



Metropolitan Transportation Authority

Long Island Committee Meeting

January 2014

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

D. Paterson

V. Tessitore, Jr.

C. Wortendyke



MEETING AGENDA

LONG ISLAND COMMITTEE

January 27, 2014 9:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD

APPROVAL OF MINUTES – DECEMBER 16, 2013

3

MTA LONG ISLAND RAILROAD

1. AGENCY PRESIDENTS'/CHIEF'S REPORTS

- LIRR President's Report (no material)
- MTA Capital Construction Report
- MTA Police Report

12
18

2. INFORMATION ITEMS

- February Timetable Changes
- Flushing Main Street – Property Acquisition

25
26
28

3. ACTION ITEM

- 2014 LIRR Committee Work Plan

33
34

4. PROCUREMENTS

LIRR Procurements

- Non-Competitive (none)
- Competitive
- Ratifications (none)

45

MTA CC Procurements

- Non-Competitive (none)
- Competitive
- Ratifications (none)

48
51

5. STATUS OF OPERATIONS

59

6. FINANCIAL & RIDERSHIP REPORT

71

7. CAPITAL PROGRAM REPORT

101

Date of next meeting: **Monday, February 24, 2014 at 9:30 AM**

**Minutes of the Regular Meeting
Long Island Committee
Monday, December 16, 2013
Meeting held at
347 Madison Avenue
New York, New York 10017
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. Jeffrey A. Kay
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. David Paterson
Hon. James L. Sedore
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

Representing Long Island Rail Road: Helena E. Williams, Michael Gelormino, Mark Young

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

Board Members Kaye and Wortendyke were not present for the votes on the Action Items and Procurement Items.

SPECIAL JOINT DISCUSSION ON SAFETY

Prior to the start of the Long Island Committee meeting, MTA Chairman and Chief Executive Officer Thomas F. Prendergast led a joint discussion, including Railroad Presidents Helena Williams and Howard Permut and NYCT President Carmen Bianco, concerning the derailment which occurred on Metro-North's Hudson Line near the Spuyten Duyvil station on December 1, 2013, and safety-related issues common to both MTA commuter railroads. Board attendance at this joint discussion and details of the discussion are contained in the minutes of MTA Metro-North Railroad of this day and in the video recording produced by the MTA and maintained in the MTA's records.

MTA LONG ISLAND RAIL ROAD

Committee Chairnan Pally called the meeting to order.

There were four public speakers. Orrin Getz of Rockland County spoke concerning the wreck of the Pennsylvania Railroad's "The Broker" in New Jersey in 1951, and encouraged the sharing of safety-related

ideas with Amtrak and New Jersey Transit. He referred to a presentation by Drew Galloway of Amtrak concerning damage to the Hudson River tunnels caused by Superstorm Sandy and suggested that MTA ‘piggyback’ on New Jersey Transit’s MyTix mobile ticketing app. Murray Bodin of Concerned Grandparents questioned the need to blow train horns before stations and encouraged new modes of thinking. Dick O’Kane of the Nassau Suffolk Building Trades Council offered to make the safety training facilities of his organization’s constituent unions available to the MTA. He spoke in favor of the Main Line Double Track Project and praised the Project Labor Agreement (“PLA”) as a historic agreement resulting in savings and local job creation. Mark Herbst of the Long Island Contractors Association spoke in favor the Main Line Double Track Project as meeting the needs of Long Island for the 21st century, benefitting reverse commuting and improving access to MacArthur Airport.

Upon motion duly made and seconded, the minutes of the November 12, 2013 Committee meeting were approved. Committee Chairman Pally stated there were no changes to the 2012 Work Plan.

MTA LONG ISLAND RAIL ROAD

President Williams expressed condolences and sorrow on behalf of the LIRR, the MTA family and the entire rail network to the families of the deceased and to those injured at the Spuyten Duyvil derailment.

President Williams then summarized the safety initiatives LIRR has instituted since the derailment. She stated that Chairman Prendergast gave her specific directions to ensure that we are following enhanced safety efforts similar to Metro-North. One of the first things we did was examine, using the Metro-North criteria from the Emergency Order, “critical curves” in our system. We identified seven curves that are not currently “civil speed” enforced which we are going to make civilly enforced in our automatic speed control system. President Williams stated that nine curves and our one moveable bridge are already enforced in our system. She stated that we expect the design of the seven additional critical curves to be completed by February 1st and then revision work will begin immediately. While we do have to anticipate some weather issues, we are looking for completion by April 1st and she will be reporting back to the Committee on the status of this work.

President Williams stated that as an interim measure, the LIRR is issuing this week special timetable instructions to reduce the maximum allowable speed leading into these curves, and as stated at the joint discussion, we will also post new reduced speed signs at those locations.

President Williams stated that we are increasing the number of safety audits, and will use radar, on-board event recorders and program efficiency tests to ensure that we are monitoring the overall safety performance of our employees. Also, similar to Metro-North, we are going to be installing alerters in non-equipped rail cars. While LIRR M3s, DEs, DMs and C3 cabs do have the dead man feature, they are not equipped with alerters. We have already contacted the Automatic Train Control manufacturer to have software developed, which we expect to pilot test in February.

President Williams stated that, along with Metro-North, we will be participating in the FRA's Confidential Close Call Reporting system. LIRR already has a Safety One-Call Number which provides a single point of contact for employees to report safety concerns. LIRR also conducted the safety stand-down as directed by Governor Cuomo, on Thursday, December 4th. More than 4,900 employees in 200 sessions and at 80 locations participated. President Williams participated in the safety stand-down at Penn Station and found it a very good interactive opportunity to hear from our own employees and for them to talk about what happened.

President Williams stated that regarding earlier comments on Positive Train Control ("PTC"), we have been directed by the Chairman to examine the schedule and report back to him on any opportunities to improve that schedule. Also, we received a safety advisory from the FRA dated December 10th with five recommendations, and LIRR is in compliance with those recommendations.

President Williams stated that we will continue to work with Metro-North on any concepts that come out of Operation Deep Dive. She reiterated that there has been tremendous communication between the LIRR and Metro-North at the operational level and at the safety level to ensure that we are both benefitting from all of the FRA's examinations and recommendations. Referencing the public speakers, she noted that LIRR and Metro-North are working cooperatively with Amtrak and other railroads in the development and implementation of PTC. President Williams also mentioned that, regarding Superstorm Sandy, we experienced damage to the East River Tunnels, similar to that incurred at the Hudson River tunnel, and we are working very closely with Amtrak to identify a remediation plan. With respect to the East River Tunnel track replacement program, which is underway, we are assessing where water infiltration may have affected areas that were already complete.

With respect to ridership, President Williams observed that LIRR had its best October in five years and our second best in all of the months in the last four years. Our total ridership was 12.2% greater than October 2012, and even if we adjust for Superstorm Sandy's effect on ridership last October, we estimate that we would have experienced very strong ridership growth of 5.6%. President Williams stated that non-commutation ridership increased 8.8% compared to October 2012. Leisure travel, including our "Getaways & Packages" that are advertised to customers, was up 18.6%. She noted the impact of Barclay's where, just in October alone, there were four concerts that produced about 20,000 new customers for us.

Referring to the public speakers on the PLA and the Double Track construction award, President Williams thanked the speakers for their support and for coming in today, recognizing Dick O'Kane and Mark Herbst.

President Williams concluded her report by mentioning LIRR's extra holiday service. Regarding SantaCon, she thanked MTA Police who did an outstanding job, and between the police and the weather, SantaCon virtually became a non-event for us. President Williams emphasized that the 24-hour alcohol ban also helped, which we will do again on New Year's Eve, through New Year's Day.

Board Member Moerdler asked to be provided with the previously-mentioned December 10th FRA advisory. President Williams said she would provide it to the Committee Members, and that it was an industry advisory, not specifically directed at LIRR. Board Member Moerdler then asked about whether it is logical to extend automatic speed control beyond curves and bridges (which has been the focus of the discussion), to straight-aways across the entire system.

President Williams responded that the Chairman has committed us to evaluating safety measures across the entire system. She noted that LIRR does in fact have automatic speed control on straight-aways. For example, on the Babylon branch we have safety codes that drop the speed of trains if the engineer is exceeding those speeds. We have intermediate signal codes which ensure that a train cannot enter the block in front of it if it is not clear. One of the issues for the LIRR (and she noted that each system is unique, and she is not speaking for any other railroad), is that we have 11 branches, 10 that converge at Jamaica. There has been a historical emphasis at the LIRR on maximizing train capacity. One of the ways in which you safely maximize train capacity is by employing intermediate codes in your signal system. So we do use intermediate codes and we rely on those in electrified territory. She stated that our goal (as the Committee knows from last month, when we brought forward the Montauk Signalization Project), is to add that level of signal safety to the "dark territory" and to the automatic block system.

Board Member Moerdler asked whether LIRR is actively using automatic speed control across the system or just in portions. President Williams responded that it is in use in all of our electrified territory, which is two-thirds of our system. The other third, which is not in electrified territory, but is diesel territory, is ABS (automatic block territory) or controlled manual block, or "dark territory." For example, Speonk to Montauk, there is no signal system in place. However, we do have a maximum speed and we have temporary speeds, which we enforce by rule. So on the "dark territory," we have something called automatic train control and the train itself will not exceed a certain speed.

Board Member Moerdler asked whether anyone has looked at the idea of putting some form of automatic speed control on the other third. President Williams responded that the Committee approved our first effort last month. We went forward with a signalization project from Speonk to Montauk and we are expanding that effort. Board Member Moerdler then asked whether there was a time frame within which we will have some form of automatic speed control through the entire system.

Committee Chairman Pally commented that our goal is to bring LIRR up to an automatic speed control level of signalization for our dark territory, for our automatic block territory, and our controlled manual block. We would like the entire system to be on an automatic speed control. He added that this is an enormous signalization effort and we are working at the direction of the Chairman to come up with a plan that rolls out implementation of additional signal capacity in the diesel territory.

Board Member Moerdler then asked whether the LIRR has a Safety Officer. President Williams responded that we have a Safety Officer and there is a Safety Report in our Operations Report, which has always been included in the Committee Book. She said that Neil Yellin is LIRR's Chief Safety Officer, and that Loretta Ebbighausen is LIRR's Senior Director of Safety and Training, and that they both do an excellent job.

Board Member Moerdler then asked, with respect to the public comments on the PLA, whether the MTA has considered requiring contractors to hire New York employees. Committee Chairman Pally responded that we do what we can to the extent allowed by law. He noted that there is a distinction, as on federal contracts we are not allowed to require New York content.

Committee Chairman Pally commented that he remains in favor of a complete ban on selling alcohol or allowing alcohol on our trains. He noted that most of the people who get off the train then get into a car, unlike the subway system where they walk. He said that he will continue to pursue this issue.

Committee Chairman Pally also noted the popularity of the 8:40 out of Ronkonkoma on Saturday mornings, which makes it difficult to get a seat. Board Member Moerdler then commented that standees may be in greater jeopardy than those who are seated from a safety standpoint when a train comes to a sudden stop. Committee Chairman Mitchell Pally noted that there are a variety of reasons for standees, including the length of the car, the fact that people do not like to sit in the middle seat, and also service availability. If there is an hour gap between trains, people are going to stand on the train because they do not want to wait for the next train. Board Member Moerdler and Committee Chairman Pally agreed that greater frequency of service would reduce the number of standees, and Committee Chairman Pally noted that that is the reason he is continuing to pursue service restorations.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported some highlights of the East Side Access Project. At the 44th Street Vent Plant (CM004) exterior panels have been installed and the final interior work is progressing, with expected completion by the end of 2013. At the 50th Street ventilation facility (CM013) the contractor is currently completing work on the building exterior and work is progressing on the public open space. MTA's first Federal Small Business Program contract (CM014MP) was completed in November.

The Manhattan South Structures (CM005) work is proceeding on schedule. Six bids were received for the CM006 Manhattan North Structures contract and the results of that procurement are expected to be brought before the board in January 2014.

Rock excavation at the 55th Street ventilation facility has been completed. Shaft excavation has started and all excavation is expected to be complete in January 2014.

In Queens, the Plaza Substation and Queens Structures Contract (CQ032) began environmental clean-up and concrete repairs in the 63rd Street Eastbound Tunnel. Concrete and steel work continues in the open cut area. The B10 substation and existing structure fit-outs are on target for completion in January 2014.

The Westbound Bypass (CH057A) contract was awarded to the joint venture of Schiavone and Picone on November 21, 2013 and Notice to Proceed became effective on December 2, 2013. Final proposals were received and are being evaluated for the Facilities Systems contract (CS179) and we expect to bring them to the board for approval in January 2014. The current plan is to advertise for the GCT Concourse Finishes (CM014B) and Traction Power (CS084) contracts at the end of January 2014. The Request for Expression of Interest (RFEI) for GCT Caverns Contract Finishes (CM007) was advertised in November 2013. MTACC expects two more Harold contracts to be in procurement during 2014, Harold Structures 3A (CH057) and Eastbound Re-Route (CH058).

MTACC continues to experience a decrease in lost time injury rate as compared to the beginning of 2012 and 2013, but is still working to further decrease that rate.

MTA Vice-Chairman Fernando Ferrer asked whether contract bids are coming in as expected for CM006 to which Dr. Horodniceanu responded that they are coming in better than anticipated.

MTA POLICE DEPARTMENT

Chief Coan stated that for the month of November there were eight incidents at the LIRR compared to nine last year. There were two robberies, one in Wyandanch, which is open, involving a cell phone. The other robbery involved property in Hicksville, which resulted in an arrest. There were six larcenies, the same amount as last year, three involving copper wire. There was one arrest made in Hicksville Yard, the other two cases are open. One larceny was cell phone-related, one was a backpack, and one involved tires. Five summonses were issued in connection with SantaCon due to violations of the alcohol ban, and he noted that the MTA Police teamed up with the New York Police Department in Jamaica and in Brooklyn. Chief Coan also referenced an assault which occurred in Huntington, and that case is also open.

MTA LONG ISLAND RAIL ROAD

Information Items

There were two LIRR information items:

- Proposed 2014 Committee Work Plan
- Elevator & Escalator Service Report – 3rd Quarter 2013

Action Items

There were two LIRR action items:

- 2014 Final Proposed Operating Budget
- Project Labor Agreement

President Williams requested approval of the Project Labor Agreement (“PLA”) and the Resolution that appears on page 65 of the Committee book, as this is an initiative that would result in demonstrated savings in the LIRR's Capital Program. She stated that PLA's have been an expeditious and cost effective tool used in the private sector on construction projects. She noted that the study done by Hill International supports that savings can be achieved and that this was confirmed in our negotiations with the Nassau Suffolk Building Trades Council, and is also confirmed by the result of the Double Track procurement action.

Board Member Moerdler asked whether there is any provision in the Project Labor Agreement or otherwise requiring sufficient attention to minority training and employment. President Williams responded that there is, which is highlighted on page 64 of the Committee book. LIRR worked very closely with Michael Garner, MTA Chief Diversity Officer, to ensure that the PLA included numerous Equal Employment Opportunity hiring provisions and the promise of fair treatment for minority and women contractors; veterans also benefit through the apprenticeship program, “Helmets to Hardhats.”

Finally, the Trade Council has committed to continue discussions with us as we identify areas for the MTA Small Business Mentoring contracts.

Board Member Moerdler then asked about enforcement mechanisms for these provisions. President Williams responded that there is a reporting requirement, and that we will be pursuing these issues to ensure that we meet project goals. Upon motion duly made and seconded, the action items and resolution were approved for recommendation to the Board.

MTA LONG ISLAND RAIL ROAD

Procurements

There was one non-competitive procurement presented:

- Award of a three-year contract to the New York State Industries for the Disabled, a statutory preferred source, in a not-to-exceed amount of \$175,084 to provide semi-annual window washing services at LIRR's Atlantic Avenue Terminal.

There were seven competitive procurements presented:

- On behalf of LIRR and all other MTA agencies, authority to use the RFP process to solicit a five-year strategically sourced contract for Industrial Supplies.
- Approval to award a Public Works contract to Skanska-Posillico (Joint Venture) in the amount of \$34,660,000 to provide Design-Build Services for a new second track to be constructed on the Main Line Ronkonkoma Branch, from Ronkonkoma to west of Central Islip.
- Approval to award a Public Works contract to E.W. Howell, Co., LLC, in the amount of \$18,807,000, including an option, to design and build a new five level commuter parking facility with an additional 500 spaces at the LIRR's Wyandanch Station.
- Approval to award a Public Works contract to Power Resources International, in the amount of \$4,369,416 to design and furnish a new supervisory control system at Divide Tower and upgrade the associated remote terminal units, inclusive of an option for software and hardware warranties.
- Approval of a competitively bid Personal Services contract to Louis Berger & Assoc., P.C., for as needed Industrial Hygienist Consulting and Laboratory Analysis Services, in support of the Railroad's System Safety Department, for a five-year period, in the not-to-exceed amount of \$385,000.
- On behalf of all MTA Operating Agencies, MTAHQ and the BSC, approval to award a seven-year Miscellaneous Services contract in the not-to-exceed amount of \$613,462 to Alfabet, Inc. for perpetual Software Licenses for Enterprise Architecture software and associated services.
- Approval to award a competitively bid, Miscellaneous Services contract to Industrial Process Measurements, Inc. for renewal of as-needed signal motor calibrations and repairs in support of the Railroad's Signal Department, for a three-year period, in the not-to-exceed amount of \$61,919.

There was one ratification:

- Pursuant to an Emergency Declaration, ratification of a purchase contract to Virginia Transformer Corporation, in the amount of \$620,000, to provide two rectifier transformers for the use at LIRR's Island Park and Valley Stream substations.

President Williams presented the above procurements to the Committee. With respect to the Skanska-Posillico contract, Board Member Moerdler asked about the nature of the MWDBE compliance agreement. Mr. Gans stated it is a monitoring agreement, under the auspices of Thatcher Associates, put in place by NYCTA, and that NYCTA is satisfied with Skanska's performance under that monitoring agreement.

Board Member Moerdler then raised a question as to whether the Power Resources International procurement process included a "Best and Final Offer." After some discussion, Committee Chairman Pally indicated that this procurement would be held over until to the Board meeting on Wednesday, and that it would be presented directly to the Board provided that LIRR supplied additional, sufficient information as requested by Mr. Moerdler.

Board Member Greenburg, with respect to the RFP for Industrial Supplies, asked if the contract would be awarded to a number of suppliers. Chief Procurement Officer Dennis Mahon confirmed that this was the approach being followed. Board Member Greenburg then asked about the relationship of the Railroad to the Town of Babylon with respect to the parking garage being constructed, and whether there was a plan for how spaces would be allocated and priced. President Williams responded that we have not decided that yet and we will come back to this Committee with recommendations. President Williams further noted that LIRR will own and operate the garage in accordance with the MTA policy.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board, except that the award of the contract to PRI was deferred pending provision of additional information consistent with the above. Details of the above items are set forth in the Staff Summaries and other materials, copies of which are on file with records of this meeting.

MTA CAPITAL CONSTRUCTION

Procurements

Three procurement items were presented to the Committee for approval. Details of these items are set forth below and in the Staff Summaries, copies of which are on file with the record of this meeting.

The three procurement items are as follows:

1. Modification to URS Corporation Contract No. 98-0001-01 in order to continue services through June 30, 2015 in the amount of \$94,367,654.
2. Modification to Jacobs/LiRo Joint Venture Contract No. PS819 in order to increase the Contract value and extend the Contract Term through June 30, 2015 in the amount of \$28,341,164.
3. Modification to Contract No. CH053 for the installation of an additional communications ductbank in the amount of \$837,913.

Board Member Ballan asked whether "additional work" by URS Corporation under procurement item number one is work exclusive to the East Side Access Project. Board Member Ballan expressed his concern at the rising costs of this contract, as did Board Member Greenberg. Dr. Horodniceanu explained that not all Contract 98-0001-01 work is East Side Access related. About \$18,000,000 is provided from sources other than East Side Access. In addition, when this contract was originally put into place in 1998, the base contract was only for program management services for preliminary engineering for East Side Access, with options for additional work. The options have since been exercised, additional scope has been added, including providing service for MTACC projects other than East Side Access.

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

LIRR Reports on Operations, Finance and Ridership and the Capital Program

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

Adjournment

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

Respectfully submitted,



Richard L. Gans
Secretary

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access January 2014

Project Description

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

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Last Reported EAC</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$ 671,520,472	\$ 671,220,472	\$ 671,520,472	\$ 610,885,995
Construction	6,442,344,684	6,442,644,684	6,442,344,684	3,526,238,298
Project Management	762,816,530	762,816,530	762,816,530	539,558,152
Real Estate	166,318,314	166,318,314	166,318,314	105,433,447
Rolling Stock*	202,000,000	202,000,000	202,000,000	0
Total Project Cost	\$ 8,245,000,000	\$ 8,245,000,000	\$ 8,245,000,000	\$ 4,782,115,891

* An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan pending completion of a simulation of opening day service and fleet need.

Major Milestones and Forecasts

	<u>Original Schedule</u>	<u>Previous Month Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	February 2013	June 2014
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	August 2019	August 2019

Current Issues/Highlights

- Concrete, shotcrete and waterproofing operations continue in the GCT Eastbound and Westbound Caverns and tail tracks under the Manhattan South Structures (CM005) contract.
- All major excavation will be completed by the end of the month at the 55th Street Vent Plan Facility (CM013A). Shotcrete operations in the plenum continues. Concrete operations are to begin in February.
- Rehabilitation of the Eastbound 63rd Street Tunnel continues as part of a scope transfer under the Plaza Substations and Queens Structures (CQ032) contract. The B10 Substation and other existing structure fit-outs (except at 23rd Street) are available to be turned over to the follow-on contractor. Waterproofing and steel erection continue at the C06 Substation.
- In Harold, construction of Microtunnel Run 1 - 4 has started with the tunneling of Run 4 (CH053). The construction of the 12kV ductbank and storm sewer continues (CH054A).

