Communications

AECOM USA, Inc.
Booz Allen Transportation
Gannett Fleming / CWA JV
Hatch Mott MacDonald, Inc.
HNTB New York Engineering & Architecture
Jacobs Civil Consultants
Louis T. Klauder And Associates
Parsons Transportation Group of New York, Inc.
Stantec Consulting Services

STV, Inc.
SYSTRA Engineering
The Kohl Group
URS Corporation-New York

13 Firms Selected

06 Rolling Stock

Booz Allen Transportation
Hatch Mott MacDonald, Inc.
Interfleet Technology
Louis T. Klauder And Associates
Parsons Transportation Group of New York, Inc.
Raul V. Bravo & Associates, Inc.
Simpson Gumpertz & Heger Associates, Inc.
STV, Inc.
SYSTRA Engineering

10 Firms Selected

07 Value Engineering

AECOM USA, Inc.
Faithful+Gould, Inc.
Greenman-Pedersen, Inc.
Interfleet Technology
Jacobs Civil Consultants
LiRo Group
PB Americas, Inc.

7 Firms Selected

08 Security Engineering

AECOM USA, Inc.
Gannett Fleming Engineers & Architects
Hatch Mott MacDonald, Inc.
Henningson, Durham & Richardson

HNTB New York Engineering & Architecture
Louis Berger & Associates
Michael Baker Engineering, Inc.
Parsons Transportation Group of New York, Inc.
PB Americas, Inc.
STV, Inc.

SYSTRA Engineering
TRC Engineers, Inc.
URS Corporation-New York

13 Firms Selected

09 Environmental Engineering

AECOM USA, Inc.
AKRF, Inc.
ATC Associates, Inc.
Dewberry
Dvirka and Bartilucci Consulting Engineers
FPM Group
Gannett Fleming Engineers & Architects
GZA GeoEnvironmental of New York
H2M - Holzmacher, McLendon & Murrell
Hatch Mott MacDonald, Inc.
Henningson, Durham & Richardson
Jacobs Civil Consultants
Langan Engineering & Environmental Services
LiRo Group
Louis Berger & Associates
Parsons Transportation Group of New York, Inc.
PB Americas, Inc.
PS & S Integrating Design & Engineering
Stantec Consulting Services
STV, Inc.

TRC Engineers, Inc.

URS Corporation-New York

Weston Solutions, Inc.

23 Firms Selected

10 Forensic Eng/Laboratory Testing Services

M.G. McLaren d/b/a McLaren Engineering Group

Simpson Gumpertz & Heger Associates, Inc.

Tectonic Engineering & Surveying Consultants

Thornton Tomasetti, Inc.

4 Firms Selected

11 Soils / Foundation Engineering

AECOM USA, Inc.

Dewberry

Gannett Fleming Engineers & Architects

 GeoDesign, Inc.

GZA GeoEnvironmental of New York

Hatch Mott MacDonald, Inc.

Langan Engineering & Environmental Services

Louis Berger & Associates

PB Americas, Inc.

STV, Inc.

Tectonic Engineering & Surveying Consultants

URS Corporation-New York

12 Firms Selected

B Construction Supervision and Inspection Services

01 Line Structures

A. Dicesare Associates

AECOM USA, Inc.

AI Engineers, Inc.

ARCADIS

B & H Engineering

Berger, Lehman Associates

Clough Harbour & Associates

Dewberry

Gannett Fleming Engineers & Architects

Garg Consulting Services, Inc.

Greenman-Pedersen, Inc.

HAKS Engineers, Architects and Land Surveyors

Hatch Mott MacDonald, Inc.

Henningson, Durham & Richardson

Hill International, Inc.

HNTB New York Engineering & Architecture

Howard L. Boswell Engineer & Land Surveyor

Jacobs Civil Consultants

LiRo Group

Lochner Engineering

Louis Berger & Associates

Louis K. McLean Associates

MCSS, Inc.

Michael Baker Engineering, Inc.

PB Americas, Inc.

Shaw Environmental & Infrastructure Engineering

Stantec Consulting Services

STV, Inc.

Tectonic Engineering & Surveying Consultants

TRC Engineers, Inc.

URS Corporation-New York

WSP Sells, Inc.

32 Firms Selected

02 Stations/Bldgs/Shops/Yards/Parking

A. Dicesare Associates

AECOM USA, Inc.

AI Engineers, Inc.

ARCADIS

Armand Corporation

Berger, Lehman Associates

Gannett Fleming Engineers & Architects

Garg Consulting Services, Inc.

Greenman-Pedersen, Inc.

HAKS Engineers, Architects and Land Surveyors

Hatch Mott MacDonald, Inc.

Hill International, Inc.

HNTB New York Engineering & Architecture

Jacobs Civil Consultants

LiRo Group

Lochner Engineering

Louis Berger & Associates

Michael Baker Engineering, Inc.

PB Americas, Inc.

Shaw Environmental & Infrastructure Engineering

Stantec Consulting Services

STV, Inc.

SYSTRA Engineering

Tectonic Engineering & Surveying Consultants

TRC Engineers, Inc.

URS Corporation-New York

WSP Sells, Inc.

27 Firms Selected

03 Power

AECOM USA, Inc.

Hatch Mott MacDonald, Inc.

Henningson, Durham & Richardson

Jacobs Civil Consultants

LiRo Group

STV, Inc.

SYSTRA Engineering

URS Corporation-New York

8 Firms Selected

04 Track

AECOM USA, Inc.

Clough Harbour & Associates

Henningson, Durham & Richardson

Hill International, Inc.

HNTB New York Engineering & Architecture

9 Jacobs Civil Consultants

PB Americas, Inc.

STV, Inc.

SYSTRA Engineering

URS Corporation-New York

10 Firms Selected

05 Signals and Communications

AECOM USA, Inc.

Gannett Fleming / CWA JV

Jacobs Civil Consultants

Louis T. Klauder and Associates

STV, Inc.

SYSTRA Engineering

The Kohl Group

URS Corporation-New York

8 Firms Selected

06 Rolling Stock

Booz Allen Transportation

Interfleet Technology

Louis T. Klauder and Associates

Raul V. Bravo & Associates, Inc.

STV, Inc.

5 Firms Selected

07 Environmental Engineering

ARCADIS

Dvirka and Bartilucci Consulting Engineers

FPM Group

Gannett Fleming Engineers & Architects

GZA GeoEnvironmental of New York

Henningson, Durham & Richardson

Langan Engineering & Environmental Services

LiRo Group

Louis Berger & Associates

PS & S Integrating Design & Engineering

Shaw Environmental & Infrastructure Engineering

STV, Inc.

TRC Engineers, Inc.

Weston Solutions, Inc.

14 Firms Selected

C Miscellaneous Professional Services

01 Scheduling

AECOM USA, Inc.

Faithful+Gould, Inc.

Hill International, Inc.

HNTB New York Engineering & Architecture

LiRo Group

Louis Berger & Associates

MCSS, Inc.

STV, Inc.

The Kohl Group

URS Corporation-New York

10 Firms Selected

02 Cost Estimating

AECOM USA, Inc.

Faithful+Gould, Inc.

Hill International, Inc.

LiRo Group

MCSS, Inc.

STV, Inc.

Toscano Clements Taylor

URS Corporation-New York

8 Firms Selected

03 Claims Support

AECOM USA, Inc.

Hill International, Inc.

MCSS, Inc.

MDC Systems

Simpson Gumpertz & Heger Associates, Inc.

5 Firms Selected

04 Constructability

AECOM USA, Inc.

FST Engineers, Inc.

Gannett Fleming Engineers & Architects

Greenman-Pederson, Inc.

Henningson, Durham & Richardson

Hill International, Inc.

Jacobs Civil Consultants

LiRo Group

MCSS, Inc.

PB Americas, Inc.

PS & S Integrating Design & Engineering

Shaw Environmental & Infrastructure Engineering

Simpson Gumpertz & Heger Associates, Inc.

Stantec Consulting Services

URS Corporation-New York

15 Firms Selected

05 Design Reviews

AECOM USA, Inc.

Booz Allen Transportation

diDomenico & Partners

58 Fay Spofford & Thorndike

Henningson, Durham & Richardson

Hill International, Inc.

Interfleet Technology

Jacobs Civil Consultants

LiRo Group

PB Americas, Inc.

Raul V. Bravo & Associates, Inc.

Shaw Environmental & Infrastructure Engineering

Simpson Gumpertz & Heger Associates, Inc.

Stantec Consulting Services

URS Corporation-New York

15 Firms Selected

06 Technical Writer

AECOM USA, Inc.

Raul V. Bravo & Associates, Inc.

2 Firms Selected

07 Quality Management

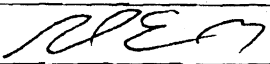
AECOM USA, Inc.

Booz Allen Transportation

Raul V. Bravo & Associates, Inc.

