



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

## **February 2014**

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### **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**



Metropolitan Transportation Authority

## MEETING AGENDA

### LONG ISLAND COMMITTEE

February 24, 2014 9:30 am

347 Madison Avenue

Fifth Floor Board Room  
New York, NY

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#### AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

APPROVAL OF MINUTES – JANUARY 27, 2014

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2014 WORK PLAN

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#### MTA LONG ISLAND RAILROAD

1. AGENCY PRESIDENTS'/CHIEF'S REPORTS

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

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2. INFORMATION ITEMS

31

- Overview/Update of LIRR Safety Program (materials to be distributed)
- Adopted Budget/Financial Plan 2014
- 2013 Annual Operating & Safety Results
- Elevator & Escalator Service Report – 4<sup>th</sup> Q 2013
- February Track Work

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59

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3. PROCUREMENTS

80

LIRR Procurements

NONE

81

- Non-Competitive
- Competitive
- Ratifications

MTA CC Procurements

82

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

85

4. STATUS OF OPERATIONS

88

- Enhanced Safety Actions Update

100

5. FINANCIAL & RIDERSHIP REPORT

103

6. CAPITAL PROGRAM REPORT

128

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

**Minutes of the Regular Meeting  
Long Island Committee  
Monday, January 27, 2014  
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. Ira R. Greenberg  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. David Paterson

**The following members were not present:**

Hon. Jonathan A. Ballan  
Hon. Fernando Ferrer, Vice Chairman, MTA  
Hon. Jeffrey A. Kay  
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 Member Paterson was not present for the votes on the Action Item and Procurement Items. Board Member Mark Page was present for a portion of the proceedings.

Committee Chairman Pally called the meeting to order.

There were four public speakers. Murray Bodin of Concerned Grandparents spoke about the NTSB and the need to change traditional modes of thinking, and recommended the use of open configuration train cars. Orrin Getz of Rockland County recommended a presentation which will be made by Drew Galloway of Amtrak at the April NYMTC meeting. George Haikilis of IRUM recommended that East Side Access come into Grand Central Terminal via the existing lower level, rather than the "deep caverns." William Henderson, representing the LIRR Commuter Council, commended the LIRR for keeping their station facilities open 24 hours daily during the recent cold weather.

Upon motion duly made and seconded, the minutes of the December 16, 2013 Committee meeting were approved by the Board members then in attendance.

**MTA LONG ISLAND RAIL ROAD**

President Williams asked Metro-North President Howard Permut to remain at the meeting so that she could acknowledge his outstanding career at Metro-North. She recalled that she had the opportunity to meet him in the mid-eighties when he was a key member of a team tasked with transforming Metro-North into a premier commuter rail operation. President Williams observed that over the course of 30 years, President Permut has seen that vision mature into a tremendous operation serving Connecticut and our northern suburbs. President Williams said that it has been her pleasure to work closely with President Permut for the past five years, including on numerous joint procurement and other initiatives that have greatly benefited both railroads. President Williams noted that they have worked together on the design for East Side Access and, since 2008, on Positive Train Control ("PTC") to make sure both railroads would meet this compliance deadline. She then expressed her appreciation of how generous President Permut has been in sharing his knowledge. President Williams noted that it was important to have the minutes reflect the deep commitment that President Permut has had to transportation, to regional rail and to Metro-North's rail operation.

President Williams then announced Ray Kenny's retirement, after over 40 years of service to the LIRR. He retires as Senior Vice President of Transportation and Infrastructure Planning, and has done an outstanding job overseeing the very complex Harold and Amtrak construction issues for East Side Access for the past two years, ensuring that LIRR could deliver safe, secure and reliable service to our customers. She said that those of us who have had the privilege of working with Mr. Kenny know that he has a deep knowledge of the Railroad, and knows every switch, signal, siding and interlocking on the property. Mr. Kenney first joined the LIRR in 1970 out of college, and had prior summer employment as well. His railroad career extends over four decades; he started as a ticket clerk, then became a block operator, a train dispatcher, a junior industrial engineer and went right up the ladder to senior level management, including serving as Acting President. President Williams said that Mr. Kenny has been enormously generous to her in his knowledge and expertise of railroading during the past years and his dedication to the LIRR is unmatched. President Williams noted his contributions in the areas of incident command (culminating in the new Situation Room) and customer advocacy (leading to our 24/7 Public Information Office). President Williams observed that if you walk around LIRR's shops, stations and terminals with Mr. Kenny, everyone will greet him by name and with genuine respect. He greets them back by name and his respect for them and the jobs that they do is equally genuine. She noted that while we will not be able to replace his knowledge, he leaves behind a legacy of training LIRR employees and developing and reinforcing their commitment to safe, secure and reliable service. President Williams asked those present to join in a round of applause for Ray Kenney. Chairman Pally then added his own thanks to Mr. Kenny, noting especially his advocacy for the Railroad in dealing with Amtrak.

President Williams then reported the positive news that total LIRR ridership was up 2% over 2012, which is a gain of 1.6 million rides. The Port Washington branch increased by 3%; the Port Jefferson branch by 2.7 %; the Ronkonkoma branch by 2.4%; and the Far Rockaway branch by 2.6%. Montauk also saw an increase in ridership of 2.8%. President Williams stated that the Long Beach branch experienced a decline, and that we are moving forward with the Long Beach restoration plan with Superstorm Sandy funding that will strengthen that service. President Williams observed that customers responded to the ½ hourly service on the Port Jefferson branch and responded to the additional service on the Ronkonkoma line. She also noted the unique ridership opportunity upcoming in connection with the Super Bowl, and that LIRR will provide extra service so that commuters can participate in activities near

Penn Station. LIRR personnel have been working with the Host Committee volunteers, to make sure that customers can navigate Penn Station.

President Williams then spoke about the joint effort, with Metro-North, to develop a new, free 'Time Train App.' CFO Mark Young reported that the App was introduced on December 19, 2013, and, we already have 30,000 subscribers and look to get much higher numbers going forward. He said that he is proud that we were able to develop this excellent App completely in-house at the LIRR IT Department, which worked with the Customer Service, Public Affairs & Marketing Departments. In particular, Mr. Young acknowledged David Brulhardt and Tom Picolli from the IT Department and Yannis Takos, Sam Zambuto and Chris Papandreou from Public Affairs for their great job.

David Koehler then presented a PowerPoint demonstrating the use of the Train Time App, which he noted was developed with the assistance of Long Island Commuter Council members. He explained the functions and key options of this App, such as navigating the main menu, trip search and fares, favorite stations page, station information, service status, customer alerts, special service notices, social media and how to contact us. He said that the Railroad is already developing enhancements to the App, which would be submitted to the Apple and Google stores. President Williams thanked Mr. Koehler for the App demonstration and commended Mark Young for his outstanding job in putting this together.

President Williams then gave a status update on safety enhancement actions, further to last month's meeting, to ensure that the Railroad is working at the safest level possible. She introduced Chris Calvagna, Executive Director of PTC and Lori Ebbighausen, Senior Director of Safety and Training. President Williams said that Mr. Calvagna is leading our efforts in vehicle and signal-based technical engineering enhancements such as wayside signal modification and the installation of alerters on the current fleet. Lori Ebbighausen is leading our efforts in safety enhancements such as "safety stand downs" and close call reporting. President Williams said that she wanted the Committee to have the opportunity to meet Mr. Calvagna and Ms. Ebbighausen and to hear directly from them on our progress on these enhanced safety actions, which we will be reporting on monthly to the Committee.

Mr. Calvagna reported on three LIRR enhanced safety actions: speed restrictions on curves, tangent track enforcement and alerters on equipment. Regarding speed restrictions on curves, in addition to the nine curves and one moveable bridge which are already enforced, LIRR has identified seven critical curves where we will be implementing civil speed enforcement. Of those seven, two have been completed to date and the remaining five have been designed. Regarding tangent track enforcement, the LIRR has begun reviewing tangent track segments where there is a differential in speed between the authorized special instruction speed and the automatic train control enforcements. When there is a differential in these identified segments, the LIRR will develop and implement automatic speed control solutions to reduce that differential. He noted that a good portion of LIRR's automatic speed control territory already enforces the tangent track Maximum Authorized Speed. Regarding alerters, the LIRR began work under an existing engineering services contract to develop, test, validate and deliver alerter functionality for DE/DM locomotives and M-3 and C-3 cab cars. When completed the functionality will be installed during our periodic inspection cycles.

Ms. Ebbighausen reported on the safety stand down, our participation in the close call reporting program and our speed compliance program. From December 5<sup>th</sup> through 7<sup>th</sup>, LIRR held its first

corporate stand down, attended by over 5,000 employees in over 200 sessions in 80 locations across the property. We tabulated their feedback and we are reviewing each item for appropriate action. We anticipate that our next safety stand down will be held at the end of March and we are committed to doing these safety stand downs periodically. Regarding close call reporting, we attended Metro-North's confidential close call reporting meeting last week and have scheduled our own overview for labor and management, which will be given in February by the FRA and the Volpe Center. Finally, we are continuing our speed compliance program. In addition to radar observations which road foremen traditionally conduct, we are using a risk reduction approach to enhance our program, focusing on locations and individuals who have been identified through a risk mitigation matrix. We are also increasing our use of event reporter downloads to review individual compliance.

Board Member Moerdler commented on a January 9<sup>th</sup> freight train derailment in LIRR territory, which was not the fault of LIRR but had an impact on its riders. He noted the frequency of such events with freight trains across the country, and that freight cars are not checked in many instances for conditions such as broken wheels. He asked if LIRR would put sensors on the tracks, specifically wheel impact detectors.

President Williams noted that we would like to give the Committee a separate briefing on our efforts with New York and Atlantic to ensure that they do have a safe operation. She noted that this derailment did impact service, and that LIRR remediated this situation as quickly as possible. She stated that we work with New York and Atlantic to make sure that they run a safe operation on our system, but that Board Member Moerdler is correct that they bring in freight cars from other parts of the US and we need to ensure that equipment can operate safely on our infrastructure. There was further discussion about measures that could be taken, and Michael Gelormino noted that LIRR is working with FRA and New York and Atlantic on the possibility of installing sensors which will detect gear box problems. Board Member Moerdler noted the responsibility of the Board to provide funding for such safety enhancements.

Board Member Moerdler then asked about efforts being made in dark territory. Mr. Calvagna said that we are making efforts to implement speed control in portions of it, moving towards PTC. For instance, we are currently signalizing from Speonk to Montauk, with completion expected in November 2016. We are also looking to signalize between Ronkonkoma and Yaphank and further on to Riverhead. Present Williams added that the Railroad operates under very strict rules in dark territory to enhance safety.

Board Member Greenburg asked whether the engineer or conductor can report a close call. Ms. Ebbighausen responded that we have a Safety One Call number which can be used by LIRR employees to report any safety issues. The Safety One Call number will be maintained as we evolve into a close call reporting system.

Board Member Greenburg then asked about whether there was enforcement of civil speed restrictions currently on the Railroad; for example, whether the maximum allowable speed of 80 mph on the Babylon branch could be exceeded with current equipment? Mr. Calvagna said that about two-thirds of the LIRR system is speed enforced with current equipment and that we are looking at what further improvements can be made.

President Williams said that Mr. Calvagna and Ms. Ebbighausen will be providing monthly reports and updates, which will be in writing and included in the Committee book, as requested by Chairman.

### **MTA CAPITAL CONSTRUCTION**

MTA Capital Construction President Michael Horodniceanu shared a PowerPoint presentation to highlight the progress on the Manhattan South Structures contract (CM005) of the East Side Access Project. Notice to Proceed on that Contract was given to the CM005 Contractor in September 2013 and that contract has an expected substantial completion date of February 2016. Dr. Horodniceanu also presented a two month time lapse work progression video of the Plaza Substation and Queens Structures Contract (CQ032).

With regard to upcoming procurements, Dr. Horodniceanu reported that award of contracts for Manhattan Structures North (CM006), Facilities Systems (CS179) and Signal Equipment Procurement (VS086) is expected following approval by the full Board. Upon award of these contracts \$6.5 Billion will have been committed on the East Side Access Project.

MTACC expects to advertise the contracts for Traction Power Facilities (CS084) and the Grand Central Concourse (CM014B) in the first quarter of 2014. In addition, an information package has been provided to the firms who responded to a Request for Expressions of Interest for the GCT Caverns Contract (CM007). MTACC plans to meet with those firms to receive any comments they may have in advance of advertising CM007 which is currently planned for the summer of 2014. CM007 is the last of the three contracts that comprise the work of the CM012R contract.

### **MTA POLICE DEPARTMENT**

Chief Coan referred the Committee to the report at page 20 of the Committee book. He noted that with respect to Super Bowl week, we will have additional police officers on duty, and we will be working with local and federal law enforcement officers in New York and New Jersey.

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

#### **Information Items**

There were two LIRR information items:

- February Timetable Changes
- Flushing Main Street – Property Acquisition

### Action Items

There was one LIRR action item:

- 2014 LIRR Committee Work Plan

President Williams noted that the Flushing Main Street Property Acquisition will be acted upon at the Finance Committee. She referenced a photograph of what the completed project would look like, particularly the westbound entrance. She noted that in the 2005 to 2009 Capitol Program, LIRR developed an accessibility plan for Queens. We have completed the elevators at Rosedale, recently completed elevators at Queens Village and we have identified Flushing Main Street and the station near CitiField as two additional sites for accessibility improvements. She noted the challenges presented by the current Flushing site, where westbound station access is almost three-quarters of a block away from the eastbound access, down an alley with poor visibility, where it is very difficult to situate an elevator. President Williams then recognized Poonam Punj, a staff member who works with Rich Oakley and has helped to develop solutions for Flushing, including identifying property next to our track where two elevators could be situated facing Main Street, enhancing the attractiveness of the station for our customers. President Williams noted the support from the community in moving this project forward, and that LIRR will also use this opportunity to make improvements on trestles adjacent to this location.

Board Member Moerdler asked whether the community board was notified of this project. President Williams responded that it was, and that there was a public hearing where four persons spoke in favor of this action. Board Member Greenburg commended the LIRR on the beautiful rendition of the future station and generally with respect to the project which will enhance the station and access to it.

President Williams then noted the action item on page 34 of the Committee book regarding the Committee Work Plan, and noted that we will be adding additional items with regard to safety. Upon motion duly seconded, this action item was approved by the Board Members then in attendance.

### MTA LONG ISLAND RAIL ROAD

#### Procurements

There was one competitive procurement presented:

- Approval to award three blanket contracts to ABC Construction Contracting, Inc., Pinnacle Environmental Corporation and Coastal Environmental Group for on-going asbestos, lead and biological containment abatement and demolition services to be performed on LIRR property, in the total combined not-to-exceed amount of \$10,453,300.

Upon motion duly made and seconded, this procurement was recommended to the Board for approval by the Board Members in attendance.



## MTA CAPITAL CONSTRUCTION

### Procurements

Three competitive 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 competitive procurement items are as follows:

1. Award of Systems Facilities Package No. 3, Tunnel Signal Procurement Contract No. VS086 to Ansaldo STS USA, Inc. in the amount of \$20,795,259.
2. Award of Manhattan North Structures Contract No. CM006 to Frontier-Kemper Constructors in the amount of \$294,201,750.
3. Award of System Facilities Package No. 1 Contract No. CS179 to Tutor Perini Corporation in the amount of \$550,388,000.

The Committee was advised that after the Committee books went to print, potentially significant adverse information was discovered regarding procurement items two and three which is under review. No contract for these items will be executed unless there is a satisfactory resolution on those issues.

Board Member Moerdler commended MTA Capital Construction for making efforts to improve bid competition. He also stated that it should not be a surprise to anyone that the East Side Access Project schedule duration increased after CM012R was repackaged as three separate contracts.

Board Member Greenberg suggested that with regard to negotiated contracts, a contractor's proposed plan for meeting MWDBE goals should be part of the negotiation.

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

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

Chairman Pally stated that the increase in LIRR ridership this year is a great achievement. In his view, much of this accomplishment is due to the tremendous work of MTA and LIRR management and the Labor Unions. He noted the role that increased service plays in this achievement. As he and Board Member Molloy have discussed at length, it is our goal to insure that there will be 30-minute headways on all lines at all times on the LIRR. He said that Port Washington is a perfect example of what happens when you provide that kind of headway all the time.

Board Member Moerdler, referring to pages 67 and 68 of the Committee Book, asked about the increase in FRA reportable injuries, and requested to receive further information on this. Board Member Moerdler then expressed his hope that the President of the LIRR will become directly involved in the labor negotiations. Chairman Pally said he thought that would be helpful.

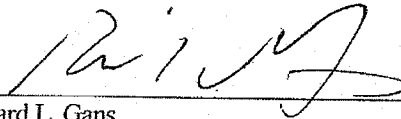
The details of these items are contained in the reports filed with the records of the meeting.

January 27, 2014

Adjournment

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

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Richard L. Gans', written over a horizontal line.

Richard L. Gans  
Secretary



## 2014 Long Island Rail Road Committee Work Plan

### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes  
2014 Committee Work Plan  
Agency President's/Chief's Reports  
Information Items (if any)  
Action Items (if any)  
Procurements  
Performance Summaries  
    Status of Operations/Safety  
    Financial/Ridership Report  
Capital Program Report

Committee Chair & Members  
Committee Chair & Members  
President/Senior Staff  
  
Procurement & Logistics  
President/Senior Staff  
Sr. VP - Operations  
VP & CFO  
Dept. of Program Management

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### February 2014

Safety Programs/Culture Update  
Adopted Budget/Financial Plan 2014  
2013 Annual Operating Results  
Elevator & Escalator Service Report – 4<sup>th</sup> Q 2013

System Safety  
Management & Budget  
Operations  
System Safety

#### March 2014

2013 Annual Ridership/Marketing Plan Report  
Annual Strategic Investments & Planning Study  
2014 Spring/Summer Schedule Change  
Diversity/EEO Report – 4<sup>th</sup> Q 2013

Finance/Marketing  
Strategic Investments  
Service Planning  
Administration/Diversity

#### April 2014 (Joint Meeting with MNR)

Final Review of 2013 Operating Results  
Annual Inventory Report

Management & Budget  
Procurement

#### May 2014

RCM Fleet Maintenance  
Diversity/EEO Report – 1<sup>st</sup> Q 2014  
Elevator & Escalator Service Report – 1<sup>st</sup> Q 2014

Operations  
Administration/Diversity  
System Safety

#### June 2014

Positive Train Control  
Penn Station Retail Development

President  
MTA Real Estate

#### July 2014

Environmental Audit

System Safety

September 2014

2015 Preliminary Budget (Public Comment)  
2014 Mid Year Forecast  
Diversity/EEO Report – 2<sup>nd</sup> Q 2014  
Elevator & Escalator Service Report – 2<sup>nd</sup> Q 2014  
2014 Fall Construction Schedule Change

Management & Budget  
Administration/Diversity  
System Safety  
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 – 3<sup>rd</sup> Q 2014  
Elevator & Escalator Service Report – 3<sup>rd</sup> Q 2014  
2014 Holiday Schedule

Committee Chair & Members  
Administration/Diversity  
System Safety  
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

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## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### Approval of Minutes

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

#### 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

### FEBRUARY 2014

#### Safety Programs/Culture Update

The Agency will present an update on existing safety programs/culture and what initiatives are being developed and their implementation status.

#### 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 – 4<sup>th</sup> 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– 4<sup>th</sup> 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**

##### 2013 Annual Safety Report

An annual report will be provided to the Committee on Agency's customer and employee injuries and initiatives underway and planned to address safety.

##### 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 – 1<sup>st</sup> Quarter 2014

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

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

##### Elevator & Escalator Service Report – 2<sup>nd</sup> Quarter 2014

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

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

#### **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.

#### **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– 3<sup>rd</sup> 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 – 3<sup>rd</sup> 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.

**MTA CAPITAL CONSTRUCTION**

**PROJECT UPDATE**

**EAST SIDE ACCESS**

## MTA CAPITAL CONSTRUCTION PROJECT UPDATE

### East Side Access

February 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 Schedule Forecast Comparisons\*

The following cost and schedule ranges were presented at the January 27, 2014 CPOC Meeting, as compared to the existing budget of \$8.245 B and Revenue Service Date of Aug-2019.

	<u>MTACC</u>	<u>Supplemental Independent Review Consultant</u>	<u>Independent Engineering Consultant</u>	<u>FTA</u>
<b>Base Cost</b>	<b>\$ 9.298 B</b>	<b>\$ 9.348 B</b>	<b>\$ 9.535 B</b>	<b>\$ 9.657 B</b>
<b>Risk/Contingency</b>	<b>\$ 0.395 B</b>	<b>\$ 0.444 B</b>	<b>\$ 0.446 B</b>	<b>\$ 0.652B</b>
<b>Total Project Cost</b>	<b>\$ 9.693 B</b>	<b>\$ 9.792 B</b>	<b>\$ 9.981 B</b>	<b>\$ 10.309B</b>

\* 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.

	<u>MTACC</u>	<u>Supplemental Independent Review Consultant</u>	<u>Independent Engineering Consultant</u>	<u>FTA</u>
<b>Base Schedule</b>	<b>Sep-2020</b>	<b>Nov-2021</b>	<b>Jun-2022</b>	<b>Apr-2022</b>
<b>Risk/Contingency</b>	<b>12 months</b>	<b>12 months</b>	<b>12 months</b>	<b>17 months</b>
<b>Revenue Service Date</b>	<b>Sep-2021</b>	<b>Nov-2022</b>	<b>Jun-2023</b>	<b>Sep-2023</b>

#### Current Issues/Highlights

- All major excavation has been completed at the 55th Street Vent Plan Facility (CM013A). Concrete operations began in February in both the lower chamber and air plenum.
- Concrete operations including waterproofing and rebar installation continues in multiple locations including the East and West GCT caverns and the tail tracks as part of the Manhattan Structures South (CM005) contract.
- Work at the Yard Lead Trench and Revenue Track Invert continues on the Plaza Substations and Queens Structures (CQ032) contract. Concrete repairs are being made in the East Bound tube of the

existing 63rd Street tunnel. In addition, steel erection and decking activities are ongoing at the C06 and C07 substation areas.

- The CH057A contractor has started mobilization and initiated site survey for the Harold Part 3 - Westbound Bypass contract. Actual field work is targeted to begin in March
- Procurement of the Traction Power Contract (CS084) will begin by the end of the first quarter with bids expected in the second quarter of this year.
- Following the success with the RFP method for the Manhattan North contract, Board approval is being sought to allow for a negotiated procurement of the GCT Concourse contract (CM014B). A RFP will permit verification that the winning contractor has capability to complete the work, greater communication with the contractors regarding access and schedule opportunities, confirm DBE participation requirements will be met, and establish contractors understanding of the options to be included in the contract.
- Eleven Expressions of Interests were received for the GCT Caverns (CM007) contract. Meetings with the contractors, which will allow for a better informed contract approach including final design details and schedule, are ongoing.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - February 2014

Expenditures thru January 2014; \$\$ in million

	Budget**	Expenditures
Construction	\$ 6,442.3	\$ 3,543.9
Design	\$ 671.5	\$ 611.8
Project Management	\$ 762.8	\$ 547.3
Real Estate	\$ 166.3	\$ 105.4
Rolling Stock†	\$ 202.0	\$ -
<b>Total</b>	<b>\$ 8,245.0</b>	<b>\$ 4,808.4</b>

† 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 Yonkers Contracting	\$51.8	\$48.8	\$3.1	\$26.5	Nov-2011	Nov-2011	Apr-2013	Apr-2014
CM013A: 55th St Vent Facility SCC-JPP, JV	\$58.8	\$56.4	\$2.5	\$13.4	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures Michels Corp.	\$220.7	\$200.6	\$20.1	\$12.4	N/A	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures		In Procurement			N/A	Mar-2014	N/A	Nov-2016
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$217.8	\$213.6	\$4.2	\$82.1	Aug-2011	Aug-2011	Aug-2014	Aug-2015
Harold Construction								
CH053: Harold Structures (Part 1) Perini Corporation	\$276.5	\$234.4	\$42.1	\$187.8	Jan-2008	Jan-2008	Feb-2011	Aug-2014
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$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		In Design (Repackaging)			N/A	Sep-2014	N/A	Jun-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		In Design			Oct-2013	May-2015	N/A	Feb-2018
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179)		In Procurement			Sep-2012	Feb-2014	N/A	TBD**
Systems Package 2: Tunnel Systems (CS284)		In Design (Repackaging)			Apr-2013	TBD**	N/A	TBD**
Systems Package 3: Signal Equipment (VS086)		In Procurement			Mar-2013	Feb-2014	N/A	TBD**
Systems Package 4: Traction Power (CS084)		In Design (Repackaging)			Apr-2013	Jul-2014	N/A	TBD**

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

\*\*Project reforecasting is being finalized. Overall budget of \$ 8.245 B and schedule are being adjusted. For more information please see "Budget and Schedule Forecast Comparisons" in the prior section of this report. Contract dates and budgets will also be adjusted.

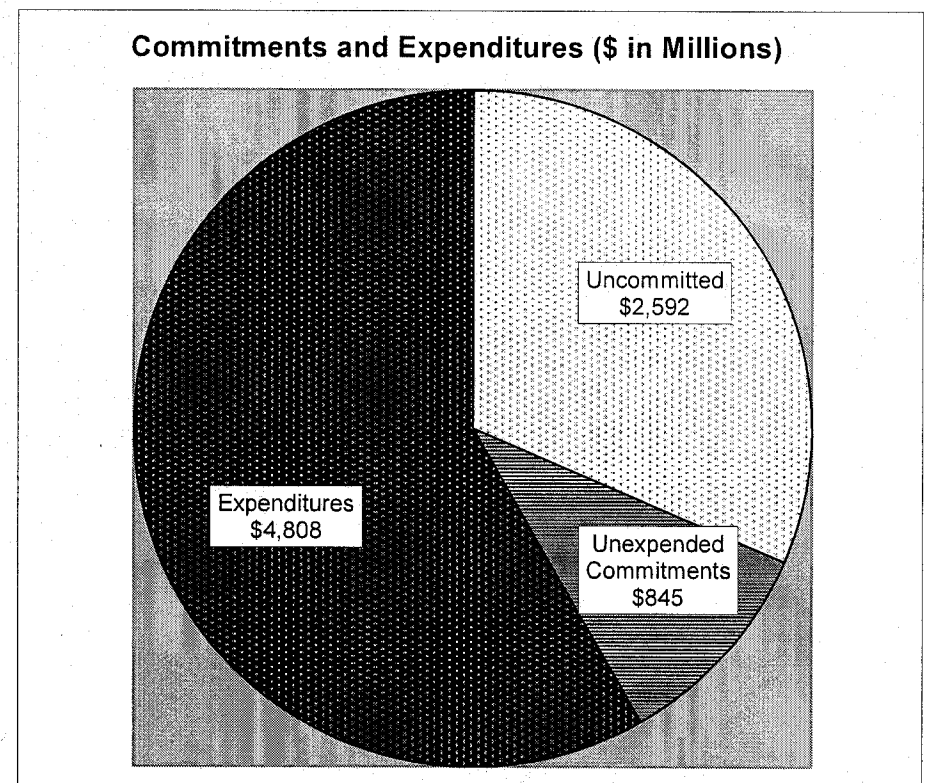
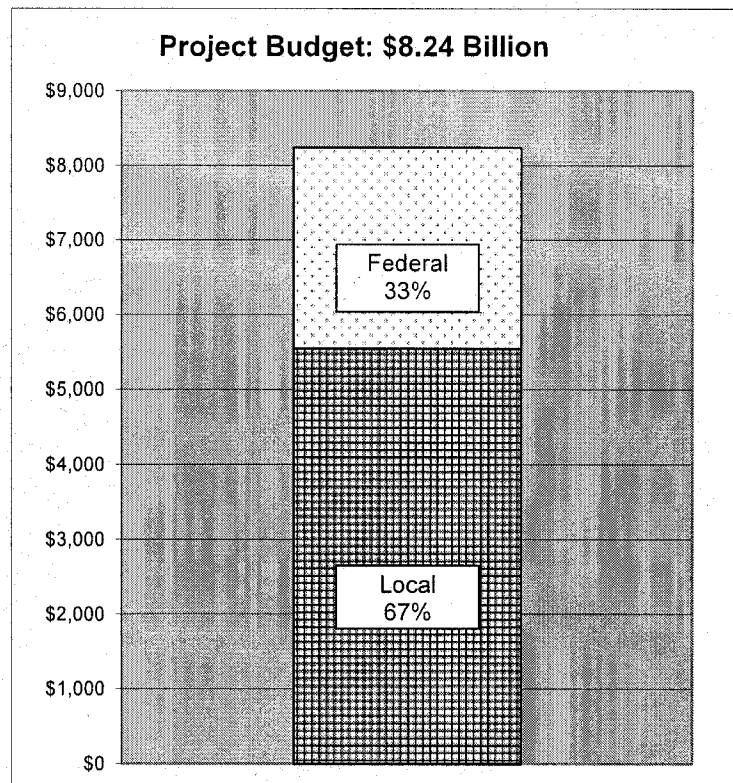
# East Side Access Status

## Report to the Railroad Committee - February 2014

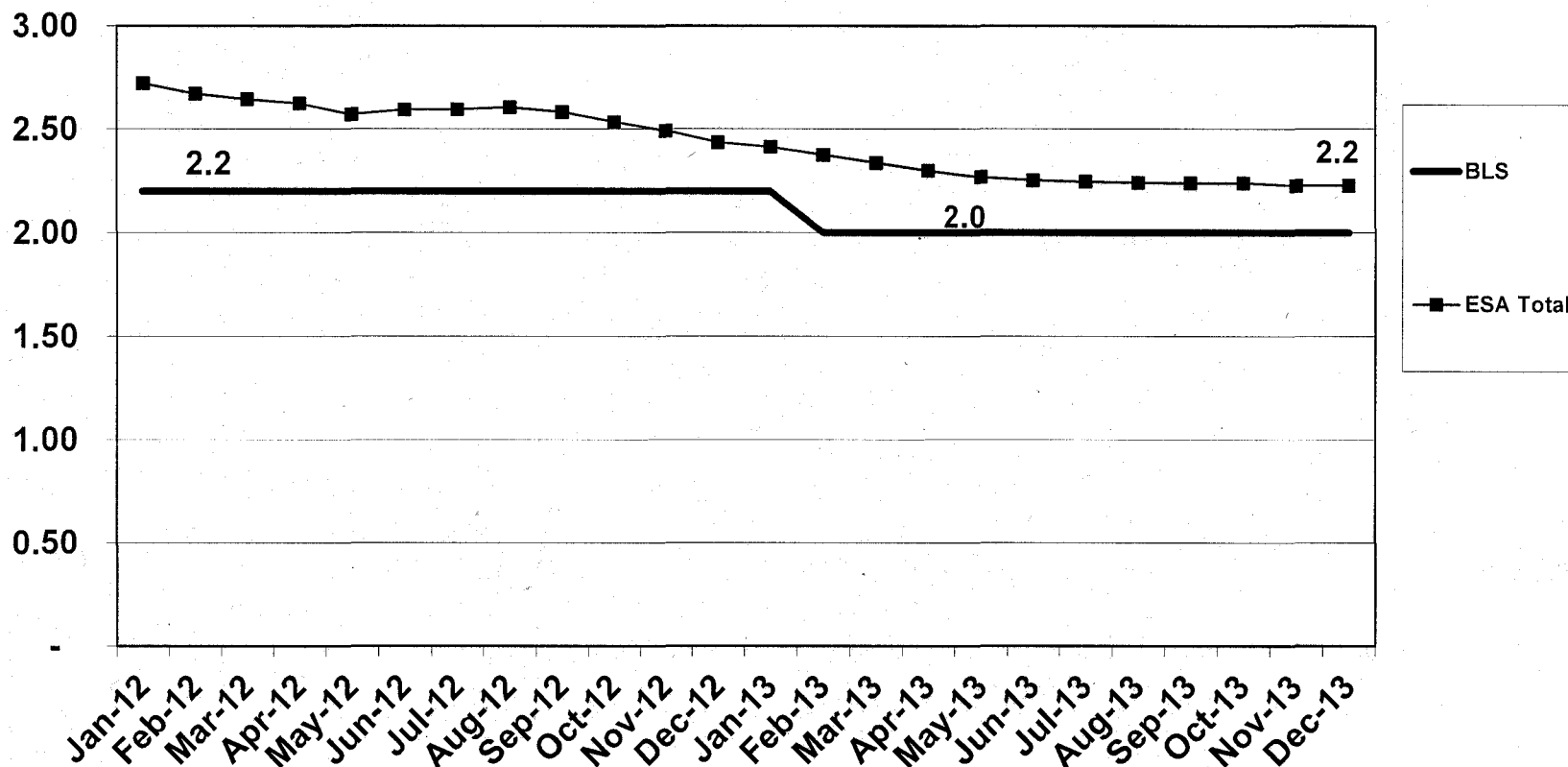
(data thru January 2014)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	785	785	1,529	4	1,496
2005-2009	2,683	838	1,845	1,176	2,663	19	2,462
2010-2014	3,154	3,149	5	5	1,303	1,851	693
2015-2019	717	717	-	-	-	717	-
<b>Total</b>	<b>\$ 8,245</b>	<b>\$ 5,546</b>	<b>\$ 2,699</b>	<b>\$ 2,030</b>	<b>\$ 5,653</b>	<b>\$ 2,591</b>	<b>\$ 4,808</b>