- The Harold Structures Westbound Bypass (CH057A) contract received limited notice to proceed in December. The contractor has started to mobilize and prepare the required submittals in preparation of starting construction later this winter. The contract includes construction of the Westbound Bypass Structure, a 630-ft long tunnel with east and west end approach structures. The scope also includes the installation of catenary foundations, poles, and signal bridges to support railroad systems. It is the first major construction contract funded by the Federal Railroad Administration's High Speed Intercity Passenger Rail Program.
- Award of the Manhattan North (CM006), Facilities Systems (CS179) and Signal Equipment Procurement (VS086) contracts is expected following approval at the January Board meeting.
- Contract documents for the Traction Power Facilities (CS084) and Grand Central Concourse (CM014B) are to be advertised shortly. Documents have been provided to the short listed firms who responded to the REFI for the GCT Caverns Contract (CM007).

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - January 2014

Expenditures thru December 2013; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.3	\$ 3,526.2
Design	\$ 671.5	\$ 610.9
Project Management	\$ 762.8	\$ 539.6
Real Estate	\$ 166.3	\$ 105.4
Rolling Stock [†]	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,782.1

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan pending completion of a simulation of opening day service and fleet need.

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2012 Reforecast Award Date	Actual/ Forecast Award Date**	Planned Completion at Award*	Forecast Completion**
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$51.8	\$48.7	\$3.1	\$25.9	Nov-2011	Nov-2011	Apr-2013	Apr-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.4	\$2.5	\$13.4	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$220.7	\$200.6	\$20.1	\$12.1	N/A	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures		<i>In Procurement</i>			N/A	Mar-2014	N/A	Nov-2016
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$217.8	\$212.9	\$5.0	\$72.4	Aug-2011	Aug-2011	Aug-2014	Aug-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$276.5	\$228.6	\$47.9	\$187.8	Jan-2008	Jan-2008	Feb-2011	Aug-2014
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$114.7	\$104.3	\$10.4	\$0.0	N/A	Nov-2013	Feb-2016	Feb-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		<i>In Design (Repackaging)</i>			N/A	Aug-2014	N/A	May-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			Oct-2013	May-2015	N/A	Feb-2018
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection		<i>In Procurement</i>			Sep-2012	Feb-2014	N/A	Jul-2018 ¹⁾
Systems Package 2: Trackwork and Traction Power		<i>In Design (Repackaging)</i>			Apr-2013	TBD	N/A	Jul-2018 ¹⁾
Systems Package 3: Signal Equipment		<i>In Procurement</i>			Mar-2013	Feb-2014	N/A	Jul-2018 ¹⁾

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

**Project reforecasting is being finalized and contract milestones and budgets are being adjusted.

1) Integrated Systems Testing complete July 2018.

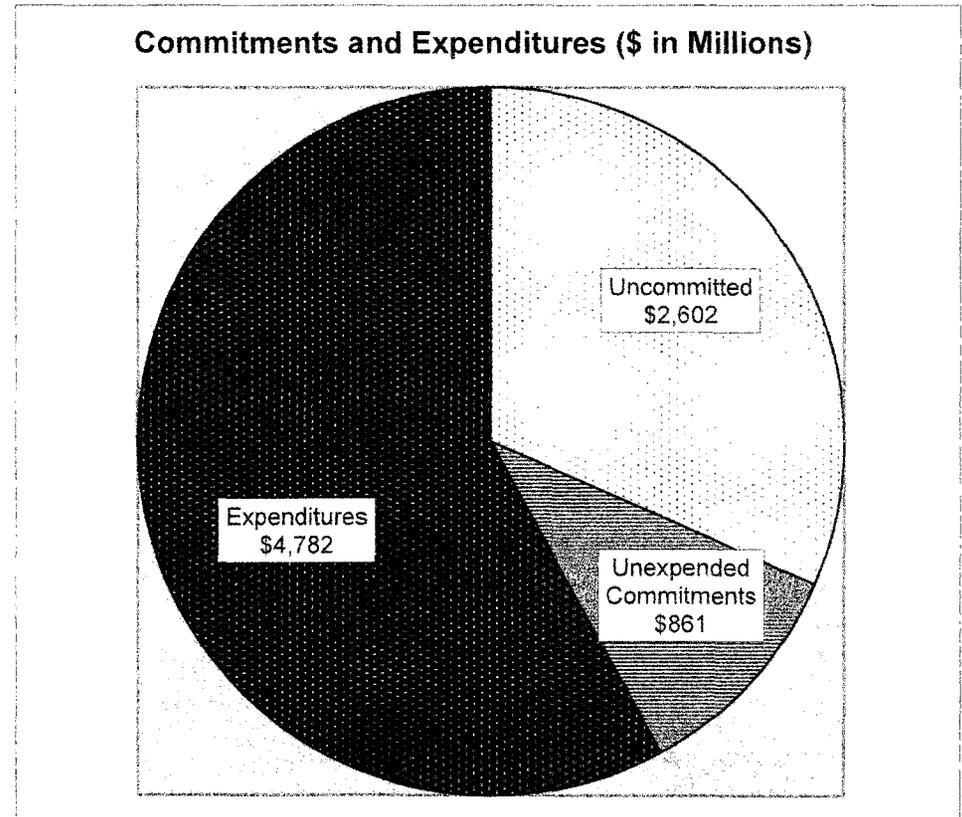
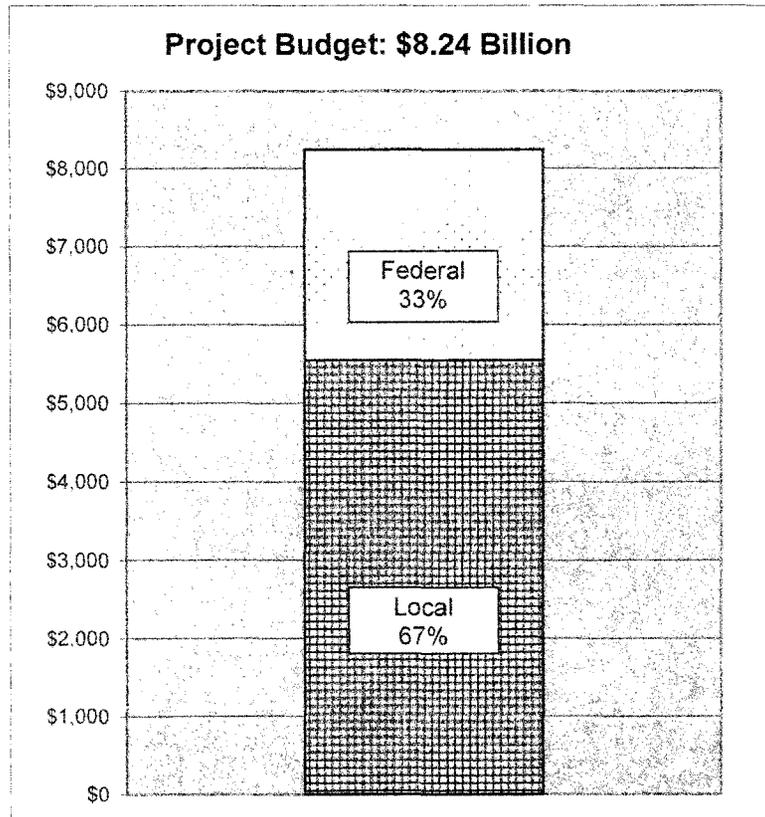
East Side Access Status

Report to the Railroad Committee - January 2014

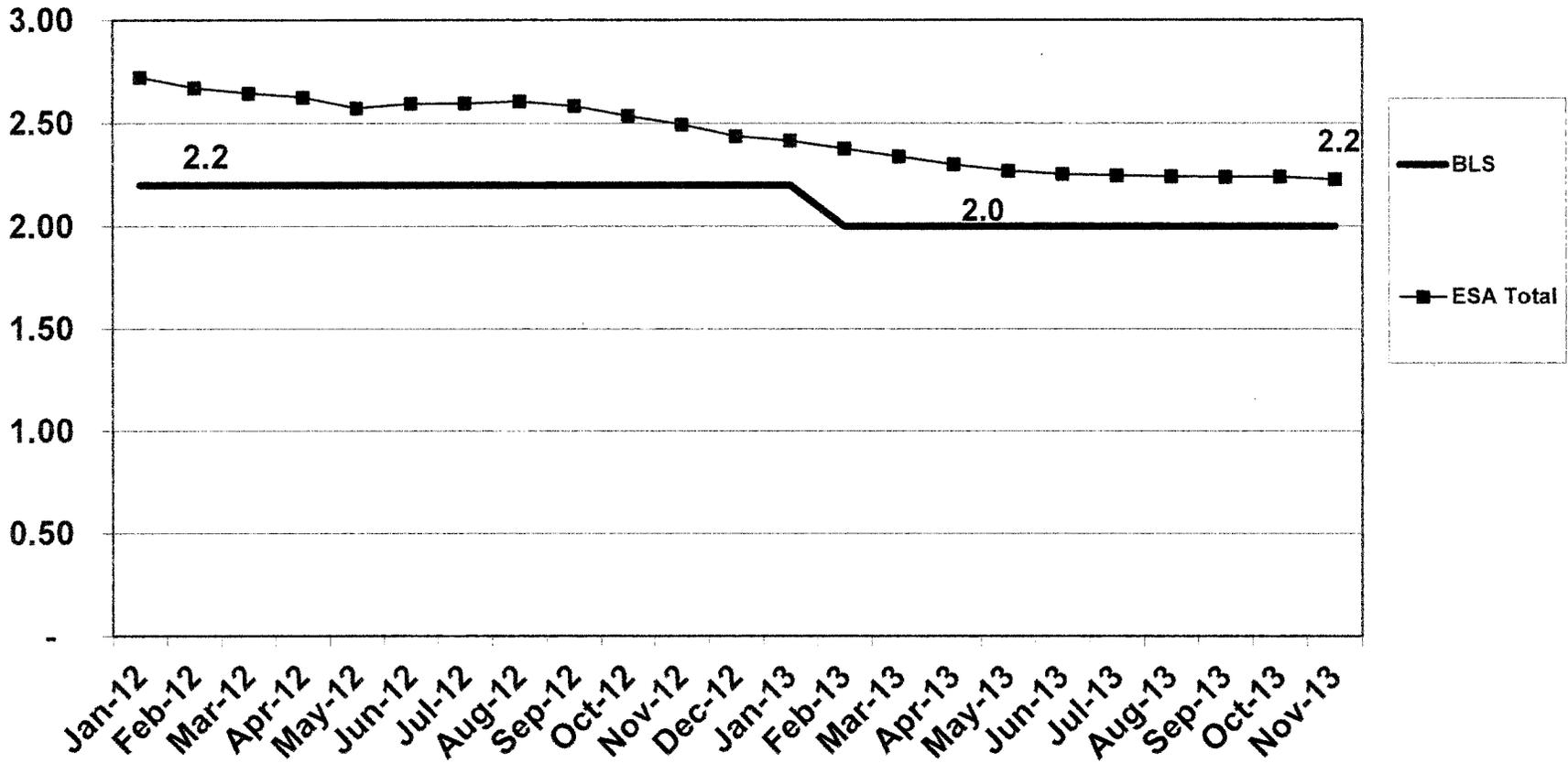
(data thru December 2013)

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	785	785	1,530	4	1,496
2005-2009	2,683	838	1,845	1,176	2,664	19	2,459
2010-2014	3,154	3,149	5	5	1,292	1,862	670
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,546	\$ 2,699	\$ 2,030	\$ 5,643	\$ 2,602	\$ 4,782

* All Federal funding is approved through a Full Funding Grant Agreement with the FTA.



Lost Time Injury Rate East Side Access Project, 2012-2013 vs. US BLS National Standard for Heavy & Civil Construction



Note:

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



Police Report

January 2014



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

December 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	6	-1	-17%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	24	21	3	14%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	30	29	1	3%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	1	0	0%
Robbery	45	55	-10	-18%
Felony Assault	28	36	-8	-22%
Burglary	10	13	-3	-23%
Grand Larceny	238	229	9	4%
Grand Larceny Auto	7	5	2	40%
Total Major Felonies	330	339	-9	-3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



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

December 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	9	13	-4	-31%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	18	-6	-33%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	19	22	-3	-14%
Felony Assault	14	26	-12	-46%
Burglary	4	1	3	300%
Grand Larceny	121	121	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	159	170	-11	-6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

December 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	14	7	7	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	8	8	100%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	17	19	-2	-11%
Felony Assault	13	8	5	63%
Burglary	6	12	-6	-50%
Grand Larceny	103	95	8	8%
Grand Larceny Auto	6	5	1	20%
Total Major Felonies	146	139	7	5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

December 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	1	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	3	-1	-33%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	9	14	-5	-36%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	14	13	1	8%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	25	30	-5	-17%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
December 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	2	2	1
Fel. Assault	1	1	0	0
Burglary	0	0	0	0
Grand Larceny	24	9	14	1
GLA	0	0	0	0
Total	30	12	16	2
Crimes Per Day	0.97	0.39	0.52	0.06



MTA Police Department
Arrest Summary: Department Totals

1/6/2014
10:08:00AM

1/1/2013 to 12/31/2013

Arrest Classification	Total Arrests
Murder	2
Robbery	47
Felony Assault	35
Burglary	10
Grand Larceny	68
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	50
Assault-Misdemeanor	64
Breach of Peace	12
Child Endangerment	3
Conspiracy	14
Criminal Contempt	6
Criminal Impersonation	10
Criminal Mischief	45
Criminal Possession Stolen Property	26
Criminal Tampering	3
Criminal Trespass	39
Disorderly Conduct	11
Drug Offenses	32
DUI Offenses	17
Failure to Appear	1
Falsely Reporting an Incident	9
Forgery	23
Fraud	8
Graffiti	6
Harassment	6
Identity Theft	1
Issue a Bad Check	2
Menacing	16
Obstruct Government	11
Petit Larceny	94
Public Lewdness	24
Reckless Endangerment	8
Resisting Arrest	69
Sex Offenses	10
Stalking	1
Theft of Services	101
Unlawful Imprisonment/Kidnapping	2
Unlawful Surveillance	1
VTL Offenses	4
Warrant Arrest	36
Weapons Offenses	9
Unauthorized Use Vehicle	1
Arrest Totals	940

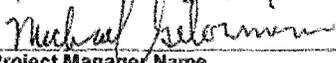
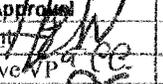
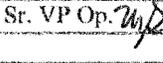


Long Island Rail Road

INFORMATION

ITEMS

Staff Summary

Subject FEBRUARY TIMETABLE CHANGE						Date JANUARY 27, 2014			
Department SR. VICE PRESIDENT -- OPERATIONS						Vendor Name			
Department Head Name M. GELOMINO						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	1/27/14				4	President 	1	Sr. VP Op. 
						3	Executive VP 		
						2	VP Mktg & PA 		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning February 24, 2014, through May 18, 2014. Service improvements as well as several construction projects are supported during this time period. Ongoing projects include East Side Access work in Harold interlocking, Atlantic Ave. tunnel lighting work and half tie replacement and Massapequa Station rehabilitation.

In addition to the projects accommodated above, the MTA Long Island Rail Road expects to experience increased ridership as a result of Super Bowl Week activities in New York City and New Jersey. Additional train service during key time frames will be operated on primary branches (Ronkonkoma, Port Washington, Babylon and Huntington) between January 29, 2014 and February 2, 2014 (Super Bowl Sunday). Also, existing service will run with extra cars to support the expected increased ridership.

FEBRUARY 24 TIMETABLE CHANGE

Service Improvements

- Babylon branch –The 4:37 PM express train from Penn Station to Wantagh has been restored to operate each weekday. This train was removed due to budgetary issues in 2010. As a result of the restoration of this train, the 4:39 PM train from Atlantic Terminal to Babylon has also been restored to its previous schedule.
- Babylon branch –The 4:57 PM express train from Penn Station to Wantagh has been restored to operate each weekday. This train was removed due to budgetary issues in 2010. As a result of the restoration of this train, the 5:03 PM express train from Penn Station to Freeport has also been restored to its previous schedule.
- Oyster Bay branch – In response to customer requests the 7:13 AM train from Oyster Bay to Long Island City will have an added stop at Hunterspoint Ave.

Construction Activities

- Long Beach branch Sandy Restoration – Projects include replacement of the signal system, communications and third rail between Valley Stream and Long Beach. One of two main tracks midday weekdays will be out of service between Valley Stream and Island Park to support these restoration projects. Eastbound Long Beach branch trains are adjusted 36 minutes later and eastbound Far Rockaway and Hempstead trains are adjusted 30 minutes later. Minor adjustments are also required to eastbound Babylon, Ronkonkoma and Huntington trains to accommodate this work.
- Main Line Schedule Track Work – Single main track will be out of service midday weekdays between Riverhead and Greenport to support needed track work including a mechanized tie program, surfacing, crossings and thermitic welding activities. One eastbound and one westbound train will terminate/originate at Riverhead and customers will be accommodated by bus for stations Mattituck through Greenport. If work is completed ahead of schedule, scheduled train service will resume.

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

IMPACT ON FUNDING

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

Staff Summary

Subject EMINENT DOMAIN DETERMINATION & FINDINGS
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name JOHN COYNE

Date JANUARY 27, 2014
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	01/27/14	X		
2	Board	01/29/14	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff		
2	Chief Financial Officer 		

AGENCY: The Long Island Rail Road Company ("LIRR")

LOCATION: 40-36 Main Street, Flushing, New York (Queens Tax Block 5037 Lot 57)

ACTION REQUESTED: Approval of Determination and Findings under the New York Eminent Domain Procedure Law to acquire the above-listed property to construct a new entrance to the Flushing Main Street Station as part of LIRR's Flushing Main Street Station Improvements Project

COMMENTS:

In connection with LIRR's Flushing Main Street Station Improvements Project (the "Project"), Board approval is sought to acquire the property located at 40-36 Main Street in Flushing, New York, (Queens Tax Block 5037 Lot 57, the "Property"). The Property is directly north of the LIRR bridge overpass structure and is improved with a one story commercial building approximately 25' x 100' in size that currently is occupied by Ou Jiang City Supermarket. LIRR requires the Property to install and permanently maintain a new elevator that will serve the Manhattan-bound train platform and will be accessible from the west side of Main Street. In order to install this elevator, the existing building on the Property will be demolished. This will require permanent displacement of the supermarket. Acquisition of the Property for this purpose also will enhance LIRR's presence on busy Main Street and provide a safer, more visible entry point for westbound customers than the current entrance in an alley off of 40th Road.

On October 28, 2013, the MTA held a public hearing under the New York Eminent Domain Procedure Law ("EDPL") to review the Project's location, public uses, benefits, purposes, and community impacts and to give the public an opportunity to comment on the Project and the proposed property acquisition. As required by law, a notice of the hearing was published in newspapers and sent by certified mail to the Property's owner.

Following a presentation by the MTA's hearing officer, four speakers made statements. MTA received no written comments prior or subsequent to the hearing. The four comments, all in support of the Project, are summarized as follows:

1. A representative of Congresswoman Grace Meng read a statement on behalf of the Congresswoman strongly supporting the Project and congratulating LIRR and MTA for moving it forward.
2. A member of the public urged speedy commencement of the Project and opined that the building on the Property was not architecturally significant and that the supermarket was similar to several others in the neighborhood.
3. Another member of the public stated that the Project would benefit disabled LIRR customers in Flushing who currently have to travel to the Broadway Station for the nearest ADA accessible station.

Staff Summary



FINANCE COMMITTEE MEETING

Eminent Domain Determinations and Findings (Cont'd.)

Page 2 of 5

4. Peter Koo, New York City Council Member, 20th District, Queens, stated that he has long advocated the Station's renovation, is pleased that the Project is moving forward, and asked MTA to provide fair compensation to the Property owner and the supermarket tenant that will be displaced.

Both before and after the EDPL public hearing, MTA and LIRR staff have been in contact with the owner of the Property and members of the public to discuss the Project and will continue to work with the affected owner and occupant to address their concerns and mitigate impacts as much as is reasonably possible. MTA Legal and MTA Real Estate will also endeavor to reach a negotiated agreement to purchase the Property in lieu of using eminent domain.

After due consideration of all statements and comments received during the EDPL public hearing comment period, MTA staff recommends Board approval of the acquisition of the Property, by eminent domain if necessary, and approval of the attached Determination and Findings that are legally required under the EDPL.

ATTACHMENT

DETERMINATION AND FINDINGS PURSUANT TO ARTICLE 2 OF THE NEW YORK EMINENT DOMAIN PROCEDURE LAW

LIRR's FLUSHING MAIN STREET IMPROVEMENTS PROJECT (New Station Elevator serving the Manhattan-Bound Platform)

On the proposed acquisition of the property located at
40-36 Main Street, Flushing, NY (a/k/a Queens Tax Block 5037, Lot 57)

In accordance with Section 204 of the New York Eminent Domain Procedure Law ("EDPL"), the Board of the Metropolitan Transportation Authority ("MTA") hereby approves the acquisition of property interests described below by eminent domain, if necessary, and adopts the following statutory findings:

1. EDPL Public Hearing.

On October 28, 2013, on prior notice duly given to the public and the affected property owner, MTA held an EDPL public hearing to inform the public and to receive the public's comments on the proposed acquisition of the property located at 40-36 Main Street in Flushing, Queens, New York (the "Property") to support LIRR's Flushing Main Street Improvements Project (the "Project"). All oral and written comments received during the public comment period have been reviewed, made part of the record, and given due consideration.