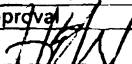

3 Firms Selected


ACTION ITEMS

Subject 2010 Budget
Department Office of Management & Budget
Department Head Name Gerard Ring
Department Head Signature 
Project Manager Name

Date November 27, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	12/9/09	X		
2	Finance Committee	12/14/09	X		
3	MTA Board	12/16/09	X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		VP Svc Png Tech & CPM
	Exec Vice President		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	2	VP & CFO 

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Exec Dir Mgmt & Budget 						

PURPOSE

To secure MTA Board adoption of the MTA LIRR's 2009 November Forecast and 2010 Final Proposed Budget.

DISCUSSION

The 2010 Final Proposed Budget is consistent with the MTA Financial Plan and enables the Railroad to deliver high quality rail transportation. The 2010 Final Proposed Budget maintains service at current levels, makes investments to improve service reliability, and sustains and strengthens the MTA's commitment to safety and security.

The Railroad's Operating Budget and Financial Plan allocate expenses and revenue between two primary categories: Reimbursable and Non-Reimbursable. Reimbursable revenue and expenses are work activities that are associated with either the Capital Budget or an outside (non-Long Island Rail Road) funding source. The Non-Reimbursable Budget includes all activities supported by Passenger Revenue, other Railroad generated revenue and MTA provided cash subsidies.

2009 November Final Forecast

The 2009 November Forecast Reimbursable/Non-Reimbursable Budget totals \$1,346.6 million, which represents a reduction of approximately \$26.0 million when compared to the July Financial Plan. When including non-cash items, Depreciation and GASB adjustments, the total 2009 November Final Forecast is \$1,734.9 million. The Forecast contains \$727.1 million in revenue, including Passenger Revenue projections of \$512.6 million (a \$4.0 million reduction from the July Financial Plan level) and \$183.7 million in Reimbursable revenue. The resulting Net Cash Deficit is projected to be \$617.8 million in 2009. This reflects a lower deficit than the 2009 Mid-Year Forecast by \$4.8 million resulting primarily from timing of maintenance and other operating contracts.

2010 Final Proposed Budget

The 2010 Final Proposed Reimbursable/Non-Reimbursable Budget totals \$1,407.4 million. When including non-cash items, Depreciation and other GASB adjustments, the 2010 Final Proposed Budget totals \$1,805.6 million. The Budget contains \$782.4 million in revenue, including Passenger Revenue projections of \$529.3 million and \$217.9 million in Reimbursable revenue. The resulting Net Cash Deficit after Programs to Eliminate the Gap (PEGs) is projected to be \$630.0 million in 2010.

2010 Final Proposed Budget Summary	
Total Expenses:	
Reimbursable/Non-Reimbursable	\$1,805.6
Non Cash Items: Depreciation	\$398.1
2010 Final Proposed Budget (Reimbursable/Non-Reimbursable)	\$1,407.4
<i>Revenue & Adjustments</i>	
Reimbursable	\$217.9
Non-Reimbursable	\$564.5
Proposed PEGS	\$4.3
Cash Adjustment	(\$9.2)
Net Cash Deficit	(\$630.0)

The 2010 Final Proposed Budget totaling \$1,407.4 million is comprised mainly of labor expenses (payroll and benefits) of \$1,021.8 million or 73% of total for an employee headcount of 6,829. The balance of the expenses are related to non-payroll expenses for the operation and maintenance of the fleet and infrastructure with expenses allocated for propulsion power of \$104.8 million, materials & supplies of \$125.9 million, professional and maintenance services contracts of \$109.7 million and all other costs of \$45.2 million. Approximately 69% of these expenses are allocated over the primary operating departments: Equipment - \$319.3 million, Transportation/Passenger Services - \$415.5 million and Engineering - \$231.8 million with the balance for such costs as Pension - \$161.5 million and all other Administrative functions - \$279.3 million.

PROGRAMMATIC CHANGES

The 2010 Final Proposed Budget includes a small number of programmatic changes from the July Financial Plan. These changes include a funding increase for vegetation management in order to maintain the annual mileage levels required pursuant to the Low Adhesion Strategy. Funding is provided for the operation and maintenance of the Arch Street Facility. Finally, funding for materials is increased to meet projected rolling stock maintenance materials needs.

The 2010 Final Proposed Budget includes programs to eliminate the gap (PEGs) totaling \$4.3 million. Total PEGs for 2010 are comprised of non-fare related revenue enhancements of \$3.0 million and expense savings of \$1.3 million generated from a combination of administrative and operational support initiatives. The value of these PEGs results in a cash deficit of \$630.0 million. The 2009 November Forecast includes a total of \$1.5 million in savings.

IMPACT ON FUNDING

The LIRR's 2009 November Forecast and 2010 Final Proposed Budget as submitted is consistent with the proposed MTA Financial Plan.