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

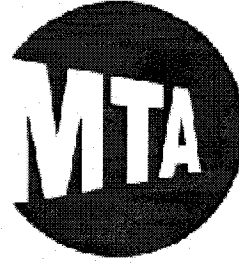


# **Lost Time Injury Rate** **East Side Access Project, 2012-2013** **vs. US BLS National Standard for Heavy & Civil Construction**



**Note:**

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



# **POLICE REPORT**

**FEBRUARY 2014**





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

**January 2014 vs. 2013**

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	3	3	100%
Felony Assault	5	3	2	67%
Burglary	1	2	-1	-50%
Grand Larceny	20	20	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	32	28	4	14%

**Year to Date 2014 vs. 2013**

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	3	3	100%
Felony Assault	5	3	2	67%
Burglary	1	2	-1	-50%
Grand Larceny	20	20	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	32	28	4	14%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Long Island Rail Road

### January 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	4	2	2	100%
Burglary	1	1	0	0%
Grand Larceny	10	12	-2	-17%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	16	1	6%

### Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	4	2	2	100%
Burglary	1	1	0	0%
Grand Larceny	10	12	-2	-17%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	16	1	6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Metro North Railroad

### January 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	1	1	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	10	6	4	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	9	6	67%

### Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	1	1	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	10	6	4	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	9	6	67%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Staten Island Rapid Transit

### January 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	3	-3	-100%

### Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	3	-3	-100%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**INDEX CRIME REPORT**  
**Per Day Average**  
**January 2014**

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	6	2	4	0
<b>Fel. Assault</b>	5	4	1	0
<b>Burglary</b>	1	1	0	0
<b>Grand Larceny</b>	20	10	10	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	32	17	15	0
<b>Crimes Per Day</b>	1.03	0.55	0.48	0.00



# MTA Police Department Arrest Summary: Department Totals

2/3/2014  
10:24:06AM

1/1/2014 to 1/31/2014

Arrest Classification	Total Arrests
Robbery	5
Felony Assault	3
Burglary	1
Grand Larceny	4
Aggravated Unlicensed Operator	2
Assault-Misdemeanor	6
Breach of Peace	1
Criminal Impersonation	1
Criminal Mischief	1
Criminal Trespass	1
Disorderly Conduct	2
Drug Offenses	4
Falsely Reporting an Incident	1
Forgery	4
Graffiti	2
Harassment	2
Menacing	1
Obstruct Government	1
Petit Larceny	7
Public Lewdness	2
Resisting Arrest	6
Sex Offenses	2
Theft of Services	11
VTL Offenses	1
Warrant Arrest	4
Weapons Offenses	2
<b>Arrest Totals</b>	<b>77</b>



**Long Island Rail Road**

**INFORMATION**

**ITEMS**

**MTA LONG ISLAND RAIL ROAD  
FEBRUARY FINANCIAL PLAN 2014-2017  
2013 FINAL ESTIMATE AND 2014 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2013 Final Estimate, 2014 Adopted Budget and the Financial Plan for 2014-2017. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan, which were adopted by the Board in December 2013.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- As part of the 2013 MTA Service Investments and Customer Enhancement Initiative, the LIRR invested \$2.6 million in 2014 - 2017, which either adds or restores service. For specific service details, please refer to the 2013 July Financial Plan.
- The 2013 Mid-Year Forecast captured a "one-shot" increase in real estate receipts due to a high volume of large transactions that occurred earlier in the year. The MTA applied \$80 million of these proceeds towards the LIRR "Additional Plan" to reduce the unfunded pension liability. This is expected to result in savings of \$5.6 million annually in pension expenses beginning in 2014.
- The November Plan included a 2014 provision for traction power based upon a final reconciliation of 2010 NYPA billings. This adjustment reflects a change in the timing assumptions, shifting \$0.494 million to 2013 from 2014.
- A cost of \$3.2 million was added in 2013 to provide mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2014 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Non-Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,134</b>	<b>(\$1,018.146)</b>	<b>6,159</b>	<b>(\$1,094.090)</b>	<b>6,408</b>	<b>(\$1,141.241)</b>	<b>6,727</b>	<b>(\$1,225.916)</b>	<b>6,944</b>	<b>(\$1,329.111)</b>
<b>Technical Adjustments:</b>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)	(7)	(0.726)	(31)	(2.600)	(32)	(2.600)	(31)	(2.600)	(31)	(2.600)
MTA Re-estimates										
Reduction in Unfunded Pension Liability (LIRR)				5.600		5.600		5.600		5.600
Energy - NYPA		(0.494)		0.494						
Con Edison (MNR)										
EEO Training		(3.200)								
Other										
Sub-Total MTA Plan Adjustments	(7)	(\$4.420)	(31)	\$3.494	(32)	\$3.000	(31)	\$3.000	(31)	\$3.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,141</b>	<b>\$ (1,022.566)</b>	<b>6,190</b>	<b>\$ (1,090.596)</b>	<b>6,440</b>	<b>\$ (1,138.241)</b>	<b>6,758</b>	<b>\$ (1,222.916)</b>	<b>6,975</b>	<b>\$ (1,326.111)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan (Accrual) Reimbursable**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	2013		2014		2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2013 November Financial Plan: Baseline Net Surplus/(Deficit)	767	\$0.000	794	\$0.000	747	\$0.000	707	\$0.000	698	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments</i>										
Service Investments (Proposed in July)										
MTA Re-estimates										
Reduction in Unfunded Pension Liability (LIRR)										
Energy - NYPA										
Con Edison (MNR)										
EEO Training										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2014 February Financial Plan: Baseline Net Surplus/(Deficit)	767	\$0.000	794	\$0.000	747	\$0.000	707	\$0.000	698	\$0.000

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Reconciliation to the November Plan - (Cash)**  
**(\$ in millions)**

	2013		2014		Favorable/(Unfavorable) 2015		2016		2017	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>2013 November Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,901</b>	<b>(\$631.899)</b>	<b>* 6,953</b>	<b>(\$737.115)</b>	<b>7,155</b>	<b>(\$759.422)</b>	<b>7,434</b>	<b>(\$843.398)</b>	<b>7,642</b>	<b>(\$946.599)</b>
<b>Technical Adjustments:</b>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>MTA Plan Adjustments:</b>										
Service Investments (Proposed in July)	(7)	(0.726)	(31)	(2.600)	(32)	(2.600)	(31)	(2.600)	(31)	(2.600)
MTA Re-estimates										
Reduction in Unfunded Pension Liability (LIRR)				5.600		5.600		5.600		5.600
Energy - NYPA		(0.494)		0.494						
Con Edison (MNR)										
EEO Training		(3.200)								
Other										
Sub-Total MTA Plan Adjustments	(7)	(\$4.420)	(31)	\$3.494	(32)	\$3.000	(31)	\$3.000	(31)	\$3.000
<b>2014 February Financial Plan: Baseline Net Surplus/(Deficit)</b>	<b>6,908</b>	<b>\$ (636.319)</b>	<b>6,984</b>	<b>\$ (733.622)</b>	<b>7,187</b>	<b>\$ (756.422)</b>	<b>7,465</b>	<b>\$ (840.397)</b>	<b>7,673</b>	<b>\$ (943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed In July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$644.345	3.046						\$647.391
Vehicle Toll Revenue								
Other Operating Revenue	54.399							54.399
Capital and Other Reimbursements	0.000							0.000
<b>Total Revenue</b>	<b>\$698.744</b>	<b>\$3.046</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$701.790</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$450.308	1.891						\$452.200
Overtime	91.545	1.210						92.755
Health and Welfare	102.799	0.557						103.356
OPEB Current Payment	66.731							66.731
Pensions	177.353		(5.600)					171.753
Other Fringe Benefits	115.875	0.478						116.353
Reimbursable Overhead	(26.094)							(26.094)
<b>Total Labor Expenses</b>	<b>\$978.518</b>	<b>\$4.136</b>	<b>(\$5.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$977.054</b>
<b>Non-Labor:</b>								
Electric Power	\$103.125	1.124	0.000	(0.494)	0.000	0.000	0.000	\$103.755
Fuel	30.671	0.036	0.000	0.000	0.000	0.000	0.000	30.707
Insurance	25.343							25.343
Claims	4.156							4.156
Paratransit Service Contracts	0.000							
Maintenance and Other Operating Contracts	71.551							71.551
Professional Service Contracts	39.397	0.186						39.583
Materials & Supplies	126.358	0.150						126.508
Other Business Expenses	15.654	0.013						15.667
<b>Total Non-Labor Expenses</b>	<b>\$418.255</b>	<b>\$1.510</b>	<b>0.000</b>	<b>(0.494)</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>417.270</b>
<b>Other Expense Adjustments:</b>								
Other								0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,394.772</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>1,394.324</b>
Depreciation	\$311.549							\$311.549
OPEB Obligation	84.513							84.513
Environmental Remediation	2.000							2.000
<b>Total Expenses</b>	<b>\$1,792.834</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,792.386</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,094.090)</b>	<b>(\$2.600)</b>	<b>5.600</b>	<b>0.494</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>(1,090.596)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$311.549							\$311.549
Operating/Capital	(33.575)							(33.575)
Other Cash Adjustments	79.001							79.000
<b>Total Cash Conversion Adjustments</b>	<b>\$356.975</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.974</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$737.115)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$733.622)</b>

— Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

REIMBURSABLE	2014							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	0.000							0.000
Vehicle Toll Revenue	0.000							0.000
Capital and Other Reimbursements	\$280.084							\$280.084
<b>Total Revenue</b>	<b>\$280.084</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$280.084</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$90.101							\$90.101
Overtime	15.326							15.326
Health and Welfare	16.152							16.152
OPEB Current Payment	0.000							0.000
Pensions	21.505							21.505
Other Fringe Benefits	19.453							19.453
Reimbursable Overhead	26.094							26.094
<b>Total Labor Expenses</b>	<b>\$188.631</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$188.631</b>
<b>Non-Labor:</b>								
Electric Power	\$0.046	0.000	0.000	0.000	0.000	0.000	0.000	\$0.046
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	5.598							5.598
Claims	0.000							0.000
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	13.890							13.890
Professional Service Contracts	8.335							8.335
Materials & Supplies	62.178							62.178
Other Business Expenses	1.406							1.406
<b>Total Non-Labor Expenses</b>	<b>\$91.453</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$91.453</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000							\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$280.084</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$280.084</b>
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$280.084</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$280.084</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

-- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the Final Proposed Budget by Generic Category**  
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Revenue</b>								
Farebox Revenue	\$644.345	3.046						\$647.391
Vehicle Toll Revenue								
Other Operating Revenue	54.399							54.399
Capital and Other Reimbursements	280.084	0.000	0.000			0.000	0.000	280.084
<b>Total Revenue</b>	<b>\$978.828</b>	<b>\$3.046</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$981.874</b>
<b>Expenses</b>								
<b>Labor:</b>								
Payroll	\$540.409	1.891						\$542.301
Overtime	106.871	1.210						108.081
Health and Welfare	118.951	0.557						119.508
OPEB Current Payment	66.731							66.731
Pensions	198.858		(5.600)					193.258
Other Fringe Benefits	135.328	0.478						135.806
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenses</b>	<b>\$1,167.149</b>	<b>\$4.136</b>	<b>(\$5.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,165.685</b>
<b>Non-Labor:</b>								
Electric Power	\$103.171	1.124	0.000	(0.494)	0.000	0.000	0.000	\$103.801
Fuel	30.671	0.036	0.000	0.000	0.000	0.000	0.000	30.707
Insurance	30.941							30.941
Claims	4.156							4.156
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	85.441							85.441
Professional Service Contracts	47.732	0.186						47.918
Materials & Supplies	188.536	0.150						188.686
Other Business Expenses	17.060	0.013						17.073
<b>Total Non-Labor Expenses</b>	<b>\$507.708</b>	<b>\$1.510</b>	<b>\$0.000</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$508.723</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000							\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Non-Cash Liability Adjustments</b>	<b>\$1,674.856</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,674.408</b>
Depreciation	\$311.549							\$311.549
OPEB Obligation	84.513							84.513
Environmental Remediation	2.000							2.000
<b>Total Expenses</b>	<b>\$2,072.918</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$2,072.470</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,094.090)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$1,090.596)</b>
<b>Cash Conversion Adjustments:</b>								
Depreciation	\$311.549							\$311.549
Operating/Capital	(33.575)							(33.575)
Other Cash Adjustments	79.001							79.000
<b>Total Cash Conversion Adjustments</b>	<b>\$356.975</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.974</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$737.115)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$733.622)</b>

— Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2014 MTA Re-estimates							February Adopted Budget
	2014 Final Proposed Budget	Service Investments (Proposed In July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Receipts</b>								
Farebox Revenue	\$668.345	3.046						\$671.391
Vehicle Toll Revenue								0.000
Other Operating Revenue	45.976							45.976
Capital and Other Reimbursements	240.887	0.000	0.000			0.000	0.000	240.887
<b>Total Receipts</b>	<b>\$955.208</b>	<b>\$3.046</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$958.254</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$537.697	1.891						\$539.589
Overtime	106.871	1.210						108.081
Health and Welfare	118.951	0.557						119.508
OPEB Current Payment	66.731							66.731
Pensions	198.858		(5.600)					193.258
Other Fringe Benefits	135.328	0.478						135.806
GASB Account	13.346							13.346
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>\$1,177.782</b>	<b>\$4.136</b>	<b>(\$5.600)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,176.319</b>
<b>Non-Labor:</b>								
Electric Power	\$103.171	1.124	0.000	(0.494)	0.000	0.000	0.000	\$103.801
Fuel	30.671	0.036	0.000	0.000	0.000	0.000	0.000	30.707
Insurance	30.751							30.751
Claims	2.346							2.346
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	85.441							85.441
Professional Service Contracts	44.382	0.186						44.568
Materials & Supplies	177.452	0.150						177.602
Other Business Expenditures	16.327	0.013						16.341
<b>Total Non-Labor Expenditures</b>	<b>\$490.541</b>	<b>\$1.510</b>	<b>\$0.000</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$491.557</b>
<b>Other Expenditure Adjustments:</b>								
Other	\$24.000							\$24.000
<b>Total Other Expenditure Adjustments</b>	<b>\$24.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$24.000</b>
<b>Total Expenditures</b>	<b>\$1,692.323</b>	<b>\$5.646</b>	<b>(\$5.600)</b>	<b>(\$0.494)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1,691.878</b>
<b>Baseline Cash Deficit</b>	<b>(\$737.115)</b>	<b>(\$2.600)</b>	<b>\$5.600</b>	<b>\$0.494</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$733.622)</b>

- Differences are due to rounding.

**MTA LONG ISLAND RAIL ROAD**  
**2014 February Adopted Budget**  
**Reconciliation to the November Forecast by Generic Category**  
(\$ in millions)

**CASH FLOW ADJUSTMENTS**

	2014							February Adopted Budget
	Final Proposed Budget	Service Investments (Proposed in July)	Reduction in Unfunded Pension Liability - LIRR Only	Energy - NYPA	Con Edison - MNR Only	EEO Training	All Other	
<b>Receipts</b>								
Farebox Revenue	\$24.000							\$24.000
Vehicle Toll Revenue	0.000							
Other Operating Revenue	(8.423)							(8.423)
Capital and Other Reimbursements	(39.197)							(39.197)
<b>Total Receipt Adjustments</b>	<b>(\$23.620)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$23.620)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	\$2.712							\$2.712
Overtime	0.000							0.000
Health and Welfare	0.000							0.000
OPEB Current Payment	0.000							0.000
Pensions	0.000							0.000
Other Fringe Benefits	0.000							0.000
GASB Account	(13.346)							(13.346)
Reimbursable Overhead	0.000							0.000
<b>Total Labor Expenditures</b>	<b>(\$10.633)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$10.633)</b>
<b>Non-Labor:</b>								
Electric Power	\$0.000	0.000	0.000	0.000	0.000	0.000	0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.190							0.190
Claims	1.810							1.810
Paratransit Service Contracts	0.000							0.000
Maintenance and Other Operating Contracts	0.000							0.000
Professional Service Contracts	3.350							3.350
Materials & Supplies	11.084							11.084
Other Business Expenditures	0.733							0.733
<b>Total Non-Labor Expenditures</b>	<b>\$17.167</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$17.167</b>
<b>Other Expenditure Adjustments:</b>								
Other	(\$24.000)							(\$24.000)
<b>Total Other Expenditure Adjustments</b>	<b>(\$24.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$24.000)</b>
<b>Total Expenditure Adjustments</b>	<b>(\$17.466)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$17.466)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$41.086)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$41.086)</b>
Depreciation Adjustment	\$311.549							\$311.549
OPEB Obligation	84.513							84.513
Environmental Remediation	2.000							2.000
<b>Total Cash Conversion Adjustments</b>	<b>\$356.976</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$356.976</b>

- Differences are due to rounding.



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>					
	<b>2013</b>	<b>2014</b>			
	<b>Final</b>	<b>Adopted</b>			
	<b>Estimate</b>	<b>Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Operating Revenue</b>					
Farebox Revenue	\$631.523	\$647.391	\$652.039	\$656.186	\$659.033
Toll Revenue	-	-	-	-	-
Other Operating Revenue	69.060	54.399	46.483	47.465	47.320
Capital and Other Reimbursements	-	-	-	-	-
<b>Total Revenue</b>	<b>\$700.583</b>	<b>\$701.790</b>	<b>\$698.522</b>	<b>\$703.651</b>	<b>\$706.353</b>
<b>Operating Expenses</b>					
<b>Labor:</b>					
Payroll	\$434.439	\$452.200	\$473.635	\$505.862	\$536.998
Overtime	90.762	92.755	92.536	93.312	94.163
Health and Welfare	93.972	103.356	110.164	122.335	134.398
OPEB Current Payment	62.966	66.731	69.857	74.471	79.371
Pensions	183.003	171.753	173.178	177.154	178.809
Other Fringe Benefits	109.988	116.353	122.041	130.035	136.919
Reimbursable Overhead	(29.189)	(26.094)	(20.539)	(20.375)	(17.847)
<b>Total Labor Expenses</b>	<b>\$945.941</b>	<b>\$977.054</b>	<b>\$1,020.872</b>	<b>\$1,082.794</b>	<b>\$1,144.811</b>
<b>Non-Labor:</b>					
Electric Power	\$100.005	\$103.755	\$107.081	\$111.580	\$115.901
Fuel	31.381	30.707	29.826	30.021	30.803
Insurance	20.570	25.343	29.313	33.862	39.228
Claims	4.085	4.156	4.229	4.303	4.370
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	58.832	71.551	64.822	70.824	89.589
Professional Service Contracts	31.412	39.583	30.307	30.164	31.232
Materials & Supplies	108.107	126.508	124.616	130.825	140.696
Other Business Expenses	16.221	15.667	15.800	16.492	16.907
<b>Total Non-Labor Expenses</b>	<b>\$370.413</b>	<b>\$417.270</b>	<b>\$405.994</b>	<b>\$428.071</b>	<b>\$468.726</b>
<b>Other Expenses Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,316.354</b>	<b>\$1,394.324</b>	<b>\$1,426.866</b>	<b>\$1,510.865</b>	<b>\$1,613.537</b>
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,723.149</b>	<b>\$1,792.386</b>	<b>\$1,836.763</b>	<b>\$1,926.567</b>	<b>\$2,032.464</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,022.566)</b>	<b>(\$1,090.596)</b>	<b>(\$1,138.241)</b>	<b>(\$1,222.916)</b>	<b>(\$1,326.111)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
Operating/Capital	(19.972)	(33.575)	(11.956)	(12.125)	(12.336)
Other Cash Adjustment	83.475	79.000	72.926	70.602	67.581
<b>Total Cash Conversion Adjustments</b>	<b>\$386.247</b>	<b>\$356.974</b>	<b>\$381.819</b>	<b>\$382.519</b>	<b>\$382.512</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$636.319)</b>	<b>(\$733.622)</b>	<b>(\$756.422)</b>	<b>(\$840.397)</b>	<b>(\$943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>REIMBURSABLE</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	230.331	280.084	249.048	244.688	242.986
<b>Total Revenue</b>	<b>\$230.331</b>	<b>\$280.084</b>	<b>\$249.048</b>	<b>\$244.688</b>	<b>\$242.986</b>
<b>Expenses</b>					
<b><u>Labor:</u></b>					
Payroll	\$72.620	\$90.101	\$92.662	\$90.575	\$90.579
Overtime	14.928	15.326	14.195	13.689	14.056
Health and Welfare	14.190	16.152	16.501	16.044	16.063
OPEB Current Payment	-	-	-	-	-
Pensions	20.003	21.505	22.010	21.440	21.495
Other Fringe Benefits	15.533	19.453	19.872	19.322	19.345
Reimbursable Overhead	29.189	26.094	20.539	20.375	17.847
<b>Total Labor Expenses</b>	<b>\$166.463</b>	<b>\$188.631</b>	<b>\$185.779</b>	<b>\$181.445</b>	<b>\$179.385</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$0.103	\$0.046	\$0.034	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	4.040	5.598	5.741	5.551	5.528
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	12.170	13.890	10.375	10.405	10.409
Professional Service Contracts	7.109	8.335	3.692	3.165	3.405
Materials & Supplies	39.953	62.178	43.322	44.020	44.156
Other Business Expenses	0.493	1.406	0.105	0.102	0.103
<b>Total Non-Labor Expenses</b>	<b>\$63.868</b>	<b>\$91.453</b>	<b>\$63.269</b>	<b>\$63.243</b>	<b>\$63.601</b>
<b><u>Other Expenses Adjustments:</u></b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$230.331</b>	<b>\$280.084</b>	<b>\$249.048</b>	<b>\$244.688</b>	<b>\$242.986</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	-	-	-	-	-
<b>Total Expenses</b>	<b>\$230.331</b>	<b>\$280.084</b>	<b>\$249.048</b>	<b>\$244.688</b>	<b>\$242.986</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Revenue</b>					
Farebox Revenue	\$631.523	\$647.391	\$652.039	\$656.186	\$659.033
Toll Revenue					
Other Operating Revenue	69.060	54.399	46.483	47.465	47.320
Capital and Other Reimbursements	230.331	280.084	249.048	244.668	242.986
<b>Total Revenue</b>	<b>\$930.914</b>	<b>\$981.874</b>	<b>\$947.570</b>	<b>\$948.339</b>	<b>\$949.339</b>
<b>Expenses</b>					
<b>Labor:</b>					
Payroll	\$507.059	\$542.301	\$566.297	\$596.437	\$629.577
Overtime	105.690	108.081	106.731	107.001	108.219
Health and Welfare	108.162	119.508	126.665	136.379	150.461
OPEB Current Payment	62.966	66.731	69.857	74.471	79.371
Pensions	203.006	193.258	195.188	198.594	200.304
Other Fringe Benefits	125.521	135.806	141.913	149.357	156.264
Reimbursable Overhead					
<b>Total Labor Expenses</b>	<b>\$1,112.404</b>	<b>\$1,165.685</b>	<b>\$1,206.651</b>	<b>\$1,264.239</b>	<b>\$1,324.196</b>
<b>Non-Labor:</b>					
Electric Power	\$100.108	\$103.801	\$107.115	\$111.580	\$115.901
Fuel	31.381	30.707	29.826	30.021	30.803
Insurance	24.610	30.941	35.054	39.413	44.756
Claims	4.085	4.156	4.229	4.303	4.370
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	70.802	85.441	75.197	81.229	99.998
Professional Service Contracts	38.521	47.918	33.999	33.329	34.637
Materials & Supplies	148.060	188.686	167.938	174.845	184.852
Other Business Expenses	16.714	17.073	15.905	16.594	17.010
<b>Total Non-Labor Expenses</b>	<b>\$434.281</b>	<b>\$508.723</b>	<b>\$469.263</b>	<b>\$491.314</b>	<b>\$532.327</b>
<b>Other Expenses Adjustments:</b>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,546.685</b>	<b>\$1,674.408</b>	<b>\$1,675.914</b>	<b>\$1,755.553</b>	<b>\$1,856.523</b>
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,953.480</b>	<b>\$2,072.470</b>	<b>\$2,085.811</b>	<b>\$2,171.255</b>	<b>\$2,275.450</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$1,022.566)</b>	<b>(\$1,090.596)</b>	<b>(\$1,138.241)</b>	<b>(\$1,222.916)</b>	<b>(\$1,326.111)</b>
<b>Cash Conversion Adjustments</b>					
Depreciation	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
Operating/Capital	(19.972)	(33.575)	(11.956)	(12.125)	(12.336)
Other Cash Adjustment	83.475	79.000	72.926	70.602	67.581
<b>Total Cash Conversion Adjustments</b>	<b>\$386.247</b>	<b>\$356.974</b>	<b>\$381.819</b>	<b>\$382.519</b>	<b>\$382.512</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$636.319)</b>	<b>(\$733.622)</b>	<b>(\$756.422)</b>	<b>(\$840.397)</b>	<b>(\$943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$656.246	\$671.391	\$676.039	\$680.186	\$683.033
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	111.134	45.976	37.785	38.485	38.023
Capital and Other Reimbursements	207.647	240.887	231.362	226.487	224.485
<b>Total Receipts</b>	<b>\$975.027</b>	<b>\$958.254</b>	<b>\$945.186</b>	<b>\$945.158</b>	<b>\$945.541</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	\$507.709	\$539.589	\$563.523	\$593.601	\$626.746
Overtime	105.690	108.081	106.731	107.001	108.219
Health and Welfare	108.162	119.508	126.665	138.379	150.461
OPEB Current Payment	62.966	66.731	69.857	74.471	79.371
Pensions	203.701	193.258	195.188	198.594	200.304
Other Fringe Benefits	126.921	135.806	141.913	149.357	156.264
GASB Account	12.593	13.346	13.971	14.894	15.874
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$1,127.742</b>	<b>\$1,176.319</b>	<b>\$1,217.848</b>	<b>\$1,276.297</b>	<b>\$1,337.239</b>
<b><u>Non-Labor:</u></b>					
Electric Power	\$133.479	\$103.801	\$107.115	\$111.580	\$115.901
Fuel	31.729	30.707	29.826	30.021	30.803
Insurance	23.588	30.751	34.857	39.196	45.516
Claims	2.953	2.346	2.400	2.455	2.505
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	77.745	85.441	75.197	81.229	99.998
Professional Service Contracts	39.783	44.568	30.492	29.656	30.790
Materials & Supplies	129.576	177.602	164.615	175.189	186.053
Other Business Expenses	20.751	16.341	15.258	15.932	16.335
<b>Total Non-Labor Expenses</b>	<b>\$459.604</b>	<b>\$491.557</b>	<b>\$459.760</b>	<b>\$485.258</b>	<b>\$527.901</b>
<b><u>Other Expenditure Adjustments:</u></b>					
Other	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
<b>Total Other Expenditure Adjustments</b>	<b>\$24.000</b>	<b>\$24.000</b>	<b>\$24.000</b>	<b>\$24.000</b>	<b>\$24.000</b>
<b>Total Expenditures</b>	<b>\$1,611.346</b>	<b>\$1,691.876</b>	<b>\$1,701.608</b>	<b>\$1,785.555</b>	<b>\$1,889.140</b>
<b>Cash Timing and Availability Adjustment</b>					
<b>Baseline Cash Surplus/(Deficit)</b>	<b>(\$636.319)</b>	<b>(\$733.622)</b>	<b>(\$756.422)</b>	<b>(\$840.397)</b>	<b>(\$943.599)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>					
	<b>2013 Final Estimate</b>	<b>2014 Adopted Budget</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
<b>Receipts</b>					
Farebox Revenue	\$24.723	\$24.000	\$24.000	\$24.000	\$24.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	42.074	(8.423)	(8.698)	(8.980)	(9.297)
Capital and Other Reimbursements	(22.684)	(39.197)	(17.686)	(18.201)	(18.501)
<b>Total Receipts</b>	<b>\$44.113</b>	<b>(\$23.620)</b>	<b>(\$2.384)</b>	<b>(\$3.181)</b>	<b>(\$3.798)</b>
<b>Expenditures</b>					
<b><u>Labor:</u></b>					
Payroll	(\$0.650)	\$2.712	\$2.774	\$2.836	\$2.831
Overtime	-	-	-	-	-
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	(0.695)	-	-	-	-
Other Fringe Benefits	(1.400)	-	-	-	-
GASB Account	(12.593)	(13.346)	(13.971)	(14.894)	(15.874)
Reimbursable Overhead	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$15.338)</b>	<b>(\$10.634)</b>	<b>(\$11.197)</b>	<b>(\$12.058)</b>	<b>(\$13.043)</b>
<b><u>Non-Labor:</u></b>					
Electric Power	(\$33.371)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.348)	-	-	-	-
Insurance	1.022	0.190	0.197	0.217	(0.760)
Claims	1.132	1.810	1.829	1.848	1.865
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(6.943)	-	-	-	-
Professional Service Contracts	(1.262)	3.350	3.507	3.673	3.847
Materials & Supplies	18.484	11.084	3.323	(0.344)	(1.201)
Other Business Expenditures	(4.037)	0.732	0.647	0.662	0.675
<b>Total Non-Labor Expenses</b>	<b>(\$25.323)</b>	<b>\$17.166</b>	<b>\$9.503</b>	<b>\$6.056</b>	<b>\$4.426</b>
<b><u>Other Expenditures Adjustments:</u></b>					
Other	(\$24.000)	(\$24.000)	(\$24.000)	(\$24.000)	(\$24.000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>	<b>(\$24.000)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$20.548)</b>	<b>(\$41.088)</b>	<b>(\$28.078)</b>	<b>(\$33.183)</b>	<b>(\$36.415)</b>
Depreciation Adjustment	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$386.247</b>	<b>\$356.974</b>	<b>\$381.819</b>	<b>\$382.519</b>	<b>\$382.512</b>