2. Location and Nature of Property Interests.

The Property to be acquired is located at 40-36 Main Street, Flushing, New York, in Queens Tax Block 5037 Lot 57. It is directly north of the LIRR bridge overpass structure. The Property is improved with a one story commercial building that is approximately 25' x 100' in size and currently is occupied by Ou Jiang City Supermarket. The Property is required to install and permanently maintain and operate a new elevator that will serve the Manhattan-bound train platform and will be accessible from the west side of Main Street. In order to install this elevator, the existing building on the Property will be demolished. This will require permanent displacement of all occupants in the building.

3. Public Use and Public Benefits.

The Project in its entirety will include installation of one elevator to serve the eastbound platform of the LIRR Flushing Main Street Station (the "Station") and one elevator to serve the westbound, Manhattan-bound Station platform. These new elevators will conform to the accessibility standards set by the Americans with Disabilities Act, also known as the "ADA". The Project will include a new ticket office on Main Street, and new canopies, stairs, platform railings, platform lighting, and tactile warning strips on platform edges. The existing platform lighting fixtures and platform railings were installed in 1987 and replacing them with modern equipment will improve safety at the Station.

The Project will enhance LIRR's presence on Main Street and result in greater and more convenient accessibility to the Station. The ticket office will be more accessible to both the eastbound and westbound customers, and customers will have an improved ability to circulate between platforms. The westbound platform will have 2 means of egress to accommodate customers arriving via College Point Boulevard and 40th Road, and the Station's presence and visibility on the west side of Main Street will be more pronounced, making the Station easier for customers to locate and navigate.

4. Reasons for Selecting the Location of Property Interests Needed for the Project.

Access to the Station platform on the Manhattan-bound side is currently limited to a narrow staircase accessed by a narrow alleyway off 40th Road. LIRR originally considered constructing the ADA elevator for the Manhattan-bound platform at that location. That plan would result in a number of constructability challenges and less than desirable consequences.

Among other things, it would require LIRR to construct a structural steel overpass to connect the westbound and eastbound elevator towers to allow for safe and adequate passage of customers between the 2 platforms. The overpass structure would be assembled and erected from the adjacent municipal parking lot directly south of the LIRR right-of-way. A large crane would need to be assembled on site by a smaller crane in order to construct and erect the 83' long overpass, and based on the size of the crane and radius required, LIRR's contractor would need to secure half of the municipal parking lot area during construction. LIRR also would require permission from the adjacent property owners to lift the structure over their roofline in order to swing it into place because both 40th Road and the alleyway are too narrow to completely accommodate the overhead crane. Finally, this option would require LIRR to coordinate with the New York City Parks Department and Department of Transportation to acquire space further west of the Project site on the north side of the right-of-way to construct temporary stairs for customer access to the platforms during construction.

Locating the elevator at 40-36 Main Street is a preferable option because it will provide a safer, more visible entry point for Manhattan-bound LIRR customers than the current entrance in the alley off of 40th Road. By constructing the elevator there, an overpass no longer will be required for safe circulation and crossover between platforms because both station platform access points will be in close proximity of each other and will be easily accessed along the Main Street sidewalk. Construction and future maintenance and security monitoring costs associated with the additional overpass level and supporting structures and platform extensions will be eliminated, as well as the visual impacts of an overpass from Main Street. More importantly, eliminating the overpass and rerouting circulation to the street level will provide customers with more convenient access for circulation between platforms and provide a more convenient and accessible route for ADA customers.

5. Displacement and Relocation.

In order to install the elevator for the westbound platform, the existing building on the Property will be demolished. This will require permanent displacement of all occupants in the building. The Property is currently occupied by the Ou Jiang City supermarket. MTA will provide relocation assistance to all eligible occupants who are displaced by the LIRR's acquisition of the Property.

6. General Effects of the Project on the Environment and Residents of the Local Community.

This Project is exempt from the State Environmental Quality Review Act under Section 1266(11) of the Public Authorities Law because it involves an insubstantial addition to an existing transportation use. Nonetheless, LIRR will construct the Project in a manner that will mitigate its impacts on the local community.

Construction Impacts: At the start of the Project, a construction barricade wall approximately 8 feet high will be erected between the sidewalk and the LIRR property on the west side of Main Street. This barricade will extend approximately 3 feet onto the sidewalk, but a minimum sidewalk width of 5 feet will be provided at all times, allowing sufficient space for continued pedestrian use.

Behind this barricade, LIRR will demolish the existing structure at 40-36 Main Street, install one ADA elevator on both the westbound and eastbound platforms, and will construct a new stairway at both the westbound and eastbound platforms. The existing stairway to the westbound platform at 40th Road also will be refurbished.

On the platform level, both the westbound and eastbound platforms will be extended in order to accommodate the new elevators. New railings will be installed, along with LED lighting that will be brighter and more contained than the existing lighting.

Demolition of the building at 40-36 Main Street will involve removing a substantial quantity of construction debris from the site, which will be accomplished using trucks. Any asbestos or lead paint abatement work that may be encountered in the course of the demolition will be performed in accordance with all applicable standards and regulatory requirements.

As with all construction on this Project, the LIRR will monitor noise, vibration, and air quality to ensure that all applicable performance standards are met by its contractors.

Pedestrian and Traffic Impacts: Because substantially all of the work associated with this Project will be done behind a barricade, LIRR anticipates minimal pedestrian and traffic impacts. The only anticipated disruptions to pedestrian and traffic flow will occur during the brief periods of time during which materials are delivered to and debris is removed from the site. At such times LIRR and its contractor will ensure that appropriate mitigation measures are taken. Because the elevator towers that will be installed as part of this Project will be fabricated off-site, LIRR anticipates minimal construction impacts associated with their delivery and installation.

Land Use Impacts: The new elevators will introduce new visual elements on the west side of Main Street, but care has been taken in the design to ensure that the new structures are similar to other common features of Downtown Flushing's streetscape and will not be incongruous to the visual environment.

Displacement and Relocation: Acquisition of 40-36 Main Street will result in the permanent displacement of all occupants. Currently, the site is occupied by Ou Jiang City Supermarket. To mitigate the impact of displacement, MTA will provide relocation assistance to all eligible occupants in accordance with the New York State law.

Socio-Economic Impacts: LIRR does not anticipate that any other businesses or individuals will experience adverse socio-economic impacts as a result of the construction activities associated with this Project. LIRR has and will continue to employ its community outreach program to keep the neighborhood and its elected representatives informed about construction activities taking place.

MTA will continue to employ its community outreach program throughout construction to keep the affected neighborhood informed about construction activities taking place.

ANYONE SEEKING JUDICIAL REVIEW OF THE ABOVE DETERMINATION AND FINDINGS MUST COMMENCE LEGAL ACTION IN ACCORDANCE WITH EDPL § 207 NO LATER THAN 30 DAYS AFTER MTA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DOCUMENT, OR A SYNOPSIS THEREOF.



Long Island Rail Road

ACTION ITEM



2014 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2014 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations/Safety	Sr. VP - Operations
Financial/Ridership Report	VP & CFO
Capital Program Report	Dept. of Program Management

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2014

Approval of 2014 Committee Work Plan	Committee Chair & Members
--------------------------------------	---------------------------

February 2014

Adopted Budget/Financial Plan 2014	Management & Budget
2013 Annual Operating & Safety Results	Operations
Elevator & Escalator Service Report – 4 th Q 2013	Customer Services

March 2014

2013 Annual Ridership/Marketing Plan Report	Finance/Marketing
Annual Strategic Investments & Planning Study	Strategic Investments
2014 Spring/Summer Schedule Change	Service Planning
Diversity/EEO Report – 4 th Q 2013	Administration/Diversity

April 2014 (Joint Meeting with MNR)

Final Review of 2013 Operating Results	Management & Budget
Annual Inventory Report	Procurement

May 2014

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 st Q 2014	Administration/Diversity
Elevator & Escalator Service Report – 1 st Q 2014	Customer Services

June 2014

Positive Train Control	President
Penn Station Retail Development	MTA Real Estate

July 2014

Environmental Audit

System Safety

September 2014

2015 Preliminary Budget (Public Comment)

2014 Mid Year Forecast

Diversity/EEO Report – 2nd Q 2014

Elevator & Escalator Service Report – 2nd Q 2014

2014 Fall Construction Schedule Change

Management & Budget

Administration/Diversity

Customer Services

Service Planning

October 2014

2015 Preliminary Budget (Public Comment)

ESA Readiness Update

President

November 2014 (Joint Meeting with MNR)

2015 Preliminary Budget (Public Comment)

Review of Committee Charter

Diversity/EEO Report – 3rd Q 2014

Elevator & Escalator Service Report – 3rd Q 2014

2014 Holiday Schedule

Committee Chair & Members

Administration/Diversity

Customer Services

Service Planning

December 2014

2015 Final Proposed Budget

2015 Proposed Committee Work Plan

Management & Budget

Committee Chair & Members

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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.

2014 Work Plan

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Police Activity Report

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

Report on Operations/Safety

A monthly report will be given highlighting key operating performance statistics and indicators. It will also include highlighting key safety performance statistics and indicators.

Monthly Financial & Ridership 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.

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

JANUARY 2014

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2014 that will address initiatives to be reported on throughout the year.

FEBRUARY 2014

Adopted Budget/Financial Plan 2014

The Agency will present its revised 2014 Financial Plan. These plans will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget.

2013 Annual Operating Results

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

Elevator & Escalator Service Report – 4th Quarter 2013

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

MARCH 2014

2013 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2013 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

Annual Strategic Investments & Planning Study

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

2014 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 2014.

Diversity & EEO Report– 4th Quarter 2013

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

APRIL 2014 (Joint Meeting with MNR)

Final Review of 2013 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2014

RCM Fleet Maintenance

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

Elevator & Escalator Service Report – 1st Quarter 2014

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

Diversity & EEO Report– 1st Quarter 2014

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

JUNE 2014

Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided. The status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 will be discussed. Highlights to include cost of PTC along with operational and implementation risks.

Penn Station Retail Development

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

JULY 2014

Environmental Audit Report

The Committee will be briefed on the results of the 2013 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

SEPTEMBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

2014 Mid-Year Forecast

The agency will provide the 2014 Mid-Year Forecast financial information for revenue and expense by month.

2014 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2014.

Elevator & Escalator Service Report – 2nd Quarter 2014

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

Diversity & EEO Report– 2nd Quarter 2014

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

OCTOBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

East Side Access (ESA)

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

NOVEMBER 2014 (Joint Meeting with MNR)

Review Committee Charter

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

Diversity & EEO Report– 3rd Quarter 2014

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

Elevator & Escalator Service Report – 3rd Quarter 2014

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

Holiday Schedule

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

DECEMBER 2014

2015 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2015.

Proposed 2015 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2015 that will address initiatives to be reported throughout the year.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

January 29, 2014

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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



Subject Request for Authorization to Award Various Procurements						Date January 29, 2014			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature <i>Dennis L. Mahon</i>									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	1 27 14				X	President <i>[Signature]</i>		VP & Chief Financial Officer
2	MTA Board	1 29 14				X	Sr. VP-Administration <i>[Signature]</i>		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:

<u># of Actions</u>	<u># of Actions</u>
NONE	

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals (Award of Purchase & Public Wk Contracts)	1	\$ 10,453,300
SUBTOTAL:	1	\$ 10,453,300

LIRR proposes to award Ratifications in the following categories:

NONE

<u>TOTAL:</u>	<u>1</u>	<u>\$ 10,453,300</u>
----------------------	-----------------	-----------------------------

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.)

JANUARY 2014

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

- | | | | |
|-----------|---|---------------------|--------------------------------------|
| 1. | ABC Construction Contracting
Pinnacle Environmental
Coastal Environmental Group
Competitive
Contract No. TBD | \$10,453,300 | <i><u>Staff Summary Attached</u></i> |
|-----------|---|---------------------|--------------------------------------|

LIRR requests MTA Board approval to award three blanket contracts to ABC Construction Contracting, Inc., Pinnacle Environmental Corporation, and Coastal Environmental Group for on-call asbestos, lead and biological contaminant abatement and demolition services to be performed on LIRR property. The total amount of all contracts, inclusive of options, is estimated in the not-to-exceed amount of \$10,452,351.00. The scope of work includes the abatement of asbestos, lead and biological matter in LIRR buildings, bridges, structures, manholes, and cables associated with Operating and Capital funded work. Demolition services in direct association with abatement are also included. The LIRR has selected three contractors for this on-call work. The total amount of all contracts, inclusive of options, is estimated in the not-to-exceed amount of \$10,452,351.00.

Staff Summary



Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date : <i>C.M. Cortez for D. Mahon 1-14-14</i>					
Division & Division Head Name: Occupational Safety & Training, Lori Ebbighausen					
Division Head Signature & Date <i>[Signature] 1/15/14</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1.27.14			
2	MTA Board	1.29.14			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name ABC Construction Contracting, Pinnacle Environmental, and Coastal Environmental Group	Contract Number 6131
Description: On-Call Contractor Abatement Services for Asbestos, Lead, and Biological Contaminants (includes demolition in direct association with abatement services.)	
Total Amount: \$10,453,300 (\$6,271,980 base 3 year contract plus \$4,181,320 for 2 year option)	
Contract Term (including Options, if any) 5 years (3 year base contract plus 2 year option)	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <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 checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION: LIRR requests MTA Board approval to award three Blanket contracts to ABC Construction Contracting, Inc., Pinnacle Environmental Corporation, and Coastal Environmental Group for on-call asbestos, lead and biological contaminant abatement and demolition services to be performed on LIRR property. This is a reprourement of services that are currently covered under a contract that will expire in March 2014.

II. DISCUSSION:

The MTA Board previously approved the use of the RFP method for the procurement of this on call abatement and demolition work on March 13, 2013. The scope of work includes the abatement of asbestos, lead and biological matter in LIRR buildings, bridges, structures, manholes, and cables associated with Operating and Capital funded work. Demolition services in direct association with abatement are also included. The LIRR has selected three contractors for this on-call work. The total amount of all contracts, inclusive of options, is estimated in the not-to-exceed amount of \$10,452,351.00.

As abatement work is identified by "Task Order", the contractors will be issued a Request for Task Order Proposals which will include the specification describing the work. Proposals will be submitted utilizing pre-negotiated labor rates and will be evaluated subsequent to a pre-proposal conference and site tour. The contractor submitting the proposal that provides the best overall value to the LIRR considering price, schedule, and other related factors, such as impacts to the LIRR (e.g. flagging), LIRR staff required, and use of abatement consultants, will be awarded a Task Order for the specific work. Having multiple vendors under contract facilitates timely responses, resolution of emergencies, unforeseen situations, adequate supply of resources, and competition.

All contracts will be zero dollar-based blanket contract awards. Contractors will only be issued Task Orders as planned work is identified and authorized under the procedures identified above. None of the contracts commit the LIRR to award

Staff Summary



any work.

Eight firms purchased the required Contract Documents, and five of those firms submitted proposals on September 16, 2013. Proposals were evaluated against the following criteria: Cost, Past Performance under similar contracts/Experience of firm, Corporate resources/Key personnel, Project Management and Overall responsiveness to RFP.

The Technical Evaluation Committee was comprised of individuals from Corporate Safety and Training, Engineering, and Department of Program Management departments. The TEC evaluated past experience in working on similar assignments as well as experience with all facets of work required beyond general environmental remediation or individual facets of abatement work. The following five firms proposed: Apex Development, Inc, WRS Environmental, Coastal Environmental, ABC Construction Contracting, and Pinnacle Environmental. The proposal from Apex Development, Inc. and WRS were found to be non-responsive to the minimum requirements set forth in the RFP and were eliminated from further evaluation under this procurement. It was determined by the contracting officer that the areas in which they were deficient (experience; technical qualifications), could not be remedied.

The remaining firms, ABC, Coastal Environmental, and Pinnacle met or exceeded the RFP requirements. Each proposed qualified personnel and exceeded the minimum requirements regarding experience with asbestos, lead-based paint, and biological contaminants in a transportation environment.

Labor rate negotiations were completed on November 14, 2013 with the three firms selected. ABC, Pinnacle and Coastal Environmental adjusted their labor rates to be within and not to exceed NYS prevailing wage requirements.

III. D/M/WBE INFORMATION: The MTA Department of Diversity and Civil Rights has set goals of 10% and 10% for MBE/WBE participation. Of the three contractors, one, Coastal Environmental Group, is an MBE firm. Both ABC and Pinnacle Environmental provided these same services under our most recent contract which covers the period April 2008 through March 2014. They successfully performed the work under the contract which had no goals established by DDCCR. Coastal Environmental has not completed any prior MTA contract therefore, no assessment of the firm's M/WBE performance can be determined at this time.

IV. ADVERTISING: On August 8, 2013, LIRR advertised this contract on the MTA website as well as in the New York State Contract Reporter, the New York Post, El Diario, and in the Minority Commerce Weekly.

V. IMPACT ON FUNDING: Work will be funded on a task order basis as projects arise, using Capital or Operating funds.

VI. ALTERNATIVES: An alternative would be to procure each project separately, which would adversely affect operations by not allowing adequate turnaround time for planned, reactive, and emergency work.

**LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE**

January 2014

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature <i>[Signature]</i>					
Project Manager Name David K. Cannon					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Committee	1/27/14	X		
2	Board	1/29/14	X		

Date: January 9, 2014			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
<i>[Signature]</i>	President	3	Chief Financial Officer <i>AD</i>
<i>[Signature]</i>	Executive Vice President	2	Vice President, Project Controls
			Chief Procurement Officer

PURPOSE

To obtain approval of the Board to award various contracts and to inform the Long Island Committee of these procurement actions.

DISCUSSION

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

Procurements Requiring Two-Thirds Vote	# of Actions	\$ Amount
Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)	3	\$865,385,009
TOTAL	3	\$865,385,009

Responsibility/Responsiveness and Compliance

MTACC found the contractors in the following Staff Summary Sheets to be in all respects, responsive and responsible, and in compliance with State laws and regulations concerning procurements.

Budget Impact:

The approval of the contracts will obligate MTA Capital Construction capital funds in their respective amounts listed. Funds are available in the current capital budget for this purpose.

Recommendation:

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

MTA Capital Construction Company
BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

January 2014

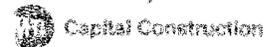
LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVALProcurements Requiring Two Thirds Vote

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

- | | | | |
|----|---|----------------------|--------------------------------------|
| 1. | Ansaldo STS USA, Inc.
Contract No. VS086 | \$ 20,795,259 | <u>Staff Summary Attached</u> |
| | Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACC requests Board approval to award Contract VS086, Systems Facilities Package No. 3, Tunnel Signal Procurement for the East Side Access Project. | | |
| 2. | Frontier – Kemper Constructors
Contract No. CM006 | \$294,201,750 | <u>Staff Summary Attached</u> |
| | Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACC requests Board approval to award Contract CM006, Manhattan North Structures for the East Side Access Project. | | |
| 3. | Tutor Perini Corporation
Contract No. CS179 | \$550,388,000 | <u>Staff Summary Attached</u> |
| | Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACC requests Board approval to award Contract CS179, Systems Facilities Package No. 1 for the East Side Access Project | | |

Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)

Staff Summary



Item Number 1					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1/27/14	X		
2	Board	1/29/14	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Chief Financial Officer AD	6	President		
2	VP Project Controls	5	Executive Vice President		
1	Chief Procurement Officer		Sr. Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name Ansaldo STS USA, Inc.	Contract Number VS086
Description System Package 3 – Tunnel Signal Procurement for the ESA Project	
Total Amount \$20,795,259	
Contract Term 63 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACC requests Board approval to award Contract VS086, Systems Facilities Package No. 3, Tunnel Signal Procurement for the East Side Access Project, to Ansaldo STS, USA Inc. in the amount of \$20,795,259 and for a period of 63 Months.

II. DISCUSSION:

On February 27, 2012, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III (A) (6) of the All Agency Procurement Guidelines, it is in the public interest to issue a Competitive Request for Proposal ("RFP"), for Systems Package 3 – Tunnel Signal Procurement Package, for the East Side Access Project.

The scope of work for Contract VS086 covers the final design, manufacture, test and delivery of the GCT Tunnels signal system and associated wayside signaling equipment. The installation of the signal equipment will be performed under a separate future contract. The work under Contract VS086 requires not only specific technical expertise but also a highly skilled labor force. As part of Contract VS086, and in addition to the design, manufacture, test and delivery of the tunnel signal system, the Contractor must (i) be on-site fulltime to support the installation, testing and placing in revenue service of their equipment, (ii) interface with contractors providing other related systems, and (iii) monitor the condition of the equipment and the environment in which the equipment is kept until Final Completion.

Prior to the solicitation for the systems contracts, MTACC conducted an industry outreach to obtain comments on how best to package the systems work. Several major contractors with appropriate experience in similar projects, including some that had not previously performed work for LIRR, were given an information package to review. Meetings were held with the contractors to discuss issues such as packaging, scheduling, and specifications, lead times for the fabrication of equipment and material, coordination between contracts, and industry capacity to handle the work. MTACC's systems packages and the Request for Proposal ("RFP") for this Contract incorporate information gleaned from this outreach effort.

The Request for Proposals was advertised on August 21, 2012. The advertisement was placed in the New York State Contract Reporter, NY Post, Engineering and News Record, Minority Commerce Weekly and the MTA Website. The advertisement was also picked up by an independent source -- Axis Track Report (a rail industry web based project reporting and tracking service). A total of five prospective proposers requested the RFP Documents. Proposals were received on January 15, 2013 from two (2) firms: (1) Ansaldo STS USA, Inc. (ASTS) and (2) GE Transportation Systems Global Signal (GETS).

Upon receipt of the proposals, MTACC contacted the other plan-holders to ascertain why they had not submitted a proposal. The responses were either that they did not manufacture or fabricate the required equipment or simply that they had decided against pursuing this procurement opportunity.