RECOMMENDATION

It is recommended that the Board approve LIRR's 2009 November Forecast and 2010 Final Proposed Budget.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	37.8	30.8	35.2	37.5	38.4	39.0
Capital and Other Reimbursements	210.8	183.7	217.9	203.4	208.6	209.0
Total Revenue	\$755.4	\$727.1	\$782.4	\$779.0	\$793.0	\$800.0
Expenses						
Labor:						
Payroll	\$485.7	\$505.0	\$508.4	\$516.8	\$531.8	\$553.1
Overtime	109.5	102.7	94.6	93.3	94.4	95.2
Health and Welfare	86.1	88.6	94.6	99.4	106.6	116.5
OPEB Current Payment	47.1	50.7	54.0	58.3	63.0	67.5
Pensions	140.2	150.9	161.5	175.1	188.9	191.9
Other Fringe Benefits	106.2	106.9	108.6	112.9	116.8	122.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	\$974.7	\$1,004.8	\$1,021.8	\$1,055.8	\$1,101.4	\$1,146.2
Non-Labor:						
Traction and Propulsion Power	\$75.2	\$81.7	\$88.0	\$96.1	\$103.5	\$110.4
Fuel for Buses and Trains	23.1	13.3	16.8	18.0	18.6	19.3
Insurance	16.9	16.7	18.1	19.1	20.6	22.2
Claims	11.6	14.6	15.8	15.8	16.1	16.1
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	73.0	73.1	88.0	84.6	85.8	87.0
Professional Service Contracts	22.9	20.4	21.7	20.0	19.4	19.9
Materials & Supplies	117.9	112.1	125.9	111.5	125.1	127.1
Other Business Expenses	7.1	9.8	11.2	11.4	11.6	11.5
Total Non-Labor Expenses	\$347.6	\$341.8	\$385.6	\$376.5	\$400.8	\$413.6
Other Expenses Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation and GASB Adjs.	\$1,322.4	\$1,346.6	\$1,407.4	\$1,432.3	\$1,502.2	\$1,559.8
Depreciation	297.1	303.1	312.9	315.0	308.4	301.1
OPEB Obligation	77.6	82.6	83.2	85.7	89.1	92.6
Environmental Remediation	18.8	2.5	2.0	2.0	2.0	2.0
Total Expenses	\$1,715.9	\$1,734.9	\$1,805.6	\$1,835.0	\$1,901.7	\$1,955.6
Baseline Surplus/(Deficit)	(\$960.5)	(\$1,007.7)	(\$1,023.2)	(\$1,056.0)	(\$1,108.7)	(\$1,155.5)
2010 PEGs	0.0	1.5	4.3	0.4	0.4	0.4
Post-2010 PEGs	0.0	0.0	0.0	12.3	24.5	36.8
Total PEGs	\$0.0	\$1.5	\$4.3	\$12.7	\$24.9	\$37.2
Net Surplus/(Deficit)	(\$960.5)	(\$1,006.2)	(\$1,018.9)	(\$1,043.3)	(\$1,083.8)	(\$1,118.3)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Total Revenue	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Expenses						
Labor:						
Payroll	\$71.9	\$73.5	\$80.2	\$82.9	\$85.3	\$87.4
Overtime	19.6	13.6	12.8	10.3	10.3	10.5
Health and Welfare	12.9	12.7	13.6	14.2	14.8	15.3
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	29.1	24.2	22.5	21.4	21.5	21.3
Other Fringe Benefits	15.9	15.3	16.3	17.0	17.8	18.4
Reimbursable Overhead	31.9	28.1	45.3	33.7	34.9	31.8
Total Labor Expenses	\$181.3	\$167.4	\$190.6	\$179.5	\$184.6	\$184.8
Non-Labor:						
Traction and Propulsion Power	\$0.2	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	0.0
Insurance	1.0	0.8	1.3	1.0	1.0	1.1
Claims	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	9.8	8.2	8.0	8.1	8.2	8.3
Professional Service Contracts	1.5	0.7	0.5	0.5	0.5	0.5
Materials & Supplies	16.4	6.2	17.3	14.2	14.1	14.2
Other Business Expenses	0.6	0.2	0.1	0.1	0.1	0.1
Total Non-Labor Expenses	\$29.5	\$16.3	\$27.3	\$23.9	\$24.0	\$24.2
Other Expenses Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Depreciation	0.0	0.0	0.0	0.0	0.0	0.0
OPEB Obligation	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$210.8	\$183.7	\$217.9	\$203.4	\$208.6	\$209.0
Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	37.8	30.8	35.2	37.5	38.4	39.0
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$544.6	\$543.4	\$564.5	\$575.6	\$584.4	\$591.1
Operating Expenses						
<u>Labor:</u>						
Payroll	\$413.8	\$431.5	\$428.2	\$433.9	\$446.4	\$465.7
Overtime	89.8	89.0	81.9	83.0	84.1	84.7
Health and Welfare	73.1	76.0	81.1	85.2	91.9	101.2
OPEB Current Payment	47.1	50.7	54.0	58.3	63.0	67.5
Pensions	111.1	126.7	139.1	153.7	167.4	170.5
Other Fringe Benefits	90.4	91.6	92.2	95.8	99.0	103.6
Reimbursable Overhead	(31.9)	(28.1)	(45.3)	(33.7)	(34.9)	(31.8)
Total Labor Expenses	\$793.4	\$837.4	\$831.2	\$876.2	\$916.8	\$961.4
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$75.0	\$81.7	\$88.0	\$96.1	\$103.5	\$110.4
Fuel for Buses and Trains	23.1	13.3	16.8	18.0	18.6	19.3
Insurance	15.8	15.8	16.8	18.1	19.6	21.1
Claims	11.6	14.6	15.8	15.8	16.1	16.1
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	63.2	64.9	79.9	76.5	77.5	78.6
Professional Service Contracts	21.4	19.7	21.2	19.5	18.9	19.4
Materials & Supplies	101.5	105.9	108.6	97.4	111.0	113.0
Other Business Expenses	6.5	9.5	11.2	11.3	11.5	11.4
Total Non-Labor Expenses	\$318.2	\$325.5	\$358.3	\$352.7	\$376.8	\$389.3
<u>Other Expenses Adjustments:</u>						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation and GASB Adjs.	1,111.6	1,162.8	1,189.5	1,228.9	1,293.6	1,350.8
Depreciation	297.1	303.1	312.9	315.0	308.4	301.1
OPEB Obligation	77.6	82.6	83.2	85.7	89.1	92.6
Environmental Remediation	18.8	2.5	2.0	2.0	2.0	2.0
Total Expenses	\$1,505.1	\$1,551.1	\$1,587.7	\$1,631.6	\$1,693.0	\$1,746.6
Baseline Surplus/(Deficit)	(\$960.5)	(\$1,007.7)	(\$1,023.2)	(\$1,056.0)	(\$1,108.7)	(\$1,155.5)
2010 PEGs	0.0	1.5	4.3	0.4	0.4	0.4
Post-2010 PEGs	0.0	0.0	0.0	12.3	24.5	36.8
Total PEGs	\$0.0	\$1.5	\$4.3	\$12.7	\$24.9	\$37.2
Net Surplus/(Deficit)	(\$960.5)	(\$1,006.2)	(\$1,018.9)	(\$1,043.3)	(\$1,083.8)	(\$1,118.3)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$536.9	\$541.3	\$559.3	\$568.1	\$576.0	\$582.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	37.0	58.3	43.8	45.5	46.4	47.1
Capital and Other Reimbursements	211.5	231.9	246.4	234.2	240.6	241.3
Total Receipts	\$785.4	\$831.5	\$849.5	\$847.8	\$863.0	\$870.4
Expenditures						
Labor:						
Payroll	\$499.1	\$502.7	\$506.4	\$514.8	\$529.7	\$551.1
Overtime	109.7	102.7	94.6	93.3	94.4	95.2
Health and Welfare	92.6	88.6	94.6	99.4	106.6	116.5
OPEB Current Payment	50.6	50.7	54.0	58.3	63.0	67.5
Pensions	70.3	150.9	161.5	175.1	188.9	191.9
Other Fringe Benefits	104.8	106.9	108.6	112.9	116.8	122.0
GASB Account	7.5	7.8	7.4	7.9	8.6	9.1
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$934.5	\$1,010.4	\$1,027.2	\$1,061.7	\$1,107.9	\$1,153.2
Non-Labor:						
Traction and Propulsion Power	\$73.4	\$103.6	\$90.8	\$98.8	\$106.1	\$113.2
Fuel for Buses and Trains	24.3	13.3	16.8	18.0	18.6	19.3
Insurance	25.2	22.1	23.4	26.1	26.9	28.9
Claims	13.9	14.5	14.0	14.0	14.3	14.3
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	84.8	80.9	95.2	87.6	88.8	90.0
Professional Service Contracts	23.2	22.8	25.4	19.3	18.4	18.9
Materials & Supplies	176.9	144.5	150.0	136.0	148.1	150.3
Other Business Expenses	8.0	8.6	10.9	11.0	11.2	11.1
Total Non-Labor Expenditures	\$429.8	\$410.2	\$426.6	\$410.7	\$432.3	\$445.9
Other Expenditure Adjustments:						
Other	29.9	28.7	30.0	30.0	30.0	30.0
Total Other Expenditure Adjustments	\$29.9	\$28.7	\$30.0	\$30.0	\$30.0	\$30.0
Total Expenditures	\$1,394.2	\$1,449.3	\$1,483.7	\$1,502.4	\$1,570.3	\$1,629.1
Cash Timing and Availability Adjustment	1.4	0.0	0.0	0.0	0.0	0.0
Baseline Cash Deficit	(\$607.4)	(\$617.8)	(\$634.2)	(\$654.6)	(\$707.2)	(\$758.7)
2010 PEGs		1.5	4.3	0.4	0.4	0.4
Post-2010 PEGs		0.0	0.0	12.3	24.5	36.8
Total PEGs	\$0.0	\$1.5	\$4.3	\$12.7	\$24.9	\$37.2
Net Cash Deficit	(\$607.4)	(\$616.3)	(\$630.0)	(\$641.9)	(\$682.3)	(\$721.5)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008	2009	2010			
	Actual	Forecast	Final Proposed Budget	2011	2012	2013
Receipts						
Farebox Revenue	\$30.1	\$28.7	\$30.0	\$30.0	\$30.0	\$30.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	(0.7)	27.5	8.6	8.0	8.1	8.1
Capital and Other Reimbursements	0.7	48.2	28.5	30.8	32.0	32.3
Total Receipts	\$30.0	\$104.3	\$67.1	\$68.8	\$70.0	\$70.4
Expenditures						
Labor:						
Payroll	(\$13.4)	\$2.3	\$2.0	\$2.0	\$2.0	\$2.1
Overtime	(0.2)	0.0	0.0	0.0	0.0	0.0
Health and Welfare	(6.5)	0.0	0.0	0.0	0.0	(0.0)
OPEB Current Payment	(3.5)	0.0	0.0	0.0	0.0	0.0
Pensions	69.9	0.0	0.0	0.0	0.0	(0.0)
Other Fringe Benefits	1.4	0.0	0.0	0.0	0.0	(0.0)
GASB Account	(7.5)	(7.8)	(7.4)	(7.9)	(8.6)	(9.1)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$40.2	(\$5.5)	(\$5.4)	(\$5.9)	(\$6.5)	(\$7.0)
Non-Labor:						
Traction and Propulsion Power	\$1.8	(\$21.8)	(\$2.8)	(\$2.7)	(\$2.6)	(\$2.8)
Fuel for Buses and Trains	(1.3)	0.0	0.0	0.0	0.0	0.0
Insurance	(8.4)	(5.4)	(5.3)	(7.0)	(6.3)	(6.7)
Claims	(2.3)	0.0	1.8	1.8	1.9	1.9
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(11.9)	(7.7)	(7.3)	(3.0)	(3.0)	(3.0)
Professional Service Contracts	(0.3)	(2.4)	(3.7)	0.7	1.0	1.0
Materials & Supplies	(59.0)	(32.4)	(24.0)	(24.4)	(22.9)	(23.2)
Other Business Expenditures	(0.9)	1.2	0.4	0.4	0.4	0.4
Total Non-Labor Expenditures	(\$82.1)	(\$68.5)	(\$41.0)	(\$34.2)	(\$31.6)	(\$32.4)
Other Expenditures Adjustments:						
Other	(29.9)	(28.7)	(30.0)	(30.0)	(30.0)	(30.0)
Total Other Expenditures Adjustments	(\$29.9)	(\$28.7)	(\$30.0)	(\$30.0)	(\$30.0)	(\$30.0)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$41.9)	\$1.6	(\$9.2)	(\$1.3)	\$2.0	\$1.0
Depreciation Adjustment	297.1	303.1	312.9	315.0	308.4	301.1
OPEB Obligation	77.6	82.6	83.2	85.7	89.1	92.6
Environmental Remediation	18.8	2.5	2.0	2.0	2.0	2.0
Cash Timing and Availability Adjustment	1.4	0.0	0.0	0.0	0.0	0.0
Baseline Total Cash Conversion Adjustments	\$353.1	\$389.9	\$389.0	\$401.4	\$401.4	\$396.8
2010 PEGs	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 PEGs	0.0	0.0	0.0	0.0	0.0	0.0
Total PEGs	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Cash Conversion Adjustments	\$353.1	\$389.9	\$389.0	\$401.4	\$401.4	\$396.8