**MTA Long Island Rail Road**  
**2014 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<u>Scheduled Service</u>	374,970	\$19.509	21.0%
<u>Unscheduled Service</u>	119,205	6.704	7.2%
<u>Programmatic/Routine Maintenance</u>	539,373	25.862	27.9%
<u>Unscheduled Maintenance</u>	6,229	0.284	0.3%
<u>Vacancy/Absentee Coverage</u>	644,837	31.963	34.5%
<u>Weather Emergencies</u>	143,533	7.618	8.2%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	18,168	0.814	0.9%
Subtotal	<b>1,846,315</b>	<b>\$92.755</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	294,728	15.326	
<b>TOTAL OVERTIME</b>	<b>2,141,043</b>	<b>\$108.081</b>	

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Ridership/ (Utilization)**  
(in millions)

2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
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**RIDERSHIP**

Monthly	46.206	46.678	47.006	47.307	47.337
Weekly	1.787	1.797	1.809	1.820	1.828
<b>Total Commutation</b>	<b>47.993</b>	<b>48.476</b>	<b>48.815</b>	<b>49.127</b>	<b>49.165</b>
One-Way Full Fare	8.120	8.211	8.267	8.318	8.354
One-Way Off Peak	17.514	17.857	17.979	18.089	18.168
All Other	9.594	9.728	9.827	9.885	9.926
<b>Total Commutation</b>	<b>35.228</b>	<b>35.796</b>	<b>36.074</b>	<b>36.293</b>	<b>36.449</b>
<b>Total Ridership</b>	<b>83.221</b>	<b>84.272</b>	<b>84.889</b>	<b>85.420</b>	<b>85.614</b>

**FAREBOX REVENUE**

Passenger Revenue	\$631.523	\$647.391	\$652.039	\$656.186	\$659.033
<b>Total Revenue</b>	<b>\$631.523</b>	<b>\$647.391</b>	<b>\$652.039</b>	<b>\$656.186</b>	<b>\$659.033</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>					
Executive VP	5	5	5	5	5
Labor Relations	18	18	18	18	18
Procurement & Logistics (excl. Stores)	88	83	83	80	81
Human Resources	32	32	38	48	51
Sr VP Administration	2	2	2	2	2
Strategic Investments	32	32	32	32	32
President	4	4	4	4	4
VP & CFO	2	2	2	2	2
Information Technology	162	164	165	165	172
Controller	45	46	46	46	46
Management and Budget	18	19	19	19	19
Process Re-Engineering	7	7	7	7	7
VP - East Side Access & Special Projects	34	42	42	42	42
Market Dev. & Public Affairs	61	61	61	61	61
Gen. Counsel & Secretary	30	30	30	30	30
Diversity Management	1	1	1	1	1
System Safety/Training	75	74	72	72	72
Security	6	11	11	11	11
Sr VP Operations/Serv. Planning	24	24	24	24	24
<b>Total Administration</b>	<b>646</b>	<b>657</b>	<b>662</b>	<b>669</b>	<b>680</b>
<b>Operations</b>					
Train Operations	1,992	2,025	2,159	2,251	2,397
Customer Service	299	299	299	296	302
<b>Total Operations</b>	<b>2,291</b>	<b>2,324</b>	<b>2,458</b>	<b>2,547</b>	<b>2,699</b>
<b>Maintenance</b>					
Engineering	1,722	1,740	1,768	1,761	1,755
Equipment	2,014	2,034	2,070	2,259	2,310
Procurement (Stores)	93	93	93	93	93
<b>Total Maintenance</b>	<b>3,829</b>	<b>3,867</b>	<b>3,931</b>	<b>4,113</b>	<b>4,158</b>
<b>Engineering/Capital</b>					
Department of Project Management	142	136	136	136	136
<b>Total Engineering/Capital</b>	<b>142</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Total Baseline Positions</b>	<b>6,908</b>	<b>6,984</b>	<b>7,187</b>	<b>7,465</b>	<b>7,673</b>
Non-Reimbursable	6,141	6,190	6,440	6,758	6,975
Reimbursable	767	794	747	707	698
<b>Total Full-Time</b>	<b>6,908</b>	<b>6,984</b>	<b>7,187</b>	<b>7,465</b>	<b>7,673</b>
<b>Total Full-Time Equivalents</b>					



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan 2014 - 2017**  
**Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP		2013 Final Estimate	2014 Adopted Budget	2015	2016	2017
<b>Administration</b>						
	Managers/Supervisors	333	345	351	360	371
	Professional, Technical, Clerical	313	312	311	309	309
	Operational Hourlies	-	-	-	-	-
	<b>Total Administration</b>	<b>646</b>	<b>657</b>	<b>662</b>	<b>669</b>	<b>680</b>
<b>Operations</b>						
	Managers/Supervisors	325	332	332	333	351
	Professional, Technical, Clerical	167	167	167	163	163
	Operational Hourlies	1,799	1,825	1,959	2,051	2,185
	<b>Total Operations</b>	<b>2,291</b>	<b>2,324</b>	<b>2,458</b>	<b>2,547</b>	<b>2,699</b>
<b>Maintenance</b>						
	Managers/Supervisors	744	760	770	813	807
	Professional, Technical, Clerical	277	269	267	267	267
	Operational Hourlies	2,808	2,838	2,894	3,033	3,084
	<b>Total Maintenance</b>	<b>3,829</b>	<b>3,867</b>	<b>3,931</b>	<b>4,113</b>	<b>4,158</b>
<b>Engineering/Capital</b>						
	Managers/Supervisors	106	99	99	99	99
	Professional, Technical, Clerical	36	37	37	37	37
	Operational Hourlies	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>142</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Public Safety</b>						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>						
	Managers/Supervisors	1,508	1,536	1,552	1,605	1,628
	Professional, Technical, Clerical	793	785	782	776	776
	Operational Hourlies	4,607	4,663	4,853	5,084	5,269
	<b>Total Baseline Positions</b>	<b>6,908</b>	<b>6,984</b>	<b>7,187</b>	<b>7,465</b>	<b>7,673</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$49,072	\$47,794	\$52,394	\$52,332	\$54,231	\$56,948	\$58,780	\$56,982	\$55,634	\$53,968	\$54,229	\$55,027	\$647,391
Vehicle Toll Revenue													
Other Operating Revenue	3,477	3,480	4,486	3,571	4,649	3,768	3,787	3,782	3,529	3,551	3,833	12,486	54,399
Capital and Other Reimbursements													
Total Revenue	\$52,549	\$51,274	\$56,880	\$55,903	\$58,880	\$60,716	\$62,567	\$60,764	\$59,163	\$57,519	\$58,062	\$67,513	\$701,790
Operating Expenses													
Labor:													
Payroll	\$40,346	\$35,363	\$36,345	\$35,181	\$38,042	\$36,006	\$37,754	\$37,248	\$36,146	\$40,283	\$36,330	\$43,156	\$452,200
Overtime	7,702	8,682	6,014	7,490	6,804	6,886	9,111	7,439	7,941	7,568	7,368	9,750	92,755
Health and Welfare	8,996	9,023	8,646	8,380	8,624	8,665	8,281	8,599	8,282	8,591	8,727	8,542	103,356
OPEB Current Payment	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,560	66,731
Pensions	15,263	15,254	14,806	14,434	14,773	14,793	14,318	14,739	14,366	14,807	14,992	9,208	171,753
Other Fringe Benefits	10,530	10,332	9,707	10,969	10,015	9,964	11,645	9,712	10,275	8,586	7,266	7,352	116,353
Reimbursable Overhead	(1,602)	(1,642)	(2,209)	(2,580)	(2,069)	(2,083)	(2,623)	(2,169)	(2,928)	(2,029)	(1,972)	(2,188)	(26,094)
Total Labor Expenses	\$66.8	\$62.6	\$78.9	\$79.4	\$81.8	\$79.8	\$84.0	\$81.1	\$79.6	\$83.4	\$78.3	\$81.4	\$977,054
Non-Labor:													
Electric Power	\$8,741	\$8,373	\$8,162	\$7,828	\$8,402	\$9,254	\$9,487	\$10,024	\$9,351	\$7,892	\$8,062	\$8,179	\$103,755
Fuel	2,459	2,252	2,462	2,420	2,620	2,724	2,756	2,836	2,616	2,619	2,533	2,410	30,707
Insurance	1,981	1,981	1,992	1,992	2,153	2,154	2,154	2,154	2,154	2,154	2,223	2,251	25,343
Claims	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.346	0.350	4.156
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	5,528	5,570	5,364	5,737	6,064	5,906	6,200	5,991	6,149	6,333	6,347	6,362	71,551
Professional Service Contracts	2,334	2,874	3,091	3,236	3,399	3,166	3,182	3,379	3,258	3,736	3,356	4,572	39,583
Materials & Supplies	9,256	9,245	11,503	10,308	9,781	12,889	9,851	9,892	11,842	9,885	10,027	12,028	126,508
Other Business Expenses	1,243	1,197	1,271	1,258	1,279	1,335	1,347	1,316	1,328	1,302	1,280	1,511	15,667
Total Non-Labor Expenses	\$31.888	\$31.839	\$34.191	\$33.125	\$34.044	\$37.774	\$35.323	\$35.938	\$37.044	\$34.267	\$34.174	\$37.663	\$417,270
Other Expenses Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses before Non-Cash Liability Adjs.	\$118.684	\$114.412	\$113.061	\$112.560	\$115.794	\$117.566	\$119.370	\$117.067	\$116.687	\$117.634	\$112.446	\$119.043	\$1,394,324
Depreciation	25,167	25,167	23,490	31,391	26,332	26,399	25,487	25,518	25,649	25,652	25,649	25,648	311,549
OPEB Obligation	6,420	7,094	6,320	7,001	6,987	6,615	6,504	7,004	7,231	7,284	7,437	8,616	84,513
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2,000
Total Expenses	\$150.438	\$146.840	\$143.038	\$151.119	\$149.280	\$150.747	\$151.528	\$149.756	\$149.734	\$150.737	\$145.699	\$153.470	\$1,792,386
Net Surplus/(Deficit)	(\$97.889)	(\$95.566)	(\$86.158)	(\$95.216)	(\$90.400)	(\$90.031)	(\$88.961)	(\$88.992)	(\$90.571)	(\$93.218)	(\$87.637)	(\$85.957)	(\$1,090.596)
Cash Conversion Adjustments:													
Depreciation	25,167	25,167	23,490	31,391	26,332	26,399	25,487	25,518	25,649	25,652	25,649	25,648	311,549
Operating Capital	(0.680)	(0.880)	(2.990)	(3.509)	(3.302)	(3.251)	(3.039)	(4.169)	(2.889)	(2.883)	(2.883)	(2.900)	(33.575)
Other Cash Adjustments	3,098	15,552	7,617	1,588	(1,160)	9,488	2,310	11,435	10,828	5,895	22,203	(9,855)	79,000
Total Cash Conversion Adjustments	\$27.385	\$39.839	\$28.117	\$29.470	\$21.870	\$32.636	\$24.758	\$32.784	\$33.588	\$28.664	\$44.969	\$12.894	\$356.974
Baseline Net Cash Surplus/(Deficit)	(\$70.504)	(\$55.727)	(\$58.041)	(\$65.746)	(\$68.530)	(\$67.395)	(\$64.203)	(\$56.208)	(\$56.383)	(\$64.554)	(\$42.668)	(\$73.063)	(\$733.622)

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue													
Other Operating Revenue													
Capital and Other Reimbursements	16.135	16.231	23.727	27.727	24.199	23.924	28.077	25.381	27.737	23.310	21.194	22.442	280.084
Total Revenue	\$16.135	\$16.231	\$23.727	\$27.727	\$24.199	\$23.924	\$28.077	\$25.381	\$27.737	\$23.310	\$21.194	\$22.442	\$280.084
Expenses													
Labor:													
Payroll	\$5.646	\$5.699	\$7.296	\$8.910	\$7.234	\$7.299	\$9.537	\$7.649	\$9.307	\$7.328	\$6.631	\$7.565	\$90.101
Overtime	0.666	0.619	1.491	1.699	1.823	1.471	1.454	1.360	1.439	1.302	1.034	0.968	15.326
Health and Welfare	0.967	0.972	1.332	1.612	1.356	1.337	1.698	1.381	1.660	1.323	1.175	1.339	16.152
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	1.308	1.318	1.766	2.137	1.799	1.779	2.253	1.832	2.205	1.764	1.580	1.764	21.505
Other Fringe Benefits	1.165	1.170	1.604	1.942	1.633	1.610	2.045	1.663	1.999	1.594	1.415	1.613	19.453
Reimbursable Overhead	1.602	1.642	2.209	2.580	2.069	2.083	2.623	2.169	2.928	2.029	1.972	2.188	26.094
Total Labor Expenses	\$11.354	\$11.420	\$15.698	\$18.880	\$15.914	\$15.679	\$19.610	\$16.054	\$19.638	\$15.340	\$13.807	\$15.437	\$188.631
Non-Labor:													
Electric Power	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.004	\$0.002	\$0.046
Fuel													
Insurance	0.281	0.280	0.479	0.582	0.485	0.479	0.636	0.507	0.606	0.463	0.382	0.418	5.598
Claims													
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	0.660	0.649	1.814	1.960	1.820	1.075	1.272	1.167	1.071	0.910	0.787	0.705	13.890
Professional Service Contracts	0.673	0.674	0.699	0.709	0.699	0.697	0.708	0.699	0.706	0.697	0.686	0.688	8.335
Materials & Supplies	3.048	3.089	4.916	5.473	5.160	5.973	5.728	6.833	5.693	5.779	5.412	5.074	62.178
Other Business Expenses	0.115	0.115	0.117	0.119	0.117	0.117	0.119	0.117	0.119	0.117	0.116	0.118	1.406
Total Non-Labor Expenses	\$4.781	\$4.811	\$8.029	\$8.847	\$8.285	\$8.345	\$8.467	\$9.327	\$8.199	\$7.970	\$7.387	\$7.005	\$91.453
Other Adjustments:													
Other													
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$16.135	\$16.231	\$23.727	\$27.727	\$24.199	\$23.924	\$28.077	\$25.381	\$27.737	\$23.310	\$21.194	\$22.442	\$280.084
Depreciation													
OPEB Obligation													
Total Expenses	\$16.135	\$16.231	\$23.727	\$27.727	\$24.199	\$23.924	\$28.077	\$25.381	\$27.737	\$23.310	\$21.194	\$22.442	\$280.084
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Total</b>
<b>Revenue</b>													
Farebox Revenue	\$49,072	\$47,794	\$52,394	\$52,332	\$54,231	\$56,948	\$58,780	\$56,982	\$55,634	\$53,968	\$54,229	\$55,027	\$647,391
Vehicle Toll Revenue													
Other Operating Revenue	3,477	3,480	4,486	3,571	4,649	3,768	3,787	3,782	3,529	3,551	3,833	12,486	54,399
Capital and Other Reimbursements	16,135	16,231	23,727	27,727	24,199	23,924	28,077	25,381	27,737	23,310	21,194	22,442	280,084
<b>Total Revenue</b>	<b>\$68,684</b>	<b>\$67,505</b>	<b>\$80,607</b>	<b>\$83,630</b>	<b>\$83,079</b>	<b>\$84,640</b>	<b>\$90,644</b>	<b>\$86,145</b>	<b>\$86,900</b>	<b>\$80,829</b>	<b>\$79,256</b>	<b>\$89,955</b>	<b>\$981,874</b>
<b>Expenses</b>													
<b>Labor:</b>													
Payroll	\$45,992	\$41,062	\$43,641	\$44,091	\$45,276	\$43,305	\$47,291	\$44,897	\$45,453	\$47,611	\$42,961	\$50,721	\$542,301
Overtime	8,368	9,301	7,505	9,189	8,627	8,357	10,565	8,799	9,380	8,870	8,402	10,718	108,081
Health and Welfare	9,963	9,995	9,978	9,992	9,980	10,002	9,979	9,980	9,942	9,914	9,902	9,881	119,508
OPEB Current Payment	5,581	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,561	5,560	66,731
Pensions	16,571	16,572	16,572	16,571	16,572	16,572	16,571	16,571	16,571	16,571	16,572	10,972	193,258
Other Fringe Benefits	11,695	11,502	11,311	12,911	11,648	11,574	13,690	11,375	12,274	10,180	8,681	8,965	135,806
Reimbursable Overhead													
<b>Total Labor Expenses</b>	<b>\$98,150</b>	<b>\$93,993</b>	<b>\$94,568</b>	<b>\$98,315</b>	<b>\$97,684</b>	<b>\$95,371</b>	<b>\$103,657</b>	<b>\$97,183</b>	<b>\$99,181</b>	<b>\$98,707</b>	<b>\$92,079</b>	<b>\$96,817</b>	<b>\$1,186,685</b>
<b>Non-Labor:</b>													
Electric Power	\$8,745	\$8,377	\$8,166	\$7,832	\$8,406	\$9,258	\$9,491	\$10,028	\$9,355	\$7,896	\$8,066	\$8,181	\$103,801
Fuel	2,459	2,252	2,462	2,420	2,620	2,724	2,756	2,836	2,816	2,619	2,533	2,410	30,707
Insurance	2,262	2,261	2,471	2,574	2,638	2,633	2,790	2,681	2,760	2,617	2,605	2,669	30,941
Claims	0,346	0,346	0,346	0,346	0,346	0,346	0,346	0,346	0,346	0,346	0,346	0,350	4,156
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	6,188	6,219	7,178	7,697	7,884	6,981	7,472	7,158	7,220	7,243	7,134	7,067	85,441
Professional Service Contracts	3,007	3,548	3,790	3,945	4,098	3,863	3,890	4,078	3,964	4,433	4,042	5,260	47,918
Materials & Supplies	12,304	12,335	16,419	15,781	14,941	18,862	15,579	16,725	17,535	15,664	15,439	17,102	188,686
Other Business Expenses	1,358	1,312	1,388	1,377	1,396	1,452	1,466	1,433	1,447	1,419	1,396	1,629	17,073
<b>Total Non-Labor Expenses</b>	<b>\$36,669</b>	<b>\$36,650</b>	<b>\$42,220</b>	<b>\$41,972</b>	<b>\$42,329</b>	<b>\$46,119</b>	<b>\$43,790</b>	<b>\$45,266</b>	<b>\$46,243</b>	<b>\$42,237</b>	<b>\$41,561</b>	<b>\$44,668</b>	<b>\$508,723</b>
<b>Other Expenses Adjustments:</b>													
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$134,819</b>	<b>\$130,643</b>	<b>\$136,788</b>	<b>\$140,287</b>	<b>\$139,993</b>	<b>\$141,490</b>	<b>\$147,447</b>	<b>\$142,448</b>	<b>\$144,424</b>	<b>\$140,944</b>	<b>\$133,640</b>	<b>\$141,485</b>	<b>\$1,674,408</b>
Depreciation	25,167	25,167	23,490	31,391	26,332	26,399	25,487	25,518	25,649	25,652	25,649	25,648	311,549
OPEB Obligation	6,420	7,094	6,320	7,001	6,987	6,615	6,504	7,004	7,231	7,284	7,437	8,616	84,513
Environmental Remediation	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,167	0,163	2,000
<b>Total Expenses</b>	<b>\$166,573</b>	<b>\$163,071</b>	<b>\$166,765</b>	<b>\$178,846</b>	<b>\$173,479</b>	<b>\$174,671</b>	<b>\$179,605</b>	<b>\$175,137</b>	<b>\$177,471</b>	<b>\$174,047</b>	<b>\$166,893</b>	<b>\$175,912</b>	<b>\$2,072,470</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$97,889)</b>	<b>(\$95,566)</b>	<b>(\$86,158)</b>	<b>(\$95,216)</b>	<b>(\$90,400)</b>	<b>(\$90,031)</b>	<b>(\$88,961)</b>	<b>(\$88,992)</b>	<b>(\$90,571)</b>	<b>(\$93,218)</b>	<b>(\$87,637)</b>	<b>(\$85,957)</b>	<b>(\$1,090,596)</b>
<b>Cash Conversion Adjustments:</b>													
Depreciation	25,167	25,167	23,490	31,391	26,332	26,399	25,487	25,518	25,649	25,652	25,649	25,648	311,549
Operating Capital	(0,890)	(0,880)	(2,990)	(3,509)	(3,302)	(3,251)	(3,039)	(4,169)	(2,889)	(2,883)	(2,883)	(2,900)	(33,575)
Other Cash Adjustments	3,098	15,552	7,617	1,588	(1,160)	9,488	2,310	11,435	10,828	5,895	22,203	(9,855)	79,000
<b>Total Cash Conversion Adjustments</b>	<b>27,385</b>	<b>39,839</b>	<b>28,117</b>	<b>29,470</b>	<b>21,870</b>	<b>32,636</b>	<b>24,758</b>	<b>32,784</b>	<b>33,588</b>	<b>28,664</b>	<b>44,969</b>	<b>12,894</b>	<b>356,974</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$70,504)</b>	<b>(\$55,727)</b>	<b>(\$58,041)</b>	<b>(\$65,746)</b>	<b>(\$68,530)</b>	<b>(\$57,395)</b>	<b>(\$64,203)</b>	<b>(\$56,208)</b>	<b>(\$56,983)</b>	<b>(\$64,554)</b>	<b>(\$42,668)</b>	<b>(\$73,063)</b>	<b>(\$733,622)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$51.072	\$49.794	\$54.394	\$54.332	\$58.231	\$58.948	\$60.780	\$58.982	\$57.634	\$55.968	\$56.229	\$57.027	\$671.391
Vehicle Toll Revenue													
Other Operating Revenue	2.733	2.736	3.742	2.939	3.906	3.024	3.161	3.043	2.902	2.812	3.094	11.884	45.976
Capital and Other Reimbursements	14.850	17.199	18.092	13.586	17.285	18.223	19.924	21.357	17.741	30.336	29.331	22.963	240.887
<b>Total Receipts</b>	<b>\$68.655</b>	<b>\$69.729</b>	<b>\$76.228</b>	<b>\$70.857</b>	<b>\$77.422</b>	<b>\$80.195</b>	<b>\$83.865</b>	<b>\$83.382</b>	<b>\$78.277</b>	<b>\$89.116</b>	<b>\$88.654</b>	<b>\$91.874</b>	<b>\$858.254</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	\$49.579	\$40.550	\$40.246	\$40.547	\$50.290	\$40.425	\$47.106	\$45.567	\$41.084	\$52.009	\$41.318	\$50.868	\$539.589
Overtime	10.265	9.106	7.310	7.156	10.588	8.161	10.370	8.804	7.309	10.893	8.207	10.112	108.081
Health and Welfare	9.963	9.995	9.978	9.992	9.980	10.002	9.979	9.980	9.942	9.914	9.902	9.881	119.508
OPEB Current Payment	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.561	5.560	66.731
Pensions	9.833	9.834	16.572	16.571	16.572	16.572	16.571	16.571	16.571	16.571	16.572	24.448	193.258
Other Fringe Benefits	13.669	11.317	10.682	11.836	13.237	11.026	12.286	13.145	10.705	11.776	8.333	7.794	135.806
GASB Account												13.346	13.346
Reimbursable Overhead													
<b>Total Labor Expenditures</b>	<b>\$98.870</b>	<b>\$86.363</b>	<b>\$90.349</b>	<b>\$91.663</b>	<b>\$106.228</b>	<b>\$91.747</b>	<b>\$101.873</b>	<b>\$99.428</b>	<b>\$91.172</b>	<b>\$106.724</b>	<b>\$89.893</b>	<b>\$122.009</b>	<b>\$1,178.319</b>
<b>Non-Labor:</b>													
Electric Power	\$8.745	\$8.377	\$8.166	\$7.832	\$8.406	\$9.258	\$9.491	\$10.028	\$9.355	\$7.896	\$8.066	\$8.181	\$103.801
Fuel	2.459	2.252	2.462	2.420	2.620	2.724	2.756	2.836	2.616	2.619	2.533	2.410	30.707
Insurance	5.433	2.955	0.674	3.599	(0.808)	3.346	5.532	0.067	3.100	2.887	2.738	1.228	30.751
Claims	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.196	0.190	2.346
Paratransit Service Contracts													
Maintenance and Other Operating Contracts	5.939	5.968	7.178	7.697	7.884	6.981	7.472	7.158	7.220	7.243	7.134	7.567	85.441
Professional Service Contracts	3.534	2.886	3.108	4.472	3.418	3.181	4.417	3.396	3.282	4.961	3.380	4.575	44.568
Materials & Supplies	10.685	13.227	18.808	15.407	14.673	16.765	12.925	13.107	14.931	17.785	14.068	15.223	177.602
Other Business Expenditures	1.298	1.282	1.328	1.317	1.337	1.392	1.406	1.374	1.388	1.359	1.336	1.554	16.341
<b>Total Non-Labor Expenditures</b>	<b>\$38.289</b>	<b>\$37.093</b>	<b>\$41.820</b>	<b>\$42.940</b>	<b>\$37.724</b>	<b>\$43.843</b>	<b>\$44.195</b>	<b>\$38.162</b>	<b>\$42.088</b>	<b>\$44.948</b>	<b>\$39.429</b>	<b>\$40.928</b>	<b>\$491.557</b>
<b>Other Adjustments:</b>													
Other	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$2.000	\$24.000
<b>Total Other Expenditure Adjustments</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$24.000</b>
<b>Total Expenditures</b>	<b>\$139.159</b>	<b>\$125.456</b>	<b>\$134.269</b>	<b>\$136.603</b>	<b>\$145.952</b>	<b>\$137.590</b>	<b>\$148.068</b>	<b>\$139.590</b>	<b>\$135.250</b>	<b>\$153.670</b>	<b>\$131.322</b>	<b>\$164.937</b>	<b>\$1,691.876</b>
<b>Cash Timing and Availability Adjustments</b>													
<b>Baseline Net Cash Deficit</b>	<b>(\$70.504)</b>	<b>(\$55.727)</b>	<b>(\$58.041)</b>	<b>(\$65.746)</b>	<b>(\$68.530)</b>	<b>(\$57.395)</b>	<b>(\$64.203)</b>	<b>(\$56.208)</b>	<b>(\$56.983)</b>	<b>(\$64.554)</b>	<b>(\$42.668)</b>	<b>(\$73.063)</b>	<b>(\$733.622)</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Receipts</b>													
Farebox Revenue	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$2,000	\$24,000
Vehicle Toll Revenue													
Other Operating Revenue	(0.744)	(0.744)	(0.744)	(0.632)	(0.743)	(0.744)	(0.626)	(0.739)	(0.627)	(0.739)	(0.739)	(0.602)	(8.423)
Capital and Other Reimbursements	(1.285)	0.968	(5.635)	(14.141)	(6.914)	(5.701)	(8.163)	(4.024)	(9.996)	7.026	8.137	0.521	(39.197)
<b>Total Receipts</b>	<b>(\$0.029)</b>	<b>\$2.224</b>	<b>(\$4.379)</b>	<b>(\$12.773)</b>	<b>(\$5.657)</b>	<b>(\$4.445)</b>	<b>(\$8.779)</b>	<b>(\$2.763)</b>	<b>(\$8.623)</b>	<b>\$8.287</b>	<b>\$9.398</b>	<b>\$1.919</b>	<b>(\$23.620)</b>
<b>Expenditures</b>													
<b>Labor:</b>													
Payroll	(\$3,587)	\$0.512	\$3.395	\$3.544	(\$5,014)	\$2,880	\$0.185	(\$0.670)	\$4,369	(\$4,398)	\$1,643	(\$0,147)	\$2,712
Overtime	(1.897)	0.195	0.195	2.033	(1.961)	0.196	0.195	0.195	2.071	(2.023)	0.195	0.606	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	6.738	6.738	-	-	-	-	-	-	-	-	-	(13,476)	-
Other Fringe Benefits	(1,974)	0.185	0.629	1.075	(1,589)	0.548	1.404	(1,770)	1,569	(1,596)	0.348	1.171	0.000
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(13,346)	(13,346)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	0.000	(0.000)	(0.000)
<b>Total Labor Expenditures</b>	<b>(\$0.720)</b>	<b>\$7.630</b>	<b>\$4.218</b>	<b>\$6.652</b>	<b>(\$8.564)</b>	<b>\$3.624</b>	<b>\$1.784</b>	<b>(\$2.245)</b>	<b>\$8.009</b>	<b>(\$8.017)</b>	<b>\$2.186</b>	<b>(\$25.192)</b>	<b>(\$10.634)</b>
<b>Non-Labor:</b>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	(3.171)	(0.694)	1.797	(1.025)	3.446	(0.713)	(2,742)	2,594	(0.340)	(0.270)	(0.133)	1.441	0.190
Claims	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.150	0.160	1.810
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.249	0.251	-	-	-	-	-	-	-	-	-	(0.500)	(0.000)
Professional Service Contracts	(0.527)	0.682	0.682	(0.527)	0.682	0.682	(0.527)	0.682	0.682	(0.528)	0.682	0.685	3.350
Materials & Supplies	1.619	(0.892)	(2.389)	0.374	0.268	2.097	2,654	3,618	2,604	(2,121)	1,373	1,879	11,084
Other Business Expenditures	0.060	0.060	0.060	0.060	0.059	0.060	0.060	0.059	0.059	0.060	0.060	0.075	0.732
<b>Total Non-Labor Expenditures</b>	<b>(\$1.620)</b>	<b>(\$0.443)</b>	<b>\$0.300</b>	<b>(\$0.968)</b>	<b>\$4.605</b>	<b>\$2.276</b>	<b>(\$0.405)</b>	<b>\$7.103</b>	<b>\$3.155</b>	<b>(\$2.709)</b>	<b>\$2.132</b>	<b>\$3.740</b>	<b>\$17.166</b>
<b>Other Adjustments:</b>													
Other	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$2,000)	(\$24,000)
<b>Total Other Expenditures Adjustments</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$2,000)</b>	<b>(\$24,000)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$4.369)</b>	<b>\$7.411</b>	<b>(\$1.860)</b>	<b>(\$9.089)</b>	<b>(\$11.616)</b>	<b>(\$0.545)</b>	<b>(\$7.400)</b>	<b>\$0.095</b>	<b>\$0.541</b>	<b>(\$4.439)</b>	<b>\$11.716</b>	<b>(\$21.533)</b>	<b>(\$41.088)</b>
Depreciation Adjustment	25.167	25.167	23.490	31.391	26.332	26.399	25.487	25.518	25.649	25.652	25.649	25.648	311.549
OPEB Obligation	6.420	7.094	6.320	7.001	6.987	6.615	6.504	7.004	7.231	7.284	7.437	8.616	84.513
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$27.385</b>	<b>\$39.839</b>	<b>\$28.117</b>	<b>\$29.470</b>	<b>\$21.870</b>	<b>\$32.636</b>	<b>\$24.758</b>	<b>\$32.784</b>	<b>\$33.588</b>	<b>\$28.664</b>	<b>\$44.969</b>	<b>\$12.894</b>	<b>\$356.974</b>

MTA LONG ISLAND RAIL ROAD  
February Financial Plan - 2014 Adopted Budget  
Overtime - Non-Reimbursable/Reimbursable Basis  
(\$ in millions)