Staff Summary

Item Number 1

The Selection Committee evaluated the two proposals based on the RFP evaluation criteria and requirements, which included but was not limited to the proposer's project organization, project schedule, experience, detailed estimated manpower, other workload/contractual commitments, plan for performing the work, safety and quality assurance plan, agreement with the proposed terms and conditions, and cost.

After the technical evaluation period (which included evaluation of the written proposals and written clarifications from both Proposers), MTACC deemed the GETS proposal as not technically responsive because its proposed system did not meet specified minimum criteria. Specifically, the system proposed by GETS (i) had not been in operation in the United States for at least one year, and (ii) did not comply with, and was not exempted from, Federal Railroad Administration 49 CFR 236 Subpart H. Both of these requirements are critical considering the location, number of trains involved and complexity of being adjacent to Harold Interlocking.

The Selection Committee found the proposal by Ansaldo STS to be technically acceptable and it met the RFP Requirements. Accordingly, upon completion of the review of Technical Proposals, only Ansaldo's cost proposal was opened.

Ansaldo's original cost proposal was \$21,398,405 to execute and carry out the work as prescribed by the contract. MTACC's estimate was \$21,023,212. Negotiations were held with discussions focusing on the work scope, contract terms and conditions and cost saving recommendations. Upon completion of the negotiations, Ansaldo was requested to submit a Best and Final Offer. On December 3, 2013, Ansaldo submitted a BAFO for \$20,795,259 which MTACC accepted and is \$603,146 (2.8%) less than Ansaldo's original Proposal. The negotiated price of \$20,795,259 is considered to be fair and reasonable as it compares favorably to the MTACC estimate of \$21,023,212.

Responsibility checks were performed on Ansaldo and no Significant Adverse Information as defined in the MTA All-Agency Responsibility Guidelines. A financial analysis was performed and Ansaldo was deemed to be financially stable with the necessary financial resources to perform the work under this Contract.

III. D/M/WBE INFORMATION:

This Contract is federally funded and is therefore covered by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26. The Department of Diversity and Civil Rights (DDCR) reviewed the requirements of the Contract and after undertaking a thorough analysis, DDCR determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of DBE contractors able to perform the work.

Ansaldo has not completed any MTA contracts with assigned D/M/WBE goals; therefore, no assessment of the firm's D/M/WBE performance can be made at this time

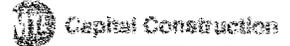
IV. IMPACT ON FUNDING:

Funding for this Contract will be from the 2010 – 2014 Capital Program and the Federal Government (FTA).

V. ALTERNATIVES:

There are no viable alternatives for procuring this work at this time. Based on the evaluation of the RFPs, Ansaldo's was the only technically responsive proposal and their BAFO provided the MTA with a fair and reasonable price.

Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)



Staff Summary

Item Number 2					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1/27/14	X		
2	Board	1/29/14	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Chief Financial Officer <i>AD</i>	6	President		
2	VP Project Controls	5	Executive Vice President		
	Chief Procurement Officer		SVP & General Counsel		

SUMMARY INFORMATION	
Vendor Name Frontier – Kemper Constructors	Contract Number CM006
Description CM006- Manhattan North Structures for the ESA Project	
Total Amount \$294,201,750	
Contract Term 32 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACC requests Board approval to award Contract CM006, Manhattan North Structures for the East Side Access Project to Frontier – Kemper Constructors in the amount of \$294,201,750 for a period of 32 Months.

II. DISCUSSION:

On March 11, 2013, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III (A) (6) of the All Agency Procurement Guidelines, it is in the public interest to issue a Competitive Request for Proposal ("RFP"), for CM006, Manhattan North Structures for the East Side Access Project.

On November 21, 2012, all of the bids that were received for the Contract CM012R, Manhattan Structures II and Facilities Fit-Out CM012, were rejected as they were considerably higher than the Budget and Estimate. The revised strategy for procurement of the work that was included in CM012 was to issue several Additional Work Orders under current Contracts, and to award three new Contracts for the remaining work. The proposed CM006 – Manhattan North Structures Contract is one of the three new smaller Contracts. (Contract CM005 Manhattan South Structures was awarded on September 9, 2013, and Contract CM007 is scheduled to be awarded later this year).

The work under Contract CM006 is to fabricate and construct the permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others beneath and to the North of the existing Grand Central Terminal located in Manhattan. Much of the work requires not only specific technical expertise but also a highly skilled labor force.

The Request for Proposals was advertised on August 20, 2013. The advertisement appeared in the New York State Contract Reporter, NY Post, Engineering News Record, the Minority Commerce Weekly and the MTA Website. A total of 23 firms requested the RFP Documents. On October 17, 2013 proposals were received from the following entities:

- Bernard Railroad LLC
- Frontier – Kemper Constructors
- Granite Construction Northeast
- Manhattan North Structures, Joint Venture
- Micheis Corporation
- Skanska/Shea, JV

The Selection Committee evaluated the proposals based on the RFP evaluation criteria of a) Overall project cost, b) Project Schedule, and c) Technical Proposal.

Staff Summary

Item Number 2

Page 2 of 2

First, the Selection Committee evaluated the Technical proposals and Schedules. Based on this initial evaluation all six proposers were invited to give Oral Presentations on their technical approach and answer questions or provide clarifications. Following the oral presentations the Selection Committee finalized the scores on the technical and schedule proposal, concluded that all of the firms were technically qualified and then proceeded to open the Cost Proposal. Upon completion of the evaluation of the Cost Proposal, all of the proposers were deemed to be in a competitive range.

Based upon, among other things, comments and questions received during Oral Presentations, the Scope of Work was amended and then all proposers were requested to submit a Best and Final Offer (BAFO). The BAFOs were received on December 22, 2013 and the pricing is as follows:

Frontier – Kemper Constructors	\$296,201,750
Granite Construction Northeast	\$311,884,300
Michels Corporation	\$319,723,619
Manhattan North Structures, Joint Venture	\$323,347,000
Bernard Railroad LLC	\$334,005,213
Skanska/Shea, JV	\$357,960,000

The Selection Committee reviewed the BAFOs and determined that Frontier – Kemper Constructors provided the best overall technical proposal and the best value to MTACC. Upon further negotiation, Frontier-Kemper reduced their BAFO price by \$2,000,000 leading to a Last and Final Offer of \$294,201,750, which MTACC accepted. The agreed upon cost of \$294,201,750 is \$17,682,550 less than the second ranked firm's BAFO, compares favorably to MTACC's estimate of \$343,491,125 and is considered to be fair and reasonable.

Responsibility checks were performed on Frontier-Kemper and no Significant Adverse Information ("SAI") as defined in the MTA All-Agency Responsibility Guidelines was uncovered. Frontier – Kemper Constructors is a Wholly-Owned Subsidiary of Tutor Perini Corporation (Tutor-Perini) who has pre-existing SAI. By memorandum dated July 6, 2011, the Chairman and CEO addressed the previous SAI with regard to Tutor Perini and granted approval to make future awards to Perini and its subsidiaries unless new SAI regarding Tutor-Perini is uncovered. No new SAI has been uncovered with regard to Perini since that time.

A financial analysis was performed and Frontier-Kemper was deemed to be financially stable with the necessary financial resources to perform the work under this Contract.

III. DBE INFORMATION:

This Contract is federally funded and is therefore covered by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26. The Department of Diversity and Civil Rights (DDCR) reviewed the requirements of the Contract and after undertaking a thorough analysis, DDCR established an 8.5% Disadvantaged Business Enterprise (DBE) goal which Frontier-Kemper has pledged to meet.

In consideration of Frontier – Kemper Constructors' past D/M/WBE performance, Frontier-Kemper has achieved its previous D/M/WBE goals on its other MTA Contract.

IV. IMPACT ON FUNDING:

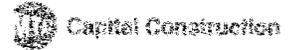
Funding for this Contract will be from the 2010 – 2014 Capital Program and the Federal Government (FTA).

V. ALTERNATIVES:

There are no viable alternatives for performing this work at this time. Frontier – Kemper Constructors' BAFO provided the MTA with the best overall value.

Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)

Staff Summary



Item Number 3					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1/27/14	X		
2	Board	1/29/14	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Chief Financial Officer	6	President		
2	VP Project Controls	5	Executive Vice President		
1	Chief Procurement Officer	4	Sr. Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name Tutor Perini Corporation	Contract CS179
Description Systems Facilities Package No. 1 for East Side Access Project	
Total Amount \$550,388,000	
Contract Term 75 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACCT requests Board approval to award Contract CS179, Systems Facilities Package No. 1 for the East Side Access ("ESA") Project to Tutor Perini Corporation, in the amount of \$550,388,000 (includes options) and for a period of 75 months.

II. DISCUSSION:

On January 26, 2011, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that it was in the public interest to issue a competitive Request for Proposal ("RFP"), pursuant to Article III F of the All Agency Procurement Guidelines for Contract CS179, Systems Facilities Package No. 1 for the East Side Access ("ESA") Project.

CS179 is the first systems package installation contract for the East Side Access Project. The work under this Contract will be performed in the LIRR Grand Central Terminal (GCT) terminus station and the tunnels connecting the Harold interlocking to GCT. This work includes fabrication, installation and testing of communications, public address, variable message signage, LIRR and emergency services radio systems, ESA control rooms and systems, SCADA (Supervisory Controls and Data Acquisition) systems, security CCTV and access control, fire detection, tunnel lighting, tunnel ventilation, and tunnel facility power systems for the East Side Access facilities. Under this Contract, the Contractor is responsible for the coordination of overall systems integration and the responsibility to interface with trackwork, traction power, signal systems within the tunnels and with the facility power, heating, ventilation, air conditioning, lighting, elevators, and escalators in GCT. These systems are provided under adjacent contracts including contracts for tunnel systems and equipment (CS084, CS284 and VS086), Manhattan structures and facilities (CM005, CM006 and CM007), Vent Plant Facilities (CM013, CM013A), GCT concourse (CM014A and CM014B) and the for the Plaza Substation and Queens Structures (CQ032). Much of the work requires not only specific technical expertise but also a highly skilled labor force.

Prior to the solicitation for the systems contracts, MTACC conducted an industry outreach to obtain comments on how best to package the systems work. Several major contractors with appropriate experience in similar projects were given an information package to review. Meetings were held with the contractors to discuss issues such as packaging, scheduling, specifications, lead times for the fabrication of equipment and material, coordination between contracts, and industry capacity to handle the work. MTACC's systems packages and the Request for Proposal ("RFP") for this Contract incorporate information gleaned from this outreach effort. In addition, MTACC conducted a Project Overview Meeting in cooperation with the General Contractors Association of New York and the Building Trades Employers Association. An information package for CS179 was distributed at this meeting which included pre-final drawings, plans, diagrams, and a brief Scope of Work intended to provide a better understanding of the project scope and to ensure competition.

The Request for Proposals was advertised and issued on May 16, 2011. The advertisement appeared in the New York State Contract Reporter, NY Post, Engineering News Record, the Minority Commerce Weekly and the MTA Website. A total of fifty eight (58) firms requested the RFP of which approximately twenty (20) firms are considered to be prime contractors. On February 13, 2012, proposals were received from the following firms and/or Joint Ventures ("JV"): 1) Tutor Perini Corp., (Perini) 2) Kiewit Infrastructure (Kiewit), 3) Skanska/RailWorks JV, (Skanska/RailWorks) and 4) John Picone/E.J. Electric, JV. (Picone/EJ).

Staff Summary

Item Number 3

Page 2 of 3

The Selection Committee evaluated the proposals based on the RFP evaluation criteria which included, among other things, the proposer's project organization, project schedule, experience, detailed estimated manpower, other contractual commitments, plan of approach, safety approach, quality assurance approach, assumptions, willingness to agree to proposed terms and conditions, adherence to the RFP requirements and cost. Upon conclusion of the technical, schedule and cost evaluations, all four (4) proposers were determined by the Selection Committee to be in a competitive range. There were however, still open questions/clarifications related to the work scope, schedule and cost that needed to be resolved before proceeding with negotiations. Therefore, the selection committee recommended that continued discussions for information gathering purposes related to those issues be held with all four (4) proposers. Informational gathering meetings to discuss specific items related to cost/schedule issues were conducted with all four firms. Expectations were clarified and recorded and revised cost proposals were requested from each of the four proposers. Based on the revised proposals, Kiewit was deemed not to be in a competitive range with the other qualified proposers and MTACC elected not to continue negotiations with Kiewit.

Over the next several months, meetings were held with the remaining proposers to provide further clarifications with regard to technical scope, terms and conditions, obsolescence, access restraints and associated cost savings. During this period, however, MTACC received bids on adjacent Contract CM012R, Manhattan Structures, which were rejected because all were over the Contract's budget. Because the CM012R Contract contained work which must be completed before the CS179 Contractor can perform its work, the rejection of the CM012R bids delayed further negotiation of the CS179 Contract.

CM012R was repackaged into three contracts, CM005, CM006 and CM007. Once the new packaging for the CM012R scope was developed and a risk assessment completed, MTACC revised the Access Restraints and Milestones for CS179 to coordinate with the new contract schedules. The overall schedule duration was increased from 44 months to 75 months. In addition, the CS179 work was allocated into a base contract with seven (7) options. The first five (5) options are designed to control the risk of delay to completion of work within contracts CM005, CM006 and CM007 and other contracts that must complete work before the CS179 contractor will have access to certain areas. The options do not have to be exercised if those contracts are substantially delayed. Two (2) additional options protect the MTA from equipment obsolescence and to provide flexibility to advance the fabrication of long lead equipment within existing funding constraints. Moreover, a number of the options are designed to be exercised only after additional Capital Plan funding is expected to be available. The Proposer's were asked to submit a Best and Final Offer (BAFO) based on the Options and the revised Access Restraints and Milestones.

On December 12, 2013, the three proposers submitted their final BAFOs in the following amounts:

Tutor Perini Corporation	\$550,388,000
John Picone/E.J. Electric Joint Venture	\$565,300,000
Skanska/Rail Works Joint Venture	\$565,880,000

The Selection Committee reviewed the BAFOs and unanimously selected the BAFO from Perini as the best overall technical proposal and as offering the best value to the MTA. Tutor Perini's BAFO in the amount of \$550,388,000 is \$14,912,000 less than the number two ranked firm's and falls within an acceptable parameter of MTACC's estimate (\$531,579,528 which reflected an earlier start time and shorter duration) and is therefore considered to be fair and reasonable.

MTACC is requesting Board approval for the base amount of \$333,588,000 plus the options amount of \$216,800,000, although the initial award will be only for the Base amount. The Options will be exercised by MTACC's Chief Procurement Officer only when it is clear that the required predecessor work will be complete, and, the work areas and funding for an option are available.

Responsibility checks were performed and Tutor Perini has pre-existing Significant Adverse Information ("SAI") as defined in the All-Agency Responsibility Guidelines. By memorandum dated July 6, 2011, the Chairman and CEO addressed the previous SAI and granted approval to make future awards to Perini and its subsidiaries unless new SAI regarding Tutor-Perini is uncovered. No new SAI has been uncovered with regard to Tutor-Perini since that time.

A financial analysis was performed and Perini was deemed to be financially stable and has the necessary financial resources to perform the work under this Contract.

III. D/M/WBE:

This Contract is federally funded and is therefore covered by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26. The Department of Diversity and Civil Rights (DDCR) reviewed the requirements of the Contract and after undertaking a thorough analysis, the DDCR established a 17% DBE goal which Perini has pledged to meet.

In consideration of Perini's past D/M/WBE performance, Perini is currently short of its DBE goal on one MTACC Contract, CH054A. This is primarily due to the fact that certain items of work which were included in the Contract as allowance items allocated to DBEs have not been necessary. However, Tutor Perini has reaffirmed its commitment to maximizing its DBE participation under that Contract and is currently looking for additional DBE opportunities. Tutor-Perini has achieved its previous D/M/WBE goals on its other MTA Contracts.

Staff Summary

Item Number 3

IV. IMPACT ON FUNDING:

Funding for this Contract will be from the 2010 – 2014 (Base Work) and 2015 -2019 (Option Work) Capital Programs and the Federal Government (FTA).

V. ALTERNATIVES:

There are no viable alternatives for performing this work at this time. Based on the evaluation of the RFPs, Tutor Perini's proposal was highest rated I and provides the MTA with the best value and with a fair and reasonable price.



LONG ISLAND RAIL ROAD



MONTHLY OPERATING REPORT

December 2013

Helena E. Williams
President

01/27/14 *****

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	Dec	Dec	Dec	Dec
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	93.4%	93.5%	92.8%	94.3%
		AM Peak		91.3%	91.8%	91.0%	94.3%
		PM Peak		89.9%	90.6%	87.9%	91.3%
		Total Peak	90.7%	91.3%	89.6%	92.9%	
		Off Peak Weekday		94.1%	94.0%	92.7%	94.2%
		Weekend		95.2%	95.2%	96.3%	96.2%
	Babylon Branch	Overall	95.1%	92.4%	92.7%	92.8%	93.9%
		AM Peak		93.0%	91.8%	93.6%	95.3%
		PM Peak		83.5%	89.4%	86.5%	90.4%
		Total Peak	88.7%	90.7%	90.4%	93.2%	
	Off Peak Weekday		93.1%	93.2%	92.3%	93.3%	
	Weekend		96.0%	94.8%	96.9%	96.3%	
Far Rockaway Branch	Overall	95.1%	96.2%	96.7%	95.2%	97.0%	
	AM Peak		92.2%	92.4%	93.0%	94.9%	
	PM Peak		96.8%	94.3%	87.8%	94.2%	
	Total Peak	94.3%	93.2%	90.6%	94.6%		
	Off Peak Weekday		96.1%	97.3%	95.2%	97.5%	
	Weekend		98.2%	98.7%	98.8%	98.5%	
Huntington Branch	Overall	95.1%	92.6%	92.5%	90.6%	93.5%	
	AM Peak		91.4%	92.1%	90.2%	93.5%	
	PM Peak		90.1%	88.2%	85.1%	88.6%	
	Total Peak	90.8%	90.2%	87.7%	91.1%		
	Off Peak Weekday		91.4%	92.0%	89.2%	93.1%	
	Weekend		95.5%	95.0%	94.0%	96.0%	
Hempstead Branch	Overall	95.1%	96.3%	96.4%	96.8%	97.0%	
	AM Peak		95.7%	94.9%	92.5%	96.1%	
	PM Peak		94.7%	94.1%	97.1%	95.0%	
	Total Peak	95.2%	94.5%	94.7%	95.6%		
	Off Peak Weekday		95.9%	96.7%	97.8%	97.4%	
	Weekend		97.9%	97.7%	96.8%	97.7%	
Long Beach Branch	Overall	95.1%	97.1%	95.3%	95.4%	96.3%	
	AM Peak		93.7%	92.9%	91.0%	95.7%	
	PM Peak		97.8%	94.5%	92.5%	94.4%	
	Total Peak	95.7%	93.6%	91.7%	95.1%		
	Off Peak Weekday		97.5%	95.3%	94.9%	96.7%	
	Weekend		97.8%	97.3%	98.7%	96.9%	
Montauk Branch	Overall	95.1%	91.9%	90.8%	93.5%	90.8%	
	AM Peak		88.7%	91.0%	94.4%	93.1%	
	PM Peak		86.1%	88.3%	85.8%	84.6%	
	Total Peak	87.4%	89.7%	90.7%	89.5%		
	Off Peak Weekday		94.4%	93.0%	94.5%	91.5%	
	Weekend		91.6%	87.9%	93.8%	90.7%	
Oyster Bay Branch	Overall	95.1%	93.4%	92.8%	93.1%	94.7%	
	AM Peak		93.2%	93.7%	91.1%	95.3%	
	PM Peak		88.1%	86.9%	90.8%	91.1%	
	Total Peak	90.8%	90.5%	91.0%	93.4%		
	Off Peak Weekday		93.5%	93.2%	93.2%	94.4%	
	Weekend		96.5%	95.4%	95.5%	97.6%	

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
Port Jefferson Branch	Overall	95.1%	90.1%	91.3%	86.9%	90.5%
	AM Peak		91.1%	90.1%	85.6%	91.2%
	PM Peak		88.4%	87.6%	72.1%	85.7%
	Total Peak		89.8%	88.9%	79.3%	88.7%
	Off Peak Weekday		88.3%	90.6%	84.0%	88.3%
	Weekend		93.6%	95.6%	98.7%	97.0%
Port Washington Branch	Overall	95.1%	94.4%	94.3%	93.6%	95.4%
	AM Peak		88.1%	90.4%	89.4%	94.1%
	PM Peak		87.7%	90.7%	87.6%	93.3%
	Total Peak		87.9%	90.6%	88.6%	93.7%
	Off Peak Weekday		96.4%	95.3%	94.5%	95.3%
	Weekend		97.2%	97.2%	97.7%	98.1%
Ronkonkoma Branch	Overall	95.1%	89.5%	91.2%	89.5%	91.7%
	AM Peak		87.3%	90.2%	87.0%	92.0%
	PM Peak		93.8%	92.1%	92.5%	92.1%
	Total Peak		90.3%	91.1%	89.5%	92.0%
	Off Peak Weekday		91.0%	90.8%	87.3%	90.9%
	Weekend		85.3%	92.1%	93.3%	93.2%
West Hempstead Branch	Overall	95.1%	94.4%	95.2%	94.2%	95.9%
	AM Peak		92.4%	94.0%	94.0%	96.3%
	PM Peak		90.5%	90.2%	85.8%	91.2%
	Total Peak		91.3%	91.9%	89.6%	93.5%
	Off Peak Weekday		96.2%	97.1%	96.8%	97.3%
	Weekend		100.0%	94.6%	100.0%	92.7%
Operating Statistics	Trains Scheduled		20,777	240,422	19,848	230,617
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		-11.3	-12.7	-11.5	-12.9
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>		198	2,796	212	2,541
	Trains Canceled		39	879	52	585
	Trains Terminated		25	528	33	406
	Percent of Scheduled Trips Completed		99.7%	99.4%	99.6%	99.6%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		98.8%			
	PM Peak		98.5%			
	Total Peak		98.7%			

