



Metropolitan Transportation Authority

Long Island Committee Meeting

March 2014

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

D. Paterson

V. Tessitore, Jr.

C. Wortendyke



MEETING AGENDA

LONG ISLAND COMMITTEE

March 24, 2014 9:45 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting (joint with MNR): **Monday, April 28, 2014 at 8:30 AM**

Minutes of the Regular Meeting
Long Island Committee
Monday, February 24, 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. Jonathan A. Ballan
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.

The following members were not present:

Hon. Ira R. Greenberg
Hon. Jeffrey A. Kay
Hon. David Paterson
Hon. Carl V. Wortendyke

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

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

Board Member Robert Bickford was present for the proceedings.

Committee Chairman Pally called the meeting to order.

There were three public speakers. George Haikalis of IRUM recommended that East Side Access come into Grand Central Terminal via the existing lower level, rather than the "deep caverns." Murray Bodin of Concerned Grandparents, spoke about the NTSB and the need to change traditional modes of thinking, recommending the use of open configuration train cars. Orrin Getz of Rockland County recommended an upcoming presentation by Amtrak's Drew Galloway at the April NYMTC meeting concerning damage to PATH tunnels caused by Superstorm Sandy.

Upon motion duly made and seconded, the minutes of the January 27, 2013 Committee meeting were approved. There were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD

President Williams referenced the MTA Press release concerning the initiative of creating a new senior management position of Chief Safety Officer reporting directly to the Chairman. She stated that we want to ensure that we are using best practices across all agencies as we move forward with our safety programs. President Williams said that she is also very pleased that the MTA has suggested that the top safety official at each agency report directly to the agency head. She noted that in the agenda there is an overview of the LIRR Safety Program, and that Lori Ebbighausen, our chief safety person, reports directly to her.

Regarding January ridership, President Williams stated that while overall ridership declined, attributable to some very bad weekend weather, she was pleased to note that we saw a 2.2% increase in commutation ridership.

President Williams stated that we will work closely with the MTA Police Department (MTAPD) as we provide additional service for the Montauk and New York City St. Patrick's Day Parades. She observed that the LIRR's alcohol ban has been very successful in allowing passengers to continue to enjoy these events without their becoming occasions for underage drinking on trains.

President Williams also highlighted the new train service reflected in our schedule, including service that has been restored pursuant to the budget. She was very pleased to note that we have additional Babylon service in the P.M.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniccanu reported some highlights of the East Side Access Project. Excavation is complete at the 55th Street Vent Plant Facility (CM013A) and concrete operations have begun. Dr. Horodniccanu presented photos illustrating concreting operations in the caverns on the Manhattan South Structures contract (CM005). The work there is proceeding well and includes waterproofing and rebar installation.

In Queens, the contractor has started mobilization and initiated site survey work for the Harold Part 3 - Westbound Bypass contract (CH057A). Actual field work is targeted to begin in March. Advertisement of the Traction Power Contract (CS084) is on target for the first quarter of the year and bids are expected in the second quarter.

Following the success of the Request for Proposal method for the Manhattan North contract (CM006), Board approval is being sought to allow for a negotiated procurement of the Grand Central Terminal Fit-Out contract (CM014B). This will permit verification that the contractor understands and has the capability to complete the work. MTACC received eleven Expressions of Interest for the Cavern Finishes contract (CM007) and is in the process of meeting with the potential proposers.

MTA POLICE DEPARTMENT

Chief Coan referred the Committee to the Police Report at page 26 of the Committee book. He stated that there was an increase in major felonies in 2014 by one incident, 17 to 16. The felonies include

two robberies in Wyandanch and there was an arrest in both of those. With respect to the four assaults, there have been two arrests and two incidents are open. Chief Coan said that, as President Williams mentioned, the MTA Police is gearing up for the Montauk and Manhattan St. Patrick's Day Parades.

MTA LONG ISLAND RAIL ROAD

Information Items

- Overview/Update of LIRR Safety Program
- Adopted Budget/Financial Plan 2014
- 2013 Annual Operating and Safety Results
- Elevator and Escalator Service Report – 4th Quarter 2013
- February Track Work

President Williams introduced Lori Ebbighausen, Senior Director of Systems Safety and Training, who is now a direct report. Ms. Ebbighausen holds a Ph.D. in Social Policy and Research from Stony Brook University. She has been with the LIRR for 14 years. She started as a Manager in the Training Department, was promoted to Director of Training in 2005, and in 2011, became our Senior Director overseeing the Department of Corporate Safety and Training. President Williams noted that she has worked very closely with Lori and her team for the past seven years, and it has been exciting to see our System Safety focus throughout LIRR continue to grow and develop.

President Williams then presented slides of some highlights of the railroad's Safety Program. The first slide concerned our corporate goal, which helps to ensure that we have a comprehensive, sustainable and measurable safety initiative. We have an ongoing dialogue with all of our departments about safety, starting in the President's Office, continuing from Ms. Ebbighausen's level in Corporate Safety and Training, and constantly reinforced throughout the organization.

The next slide showed the focus of the Safety Initiative on the following four points: the System Safety Program Plan; labor-management partnerships; rail incident and accident investigations; and training.

Ms. Ebbighausen then gave a complete overview of the railroad's Safety Program, "Think Safety, Act Safely." She noted that our goal is to promote the value of safety at every level in the organization and engage every employee in promoting the value of safety. Our safety initiatives are collaboration by Corporate Safety and Training (CST) with Mike Gelormino, Senior Vice President of Operations, and department heads throughout the organization.

Ms. Ebbighausen stated that in compliance with FTA requirements for a System Safety Program Plan, LIRR's plan details specific corporate and departmental responsibilities and activities. We voluntarily invite APTA to conduct an audit of our plan every three years. CST is responsible for the development, implementation and oversight of a comprehensive safety management system and training program which supports safety and operational excellence.

Michael Gelormino stated that there is a safety group in the Operating Department and in all of the other departments and it is critical that each group interacts well with CST. He stated that, as noted,

corporate safety and training is a very important collaborative effort and that many issues that occur in the workplace require a team effort to resolve.

Ms. Ebbighausen noted further that the communication of safety as a core agency value starts at the top. There are a number of very structured and scheduled situations where we discuss safety performance, which include weekly accident reviews during the President's Safety Performance meeting; the distribution of the President's Safety Performance Report monthly to all departments; monthly Safety Meetings held by operating department heads with their management team and with representatives of labor; and Quarterly Safety Meetings conducted with senior staff to review performance, trends and initiatives.

Ms. Ebbighausen then reported on CST's organization in more detail, which consists of over 70 professionals, approximately 20 in the safety division and approximately 50 in the training division. These divisions are: rail accident investigations for major incidents; field safety audits and inspections; fire safety; occupational health and environmental protection; hazard analysis and safety statistical information; and operations, safety, security, management, and technology-based training.

Ms. Ebbighausen then described the responsibilities of each division. A Safety Officer is assigned to each Operating Department. They conduct inspections and workplace audits, and attend department head meetings and management and labor safety partnership meetings.

Regarding fire safety, Fire Marshalls conduct code compliance inspections of stations, yards and employee facilities and work with our Emergency Responder Training section and the Operating Departments to train employee emergency responders on how to respond to events on LIRR property. Our Right of Way Task Force partnership with MTAPD and Engineering safeguards our system through inspections of our right of way.

The expertise of our Occupational Health and Environmental Safety Team ensures that where we work is safe and also sends the message to be good neighbors to the communities we serve and that we care about employee and customer safety.

Our Corporate Policies group detail roles, relationships and responsibilities for our employees and departments to ensure compliance with applicable regulatory requirements and industry standards. LIRR participates in over a dozen FRA Railroad Safety Advisory Committees which facilitate dialogue and consensus among FRA, railroads and labor organizations.

Ms. Ebbighausen then discussed the railroad's Safety Goal Implementation Plan that each department implements, addressing the areas of Communication, Audits and Inspections, Accident Investigation and Prevention, Training, Rules and Meetings, and Monitoring Performance. She referred to proactive observations and audits conducted at the railroad, including monitoring of employee compliance with Operating Rules through our SAFER Program, which stands for Situational Awareness for Efficient Railroad. She noted that while this program is required by FRA regulations, LIRR goes beyond the federal mandate by including safety observations in our program. This program engages management in conversation with employees to not only correct any non-compliance but also to give positive reinforcement to those employees who are performing their duties as required. Ms. Ebbighausen stated that the data collected enables us to track trends and target interventions if appropriate. She also

mentioned as another example, our Transportation Department's Management Intervention Program, which monitors employee performance on a range of duties for the purpose of identifying employees who may be "at risk" and reaching out to them to determine if the employee needs support through programs such as our Employee Assistance Program. She stated that with this early intervention, reaching out to an employee who may be struggling on a smaller scale, we strive to prevent the larger things from happening. She said that that we are working to expand this successful program to other Operating Departments.