**NON-REIMBURSABLE OVERTIME**

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

**Sub-Total**

**REIMBURSABLE OVERTIME**

**TOTAL NR & R OVERTIME**

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$2.319	\$2.259	\$0.767	\$1.703	\$1.470	\$0.803	\$1.732	\$0.819	\$1.711	\$1.642	\$1.766	\$2.520	\$19.509
0.557	0.530	0.410	0.550	0.590	0.757	0.688	0.486	0.500	0.476	0.551	0.610	6.704
1.719	2.243	1.906	2.332	2.006	2.219	2.572	2.238	2.533	2.023	1.816	2.255	25.862
0.030	0.023	0.024	0.022	0.022	0.021	0.023	0.020	0.020	0.026	0.022	0.029	0.284
1.804	2.264	1.923	2.459	2.347	2.653	3.711	3.468	2.772	2.955	2.607	3.001	31.963
1.205	1.297	0.916	0.357	0.303	0.365	0.317	0.340	0.336	0.378	0.538	1.267	7.618
-	-	-	-	-	-	-	-	-	-	-	-	-
0.067	0.067	0.067	0.067	0.067	0.067	0.068	0.068	0.069	0.068	0.068	0.069	0.814
<b>\$7.702</b>	<b>\$8.682</b>	<b>\$6.014</b>	<b>\$7.490</b>	<b>\$6.804</b>	<b>\$6.886</b>	<b>\$9.111</b>	<b>\$7.439</b>	<b>\$7.941</b>	<b>\$7.568</b>	<b>\$7.368</b>	<b>\$9.750</b>	<b>\$92.755</b>
\$0.666	\$0.619	\$1.491	\$1.699	\$1.823	\$1.471	\$1.454	\$1.360	\$1.439	\$1.302	\$1.034	\$0.968	\$15.326
<b>\$8.368</b>	<b>\$9.301</b>	<b>\$7.505</b>	<b>\$9.189</b>	<b>\$8.627</b>	<b>\$8.356</b>	<b>\$10.565</b>	<b>\$8.799</b>	<b>\$9.380</b>	<b>\$8.870</b>	<b>\$8.402</b>	<b>\$10.720</b>	<b>\$108.081</b>

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Ridership/Utilization**  
**(in millions)**

**RIDERSHIP**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Monthly	3.865	3.527	3.990	4.075	3.920	3.947	3.928	3.639	3.906	4.354	3.506	4.020	46.678
Weekly	0.138	0.129	0.145	0.142	0.136	0.160	0.184	0.215	0.151	0.150	0.112	0.136	1.797
<b>Total Commutation</b>	<b>4.003</b>	<b>3.656</b>	<b>4.136</b>	<b>4.217</b>	<b>4.056</b>	<b>4.107</b>	<b>4.112</b>	<b>3.854</b>	<b>4.056</b>	<b>4.503</b>	<b>3.618</b>	<b>4.156</b>	<b>48.476</b>
One-Way Full Fare	0.570	0.543	0.654	0.661	0.694	0.737	0.775	0.754	0.736	0.718	0.672	0.697	8.211
One-Way Off-Peak	1.294	1.163	1.366	1.404	1.516	1.586	1.762	1.701	1.545	1.410	1.492	1.618	17.857
All Other	0.670	0.652	0.760	0.792	0.809	0.898	0.928	0.953	0.825	0.793	0.786	0.861	9.728
<b>Total Non-Commutation</b>	<b>2.534</b>	<b>2.357</b>	<b>2.780</b>	<b>2.857</b>	<b>3.019</b>	<b>3.222</b>	<b>3.465</b>	<b>3.408</b>	<b>3.106</b>	<b>2.921</b>	<b>2.950</b>	<b>3.176</b>	<b>35.796</b>
<b>Total Ridership</b>	<b>6.537</b>	<b>6.013</b>	<b>6.916</b>	<b>7.074</b>	<b>7.076</b>	<b>7.329</b>	<b>7.577</b>	<b>7.262</b>	<b>7.163</b>	<b>7.424</b>	<b>6.569</b>	<b>7.332</b>	<b>84.272</b>

**FAREBOX**

Passenger Revenue	\$49.072	\$47.794	\$52.394	\$52.332	\$54.231	\$56.948	\$58.780	\$56.982	\$55.634	\$53.968	\$54.229	\$55.027	\$647.391
<b>Total Revenue</b>	<b>\$49.072</b>	<b>\$47.794</b>	<b>\$52.394</b>	<b>\$52.332</b>	<b>\$54.231</b>	<b>\$56.948</b>	<b>\$58.780</b>	<b>\$56.982</b>	<b>\$55.634</b>	<b>\$53.968</b>	<b>\$54.229</b>	<b>\$55.027</b>	<b>\$647.391</b>



**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function**  
**Non-Reimbursable and Reimbursable**

<b>FUNCTION/DEPARTMENT</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>Apr</b>	<b>May</b>	<b>Jun</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Administration</b>												
Executive VP	5	5	6	5	5	6	5	5	5	5	5	5
Labor Relations	18	18	18	18	18	18	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	83	83	83	83	83	83	83	83	83	83	83	83
Human Resources	32	32	32	32	32	32	32	32	32	32	32	32
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	32	32	32	32	32	32	32	32	32	32	32	32
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO	2	2	2	2	2	2	2	2	2	2	2	2
Information Technology	164	164	164	164	164	164	164	164	164	164	164	164
Controller	46	46	46	46	46	46	46	46	46	46	46	46
Management and Budget	19	19	19	19	19	19	19	19	19	19	19	19
Process Re-Engineering	7	7	7	7	7	7	7	7	7	7	7	7
VP - East Side Access & Special Projects	42	42	42	42	42	42	42	42	42	42	42	42
Market Dev. & Public Affairs	61	61	61	61	61	61	61	61	61	61	61	61
Gen. Counsel & Secretary	30	30	30	30	30	30	30	30	30	30	30	30
Diversity Management	1	1	1	1	1	1	1	1	1	1	1	1
System Safety/Training	74	74	74	74	74	74	74	74	74	74	74	74
Security	11	11	11	11	11	11	11	11	11	11	11	11
Sr VP Operations/Serv. Planning	24	24	24	24	24	24	24	24	24	24	24	24
<b>Total Administration</b>	<b>657</b>	<b>657</b>	<b>658</b>	<b>657</b>	<b>657</b>	<b>658</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>
<b>Operations</b>												
Train Operations	2,044	2,061	2,060	2,062	2,052	2,056	2,042	2,042	2,037	2,028	2,027	2,025
Customer Service	299	299	299	299	301	309	309	309	301	299	299	299
<b>Total Operations</b>	<b>2,343</b>	<b>2,360</b>	<b>2,359</b>	<b>2,361</b>	<b>2,353</b>	<b>2,365</b>	<b>2,351</b>	<b>2,351</b>	<b>2,338</b>	<b>2,327</b>	<b>2,326</b>	<b>2,324</b>
<b>Maintenance</b>												
Engineering	1,741	1,742	1,741	1,740	1,739	1,740	1,740	1,741	1,738	1,740	1,738	1,740
Equipment	2,066	2,071	2,060	2,070	2,070	2,070	2,072	2,072	2,062	2,052	2,046	2,034
Procurement (Stores)	93	93	93	93	93	93	93	93	93	93	93	93
<b>Total Maintenance</b>	<b>3,900</b>	<b>3,906</b>	<b>3,894</b>	<b>3,903</b>	<b>3,902</b>	<b>3,903</b>	<b>3,905</b>	<b>3,906</b>	<b>3,893</b>	<b>3,885</b>	<b>3,877</b>	<b>3,867</b>
<b>Engineering/Capital</b>												
Department of Project Management	135	135	135	135	135	137	137	137	135	135	135	136
<b>Total Engineering/Capital</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>137</b>	<b>137</b>	<b>137</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>136</b>
<b>Total Positions</b>	<b>7,035</b>	<b>7,058</b>	<b>7,046</b>	<b>7,056</b>	<b>7,047</b>	<b>7,063</b>	<b>7,050</b>	<b>7,051</b>	<b>7,023</b>	<b>7,004</b>	<b>6,995</b>	<b>6,984</b>
<b>Non-Reimbursable</b>	<b>6,275</b>	<b>6,292</b>	<b>6,044</b>	<b>6,078</b>	<b>6,072</b>	<b>6,063</b>	<b>5,991</b>	<b>6,002</b>	<b>6,000</b>	<b>6,015</b>	<b>6,107</b>	<b>6,190</b>
<b>Reimbursable</b>	<b>760</b>	<b>766</b>	<b>1,002</b>	<b>978</b>	<b>975</b>	<b>1,000</b>	<b>1,059</b>	<b>1,049</b>	<b>1,023</b>	<b>989</b>	<b>888</b>	<b>794</b>
<b>Total Full-Time</b>	<b>7,035</b>	<b>7,058</b>	<b>7,046</b>	<b>7,056</b>	<b>7,047</b>	<b>7,063</b>	<b>7,050</b>	<b>7,051</b>	<b>7,023</b>	<b>7,004</b>	<b>6,995</b>	<b>6,984</b>
<b>Total Full-Time-Equivalents</b>												

**MTA LONG ISLAND RAIL ROAD**  
**February Financial Plan - 2014 Adopted Budget**  
**Total Full-time Positions and Full-time Equivalents by Function and Occupation**

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>												
Managers/Supervisors	345	345	346	345	345	346	345	345	345	345	345	345
Professional, Technical, Clerical	312	312	312	312	312	312	312	312	312	312	312	312
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Administration</b>	<b>657</b>	<b>657</b>	<b>658</b>	<b>657</b>	<b>657</b>	<b>658</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>	<b>657</b>
<b>Operations</b>												
Managers/Supervisors	328	328	328	328	328	329	333	333	332	332	332	332
Professional, Technical, Clerical	168	168	168	169	172	179	179	179	172	168	167	167
Operational Hourlies	1,847	1,864	1,863	1,864	1,853	1,857	1,839	1,839	1,834	1,827	1,827	1,825
<b>Total Operations</b>	<b>2,343</b>	<b>2,360</b>	<b>2,359</b>	<b>2,361</b>	<b>2,353</b>	<b>2,365</b>	<b>2,351</b>	<b>2,351</b>	<b>2,338</b>	<b>2,327</b>	<b>2,326</b>	<b>2,324</b>
<b>Maintenance</b>												
Managers/Supervisors	760	760	758	759	758	759	759	759	759	759	759	760
Professional, Technical, Clerical	269	269	269	269	269	269	269	269	269	269	269	269
Operational Hourlies	2,871	2,877	2,867	2,875	2,875	2,875	2,877	2,878	2,865	2,857	2,849	2,838
<b>Total Maintenance</b>	<b>3,900</b>	<b>3,906</b>	<b>3,894</b>	<b>3,903</b>	<b>3,902</b>	<b>3,903</b>	<b>3,905</b>	<b>3,906</b>	<b>3,893</b>	<b>3,885</b>	<b>3,877</b>	<b>3,867</b>
<b>Engineering/Capital</b>												
Managers/Supervisors	98	98	98	98	98	100	100	100	98	98	98	99
Professional, Technical, Clerical	37	37	37	37	37	37	37	37	37	37	37	37
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Engineering/Capital</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>137</b>	<b>137</b>	<b>137</b>	<b>135</b>	<b>135</b>	<b>135</b>	<b>136</b>
<b>Public Safety</b>												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Positions</b>												
Managers/Supervisors	1,531	1,531	1,530	1,530	1,529	1,534	1,537	1,537	1,534	1,534	1,534	1,536
Professional, Technical, Clerical	786	786	786	787	790	797	797	797	790	786	785	785
Operational Hourlies	4,718	4,741	4,730	4,739	4,728	4,732	4,716	4,717	4,699	4,684	4,676	4,663
<b>Total Positions</b>	<b>7,035</b>	<b>7,058</b>	<b>7,046</b>	<b>7,056</b>	<b>7,047</b>	<b>7,063</b>	<b>7,050</b>	<b>7,051</b>	<b>7,023</b>	<b>7,004</b>	<b>6,995</b>	<b>6,984</b>



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# LONG ISLAND RAIL ROAD

The graphic for the 2013 Annual Operating Report features the title text centered within a rectangular frame. The background of the frame is a grid of dotted lines. Overlaid on this grid is a large, stylized star shape, also composed of dotted lines, which is slightly offset from the center.

## 2013 ANNUAL OPERATING REPORT

Helena E. Williams  
President

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**Performance Summary**
**On Time Performance**

*(Trains that arrive at  
their final destination  
within 5 minutes 59 seconds  
of scheduled arrival time)*

		2013 Data		2012 Data	
		YTD		YTD	
		Goal	2013	Goal	2012
<b>System</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.5%</b>	<b>95.1%</b>	<b>94.3%</b>
	AM Peak		91.8%		94.3%
	PM Peak		90.6%		91.3%
	<b>Total Peak</b>		<b>91.3%</b>		<b>92.9%</b>
	Off Peak Weekday		94.0%		94.2%
	Weekend		95.2%		96.2%
	<b>Babylon Branch</b>	<b>95.1%</b>	<b>92.7%</b>	<b>95.1%</b>	<b>93.9%</b>
	AM Peak		91.8%		95.3%
	PM Peak		89.4%		90.4%
	<b>Total Peak</b>		<b>90.7%</b>		<b>93.2%</b>
	Off Peak Weekday		93.2%		93.3%
	Weekend		94.8%		96.3%
	<b>Far Rockaway Branch</b>	<b>95.1%</b>	<b>96.7%</b>	<b>95.1%</b>	<b>97.0%</b>
	AM Peak		92.4%		94.9%
	PM Peak		94.3%		94.2%
	<b>Total Peak</b>		<b>93.2%</b>		<b>94.6%</b>
	Off Peak Weekday		97.3%		97.5%
	Weekend		98.7%		98.5%
	<b>Huntington Branch</b>	<b>95.1%</b>	<b>92.5%</b>	<b>95.1%</b>	<b>93.5%</b>
	AM Peak		92.1%		93.5%
	PM Peak		88.2%		88.6%
	<b>Total Peak</b>		<b>90.2%</b>		<b>91.1%</b>
	Off Peak Weekday		92.0%		93.1%
	Weekend		95.0%		96.0%
	<b>Hempstead Branch</b>	<b>95.1%</b>	<b>96.4%</b>	<b>95.1%</b>	<b>97.0%</b>
	AM Peak		94.9%		96.1%
	PM Peak		94.1%		95.0%
	<b>Total Peak</b>		<b>94.5%</b>		<b>95.6%</b>
	Off Peak Weekday		96.7%		97.4%
	Weekend		97.7%		97.7%
	<b>Long Beach Branch</b>	<b>95.1%</b>	<b>95.3%</b>	<b>95.1%</b>	<b>96.3%</b>
	AM Peak		92.9%		95.7%
	PM Peak		94.5%		94.4%
	<b>Total Peak</b>		<b>93.6%</b>		<b>95.1%</b>
	Off Peak Weekday		95.3%		96.7%
	Weekend		97.3%		96.9%
	<b>Montauk Branch</b>	<b>95.1%</b>	<b>90.8%</b>	<b>95.1%</b>	<b>90.8%</b>
	AM Peak		91.0%		93.1%
	PM Peak		88.3%		84.6%
	<b>Total Peak</b>		<b>89.7%</b>		<b>89.5%</b>
	Off Peak Weekday		93.0%		91.5%
	Weekend		87.9%		90.7%
	<b>Oyster Bay Branch</b>	<b>95.1%</b>	<b>92.8%</b>	<b>95.1%</b>	<b>94.7%</b>
	AM Peak		93.7%		95.3%
	PM Peak		86.9%		91.1%
	<b>Total Peak</b>		<b>90.5%</b>		<b>93.4%</b>
	Off Peak Weekday		93.2%		94.4%
	Weekend		95.4%		97.6%

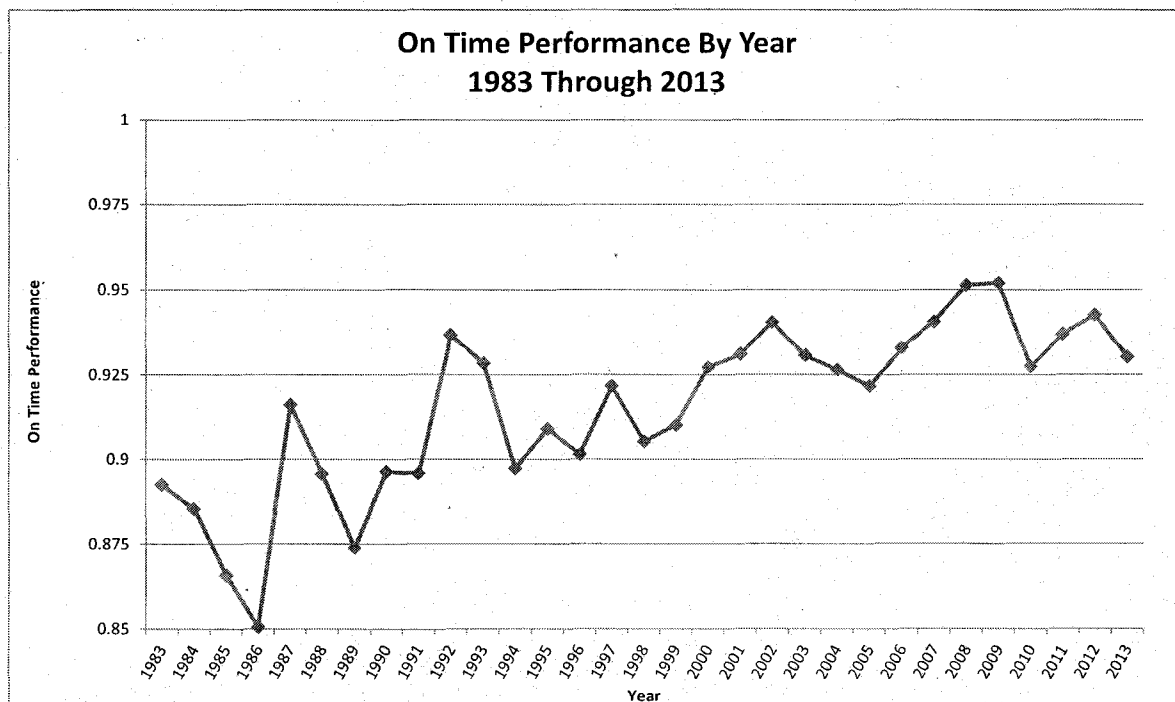
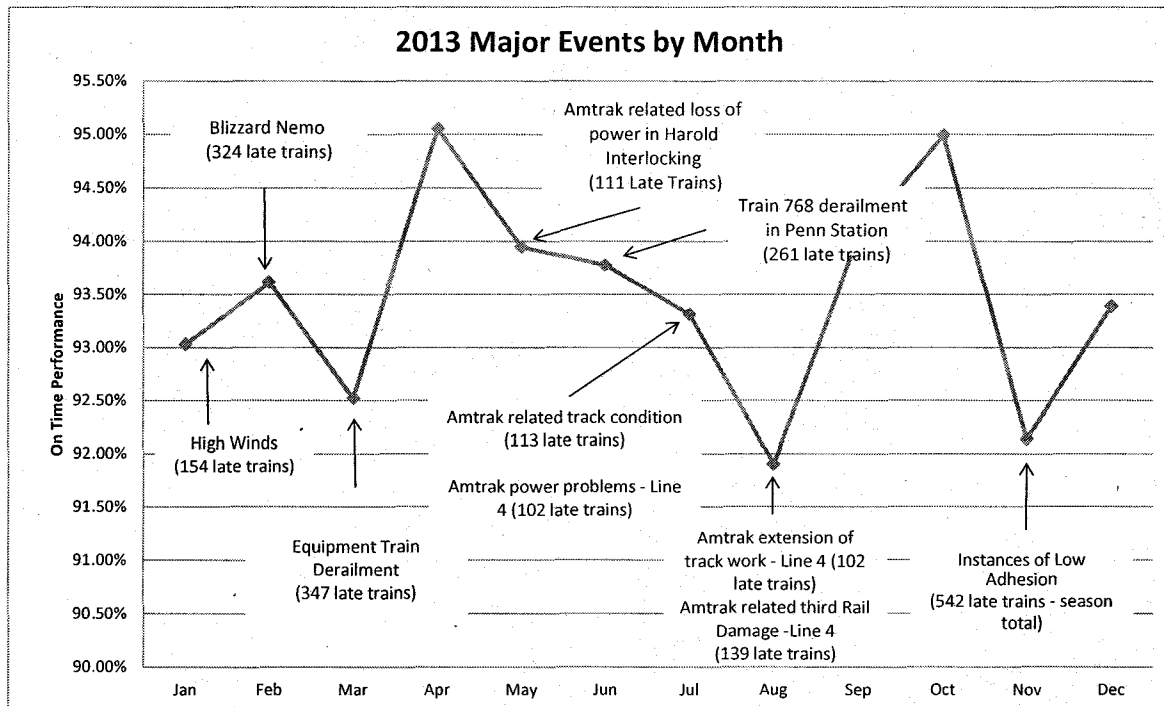
Performance Summary		2013 Data		2012 Data	
		YTD		YTD	
		Goal	2013	Goal	2012
Port Jefferson Branch	Overall	95.1%	91.3%	95.1%	90.5%
	AM Peak		90.1%		91.2%
	PM Peak		87.6%		85.7%
	Total Peak		88.9%		88.7%
	Off Peak Weekday		90.6%		88.3%
	Weekend		95.6%		97.0%
Port Washington Branch	Overall	95.1%	94.3%	95.1%	95.4%
	AM Peak		90.4%		94.1%
	PM Peak		90.7%		93.3%
	Total Peak		90.6%		93.7%
	Off Peak Weekday		95.3%		95.3%
	Weekend		97.2%		98.1%
Ronkonkoma Branch	Overall	95.1%	91.2%	95.1%	91.7%
	AM Peak		90.2%		92.0%
	PM Peak		92.1%		92.1%
	Total Peak		91.1%		92.0%
	Off Peak Weekday		90.8%		90.9%
	Weekend		92.1%		93.2%
West Hempstead Branch	Overall	95.1%	95.2%	95.1%	95.9%
	AM Peak		94.0%		96.3%
	PM Peak		90.2%		91.2%
	Total Peak		91.9%		93.5%
	Off Peak Weekday		97.1%		97.3%
	Weekend		94.6%		92.7%
<b>Operating Statistics</b>					
Trains Scheduled			240,422		230,617
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12.7		-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			2,796		2,541
Trains Canceled			879		585
Trains Terminated			528		406
Percent of Scheduled Trips Completed			99.4%		99.6%



**OPERATING REPORT  
2013 ANNUAL REPORT**

<b>Categories Of Delay</b>		<b>2013 Data</b>	<b>2012 Data</b>	<b>YTD 2012 Vs 2013</b>
		<b>YTD 2013</b>	<b>YTD 2012</b>	
<b>Late Train Incidents</b>	<b>National Rail Passenger Corp</b>	1,929	817	1,112
	<b>Capital Programs</b>	288	135	153
	<b>Engineering</b>	2,072	1,341	731
	<b>Penn Station Central Control</b>	258	111	147
	<b>Maintenance of Equipment</b>	1,598	1,571	27
	<b>** Other / Miscellaneous</b>	3,189	3,407	(218)
	<b>Public</b>	5,125	5,009	116
	<b>Transportation</b>	646	594	52
	<b>Vandalism</b>	283	90	193
	<b>Maintenance of Way (Sched.)</b>	301	159	142

*\*\* Other / Miscellaneous includes weather related delays*



## Long Island Rail Road

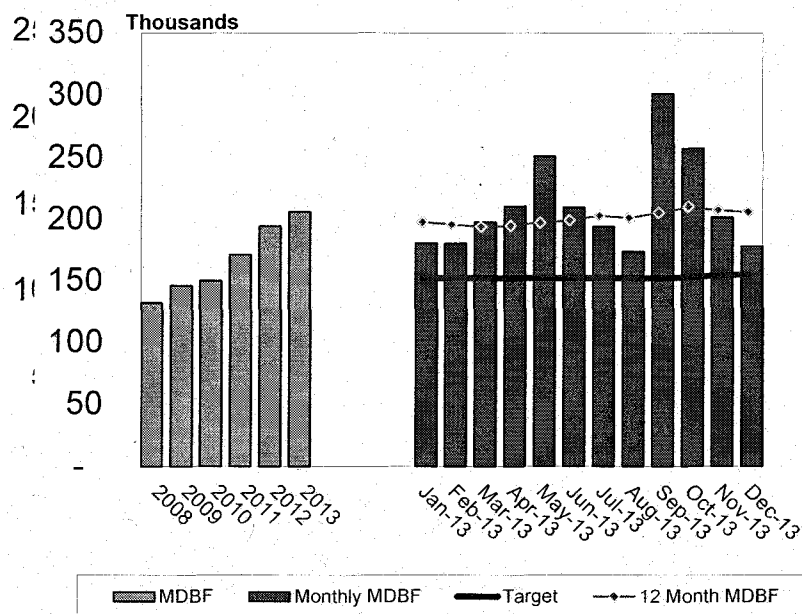
### MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data		2012 Data
			MDBF Goal (miles)	Year End MDBF thru December (miles)	Year End MDBF thru Decemembr 2012 (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	91,468	77,067
	M-7	836	350,000	467,673	405,420
	DM	21	18,000	24,534	28,309
	DE	24	18,000	19,608	21,897
	C-3	134	75,000	104,731	105,931
	Diesel	179	45,000	59,945	63,554
	<b>Fleet</b>	<b>1,165</b>	<b>152,000</b>	<b>205,890</b>	<b>194,382</b>

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

### ALL FLEETS Mean Distance Between Failure

2008 - 2013







# Long Island Rail Road

## OPERATING REPORT 2013 ANNUAL REPORT

### Standee Report

#### East Of Jamaica

			2013 Data	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	10	24
		<b>Total Standees</b>	<b>10</b>	<b>24</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	Huntington Branch	Program Standees	0	0
		Add'l Standees	9	7
		<b>Total Standees</b>	<b>9</b>	<b>7</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	2
		<b>Total Standees</b>	<b>1</b>	<b>2</b>
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	3	6
		<b>Total Standees</b>	<b>3</b>	<b>6</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	2	5
		<b>Total Standees</b>	<b>2</b>	<b>5</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	31	2
		<b>Total Standees</b>	<b>31</b>	<b>2</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	24	35
		<b>Total Standees</b>	<b>32</b>	<b>35</b>
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	9	18
		<b>Total Standees</b>	<b>9</b>	<b>56</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>100</b>	<b>138</b>

#### Definitions

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

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

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

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

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



## Standee Report

## West Of Jamaica

			2013 Data	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	16	32
		<b>Total Standees</b>	<b>16</b>	<b>32</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	Huntington Branch	Program Standees	0	0
		Add'l Standees	9	28
		<b>Total Standees</b>	<b>9</b>	<b>28</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	17
		<b>Total Standees</b>	<b>1</b>	<b>17</b>
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	16	4
		<b>Total Standees</b>	<b>34</b>	<b>4</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	4
		<b>Total Standees</b>	<b>0</b>	<b>4</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	1	2
		<b>Total Standees</b>	<b>1</b>	<b>2</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	0
		<b>Total Standees</b>	<b>1</b>	<b>0</b>
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	24	35
		<b>Total Standees</b>	<b>32</b>	<b>35</b>
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	7	14
		<b>Total Standees</b>	<b>37</b>	<b>32</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>133</b>	<b>156</b>

Definitions

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

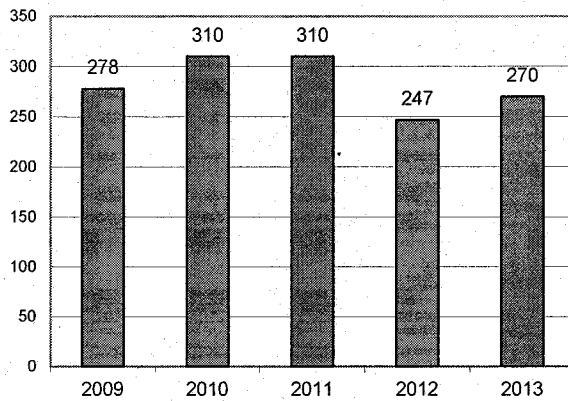
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"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

**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.

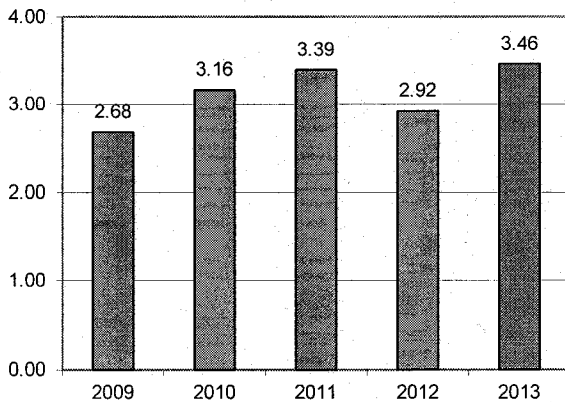
## MTA Long Island Rail Road Summary of Employee Injuries through December



Total Employee Injuries

Year	Total
2009	278
2010	310
2011	310
2012	247
2013	270

% change from last year: 9.3%



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	190	2.68
2010	210	3.16
2011	216	3.39
2012	189	2.92
2013	217	3.46

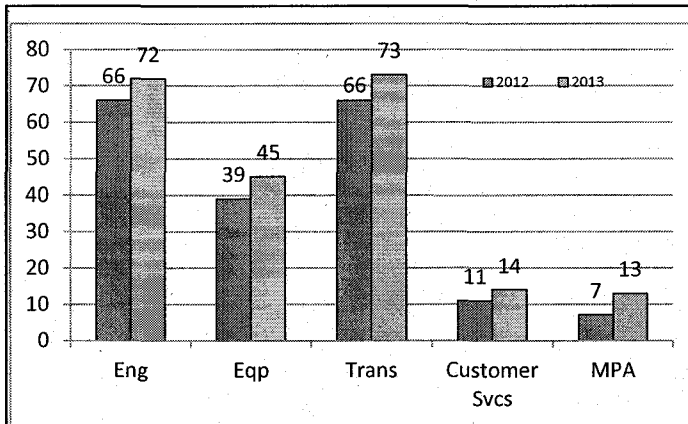
% change from last year: 18.5%

\* Federal Railroad Administration Frequency Index

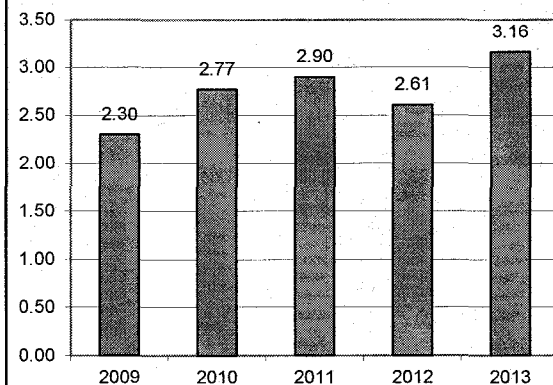
\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
2013 ANNUAL REPORT**

## MTA Long Island Rail Road Summary of Employee Injuries through December



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	66	72	9%
Equipment	39	45	15%
Transportation	66	73	11%
Customer Svcs	11	14	27%
MPA	7	13	86%

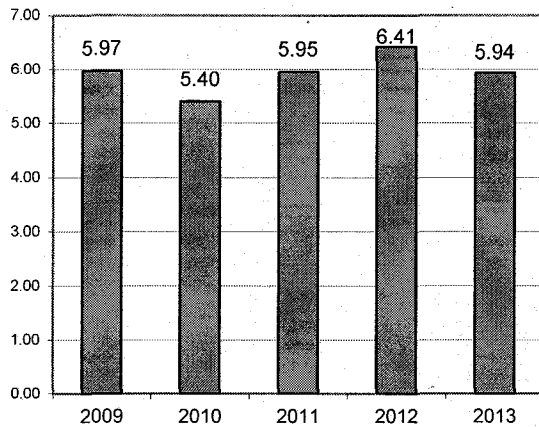


Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	162	1	2.28	0.01	2.30
2010	179	5	2.70	0.08	2.77
2011	183	2	2.87	0.03	2.90
2012	169	0	2.61	0.00	2.61
2013	198	0	3.16	0.00	3.16

% change from last year: 21.1%

\* - Injuries per 200,000 hours worked

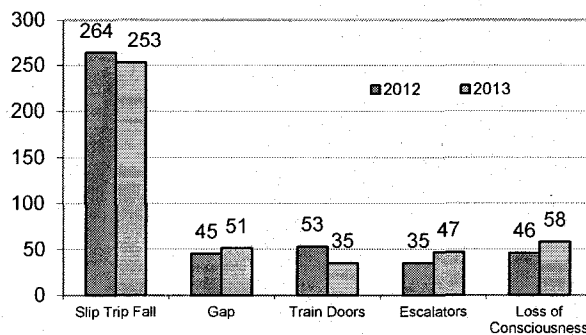
## MTA Long Island Rail Road Summary of Customer Injuries through December



Total Customer Injuries

Year	Total	FI*
2009	495	5.97
2010	440	5.40
2011	482	5.95
2012	524	6.41
2013	495	5.94

% change from last year: -7.3%



Top 5 Customer Injuries by Type

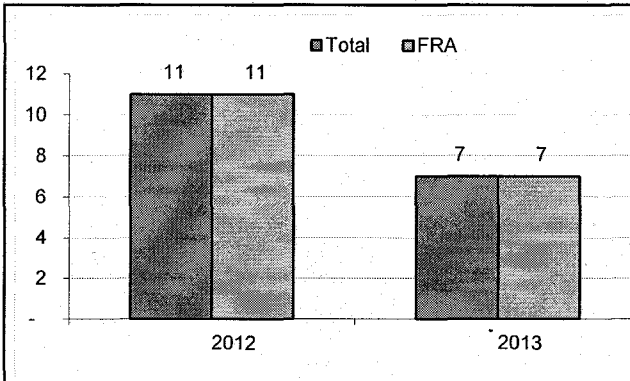
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Loss of Consciousness
2012	264	45	53	35	46
2013	253	51	35	47	58

\*- Injuries per 1,000,000 rides

OPERATING REPORT  
2013 ANNUAL REPORT

MTA Long Island Rail Road

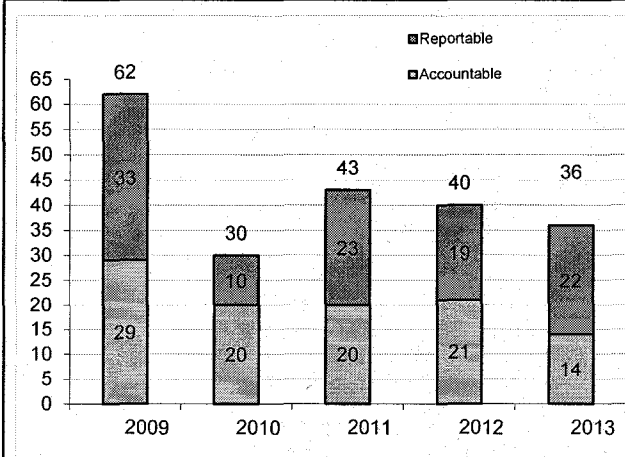
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S.  
through December



Contractor Injuries

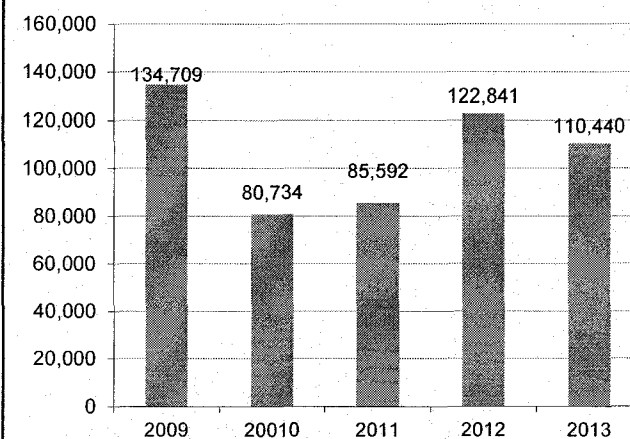
Year	Total	FRA Rpt.
2012	11	11
2013	7	7

% change from last year: -36.4%



Train Accidents

Year	Non-Reportable	Reportable
2009	29	33
2010	20	10
2011	20	23
2012	21	19
2013	14	22



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	134,709
2010	80,734
2011	85,592
2012	122,841
2013	110,440

# MEMORANDUM



Long Island Rail Road

**DATE:** February 24, 2014

**TO:** Members of Long Island Committee

**FROM:** Helena E. Williams, President

A handwritten signature in black ink, appearing to read "Helena E. Williams", written over the printed name.