Categories Of Delay	Nov	2013 Data		2012 Data		YTD 2012 Vs 2013
		Dec	YTD Thru Dec	Dec	YTD Thru Dec	
Late Train Incidents						
National Rail Passenger Corp	102	85	1,929	161	817	1,112
Capital Programs	-	1	288	1	135	153
Engineering	152	263	2,072	110	1,341	731
Penn Station Central Control	28	21	258	13	111	147
Maintenance of Equipment	192	134	1,598	126	1,571	27
** Other / Miscellaneous	604	164	3,189	346	3,407	(218)
Public	371	579	5,125	581	5,009	116
Transportation	77	71	646	68	594	52
Vandalism	5	45	283	3	90	193
Maintenance of Way (Sched.)	25	11	301	11	159	142

** Other / Miscellaneous includes weather related delays



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

Date	Day	DESCRIPTION OF EVENT	AM Peak			PM Peak			Off Peak			TOTAL			
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term	
12/5	Thurs	Disabled track car in Dunton Interlocking				16	2		7			23	2		
12/6	Fri	Amtrak related switch trouble in Sumyside Yard				9			5			14			
12/6	Fri	Signal trouble west of Rockville Centre	16						3			19			
12/6	Fri	Motor vehicle struck under-grade bridge at Post Avenue	8						4			12			
12/6	Fri	Train 2061 requiring medical assistance in New Hyde Park				10	2		5			15	2		
12/6	Fri	Motor vehicle on tracks at New Hyde Park Road							10	3	3	10	3	3	
12/10	Tue	Inclement weather	8						3			11			
12/12	Thurs	Amtrak 69 disabled in Line 2, Penn Station	41	1	4				1			42	1	4	
12/14	Sat	Inclement weather							15			15			
12/16	Mon	Train 2737 with equipment trouble west of Queens	10		1							10		1	
12/17	Tues	Broken rail west of Mineola	38						26	1		64	1		
12/17	Tues	Slow weather loading system wide	1			5			8			14			
12/18	Wed	Rules violation on Train 4899 in Hall Interlocking							24	4		24	4		
12/20	Fri	Train 808 requiring police assistance in Jamaica	9						1			10			
12/20	Fri	Train 156 not in compliance with Special Instruction				8			2			10			
12/23	Mon	Switch trouble in Queens Interlocking				12			2			14			
12/24	Tue	Track circuit failure west end of Babylon Station				24	6	1	24	4		48	10	1	
12/27	Fri	Broken rail at Cold Spring Harbor	6	1					6			12	1		
12/29	Sun	Broken rail east of Brentwood Station							22			22			
12/31	Tues	Heavy holiday loading				1			12			13			
TOTAL FOR MONTH			137	2	5	85	10	1	180	12	3	402	24	9	
													435		

Long Island Rail Road

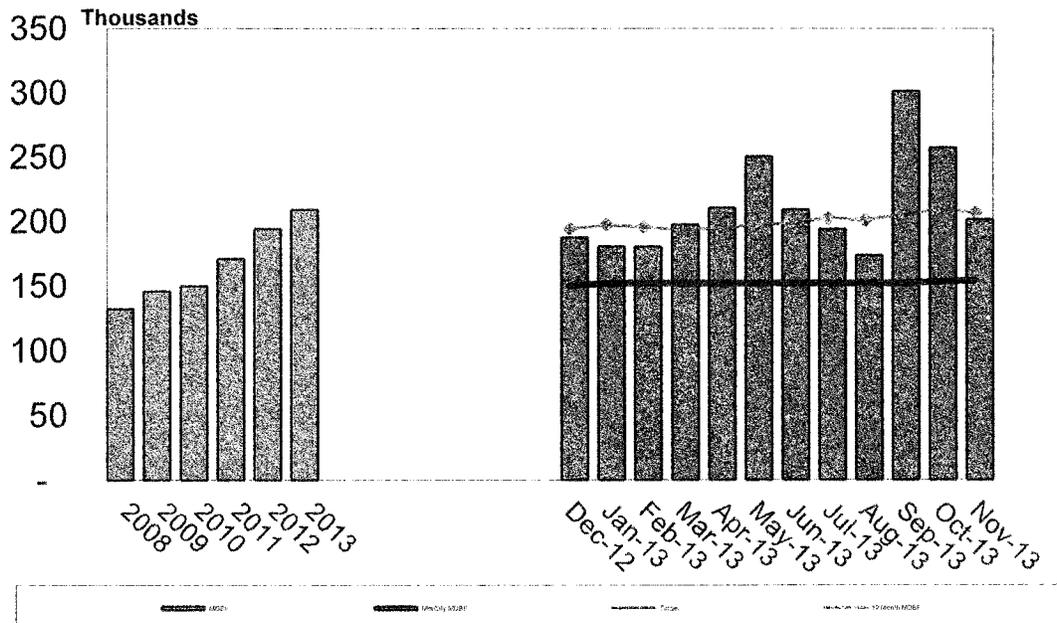
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)	12 month MDBF Rolling Avg (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)
Mean	M-3	150	55,000	117,478	4	93,623	93,621	43,773	7	75,583
Distance	M-7	836	350,000	381,739	13	463,593	446,939	592,111	6	416,111
Between Failures	DM	21	18,000	16,882	4	25,388	25,871	74,830	1	27,945
	DE	24	18,000	29,272	3	19,780	20,698	78,260	1	20,908
	C-3	134	75,000	93,996	7	110,162	108,185	175,203	3	107,785
	Diesel	179	45,000	58,094	14	61,950	62,545	135,740	5	62,983
Fleet	970	152,000	201,478	31	208,999	207,067	252,099	18	195,050	

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

ALL FLEETS Mean Distance Between Failure

2008 - 2013





Standee Report

East Of Jamaica

			2013 Data December	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	2
Total Standees			0	2
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
Total Standees			0	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	2	2
Total Standees			2	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
Total Standees			0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
Total Standees			0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	2	0
Total Standees			2	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	30	0
Total Standees			30	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
Total Standees			0	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	17	41
Total Standees			25	41
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	3	13
Total Standees			3	51
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
Total Standees			0	0
System Wide PEAK			61	96

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

			2013 Data	
			December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	20	8
			Total Standees	8
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
			Total Standees	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	6	22
			Total Standees	22
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	0
			Total Standees	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	1	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	2	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	17	41
			Total Standees	41
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	6
			Total Standees	24
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
			System Wide PEAK	94

Definitions

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

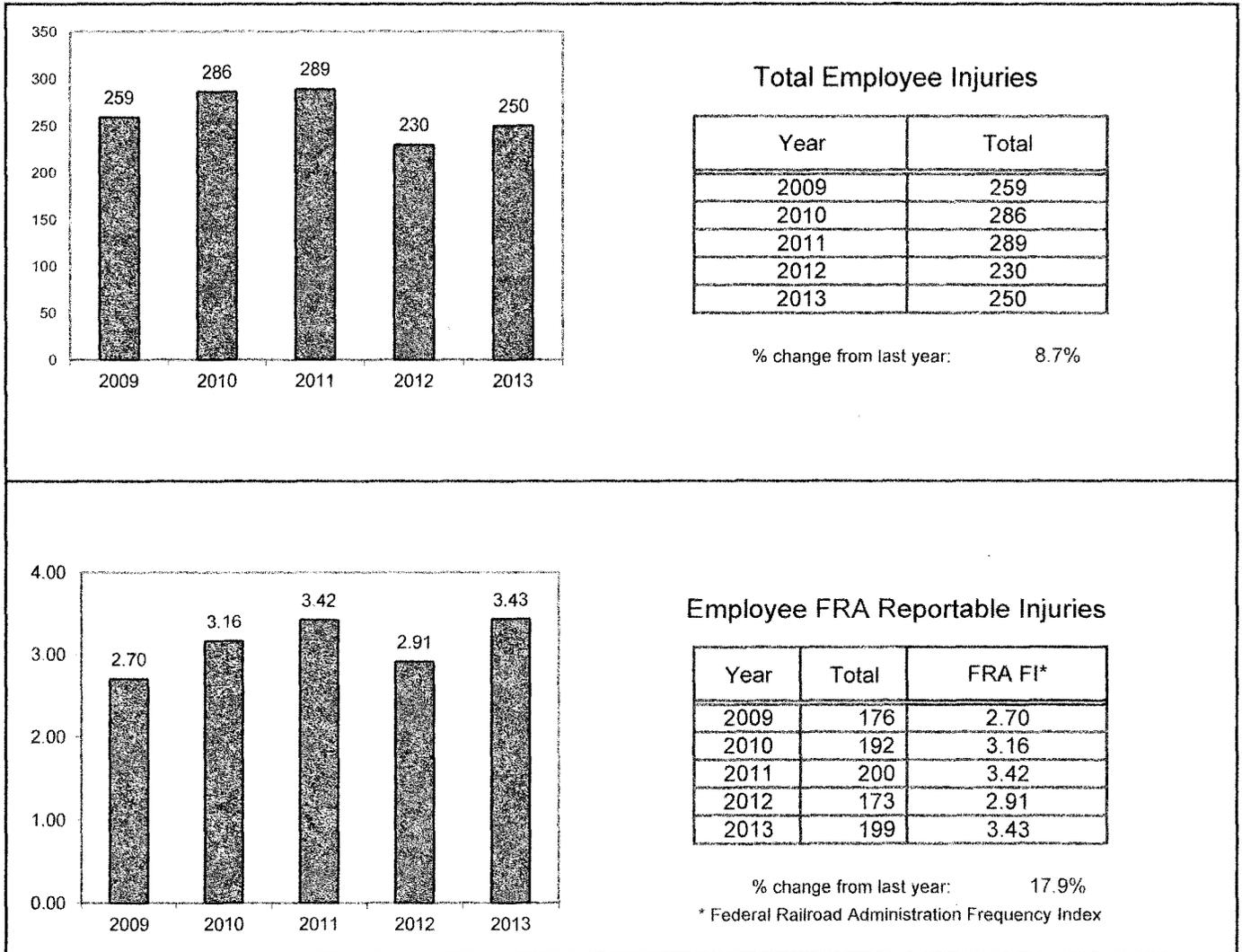
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

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

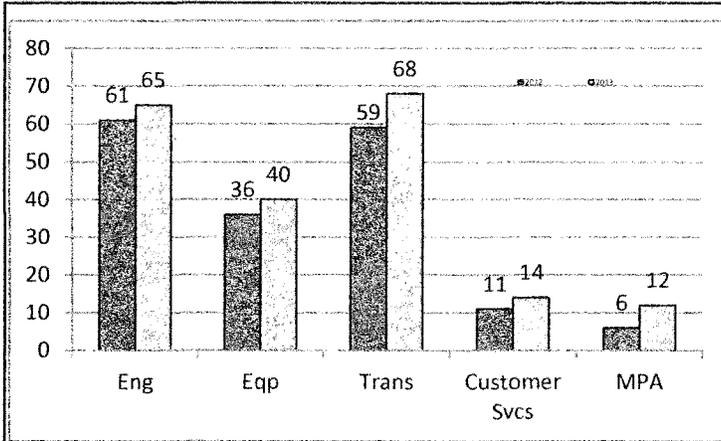
Holidays and Special Events for which there are special equipment programs are not included.

MTA Long Island Rail Road Summary of Employee Injuries through November

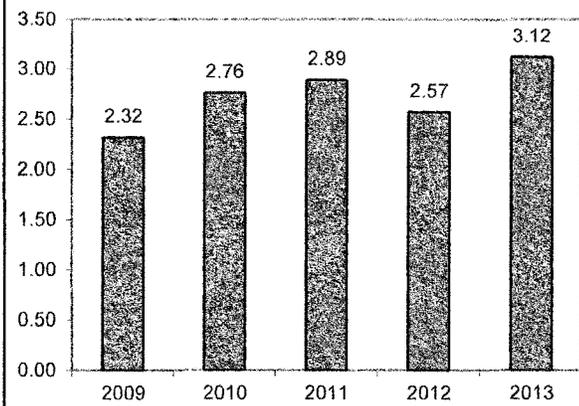


* - Injuries per 200,000 hours worked

MTA Long Island Rail Road Summary of Employee Injuries through November



Department	2012	2013	% Change
Engineering	61	65	7%
Equipment	36	40	11%
Transportation	59	68	15%
Customer Svcs	11	14	27%
MPA	6	12	100%

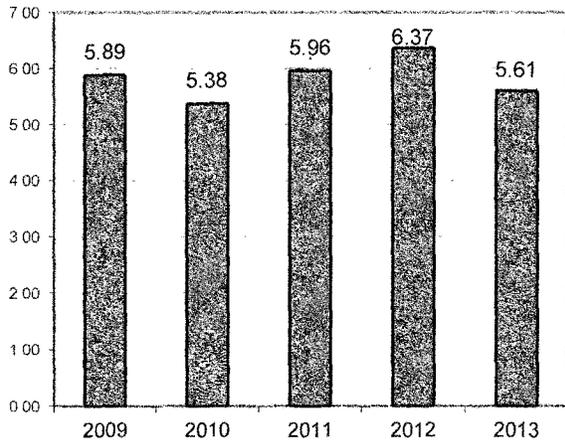


Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	150	1	2.30	0.02	2.32
2010	163	5	2.68	0.08	2.76
2011	167	2	2.85	0.04	2.89
2012	153	0	2.57	0.00	2.57
2013	181	0	3.12	0.00	3.12

% change from last year 21.4%

* - Injuries per 200,000 hours worked

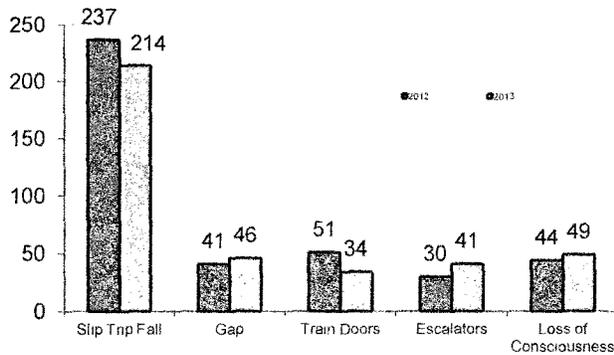
MTA Long Island Rail Road Summary of Customer Injuries through November



Total Customer Injuries

Year	Total	FI*
2009	447	5.89
2010	401	5.38
2011	440	5.96
2012	477	6.37
2013	427	5.61

% change from last year: -11.9%



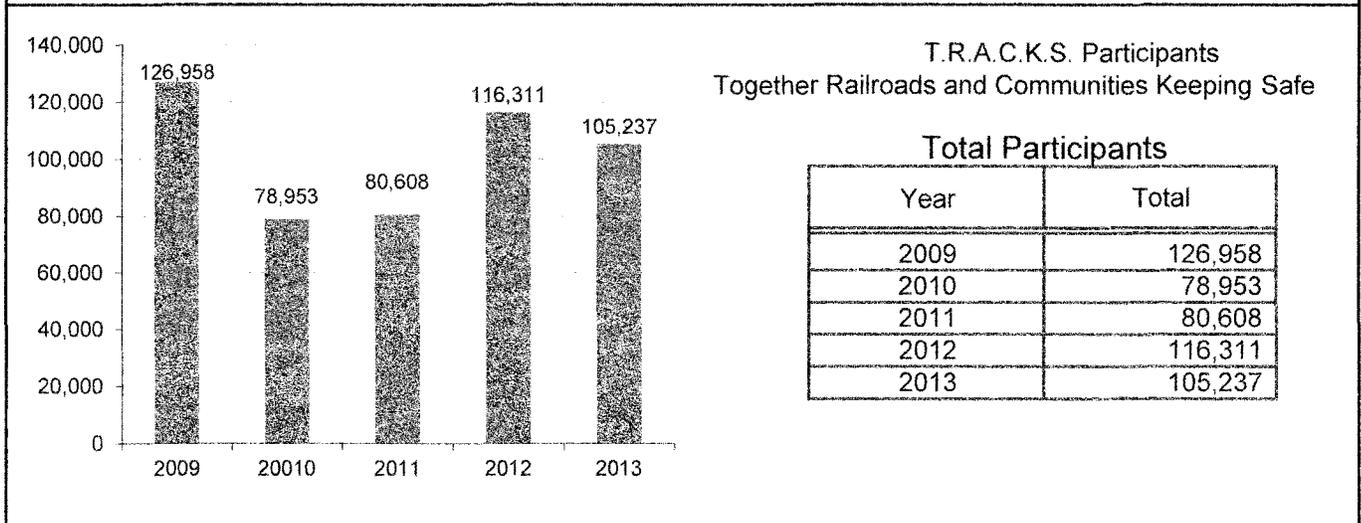
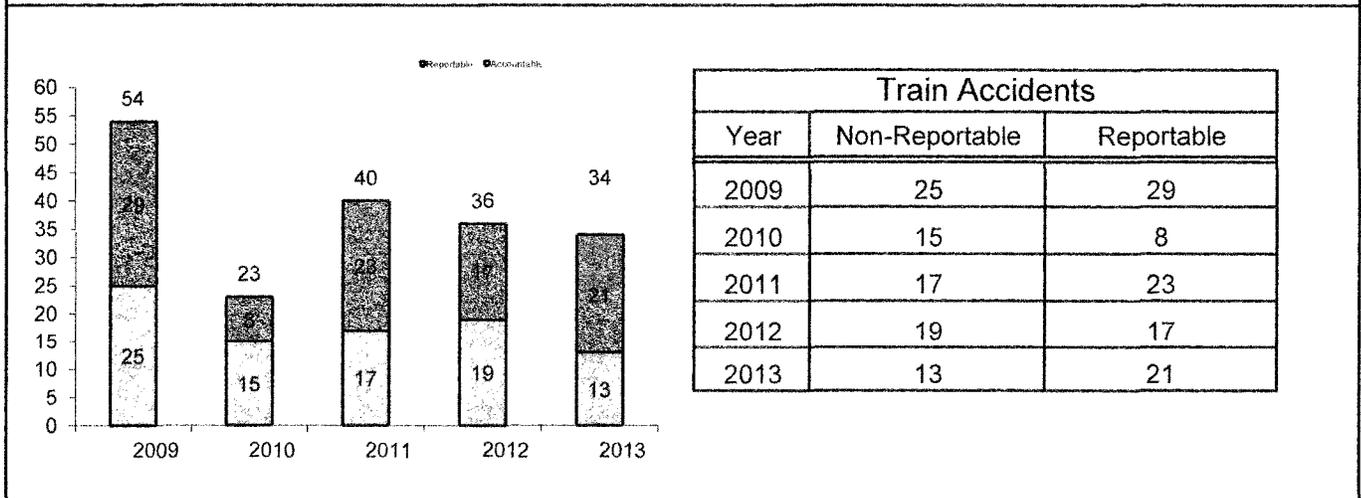
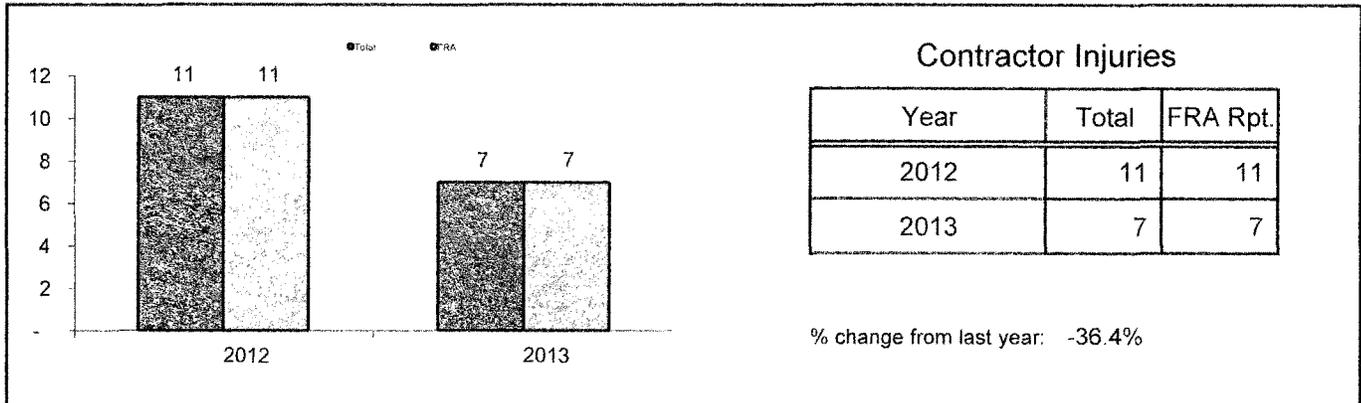
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Gap	Train Doors	Escalators	Loss of Consciousness
2012	237	41	51	30	44
2013	214	46	34	41	49

*- Injuries per 1,000,000 rides

MTA Long Island Rail Road

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





Long Island Rail Road

Monthly Financial Report

November 2013

MTA LONG ISLAND RAIL ROAD

November Ridership and Financial Report

Executive Summary

Ridership

- During the month of November, total ridership was 6.7 million, which was 21.8% higher than November 2012 (adjusted for same number of calendar work days) and 0.1% above the forecast.
 - 2013 Total ridership through November was 76.2 million. This was 1.9% higher than 2012 (adjusted for same number of calendar work days) and 0.3% lower than the 2013 forecast.
 - Through November 2013, commutation ridership was 2.6% higher than 2012 (calendar work day adjusted) and 0.1% higher than the 2013 forecast.
 - Through November 2013, non-commutation ridership was 1.0% higher than 2012 and 0.9% lower than forecast.
-

Revenues

- Farebox revenue through November totaling \$576.8 million was \$(0.7) million lower than forecast due to lower ridership, partially offset by higher yield per passenger.
- Capital & Other Revenue of \$264.2 million was \$5.0 million lower than forecast due to timing of capital program activity, partially offset by the timing of federal reimbursement for Superstorm Sandy.
- In summary, total LIRR revenue of \$840.9 million was \$5.7 million lower than the mid-year forecast.