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Non-Reimbursable - Reimbursable Positions by Function and Department
Full-Time Positions and Full Time Equivalents

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Executive VP	2	2	2	2	2	2
Sr. VP Administration	0	2	2	2	2	2
Labor Relations	11	11	10	10	10	10
Procurement & Logistics (excl. Stores)	82	88	93	93	93	93
Human Resources	109	105	98	84	84	90
Strategic Investments	36	39	42	42	42	42
Diversity Management	2	0	0	0	0	0
President	4	4	4	4	4	4
VP & Chief Financial Officer	105	110	109	75	75	75
Information Technology	162	182	184	179	179	179
VP - East Side Access & Special Projects	26	27	27	27	27	27
Market Dev. & Public Affairs	66	67	67	67	67	67
Gen. Counsel & Secretary	34	37	38	38	38	38
System Safety	22	21	21	21	21	21
Security		6	6	6	6	6
VP Operations/Oper. S/A & Serv. Planning	40	44	44	43	43	43
Total Administration	701	744	747	693	693	699
Operations						
Transportation	1,884	1,863	1,822	1,829	1,835	1,993
Passenger Service (Ticket Clerks & Agents)	204	167	162	162	162	162
Total Operations	2,088	2,030	1,984	1,991	1,997	2,155
Maintenance						
Engineering	1,694	1,755	1,690	1,690	1,683	1,677
Equipment	1,931	1,947	1,964	1,940	1,951	1,930
Passenger Service (excl. Ticket Selling)	187	194	195	195	195	195
Procurement (Stores)	95	98	98	98	98	98
Total Maintenance	3,907	3,994	3,947	3,923	3,927	3,900
Engineering/Capital						
Department of Project Management	110	133	151	150	150	150
Total Engineering/Capital	110	133	151	150	150	150
Total Baseline Positions	6,806	6,901	6,829	6,757	6,767	6,904
Non-Reimbursable	6,050	6,226	6,297	5,858	5,874	6,011
Reimbursable	756	675	532	898	893	893
Total Full-Time	6,806	6,901	6,829	6,757	6,767	6,904
Total Full-Time Equivalents	0	0	0	0	0	0
Impact of:						
2010 Program to Eliminate the Gap	-	-	4	4	4	4
Post-2010 Program to Eliminate the Gap	-	-	-	-	-	-
Total Positions	6,806	6,901	6,825	6,753	6,763	6,900
Non-Reimbursable	6,050	6,226	6,293	5,854	5,870	6,007
Reimbursable	756	675	532	898	893	893
Total Full-Time	6,806	6,901	6,825	6,753	6,763	6,900
Total Full-Time Equivalents						

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP		2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration							
	Managers/Supervisors	329	358	361	352	352	354
	Professional, Technical, Clerical	372	386	386	341	341	345
	Operational Hourlies	-	-	0	0	0	0
	Total Administration	701	744	747	693	693	699
Operations							
	Managers/Supervisors	249	275	276	274	274	274
	Professional, Technical, Clerical	200	151	152	152	152	152
	Operational Hourlies	1,639	1,604	1,556	1,565	1,571	1,729
	Total Operations	2,088	2,030	1,984	1,991	1,997	2,155
Maintenance							
	Managers/Supervisors	679	687	672	737	737	738
	Professional, Technical, Clerical	262	283	278	278	278	279
	Operational Hourlies	2,966	3,024	2,997	2,908	2,912	2,883
	Total Maintenance	3,907	3,994	3,947	3,923	3,927	3,900
Engineering/Capital							
	Managers/Supervisors	93	108	122	122	122	122
	Professional, Technical, Clerical	17	25	28	28	28	28
	Operational Hourlies	-	-	0	0	0	0
	Total Engineering/Capital	110	133	151	150	150	150
Public Safety							
	Managers/Supervisors	-	-	0	0	0	0
	Professional, Technical, Clerical	-	-	0	0	0	0
	Operational Hourlies	-	-	0	0	0	0
	Total Public Safety	-	-	0	0	0	0
Total Baseline Positions							
	Managers/Supervisors	1,350	1,427	1,431	1,485	1,485	1,488
	Professional, Technical, Clerical	851	845	844	799	799	804
	Operational Hourlies	4,605	4,628	4,554	4,473	4,483	4,612
	Total Baseline Positions	6,806	6,901	6,829	6,757	6,767	6,904

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2010-2013
Ridership/Traffic Volume (Utilization)
(in millions)

	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013

RIDERSHIP

Monthly	49.9	47.0	46.5	47.1	47.9	48.4
Weekly	2.2	1.8	1.9	1.9	1.9	2.0
Total Commutation	52.1	48.8	48.3	49.0	49.9	50.4
One-Way Full Fare	7.7	7.3	7.1	7.2	7.3	7.4
One-Way Off Peak	18.1	18.0	17.6	17.9	18.1	18.3
All Other	9.5	9.3	9.1	9.2	9.4	9.5
Total Non-Commutation	35.3	34.6	33.8	34.3	34.9	35.3
Total	87.4	83.4	82.1	83.3	84.7	85.7

Impact of:

2010 Program to Eliminate the Gap (PEGs)

Post-2010 Program to Eliminate the Gap (PEGs)

Total Ridership	87.4	83.4	82.1	83.3	84.7	85.7
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FAREBOX REVENUE

Passenger Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
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Baseline Total Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
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Impact of:

2010 Program to Eliminate the Gap (PEGs)

Post-2010 Program to Eliminate the Gap (PEGs)

Total Revenue	\$506.8	\$512.6	\$529.3	\$538.1	\$546.0	\$552.1
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MTA Long Island Rail Road
November Financial Plan 2010-2013
Summary of 2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

		2009		2010		2011		2012		2013	
		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration											
Network Strategy Study			\$1.5								
Planning and Development Consultant					\$0.1						
Crew Board				2	\$0.2	2	\$0.2	2	\$0.2	2	\$0.2
Reduction in Administrative Positions				1	\$0.1	1	\$0.1	1	\$0.1	1	\$0.1
Reduction in Management Positions				1	\$0.1	1	\$0.1	1	\$0.1	1	\$0.1
Sub-Total	Administration	0	\$1.5	4	\$0.5	4	\$0.4	4	\$0.4	4	\$0.4
Customer Convenience/Amenities											
Sub-Total	Customer Convenience/Amenities	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Maintenance											
Sub-Total	Maintenance	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Other											
GPS					\$0.8						
Sub-Total	Other	0	\$0.0	0	\$0.8	0	\$0.0	0	\$0.0	0	\$0.0
Revenue Enhancement											
Air Rights					\$3.0						
Sub-Total	Revenue Enhancement	0	\$0.0	0	\$3.0	0	\$0.0	0	\$0.0	0	\$0.0
Safety											
Sub-Total	Safety	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Security											
Sub-Total	Security	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Service											
Sub-Total	Service	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Service Support											
Sub-Total	Service Support	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Total Programs		0	\$1.5	4	\$4.3	4	\$0.4	4	\$0.4	4	\$0.4

MTA Long Island Rail Road
November Financial Plan 2010-2013
Summary of Post-2010 Program to Eliminate the Gap (PEGs)
(\$ in millions)

			2009		2010		2011		2012		2013	
			Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration												
	Sub-Total	Administration	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Customer Convenience/Amenities												
	Sub-Total	Customer Convenience/Amenities	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Maintenance												
	Sub-Total	Maintenance	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Other												
TBD			0	\$0.0	0	\$0.0	0	\$12.3	0	\$24.5	0	\$36.8
	Sub-Total	Other	0	\$0.0	0	\$0.0	0	\$12.3	0	\$24.5	0	\$36.8
Revenue Enhancement												
	Sub-Total	Revenue Enhancement	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Safety												
	Sub-Total	Safety	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Security												
	Sub-Total	Security	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Service												
	Sub-Total	Service	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Service Support												
	Sub-Total	Service Support	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
Total Programs			0	\$0.0	0	\$0.0	0	\$12.3	0	\$24.5	0	\$36.8

Long Island Rail Road



2010 Proposed Budget Presentation Long Island Committee: December 2009



Metropolitan Transportation Authority

Long Island Rail Road

2010 Final Proposed Budget

	2010 Final Proposed \$ Millions
Total Expenses - Reimbursable/Non-Reimbursable (Excl. Depreciation & OPEB)	\$1,407.4
Revenue (Farebox, Capital, Other Operating)	\$782.4
Cash Adjustments (Includes Operating Funded Capital initiatives and timing adjustments)	(\$9.2)
2010 PEGs	\$4.3
Net Cash Deficit	(\$630.0)