President Williams noted that she is very proud of the way that this program has evolved, and that the Transportation Department and Ms. Ebbighausen have spent a lot of time on it. President Williams also referred to our very good database on our Engineers. We look for any conduct that potentially indicates that an individual needs more interaction with SAFER personnel. Examples of the types of conduct that would identify such an individual include reporting to work without their correct crew materials, or if there is an indication of a station run-by, or if there is lateness. These can be indications that the person is losing situation awareness. She noted that our goal at the LIRR is to ensure at all times that our employees are very focused on situational awareness requirements, and that if we have any indication that an employee needs reinforcement in that area, we redirect resources to provide that reinforcement. President Williams commended LIRR's dedicated Locomotive Engineers and stated that the heart of the SAFER program is to ensure that if they need any discussion, we will always be available for it.

Ms. Ebbighausen then discussed our labor-management partnership, another essential element of our successful safety program. Operating Departments hold monthly partnership meetings with management and labor representatives to identify and address safety concerns. She reported that management and labor also conduct monthly safety inspections of shops and yards to proactively identify and address environmental and other concerns. The importance of safety is also regularly communicated to all employees through, for example, department newsletters and safety agendas, job briefings, and tool box and tailgate meetings. Our Safety One Call Number provides a mechanism for employees to report any safety concerns they have as well.

Ms. Ebbighausen then discussed LIRR's first Safety Climate Survey, funded by an FRA Rail Resource Management grant and administered by Texas A&M University's Texas Transportation Institute (TTI). This survey gave us insight in to how our employees experience safety in our operating environment. All LIRR employees had the opportunity to provide their viewpoints on LIRR's safety policies, procedures and programs. TTI reported in March 2013 that of the 1,016 out of 6,421 employees completing the survey, by mail or on-line: 71% agreed their co-workers exercised positive safety practices; 70% agreed/strongly agreed there was a management commitment to safety; and 68% agreed there were positive work group interactions that supported safety.

The TTI report also identified that 38% of the employees who completed the survey felt that there could be more recognition for employees who perform work safely. Ms. Ebbighausen said that current conditions in the regulatory environment make recognition for employees in this area challenging.

President Williams observed that this would seem an easy thing to solve. Of course we should recognize safety. However, as Ms. Ebbighausen noted, the regulatory climate as per OSHA is trending

away from recognition of individuals. Instead, we are focused on trying to get more group recognition for safe work environment practices and a process that leads us to a good result.

Ms. Ebbighausen then listed other tools and strategies we use to engage with our employees, including Lost Time Accident Boards, posted prominently in the workplace locations, which keep our employees up-to-date on safety performance and our FOCUS poster campaign, which promote strategies such as remaining alert and safe in the event of fatigue, being aware of outside influences, and enhancing communication and situational awareness. Ms. Ebbighausen then discussed the investigation of rail, customer, and employee incidents/accidents. All supervisors receive accident investigation training in a System Safety Management Class and investigate accidents within their departments as required. CST reviews accidents for trends, analyzes work processes, and develops mitigation strategies.

Major rail incidents are jointly investigated by a committee of operating departments with CST chairing the committee. A Quarterly Rail Incident Review Committee consisting of representatives from CST and the operating departments review all accidents/incidents to identify trends, develop mitigation strategies and track implementation of corrective actions. Customer accidents are investigated by an assigned Safety Officer and reviewed on a quarterly basis by the Customer Accident Review Committee. We also issue Red Alert bulletins to make employees aware of safety violations and accidents in order to highlight strategies for prevention.

Ms. Ebbighausen stated that from 1988 to the present, FRA-reportable employee accidents have decreased significantly. Changes in regulations and corporate initiatives contributed to this downward trend, which has currently reached somewhat of a plateau. She stated that the biggest drivers of our employee injuries are slips, trips, and falls and material handling. The railroad environment is physically demanding so our challenge is to work with our employees to help them maintain their ability to do their jobs and continue to meet the demands of this environment.

President Williams observed that this is another area where we emphasize situational awareness. For example, a slip, trip and fall can take place when somebody is stepping on ballast. Ballast is part of our work environment and our employees should never lose situational awareness as to where they are placing their feet. Making sure that employees maintain their focus when they walk on our infrastructure, even though they do this every day, is part of reducing employees' slips, trips and falls.

Regarding customer safety, Ms. Ebbighausen stated that a 2011 analysis showed that slips, trips and falls are also the biggest drivers of customer injuries. In 2013 we launched a customer safety campaign, "Don't be a Statistic," focusing on behaviors, such as rushing and being aware of luggage that put customers at risk. She added that it is important to note that the collision and derailment statistics include incidents that involve track cars and freight and that occur on NYAR and Amtrak territory.

Ms. Ebbighausen noted that fire incidents have gone down significantly over the years. There was an increase in fires in 2010, when vegetation management funding was reduced, but that funding has since been restored. President Williams commented that vegetation management is an extremely important element for us to make sure that the wayside is clear of brush, and particularly dry materials than can spark in the summertime. We have worked hard to reduce the number of brush fires.

Regarding grade crossings, Ms. Ebbighausen said that on the LIRR we have 295 grade crossings. Several tragic incidents in the past couple of years resulted in the 2013 launch of our public awareness campaign "Wait for the Gate - isn't your life worth the wait?" We also partner with MTAPD to conduct targeted outreach at grade crossings through our Operation Life Saver program. In addition to handing out educational literature, MTAPD issues summonses to offenders.

Ms. Ebbighausen said that the last critical element of our Safety Program is our classroom, field, on-the-job, and technology-based training. We provide operations, safety, security, and management training. The same funding that supported our Safety Climate Survey was used to develop and implement the first Rail Resource Management (RRM) training program. RRM is designed to mitigate human factor accidents by focusing on technical proficiency, situational awareness, communications, teamwork and assertiveness. We have since incorporated this module into our craft initial and refresher training as well. Another important focus for us in 2013 was reinvigorating our third rail safety training. We created a video and worked with Engineering to create a mock-up that provides hands-on training for our employees on how to use mats and blankets to protect against the hazards of the third rail. Ms. Ebbighausen also said that we are very proud of our Technology-Based Training and Resources. This training is for LIRR employees by LIRR employees, which is available 24/7 on or off property. President Williams noted that all of our training programs require extensive testing. Employees have to make the grade in satisfactorily passing our tests. We have found that distance-space learning is very important to our employee success.

Ms. Ebbighausen then spoke about LIRR's virtual bulletin boards, notices, and thousands of pages of resource material. We use a New York State contract to provide web-based training that supplements classroom training in management/education, clerical education, and computer training programs. There are over 2,700 professional development and computer course available to employees 24/7 on or off property.

Ms. Ebbighausen stated that, to enhance our Safety Culture in 2014, we have committed to continuing the successful practice of Safety-Stand Downs, which will occur quarterly. We will also be including safety, health, and wellness events to address the physical well-being of our employees.

Our customer safety campaigns will continue including: Watch the Gap, Don't Be a Statistic - Slip, Trip, Fall; Escalator Safety; and Wait for the Gate. Our community outreach will continue through Operation Life Saver and TRACKS, an educational program delivered in schools and community settings.

We also proactively conduct station inspections. Our new Customer Ambassador Program will assist our customers in safely navigating our system, so that they will be less at risk of rushing and other behaviors that may contribute to accidents and injuries.

President Williams highlighted, on page 100 of the Committee book, the Enhanced Safety Actions Update. She noted Chairman Mitch Pally last month asked that when we do a verbal briefing of these Enhanced Safety Actions we include them in the Committee book. So we included this chart and it is very specific in terms of next steps for enhancing safety actions. We will show the Committee what we have been doing as we close these items out. Some of them will be ongoing, Safety Stand Down, for example, for which we will continue to share results with the Committee. We will be moving forward on

Close Call Reporting and we will share those results with the Committee as well. This chart will work for us as a way to continually update this Committee.

Board Member Charles Moerdler acknowledged that since he has been on this Board, he has noticed that President Williams spends a great deal of time focusing on safety and that this is nothing new for her. He asked whether the purpose of this Safety Program presentation was to show the Committee that she is bringing this subject to the forefront and that she is going to persist in doing the things that she has done, with added emphasis. President Williams responded that this is absolutely correct.

Board Member Vincent Tessitore congratulated Ms. Ebbighausen on the presentation. He stated that from a labor-management standpoint, there is one thing that we can always agree on and that is a safe operation. Labor has always been and will continue to be committed to safe operations for the good of our employees and for the good of the customers. He noted, however, the need for continued positive reinforcement. He suggested that the SAFER Program could be looked at to see whether it could include praise for a job well done rather than putting employees on the defensive. He said our employees do a good job more often than they do a poor job.

In addition, regarding corporate policies and bulletins, Board Member Tessitore stated that the employees who are engaged with the operation often do not have computer access and don't receive e-mails, although they can log on to the LIRR Intranet. He suggested that we need to do a better job of getting things out there, and more importantly, just a little more positive reinforcement and a little more appreciation from management in the field.