**RE: LIRR Report on Elevator/Escalator Performance:  
Fourth Quarter 2013**

Attached for your review is the LIRR's fourth quarter (2013) report on the performance of its customer elevators and escalators.

The report provides data on the 19 escalators and 27 elevators directly maintained by the LIRR and the 15 escalators and six elevators maintained by AMTRAK.

Elevator and escalator availability is defined as the percentage of full calendar days within the reporting period that a unit remains in service for customer use. An elevator or escalator outage during any part of a day excludes the unit from being considered as "available" on that day.

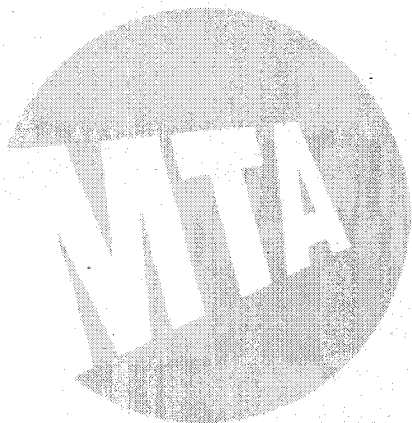
The LIRR's Elevator & Escalator unit, which was established in the summer of 2012, continues to respond quickly to reports of malfunctions, significantly reducing downtime while increasing oversight of third party maintenance contractors. 2013 highlights directly contributable to this unit are:

- Average response time by this unit to an outage was 23 minutes, resulting in 457 saved third party contractor hours, totaling over \$100,000.
- Rehabilitation of 11 O&K Escalators was completed. The upgrades included safety enhancements such as the addition of skirt switches every 10 feet and the addition of both vertical & horizontal comb plate switches.
- Rehabilitation of two customer elevators at Hicksville Station was completed.
- Two new elevators at the Queens Village Station went into customer service.

In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports.

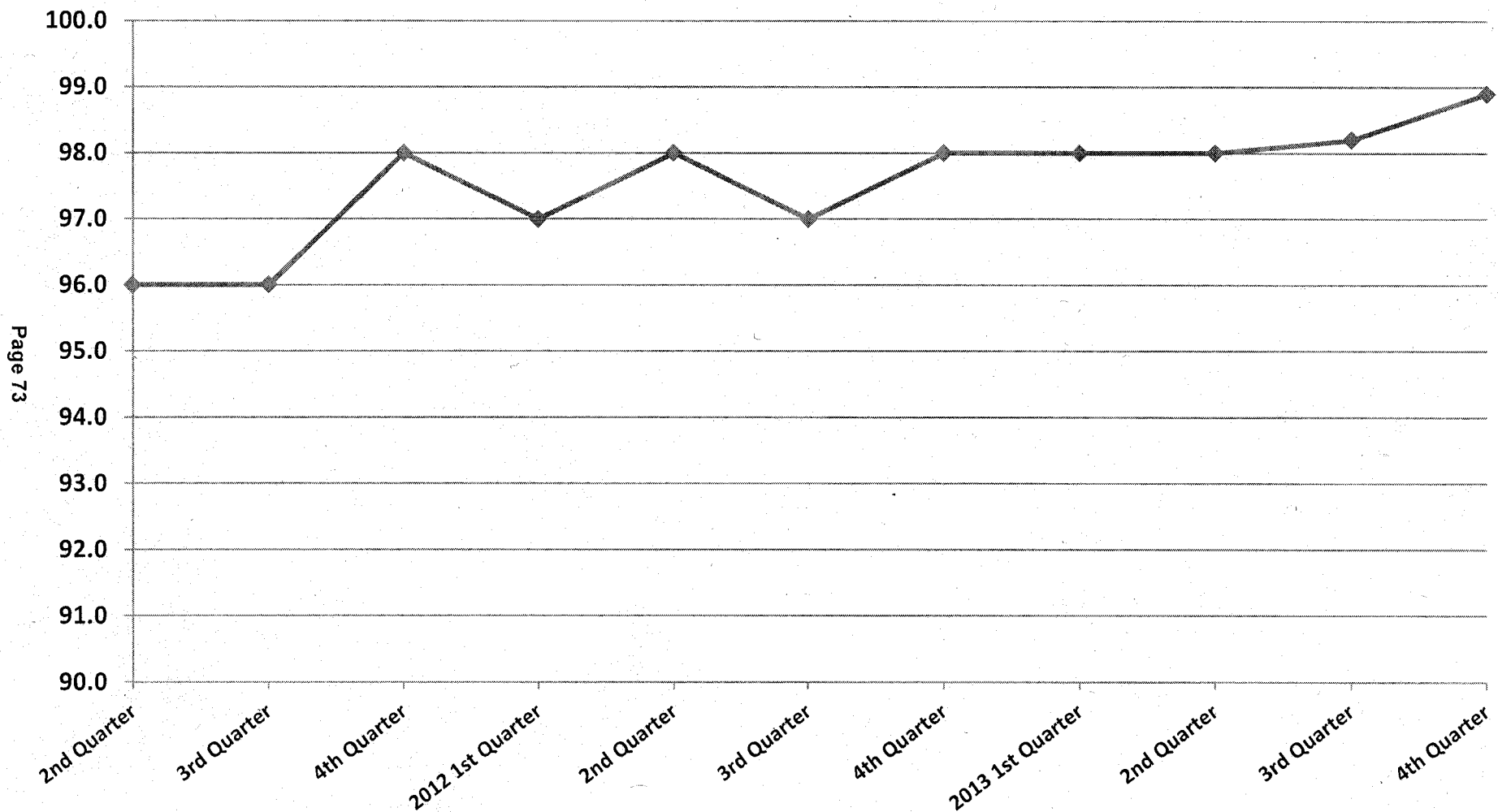
# **Long Island Rail Road Elevator/Escalator**

Fourth Quarter Report  
2013





# Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.  
Please note: Massapequa Elevator taken out of service for Capital Replacement on 8/21/13

## 2013 Fourth Quarter Elevator Availability by Station

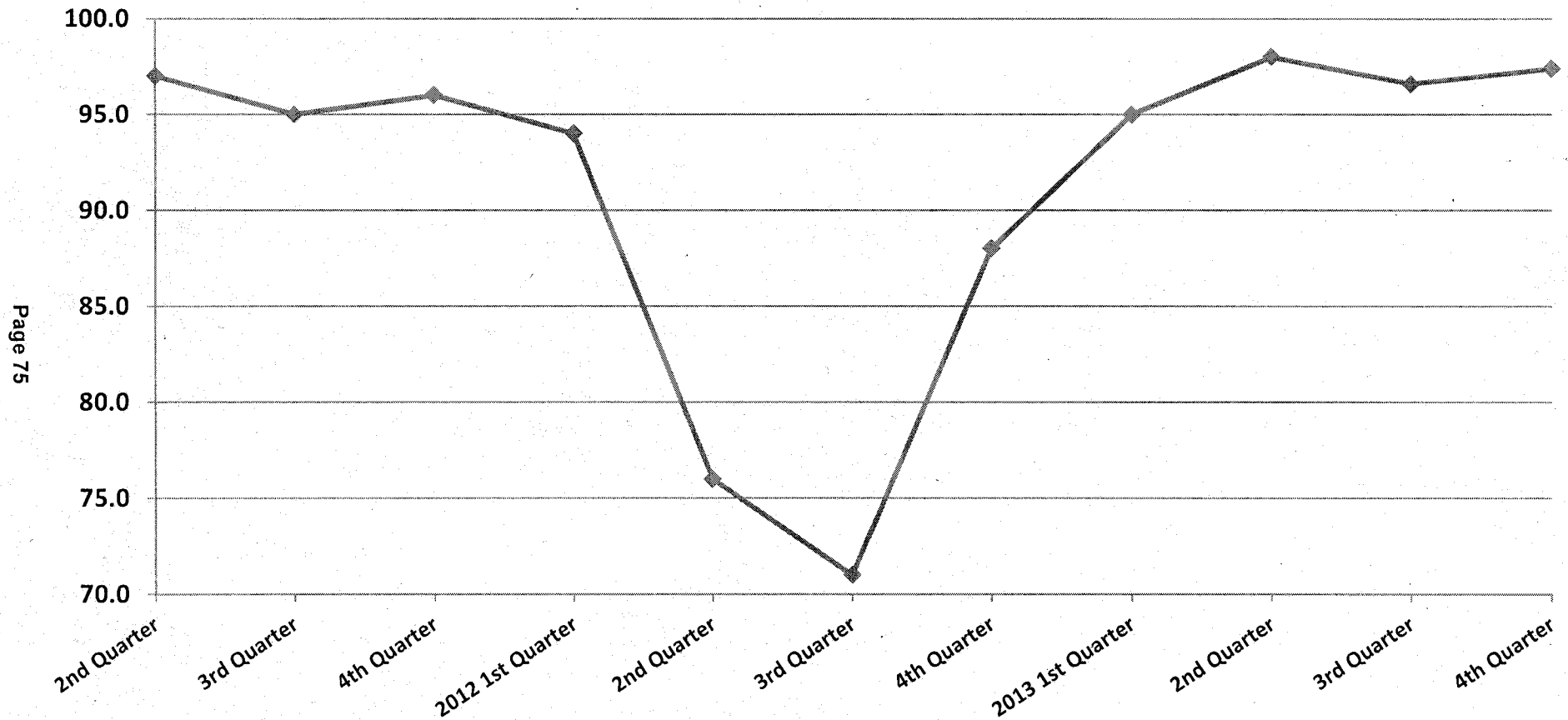
Branch/Station	Availability	Branch/Station	Availability
<b>BABYLON</b>		<b>FAR ROCKAWAY</b>	
Babylon (A)	98.3%	Valley Stream	95.2%
Babylon (B)	98.7%	Rosedale	99.0%
Massapequa	(1)	<b>PORT JEFFERSON</b>	
Seaford	99.4%	Hicksville (A)	98.9%
Bellmore	99.2%	Hicksville (B)	99.3%
Merrick	99.7%	<b>LONG BEACH</b>	
Freeport	98.8%	Lynbrook (A)	99.3%
Baldwin	99.2%	Lynbrook (B)	99.1%
Rockville Centre	99.6%	<b>CITY TERMINAL</b>	
<b>PORT WASHINGTON</b>		Atlantic Terminal	98.7%
Great Neck (A)	99.7%	Woodside 415x	96.9%
Great Neck (B)	99.7%	Woodside 418x	97.3%
Auburndale	98.9%	Woodside 419x	97.2%
<b>RONKONKOMA</b>		Penn 34S-ELV-P34	100% (2)
Ronkonkoma (A)	98.9%	Penn CEN-ELV-P-7	100% (2)
Ronkonkoma (B)	97.9%	Penn CEN-ELV-P-8	100% (2)
Ronkonkoma (C)	96.9%	Penn CEN-ELV-P-9	100% (2)
		Penn CEN-ELV-P10	100% (2)
		Penn CEN-ELV-P11	100% (2)

(1) Elevator taken out of service for Capital replacement on 8/21/13.

(2) Penn Station data provided by Amtrak.

MTA Long Island Rail Road

# Passenger Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.  
Please note: Massapequa Escalator taken out of service for Capital replacement on 6/10/13.

## 2013 Fourth Quarter Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
<b>BABYLON</b>		<b>FAR ROCKAWAY</b>		<b>PENN STATION (2)</b>	
Babylon A (W/B)	92.7%	Valley Stream	97.7%	Penn 34S-ESC-34A	100%
Babylon B (E/B)	98.3%	<b>PORT JEFFERSON</b>		Penn 34S-ESC-34B	100%
Lindenhurst	97.0%	Hicksville A (W/B)	98.2%	Penn 34S-ESC-34C	100%
Copiapue	98.5%	Hicksville B (E/B)	98.7%	Penn EXI-ESC-09E	98%
Amityville	97.8%	<b>LONG BEACH</b>		Penn EXI-ESC-10E	100%
Massapequa Park	98.9%	Lynbrook	97.4%	Penn EXI-ESC-10W	99%
Massapequa	(1)	<b>HEMPSTEAD</b>		Penn EXI-ESC-7EW	100%
Seaford	99.1%	Floral Park	99.2%	Penn EXI-ESC-8EW	100%
Wantagh	97.3%			Penn MG-ESC-011	96%
Bellmore	98.2%			Penn MG-ESC-1MG	100%
Merrick	99.2%			Penn MG-ESC-2MG	99%
Freeport	98.4%			Penn MG-ESC-3MG	100%
Baldwin	98.6%			Penn MG-ESC-7MG	91%
Rockville Center	98.4%			Penn MG-ESC-8MG	86%
				Penn WEC-ESC-8WE	84%

(1) Escalator taken out of service for Capital replacement on 6/10/13.

(2) Penn Station data provided by Amtrak.



## Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Valley Stream	0	0	1
Woodside 418 x	0	0	1
Jamaica (1)	0	1	0

## Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station (2)	1	7
Amityville	0	3
Hicksville	0	1
Jamaica	0	1
Massapequa Park	0	1
Babylon	0	1

### Definitions:

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

**Please note:** These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2013.

- (1) Jamaica elevator maintained by Port Authority
- (2) Penn Station escalators maintained by Amtrak

## Staff Summary

<b>Subject</b> SPRING TRACK WORK PROGRAMS						<b>Date</b> FEBRUARY 24, 2014			
<b>Department</b> SR. VICE PRESIDENT – OPERATIONS						<b>Vendor Name</b>			
<b>Department Head Name</b> M. GELORMINO <i>Michael Gelormino</i>						<b>Contract Number</b>			
<b>Department Head Signature</b>						<b>Contract Manager Signature</b>			
<b>Project Manager Name</b>									
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI COMM	2/24/14				4	President <i>H</i>	1	Sr. VP Op. <i>mb</i>
						3	Executive VP <i>gpc</i>		
						2	VP Mktg & PA <i>JC</i>		

### PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support track work programs during the months of February, March and April 2014.

### TRACK WORK PROGRAMS

- Main Line – On seven weekends, February 28-March 3, March 7-10, March 21-24, March 28-31, April 11-14 and April 25-28 two of four main tracks between Jamaica and Queens Village will be out of service between Jamaica and Queens Village for concrete tie replacement.
- Main Line – On six weekend, March 8-10, March 15-16, March 22-23, April 5-6, April 12-13 and April 26-27 there will be no train movement through Harold Interlocking for an overnight period of 75 minutes to allow Engineering forces to pull high tension wires across the interlocking.
- Main Line – On the weekend of March 15-16 single main track and double main track will be out of service between Farmingdale and Ronkonkoma for grade crossing renewal at Little East Neck Rd. in Wyandanch and rail inspection and associated signal maintenance.

### DISCUSSION

#### **Main Line Concrete Tie Project**

On seven weekends, beginning at 10:20 PM on Fridays and continuing through 4:20 AM Mondays (February 28-March 3, March 7-10, March 21-24, March 28-31, April 11-14 and April 25-28), two of four Main Line tracks will be out of service between Jamaica and Queens Village for the replacement of concrete ties. As a result, westbound trains will be unable to make stops at Queens Village, Hollis and Hillside stations. Eastbound train service will be normal. Westbound train service at these stations will be replaced with bus service to Jamaica where train service will resume. Customers can expect up to 22 minutes additional travel time. In addition, four Babylon Branch trains will have 4 minutes added Jamaica dwell time.

**Main Line ESA High Tension Cable Installation**

On six weekends, from 3:22 AM to 4:37 AM on Saturdays and Sundays (March 8-9, March 15-16, March 22-23, April 5-6, April 12-13, and April 26-27), there will be no train movement through Harold Interlocking to allow Engineering forces to pull high tension cables across the interlocking. As a result, two eastbound trains from Penn Station will have their schedules adjusted up to 24 minutes later and two connecting trains in Jamaica will have their schedules adjusted up to 28 minutes later.

**Little East Neck Road Crossing Renewal**

Little East Neck Road crossing renewal, rail inspection and rail and signal maintenance on the Main Line requires a 30-hour weekend outage on the single track between Farmingdale and Ronkonkoma. Train service will originate and terminate at Farmingdale for the duration of the outage. Customers traveling to or from stations Ronkonkoma through Pinelawn will be provided with bus service to and from Hicksville, where they will transfer to or from trains. Customers can expect up to 24 minutes additional travel time.

As part of our public outreach campaign for these projects, special Public Timetables will be issued providing details of service changes, along with posters and announcements at stations and social media messaging.

**IMPACT ON FUNDING**

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

**LONG ISLAND COMMITTEE**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**February 24, 2014**



## **LONG ISLAND RAIL ROAD**

No Procurements for February 24, 2014 meeting

**LONG ISLAND COMMITTEE  
BOARD PROCUREMENT PACKAGE**

**February 2014**

# Staff Summary



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Law and Procurement					
<b>Department Head Name</b> Evan M. Eisland					
<b>Department Head Signature</b> <i>[Signature]</i>					
<b>Project Manager Name</b> David K. Cannon					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Committee	2/24/14	X		
2	Board	2/26/14	X		

<b>Date:</b> February 6, 2014			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<b>Contract Manager Name</b> Various			
<b>Table of Contents Ref #</b>			
Internal Approvals			
	Approval		Approval
5	President <i>[Signature]</i>	3	Chief Financial Officer
4	Executive Vice President <i>[Signature]</i>	2	Vice President, Project Controls
		1	Chief Procurement Officer

## PURPOSE

To obtain approval of the Board to adopt a resolution/declaration, award a modification and to inform the Long Island Committee of these procurement actions.

## DISCUSSION

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

### Schedules Requiring Two-Thirds Vote:

Schedule B Competitive Request For Proposals (Solicitation of Purc & Pub Wrk Contracts)	# of Actions	\$ Amount
	1	\$ TBD
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ TBD</b>

### Schedules Requiring Majority vote:

Schedule I Modifications to Purchase and Public Work Contracts	# of Actions	\$ Amount
	1	\$ 2,100,000
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ 2,100,000</b>
<b>TOTAL</b>	<b>2</b>	<b>\$ 2,100,000</b>

### Competitive Bidding Requirements

The procurement action in Schedule B is subject to the competitive bidding requirements of PAL 1265-a relating to contracts for the purchase of goods or public work. The Procurement action in the remaining Schedule is not subject to these requirements

### Budget Impact:

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

### Recommendation:

That the resolution/modification 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.

February 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- |    |  |                       |                               |
|----|--|-----------------------|-------------------------------|
| 1. | Contractor To Be Determined<br>Contract Term To Be Determined<br>Contract CM014B | Cost To Be Determined | <u>Staff Summary Attached</u> |
|----|--|-----------------------|-------------------------------|

Pursuant to Subdivision 4(f) of section 1265-a of the Public Authorities Law, and Article IIIA (6) of the All Agency Procurement Guidelines, MTACC requests that the Board adopt a resolution declaring competitive bidding is impractical or inappropriate and it is in the public interest to issue a competitive Request for Proposal ("RFP") to solicit Contract CM014B, GCT Concourse and Facilities Fit-Out of the East Side Access Project.

Procurements Requiring Majority Vote

**Schedule I. Modifications To Purchase and Public Work Contracts**  
(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- |    |  |             |                               |
|----|--|-------------|-------------------------------|
| 2. | Tutor Perini Corporation<br>Contract No. CH053<br>Modification No. 115 | \$2,100,000 | <u>Staff Summary Attached</u> |
|----|--|-------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract for reconfiguration of manholes associated with traction power.

**Schedule B: Competitive Requests for Proposals  
Staff Summary**



<b>Item Number:</b> 1					
<b>Dept &amp; Dept Head Name:</b> Law & Procurement, E. Eisland					
<b>Division &amp; Division Head Name:</b> Procurement, D. Cannon					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	2/24/13	X		
2	Board	2/26/13	X		
<b>Internal Approvals</b>					
	Approval		Approval		
2	Executive Vice President	3	President		
1	Sr. VP & Program Executive, ESA				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract Number</b> CM014B
<b>Description</b> GCT Concourse and Facilities Fit-Out for the ESA Project	
<b>Total Amount</b> N/A	
<b>Contract Term (including Options, if any)</b> To Be Determined	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION**

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIA (6) of the All Agency Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP") for the contract for the GCT Concourse and Facilities Fit-Out of the East Side Access Project.

**II. DISCUSSION**

The work on this Contract covers the construction of the new LIRR Grand Central Terminal (GCT) Concourse facility. Work elements include foundations, utilities, CMU walls, structural steel framing, mechanical, electrical, plumbing, fire protection, and architectural finishes. This contract also provides for the fit-out of the 44<sup>th</sup> Street Ventilation Facility and the 50<sup>th</sup> Street Ventilation Facility.

Based upon experience with previous related contracts and comments received from potential proposers that attended an outreach meeting for this Contract in November 2013, MTACC has determined that access to the work site and coordination with adjacent contractors, among other items, present potential risks that could translate into higher contingency reflected in bid prices. The access and coordination required by each contractor to facilitate the best price for the work, however, depends on each contractor's planned sequence of performance, technical approaches to the work and other anticipated means and methods. Procurement through the RFP process will allow the MTA to receive means and methods proposals from contractors and afford the MTA the opportunity to work through access, coordination and other perceived risks with each contractor in an effort to achieve the lowest price possible for the work. The RFP process will also permit MTACC to evaluate the relative benefits of alternative technical proposals and weigh alternatives that are in the best interest of the MTA.

The RFP process will require the interested firms to submit a technical proposal, which will include their technical approach, qualifications, experience and schedule. The technical proposals will be evaluated against MTACC's established criteria and negotiations on technical and commercial issues will be held with those firms considered to be in a competitive range. Upon completion of the negotiations, those firms within a competitive range will have their cost proposals opened. After negotiations, award will be made to the responsible firm whose best and final offer provides the best value to the MTA.

The RFP process will require the interested firms to submit a technical proposal, which will include their technical approach, qualifications, experience and schedule. The technical proposals will be evaluated against MTACC's established criteria and negotiations on technical and commercial issues will be held with those firms considered to be in a competitive range. Upon completion of the negotiations, those firms within a competitive range will have their cost proposals opened. After negotiations, award will be made to the responsible firm whose best and final offer provides the best value to the MTA.

**III. D/M/WBE**

The MTA's Department of Diversity and Civil Rights anticipates establishing a 17% DBE goal on this contract.

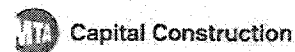
**IV. IMPACT ON FUNDING**

Funding for this Contract will be from the Capital Program.

**V. ALTERNATIVES**

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide a means to evaluate different technical matters or to consider or negotiate alternative proposals to achieve the overall best value to the MTA.

## Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 2

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)	<b>Contract Number</b> CH053	<b>AWO/Modification #</b> Mod 115
<b>Description</b> Construct Harold Structures Part I for the ESA Project	<b>Original Amount:</b>	\$ 139,280,000
<b>Contract Term (including Options, if any)</b> 42 Months	<b>Prior Modifications:</b>	\$ 97,376,958
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b>	0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$ 236,656,958
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b>	\$ 2,100,000
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	.88%
<b>Requesting Dept/Div. &amp; Dept/Div. Head Name:</b> East Side Access, A. Paskoff, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b>	71%

**Discussion:**

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/Amtrak right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the CH053 Contract reconfiguration of manholes associated with traction power.

The CH053 contract includes the procurement and installation of traction power utilities (power cables and returns) from the new G02 Substation to supply third rail power for LIRR tracks. Some of the cables were designed to feed power to the Three Tunnel Emergency Exits in the Track A Approach Structure, but these exits were deleted from the CQ031 Contract (a value engineering change which has provided savings in excess of \$46M). Consequently, the design of a manhole and conduits related to the Three Tunnel Emergency Exits were reconfigured because fewer cables were required. In addition, due to unforeseen field conditions of existing utilities, revisions were made to accommodate space constraints: three (3) caisson manholes were deleted, the dimensions of several manholes were revised, and the riser heights of three manholes were increased. In addition, five manholes require liner plates for support of excavation, and the existing Amtrak 12kV ductbank and a LIRR utility trough require specialized support (protection of the utilities in a wooden box and being hung from beams) during the installation of the manholes. This modification incorporates these changes into Contract CH053.

The Contractor submitted a cost proposal of \$2,332,844 while the MTACC estimate was \$2,042,249. Negotiations were held, and the parties agreed to \$2,100,000, which is considered fair and reasonable. Approximately 75% of the negotiated value (\$1,500,000) was the result of the unforeseen field conditions and the remaining 25% is due to the value engineering revisions (\$600,000). Time impact, if any, and any impact cost associated with this modification will be addressed as part of a Time Impact Analysis that is currently being performed for this Contract.



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**LONG ISLAND RAIL ROAD**

**MONTHLY  
OPERATING  
REPORT**

The graphic features the title "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a background of a dotted grid. A diagonal line of dots runs from the bottom-left corner to the top-right corner of the frame.