73

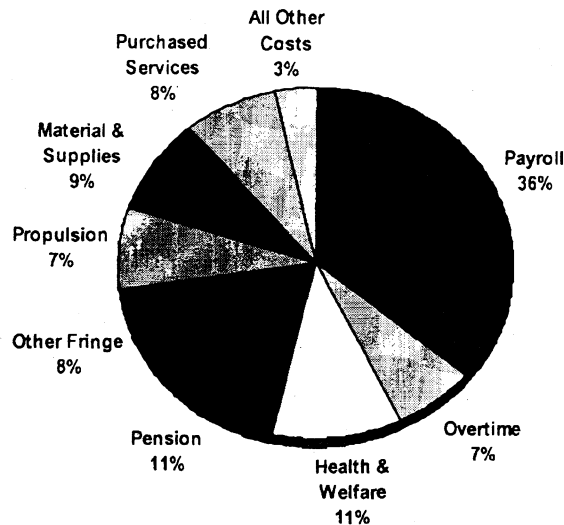


Metropolitan Transportation Authority

Long Island Rail Road

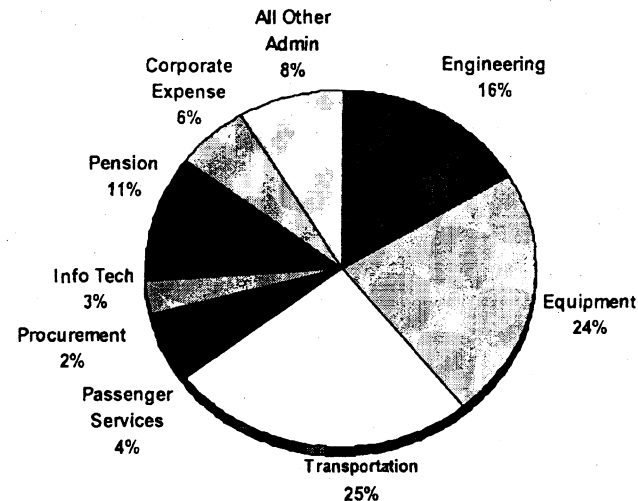
2010 Reimbursable/ Non-Reimbursable Budget

Total by Expense Category
(Accrued)



Payroll	\$508.4
Overtime	94.6
Health & Welfare	148.7
Pension	161.5
Other Fringe	108.6
Propulsion	104.8
Material & Supplies	125.9
Prof & Maint Service Contracts	109.7
All Other Costs	45.2
Total	\$1,407.4

Total by Department (Accrued)



Engineering	\$231.8
Equipment	319.3
Transportation	356.4
Passenger Services	59.1
Procurement	28.5
Information Technology	45.3
Pension	161.5
Corporate Expense	86.2
All Other Admin Dept.	119.3
Total	\$1,407.4

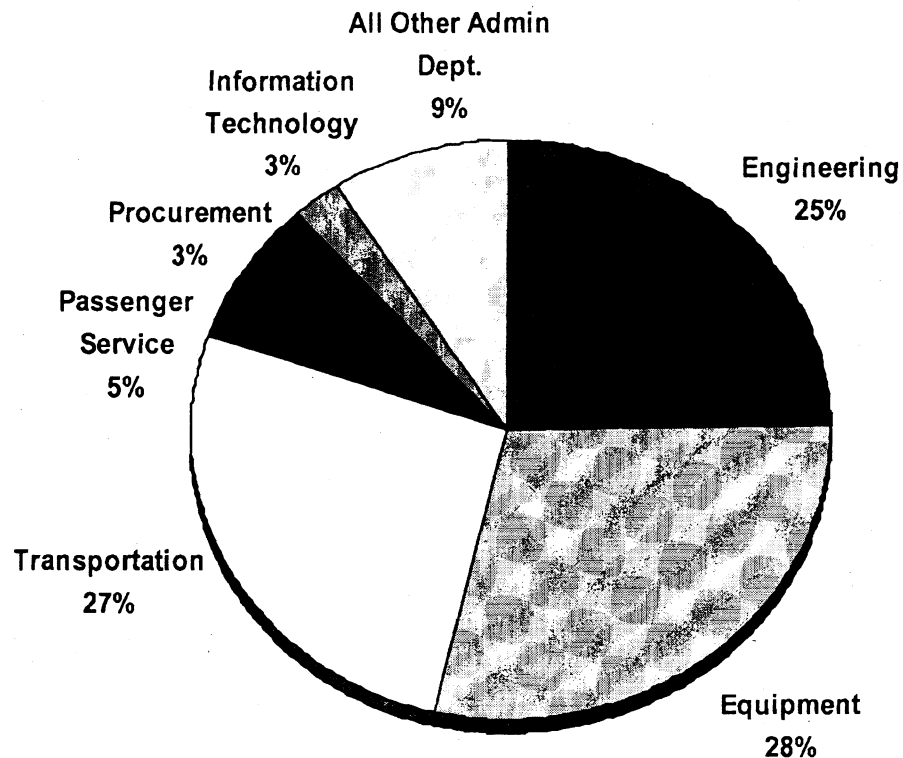
2010 Final Proposed Budget excluding depreciation and GASB adjustments



Metropolitan Transportation Authority

Long Island Rail Road

2010 Budget Headcount



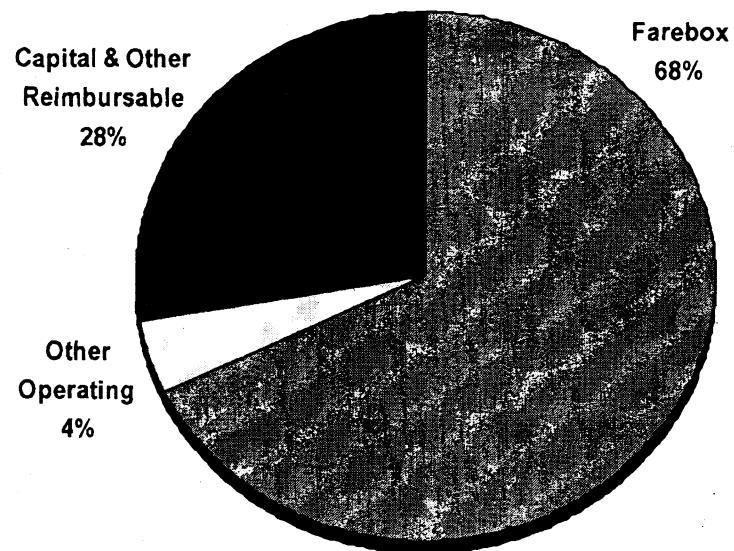
Engineering	1,690
Equipment	1,964
Transportation	1,822
Passenger Services	357
Procurement	191
Information Technology	184
All Other Admin Dept.	621
Total	6,829



Metropolitan Transportation Authority

Long Island Rail Road

2010 Revenue Budget



Farebox Revenue	\$529.3
Other Operating Revenue	35.2
Capital & Other Reimbursable	217.9
Total	\$782.4



Metropolitan Transportation Authority

Long Island Rail Road

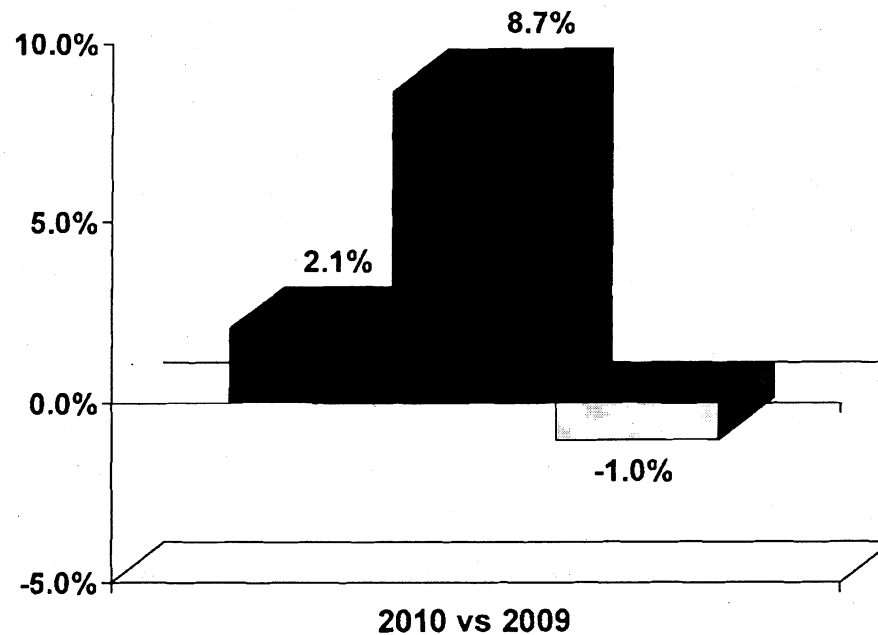
Reimbursable/ Non-Reimbursable Expenses

	2009 Final Forecast	2010 Final Proposed Budget	% Change	Notes
Payroll	\$ 505.0	\$508.4	0.7%	Cost of living adjustment
Overtime	102.7	94.6	-7.9%	Weather, Open Jobs, Projects
Health & Welfare	139.3	148.7	6.7%	Health Ins Rate Increase
Pension	150.9	161.5	7.0%	Latest actuarial assumption
Other Fringe	106.9	108.6	1.6%	RRT base adjustment
Propulsion	95.0	104.8	10.3%	Rate Increase
Material & Supplies	112.1	125.9	12.3%	Inflation, usage and timing
Purchased Services	93.5	109.7	17.3%	Inflation, timing of initiatives, Arch St, Veg. Mgmt, Hwy Fleet
All Other Costs	41.2	45.2	9.7%	Insurance, Mobility Tax
Total	\$1,346.9	\$1,407.4	4.5%	