Mike Gelormino responded that Board Member Tessitore's points were well taken. He said that he thinks communication is key and that we need to do a better job to get the message out. Chairman Pally thanked Board Member Tessitore for his comments and thanked Ms. Ebbighausen for a very expert and comprehensive report.

Board Member Moerdler referred to page 41 of the Committee book, under Professional Service Contracts, and asked, why there is an apparent significant increase from 2014 over 2013? Mark Young responded this increase between the two years is virtually all timing. He explained that we are just shifting the funds from the prior year to 2014.

Board Member Moerdler also asked, referring to page 46 of the Committee book, if there is a reason for non-reimbursable overtime having significantly increased in virtually every area? Mark Young responded that the 2014 Adopted Budget reflects MTA's direction to all the Agencies to more closely link overtime budget appropriations to historical factors such as weather that had been under-budgeted over the years. He also noted that the Budget will now reflect the challenges we have had over the years in filling vacant positions. Previously the LIRR's budget contained the assumption that it fill virtually all vacant positions, as difficult as that was. The budget this year, while we are still committed to filling vacant positions, acknowledges that there may be some vacant positions that we will have to fill on overtime. So we tried to build a more realistic budget in those categories

Committee Member Moerdler asked about standees, a problem he said that has been getting worse, although he understands the underlying causes. President Williams responded that we always appreciate his advocacy on the part of our customers. She noted that we are very much an interconnected

system, with many transfer movements at Jamaica, and therefore we look at these numbers and must conclude that they are relatively small in number, and they are spread over the entire train service. Further, President Williams said that she recognizes that the answer, of course, is frequency of service, and we know the key Branches we have to focus on as we go forward, especially in the next decade, are the Port Jefferson and Huntington Branches.

Board Member Moerdler then referred to page 68 of the Committee book, under Employee Injuries. He said that there appears to be a meaningful increase in injuries, and asked, is there a reason why that happened? Ms. Ebbighausen responded that first, it is important to note that in the prior year, our Maintenance of Equipment Department had an outstanding year which resulted in the department being awarded APTA's (American Public Transportation Association) first Gold Rail Safety Award. She said that while we do not want any employee injuries, as you can see from the prior years, 2013 is better than 2009, 2010 and 2011.

President Williams added that restricted duty injuries have gone down. Those employees that might otherwise have gone on restricted duty now fall into the lost time category. We have no new entrants in our restricted duty program right now. We are working hard to try to determine what the long term capability is of employees on restricted duty. Board Member Moerdler asked whether the standards for restricted duty had been changed? President Williams responded that one of the issues for us is ensuring that employees can be placed in a job that they can successfully perform. Often that is a difficult resolution as there is a FELA case that is ongoing as well. We made a determination that it was better for us as a company to permit the employee to remain on lost time as opposed to being on restricted duty.

Board Member Moerdler then asked whether changes have been bargained for with the Unions? President Williams responded that they have been and in fact, we are using the standard that is in the collective bargaining agreements.

Board Member Moerdler commented that with respect to 2013 escalator performance, the railroad has done a terrific job. Chairman Pally noted issues with the escalator at Tract 16 at Penn Station. President Williams said that we work very closely with Amtrak to try to respond to these customer concerns.

Board Member Vincent Tessitore then commented on the prior discussion about restricted duty. He clarified that there wasn't a collective bargaining change in terms of restricted duty, but a change in interpretation. He proposed that the restricted duty policy be reconsidered so that an employee wouldn't be out in an injured status for an extensive amount of time. President Williams responded that she is happy to further look at that issue based on current information.

Board Member Moerdler, referring to page 118 of the Committee book, asked whether the number of persons in managerial positions or titles increased over the last three or four years? Mark Young responded, at the end of 2013, for example, there were 786 non-represented employees, which is relatively consistent. He noted that in 2010 the management workforce dropped dramatically in the financial crisis and that it has rebounded a bit, but is still well below budget. Committee Member Moerdler said that one of the problems that have been ongoing here is the absence of salary increases for the unrepresented personnel over a period of many, many years. He wondered whether we have been seeing as a way of dealing with that the promotion of people in order to get them the kind of salary that

they, in the view of management, are entitled to? President Williams pointed out that one of the challenges for LIRR is that during the past five years we have had 225 retirements. So we are always on a recruitment strategy and promotion strategy to fill positions that become vacant through retirement.

MTA LONG ISLAND RAIL ROAD

Procurements

There were no LIRR procurements presented.

MTA CAPITAL CONSTRUCTION

Procurements

Two 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 two competitive procurement items are as follows:

1. Approval to employ the Request for Proposal method for Grand Central Terminal Fit-Out Contract, Contract No. CM014B.
2. Modification to Contract No. CH053 for the reconfiguration of manholes associated with traction power.

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

LIRR Reports on Operations, Finance and Ridership and the Capital Program Enhanced Safety Action Update

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

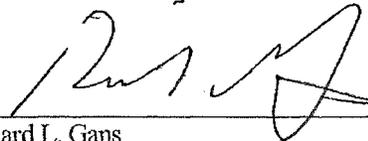
President Williams commended her senior staff, Michael Gelormino, Neil Yellin, Mark Young, and Lori Ebbighausen, on their approach to safety and said that we will continue to update this Committee on this issue.

Chairman Pally, referring to page 129 of the Committee book, noted to Board Member Moerdler that an item they have talked about at length, the new Mid-Suffolk Electric Yard, affects the standee issue. It is part of the solution because the more yards you have, the more trains you can run, and the less standees you have.

Adjournment

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

Respectfully submitted,

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

II. SPECIFIC AGENDA ITEMS

Responsibility

March 2014

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

April 2014 (Joint Meeting with MNR)

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

May 2014

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

June 2014

Positive Train Control	President
Penn Station Retail Development	MTA Real Estate

July 2014

Environmental Audit	System Safety
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September 2014

2015 Preliminary Budget (Public Comment)	Management & Budget
2014 Mid Year Forecast	Administration/Diversity
Diversity/EEO Report – 2 nd Q 2014	System Safety
Elevator & Escalator Service Report – 2 nd Q 2014	System Safety
2014 Fall Construction Schedule Change	Service Planning

October 2014

2015 Preliminary Budget (Public Comment)
ESA Readiness Update

President

November 2014 (Joint Meeting with MNR)

2015 Preliminary Budget (Public Comment)
Review of Committee Charter
Diversity/EEO Report – 3rd Q 2014
Elevator & Escalator Service Report – 3rd Q 2014
2014 Holiday Schedule

Committee Chair & Members
Administration/Diversity
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

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

MARCH 2014

2013 Annual Ridership/Marketing Plan Report

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

Annual Strategic Investments & Planning Study

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

2014 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2014.

Diversity & EEO Report– 4th Quarter 2013

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

APRIL 2014 (Joint Meeting with MNR)

Final Review of 2013 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2014

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 – 1st Quarter 2014

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

Diversity & EEO Report– 1st Quarter 2014

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

JUNE 2014

Positive Train Control

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

Penn Station Retail Development

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

JULY 2014

Environmental Audit Report

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

Elevator & Escalator Service Report – 2nd Quarter 2014

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

Diversity & EEO Report– 2nd Quarter 2014

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

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– 3rd Quarter 2014

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

Elevator & Escalator Service Report – 3rd Quarter 2014

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

Holiday Schedule

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

DECEMBER 2014

2015 Final Proposed Budget

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

Proposed 2015 Committee Work Plan

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

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

March 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>
Base Cost	\$ 9.298 B	\$ 9.348 B	\$ 9.535 B	\$ 9.657 B
Risk/Contingency	\$ 0.395 B	\$ 0.444 B	\$ 0.446 B	\$ 0.652B
Total Project Cost	\$ 9.693 B	\$ 9.792 B	\$ 9.981 B	\$ 10.309B

* An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan.

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

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Contractor continues waterproofing of the GCT West Cavern and GCT 1 & 2 East Wye, installing water barrier in the GCT East Cavern walls and pits, and installing track drainage and pouring invert concrete in Tail Tunnel.
- **55th Street Vent Plant Facility (CM013A):** All blasting under the future facility has been completed. The contractor has shifted to waterproofing operations in the plenum and cavern areas.
- **GCT Concourse and Facilities Fit-Out Early Work (CM014A):** Substantial completion is rescheduled for December 2014 due to substantial SCADA redesign work.