**January 2014**

**Helena E. Williams  
President**

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02/24/14 \*\*\*\*\*

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Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jan	Jan	Jan	Jan
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>95.1%</b>	<b>87.9%</b>	<b>87.9%</b>	<b>93.0%</b>	<b>93.0%</b>
		AM Peak		85.7%	85.7%	92.0%	92.0%
		PM Peak		77.6%	77.6%	85.1%	85.1%
		<b>Total Peak</b>		<b>81.9%</b>	<b>81.9%</b>	<b>88.8%</b>	<b>88.8%</b>
		Off Peak Weekday		87.1%	87.2%	93.5%	93.5%
		Weekend		95.7%	95.7%	97.3%	97.3%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>84.5%</b>	<b>84.5%</b>	<b>92.9%</b>	<b>92.9%</b>
		AM Peak		85.4%	85.4%	91.2%	91.2%
		PM Peak		63.8%	63.8%	85.4%	85.4%
		<b>Total Peak</b>		<b>75.7%</b>	<b>75.7%</b>	<b>88.6%</b>	<b>88.6%</b>
		Off Peak Weekday		84.3%	84.3%	93.6%	93.6%
		Weekend		96.9%	96.9%	97.6%	97.6%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.6%</b>	<b>93.6%</b>	<b>96.4%</b>	<b>96.4%</b>
		AM Peak		86.6%	86.6%	95.2%	95.2%
		PM Peak		87.7%	87.7%	89.4%	89.4%
		<b>Total Peak</b>		<b>87.1%</b>	<b>87.1%</b>	<b>92.6%</b>	<b>92.6%</b>
		Off Peak Weekday		93.7%	93.7%	96.5%	96.5%
		Weekend		98.9%	98.9%	99.8%	99.8%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>86.7%</b>	<b>86.7%</b>	<b>91.4%</b>	<b>91.4%</b>
		AM Peak		87.7%	87.7%	91.8%	91.8%
		PM Peak		77.1%	77.1%	78.6%	78.6%
		<b>Total Peak</b>		<b>82.6%</b>	<b>82.6%</b>	<b>85.4%</b>	<b>85.4%</b>
		Off Peak Weekday		84.0%	84.0%	90.9%	90.9%
		Weekend		92.9%	92.9%	96.7%	96.7%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.7%</b>	<b>92.7%</b>	<b>97.0%</b>	<b>97.0%</b>
		AM Peak		91.6%	91.6%	95.2%	95.2%
		PM Peak		84.8%	84.8%	89.4%	89.4%
		<b>Total Peak</b>		<b>88.4%</b>	<b>88.4%</b>	<b>92.5%</b>	<b>92.5%</b>
		Off Peak Weekday		91.9%	91.9%	97.8%	97.8%
		Weekend		97.2%	97.2%	99.3%	99.3%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>90.8%</b>	<b>90.8%</b>	<b>95.4%</b>	<b>95.4%</b>
		AM Peak		89.0%	89.0%	93.5%	93.5%
		PM Peak		85.7%	85.7%	92.4%	92.4%
		<b>Total Peak</b>		<b>87.4%</b>	<b>87.4%</b>	<b>93.0%</b>	<b>93.0%</b>
		Off Peak Weekday		89.1%	89.1%	94.9%	94.9%
		Weekend		97.5%	97.5%	98.8%	98.8%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>86.4%</b>	<b>86.4%</b>	<b>90.5%</b>	<b>90.5%</b>
		AM Peak		82.9%	82.9%	91.1%	91.1%
		PM Peak		80.1%	80.1%	84.1%	84.1%
		<b>Total Peak</b>		<b>81.5%</b>	<b>81.5%</b>	<b>88.1%</b>	<b>88.1%</b>
		Off Peak Weekday		85.7%	85.7%	91.7%	91.7%
		Weekend		92.0%	92.0%	90.6%	90.6%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>88.1%</b>	<b>88.1%</b>	<b>93.8%</b>	<b>93.8%</b>
		AM Peak		88.7%	88.7%	95.2%	95.2%
		PM Peak		74.6%	74.6%	81.8%	81.8%
		<b>Total Peak</b>		<b>82.2%</b>	<b>82.2%</b>	<b>89.0%</b>	<b>89.0%</b>
		Off Peak Weekday		89.7%	89.7%	95.0%	95.0%
		Weekend		91.5%	91.5%	97.5%	97.5%

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
Port Jefferson Branch	Overall	95.1%	82.9%	82.9%	89.4%	89.4%
	AM Peak		82.2%	82.2%	88.1%	88.1%
	PM Peak		74.4%	74.4%	77.6%	77.6%
	Total Peak		78.6%	78.6%	83.2%	83.2%
	Off Peak Weekday		79.2%	80.0%	89.3%	89.3%
	Weekend		94.0%	94.0%	96.5%	96.5%
Port Washington Branch	Overall	95.1%	90.4%	90.4%	93.8%	93.8%
	AM Peak		85.4%	85.4%	92.3%	92.3%
	PM Peak		78.7%	78.7%	87.5%	87.5%
	Total Peak		81.9%	81.9%	89.8%	89.8%
	Off Peak Weekday		90.2%	90.2%	94.7%	94.7%
	Weekend		98.6%	98.6%	97.8%	97.8%
Ronkonkoma Branch	Overall	95.1%	83.9%	83.9%	88.4%	88.4%
	AM Peak		79.2%	79.2%	88.6%	88.6%
	PM Peak		82.9%	82.9%	80.0%	80.0%
	Total Peak		81.0%	81.0%	84.7%	84.7%
	Off Peak Weekday		81.5%	81.5%	86.8%	86.8%
	Weekend		92.8%	92.8%	96.7%	96.7%
West Hempstead Branch	Overall	95.1%	91.2%	91.2%	96.8%	96.8%
	AM Peak		91.6%	91.6%	96.2%	96.2%
	PM Peak		83.3%	83.3%	92.9%	92.9%
	Total Peak		87.1%	87.1%	94.4%	94.4%
	Off Peak Weekday		93.5%	93.5%	98.2%	98.2%
	Weekend		100.0%	100.0%	100.0%	100.0%
<b>Operating Statistics</b>						
Trains Scheduled			20,237	20,237	20,068	20,068
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12.8	-12.8	-13.2	-13.2
Trains Over 15 min. Late excluding trains canceled or terminated			465	465	299	299
Trains Canceled			146	146	81	81
Trains Terminated			115	115	65	65
Percent of Scheduled Trips Completed			98.7%	98.7%	99.3%	99.3%
<b>Consist Compliance</b>						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)		AM Peak	98.0%			
		PM Peak	97.7%			
		Total Peak	97.9%			

Categories Of Delay		Dec	2014 Data		2013 Data		YTD 2013 Vs 2014
			Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Late Train Incidents	<b>National Rail Passenger Corp</b>	85	326	326	96	96	230
	<b>Capital Programs</b>	1	37	37	1	1	36
	<b>Engineering</b>	263	320	320	276	276	44
	<b>Penn Station Central Control</b>	21	50	50	5	5	45
	<b>Maintenance of Equipment</b>	134	114	114	111	111	3
	<b>** Other / Miscellaneous</b>	164	981	981	397	397	584
	<b>Public</b>	579	554	554	468	468	86
	<b>Transportation</b>	71	18	18	21	21	(3)
	<b>Vandalism</b>	45	45	45	16	16	29
	<b>Maintenance of Way (Sched.)</b>	11	4	4	7	7	(3)

**\*\* 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
1/2	Thurs	Slow weather loading	6						6			12		
1/2	Thurs	Inclement weather				1			10	1		10	2	
1/3	Fri	Inclement weather							144	3	5	144	3	5
1/4	Sat	Inclement weather							30	2	1	30	2	1
1/6	Mon	Customer fell to track level at Jamaica Station							11			11		
1/7	Tues	Signal trouble west of Oyster Bay	5						5			10		
1/7	Tues	Train 17 with equipment trouble west of Babylon Station	8						7			15		
1/7	Tues	Broken rail east of Bay Interlocking	9						6			15		
1/7	Tues	Possible track condition in Jay Interlocking	21									21		
1/7	Tues	Track circuit failure east of Harold Interlocking	1			1			9			11		
1/7	Tues	Switch trouble in West Side Yard	20						1			21		
1/7	Tues	Signal trouble in Lines 1 and 3, Penn Station							13			13		
1/7	Tues	Extreme cold weather conditions				6	3		5			11	3	
1/7	Tues	Slow weather loading	4			2			4			10		
1/8	Wed	Extreme cold weather conditions				6	2		5	1		11	3	
1/10	Fri	NYAR RS-50 derailment at Pineaire	6			6	1		11	4	14	23	5	14
1/10	Fri	Slow weather loading				2			10			12		
1/12	Sun	Train 7715 struck unauthorized pedestrian at Queens Village							25		1	25		1
1/13	Mon	Loss of signal power in Harold Interlocking	1		2				9	6	14	10	6	16
									5	5	21	5	5	21
1/13	Mon	Train 300 with equipment trouble east of Woodside	16	2	1				9	1	1	25	3	2
1/15	Wed	Signal trouble at Harold Interlocking	13						7			20		
1/15	Wed	Broken rail west of Rockville Centre				29	7		14	5		43	12	
1/21	Tues	Inclement weather				102	15		153	2	3	255	17	3
1/22	Wed	Inclement weather							85			85		
1/22	Wed	Signal trouble in "F" Interlocking							15			15		
1/22	Wed	Bridge strike at Forest Hills							10			10		
1/23	Thurs	Inclement weather	50			3	2		7			60	2	
1/24	Fri	Loss of power in West Side Yard	3						19			22		
1/24	Fri	Loss of AC power in Line 4, Penn Station				37	12		28		2	65	12	2
1/24	Fri	Inclement weather	12	4					13			25	4	
1/26	Sun	Motor vehicle on tracks east of Mineola Station							18	3		18	3	
1/27	Mon	Operator error in PSCC				12			3			15		
1/29	Wed	Tipped third rail in Line 4, Penn Station				67	20		51	17	37	118	37	37
1/29	Wed	Inclement weather	14						1			15		
1/30	Thurs	Broken rail west of Massapequa	20	1					4			24	1	
1/30	Thurs	Signal trouble east of Harold				15			1			16		
1/30	Thurs	Loading related delays due to Super Bowl activity				15			8			23		
TOTAL FOR MONTH			209	7	3	303	63	0	762	50	99	1274	120	102
1496														

## Long Island Rail Road

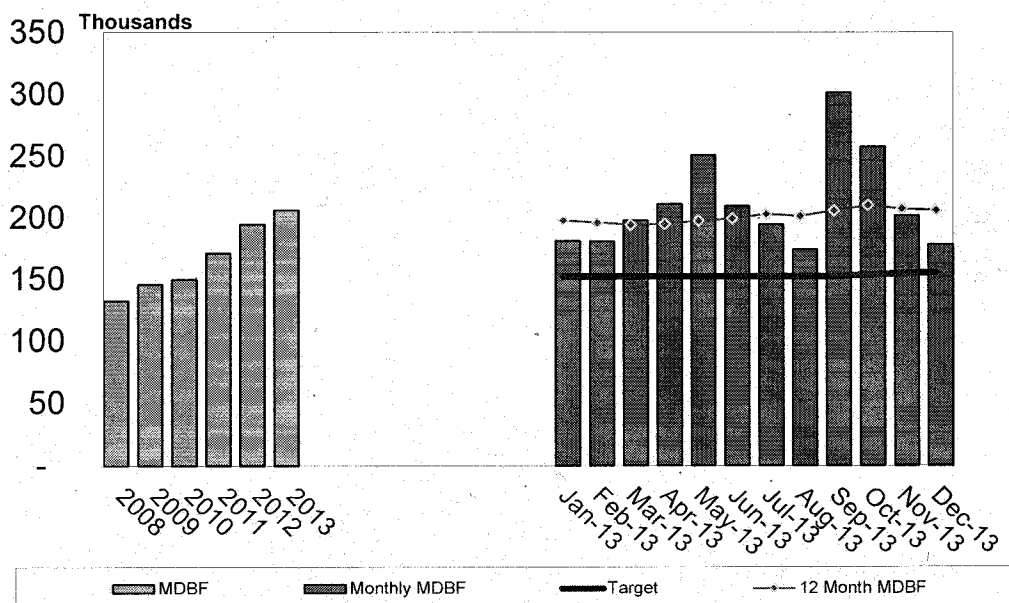
### MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	73,419	8	91,468	91,468	93,608	7	77,067
	M-7	836	350,000	515,409	10	467,673	467,673	317,040	15	405,420
	DM	21	18,000	17,698	4	24,534	24,534	33,591	2	28,309
	DE	24	18,000	17,889	5	19,608	19,608	43,647	2	21,897
	C-3	134	75,000	67,800	10	104,731	104,731	88,976	7	105,931
	Diesel	179	45,000	44,118	19	59,945	59,945	70,665	11	63,554
	<b>Fleet</b>	<b>1,165</b>	<b>152,000</b>	<b>177,829</b>	<b>37</b>	<b>205,890</b>	<b>205,890</b>	<b>187,520</b>	<b>33</b>	<b>194,382</b>

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

### ALL FLEETS Mean Distance Between Failure

2008 - 2013





# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JANUARY 2014

### Standee Report

East Of Jamaica			2013 Data	
			January	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	11	8
<b>Total Standees</b>		<b>11</b>	<b>8</b>	
Far Rockaway Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	<b>Total Standees</b>	<b>0</b>	<b>0</b>	
Huntington Branch	Program Standees	0	0	
	Add'l Standees	14	6	
	<b>Total Standees</b>	<b>14</b>	<b>6</b>	
Hempstead Branch	Program Standees	0	0	
	Add'l Standees	15	0	
	<b>Total Standees</b>	<b>15</b>	<b>0</b>	
Long Beach Branch	Program Standees	0	0	
	Add'l Standees	6	3	
	<b>Total Standees</b>	<b>6</b>	<b>3</b>	
Montauk Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	<b>Total Standees</b>	<b>0</b>	<b>0</b>	
Oyster Bay Branch	Program Standees	0	0	
	Add'l Standees	40	0	
	<b>Total Standees</b>	<b>40</b>	<b>0</b>	
Port Jefferson Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	<b>Total Standees</b>	<b>0</b>	<b>0</b>	
Port Washington Branch	Program Standees	8	0	
	Add'l Standees	45	87	
	<b>Total Standees</b>	<b>53</b>	<b>87</b>	
Ronkonkoma Branch	Program Standees	0	38	
	Add'l Standees	14	36	
	<b>Total Standees</b>	<b>14</b>	<b>74</b>	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	<b>Total Standees</b>	<b>0</b>	<b>0</b>	
System Wide PEAK			154	178

### 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 tra

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



# Long Island Rail Road

## OPERATING REPORT FOR MONTH OF JANUARY 2014

### Standee Report

#### West Of Jamaica

			2013 Data	
			January	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	18	21
		<b>Total Standees</b>	<b>18</b>	<b>21</b>
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	9	0
		<b>Total Standees</b>	<b>9</b>	<b>0</b>
	Huntington Branch	Program Standees	0	0
		Add'l Standees	14	64
		<b>Total Standees</b>	<b>14</b>	<b>64</b>
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	15	16
		<b>Total Standees</b>	<b>15</b>	<b>16</b>
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	17	0
		<b>Total Standees</b>	<b>35</b>	<b>0</b>
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	2	0
		<b>Total Standees</b>	<b>2</b>	<b>0</b>
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	45	87
		<b>Total Standees</b>	<b>53</b>	<b>87</b>
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	11	30
		<b>Total Standees</b>	<b>41</b>	<b>48</b>
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>187</b>	<b>236</b>

#### Definitions

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

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

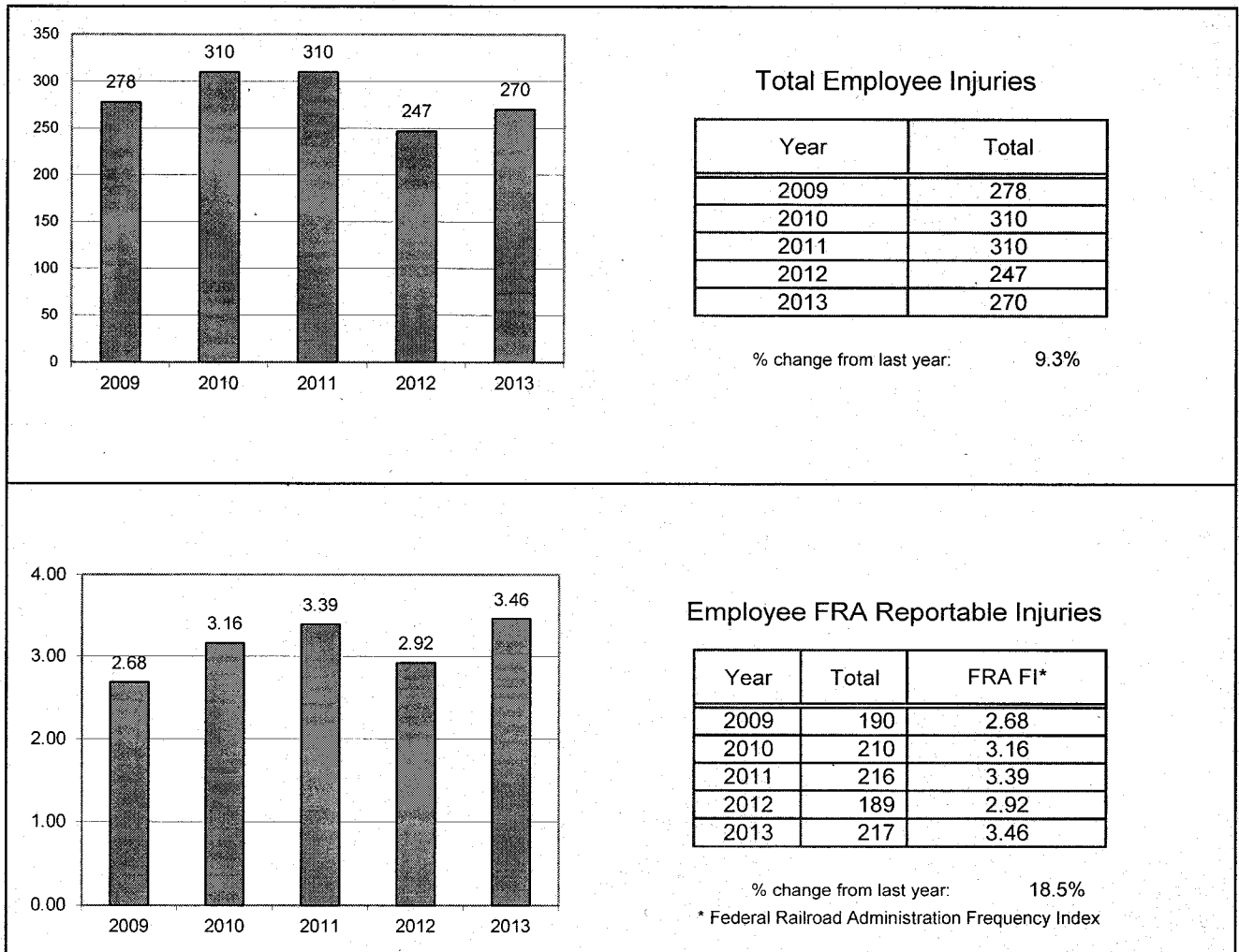
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

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**OPERATING REPORT  
FOR MONTH OF JANUARY 2014**

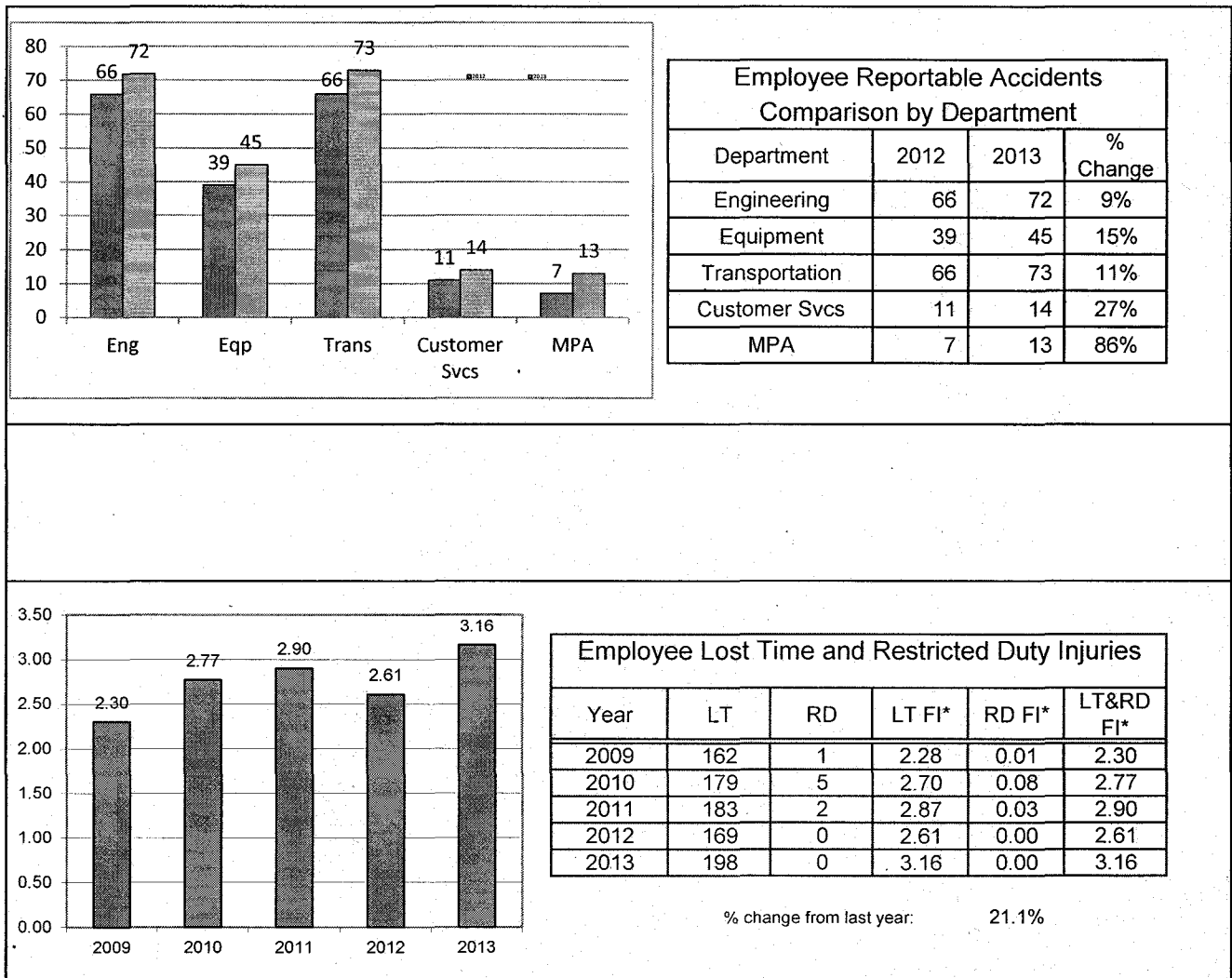
## MTA Long Island Rail Road Summary of Employee Injuries through December





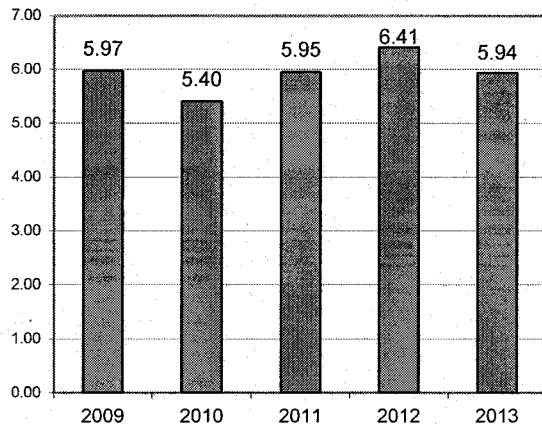
**OPERATING REPORT  
FOR MONTH OF JANUARY 2014**

### MTA Long Island Rail Road Summary of Employee Injuries through December



**OPERATING REPORT  
FOR MONTH OF JANUARY 2014**

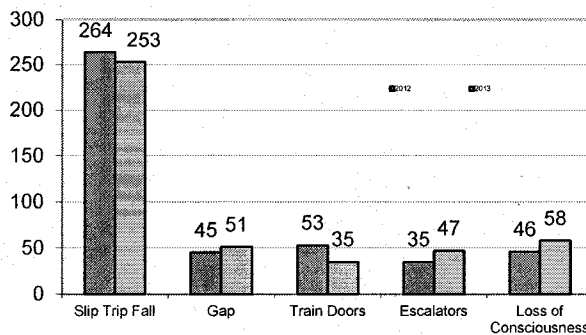
## MTA Long Island Rail Road Summary of Customer Injuries through December



**Total Customer Injuries**

Year	Total	FI*
2009	495	5.97
2010	440	5.40
2011	482	5.95
2012	524	6.41
2013	495	5.94

% change from last year: -7.3%



**Top 5 Customer Injuries by Type**

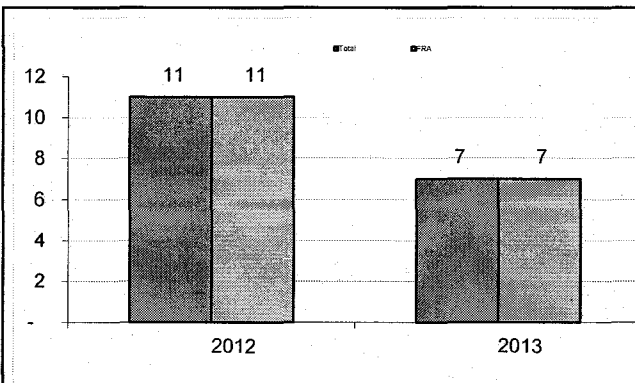
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Loss of Consciousness
2012	264	45	53	35	46
2013	253	51	35	47	58

\*- Injuries per 1,000,000 rides

**OPERATING REPORT  
FOR MONTH OF JANUARY 2014**

## MTA Long Island Rail Road

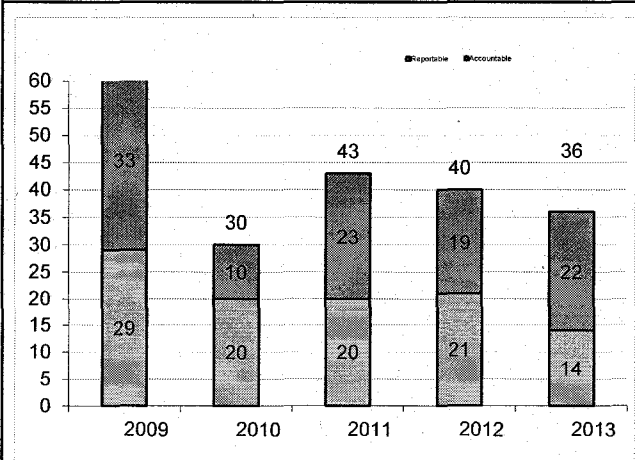
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through December



**Contractor Injuries**

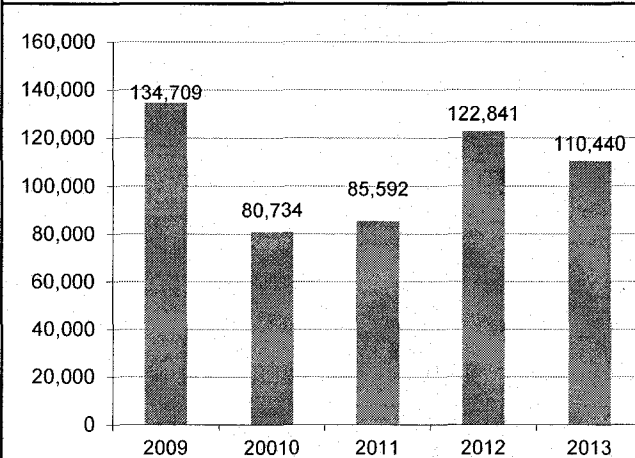
Year	Total	FRA Rpt.
2012	11	11
2013	7	7

% change from last year: -36.4%



**Train Accidents**

Year	Non-Reportable	Reportable
2009	29	33
2010	20	10
2011	20	23
2012	21	19
2013	14	22



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

Together Railroads and Communities Keeping Safe

**Total Participants**

Year	Total
2009	134,709
2010	80,734
2011	85,592
2012	122,841
2013	110,440



## **ENHANCED SAFETY ACTIONS UPDATE**

**February 24, 2014**

## LIRR Enhanced Safety Actions Update As Of February 14, 2014

Issues	Corrective Action Plan	Status
<b>Safety Stand Down</b>	<ul style="list-style-type: none"> <li>▪ Conduct quarterly Safety Stand Down sessions across the system</li> <li>▪ Engineering Department Safety Stand Down held regarding sub-zero temperature</li> </ul>	<ul style="list-style-type: none"> <li>▪ Held on 12/5; 12/6 and 12/7/13, encompassing over 5,000 employees in 200 sessions at 80 locations.</li> <li>▪ Results tabulated and under review for appropriate action.</li> <li>▪ Next quarterly stand down tentatively scheduled for March 27, 2014.</li> </ul>
<b>Close Call Reporting System</b>	<ul style="list-style-type: none"> <li>▪ <i>Interim:</i> Maintain LIRR Safety One Call System, Reissue Notice emphasizing system</li> <li>▪ Implement FRA's C3RS</li> </ul>	<ul style="list-style-type: none"> <li>▪ Volpe Center, MNR &amp; LIRR had conference call on 12/18/13 regarding C3RS information.</li> <li>▪ Sr. Staff briefing held on 12/19.</li> <li>▪ LIRR attended MNR's C3RS Implementation Meeting 1/22 and 1/23/14.</li> <li>▪ FRA conference call regarding Waivers held 2/13/14.</li> <li>▪ Meetings scheduled with local unions, FRA, Volpe, NASA and LIRR management for 2/18/14 and 2/19/14.</li> </ul>
<b>Speed Restrictions/Curves</b>	<p><i>Interim Measures:</i></p> <ul style="list-style-type: none"> <li>▪ Issue Timetable Special Instructions to reduce MAS leading up to curve.</li> <li>▪ Post new reduced speed signs at newly identified curves.</li> <li>▪ Stepped up observations will occur at the 7 newly identified critical curves.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Completed: GO issued effective 12/19/13.</li> <li>▪ Completed: All signs installed - December 2013</li> </ul>
<b>Alerters</b>	<ul style="list-style-type: none"> <li>▪ Install alerters in all non-equipped railcars                             <ul style="list-style-type: none"> <li>▫ M-3</li> <li>▫ DE/DM</li> <li>▫ C-3 cab cars</li> </ul> </li> <li>▪ Modify current onboard cab ATC equipment to include provisions for an alerter.</li> <li>▪ Develop, Validate, Test &amp; Release new software -based on an authorized contract and Notice To Proceed (NTP)</li> <li>▪ Install new software from Vendor</li> </ul>	<ul style="list-style-type: none"> <li>▪ Vendor is Ansaldo/STS.</li> <li>▪ Statement of work has been developed.</li> <li>▪ Ansaldo will provide proposal based on SOW.</li> <li>▪ Ansaldo proposal received 1/14/14.</li> <li>▪ Contract to be issued upon concurrence.</li> <li>▪ Notice to Proceed (NTP) issued on January 16, 2014.</li> </ul>

## LIRR Enhanced Safety Actions Update As Of February 14, 2014

Issues	Corrective Action Plan	Status
Speed Compliance	<ul style="list-style-type: none"> <li>▪ Increase number of audits of speed compliance program including radar and event recorders                             <ul style="list-style-type: none"> <li>▫ 827 radar observations completed in 2012</li> <li>▫ YTD 2013 total of 892 radar observations completed</li> <li>▫ Approx 86% of active roster received radar observation in 2012-2013</li> </ul> </li> </ul>	<p>Through the period ending 1/31/2014:</p> <ul style="list-style-type: none"> <li>▪ 129 radar observations were performed at nine different locations. 88 LIRR Engineers were observed and one NYAR Engineer was observed.</li> <li>▪ Eleven event recorder downloads were completed and analyzed.</li> <li>▪ All were in compliance.</li> </ul> <p><i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.</p>
Emergency Order 29	<ul style="list-style-type: none"> <li>▪ Develop and implement signal based speed solution to enforce speed at newly identified curves by March 1 and ASC speeds on tangent track segments</li> </ul>	<p>Curves – Two curves complete. The design and field work have been completed for the remainder. Cutovers will be completed in February.</p> <p>Tangent Track – One segment's design is 100% complete. The remaining segment designs are in progress.</p>
PTC	<ul style="list-style-type: none"> <li>▪ Expand opportunities to accelerate PTC schedule.</li> <li>▪ Signalize Speonk to Montauk.</li> <li>▪ Expedite signalization design from Ronkonkoma to Yaphank and Yaphank to Riverhead.</li> <li>▪ Expedite upgrading Babylon to PD ABS segment to ASC.(2015-2019)</li> <li>▪ Update automatic block, control manual block signaling and manual block signaling to ASC.(2020-2024)</li> <li>▪ Re-signalization in Far Rockaway to bi-directional ASC (2020-2024)</li> <li>▪ Re-signalization in Long Beach to bi-directional ASC</li> </ul>	<ul style="list-style-type: none"> <li>▪ Updated Joint Venture proposal expected the week of 2/10.</li> <li>▪ Completed RRIF Loan application for signalizing Speonk to Montauk, Ronkonkoma to Yaphank, and Babylon to Patchogue.</li> <li>▪ Long Beach Branch currently underway as part of Sandy restoration/mitigation project.</li> </ul>



# **Long Island Rail Road**

## **Monthly Financial Report**

### **2013 FINAL ESTIMATE VS. PRELIMINARY ACTUAL**

# **MTA LONG ISLAND RAIL ROAD**

## **December Ridership and Financial Report**

### **Executive Summary**

#### **Ridership**

- During the month of December, total ridership was 7.2 million, which was 2.8% higher than December 2012 (adjusted for same number of calendar work days) and 1.8% above the final estimate.
  - 2013 Total ridership through December was 83.4 million. This was 2.0% higher than 2012 (adjusted for same number of calendar work days) and 0.2% higher than the 2013 final estimate.
  - Through December 2013, commutation ridership was 2.8% higher than 2012 (calendar work day adjusted) and 0.2% higher than the 2013 final estimate.
  - Through December 2013, non-commutation ridership was 0.9% higher than 2012 and 0.2% higher than the final estimate.
- 

#### **Revenues**

- Farebox revenue through December totaling \$632.1 million was \$0.6 million higher than forecast due to higher ridership, partially offset by lower yield per passenger.
- Capital & Other Revenue of \$286.5 million was \$12.9 million lower than the final estimate due to timing of capital program activity and federal reimbursement for Superstorm Sandy and Hurricane Irene.
- In summary, total LIRR revenue of \$918.6 million was \$12.3 million lower than the final estimate.