Controllable / Uncontrollable Year-to-Year Change in Expenses Non-Reimbursable Budget

- Total Operating Expenses
- Uncontrollable Expenses
- Controllable Expenses



Uncontrollable Operating Expenses include Fuel for Trains, Traction & Propulsion Power, OPEB Current Payment, Health & Welfare, Pensions and Insurance.

Controllable Operating Expenses include Payroll, Overtime, Claims, Other-Fringe Benefits, Reimbursable Overhead, Maintenance & Other Operating Contracts, Professional Services Contracts, Materials & Supplies, Other Business Expenses, Other Expense Adjustments, and Gap Closing Actions.



Metropolitan Transportation Authority

Long Island Rail Road

2010 Budget Highlights

•2010 Programmatic Changes

- Increase funding for vegetation mgmt/tree trimming to maintain levels required for Low Adhesion Mitigation - \$2M
- Utilize Arch Street to support rolling stock maintenance - \$1.4M
- Increased material costs for rolling stock running repair - \$7M
- Defer GPS for the C3 and M3 Fleets (\$0.8)



LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

December 16, 2009



Long Island Rail Road

Subject Request for Authorization to Award Various Procurements						Date December 16, 2009			
Department Procurement & Logistics						Vendor Name			
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	12.09.09				X	President		VP & Chief Financial Officer
2	MTA Board	12.16.09				X	Sr. VP-Administration		VP, General Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

PURPOSE:

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

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

Schedule A:	Non-Competitive Purchase and Public Works Contracts	<u># of Actions</u>	<u>\$ Amount</u>
	<ul style="list-style-type: none"> DVI Communications/Federal Engineering, Inc. \$0.069M Loram Maintenance of Way, Inc. \$6.700M New York State Industries for the Disabled (NYSID) \$12.765M Solari Corporation \$0.069M 	4	\$19.603M

Schedules Requiring Majority Vote

Schedule G:	Miscellaneous Service Contracts	<u># of Actions</u>	<u>\$ Amount</u>
	<ul style="list-style-type: none"> Fire Command Company \$0.100M 	1	\$0.100M

SUBTOTAL:	5	\$19.703M
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LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H:	Mods. to Personal Service Contracts & Misc. Service Contracts	2	\$5.208M
	<ul style="list-style-type: none"> American Occupational Health Mgmt., Inc./Take Care \$4.426M Summit Security Services, Inc. \$0.782M 		
Schedule I:	Mods. to Purchase and Public Work Contracts	1	\$0.322M
	<ul style="list-style-type: none"> Kiewit Constructors, Inc. \$0.322M 		
	SUBTOTAL:	3	\$5.530M

LIRR proposes to award Ratifications in the following categories:

None

<u>TOTAL:</u>	<u>8</u>	<u>\$25.233M</u>
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BUDGET IMPACT:

The purchases/contracts will result in obligating LIRR operating and capital funds in the amount listed. Funds are available in the current operating/capital budgets 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.)

STANDARD FORM OF RESOLUTION PURSUANT TO ALL-AGENCY PROCUREMENT
GUIDELINES AND THE GUIDELINES FOR SERVICE CONTRACTS

THE LONG ISLAND RAIL ROAD

WHEREAS, in accordance with Section 1265-a of the Public Authorities and the All-Agency Procurement Guidelines, the Board authorized with 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, upon the recommendation of the Executive Director, 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 there in 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 authorized 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. 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.

LONG ISLAND RAIL ROAD

NON-COMPETITIVE

PROCUREMENTS

FOR

BOARD ACTION

December 16, 2009

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
DECEMBER 2009

MTA LONG ISLAND RAIL ROAD

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchase and Public Works Contracts

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

1. **DVI Communications/
Federal Engineering, Inc.
Sole Source
Contract No. 6051** **\$68,939
Not-to-Exceed** Staff Summary Attached

LIRR requests approval to award a sole source contract to DVI Communications / Federal Engineering Inc. (DVI) to prepare and submit applications for additional 700MHz Public Service Spectrum frequencies required as part of the MTAPD's Police Radio Initiative, covering Region 8 in New York and New Jersey and Region 19 in Connecticut. This award is a ride of NYCT's contract with DVI.
2. **Loram Maintenance of Way, Inc.
Sole Source
Contract No. TBD** **\$6,700,000
Not-to-Exceed** Staff Summary Attached

LIRR requests approval to award a Public Works contract in the amount of \$6.7M to Loram Rail-Vac Machine Services for a three-year period to provide equipment and services associated with their Rail-Vac machine which is used to remove, clean and replace ballast in connection with LIRR's State of Good Repair Track Program.
3. **New York State Industries
for the Disabled, Inc. (NYSID)
Non-Competitive
Contract No. BP03504** **\$12,765,394
Not-to-Exceed** Staff Summary Attached

LIRR requests MTA Board approval to award a contract to New York State Industries for the Disabled ("NYSID") to provide janitorial cleaning services at LIRR's Penn Station and West Side Yard facilities, in the not-to-exceed amount of \$12,765,394. The term of the contract is for three years from January 1, 2010 through December 31, 2012.
4. **Solari Corporation
Sole Source
Contract No. TBD** **\$68,809
Fixed Price**

LIRR recommends the award of a sole-source contract to Solari Corporation (Solari) for the purchase of new Solari signage to be installed in the Penn Station Waiting Room. This award consists of the purchase of fifteen Thin-Film Transistor (TFT) flat panel monitors. These monitors represent a continuation of LIRR's Customer Communications Initiative program and will post scheduled train departures and track assignments for specific LIRR branch destinations as well as providing information pertaining to safety, service and LIRR Sales and Promotions. The Service Advisory Message Boards currently in service have been well received and this procurement will extend this benefit to the newly renovated waiting room in Penn Station. The use of proprietary Solari equipment ensures that the LIRR is purchasing state-of-the-art equipment and, in addition, leverages an existing maintenance agreement. The signs are controlled by real-time operating system software and customized application software, which can only be maintained by Solari. Solari's system and signage reliability has consistently been at 99.999% and their service and support personnel, working closely with Transportation and Information Technology personnel,

continue to be responsive to LIRR's requirements. The total cost for the signage is \$68,809, and covers all equipment, shipping, installation and warranty/maintenance costs for a one-year period from date of system acceptance, and is contained within the existing LIRR Operating Budget. Pricing for the signage is consistent with previous Solari orders, and is deemed fair and reasonable.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement)

- | | | |
|----|--|----------------------|
| 5. | Fire Command Company | \$100,000 |
| | Ride LI Bus Contract No. E-3812 | Not-to-Exceed |
| | Contract No. TBD | |

LIRR requests MTA Board approval to ride Long Island Bus (LIB) Contract No. E-3812 with Fire Command Company, for a period of eighteen months, from January 1, 2010 through June 30, 2011, for as-needed inspection, maintenance, fill/recharge, repair and test of fire extinguishers in an amount not to exceed \$100,000. The LIB contract is a ride of a competitively bid Nassau County Contract, and covers a three-year term, from July 1, 2008 thru June 30, 2011. In accordance with MTA Joint-Agency Initiatives, the LIRR is seeking to ride this contract for the remaining eighteen-month period, to be co-terminus with LI Bus, to facilitate a joint agency, follow-on contract. Applying the LIB contract pricing to the current 3-year LIRR Price Schedule reflects a savings of \$2,312.25, or 1.16%, from the expiring LIRR contract. LIRR's operating budget will fund this contract.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 1

Vendor Name (& Location) DVI Communications/Federal Engineering, Inc. (Joint-Venture)
Description Radio frequency application services and acquisition support
Contract Term (including Options, if any) 90 ccd from date of award
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Ride to NYCT Contract

Contact Number 6051	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$68,939 NTE	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: LIRR Special Projects/East Side Access on behalf of MTA Police Department	
Contract Manager: Edward Florio	

Discussion:

In March 2007, NYCT, on behalf of MTAPD, engaged the services of Federal Engineering (FE) under NYCT Contract (CM1325), a contract let pursuant to a competitive procurement process, to apply for radio frequency band (700MHz Public Service Spectrum) covering Region 8 (New York/New Jersey) in support of the MTA Police Radio initiative, which is a Capital Project (PN-N5100109) now managed by the LIRR. LIRR has identified the need to expand the radio frequency application to cover Region 19 (Connecticut). In addition, this request includes acquisition support services for both Region 8 & 19. LIRR seeks MTA Board approval to ride the NYCT Contract with Federal Engineering (FE) in order to ensure continuity of these application / support services which FE is uniquely qualified to deliver.