- **Plaza Substation and Queens Structures (CQ032):** The B10 substation, Roosevelt Island, Vernon Boulevard and 12th Street facilities were completed in March and are ready for the follow-on Systems Package 1 – Facilities Systems (CS179) contractor.
- **Harold Structure Part 1 and GO2 Substation (CH053):** 12kV Commissioning Plan was finalized with Amtrak in February. Testing of the feeders prior to cutover is scheduled to commence in late March with cutover of the C3 feeder to follow in April. Cutover of the remaining C1 & C2 feeders is expected by May. This is critical as it enables the project to de-energize and remove the existing 12kV ductbank.
- **GCT Caverns (CM007):** An Industry Outreach was conducted in February and the results from this outreach are being evaluated and incorporated into the GCT Caverns package.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - March 2014

Expenditures thru February 2014; \$s in million

	Budget**	Expenditures
Construction	\$ 6,441.7	\$ 3,581.6
Design	\$ 671.5	\$ 615.8
Project Management	\$ 763.4	\$ 549.9
Real Estate	\$ 166.3	\$ 108.7
Rolling Stock†	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,856.0

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan.

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2012 Reforecast Award Date	Actual/ Forecast Award Date**	Planned Completion at Award*	Forecast Completion**
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$51.8	\$49.0	\$2.8	\$27.2	Nov-2011	Nov-2011	Apr-2013	Dec-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.4	\$2.5	\$14.5	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$220.7	\$200.6	\$20.1	\$16.0	N/A	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures		<i>In Procurement</i>			N/A	Mar-2014	N/A	Nov-2016
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$217.8	\$213.6	\$4.2	\$87.0	Aug-2011	Aug-2011	Aug-2014	Dec-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$276.5	\$235.2	\$41.3	\$187.8	Jan-2008	Jan-2008	Feb-2011	Dec-2014
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$114.7	\$104.3	\$10.4	\$0.0	N/A	Nov-2013	Feb-2016	Feb-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		<i>In Design (Repackaging)</i>			N/A	Nov-2014	N/A	Sep-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			Oct-2013	Jul-2015	N/A	Mar-2018
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179)		<i>In Procurement</i>			Sep-2012	Mar-2014	N/A	TBD**
Systems Package 2: Tunnel Systems (CS284)		<i>In Design (Repackaging)</i>			Apr-2013	TBD**	N/A	TBD**
Systems Package 3: Signal Equipment (VS086)		<i>In Procurement</i>			Mar-2013	Mar-2014	N/A	TBD**
Systems Package 4: Traction Power (CS084)		<i>In Design (Repackaging)</i>			Apr-2013	Jul-2014	N/A	TBD**

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

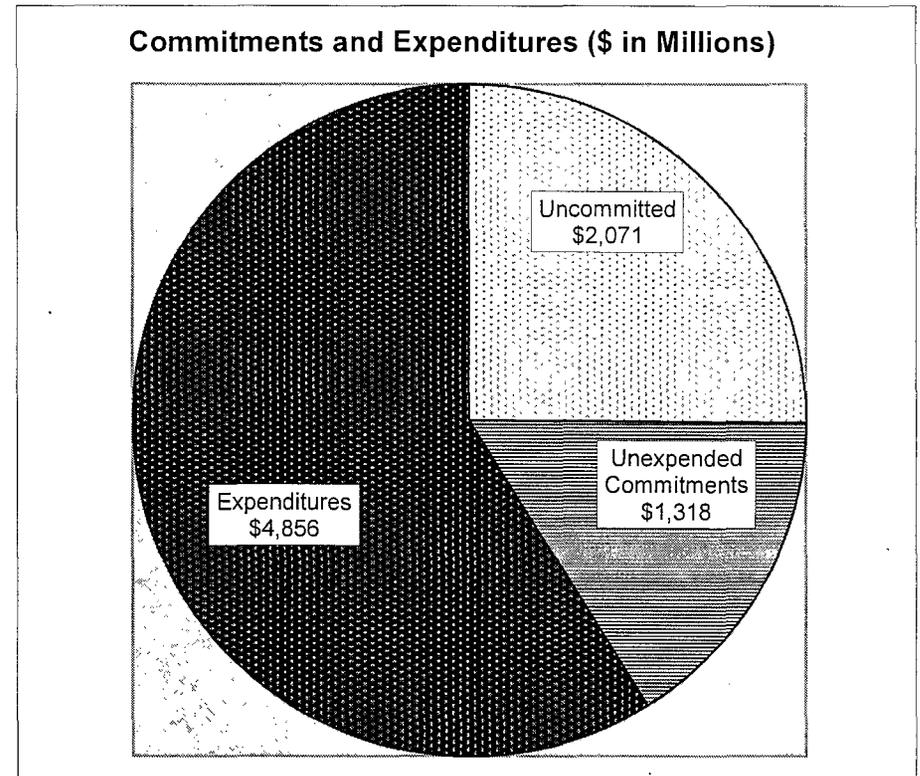
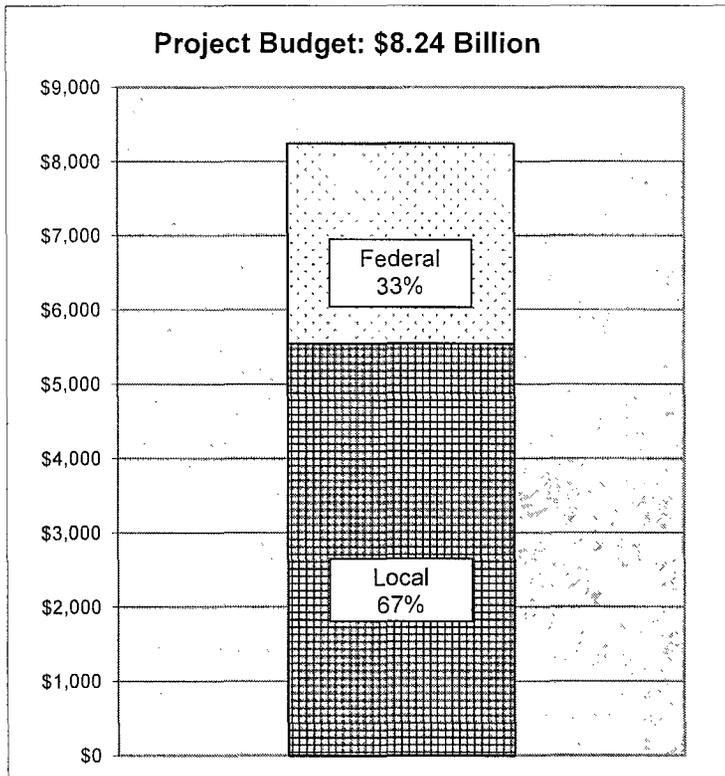
**Project reforecasting is being finalized. Overall budget of \$ 8.245 B and schedule are being adjusted. For more information please see "Budget and Schedule Forecast Comparisons" in the prior section of this report. Contract dates and budgets will also be adjusted.

East Side Access Status

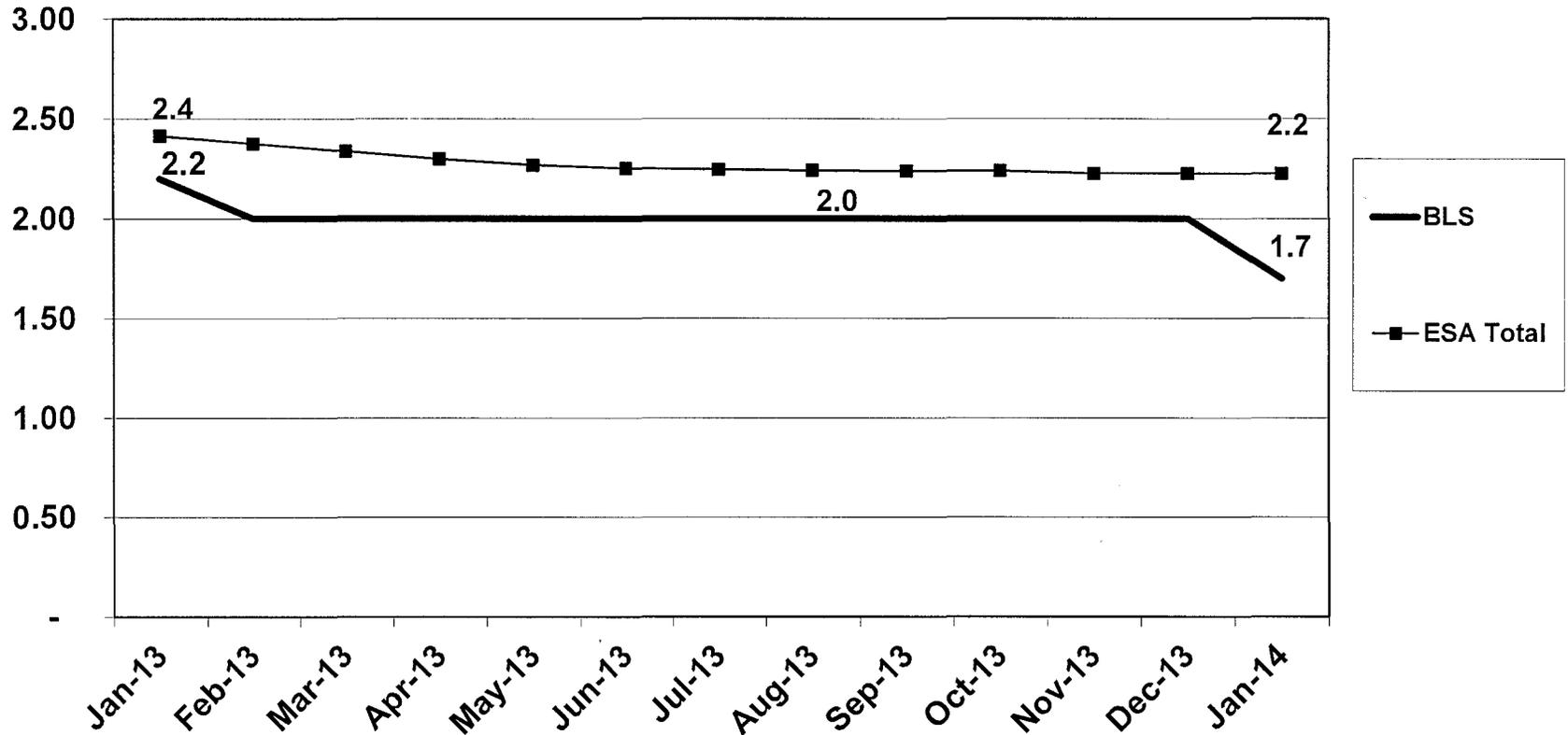
Report to the Railroad Committee - March 2014
(data thru February 2014)