#### **Expenses**

- Through December, total expenses of \$1,895.6 million were \$57.9 million less than final estimate.
- Straight-time payroll spending was \$12.5 million less than final estimate due to the existence of vacant positions, lower rates and lower retiree sick payouts. At the end of December, 181 of 6,908 positions were vacant. These vacancies consisted primarily of management/supervisory and professional/technical positions.
- Year-to-date overtime hours worked was 3.8%, or 80,100 hours higher than the final estimate. The majority was due to capital project activity, which was 58,100 hours over the final estimate, vacancy/absentee coverage, which was 10,700 hours over the final estimate, and maintenance activity, which was 18,000 hours over the final estimate.
- Year-to-date overtime hours increased by 6.9% in 2013 compared to 2012. This increase is primarily caused by reimbursable, vacancy coverage and maintenance overtime.
- Other variances include: materials (\$13.2 million), Other Post-Employment Benefits for both current and future retirees and the timing of various other expenses.

#### **Financial Performance Measures**

- Through December, the Adjusted Farebox Operating Ratio was 62.9%, which is favorable to the final estimate due to lower expenses and higher revenue.
- Through December, the Adjusted Cost per Passenger was \$13.21 which is lower than the final estimate due to lower expenses and higher ridership.
- Through December, the Revenue per Passenger was \$7.61, which is slightly lower than the final estimate.



**FINANCIAL REPORT**  
**(\$ In Millions)**  
**For the Month Ending December 31, 2013**

**REVENUE**

Year-end **Total Revenues** (including Capital and Other Reimbursements) of \$918.6 were \$(12.3) million or (1.3)% unfavorable to the final estimate.

- Year-end **Farebox Revenues** were \$0.6 favorable to the final estimate due to higher ridership, partially offset by lower yield per passenger.
- Year-end **Other Operating Revenues** were \$(8.5) unfavorable to due to timing of federal reimbursement for Superstorm Sandy and Hurricane Irene.
- Year-end **Capital and Other Reimbursements** were \$(4.4) unfavorable to the final estimate due to timing of project activity and East Side Access material.

**OPERATING EXPENSES**

Year-end **Total Expenses** (including depreciation and other) of \$1,895.6 were favorable to the final estimate by \$57.9 or 3.0%.

**Labor Expenses**, \$19.4 favorable to the final estimate.

- **Payroll**, \$12.5 favorable (primarily vacant positions, lower rates and lower retiree sick payouts).
- **Overtime**, \$(5.6) unfavorable (primarily capital project activity, weather-related overtime, higher vacancy/absentee coverage in Customer Service and higher maintenance overtime in the Engineering department, partially offset by lower maintenance overtime in the Maintenance of Equipment department).
- **Health & Welfare**, \$1.1 favorable (primarily vacant positions).
- **OPEB Current Payment**, \$6.0 favorable (fewer retirees/beneficiaries).
- **Other Fringe**, \$4.9 favorable (lower Railroad Retirement Taxes and lower FELA Indemnity payments).

**Non-Labor Expenses**, \$36.1 favorable to the final estimate.

- **Electric Power**, \$1.2 favorable (lower rates and consumption).
- **Fuel**, \$2.7 favorable (lower rates and consumption).
- **Maintenance and Other Operating Contracts**, \$5.5 favorable (primarily timing of vegetation management, HVAC, Joint Facilities and various other maintenance contracts).
- **Professional Services**, \$6.3 favorable (timing of charges and activity for various IT hardware, software and system initiatives, Superstorm Sandy studies and consultants and other professional services).
- **Materials and Supplies**, \$13.2 favorable (primarily timing of capital material usage, lower miscellaneous inventory adjustments, lower revenue vehicle running repair and timing of modifications).
- **Other Business Expenses**, \$4.1 favorable (primarily timing of EEO and Sexual Harassment Training modules for represented employees).

**Depreciation and Other**, \$2.3 favorable (favorable Other Post-Employment Benefits, partially offset by higher depreciation and environmental remediation).

**FAREBOX OPERATING RATIO**

The year-end Farebox Operating Ratio was 49.5%, 0.2 percentage points above year-to-date November, and was 2.1 percentage points above the final estimate resulting from lower expenses and higher revenue. The adjusted year-end Farebox Operating Ratio was 62.9%. 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.

**MTA LONG ISLAND RAIL ROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**(\$ in millions)**

<b>NON-REIMBURSABLE</b>							
	<b>2013</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2013 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$631.476	\$631.523	\$632.085	\$0.609	0.0	\$0.562	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	51.069	69.060	60.608	9.539	18.7	(8.452)	(12.2)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Revenue</b>	<b>\$682.545</b>	<b>\$700.583</b>	<b>\$692.693</b>	<b>\$10.148</b>	<b>1.5</b>	<b>(\$7.890)</b>	<b>(1.1)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$434.307	\$434.439	\$427.491	\$6.816	1.6	\$6.948	1.6
Overtime	76.996	90.762	92.773	(15.777)	(20.5)	(2.011)	(2.2)
Health and Welfare	102.959	93.972	92.552	10.407	10.1	1.420	1.5
OPEB Current Payment	66.847	62.966	56.978	9.869	14.8	5.988	9.5
Pensions	181.956	183.003	180.745	1.211	0.7	2.258	1.2
Other Fringe Benefits	109.416	109.988	106.021	3.395	3.1	3.967	3.6
Reimbursable Overhead	(23.136)	(29.189)	(24.270)	1.134	4.9	(4.919)	(16.9)
<b>Total Labor Expenses</b>	<b>\$949.345</b>	<b>\$945.941</b>	<b>\$932.290</b>	<b>\$17.055</b>	<b>1.8</b>	<b>\$13.651</b>	<b>1.4</b>
<b>Non-Labor:</b>							
Electric Power	\$103.895	\$100.005	\$98.661	\$5.234	5.0	\$1.344	1.3
Fuel	31.171	31.381	28.644	2.527	8.1	2.737	8.7
Insurance	17.661	20.570	20.038	(2.377)	(13.5)	0.532	2.6
Claims	3.401	4.085	1.970	1.431	42.1	2.115	51.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	60.316	58.632	49.911	10.405	17.3	8.721	14.9
Professional Service Contracts	32.389	31.412	25.634	6.755	20.9	5.778	18.4
Materials & Supplies	108.472	108.107	96.069	12.403	11.4	12.038	11.1
Other Business Expenses	10.454	16.221	12.023	(1.569)	(15.0)	4.198	25.9
<b>Total Non-Labor Expenses</b>	<b>\$367.759</b>	<b>\$370.413</b>	<b>\$332.950</b>	<b>\$34.809</b>	<b>9.5</b>	<b>\$37.463</b>	<b>10.1</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,317.104</b>	<b>\$1,316.354</b>	<b>\$1,265.240</b>	<b>\$51.864</b>	<b>3.9</b>	<b>\$51.114</b>	<b>3.9</b>
Depreciation	\$309.649	\$322.744	\$323.489	(\$13.840)	(4.5)	(\$0.745)	(0.2)
Other Post Employee Benefits	82.051	82.051	78.019	4.032	4.9	4.032	4.9
Environmental Remediation	2.000	2.000	2.962	(0.962)	(48.1)	(0.962)	(48.1)
<b>Total Expenses</b>	<b>\$1,710.804</b>	<b>\$1,723.149</b>	<b>\$1,669.711</b>	<b>\$41.093</b>	<b>2.4</b>	<b>\$53.438</b>	<b>3.1</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,028.259)</b>	<b>(\$1,022.566)</b>	<b>(\$977.018)</b>	<b>\$51.241</b>	<b>5.0</b>	<b>\$45.548</b>	<b>4.5</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	309.649	322.744	323.489	\$13.840	4.5	\$0.745	0.2
Operating/Capital	(26.405)	(19.972)	(16.282)	10.123	38.3	3.690	18.5
Other Cash Adjustments	97.802	83.475	51.188	(46.615)	(47.7)	(32.287)	(38.7)
<b>Total Cash Conversion Adjustments</b>	<b>\$381.046</b>	<b>\$386.247</b>	<b>\$358.394</b>	<b>(\$22.652)</b>	<b>(5.9)</b>	<b>(\$27.853)</b>	<b>(7.2)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$647.213)</b>	<b>(\$636.319)</b>	<b>(\$618.624)</b>	<b>\$28.589</b>	<b>4.4</b>	<b>\$17.695</b>	<b>2.8</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**(\$ in millions)**

<b>REIMBURSABLE</b>							
	<b>2013</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted Budget</b>	<b>Final Estimate</b>	<b>Preliminary Actual</b>	<b>2013 Adopted Budget</b>		<b>Final Estimate</b>	
				<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue							
Vehicle Toll Revenue							
Other Operating Revenue							
Capital and Other Reimbursements	243.569	230.331	225.895	(17.674)	(7.3)	(4.436)	(1.9)
<b>Total Revenue</b>	<b>\$243.569</b>	<b>\$230.331</b>	<b>\$225.895</b>	<b>(\$17.674)</b>	<b>(7.3)</b>	<b>(\$4.436)</b>	<b>(1.9)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$81.126	\$72.620	\$67.075	\$14.051	17.3	\$5.545	7.6
Overtime	12.903	14.928	18.490	(5.587)	(43.3)	(3.562)	(23.9)
Health and Welfare	14.278	14.190	14.477	(0.199)	(1.4)	(0.287)	(2.0)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	19.044	20.003	21.821	(2.777)	(14.6)	(1.818)	(9.1)
Other Fringe Benefits	17.196	15.533	14.570	2.626	15.3	0.963	6.2
Reimbursable Overhead	23.136	29.189	24.270	(1.134)	(4.9)	4.919	16.9
<b>Total Labor Expenses</b>	<b>\$167.684</b>	<b>\$166.463</b>	<b>\$160.704</b>	<b>\$6.980</b>	<b>4.2</b>	<b>\$5.759</b>	<b>3.5</b>
<b>Non-Labor:</b>							
Electric Power	\$0.000	\$0.103	\$0.241	(\$0.241)	-	(\$0.138)	*
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	6.682	4.040	3.534	3.148	47.1	0.506	12.5
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	13.634	12.170	15.440	(1.806)	(13.2)	(3.270)	(26.9)
Professional Service Contracts	6.509	7.109	6.628	(0.120)	(1.8)	0.481	6.8
Materials & Supplies	47.700	39.953	38.776	8.925	18.7	1.177	2.9
Other Business Expenses	1.361	0.493	0.573	0.788	57.9	(0.080)	(16.2)
<b>Total Non-Labor Expenses</b>	<b>\$75.885</b>	<b>\$63.868</b>	<b>\$65.192</b>	<b>\$10.694</b>	<b>14.1</b>	<b>(\$1.324)</b>	<b>(2.1)</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$243.569</b>	<b>\$230.331</b>	<b>\$225.895</b>	<b>\$17.674</b>	<b>7.3</b>	<b>\$4.436</b>	<b>1.9</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Expenses</b>	<b>\$243.569</b>	<b>\$230.331</b>	<b>\$225.895</b>	<b>\$17.674</b>	<b>7.3</b>	<b>\$4.436</b>	<b>1.9</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2013 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$631.476	\$631.523	\$632.085	\$0.609	0.0	\$0.562	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	51.069	69.060	60.608	9.539	18.7	(8.452)	(12.2)
Capital and Other Reimbursements	243.569	230.331	225.895	(17.674)	(7.3)	(4.436)	(1.9)
<b>Total Revenue</b>	<b>\$926.114</b>	<b>\$930.914</b>	<b>\$918.588</b>	<b>(\$7.526)</b>	<b>(0.8)</b>	<b>(\$12.326)</b>	<b>(1.3)</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$515.433	\$507.059	\$494.566	\$20.867	4.0	\$12.493	2.5
Overtime	89.899	105.690	111.263	(21.364)	(23.8)	(5.573)	(5.3)
Health and Welfare	117.237	108.162	107.030	10.207	8.7	1.132	1.0
OPEB Current Payment	66.847	62.966	56.978	9.869	14.8	5.988	9.5
Pensions	201.000	203.006	202.566	(1.566)	(0.8)	0.440	0.2
Other Fringe Benefits	126.612	125.521	120.590	6.022	4.8	4.931	3.9
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenses</b>	<b>\$1,117.029</b>	<b>\$1,112.404</b>	<b>\$1,092.994</b>	<b>\$24.035</b>	<b>2.2</b>	<b>\$19.410</b>	<b>1.7</b>
<b>Non-Labor:</b>							
Electric Power	\$103.895	\$100.108	\$98.901	\$4.993	4.8	\$1.207	1.2
Fuel	31.171	31.381	28.644	2.527	8.1	2.737	8.7
Insurance	24.343	24.610	23.572	0.770	3.2	1.038	4.2
Claims	3.401	4.085	1.970	1.431	42.1	2.115	51.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	73.950	70.802	65.351	8.599	11.6	5.451	7.7
Professional Service Contracts	38.898	38.521	32.263	6.635	17.1	6.258	16.2
Materials & Supplies	156.173	148.060	134.845	21.328	13.7	13.215	8.9
Other Business Expenses	11.815	16.714	12.596	(0.781)	(6.6)	4.118	24.6
<b>Total Non-Labor Expenses</b>	<b>\$443.644</b>	<b>\$434.281</b>	<b>\$398.142</b>	<b>\$45.502</b>	<b>10.3</b>	<b>\$36.139</b>	<b>8.3</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,560.673</b>	<b>\$1,546.685</b>	<b>\$1,491.135</b>	<b>\$69.538</b>	<b>4.5</b>	<b>\$55.550</b>	<b>3.6</b>
Depreciation	\$309.649	\$322.744	\$323.489	(\$13.840)	(4.5)	(\$0.745)	(0.2)
Other Post Employee Benefits	82.051	82.051	78.019	4.032	4.9	4.032	4.9
Environmental Remediation	2.000	2.000	2.962	(0.962)	(48.1)	(0.962)	(48.1)
<b>Total Expenses</b>	<b>\$1,954.373</b>	<b>\$1,953.480</b>	<b>\$1,895.606</b>	<b>\$58.767</b>	<b>3.0</b>	<b>\$57.874</b>	<b>3.0</b>
<b>Net Surplus/(Deficit)</b>							
<i>(Excluding Subsidies and Debt Service)</i>	<b>(\$1,028.259)</b>	<b>(\$1,022.566)</b>	<b>(\$977.018)</b>	<b>\$51.241</b>	<b>5.0</b>	<b>\$45.548</b>	<b>4.5</b>
<b>Cash Depreciation Adjustments</b>							
Depreciation	309.649	322.744	323.489	\$13.840	4.5	\$0.745	0.2
Operating/Capital	(26.405)	(19.972)	(16.282)	10.123	38.3	3.690	18.5
Other Cash Adjustments	97.802	83.475	51.188	(46.615)	(47.7)	(32.287)	(38.7)
<b>Total Cash Conversion Adjustments</b>	<b>\$381.046</b>	<b>\$386.247</b>	<b>\$358.394</b>	<b>(\$22.652)</b>	<b>(5.9)</b>	<b>(\$27.853)</b>	<b>(7.2)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$647.213)</b>	<b>(\$636.319)</b>	<b>(\$618.624)</b>	<b>\$28.589</b>	<b>4.4</b>	<b>\$17.695</b>	<b>2.8</b>
Totals may not add due to rounding							

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2013 Final Estimate and Preliminary Actual**  
**December 2013 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<b>Revenue</b>				
Farebox Revenue	Non Reimb.	\$0.562	0.0%	Higher ridership \$1.231, partially offset by a lower yield per passenger \$(0.669).
Other Operating Revenue	Non Reimb.	(\$8.452)	-12.2%	Primarily due to federal reimbursements for Hurricane Irene and Superstorm Sandy.
Capital and Other Reimbursements	Reimb.	(\$4.436)	-1.9%	Primarily due to the timing of project activity and East Side Access material.
<b>Expenses</b>				
Payroll	Non Reimb.	\$6.948	1.6%	Primarily vacant positions, lower retiree payments, rates, vacation pay accrual reversals and higher sick pay law claims, partially offset by Engineering workforce performing more maintenance activity than project activity and higher differential payments.
	Reimb.	\$5.545	7.6%	Primarily due to Engineering workforce performed greater maintenance activities and less project activity than originally projected and vacant positions.
Overtime	Non Reimb.	(\$2.011)	-2.2%	Primarily due to higher rates, right of way maintenance, absentee coverage and weather overtime, partially offset by lower unscheduled service.
	Reimb.	(\$3.562)	-23.9%	Primarily due to the timing of project activity and more project activity on overtime instead of straight-time.
Health & Welfare	Non Reimb.	\$1.420	1.5%	Primarily vacant positions.
	Reimb.	(\$0.287)	-2.0%	Primarily due to the timing of project activity.
OPEB Current Payment	Non Reimb.	\$5.988	9.5%	Fewer retirees/beneficiaries.
Pension	Non Reimb.	\$2.258	1.2%	Lower due to latest actuarial estimate and the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(\$1.818)	-9.1%	Higher as the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	\$3.967	3.6%	Primarily lower FELA Indemnity payments and Railroad Retirement taxes.
	Reimb.	\$0.963	6.2%	Primarily due to the timing of project activity.
Electric Power	Non Reimb.	\$1.344	1.3%	Lower rates and consumption.
	Reimb.	(\$0.138)	*	VD Yard.
Fuel	Non Reimb.	\$2.737	8.7%	Lower rates and consumption.
Insurance	Non Reimb.	\$0.532	2.6%	Lower liability insurance, partially offset by higher property insurance.
	Reimb.	\$0.506	12.5%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	\$2.115	51.8%	Lower administrative and public liability claims.

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2013 Final Estimate and Preliminary Actual**  
**December 2013 Year To Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Maintenance and Other Operating Contracts	Non Reimb.	\$8.721	14.9%	Primarily due to lower environmental services, parking facility maintenance costs, joint facility and elevator/escalator payments, vegetation management, HVAC, building facility and timing of other maintenance and other operating contracts.
	Reimb.	(\$3.270)	-26.9%	Primarily due to the timing of project activity.
Professional Service Contracts	Non Reimb.	\$5.778	18.4%	Timing of payments for IT hardware, software and maintenance services, Superstorm Sandy related contracts and consultants and lower payments for various other professional services.
	Reimb.	\$0.481	6.8%	Primarily due to the timing of project activity.
Materials & Supplies	Non Reimb.	\$12.038	11.1%	Timing of corporate inventory adjustments, lower usage of running repair material in the Support Shops, lower usage of running repair and lower fleet modification material in MU Car Shop, partially offset by the timing of charges for various Engineering materials.
	Reimb.	\$1.177	2.9%	Primarily due to the timing of project activity.
Other Business Expenses	Non Reimb.	\$4.198	25.9%	Timing of EEO training delayed until 2014, partially offset by vendor reimbursement for concrete tie recorded as reimbursable revenue instead of a contra-expense, the timing of reimbursement for damage caused by a vehicle striking a bridge and higher debit/credit card fees.
	Reimb.	(\$0.080)	-16.2%	Primarily due to the timing of project activity.
Depreciation	Non Reimb.	(\$0.745)	-0.2%	Primarily timing.
Other Post Employment Benefits	Non Reimb.	4.032	4.9%	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

**MTA LONG ISLAND RAIL ROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
December Year-to-Date  
(\$ in millions)

	2013			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	2013 Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
Farebox Revenue	\$660.476	\$656.246	\$653.029	(\$7.447)	(1.1)	(\$3.217)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	51.549	111.134	81.051	29.502	57.2	(30.083)	(27.1)
Capital and Other Reimbursements	210.941	207.647	183.816	(27.125)	(12.9)	(23.831)	(11.5)
<b>Total Receipts</b>	<b>\$922.966</b>	<b>\$975.027</b>	<b>\$917.897</b>	<b>(\$5.069)</b>	<b>(0.5)</b>	<b>(\$57.130)</b>	<b>(5.9)</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$513.005	\$507.709	\$487.527	\$25.478	5.0	\$20.182	4.0
Overtime	89.899	105.690	109.737	(19.838)	(22.1)	(4.047)	(3.8)
Health and Welfare	117.237	108.162	106.481	10.756	9.2	1.681	1.6
OPEB Current Payment	66.847	62.966	56.831	10.016	15.0	6.135	9.7
Pensions	201.000	203.701	215.052	(14.052)	(7.0)	(11.351)	(5.6)
Other Fringe Benefits	126.612	126.921	117.619	8.993	7.1	9.302	7.3
GASB Account	10.696	12.593	12.593	(1.897)	(17.7)	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>\$1,125.296</b>	<b>\$1,127.742</b>	<b>\$1,105.839</b>	<b>\$19.457</b>	<b>1.7</b>	<b>\$21.903</b>	<b>1.9</b>
Non-Labor:							
Electric Power	\$101.678	\$133.479	\$114.363	(\$12.685)	(12.5)	\$19.116	14.3
Fuel	31.171	31.729	27.639	3.532	11.3	4.090	12.9
Insurance	23.589	23.588	20.973	2.616	11.1	2.615	11.1
Claims	1.609	2.953	3.676	(2.067)	*	(0.723)	(24.5)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	74.250	77.745	57.712	16.538	22.3	20.033	25.8
Professional Service Contracts	35.898	39.783	31.842	4.056	11.3	7.941	20.0
Materials & Supplies	136.291	129.576	138.408	(2.117)	(1.6)	(8.832)	(6.8)
Other Business Expenses	11.397	20.751	12.949	(1.552)	(13.6)	7.802	37.6
<b>Total Non-Labor Expenditures</b>	<b>\$415.883</b>	<b>\$459.604</b>	<b>\$407.560</b>	<b>\$8.323</b>	<b>2.0</b>	<b>\$52.044</b>	<b>11.3</b>
Other	29.000	24.000	23.190	5.810	20.0	0.810	3.4
<b>Total Other Expenditure Adjustments</b>	<b>\$29.000</b>	<b>\$24.000</b>	<b>\$23.190</b>	<b>\$5.810</b>	<b>20.0</b>	<b>\$0.810</b>	<b>3.4</b>
<b>Total Expenditures</b>	<b>\$1,570.179</b>	<b>\$1,611.346</b>	<b>\$1,536.590</b>	<b>\$33.589</b>	<b>2.1</b>	<b>\$74.756</b>	<b>4.6</b>
Cash Timing and Availability Adjustment	0.000	0.000	0.069	0.069	-	0.069	-
<b>Operating Cash Deficit</b>	<b>(\$647.213)</b>	<b>(\$636.319)</b>	<b>(\$618.624)</b>	<b>\$28.589</b>	<b>4.4</b>	<b>\$17.695</b>	<b>2.8</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Explanation of Variances Between 2013 Final Estimate and Preliminary Actual Cash Basis**  
**December 2013 Year-to-Date**

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
Receipts			
Farebox Revenue	(3.217)	(0.5)	Lower advance sales impact \$(3.087), lower yields \$(0.669) and lower Metrocard/AirTrain sales \$(0.692), partially offset by higher ridership \$1.231.
Other Operating Revenue	(30.083)	(27.1)	Primarily the settlement of 2008 and prior year Right of Way leased line fees which were netted against Electric Power expenses due rather than collected, timing of reimbursements for Hurricane Irene and Superstorm Sandy, and the timing of intercompany receipts.
Capital and Other Reimbursements	(23.831)	(11.5)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures			
Labor:			
Payroll	20.182	4.0	Primarily lower headcount, lower retiree payments and lower rates.
Overtime	(4.047)	(3.8)	Primarily due to higher project overtime, rates, routine maintenance, weather emergencies and vacancy coverage, partially offset by lower unscheduled service.
Health and Welfare	1.681	1.6	Primarily lower headcount.
OPEB Current Payment	6.135	9.7	Lower retirees /beneficiaries.
Pensions	(11.351)	(5.6)	Primarily due to accelerated Pension payments, partially offset by the latest actuarial estimates.
Other Fringe Benefits	9.302	7.3	Primarily lower FELA Claim and Railroad Retirement Tax payments, partially offset by higher payments for meals.
Non-Labor:			
Electric Power	19.116	14.3	Primarily the settlement of 2008 and prior year Electric Power expenses which were netted against Right of Way leased line receipts rather than paid in full.
Fuel	4.090	12.9	Primarily lower revenue fuel consumption, lower rates and the timing of payments.
Insurance	2.615	11.1	Timing of payments.
Claims	(0.723)	(24.5)	Higher claim payments.
Maintenance and Other Operating Contracts	20.033	25.8	Primarily the timing of and payment for maintenance services and lower services.
Professional Service Contracts	7.941	20.0	Primarily the timing of professional service contracts services and payments, lower payments and the timing of and lower MTA Chargeback payments.
Material and Supplies	(8.832)	(6.8)	Timing of material payments.
Other Business Expenses	7.802	37.6	Primarily delayed employee EEO training and the timing of payments.
Other Expenditure Adjustments	0.810	3.4	Lower Metrocard/AirTrain pass through payments.



**MTA LONG ISLAND RAIL ROAD**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2013 Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$29.000	\$24.723	\$20.945	(\$8.055)	(27.8)	(\$3.778)	(15.3)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.480	42.074	20.443	19.963	*	(21.631)	(51.4)
Capital and Other Reimbursements	(32.628)	(22.684)	(42.079)	(9.451)	(29.0)	(19.395)	(85.5)
<b>Total Receipts</b>	<b>(\$3.148)</b>	<b>\$44.113</b>	<b>(\$0.691)</b>	<b>\$2.457</b>	<b>78.1</b>	<b>(\$44.804)</b>	<b>*</b>
<b>Expenditures</b>							
Labor:							
Payroll	\$2.428	(\$0.650)	\$7.039	\$4.611	*	\$7.689	*
Overtime	0.000	0.000	1.526	1.526	*	1.526	-
Health and Welfare	0.000	0.000	0.549	0.549	-	0.549	-
OPEB Current Payment	0.000	0.000	0.147	0.147	-	0.147	-
Pensions	0.000	(0.695)	(12.485)	(12.485)	-	(11.790)	*
Other Fringe Benefits	0.000	(1.400)	2.971	2.971	-	4.371	*
GASB Account	(10.696)	(12.593)	(12.593)	(1.897)	(17.7)	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$8.267)</b>	<b>(\$15.338)</b>	<b>(\$12.846)</b>	<b>(\$4.578)</b>	<b>(55.4)</b>	<b>\$2.492</b>	<b>16.2</b>
Non-Labor:							
Electric Power	\$2.217	(\$33.371)	(\$15.461)	(\$17.678)	*	\$17.910	53.7
Fuel	0.000	(0.348)	1.005	1.005	-	1.353	*
Insurance	0.754	1.022	2.600	1.846	*	1.578	*
Claims	1.792	1.132	(1.706)	(3.498)	*	(2.838)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(0.300)	(6.943)	7.639	7.940	*	14.582	*
Professional Service Contracts	3.000	(1.262)	0.421	(2.578)	(86.0)	1.683	*
Materials & Supplies	19.882	18.484	(3.563)	(23.445)	*	(22.047)	*
Other Business Expenses	0.418	(4.037)	(0.353)	(0.771)	*	3.684	91.3
<b>Total Non-Labor Expenditures</b>	<b>\$27.761</b>	<b>(\$25.323)</b>	<b>(\$9.419)</b>	<b>(\$37.180)</b>	<b>*</b>	<b>\$15.904</b>	<b>62.8</b>
Other Expense Adjustments:							
Other	(29.000)	(24.000)	(23.190)	5.810	20.0	0.810	3.4
<b>Total Other Expenditure Adjustments</b>	<b>(\$29.000)</b>	<b>(\$24.000)</b>	<b>(\$23.190)</b>	<b>\$5.810</b>	<b>20.0</b>	<b>\$0.810</b>	<b>3.4</b>
<b>Total Expenditures Before Depreciation</b>	<b>(\$9.506)</b>	<b>(\$64.661)</b>	<b>(\$45.455)</b>	<b>(\$35.948)</b>	<b>*</b>	<b>\$19.206</b>	<b>29.7</b>
Depreciation	\$309.649	\$322.744	\$323.489	\$13.840	4.5	\$0.745	0.2
Other Post Employee Benefits	82.051	82.051	78.019	(4.032)	(4.9)	(4.032)	(4.9)
Environmental Remediation	2.000	2.000	2.962	0.962	48.1	0.962	48.1
<b>Total Expenditures</b>	<b>\$384.194</b>	<b>\$342.134</b>	<b>\$359.016</b>	<b>(\$25.178)</b>	<b>(6.6)</b>	<b>\$16.882</b>	<b>4.9</b>
Cash Timing and Availability Adjustment	0.000	0.000	0.069	0.069	-	0.069	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$381.046</b>	<b>\$386.247</b>	<b>\$358.394</b>	<b>(\$22.652)</b>	<b>(5.9)</b>	<b>(\$27.853)</b>	<b>(7.2)</b>

Totals may not add due to rounding

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2013 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	2013 Adopted Budget		2013 Final Estimate		Preliminary Actual		2013 Adopted Budget vs. Actuals		2013 Final Estimate vs. Actuals	
							Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>										
<u>Scheduled Service</u> <sup>1</sup>	362,915	\$18.397	366,401	\$18.730	369,907	\$19.071	(6,992) -1.9%	(\$0.675) -3.7%	(3,506) -1.0%	(\$0.342) -1.8%
<u>Unscheduled Service</u>	114,607	5.919	127,626	6.627	115,065	6.195	(458) -0.4%	(0.276) -4.7%	12,561 9.8%	0.432 6.5%
<u>Programmatic/Routine Maintenance</u>	475,288	22.308	508,292	23.600	526,505	24.395	(51,217) -10.8%	(2.087) -9.4%	(18,213) -3.6%	(0.794) -3.4%
<u>Unscheduled Maintenance</u>	6,229	0.284	16,476	0.748	16,178	0.736	(9,949) *	(0.451) *	298 1.8%	0.013 1.7%
<u>Vacancy/Absentee Coverage</u>	529,852	26.361	689,544	33.761	700,229	34.145	(170,377) -32.2%	(7.784) -29.5%	(10,685) -1.5%	(0.384) -1.1%
<u>Weather Emergencies</u>	62,316	2.963	101,408	4.762	102,758	5.328	(40,442) -64.9%	(2.366) -79.8%	(1,350) -1.3%	(0.566) -11.9%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	-	-	-	-	-	-	-	-	-
<u>All Other</u> <sup>3</sup>	17,583	0.764	19,541	2.534	20,595	2.903	(3,012) -17.1%	(2.138) *	(1,054) -5.4%	(0.368) -14.5%
<b>TOTAL NON-REIMBURSABLE OVERTIME</b>	1,568,791	\$76.996	1,829,287	\$90.762	1,851,237	\$92.773	(282,446)	(\$15.777)	(21,950)	(\$2.011)
<b>REIMBURSABLE OVERTIME</b>	248,142	\$12.903	279,443	\$14.928	337,575	\$18.490	(89,432) -36.0%	(\$5.587) -43.3%	(58,132) -20.8%	(\$3.562) -23.9%
<b>TOTAL OVERTIME</b>	1,816,934	\$89.899	2,108,731	\$105.690	2,188,812	\$111.263	(371,878) -20.5%	(\$21.364) -23.8%	(80,081) -3.8%	(\$5.573) -5.3%

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

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

\* Exceeds 100%

**MTA LONG ISLAND RAIL ROAD**  
**Preliminary 2013 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

**NON-REIMBURSABLE OVERTIME**

Scheduled Service <sup>1</sup>

(3,506) (\$0.342)  
-1.0% -1.8%

Unscheduled Service

12,561 \$0.432  
9.8% 6.5%

Programmatic/Routine Maintenance

(18,213) (\$0.794)  
-3.6% -3.4%

Greater Sperry Rail Testing activities. Higher than anticipated maintenance overtime needed 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.