The scope of work for these additional tasks includes the preparation and submission of frequency applications for Region 19 (Connecticut) and frequency acquisition support, which includes the formal presentation and representation of the MTAPD applications to the government licensing entity, the FCC Regional Planning Committee, for both Region 8 (New York/New Jersey) and Region 19 (Connecticut). The scope of work also includes elements such as preparing signal propagation mapping, updating the existing applications to ensure compliance with the current guidelines and preparing and presenting formal presentation of application to Regional Planning Committee.

The Consultant's proposed 484 hours has been accepted as reasonable for this effort, and staff rates are those incorporated in NYCT Contract CM1325. The total proposed price is \$68,939. LIRR Estimating has deemed the proposal to be acceptable. An examination of responsibility databases indicates that DVI/FE is a responsible vendor.

Funds are included in Capital Project PN-N5100109.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 2

Vendor Name (& Location) Loram Maintenance of Way, Inc. (Hamel, MN)
Description Loram Rail-Vac Machine Services
Contract Term (including Options, if any) 36-month period
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source, Public Works

Contact Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$6,700,000 NTE	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Engineering/Robert Puciloski	
Contract Manager : Carl Cipriano	

Discussion:

LIRR utilizes Loran's Rail-Vac machine to excavate ballast along rights of way to ensure that any weak spots in the track bed are corrected to help avoid situations in which speed restrictions must be imposed as track safety measures. Loram provides Rail-Vac services for LIRR pursuant to a MTA Board approved sole source contract.

Loram satisfactorily performed these services for the LIRR during the program to replace concrete ties on main line tracks #2 and #3 between Harold and Jay interlockings. The Rail-Vac machine conveys material through vacuum and airflow and excavates in a non-destructive manner thereby allowing work to be performed in the time between when trains pass through the section of track under repair.

Loram is the only vendor providing equipment and services that meet LIRR's scope of work for excavating ballast without damaging cables and pipes in third rail territory, performing cross-trenching excavation, and removing ballast from bridge decks and grade crossings without removing ties or rail.

Loram's pricing includes all equipment, labor, supervision and consumables (oil, hydraulic fluids, etc.) necessary to perform these services and is in accordance with all terms, conditions and specifications of the previous contracts. Pricing is based on prevailing wages and scheduling required by the LIRR and is considered fair and reasonable. Entering into this contract at this time will also avoid the need to demobilize the equipment only to re-mobilize it at a later date at a cost of \$50,000. LIRR advertised its intent to procure the services on a sole source basis and no other firm expressed an interest in participating in this procurement. Funding for this contract is covered in LIRR's capital budget.

LIRR requests MTA Board approval to award a Sole Source Blanket Purchase Order for a 36-month period to Loram Maintenance of Way, Inc. ("Loram") in an amount not-to-exceed \$6,700,000 for the services of the Rail-Vac Machine.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 3

Vendor Name (& Location) New York State Industries for the Disabled, Inc.
Description Penn Station and West Side Yard Janitorial Services
Contract Term (including Options, if any) January 1, 2010 - December 31, 2012
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source

Contact Number BP03504	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$12,765,394 NTE	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Transportation Dept. / Rod Brooks, VP, Transportation	
Contract Manager: Donald Riker	

Discussion:

LIRR requests MTA Board approval to award a contract to New York State Industries for the Disabled ("NYSID") to provide janitorial cleaning services at LIRR's Penn Station and West Side Yard facilities, in the not-to-exceed amount of \$12,765,394. The term of the contract is for three years from January 1, 2010 through December 31, 2012.

The Business Service Center reviewed the Scope of Work and determined that this service is not a candidate for a joint procurement.

This renewal contract is being awarded to NYSID in accordance with Section 162 of the New York State Finance Law (State Finance Law), which states that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is expressly exempt from New York State Statutory competitive procurement requirements provided (i) it is capable of providing the service in the form, function and utility required by LIRR and (ii) the price it offers is as close to the prevailing market prices as is practicable, but in no event greater than 15% above the prevailing market price.

LIRR determined that NYSID is able to comply with the Contract Specifications. In this regard, NYSID has been providing janitorial services at Penn Station and West Side Yard through its certified rehabilitation agency, FedCap Rehabilitation Services, Inc., since 2004 and is currently providing similar services for MTA Bridges and Tunnels through another certified rehabilitation agency. The services have been performed in a satisfactory manner. With regard to pricing, NYSID submitted a proposal to LIRR on September 11, 2009 of \$13,095,050, which represents an increase of \$1,692,769.92 or 14.8% above NYSID's prior three-year negotiated contract of \$11,402,280.60. Of this 14.8% increase, 11.8% is due directly to higher labor rates and fringe benefits. The remaining 3% is due to increases in materials and subcontractor costs, including overhead and fees. A review of NYSID's proposal by MTA Audit and subsequent negotiations have resulted in NYSID reducing their offer by \$329,656, or 2.5%, from \$13,095,050 to \$12,765,394. Funding will be provided through the LIRR's Operating Budget.

LONG ISLAND RAIL ROAD

**COMPETITIVE
PROCUREMENTS**

FOR

BOARD ACTION

December 16, 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
DECEMBER 2009

MTA LONG ISLAND RAIL ROAD

Procurements Requiring Majority Vote

Schedule H: Mods. To Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services.

(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold required for Board approval.)

1. **American Occupational Health** **\$4,426,412** *Staff Summary Attached*
 Mgmt., Inc., d/b/a/Take Care **Not-to-Exceed**
 Employer Solutions, Inc.
 Competitive RFP
 Contract No. 5917
 LIRR requests MTA Board approval to (i) extend the term of LIRR, MNR, LI Bus, MTA Bus, and MTAHQ's (hereinafter the "Agencies") contracts with American Occupational Health Management, Inc, d/b/a Take Care Employer Solutions, Inc ("Take Care"), to continue to manage and operate the Agencies' on-site Occupational Health Services facilities for an additional twelve months, from January 1, 2010 through December 31, 2010, and (ii) increase the combined total contract funding by \$4,426,412, from \$23,710,427 to a revised, not-to-exceed amount of \$28,136,839.

2. **Summit Security Services, Inc.** **\$781,588** *Staff Summary Attached*
 Competitive RFP
 Contract No. BP02386/BP03446
 LIRR requests MTA Board approval to (i) add guard security services at two new facilities, beginning January 1, 2010, through contract completion in May 2011, and (ii) increase contract funding by \$781,588, from \$6,165,407, to a revised not-to-exceed amount of \$6,946,995.

Procurements Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Work Contracts

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

3. **Kiewit Constructors, Inc.** **\$322,402** *Staff Summary Attached*
 Competitive
 Contract No. 6000
 LIRR requests MTA Board approval to modify its Contract No. 6000 with Kiewit Constructors, Inc. to upgrade the surface painting preparation standard originally specified in the base contract to a more stringent standard for the 201 column surfaces requiring painting along the Atlantic Avenue Viaduct and to add \$322,402 to cover the associated scope of work.