MTA Capital Program \$ in Millions	Funding Sources			Status of Commitments			
	Budgeted	Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	785	785	1,529	5	1,498
2005-2009	2,683	838	1,845	1,176	2,677	6	2,482
2010-2014	3,154	3,149	5	5	1,811	1,343	719
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,546	\$ 2,699	\$ 2,030	\$ 6,174	\$ 2,070	\$ 4,856

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



**Lost Time Injury Rate
East Side Access Project, 2013-2014
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



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide**

February 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	4	1	25%
Felony Assault	2	2	0	0%
Burglary	2	2	0	0%
Grand Larceny	9	20	-11	-55%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	18	28	-10	-36%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	7	3	43%
Felony Assault	7	5	2	40%
Burglary	3	4	-1	-25%
Grand Larceny	30	40	-10	-25%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	50	56	-6	-11%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

February 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	3	13	-10	-77%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	15	-9	-60%

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	5	4	1	25%
Burglary	1	1	0	0%
Grand Larceny	13	25	-12	-48%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	23	31	-8	-26%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad**

February 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	3	-1	-33%
Felony Assault	1	0	1	100%
Burglary	2	2	0	0%
Grand Larceny	5	7	-2	-29%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	10	12	-2	-17%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	4	1	25%
Felony Assault	2	1	1	100%
Burglary	2	3	-1	-33%
Grand Larceny	16	13	3	23%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	25	21	4	19%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

February 2014 vs. 2013

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

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	2	-1	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	4	-2	-50%

INDEX CRIME REPORT
Per Day Average
February 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	2	2	1
Fel. Assault	2	1	1	0
Burglary	2	0	2	0
Grand Larceny	9	3	5	1
GLA	0	0	0	0
Total	18	6	10	2
Crimes Per Day	0.64	0.21	0.36	0.07



MTA Police Department Arrest Summary: Department Totals

3/3/2014
12:38:56PM

1/1/2014 to 2/28/2014

Arrest Classification	Total Arrests
Robbery	6
Felony Assault	4
Burglary	1
Grand Larceny	7
Aggravated Unlicensed Operator	9
Assault-Misdemeanor	11
Breach of Peace	2
Criminal Impersonation	1
Criminal Mischief	11
Criminal Possession Stolen Property	2
Criminal Trespass	2
Disorderly Conduct	2
Drug Offenses	8
DUI Offenses	1
Falsely Reporting an Incident	1
Forgery	5
Fraud	2
Graffiti	2
Harassment	4
Menacing	1
Obstruct Government	1
Petit Larceny	15
Public Lewdness	3
Resisting Arrest	12
Sex Offenses	2
Theft of Services	15
VTL Offenses	1
Warrant Arrest	11
Weapons Offenses	2
Arrest Totals	144



Long Island Rail Road

INFORMATION

ITEMS



Long Island Rail Road

**2013 ANNUAL
LONG ISLAND RAIL ROAD
RIDERSHIP REPORT**

March 2014

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 - 4. Advertising
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I. INTRODUCTION

This report summarizes Long Island Rail Road's annual ridership trends for 2013 based on ticket sales data and the results of individual train counts conducted during the mid-week and on weekends in the Spring and Fall 2013 season. It contains an executive summary with the key highlights of the 2013 LIRR ridership performance and the 2014 outlook; summarizes 2013 annual ridership trends based on ticket sales data; details Spring and Fall 2013 ridership trends based on train counts for an average weekday and weekend; and presents other factors impacting ridership such as Special Events and Promotions.

Ticket sales data provides comprehensive information regarding overall Long Island Rail Road ridership trends. However, in order to obtain specific travel patterns by train, origin/destination station and time period, a detailed process of regularly counting customers is required. The counts are also essential for making operational decisions about consist adjustments and schedule/frequency of service modifications. They are conducted during the Spring (March through May) and Fall (from early September through mid-November) in order to avoid the impacts of seasonality. Additional information from seasonal and holiday counts are also factored in. Every revenue train is counted on board east/west of Jamaica Station.

To obtain more detailed information about customer travel patterns, the LIRR is currently conducting an extensive Origin and Destination Study in conjunction with the MTA. The results are expected later this year.

II. EXECUTIVE SUMMARY

The MTA Long Island Rail Road experienced 2 percent ridership growth in 2013 over 2012. A surge in train travel over the last three months of 2013 helped boost ridership to 83.4 million passenger trips, the 7th best ridership in 60 years and an increase of one million passengers over the previous year.

Both the Commutation and Non-Commutation markets experienced ridership growth. Commutation ridership was strong, indicating that the region's economy improved and customers responded favorably to service restorations.

In 2013, the LIRR took a number of steps that helped boost weekend and leisure travel, including an enhanced service plan to meet new demand created by the opening of the Barclays Center in Brooklyn, located adjacent to the LIRR's Atlantic Terminal. In the summer, the LIRR made adjustments to the Montauk schedule, including moving the departure point of the Friday afternoon Cannonball express train to Penn Station. In November, the LIRR restored half-hourly weekend service on the Port Washington Branch.

The annual farebox revenue was \$632.1 million in 2013. Ticket sales were 31.8 million tickets compared to 31.6 million tickets in 2012 (+0.5%). In terms of market segments, the ticket sales for the Commutation market grew 1.6% as a steadily improving economy supported work trips to Manhattan, while Non-Commutation ticket sales grew +2.8% as the popular new service to Barclays Center boosted the number of railroad customers travelling to Brooklyn. In 2013 the LIRR Leisure business generated \$2.1 million revenue based on a comprehensive mix of promotional Deals & Getaways and discounted Packages.

Weekday ridership increased more than weekend ridership. Weekday (west of Jamaica travel) ridership increased 1.7% and the weekend ridership increased 1.1%. The largest increase (+7.3%) occurred on AM Peak trains arriving in Western Terminals between 6:00 AM and 6:30 AM and during the PM Peak, the largest increase (+2.8%) occurred between 6:00 PM and 6:30 PM.

Some of the key highlights in 2013 include:

- Fleet Reliability Continues to Improve

LIRR train fleet achieved record levels of reliability for the second year in a row, as measured in mean distance between failures (MDBF), with an overall fleet average of 205,890 miles MDBF, an 11,500 mile improvement over 2012.

- Port Washington Branch Service Restoration

In November 2013, half-hourly service was restored on the Port Washington Branch on weekends. This service had been reduced to hourly intervals in September 2010 due to budget cuts in 2010. Subsequently, 93.2 % of Port Washington customers surveyed said they were satisfied with the change; 76 % said they traveled more frequently on the LIRR as a result of the additional service; and 81 % said they would take the LIRR more frequently in the future.

- Montauk Branch – Meeting Customer Demand

New Cannonball Service initiated from Penn Station – connecting NYC and the East End in 94 minutes. Now a non-stop Express Train from Penn, first stop Westhampton, this is a change from previous years when the Cannonball departed from Hunterspoint Avenue with a stop in Jamaica. As a result, ridership on the Cannonball's Hampton Reserve cars grew by 107% and reserved seats were fully booked for the season by early July. Also, the first-ever westbound Cannonball train from Montauk was introduced on summer Sunday nights, bringing customers back from Montauk to Penn Station, including a nonstop run from Westhampton to Jamaica, then on to Penn. This resulted in more than 8,000 ticket sales.

- Brooklyn Barclays Center

2013 ridership to Brooklyn increased 146% during special events compared to normal levels. Train service from Atlantic Terminal was extended to 2 AM in response to requests for more service after events at the nearby Barclays Center. The addition of eight additional Brooklyn trains resulted in half-hourly service in both directions.