Expenses

- Through November, total expenses of \$1,737.1 million were \$55.1 million less than forecast.
- Straight-time payroll spending was \$9.7 million less than Mid-Year Forecast due to the existence of vacant positions. At the end of November, 125 of 6,862 positions were vacant. These vacancies consisted primarily of management/supervisory and professional/technical positions.
- Year-to-date overtime hours worked was 4.5%, or 86,600 hours higher than the forecast. The majority was due to capital project activity, which was 39,000 hours over forecast, vacancy/absentee coverage, which was 26,700 hours over forecast, and maintenance activity, which was 26,400 hours over forecast. The LIRR has established a corporate initiative to fill all vacant positions that contribute to overtime.
- Year-to-date overtime hours increased by 7.5% in 2013 compared to 2012. This increase is primarily caused by reimbursable, vacancy coverage and maintenance overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through November, the Adjusted Farebox Operating Ratio was 62.7%, which is favorable to forecast due to lower expenses.
- Through November, the Adjusted Cost per Passenger was \$13.26 which is lower than forecast due to lower expenses.
- Through November, the Revenue per Passenger was \$7.60, which is slightly higher than forecast.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending November 30, 2013

REVENUE

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$840.9 were \$(5.7) million or (0.7)% unfavorable to forecast. The month of November of \$76.9 was favorable to forecast by \$0.3 million or 0.4%.

- **Y-T-D Farebox Revenues** were \$(0.7) unfavorable to forecast. The month was \$(0.4) unfavorable to forecast due to lower yield per passenger.
- **Y-T-D Other Operating Revenues** were \$1.4 favorable to forecast. The month was \$0.1 favorable to forecast due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(6.5) unfavorable to forecast. The month was \$0.5 favorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date November **Total Expenses** (including depreciation and other) of \$1,737.1 were favorable to the forecast by \$55.1 or 3.1%. The total expenses for the month of \$152.5 were favorable to forecast by \$11.7 or 7.1%.

Labor Expenses, \$15.9 favorable Y-T-D; \$1.0 favorable for the month.

- **Payroll**, \$9.7 favorable Y-T-D; \$1.8 favorable for the month (primarily vacant positions).
- **Overtime**, \$(6.6) unfavorable Y-T-D; \$(2.0) unfavorable for the month (primarily capital project activity, higher vacancy/absentee coverage in Customer Service and Maintenance of Equipment and higher maintenance overtime in the Engineering department).
- **Health & Welfare**, \$1.7 favorable Y-T-D; \$0.3 favorable for the month (primarily vacant positions).
- **OPEB Current Payment**, \$5.3 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$5.8 favorable Y-T-D; \$0.3 favorable for the month (lower Railroad Retirement Taxes, partially offset by higher FELA Indemnity payments).

Non-Labor Expenses, \$38.4 favorable Y-T-D; \$9.3 favorable for the month.

- **Electric Power**, \$0.1 favorable Y-T-D; \$0.3 favorable for the month (lower rates, partially offset by prior period billings and higher consumption).
- **Fuel**, \$2.5 favorable Y-T-D; \$0.4 favorable for the month (timing of natural gas and lower diesel fuel consumption).
- **Maintenance and Other Operating Contracts**, \$11.0 favorable Y-T-D; \$2.7 favorable for the month (primarily timing of elevator/escalator maintenance, vegetation management, HVAC, rent expenses, various security initiatives and capital adjustments for vehicle purchases).
- **Professional Services**, \$10.3 favorable Y-T-D; \$0.9 favorable for the month (timing of project activity, charges and activity for various IT hardware, software and system initiatives and other professional services).
- **Materials and Supplies**, \$13.1 favorable Y-T-D; \$4.5 favorable for the month (primarily timing of capital material usage, lower revenue vehicle running repair and material reclaims greater than chargeouts).
- **Other Business Expenses**, \$0.3 favorable Y-T-D; \$0.2 favorable for the month (timing of various miscellaneous expenses, partially offset by higher debit/credit card fees).

Depreciation and Other, \$0.7 favorable Y-T-D; \$1.4 favorable for the month (Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 49.3%, 0.4 percentage points above year-to-date October. The Farebox Operating Ratio for the month of November of 53.4% was 6.0 percentage points above the forecast resulting from lower expenses. The adjusted year-to-date Farebox Operating Ratio was 62.7%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$53,538	\$53,181	(\$357)	(0.7)	\$0,000	\$0,000	\$0,000	-	\$53,538	\$53,181	(\$357)	(0.7)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,654	3,765	0,111	3.0	0,000	0,000	0,000	-	3,654	3,765	0,111	3.0
Capital & Other Reimbursements	0,000	0,000	0,000	-	19,437	19,963	0,526	2.7	19,437	19,963	0,526	2.7
Total Revenue	\$57,192	\$56,946	(\$246)	(0.4)	\$19,437	\$19,963	\$0,526	2.7	\$76,629	\$76,908	\$0,279	0.4
Expenses												
<i>Labor</i>												
Payroll	\$36,927	\$35,217	\$1,710	4.6	\$6,201	\$6,102	\$0,099	1.6	\$43,128	\$41,319	\$1,810	4.2
Overtime	6,646	7,333	(687)	(10.3)	1,008	2,317	(1,309)	*	7,654	9,650	(1,996)	(26.1)
Health and Welfare	8,217	7,617	0,600	7.3	1,087	1,401	(314)	(28.8)	9,304	9,017	0,287	3.1
OPEB Current Payment	5,386	4,753	0,633	11.8	0,000	0,000	0,000	-	5,386	4,753	0,633	11.8
Pensions	15,487	14,764	0,723	4.7	1,463	2,186	(723)	(49.4)	16,950	16,950	0,000	0.0
Other Fringe Benefits	7,469	7,123	0,346	4.6	1,310	1,399	(89)	(6.8)	8,779	8,522	0,257	2.9
Reimbursable Overhead	(1,730)	(2,354)	0,624	36.1	1,730	2,354	(624)	(36.1)	0,000	0,000	0,000	-
Total Labor Expenses	\$78,402	\$74,451	\$3,951	5.0	\$12,799	\$15,760	(\$2,961)	(23.1)	\$91,201	\$90,211	\$0,990	1.1
<i>Non-Labor</i>												
Electric Power	\$7,552	\$7,168	\$0,384	5.1	\$0,000	\$0,053	(\$0,053)	-	\$7,552	\$7,221	\$0,331	4.4
Fuel	2,638	2,271	0,367	13.9	0,000	0,000	0,000	-	2,638	2,271	0,367	13.9
Insurance	1,812	1,888	(76)	(4.2)	0,343	0,372	(29)	(8.6)	2,155	2,260	(105)	(4.9)
Claims	0,508	0,004	0,504	99.3	0,000	0,000	0,000	-	0,508	0,004	0,504	99.3
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	6,002	4,366	1,636	27.3	0,787	(0,229)	1,016	*	6,789	4,137	2,652	39.1
Professional Service Contracts	3,196	2,767	0,429	13.4	0,645	0,163	0,482	74.8	3,841	2,929	0,912	23.7
Materials & Supplies	8,869	5,410	3,459	39.0	4,846	3,803	1,043	21.5	13,715	9,212	4,503	32.8
Other Business Expenses	1,317	1,126	0,191	14.5	0,017	0,041	(0,024)	*	1,334	1,167	0,167	12.5
Total Non-Labor Expenses	\$31,894	\$24,999	\$6,895	21.6	\$6,638	\$4,203	\$2,435	36.7	\$38,532	\$29,202	\$9,330	24.2
<i>Other Expense Adjustments</i>												
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 Employment Benefits	\$110,296	\$99,451	\$10,845	9.8	\$19,437	\$19,963	(\$0,526)	(2.7)	\$129,733	\$119,413	\$10,320	8.0
Depreciation	\$27,363	\$26,467	\$0,896	3.3	\$0,000	\$0,000	\$0,000	-	\$27,363	\$26,467	\$0,896	3.3
Other Post Employment Benefits	7,000	6,497	0,503	7.2	0,000	0,000	0,000	-	\$7,000	6,497	0,503	7.2
Environmental Remediation	0,167	0,167	0,000	0.2	0,000	0,000	0,000	-	\$0,167	0,167	0,000	0.2
Total Expenses	\$144,826	\$132,581	\$12,245	8.5	\$19,437	\$19,963	(\$0,526)	(2.7)	\$164,263	\$152,544	\$11,719	7.1
Net Surplus/(Deficit)	(\$87,634)	(\$75,635)	\$11,999	13.7	\$0,000	(\$0,000)	\$0,000	-	(\$87,634)	(\$75,635)	\$11,999	13.7
<i>Cash Conversion Adjustments</i>												
Depreciation	27,363	26,467	(896)	(3.3)	0,000	0,000	0,000	-	27,363	26,467	(896)	(3.3)
Operating/Capital	(2,996)	(0,454)	2,542	84.9	0,000	0,000	0,000	-	(2,996)	(0,454)	2,542	84.9
Other Cash Adjustments	11,282	(14,898)	(26,180)	*	0,000	0,000	0,000	-	11,282	(14,898)	(26,180)	*
Total Cash Conversion Adjustments	\$35,649	\$11,115	(\$24,534)	(68.8)	0,000	\$0,000	\$0,000	-	\$35,649	\$11,115	(\$24,534)	(68.8)
Net Cash Surplus/(Deficit)	(\$51,985)	(\$64,520)	(\$12,535)	(24.1)	\$0,000	(\$0,000)	\$0,000	-	(\$51,985)	(\$64,520)	(\$12,535)	(24.1)

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$577,464	\$576,769	(\$0,695)	(0.1)	\$0,000	\$0,000	\$0,000	-	\$577,464	\$576,769	(\$0,695)	(0.1)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	55,033	56,480	1,447	2.6	0,000	0,000	0,000	-	55,033	56,480	1,447	2.6
Capital & Other Reimbursements	0,000	0,000	0,000	-	214,159	207,700	(6,459)	(3.0)	214,159	207,700	(6,459)	(3.0)
Total Revenue	\$632,497	\$633,249	\$0,752	0.1	\$214,159	\$207,700	(\$6,459)	(3.0)	\$846,656	\$840,949	(\$5,707)	(0.7)
Expenses												
<i>Labor</i>												
Payroll	\$391,744	\$390,954	\$0,790	0.2	\$70,509	\$61,640	\$8,869	12.6	\$462,253	\$452,594	\$9,659	2.1
Overtime	80,473	83,663	(3,190)	(4.0)	14,310	17,695	(3,385)	(23.7)	94,783	101,358	(6,575)	(6.9)
Health and Welfare	86,568	84,477	2,091	2.4	12,966	13,370	(0,404)	(3.1)	99,534	97,847	1,687	1.7
OPEB Current Payment	57,582	52,250	5,332	9.3	0,000	0,000	0,000	-	57,582	52,250	5,332	9.3
Pensions	167,482	164,910	2,572	1.5	17,568	20,140	(2,572)	(14.6)	185,050	185,050	0,000	0.0
Other Fringe Benefits	104,001	99,786	4,215	4.1	15,111	13,479	1,632	10.8	119,112	113,265	5,847	4.9
Reimbursable Overhead	(21,963)	(22,690)	0,727	3.3	21,963	22,690	(0,727)	(3.3)	0,000	0,000	0,000	-
Total Labor Expenses	\$865,887	\$853,350	\$12,537	1.4	\$152,427	\$149,014	\$3,413	2.2	\$1,018,314	\$1,002,365	\$15,949	1.6
<i>Non-Labor</i>												
Electric Power	\$92,766	\$92,467	\$0,299	0.3	\$0,000	\$0,231	(\$0,231)	-	\$92,766	\$92,698	\$0,068	0.1
Fuel	28,820	26,366	2,454	8.5	0,000	0,000	0,000	-	28,820	26,366	2,454	8.5
Insurance	18,455	18,133	0,322	1.7	4,269	3,332	0,937	21.9	22,724	21,466	1,258	5.5
Claims	2,389	2,491	(0,102)	(4.3)	0,000	0,000	0,000	-	2,389	2,491	(0,102)	(4.3)
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	57,197	44,809	12,388	21.7	11,456	12,828	(1,372)	(12.0)	68,653	57,637	11,016	16.0
Professional Service Contracts	30,580	20,502	10,078	33.0	6,667	6,408	0,259	3.9	37,247	26,909	10,338	27.8
Materials & Supplies	98,357	89,009	9,348	9.5	39,074	35,367	3,707	9.5	137,431	124,375	13,056	9.5
Other Business Expenses	12,428	11,860	0,568	4.6	0,266	0,520	(0,254)	(95.5)	12,694	12,380	0,314	2.5
Total Non-Labor Expenses	\$340,992	\$305,638	\$35,354	10.4	\$61,732	\$58,686	\$3,046	4.9	\$402,724	\$364,324	\$38,400	9.5
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 Employment Benefits	\$1,206,879	\$1,158,988	\$47,891	4.0	\$214,159	\$207,700	\$6,459	3.0	\$1,421,038	\$1,366,688	\$54,350	3.8
Depreciation	\$295,382	\$297,059	(1,677)	(0.6)	0,000	\$0,000	\$0,000	-	\$295,382	\$297,059	(\$1,677)	(0.6)
Other Post Employment Benefits	73,904	71,500	2,404	3.3	0,000	0,000	0,000	-	73,904	71,500	2,404	3.3
Environmental Remediation	1,837	1,833	0,004	0.2	0,000	0,000	0,000	-	1,837	1,833	0,004	0.2
Total Expenses	\$1,578,002	\$1,529,380	\$48,622	3.1	\$214,159	\$207,700	\$6,459	3.0	\$1,792,161	\$1,737,080	\$55,081	3.1
Net Surplus/(Deficit)	(\$945,505)	(\$896,130)	\$49,375	5.2	\$0,000	\$0,000	(\$0,000)	-	(\$945,505)	(\$896,130)	\$49,375	5.2
<i>Cash Conversion Adjustments</i>												
Depreciation	295,382	297,059	1,677	0.6	0,000	0,000	0,000	-	295,382	297,059	1,677	0.6
Operating/Capital	(24,486)	(15,642)	8,844	36.1	0,000	0,000	0,000	-	(24,486)	(15,642)	8,844	36.1
Other Cash Adjustments	62,772	15,774	(46,998)	(74.9)	0,000	0,000	0,000	-	62,772	15,774	(46,998)	(74.9)
Total Cash Conversion Adjustments	\$333,668	\$297,191	(\$36,477)	(10.9)	\$0,000	\$0,000	\$0,000	-	\$333,668	\$297,191	(\$36,477)	(10.9)
Net Cash Surplus/(Deficit)	(\$611,837)	(\$598,939)	\$12,897	2.1	\$0,000	\$0,000	\$0,000	-	(\$611,837)	(\$598,939)	\$12,897	2.1

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

November 2013				Year-to-Date November 2013			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.357)	(0.7)	Lower yield per passenger \$(0.401), partially offset by higher ridership \$0.044.	(0.695)	(0.1)	Lower ridership \$(1.731), partially offset by higher yield \$1.037.
Other Operating Revenue	Non Reimb.	0.111	3.0	Higher rental and advertising revenue, partially offset by the timing of scrap sales.	1.447	2.6	Primarily due to federal reimbursements for Superstorm Sandy.
Capital & Other Reimbursements	Reimb.	0.526	2.7	Primarily due to timing of project activity.	(6.459)	(3.0)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	1.710	4.6	Primarily lower headcount.	0.790	0.2	Primarily Engineering workforce performed more maintenance than project activity and wage claim accrual adjustments, partially offset by vacant positions.
	Reimb.	0.099	1.6	Primarily due to vacant positions and timing of project activity and other reimbursements.	8.869	12.6	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.687)	(10.3)	Rates and greater Engineering maintenance activity.	(3.190)	(4.0)	Primarily higher vacancy/absentee coverage, Engineering maintenance overtime and rates, partially offset by lower weather-related overtime and Maintenance of Equipment maintenance overtime.
	Reimb.	(1.309)	*	Primarily due to timing of project activity.	(3.385)	(23.7)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.600	7.3	Vacant positions.	2.091	2.4	Vacant positions.
	Reimb.	(0.314)	(28.8)	Primarily due to timing of project activity.	(0.404)	(3.1)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.633	11.8	Fewer retirees/beneficiaries.	5.332	9.3	Fewer retirees/beneficiaries.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	November 2013		Reason for Variance	Year-to-Date November 2013		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Pensions	Non Reimb.	0.723	4.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	2.572	1.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.723)	(49.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(2.572)	(14.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	0.346	4.6	Lower Railroad Retirement taxes, partially offset by higher FELA indemnity payments.	4.215	4.1	Lower Railroad Retirement taxes and accrual adjustments to Railroad Unemployment Insurance, partially offset by higher FELA Indemnity payments.
	Reimb.	(0.089)	(6.8)	Primarily due to timing of project activity.	1.632	10.8	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.384	5.1	Lower rates, partially offset by higher consumption and prior period billings.	0.299	0.3	Lower rates, partially offset by higher consumption and accrual adjustments.
	Reimb.	(0.053)	-	VD Yard.	(0.231)	-	VD Yard.
Fuel	Non Reimb.	0.367	13.9	Timing of natural gas payments and lower diesel fuel consumption.	2.454	8.5	Lower consumption and rates.
Insurance	Non Reimb.	(0.076)	(4.2)	Timing of premium payments.	0.322	1.7	Timing of premium payments.
	Reimb.	(0.029)	(8.6)	Force Account Insurance associated with project activity.	0.937	21.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.504	99.3	Timing	(0.102)	(4.3)	Timing

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	November 2013		Reason for Variance	Year-to-Date November 2013		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.636	27.3	Timing of elevator/escalator and parking garage maintenance payments, lower tree trimming expenditures, HVAC, leases and rentals, joint facility and various security initiatives.	12.388	21.7	Timing of payments for HVAC maintenance, security services, vegetation management, environmental and plant maintenance services, non-revenue vehicle repairs and elevator/escalator repairs, partially offset by higher payments for busing services.
	Reimb.	1.016	*	Primarily due to timing of project activity.	(1.372)	(12.0)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.429	13.4	Primarily due to timing of payments and activities for miscellaneous consulting services.	10.078	33.0	Primarily due to timing of payments and activities for IT software, hardware and maintenance, timing of charges for Superstorm Sandy and reclassification of parking facilities payments from Professional Services to Maintenance Services and timing of activities and payments for miscellaneous consulting
	Reimb.	0.482	74.8	Primarily due to timing of project activity.	0.259	3.9	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	3.459	39.0	Lower usage of running repair material for the MU fleet, delayed propulsion control unit initiative and lower use of running repair material in the Support Shops.	9.348	9.5	Primarily due to lower usage of running repair material in the MU Car Shop and Support Shops, delayed startup of propulsion control unit replacement and C-3 HVAC modification and timing of corporate inventory adjustments.
	Reimb.	1.043	21.5	Primarily due to timing of project activity and timing of payments for project material.	3.707	9.5	Primarily due to timing of project activity and timing of payments for project material.

**MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

November 2013				Year-to-Date November 2013			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.191	14.5	Primarily timing of expenses.	0.568	4.6	Timing of miscellaneous expenses, partially offset by vendor reimbursement for concrete tie recorded as reimbursable revenue in June instead of a contra-expense and higher debit/credit card fees.
	Reimb.	(0.024)	*	Primarily due to timing of project activity.	(0.254)	(95.5)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.896	3.3	Primarily timing.	(1.677)	(0.6)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.503	7.2	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	2.404	3.3	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
November 2013
(\$ 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	\$55,690	\$52,172	(\$3,518)	(6.3)	\$601,033	\$595,658	(\$5,375)	(0.9)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,520	2,020	(1,500)	(42.6)	55,367	44,517	(10,850)	(19.6)
Capital & Other Reimbursements	24,143	15,736	(8,407)	(34.8)	181,967	154,772	(27,195)	(14.9)
Total Receipts	\$83,353	\$69,928	(\$13,425)	(16.1)	\$838,367	\$794,947	(\$43,420)	(5.2)
Expenditures								
<i>Labor</i>								
Payroll	\$43,850	\$39,937	\$3,913	8.9	\$461,141	\$445,926	\$15,215	3.3
Overtime	7,654	9,620	(1,966)	(25.7)	96,761	101,320	(4,559)	(4.7)
Health and Welfare	9,304	17,594	(8,290)	(89.1)	99,534	105,865	(6,331)	(6.4)
OPEB Current Payment	5,386	8,870	(3,484)	(64.7)	56,422	56,196	0,226	0.4
Pensions	16,950	16,924	0,026	0.2	185,745	185,607	0,138	0.1
Other Fringe Benefits	11,922	9,089	2,833	23.8	129,317	111,476	17,841	13.8
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	\$95,066	\$102,033	(\$6,967)	(7.3)	\$1,028,920	\$1,006,390	\$22,530	2.2
<i>Non-Labor:</i>								
Electric Power	\$7,884	\$3,450	\$4,434	56.2	\$92,324	\$89,379	\$2,945	3.2
Fuel	2,746	3,701	(0,955)	(34.8)	29,061	29,051	0,010	0.0
Insurance	2,356	0,000	2,356	100.0	22,418	20,973	1,445	6.4
Claims	0,032	0,036	(0,004)	(12.8)	2,393	3,584	(1,191)	(49.8)
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	8,530	4,221	4,309	50.5	74,857	53,069	21,788	29.1
Professional Service Contracts	3,227	1,734	1,493	46.3	37,782	28,347	9,435	25.0
Materials & Supplies	10,722	10,169	0,553	5.2	124,044	125,680	(1,636)	(1.3)
Other Business Expenses	2,617	2,623	(0,006)	(0.2)	15,563	11,994	3,569	22.9
Total Non-Labor Expenditures	\$38,114	\$25,935	\$12,179	32.0	\$398,442	\$362,076	\$36,366	9.1
<i>Other Expenditure Adjustments</i>								
Other	2,158	1,798	0,360	16.7	22,842	21,302	1,540	6.7
Total Other Expenditure Adjustments	\$2,158	\$1,798	\$0,360	16.7	\$22,842	\$21,302	\$1,540	6.7
Total Expenditures	\$135,338	\$129,766	\$5,572	4.1	\$1,450,204	\$1,389,768	\$60,436	4.2
Cash Timing and Availability Adjustment	0,000	(4,682)	(4,682)	-	0,000	(4,118)	(4,118)	-
Net Cash Deficit (excludes opening balance)	(\$51,985)	(\$64,520)	(\$12,535)	(24.1)	(\$611,837)	(\$598,939)	\$12,897	2.1
Subsidies								
MTA	51,985	64,520	12,535	24.1	611,837	598,940	(12,897)	(2.1)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	November 2013			Year-to-Date as of November 30, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(3.518)	(6.3)	Lower advance sales impact \$(2.897), lower yields \$(0.401) and lower Metrocard/AirTrain sales \$(0.264), partially offset by higher ridership \$0.044.	(5.375)	(0.9)	Lower advance sales impact \$(3.217), Lower ridership \$(1.731), and lower Metrocard/AirTrain sales \$(1.464), partially offset by higher yields \$1.037.
Other Operating Revenue	(1.500)	(42.6)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue.	(10.850)	(19.6)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue, partially offset by the timing of Superstorm Sandy federal reimbursements.
Capital and Other Reimbursements	(8.407)	(34.8)	Timing of activity and reimbursement for capital and other reimbursements.	(27.195)	(14.9)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.913	8.9	Primarily due to lower headcount.	15.215	3.3	Primarily due to lower headcount and rates.
Overtime	(1.966)	(25.7)	Primarily higher project overtime, rates and greater maintenance activity.	(4.559)	(4.7)	Primarily higher project overtime, rates, maintenance overtime and vacancy/absentee coverage, partially offset by lower weather-related overtime.
Health and Welfare	(8.290)	(89.1)	Primarily due to the timing of payments, partially offset by lower headcount.	(6.331)	(6.4)	Primarily due to the timing of payments, partially offset by lower headcount.
OPEB Current Payment	(3.484)	(64.7)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.	0.226	0.4	Primarily due to fewer retirees/beneficiaries, partially offset by the timing of payments.
Other Fringe Benefits	2.833	23.8	Primarily the timing of and lower FELA payments and lower Railroad Retirement payments.	17.841	13.8	Primarily the timing of and lower FELA payments and lower Railroad Retirement payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	November 2013			Year-to-Date as of November 30, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	4.434	56.2	Primarily due to the timing of payments and lower rates, partially offset by higher consumption.	2.945	3.2	Primarily due to the timing of current year payments and lower rates, partially offset by higher non-traction power payments and the timing of prior year traction payments.
Fuel	(0.955)	(34.8)	Primarily due to timing of payments.	0.010	0.0	Primarily due to timing of payments.
Insurance	2.356	100.0	Timing of payments.	1.445	6.4	Timing of payments.
Claims	(0.004)	(12.8)	Higher claim payments.	(1.191)	(49.8)	Higher payments for claims.
Maintenance and Other Operating Contracts	4.309	50.5	Timing of payments.	21.788	29.1	Timing of payments.
Professional Service Contracts	1.493	46.3	Primarily the timing of payments and activities.	9.435	25.0	Primarily the timing of payments and activities.
Materials and Supplies	0.553	5.2	Primarily the timing of program, production plan and operating funded capital material and supplies.	(1.636)	(1.3)	Primarily the timing of program, production plan and operating funded capital material and supplies.
Other Business Expenses	(0.006)	(0.2)	Primarily due to the correction of YTD employee expense misclassification and the timing of payments.	3.569	22.9	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.360	16.7	Lower Metrocard/AirTrain pass through payments.	1.540	6.7	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
November 2013
(\$ 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	\$2.152	(\$1.009)	(\$3.161)	*	\$23.569	\$18.888	(\$4.681)	(19.9)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.134)	(1.745)	(1.611)	*	0.334	(11.963)	(12.297)	*
Capital & Other Reimbursements	4.706	(4.226)	(8.932)	*	(32.192)	(52.928)	(20.736)	(64.4)
Total Receipts	\$6.724	(\$6.980)	(\$13.704)	*	(\$8.289)	(\$46.003)	(\$37.714)	*
Expenditures								
<i>Labor</i>								
Payroll	(\$0.722)	\$1.382	\$2.104	*	\$1.112	\$6.669	\$5.557	*
Overtime	0.000	0.030	0.030	-	(1.978)	0.038	2.016	*
Health and Welfare	0.000	(8.576)	(8.576)	-	0.000	(8.018)	(8.018)	-
OPEB Current Payment	0.000	(4.117)	(4.117)	-	1.160	(3.946)	(5.106)	*
Pensions	0.000	0.026	0.026	-	(0.695)	(0.557)	0.138	19.9
Other Fringe Benefits	(3.143)	(0.566)	2.577	82.0	(10.205)	1.789	11.994	*
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	(\$3.865)	(\$11.822)	(\$7.957)	*	(\$10.606)	(\$4.026)	\$6.580	62.0
<i>Non-Labor:</i>								
Electric Power	(\$0.332)	\$3.771	\$4.103	*	\$0.442	\$3.320	\$2.878	*
Fuel	(0.108)	(1.430)	(1.322)	*	(0.241)	(2.685)	(2.444)	*
Insurance	(0.201)	2.260	2.461	*	0.306	0.493	0.187	61.1
Claims	0.476	(0.032)	(0.508)	*	(0.004)	(1.093)	(1.089)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.741)	(0.083)	1.658	95.2	(6.204)	4.569	10.773	*
Professional Service Contracts	0.614	1.195	0.581	94.6	(0.535)	(1.437)	(0.902)	*
Materials & Supplies	2.993	(0.956)	(3.949)	*	13.387	(1.305)	(14.692)	*
Other Business Expenses	(1.283)	(1.456)	(0.173)	(13.5)	(2.869)	0.386	3.255	*
Total Non-Labor Expenditures	\$0.418	\$3.268	\$2.850	*	\$4.282	\$2.248	(\$2.035)	(47.5)
<i>Other Expenditure Adjustments:</i>								
Other	(2.158)	(1.798)	0.360	16.7	(22.842)	(21.302)	1.540	6.7
Total Other Expenditure Adjustments	(\$2.158)	(\$1.798)	\$0.360	16.7	(\$22.842)	(\$21.302)	\$1.540	6.7
Total Expenditures before Depreciation	(\$5.605)	(\$10.353)	(\$4.748)	(84.7)	(\$29.166)	(\$23.080)	\$6.086	20.9
Depreciation Adjustment	27.363	26.467	(0.896)	(3.3)	295.382	297.059	1.677	0.6
Other Post Employment Benefits	7.000	6.497	(0.503)	(7.2)	73.904	71.500	(2.404)	(3.3)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.837	1.833	(0.004)	(0.2)
Total Expenditures	\$28.925	\$22.778	(\$6.147)	(21.3)	\$341.957	\$347.312	\$5.354	1.6
Cash Timing and Availability Adjustment	0.000	(4.682)	(4.682)	-	0.000	(4.118)	(4.118)	-
Total Cash Conversion Adjustments	\$35.649	\$11.115	(\$24.534)	(68.8)	\$333.668	\$297.191	(\$36.477)	(10.9)

MTA LONG ISLAND RAIL ROAD
2013 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	November 2013						November Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service ¹	33,059	\$1.7	32,567	\$1.7	493	\$0.0	316,847	\$16.2	323,747	\$16.5	(6,900)	(\$0.4)
					1.5%	2.4%					-2.2%	-2.2%
Unscheduled Service	10,329	0.5	10,996	0.8	(667)	(0.2)	111,781	5.8	106,141	5.7	5,640	0.1
					-6.5%	-46.1%					5.0%	1.6%
Programmatic/Routine Maintenance	37,448	1.8	45,799	2.1	(8,351)	(0.4)	461,223	21.5	487,586	22.6	(26,363)	(1.1)
					-22.3%	-20.6%					-5.7%	-4.9%
Unscheduled Maintenance	493	0.0	239	0.0	254	0.0	14,436	0.7	15,648	0.7	(1,212)	(0.1)
					51.5%	51.5%					-8.4%	-8.6%
Vacancy/Absentee Coverage	47,401	2.4	51,674	2.4	(4,273)	(0.0)	607,382	29.9	634,053	30.9	(26,671)	(1.0)
					-9.0%	-1.0%					-4.4%	-3.3%
Weather Emergencies	3,707	0.2	1,935	0.1	1,772	0.1	94,310	4.9	83,439	4.4	10,871	0.5
					47.8%	49.3%					11.5%	11.0%
Safety/Security/Law Enforcement ²	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	-
Other ³	1,511	0.1	2,398	0.3	(887)	(0.2)	17,195	1.4	20,313	2.8	(3,118)	(1.4)
					-58.7%	*					-18.1%	-95.9%
Subtotal	133,949	\$6.6	145,607	\$7.3	(11,659)	(\$0.7)	1,623,174	\$80.5	1,670,927	\$83.7	(47,753)	(\$3.2)
					-8.7%	-10.3%					-2.9%	-4.0%
REIMBURSABLE OVERTIME	19,655	\$1.0	43,041	\$2.3	(23,386)	(\$1.3)	283,232	\$14.3	322,045	\$17.7	(38,814)	(\$3.4)
					-119.0%	-129.9%					-13.7%	-23.7%
TOTAL OVERTIME	153,603	\$7.7	188,648	\$9.7	(35,045)	(\$2.0)	1,906,406	\$94.8	1,992,973	\$101.4	(86,567)	(\$6.6)
					-22.8%	-26.1%					-4.5%	-6.9%
¹ Includes Tour Length and Holiday overtime.												
² Not Applicable												
³ Reflects overtime for marketing, material management and other administrative functions.												
Totals may not add due to rounding.												
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.												
* Exceeds 100%												

MTA LONG ISLAND RAIL ROAD
2013 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	493	\$0.0		(6,900)	(\$0.4)	Higher than anticipated crew book overtime.
	1.5%	2.4%		-2.2%	-2.2%	
Unscheduled Service	(667)	(0.2)	Greater than forecast overtime and out of assignment penalty payments needed to maintain On-Time Performance.	5,640	0.1	
	-8.5%	-46.1%		5.0%	1.6%	
Programmatic/Routine Maintenance	(8,351)	(0.4)	Sperry Rail Testing activities and replacement of defective rails as well as general maintenance efforts such as drainage, high security switch installation, installation of track ties by hand and prior period adjustments between maintenance and reimbursable overtime.	(26,363)	(1.1)	Greater Sperry Rail Testing activities. Higher than anticipated maintenance needs due to lack of track time availability. Some specific maintenance activities include hillside yard tie replacement, replacement of defective insulated joints and timber installation system wide.
	-22.3%	-20.6%		-5.7%	-4.9%	
Unscheduled Maintenance	254	0.0		(1,212)	(0.1)	Overage attributed primarily to equipment train derailment on mainline on 3/19/13.
	51.5%	51.5%		-8.4%	-8.8%	
Vacancy/Absentee Coverage	(4,273)	(0.0)	Primarily due to open positions in M of E. and less than forecast availability in Customer Services and M of E.	(26,671)	(1.0)	Average 13 Labor Open Jobs YTD in Maintenance of Equipment as well as less than forecast availability in Customer Service.
	-8.0%	-1.0%		-4.4%	-3.3%	
Weather Emergencies	1,772	0.1		10,871	0.5	
	47.8%	49.3%		11.5%	11.0%	
Safety/Security/Law Enforcement						
Other	(887)	(0.2)	Due to variance between actual/forecasted wage rates including double-time payments.	(3,118)	(1.4)	Due to variance between actual/forecasted wage rates including double-time payments.
	-58.7%	*		-18.1%	-95.9%	
Subtotal	(11,659)	(\$0.7)		(47,753)	(\$3.2)	
	-8.7%	-10.3%		-2.9%	-4.0%	
REIMBURSABLE OVERTIME	(23,386)	(\$1.3)	Over-run attributed to East Side Access and the Track Program due to latest project schedule requirements.	(38,814)	(\$3.4)	Greater than forecast flagging needs for ESA, the annual track program and the Manhasset Timber Bridge Replacement.
	-119.0%	-129.9%		-13.7%	-23.7%	
TOTAL OVERTIME	(35,045)	(\$2.0)		(86,567)	(\$6.6)	
	-22.8%	-26.1%		-4.5%	-6.9%	

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2013 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH NOVEMBER 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	88	85	3
Human Resources	32	34	(2)
Sr VP Administration	2	2	0
Strategic Investments	35	27	8
President	4	4	0
VP & CFO	2	7	(5)
Information Technology	162	147	15
Controller	45	41	4
Management & Budget	18	16	2
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	27	27	0
Market Dev. & Public Affairs	61	60	1
Gen. Counsel & Secretary	30	30	0
Diversity Management	1	2	(1)
System Safety/Training	79	72	7
Security	6	6	0
Sr VP Operations/Service Planning	24	21	3
Total Administration	646	611	35
Operations			
Train Operations	1,961	1,979	(18)
Customer Services	299	298	1
Total Operations	2,260	2,277	(17)
Maintenance			
Engineering	1,703	1,637	66
Equipment	2,020	2,009	11
Procurement (Stores)	93	92	1
Total Maintenance	3,816	3,738	78
Engineering/Capital			
Department of Project Management	140	111	29
Total Engineering/Capital	140	111	29
Baseline Total Positions	6,862	6,737	125
<i>Non-Reimbursable</i>	6,046	5,956	90
<i>Reimbursable</i>	816	781	35
Total Full-Time	6,862	6,737	125
Total Full-Time-Equivalents	-	-	-

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH NOVEMBER 2013**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 90 positions due to various vacant positions company-wide.
REIMBURSABLE POSITIONS - Favorable 35 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH NOVEMBER 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	330	303	27
Professional, Technical, Clerical	316	308	8
Operational Hourlies	-	-	-
Total Administration	646	611	35
Operations			
Managers/Supervisors	325	316	9
Professional, Technical, Clerical	167	166	1
Operational Hourlies	1,768	1,795	(27)
Total Operations	2,260	2,277	(17)
Maintenance			
Managers/Supervisors	734	699	35
Professional, Technical, Clerical	277	255	22
Operational Hourlies	2,805	2,784	21
Total Maintenance	3,816	3,738	78
Engineering/Capital			
Managers/Supervisors	105	86	19
Professional, Technical, Clerical	35	25	10
Operational Hourlies	-	-	-
Total Engineering/Capital	140	111	29
Total Positions			
Managers/Supervisors	1,494	1,404	90
Professional, Technical, Clerical	795	754	41
Operational Hourlies	4,573	4,579	(6)
Total Positions	6,862	6,737	125

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	November 2013				Year-to-Date November 2013			
	Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.646	3.668	0.022	0.6%	42.474	42.415	(0.059)	-0.1%
Weekly	0.105	0.118	0.013	12.5%	1.599	1.721	0.122	7.6%
Total Commutation	3.751	3.786	0.035	0.9%	44.073	44.136	0.063	0.1%
One-Way Full Fare	0.626	0.633	0.007	1.1%	7.287	7.385	0.099	1.4%
One-Way Off-Peak	1.529	1.449	(0.080)	-5.2%	16.365	15.749	(0.616)	-3.8%
All Other	0.756	0.799	0.043	5.7%	8.686	8.911	0.225	2.6%
Total Non-Commutation	2.910	2.881	(0.030)	-1.0%	32.337	32.045	(0.292)	-0.9%
Total	6.661	6.667	0.005	0.1%	76.410	76.181	(0.229)	-0.3%

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
November 2013**

	<u>MONTH</u>			<u>VARIANCE</u>	
	<u>2013</u>	<u>Mid-Year Forecast</u>	<u>2012</u>	<u>vs. Forecast</u>	<u>vs. 2012</u>
	Farebox Operating Ratio				
Standard ⁽¹⁾	53.4%	47.4%	40.9%	6.0%	12.5%
Adjusted ⁽²⁾	66.9%	58.7%	48.0%	8.2%	18.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$14.99	\$17.01	\$18.46	\$2.02	\$3.47
Adjusted ⁽²⁾	\$12.76	\$14.62	\$16.27	\$1.86	\$3.51
Passenger Revenue/Passenger ⁽³⁾	\$8.00	\$8.06	\$7.55	(\$0.06)	\$0.45
	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>2013</u>	<u>Mid-Year Forecast</u>	<u>2012</u>	<u>vs. Forecast</u>	<u>vs. 2012</u>
	Farebox Operating Ratio				
Standard ⁽¹⁾	49.3%	47.1%	48.7%	2.2%	0.6%
Adjusted ⁽²⁾	62.7%	59.7%	59.9%	3.0%	2.8%
Cost Per Passenger					
Standard ⁽¹⁾	\$15.42	\$16.12	\$14.65	\$0.70	(\$0.77)
Adjusted ⁽²⁾	\$13.26	\$13.87	\$12.61	\$0.61	(\$0.65)
Passenger Revenue/Passenger ⁽³⁾	\$7.60	\$7.59	\$7.13	\$0.01	\$0.47

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>November Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	632.5	634.0	633.2	0.8	0.1	(0.8)	(0.1)
Total Expenses before Non-Cash Liability Adjs	1,206.9	1,188.9	1,159.0	47.9	4.0	30.0	2.5
Depreciation	295.4	296.2	297.1	(1.7)	(0.6)	(0.9)	(0.3)
OPEB Obligation	73.9	73.7	71.5	2.4	3.3	2.2	3.0
Environmental Remediation	1.8	1.8	1.8	0.0	0.2	-	0.0
Total Expenses	1,578.0	1,560.6	1,529.4	48.6	3.1	31.3	2.0
Net Surplus/(Deficit)	(945.5)	(926.6)	(896.1)	49.4	5.2	30.5	3.3

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.8)	(0.1)	Timing of advertising and miscellaneous revenue.
Total Expenses	\$31.3	2.0	Lower health & welfare expenses (including OPEB Current), Railroad Retirement taxes, liability insurance, public liability expense, HVAC maintenance, waste maintenance, vegetation management, cleaning services, non-revenue vehicle repairs, security services, hazardous waste cleanup, IT Hardware, Software and maintenance expenses, other outside professional services, miscellaneous inventory adjustments, lower chargeouts of running repair material in the Car and Support Shops and timing of payments for Fuel and joint facilities, partially offset by electric power, overtime and the timing of FELA payments.

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

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

NOVEMBER 2013

NOVEMBER 2013 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD EXECUTIVE SUMMARY

November

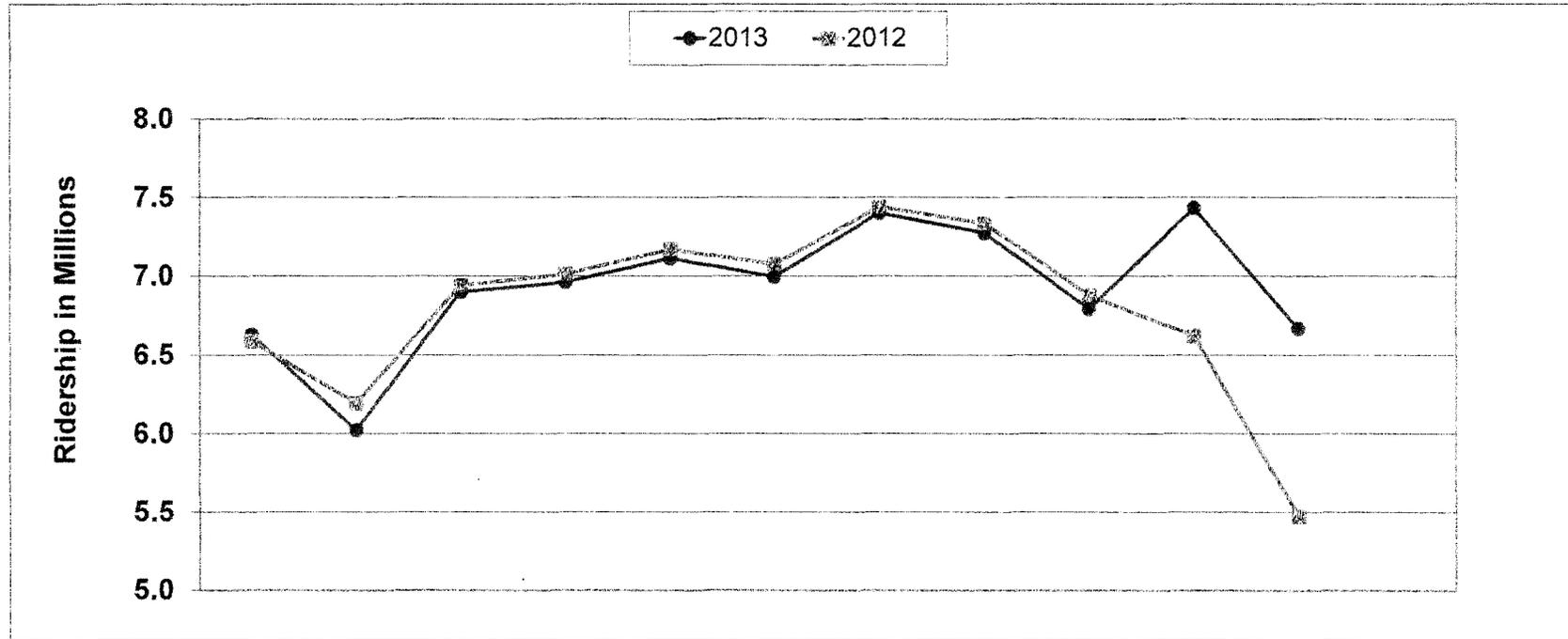
- November 2013 total ridership was 6.667 million vs. 5.472 million in November 2012 (calendar adjusted for one less work day in 2013), resulting in an increase of 1,194,525 passengers, or an 21.8% increase compared to November 2012.
- November 2013 commutation ridership was 3.786 million vs. 2.997 million in November 2012 (calendar adjusted), resulting in an increase of 789,533 passengers, or an increase of 26.3%.
- November 2013 non-commutation ridership was 2.881 million vs. 2.476 million in November 2012, an increase of 404,992 passengers, or an increase of 16.4%.
- November 2013 revenue was \$53.2 million vs. \$42.2 million, an increase of \$10,939,217 or an increase of 25.9% compared to November 2012.