Schedule H – Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Staff Summary



Long Island Rail Road

Item Number: 1

Vendor Name (& Location) American Occupational Health Mgmt, Inc. d/b/a Take Care Employer Solutions, Inc (Deerfield, IL)	Contract Number 5917 – Joint Agency Occup. Health	AWO/Modification # 2
Description Operate and Manage Health Care Facilities	Original Amount: \$18,941,747	
Contract Term (including Options, if any) January 1, 2005 – December 31, 2010	Prior Modifications: \$ 4,768,680	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases: \$ 4,768,680	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$23,710,427	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request: \$4,426,412	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount: 18.67%	
Requesting Dept/Div & Dept/Div Head Name: LIRR, MNR, LIB, MTABus and MTAHQ HR Depts.	% of Modifications (including This Request) to Original Amount: 48.54%	

Discussion:

LIRR requests MTA Board approval to (i) extend the term of LIRR, MNR, LI Bus, Bus Company, and MTAHQ's (hereinafter the "agencies") contracts with American Occupational Health Management, Inc, d/b/a Take Care Employer Solutions, Inc ("Take Care"), to continue managing and operating the agencies' on-site Occupational Health Services facilities for an additional twelve months, from January 1, 2010 through December 31, 2010, and (ii) increase the combined total contract funding by \$4,426,412, from \$23,710,427 to a revised, not-to-exceed amount of \$28,136,839 as follows:

MTA Agency	Current NTE Value	This Modification	Rev. NTE Value
Long Island Rail Road	\$7,400,554	\$1,480,000	\$8,880,554
Metro-North Railroad	\$7,188,923	\$1,440,000	\$8,628,923
Long Island Bus	\$2,018,235	\$430,812	\$2,449,047
MTA Headquarters	\$2,377,715	\$475,600	\$2,853,315
MTA Bus Co.	\$4,725,000	\$600,000	\$5,325,000
Combined Total	\$23,710,427	\$4,426,412	\$28,136,839

In November 2004, four competitively negotiated contracts, totaling \$18,941,747, were issued to Take Care to manage and operate the agencies' four occupational health centers. Services under this contract include accident/sick medical examinations, pre-employment medical examinations, illness/disability case management, various certification examinations, federally mandated drug and alcohol testing programs, independent medical review board services for employees disability pension applications, and other non-treatment occupational health services performed at the agencies' facilities. One modification was issued to the LIRR contract in the not-to-exceed amount of \$43,680 for administering the 24-Hour On-Call Drug & Alcohol Program. A subsequent modification was issued to the MTAHQ contract in June 2005, adding additional funding to cover the inclusion of the Bus Company as a participant in these services. The 2005 modification brought the total not-to-exceed value of the contract with Take Care for all participating agencies to \$23,710,427.

LIRR will be the lead agency in soliciting proposals for the five-year Joint Agency renewal contract. Based on MTA Audit's recommendations, under the new solicitation MNR and MTAHQ facilities will be combined at one location in the Graybar Building at Grand Central Terminal. Further, LIB and MTABC indicated they will be evaluating NYCT's in-house Occupational Health Services (OHS) as an alternative to Take Care. The extension and funding increase being requested under this action on behalf of the participating agencies will provide:

- LI Bus and MTA Bus sufficient time to assess their options in regards to continuing to use Take Care as their provider or to transition to NYCT's OHS program; and,
- LIRR time to re-establish a procurement schedule for a new multi-agency contract that will be required entering 2011.

Schedule H – Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Staff Summary



Long Island Rail Road

Take Care agreed to the twelve-month contract extension under the current contract terms and conditions, including the negotiated 2.97% annual labor rate increase, with one modification. LIRR and MNR Physician Assistant (PA) weekend hours, currently provided at no charge, will be billed at established rates. The additional costs for these hours are included in the modification value and are considered fair and reasonable. Funding for the revised apportioned dollar amounts is covered within each respective agency's operating budget.

Schedule H – Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Staff Summary



Item Number: 2

Vendor Name (& Location) Summit Security Services, Inc. - (Uniondale, NY)	
Description Unarmed Security Guard Services	
Contract Term (including Options, if any) June 1, 2006 – May 31, 2011	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Office of Security - Robert Murphy, Dir.	

Contact Number	AWO/Modificaion #
BP02386 / BP03446	4
Original Amount:	\$5,647,064
Prior Modifications:	\$ 518,343
Prior Budgetary Increases:	\$ 518,343
Current Amount:	\$6,165,407
This Request:	\$ 781,588
% of This Request to Current Amount:	12.67%
% of Modifications (including This Request) to Original Amount:	23.02%

Discussion:

LIRR requests MTA Board approval to (i) add guard security services at two new facilities, beginning January 1, 2010, through contract completion in May 2011, and (ii) increase contract funding by \$781,588, from \$6,165,407, to a revised not-to-exceed amount of \$6,946,995.

In May 2006, pursuant to MTA Board approval, LIRR issued a competitively negotiated three-year contract, with a two-year option, in a total not-to-exceed amount of \$5,647,064, to Summit Security Services, based on a joint agency solicitation with Metro-North Rail Road and Long Island Bus. Under the LIRR contract, Summit provides unarmed security guards, supervisors and fire safety directors for scheduled and unscheduled access control protection at various LIRR facilities. All services are provided at fixed, negotiated hourly labor rates. Three modifications have been issued to this LIRR contract to; (i) correct original schedule requirements, (ii) add a guard post at 90-27 Sutphin Blvd, Jamaica, and (iii) exercise the Board approved 2-year option.

In June 2009, the LIRR established the LIRR Office of Security ("LIRROS") to centralize and enhance security services for our employees and passengers. Beginning January 1, 2010, the LIRROS, will be assuming guard service responsibility for all current facilities, as well as adding the Arch Street facility, which is being turned over from the current tenant, Bombardier. The LIRROS requires that two (2) Fire Safety Directors be posted at the Arch Street facility on a 24/7 basis, 365 days per year. The \$494,712 cost for this added facility is based on the negotiated, fixed hourly rates for Fire Safety Directors for the remaining seventeen months of the current contract.

Also beginning January 1, 2010, LIRROS will be assuming responsibility for the guard services at the Jamaica Central Control ("JCC") building. Currently, the LIRR reimburses the MTA for these services. MTA in turns pays Colliers ABR, Inc., who provides real estate services for the Port Authority of NY/NJ. Security Guard and Fire Safety Director services at the JCC Building are provided on a 24/7 basis, 365 days per year. The MTA contract with Colliers expires on December 31, 2009. These essential security services will be continued, uninterrupted at the JCC, under the new, centralized LIRROS contract with Summit, for the remaining seventeen months of the current contract, at a total cost of \$286,871.

Since all hourly labor rates are established in the base contract, based on competitive negotiation, the combined cost of \$781,588 for the guard services at these two added locations is considered fair and reasonable. Funding for the Arch Street is identified as a new need, while JCC coverage is a baseline item, and both are included in LIRR's 2010 proposed Operating Budget.

Schedule I: Modifications to Purchase and Public Works Contracts

Staff Summary



Item Number: 3

Vendor Name (& Location) Kiewit Constructors, Inc.	
Description Design/Build Rehabilitation of Atlantic Avenue Viaduct, Phase I	
Contract Term (including Options, if any) March 3, 2008 – April 10, 2010	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Dept. of Program Management / Kevin Tomlinson	

Contact Number 6000	AWO/Modificaiton # 5
Original Amount: \$69,177,000	
Prior Modifications: \$374,090	
Prior Budgetary Increases: \$0	
Current Amount: \$69,551,090	
This Request: \$322,402	
% of This Request to Current Amount: 0.46%	
% of Modifications (including This Request) to Original Amount: 1.0%	

Discussion:

Design/Build Contract #6000 was awarded to Kiewit Constructors, Inc. to rehabilitate the eastern portion of the 1.4 mile Atlantic Avenue Viaduct, which is between Nostrand Avenue and Ralph Avenue in Brooklyn. The work includes advancing the current 30% preliminary design to a final design, and rehabilitating the bridge superstructure (girders and cap beams) and columns.

Under this contract, 87 spans of the Viaduct are to be replaced and their associated 178 columns are to be painted and an additional 9 spans along with their 23 columns, were to be painted only, and not replaced. Prior to being painted, all steel surfaces must be cleaned and prepared. The Society of Protective Coatings (SSPC) developed a system of increasingly stringent technical specifications for surface painting preparation. Contract #6000 specified that all 201 column surfaces be prepared to the level SSPC—SP01 (Power Wash, Field Solvent Cleaning). Based on the findings of the 2008 Over-paint Study by McLaren Engineering, LIRR now requires that the Contractor prepare column surfaces to the much more stringent level SSPC—SP11 (Power Tool Cleaning to Bare Metal) standard. This is justified in light of the following:

- Over painting of these surfaces is not recommended unless the existing paint is in good condition and application of epoxy coatings over existing paints is not recommended due to compatibility concerns.
- The existing 100+ year old columns are located in an aggressive environment (splash zone exposed to corrosive road de-icing agents) with durability of over-painting being questionable given the harsh environment.

In order to accomplish this increased level of surface painting preparation, the scope of work for Contract #6000 will be revised under this Modification #5 to indicate the more stringent preparation system to be employed on the noted columns and to delete the preparation of 5 spans that will be replaced as part of the Phase II ARRA-funded span replacement rehabilitation program. Protecting the structural integrity of the existing lower part of the columns is the key to extending the life of the structure. This modification is consistent with the LIRR's 2009 Bridge Painting Specifications.

The Contractor's proposal for this modification for upgrading surface painting preparation (deleted and added work) was \$406,168. LIRR's original estimate was \$201,647; however, after review of field records, it was adjusted to \$283,575. The final negotiated amount of this modification is \$322,402. This contract modification will be funded under the 2005-2009 Capital Program under Project PN-B4.

LIRR requests Board approval to issue a Contract Modification to Kiewit Constructors, Inc. in the amount of \$322,402.