- Train Service Improvements

The LIRR restored six rush hour trains that had been discontinued in 2010 as the result of budget cuts. Branches benefiting from the restored peak service included the Long Beach, Montauk, Port Jefferson and West Hempstead lines. Also, the LIRR extended weekend train service between Greenport and Ronkonkoma for 10 additional weekends each year in an effort to support the growth of North Fork tourism and leisure markets.

- Sports and Entertainment Market

Extra train service and customer service personnel were provided to support Major League Baseball's All Star Game and related promotional activities, held at Citi Field in July. This three-day event brought more than 15,000 LIRR customers to the Mets Willets Point station. Also, the LIRR cultivated partnerships with the New York Islanders (including the first-ever hockey game at Barclays Center with the Islanders taking the LIRR to Brooklyn) and the New York Cosmos team (LIRR promotion of games at Hofstra University) to increase ridership to sporting events. Extra train service was also provided to/from the U.S. Open Women's Championship at the Sebonack Golf Club in Southampton.

In August, a concert took place for the first time in recent history at the Forest Hills Tennis Stadium with almost 9,000 customers "Taking The Train To The Concert." Continuing its

successful program to provide service to the Meadowland's MetLife Stadium, the LIRR carried 11,628 LIRR customers generating \$105,293 revenue. As in previous years, the New York Racing Association agreed to subsidize the rail service to the Belmont Park. The LIRR carried about 36,000 customers to the spring and fall meets at Belmont.

- Sustainability Initiatives

The LIRR participated in the first 1st Annual Long Island Car Free Day on September 20th, encouraging all Long Islanders to give up their cars and try mass transit, carpooling, walking and bicycling. This effort resulted in successful recruitment of more than 2,500 new Mail&Ride subscribers. The event was organized by the Long Island Rail Road's Transit Solutions program and the New York State Department of Transportation 511NYRideshare program, and was supported by businesses and transit providers, including the Nassau Inter-County Express and the North Shore-LIJ Health System.

2014 Outlook

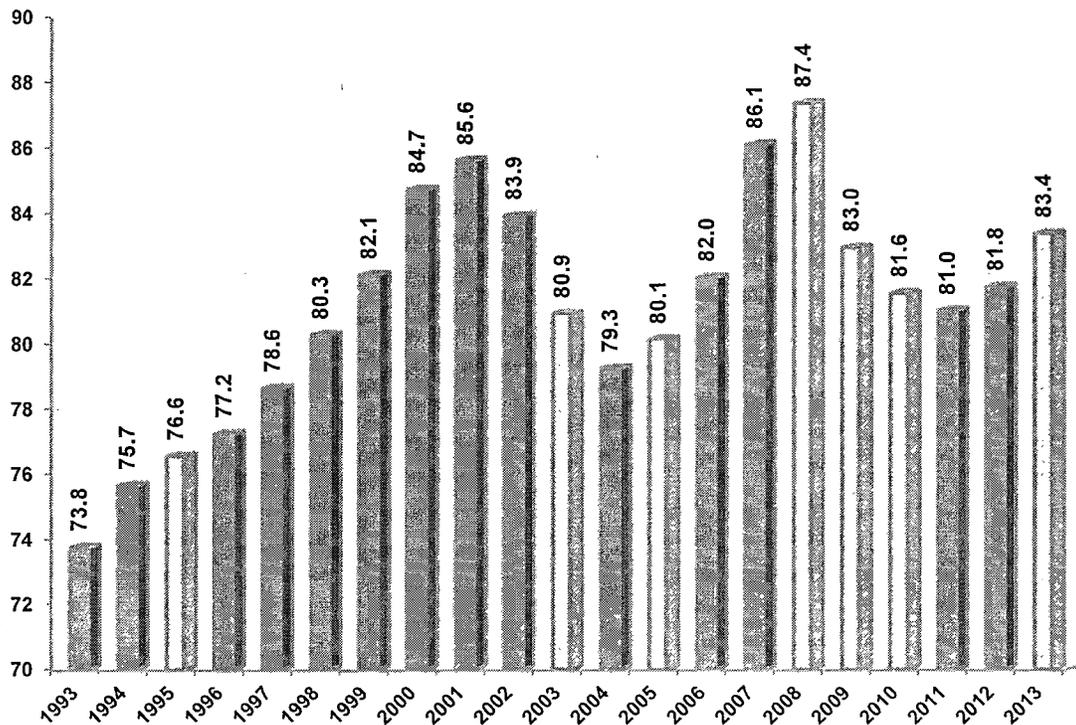
Some of the 2014 highlights include:

- LIRR's revenue growth is currently ahead of projections.
- Service enhancements were introduced in February 2014, affecting LIRR branches, such as the Babylon Branch. Service investments combined with the positive impact of the NYC growing economy contribute to the LIRR's higher ridership expectations.
- In 2014, the LIRR will continue to foster new opportunities to build on its successful promotional Deals & Getaways in recent years and introduce attractive NYC & LI value-added packages. Furthermore, the LIRR will capitalize on cross marketing opportunities with the ILNY program and expand the market with regional partners (Amtrak, NJT etc.).
- The continued success in the sports and entertainment segment is expected to accelerate with the refurbishment of Madison Square Garden, which will add more than 100 shows in 2014, including monthly Billy Joel concerts. Major sports venues including the Cosmos soccer team at Hofstra University, the Mets at Citi Field, football games at the Meadowlands, horseracing at Belmont Park, and tennis at the US Tennis Center are expected to generate new ridership growth opportunities as the economy continues to improve.
- The LIRR is uniquely positioned with access to all major local airports, which offer incremental ridership growth opportunities and revenue: JFK (via AirTrain), LaGuardia (via MTA Bus), MacArthur (via LIRR package) and Newark Liberty (via NJT).
- The local success of the New York Resorts World Casino with a new shuttle bus depot opening in Jamaica and excellent train/bus coordination will continue to offer opportunities for ridership growth.
- As we move forward into 2014, we will be monitoring the impact of the changes in the regional and Long Island economy to evaluate the commutation market. The LIRR will continue to build on its focus for ridership growth by positioning attractive Getaways & Packages by introducing new attractive New York City & Long Island destinations.
- In 2014, the LIRR will maintain the commitment to evaluate train service demands and enhancements as part of the July financial plan. In addition, the LIRR will commence a Network Strategy Study, a comprehensive look at the markets we serve, service goals for these markets and infrastructure and service investments required to optimally serve each market. This effort will update the 1994 Network Strategy Study, which provided a blue print for investment and growth over two decades. The first phase of the new Network Strategy

Study will concentrate on LIRR's diesel territory, assessing current and future needs and identifying service options for evaluation.