Year-To-Date

- 2013 YTD total ridership was 76.2 million vs. 74.7 million in 2012, an increase of 1,440,563 or a 1.9% increase compared to 2012, and 0.3% below mid-year forecast.
- 2013 YTD commutation ridership was 44.1 million vs. 43.0 million in 2012, an increase of 1,114,566 or a 2.6% increase compared to 2012, and 0.1% above mid-year forecast.
- 2013 YTD non-commutation ridership was 32.0 million vs. 31.7 million in 2012, an increase of 325,997 or an increase of 1.0% compared to 2012, and 0.9% below mid-year forecast.
- 2013 YTD revenue was \$576.8 million vs. \$531.9 million in 2012, an increase of \$44,879,334 or an increase of 8.4% compared to 2012 and 0.1% below mid-year forecast.

NOVEMBER RIDERSHIP

•November's Total Ridership was 21.8% above '12 and 0.1% above Mid Year Forecast*.

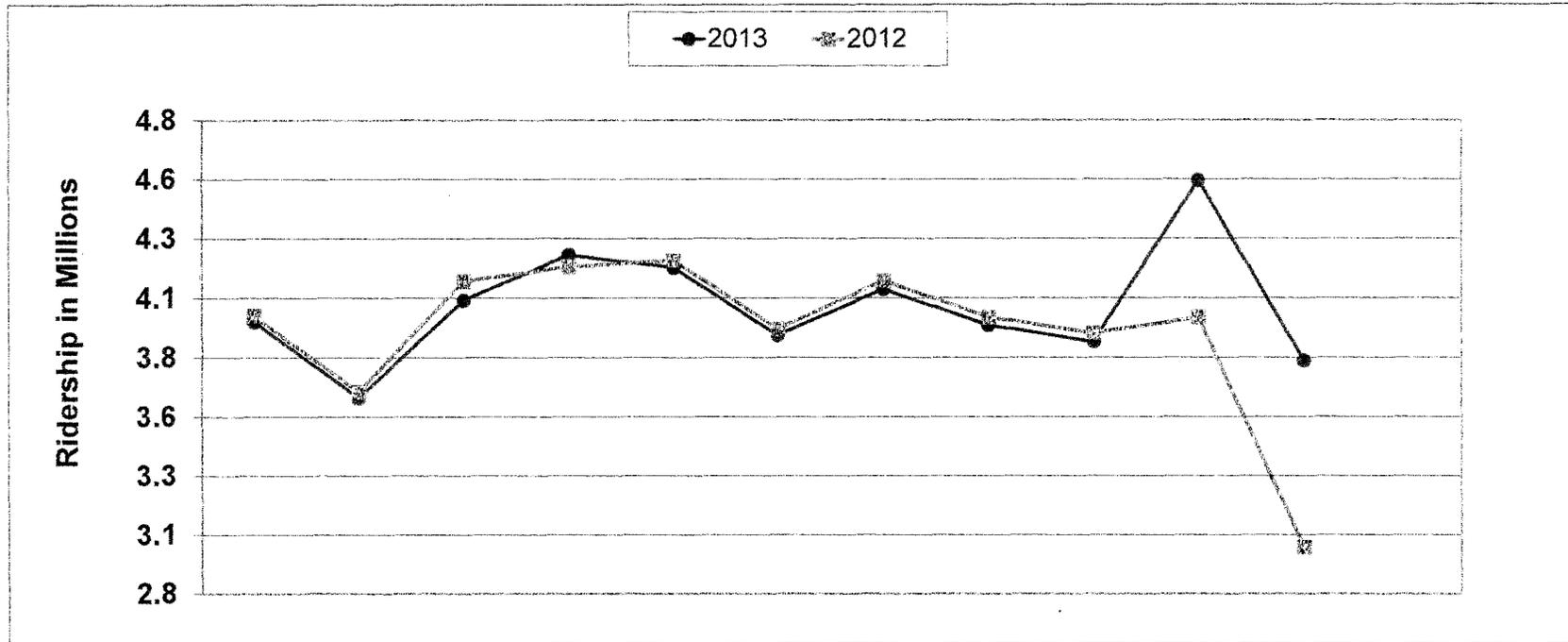


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.6	6.0	6.9	7.0	7.1	7.0	7.4	7.3	6.8	7.4	6.7		76.2
2012	6.6	6.2	6.9	7.0	7.2	7.1	7.4	7.3	6.9	6.6	5.5		74.7
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%	-1.2%	-0.6%	-0.9%	-1.3%	12.2%	21.8%		1.9%

*Note: October & November 2012 ridership was adjusted to account for rides lost during Superstorm Sandy.

NOVEMBER COMMUTATION RIDERSHIP

•November's Commutation Ridership was 26.3% above '12 and 0.9% above Mid Year Forecast*.

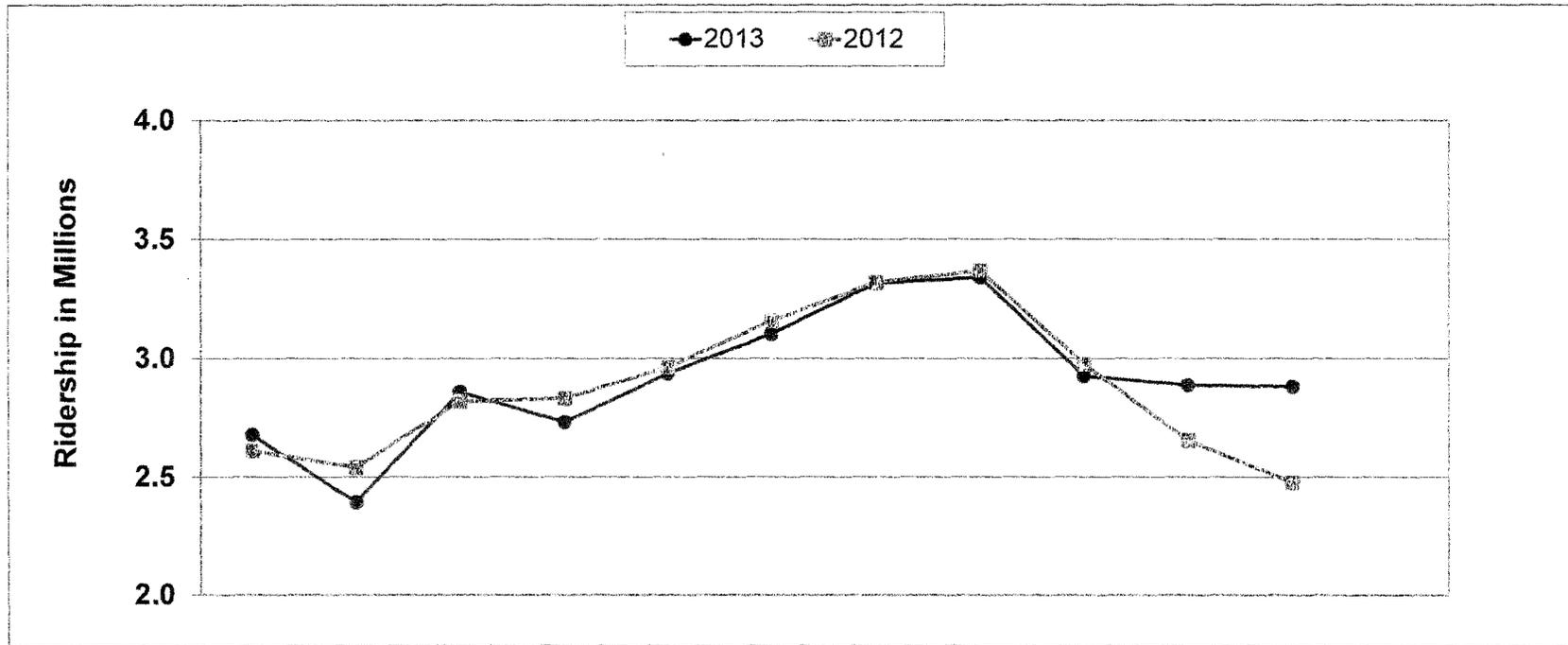


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	3.9	3.6	4.0	4.2	4.2	3.9	4.1	3.9	3.9	4.5	3.8		44.1
2012	4.0	3.7	4.1	4.2	4.2	3.9	4.1	4.0	3.9	4.0	3.0		43.0
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%	-0.7%	-0.9%	-0.9%	-0.9%	14.5%	26.3%		2.6%

*Note: October & November 2012 ridership was adjusted to account for rides lost during Superstorm Sandy.

NOVEMBER NON-COMMUTATION RIDERSHIP

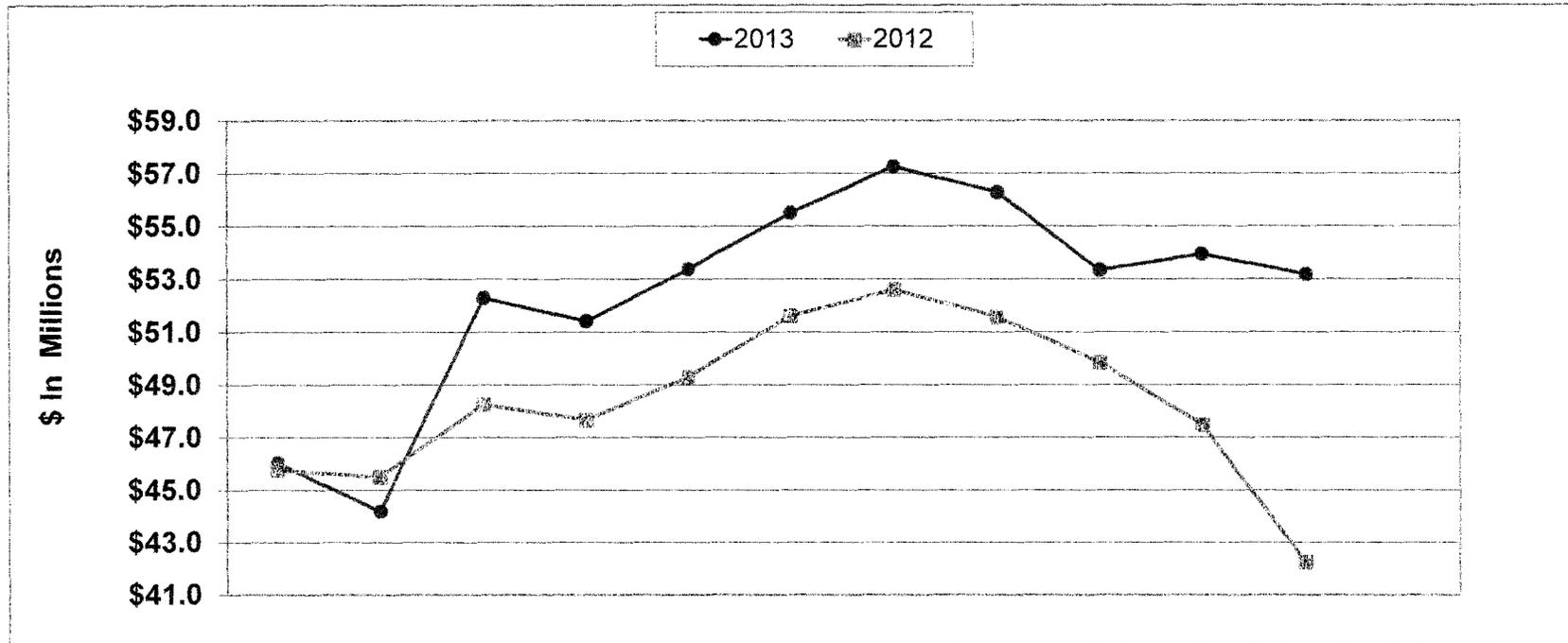
•November's Non-Commutation Ridership was 16.4% above '12 and -1.0% below Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.7	2.4	2.9	2.7	2.9	3.1	3.3	3.3	2.9	2.9	2.9		32.0
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3	3.4	3.0	2.7	2.5		31.7
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%	-1.7%	-0.1%	-0.8%	-1.7%	8.8%	16.4%		1.0%

NOVEMBER REVENUE

●November's Total Revenue was 25.9% above '12 and -0.7% below Mid Year Forecast.



Page 99

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5	\$57.3	\$56.3	\$53.3	\$53.9	\$53.2		\$576.8
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3	\$51.6	\$52.6	\$51.6	\$49.8	\$47.5	\$42.2		\$531.9
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%	7.5%	8.8%	9.1%	7.0%	13.6%	25.9%		8.4%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
NOVEMBER 2013**

TICKET TYPE/SERVICE	NOVEMBER 2013	NOVEMBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,786,093	2,996,560	789,533	26.3%
NON-COMMUTATION RIDERSHIP	2,880,703	2,475,711	404,992	16.4%
TOTAL RIDERSHIP	6,666,796	5,472,271	1,194,525	21.8%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	NOVEMBER 2013	NOVEMBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	44,135,847	43,021,281	1,114,566	2.6%
NON-COMMUTATION RIDERSHIP	32,045,133	31,719,136	325,997	1.0%
TOTAL RIDERSHIP	76,180,980	74,740,417	1,440,563	1.9%

* 2012 ridership numbers were adjusted using 2013 factors

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
NOVEMBER 2013**

REVENUE	NOVEMBER 2013	NOVEMBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,287,083	\$22,737,341	\$5,549,742	24.4%
NON-COMMUTATION REVENUE	\$24,893,767	\$19,504,291	\$5,389,476	27.6%
TOTAL REVENUE	\$53,180,850	\$42,241,632	\$10,939,217	25.9%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2013 YEAR-TO-DATE**

REVENUE	NOVEMBER 2013	NOVEMBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$300,017,220	\$278,144,246	\$21,872,973	7.9%
NON-COMMUTATION REVENUE	\$276,752,028	\$253,745,667	\$23,006,360	9.1%
TOTAL REVENUE	\$576,769,248	\$531,889,914	\$44,879,334	8.4%



Long Island Rail Road

CAPITAL PROGRAM REPORT

January 2014

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
DECEMBER 2013**

HIGHLIGHTS

PN-TX: SECOND MAIN LINE TRACK FARMINGDALE TO RONKONKOMA

Project Budget: \$137.20M

Milestone: Contract Award

A Contract for Design-Build Services for Phase 1 of the new Second Main Line Track on the Ronkonkoma Branch was issued to Skanska-Posillico/PB Joint Venture for \$34,160,000. This Design-Build package provides for construction of the civil and site work and associated infrastructure to support the second track from Ronkonkoma to west of Central Islip and is the first of two Project Phases to commence construction. Phase 1, including Track and Track Systems, is planned for completion in Fall 2016. The Second Main Line Track project comprises a major part of the LIRR's plans to improve service reliability on the Main Line, allow for half hourly off-peak service and provide greater regional resiliency during major weather events affecting the south shore.

PN-LC: SPEONK TO MONTAUK SIGNALIZATION

Project Budget: \$73.00M

Milestone: Contract Award

A Contract for Pre-Wired Signal Enclosures and Vital Software for Speonk to Montauk Signalization was awarded to Ansaldo STS USA, Inc. [ASTS] for \$20,499,532. This Contract will provide for the design and furnishing of a new Vital Microprocessor-Based Interlocking Control System that is required for the installation of Automatic Speed Control [ASC] from Speonk to Montauk. Additionally, a Contract was issued to Elecnor Hawkeye, LLC, for \$2,326,000 for the installation of Power Poles and Cable. The Signalization project represents a critical milestone in support of the LIRR's planned Positive Train Control [PTC] system.

PN-U1: WYANDANCH PARKING FACILITY

Project Budget: \$40.00M

Milestone: Contract Award

A Design-Build Contract for the Wyandanch Parking Facility was awarded to E.W. Howell Co., LLC for \$18,594,000. The new garage will have five levels of parking and will provide a central transportation hub with connectivity to different transit modes including the LIRR, Suffolk County Transit bus service, as well as taxi and automobile. The new parking facility will address the current parking shortage at the station and support future ridership associated with East Side Access.

PN-BA: INFRASTRUCTURE IMPROVEMENTS AT COLONIAL ROAD – DESIGN

Project Budget: \$3.00M

Milestone: Design Completion

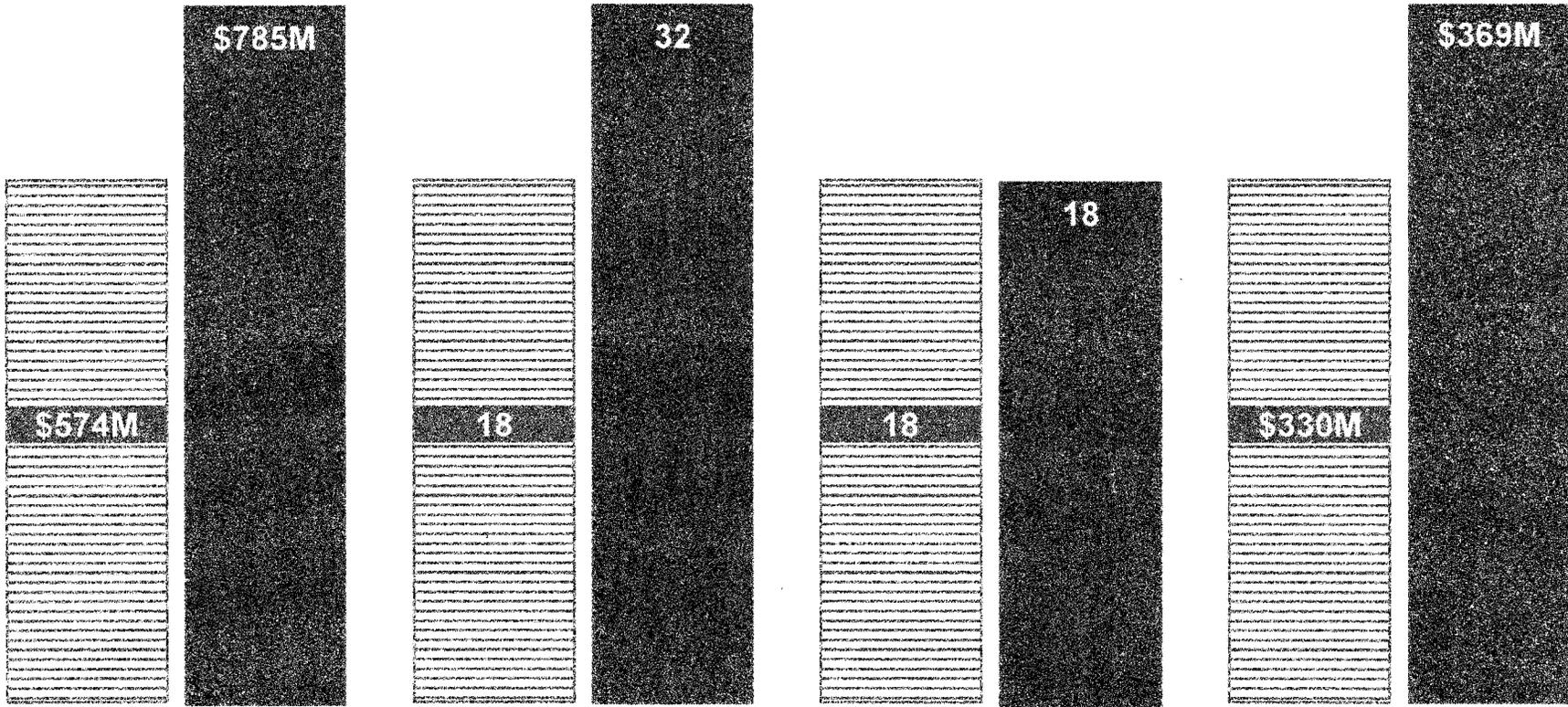
The Design for track and bridge improvements at Colonial Road on the Port Washington Branch is complete. The Design includes an extension to the existing Great Neck Pocket Track with the installation of an additional 12-car double-ended pocket track, replacement of the Colonial Road Bridge, and drainage improvements at track level. Replacement of the 115 year old bridge is critical to the community. The increased length of the Great Neck Pocket Track is part of the LIRR's efforts to bring LIRR service to Grand Central Terminal, as well as improve service on the Port Washington Branch. Construction is planned to commence in Summer 2014.

MENTORING ACTIVITIES

- HVAC Replacement West Side Yard: Punchlist work completed.
- Supplemental HVAC at JCC: Substantially complete.
- Lawrence, Laurelton, and Merillon Ave Pavement: Punchlist work completed.
- Queens Village Waiting Room: Punchlist work completed.
- Phase 1- Ronkonkoma Parking Garage Perimeter Steel: Punchlist work completed.
- Ronkonkoma Parking Garage Cable Replacement: Work commenced.
- Hillside UCC Shop [Under Car Cleaning]: Submittal review continued.

2013 LIRR Capital Program Goals

Page 103



COMMITMENTS

STARTS

COMPLETIONS

CLOSEOUTS

2013 PLAN

ACTUAL as of December 31, 2013