Unscheduled Maintenance

298 \$0.013  
1.8% 1.7%

Vacancy/Absentee Coverage

(10,685) (\$0.384)  
-1.5% -1.1%

Due to vacancies in Maintenance of Equipment Department and lower than forecasted availability in Customer Service, particularly offset by better availability in Maintenance of Equipment.

Weather Emergencies

(1,350) (\$0.566)  
-1.3% -11.9%

Over-run attributed primarily due to snow storms.

Safety/Security/Law Enforcement <sup>2</sup>

- -

All Other <sup>3</sup>

(1,054) (\$0.368)  
-5.4% -14.5%

Due to variance between actual and forecasted wage rates including double-time payments.

**TOTAL NON-REIMBURSABLE OVERTIME**

(21,950) (\$2.011)  
-1.2% -2.2%

**REIMBURSABLE OVERTIME**

(58,132) (\$3.562)  
-20.8% -23.9%

Greater than forecast flagging needs for ESA, the annual track program and the Manhasset Timber Bridge Replacement due to latest project schedule requirements.

**TOTAL OVERTIME**

(80,081) (\$5.573)  
-3.8% -5.3%

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

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

\* Exceeds 100%

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

REVISED 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</u> resulting from extraordinary events, 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**  
**2013 Final Estimate vs. Preliminary Actual**  
**Total Full-Time Positions & FTEs by Function and Department**  
**December 2013**

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Executive VP	5	6	(1)	
Labor Relations	18	17	1	
Procurement & Logistics (excl. Stores)	88	85	3	
Human Resources	32	35	(3)	
Sr VP Administration	2	2	0	
Strategic Investments	32	26	6	
President	4	4	0	
VP & CFO/Pensions	2	3	(1)	
Information Technology	162	146	16	
Controller	45	41	4	
Management & Budget	18	17	1	
Process Re-Engineering	7	7	0	
VP - East Side Access & Special Projects	34	29	5	
Market Dev. & Public Affairs	61	61	0	
Gen. Counsel & Secretary	30	30	0	
Diversity Management	1	2	(1)	
System Safety/Training	75	71	4	
Security	6	5	1	
Sr VP Operations/Serv. Planning	24	21	3	
<b>Total Administration</b>	<b>646</b>	<b>608</b>	<b>38</b>	
<b>Operations</b>				
Train Operations	1,992	1,972	20	
Customer Service	299	296	3	
<b>Total Operations</b>	<b>2,291</b>	<b>2,268</b>	<b>23</b>	
<b>Maintenance</b>				
Engineering	1,722	1,642	80	
Equipment	2,014	2,008	6	
Procurement (Stores)	93	91	2	
<b>Total Maintenance</b>	<b>3,829</b>	<b>3,741</b>	<b>88</b>	
<b>Engineering/Capital</b>				
Department of Project Management	142	110	32	
<b>Total Engineering/Capital</b>	<b>142</b>	<b>110</b>	<b>32</b>	
<b>Baseline Total Positions</b>	<b>6,908</b>	<b>6,727</b>	<b>181</b>	
<b>Non-Reimbursable</b>	<b>6,141</b>	<b>6,136</b>	<b>5</b>	<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 5 positions primarily due to vacant management/supervisory positions and Train Service Personnel.
<b>Reimbursable</b>	<b>767</b>	<b>591</b>	<b>176</b>	<b>REIMBURSABLE POSITIONS</b> - Favorable 176 positions primarily due to timing of project activity.
<b>Total Full-Time</b>	<b>6,908</b>	<b>6,727</b>	<b>181</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2013 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Occupational Group**  
**December 2013**

	Final Estimate	Actual	Favorable (unfavorable) Variance	Reason For Variance
<b>Administration</b>				
Managers/Supervisors	333	301	32	
Professional, Technical, Clerical	313	307	6	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>646</b>	<b>608</b>	<b>38</b>	
<b>Operations</b>				
Managers/Supervisors	325	317	8	
Professional, Technical, Clerical	167	166	1	
Operational Hourlies	1,799	1,785	14	
<b>Total Operations</b>	<b>2,291</b>	<b>2,268</b>	<b>23</b>	
<b>Maintenance</b>				
Managers/Supervisors	744	693	51	
Professional, Technical, Clerical	277	257	20	
Operational Hourlies	2,808	2,791	17	
<b>Total Maintenance</b>	<b>3,829</b>	<b>3,741</b>	<b>88</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	106	85	21	
Professional, Technical, Clerical	36	25	11	
Operational Hourlies	0	0	0	
<b>Total Engineering/Capital</b>	<b>142</b>	<b>110</b>	<b>32</b>	
<b>Baseline Total Positions</b>				
Managers/Supervisors	1,508	1,396	112	
Professional, Technical, Clerical	793	755	38	
Operational Hourlies	4,607	4,576	31	
<b>Total Baseline</b>	<b>6,908</b>	<b>6,727</b>	<b>181</b>	

**MTA LONG ISLAND RAIL ROAD**  
**2013 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)**  
**UTILIZATION**  
(in millions)

	Year-to-Date as of December 2013			Variance Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual (Prelim)	vs. Budget		vs. Final Estimate	
	\$	%	\$	%	%	\$	%
<b>Farebox Revenue</b>							
Monthly	\$312.675	\$310.754	\$310.212	(\$2.463)	(0.8)	(\$0.542)	(0.2)
Weekly	15.538	16.109	17.059	1.521	9.8	0.950	5.9
<b>Total Commutation</b>	<b>\$328.213</b>	<b>\$326.863</b>	<b>\$327.271</b>	<b>(\$0.942)</b>	<b>(0.3)</b>	<b>\$0.408</b>	<b>0.1</b>
One Way Full	\$80.135	\$81.343	\$81.260	\$1.125	1.4	(\$0.083)	(0.1)
One Way Off Peak	157.478	156.983	155.635	(1.843)	(1.2)	(1.348)	(0.9)
All Other	65.651	66.334	67.919	2.268	3.5	1.585	2.4
<b>Total Non Commutation</b>	<b>\$303.263</b>	<b>\$304.660</b>	<b>\$304.813</b>	<b>\$1.550</b>	<b>0.5</b>	<b>\$0.154</b>	<b>0.1</b>
<b>Total Farebox Revenue</b>	<b>\$631.476</b>	<b>\$631.523</b>	<b>\$632.085</b>	<b>0.608</b>	<b>0.1</b>	<b>\$0.561</b>	<b>0.1</b>
<b>Ridership</b>							
Monthly	46.619	46.206	46.197	(0.422)	(0.9)	(0.009)	(0.0)
Weekly	1.725	1.787	1.892	0.167	9.7	0.105	5.9
<b>Total Commutation</b>	<b>48.344</b>	<b>47.993</b>	<b>48.089</b>	<b>(0.255)</b>	<b>(0.5)</b>	<b>0.096</b>	<b>0.2</b>
One Way Full	8.000	8.120	8.027	0.026	0.3	(0.093)	(1.1)
One Way Off Peak	17.609	17.514	17.461	(0.148)	(0.8)	(0.053)	(0.3)
All Other	9.518	9.594	9.807	0.289	3.0	0.212	2.2
<b>Total Non Commutation</b>	<b>35.127</b>	<b>35.228</b>	<b>35.294</b>	<b>0.167</b>	<b>0.5</b>	<b>0.066</b>	<b>0.2</b>
<b>Total Ridership</b>	<b>83.471</b>	<b>83.221</b>	<b>83.384</b>	<b>(0.088)</b>	<b>(0.1)</b>	<b>0.162</b>	<b>0.2</b>

**MTA LONG ISLAND RAIL ROAD**  
**2013 FINAL ESTIMATE vs PRELIMINARY ACTUALS**  
**MONTHLY PERFORMANCE INDICATORS**  
**December 2013**

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Preliminary</u>	<u>Final</u>		<u>vs. Final</u>	<u>vs.</u>
		<u>Actual</u>	<u>Estimate</u>	<u>2012</u>	<u>Estimate</u>	<u>2012</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	49.5%	47.4%	47.5%	2.1%	2.0%
	Adjusted <sup>(2)</sup>	62.9%	61.0%	60.8%	1.9%	2.1%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$15.37	\$16.06	\$15.02	\$0.69	(\$0.35)
	Adjusted <sup>(2)</sup>	\$13.21	\$13.80	\$12.97	\$0.59	(\$0.24)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.61	\$7.62	\$7.14	(\$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



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# **MTA LONG ISLAND RAIL ROAD**

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## **MONTHLY RIDERSHIP REPORT**

**DECEMBER 2013**

## **DECEMBER 2013 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD EXECUTIVE SUMMARY**

### **December**

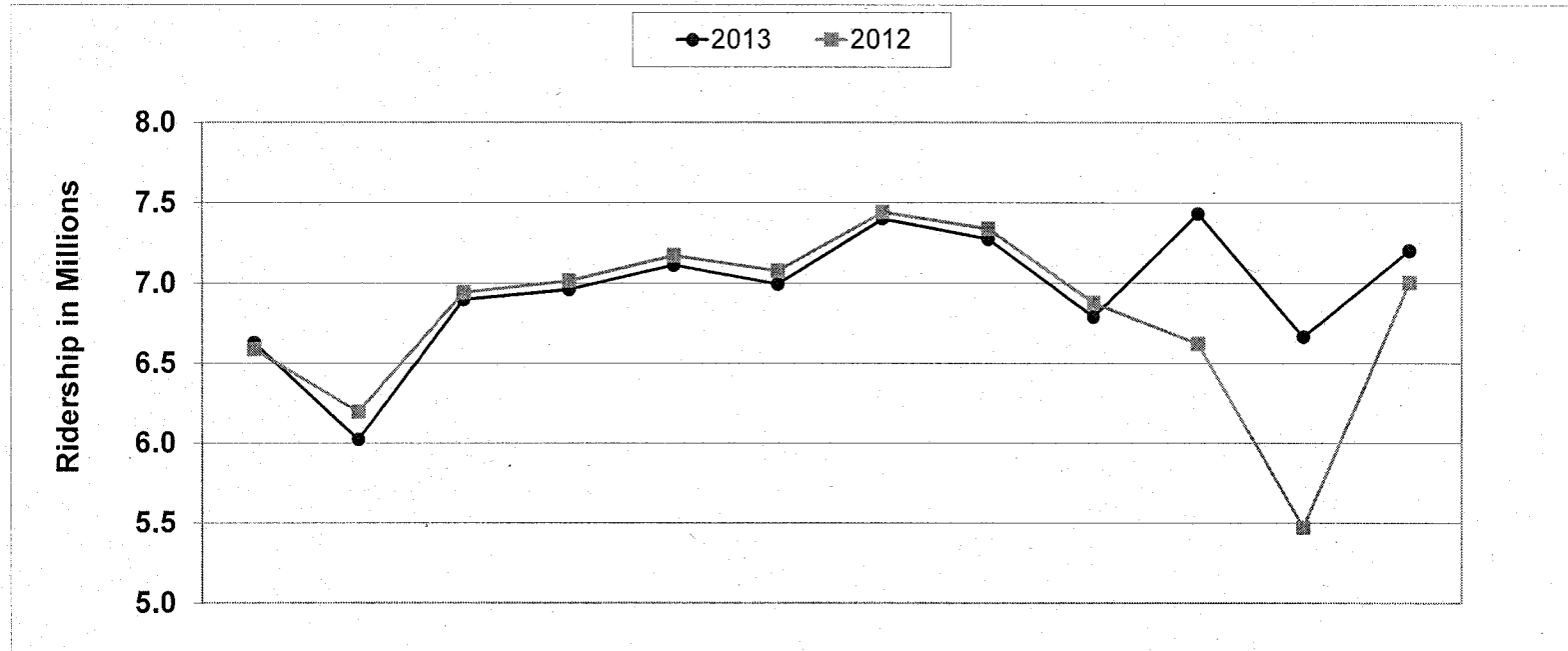
- December 2013 total ridership was 7.203 million vs. 7.003 million in December 2012 (calendar adjusted for one more work day in 2013), resulting in an increase of 200,153 passengers, or a 2.9% increase compared to December 2012.
- December 2013 commutation ridership was 3.950 million vs. 3.757 million in December 2012 (calendar adjusted), resulting in an increase of 193,526 passengers, or an increase of 5.2%.
- December 2013 non-commutation ridership was 3.253 million vs. 3.247 million in December 2012, an increase of 6,627 passengers, or an increase of 0.2%.
- December 2013 revenue was \$55.3 million vs. \$49.5 million, an increase of \$5,812,015 or an increase of 11.7% compared to December 2012.

### **Year-To-Date**

- 2013 YTD total ridership was 83.4 million vs. 81.7 million in 2012, an increase of 1,640,716 or a 2.0% increase compared to 2012, and 0.2% above the final forecast estimate. 2013 YTD total ridership was the seventh highest in more than 60 years. The additional ridership gain of 1.6 million rides is attributed to an improving economy and LIRR service enhancements.
- 2013 YTD commutation ridership was 48.1 million vs. 46.8 million in 2012, an increase of 1,308,092 or a 2.8% increase compared to 2012, and 0.2% above the final forecast estimate.
- 2013 YTD non-commutation ridership was 35.3 million vs. 35.0 million in 2012, an increase of 332,624 or an increase of 1.0% compared to 2012, and 0.2% above the final forecast estimate.
- 2013 YTD revenue was \$632.1 million vs. \$581.4 million in 2012, an increase of \$50,691,349 or an increase of 8.7% compared to 2012 and 0.1% above the final forecast estimate.

# DECEMBER RIDERSHIP

•December's Total Ridership was 2.9% above '12 and 1.8% above the final forecast estimate\*.

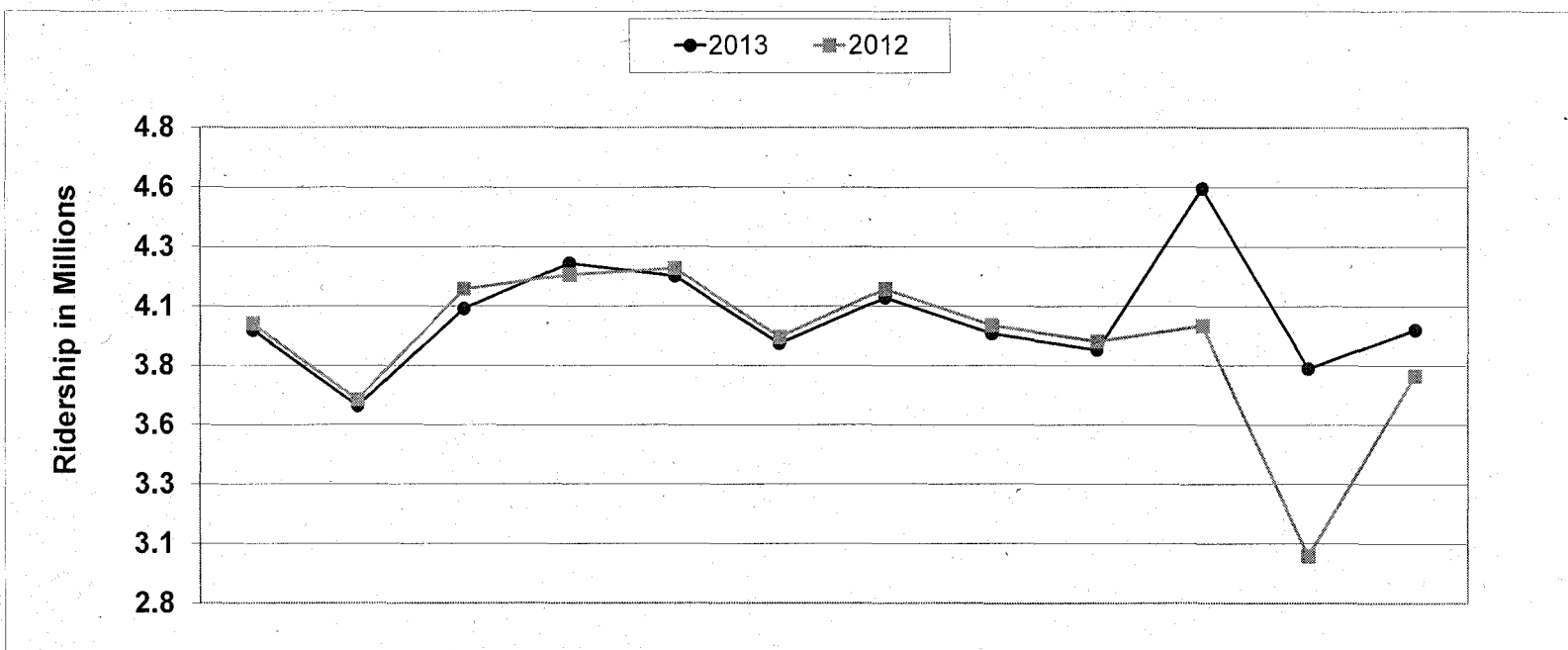


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.6	6.0	6.9	7.0	7.1	7.0	7.4	7.3	6.8	7.4	6.7	7.2	83.4
2012	6.6	6.2	6.9	7.0	7.2	7.1	7.4	7.3	6.9	6.6	5.5	7.0	81.7
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%	-1.2%	-0.6%	-0.9%	-1.3%	12.2%	21.8%	2.9%	2.0%

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

# DECEMBER COMMUTATION RIDERSHIP

•December's Commutation Ridership was 5.2% above '12 and -0.5% below the final forecast estimate\*.

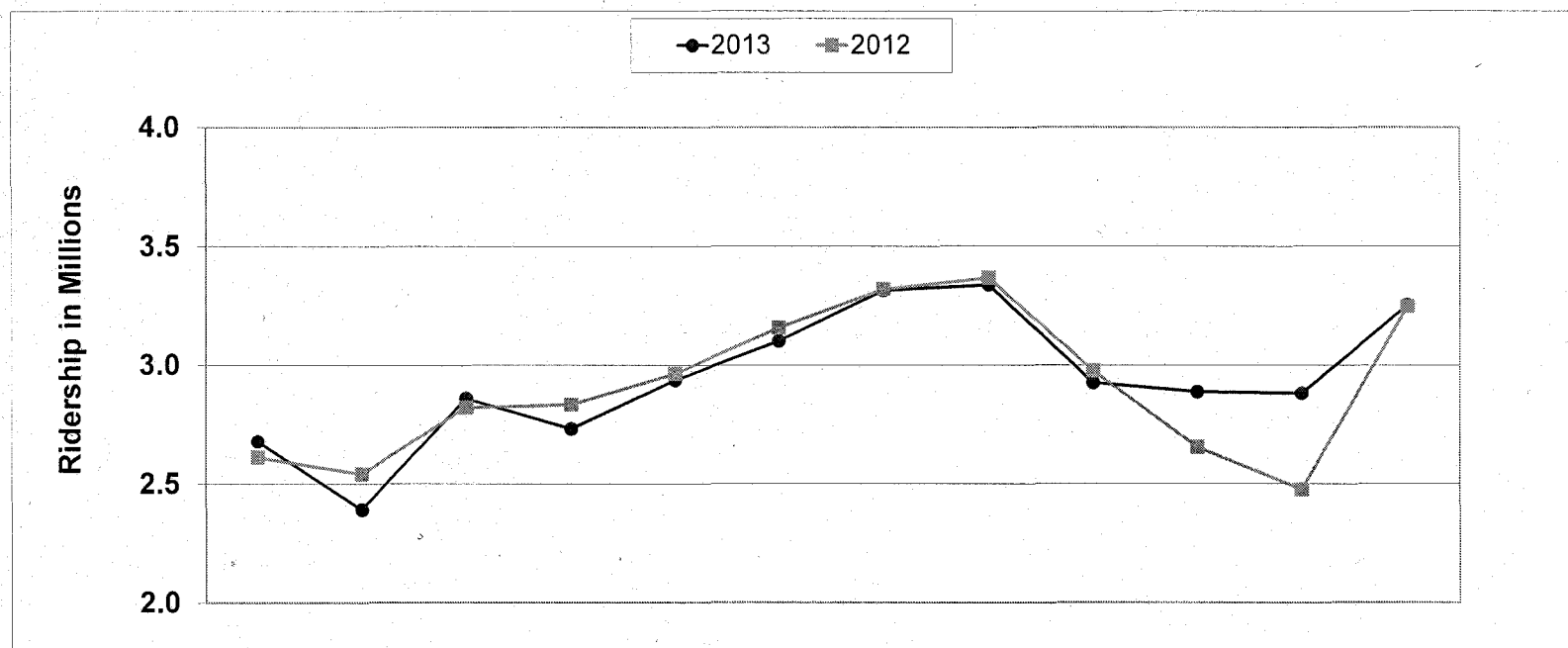


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	3.9	3.6	4.0	4.2	4.2	3.9	4.1	3.9	3.9	4.5	3.8	4.0	48.1
2012	4.0	3.7	4.1	4.2	4.2	3.9	4.1	4.0	3.9	4.0	3.0	3.8	46.8
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%	-0.7%	-0.9%	-0.9%	-0.9%	14.5%	26.3%	5.2%	2.8%

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

## DECEMBER NON-COMMUTATION RIDERSHIP

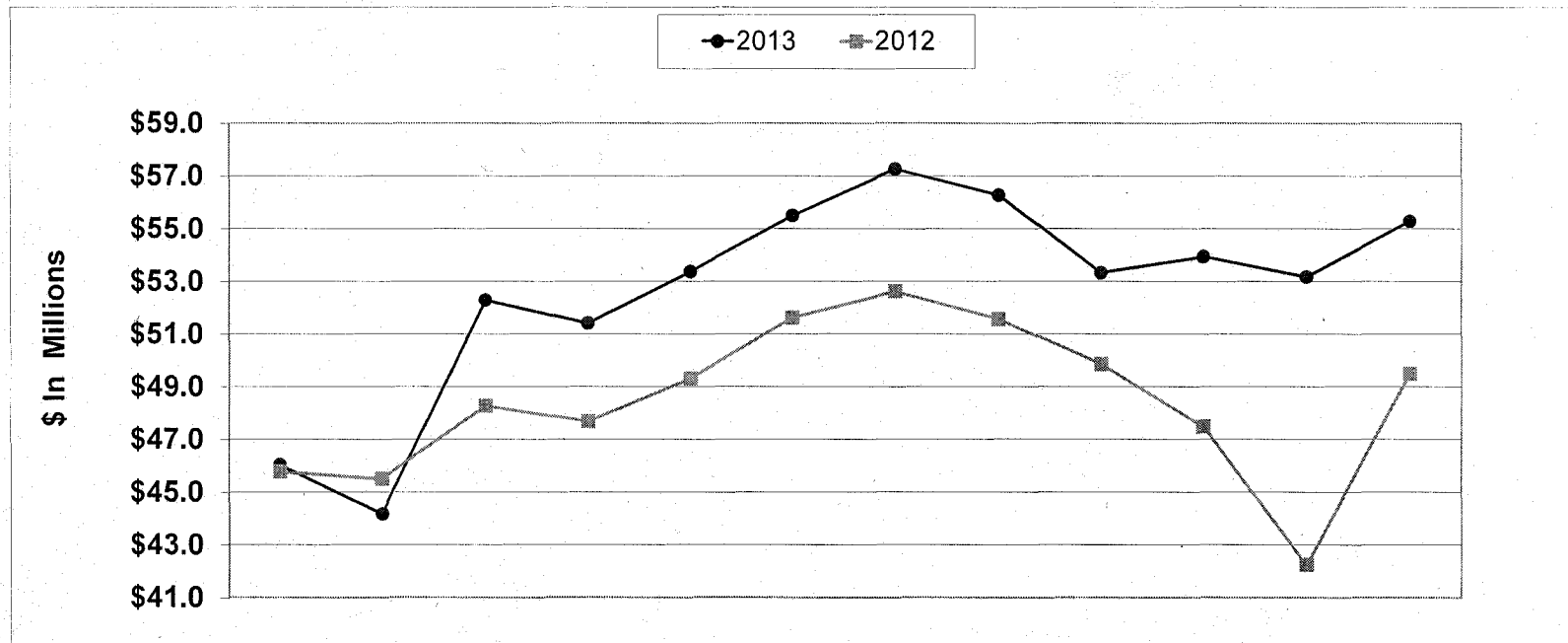
- December's Non-Commutation Ridership was 0.2% above '12 and 4.8% above the final forecast estimate.



	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	3.3	35.3
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3	3.4	3.0	2.7	2.5	3.2	35.0
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%	-1.7%	-0.1%	-0.8%	-1.7%	8.8%	16.4%	0.2%	1.0%

## DECEMBER REVENUE

•December's Total Revenue was 11.7% above '12 and 2.1% above the final forecast estimate\*.



	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	\$55.3	\$632.1
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3	\$51.6	\$52.6	\$51.6	\$49.8	\$47.5	\$42.2	\$49.5	\$581.4
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%	7.5%	8.8%	9.1%	7.0%	13.6%	25.9%	11.7%	8.7%

\*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	DECEMBER 2013	DECEMBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,950,026	3,756,501	193,526	5.2%
NON-COMMUTATION RIDERSHIP	3,253,242	3,246,615	6,627	0.2%
TOTAL RIDERSHIP	7,203,268	7,003,116	200,153	2.9%

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

TICKET TYPE/SERVICE	DECEMBER 2013	DECEMBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	48,085,874	46,777,782	1,308,092	2.8%
NON-COMMUTATION RIDERSHIP	35,298,375	34,965,751	332,624	1.0%
TOTAL RIDERSHIP	83,384,249	81,743,533	1,640,716	2.0%

\* 2012 ridership numbers were adjusted using 2013 factors.

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

REVENUE	DECEMBER 2013	DECEMBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,229,318	\$23,873,477	\$3,355,841	14.1%
NON-COMMUTATION REVENUE	\$28,063,838	\$25,607,665	\$2,456,174	9.6%
TOTAL REVENUE	\$55,293,156	\$49,481,141	\$5,812,015	11.7%

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

REVENUE	DECEMBER 2013	DECEMBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$327,246,538	\$302,017,723	\$25,228,814	8.4%
NON-COMMUTATION REVENUE	\$304,815,866	\$279,353,332	\$25,462,534	9.1%
TOTAL REVENUE	\$632,062,404	\$581,371,055	\$50,691,349	8.7%



**Long Island Rail Road**

## **CAPITAL PROGRAM**

## **HIGHLIGHTS**



**LONG ISLAND RAIL ROAD  
CAPITAL PROGRAM HIGHLIGHTS & UPDATES  
JANUARY 2014**

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**HIGHLIGHTS**

**PN-YN: NEW MID-SUFFOLK ELECTRIC YARD**

Project Budget: \$76.00M

Milestone: Contract Award

A Contract for Preliminary Design Services for a new Mid-Suffolk Electric Yard was awarded to STV Inc. for \$2,295,295. The new Electric Yard will be constructed adjacent and to the south of the existing Ronkonkoma Storage Yard on existing LIRR property. Project work includes design and construction of yard lead and train storage tracks, track and yard signal system, a welfare facility, lighting, and drainage. Design and construction of the new Mid-Suffolk Electric Yard is a critical piece of the LIRR's plans for operational flexibility and future capacity including East Side Access.

**PN-AK: SIGNAL POWER LINE REPLACEMENT**

Project Budget: \$3.00M

Milestone: Beneficial Use

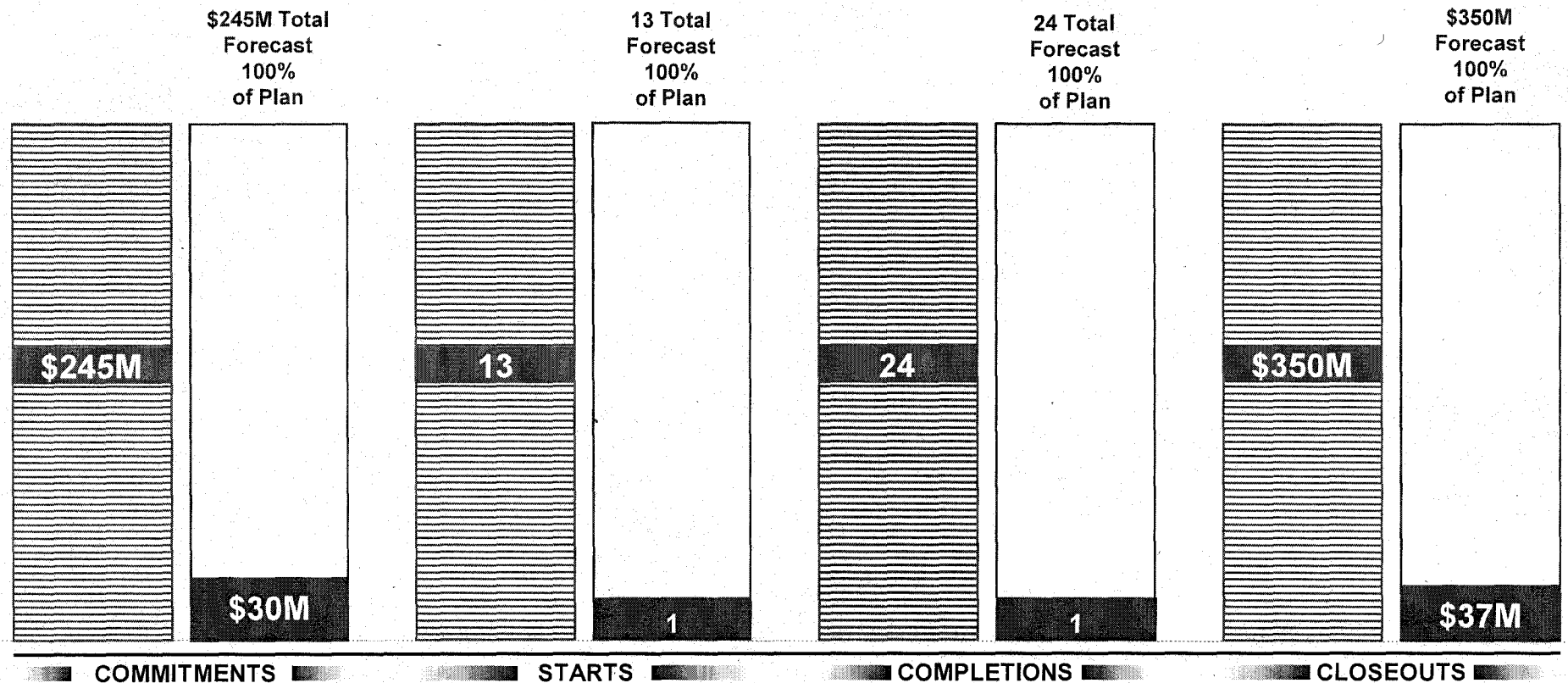
Replacement of over 57,000 LF of existing 5kV Signal Power Lines at select locations along the Right of Way is complete. The project work also included the replacement of line hardware such as switches, insulators, and transformers. Replacing these power lines for the Signal System and the associated hardware contributes to improved service reliability and the reduction of equipment failure.

**MENTORING ACTIVITIES**

- Supplemental HVAC at JCC: Substantially complete. Punchlist work in progress.
- Ronkonkoma Parking Garage Cable Replacement: Work continued.
- Hillside UCC Shop [Under Car Cleaning]: Submittal review completed and fabrication commenced.
- Holban Yard: Paving work continued.
- Woodside / Merrick Elevator Replacement: Bidders' tour held.
- Sutphin Overpass Painting / Fireproofing: Submittals / permit process in progress.

# 2014 LIRR Capital Program Goals

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2014 PLAN



ACTUAL as of January 31, 2014



FORECAST through December 31, 2014