III. 2013 ANNUAL RIDERSHIP IN DATA FORMAT (Based On Ticket Sales)

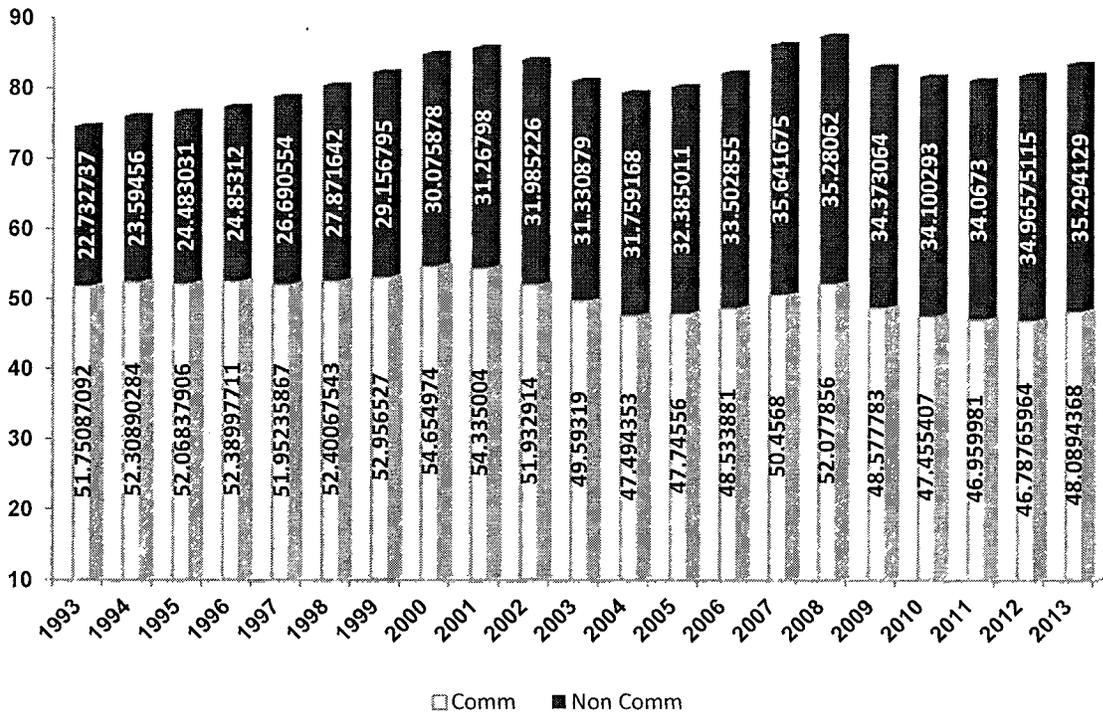
1993-2013
Total Ridership



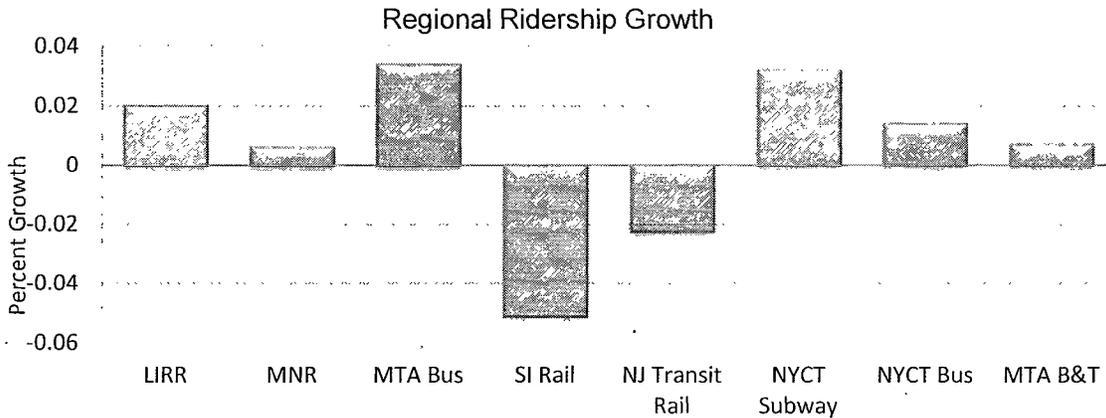
Total 2013 annual ridership was 83.4 million passengers; up 2.0% from 2012.

- Fare increases as indicated by the patterned bars occurred in 1995 at 9.0%, 2003 at 25.0%, 2005 at 5.0%, 2008 at 3.9%, 2009 at 10.0% and 2010 at 8.8% that was implemented on December 30, 2010.
- In 2013, an average fare increase 8.69% was implemented on March 1, 2013.

1993 – 2013
Commutation/Non Commutation Ridership by Ticket Category



- Commutation ridership increased during the past year (+2.8%).⁽¹⁾
- Non-Commutation ridership increased during the past year (+1.0%).



⁽¹⁾ The trends shown were calculated based on ticket sales data and therefore reflect aggregate annual ridership trends by ticket type used, not by the time period of travel. (i.e., commutation ridership consists of trips made with monthly and weekly commutation tickets which are used on both peak and off-peak trains, while non-commutation ridership consists of trips made with one-way and ten-trip tickets which are also used on both peak and off-peak trains)

RIDERSHIP BY BRANCH 2013 VS. 2012			
	2013	2012	2013 VS. 2012
Branch Description	Ridership	Ridership	% Change
Babylon Branch	17,704,306	17,435,918	1.5%
City Zone Branch	7,430,142	7,402,242	0.4%
Far Rockaway Branch	5,425,538	5,285,729	2.6%
Greenport Branch	44,081	46,375	(4.9%)
Hempstead Branch	3,746,763	3,667,931	2.1%
Long Beach Branch	4,496,166	4,531,732	(0.8%)
Montauk Branch	2,132,600	2,075,075	2.8%
Oyster Bay Branch	1,688,024	1,645,524	2.6%
Port Jefferson Branch*	18,281,561	17,809,619	2.6%
Port Washington Branch	11,975,058	11,623,764	3.0%
Ronkonkoma Branch	9,774,589	9,546,223	2.4%
West Hempstead Branch	685,422	683,279	0.3%
Total	83,384,249	81,753,411	2.0%

* Port Jefferson Branch includes the electric service portion of the branch with Mineola, Hicksville and Huntington Stations.

- Ridership increased on ten LIRR Branches.
- The Port Washington Branch showed the largest percent increase (+3.0%), which is attributed to the restoration of the weekend half-hourly service, while the Montauk branch also saw significant gains (+2.8%) from increased travel to the Hamptons.
- The Long Beach Branch experienced a slight decline in ridership due to the lingering effects from Superstorm Sandy.

IV. 2013 RIDERSHIP BOOK IN TABLE FORMAT (Based On Train Counts)

Long Island Rail Road Spring & Fall ridership counts consist of on-board train counts on all revenue trains East/West of Jamaica Station. In 2013 all trains were counted one to six times during the Spring and then again during the Fall season. The resulting Spring & Fall counts were averaged to obtain over-the-year ridership.

It should be noted that due to the physical characteristics of the Long Island Rail Road, all Branches, with the exception of the Port Washington Branch, converge at Jamaica Station and then diverge to three western terminals (Penn Station, Atlantic Terminal and Hunterspoint Avenue/Long Island City Terminals). The East and West of Jamaica counts are provided in table format.

The key highlights include:

East of Jamaica Station

- The Babylon Branch carries the most LIRR customers (65,310 customers), followed by the Ronkonkoma Branch servicing 47,430 customers on an average day.
- Weekday ridership increased.
- Weekend ridership increased (both on Saturdays and Sundays).
- Total Reverse Peak increased: the AM Reverse Peak ridership decreased, while PM Reverse Peak ridership increased.

West of Jamaica Station

- Weekday ridership increased to/from Penn Station, Atlantic Terminal and HPA/LIC.
- Ridership increased during the AM Peak period. The largest increase occurred during the 6:00AM to 6:30AM time period. Ridership increased during the PM Peak period. The largest increase occurred during the 6:00PM to 6:30PM time period.
- Total weekday off-peak ridership increased with the largest growth occurring during midday (12PM to 1PM).
- Total weekend ridership increased. Weekend ridership to/from Penn Station decreased on Saturday and increased Sunday. Atlantic Terminal ridership increased on both Saturday and Sunday.
- Total Reverse Peak ridership increased at Penn Station, and decreased at Atlantic Terminal.

Holiday Period

- Year-end holiday travel decreased in 2013 based on inclement weather.

East of Jamaica Station

	2012	2013	% Change
AM Rush Hours	95,120	96,420	1.37%
PM Rush Hours	79,390	80,410	1.28%
Off-Peak Weekdays	86,500	88,710	2.55%
Average Daily	261,010	265,540	1.74%
Saturday	103,820	104,440	0.60%
Sunday	81,990	83,510	1.85%
AM Branch:			
Babylon	23,200	23,600	1.72%
Montauk Diesel	3,240	3,200	-1.23%
Hicks/Huntington	13,470	13,790	2.38%
Pt. Jefferson Diesel	4,020	4,090	1.74%
Port Washington	14,990	15,080	0.60%
Ronkonkoma	15,760	16,060	1.90%
East of Ronkonkoma	50	50	0.00%
Long Beach	7,580	7,630	0.66%
Hempstead	4,600	4,610	0.22%
Far Rockaway	5,320	5,240	-1.50%
Oyster Bay	2,310	2,340	1.30%
West Hempstead	1,360	1,520	11.76%
PM Branch:			
Babylon	19,530	19,770	1.23%
Montauk Diesel	1,990	1,920	-3.52%
Hicks/Huntington	11,770	11,910	1.19%
Pt. Jefferson Diesel	3,400	3,550	4.41%
Port Washington	13,170	13,540	2.81%
Ronkonkoma	12,730	12,530	-1.57%
East of Ronkonkoma	40	40	0.00%
Long Beach	6,350	6,260	-1.42%
Hempstead	4,170	4,220	1.20%
Far Rockaway	4,320	4,490	3.94%
Oyster Bay	1,860	1,860	0.00%
West Hempstead	1,120	1,140	1.79%

West of Jamaica Station

	2012	2013	% Change
AM Peak	92,570	93,510	1.0%
PM Peak	77,630	78,370	1.0%
AM Reverse Peak	5,950	6,140	3.2%
Reverse Totals	14,610	15,190	4.0%
Weekday Totals	248,790	252,460	1.5%
Weekend Total	178,500	179,600	0.6%
Weekly Total	1,422,450	1,441,900	1.4%
AM Peak Trains			
Penn Station	80,430	81,110	0.8%
Atlantic Terminal	9,310	9,540	2.5%
HPA/LIC	2,830	2,860	1.1%
PM Peak Trains			
Penn Station	68,960	69,390	0.6%
Atlantic Terminal	6,450	6,620	2.6%
HPA/LIC	2,220	2,360	6.3%
AM Reverse Peak Trains			
Penn Station	4,350	4,590	5.5%
Atlantic Terminal	1,600	1,550	-3.1%
HPA/LIC	0	0	
PM Reverse Peak Trains			
Penn Station	7,290	7,650	4.9%
Atlantic Terminal	1,370	1,400	2.2%
HPA/LIC	0	0	
PM Reverse Peak	8,660	9,050	4.5%
Weekday Off-Peak Trains			
Penn Station	69,610	71,860	3.2%
Atlantic Terminal	8,830	8,580	-2.8%
HPA/LIC	150	140	-6.7%
Weekday Off-Peak	78,590	80,580	2.5%
Weekend Totals			
Penn Station	162,750	162,770	0%
Atlantic Terminal	15,750	16,830	6.9%
HPA/LIC	0	0	
<i>*Total derived from Weekday times 5 plus weekend</i>			

HOLIDAY PERIOD (Thanksgiving-New Year's)

The Long Island Rail Road experienced lower overall ridership during the 2013 Year-End Holiday period due primarily to the effects of inclement weather.

Thanksgiving Day ridership from Jamaica Station to Penn Station between 7 AM and 10:30 AM was lower (-41%) than 2012 primarily due to high winds and a last minute decision to hold the parade. There were 6,984 less customers. Ridership from Penn Station Eastbound between 10 AM and 2:30 PM was lower (-17%) than 2012 resulting in 6,271 less customers. Overall ridership resulted in 15,381 less customers.

On New Year's Eve inbound ridership to Penn Station (between 4 PM and 10 PM) was -28% lower than 2012 resulting in 13,741 less customers.

Early morning outbound ridership from Penn Station (between Midnight and 6:30 AM) on New Year's Day was -32% lower than 2013 resulting in 11,615 less customers.

V. OTHER FACTORS IMPACTING RIDERSHIP

1. CUSTOMER SATISFACTION

The Long Island Rail Road achieved a customer satisfaction rating with an overall score of 84%, indicating the majority of customers were satisfied with the LIRR. Train service also received a score of 84%. Boarding stations received an 88% overall satisfaction rating. Overall customer satisfaction declined slightly in 2013 as a result of a fare increase taking place in March 2013 and the lingering operational effects as a result of Super Storm Sandy.

2. SPECIAL EVENTS

Special events during 2013 contributed to our ridership and revenue base accounting for approximately 342,595 incremental rides ⁽¹⁾ and \$3,053,690 revenue.

<u>Description</u>	<u>Ridership</u>	<u>Gross Revenue</u>
St. Patrick's Day to/from Parade ⁽¹⁾	53,105	\$473,347
Belmont Service ⁽²⁾	22,083	\$196,835
Mets Opening Day ⁽¹⁾	5,848	\$52,124
Montauk Summer ⁽¹⁾	208,796	\$1,861,085
Thanksgiving Day from Parade ⁽¹⁾	5,520	\$49,202
Thanksgiving Day to Parade ⁽¹⁾	23,189	\$206,693
New Year's Eve ⁽¹⁾	24,054	\$214,403
Total	342,595	\$3,053,690

⁽¹⁾ Reflects incremental change vs. normal 2012 Ridership Book

⁽²⁾ Reflects actual ridership to/from event.

3. PROMOTIONS

Promotional programs have contributed to the increased 2013 ridership with over 353,000 customers and generated revenue growth in 2013 with a total of approximately **\$2.1 million** in revenue through a successful mix of promotional Deals & Getaways.

<u>Description</u>	<u>Top Programs</u>	<u>Ridership</u>	<u>Net Revenue</u>
Beach Getaways	Long Bch, Jones Bch, FI	152,682	\$957,964
Group Travel	Schools, Libraries	96,947	\$354,437
Package Tickets	Holiday Shows, Free Rail	21,592	\$153,839
LI Getaways	Splish Splash, Opus	24,525	\$135,418
Belmont	Stakes, Spring & Fall Meet	35,851	\$252,716
NYC Getaways	Auto Show, Harry Potter	16,854	\$120,465
Hamptons Reserve	Cannonball Fridays	4,876	\$124,286
Totals		353,327	\$2,099,124

4. ADVERTISING

In addition to LIRR's focus on quality service delivery and infrastructure improvements, marketing advertising programs contribute to ridership and revenue growth. The LIRR ran targeted print/radio/web campaigns supported by social media for the following:

- NYC/LI Getaways
- Beach Packages
- Barclays Center – Brooklyn
- New Cannonball Service from Penn Station
- Year-end Holiday Service
- 2013 All-Star Game at Citi Field

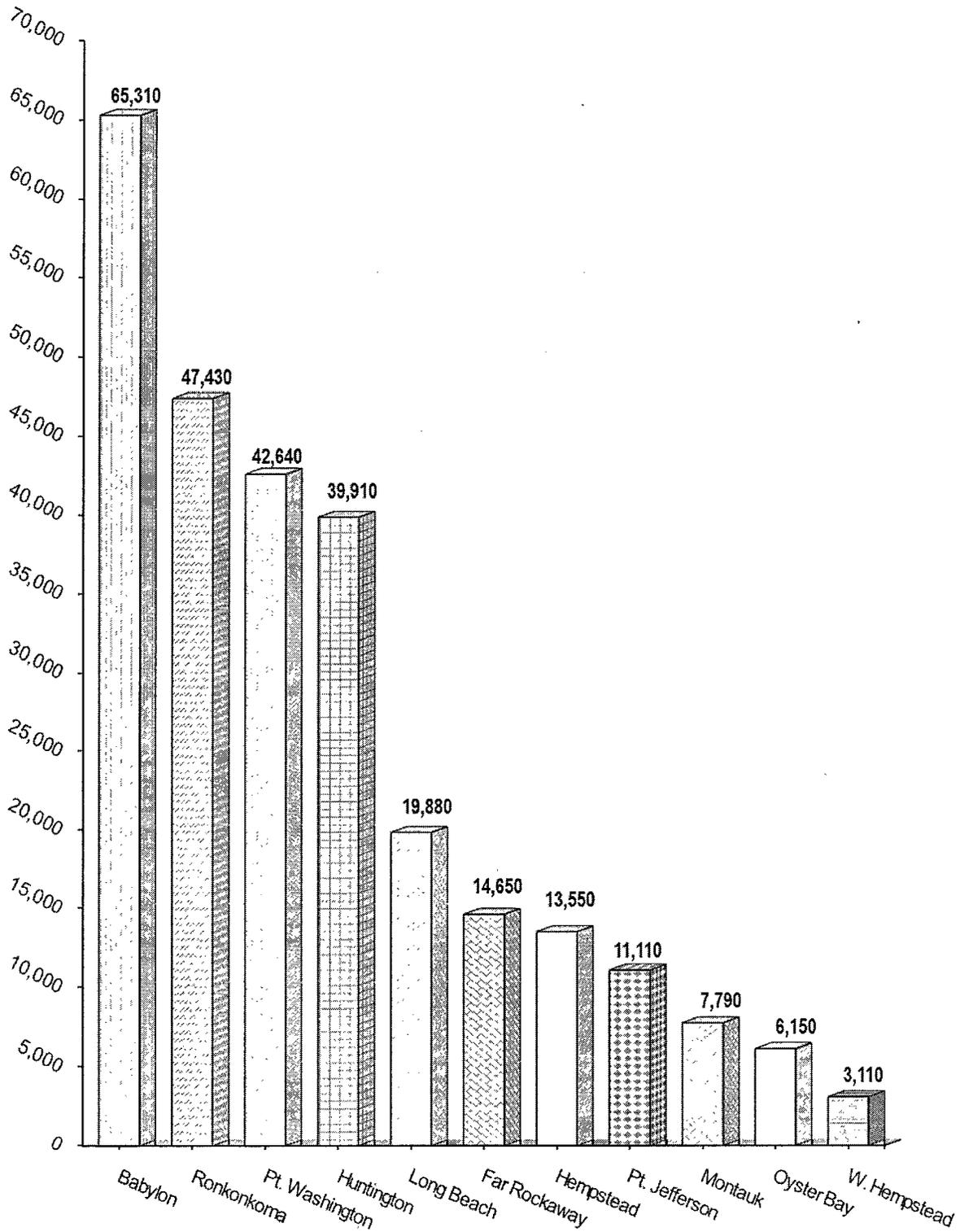
5. SALES OUTREACH

- The LIRR, along with the North Fork Promotion Council and the Long Island Wine Council implemented a "North Fork Wine Train" on Friday afternoons from Memorial Day to Labor Day on the Ronkonkoma to Greenport train. Each week wines were featured from various LI vineyards for sale to customers.
- In addition to traditional advertising, the 2013 Sales Outreach program established a presence at major conferences, corporate and community events and worked with Chamber of Commerce offices to help with their specific initiative:
 - The LIRR worked with the Long Beach officials to help economic recovery efforts after Superstorm Sandy – promoted local bus service from LIRR station to east end of Long Beach, as well as merchant coupon offerings added to our beach package.
 - Extended service to North Fork and promoted Long Island Wineries through fall of 2013.
- Promotional tables were manned at events such as the Annual Oyster Festival and some of the major shows at the Javits Center including: Auto Show, NY Times Travel Show and GLBT Expo.

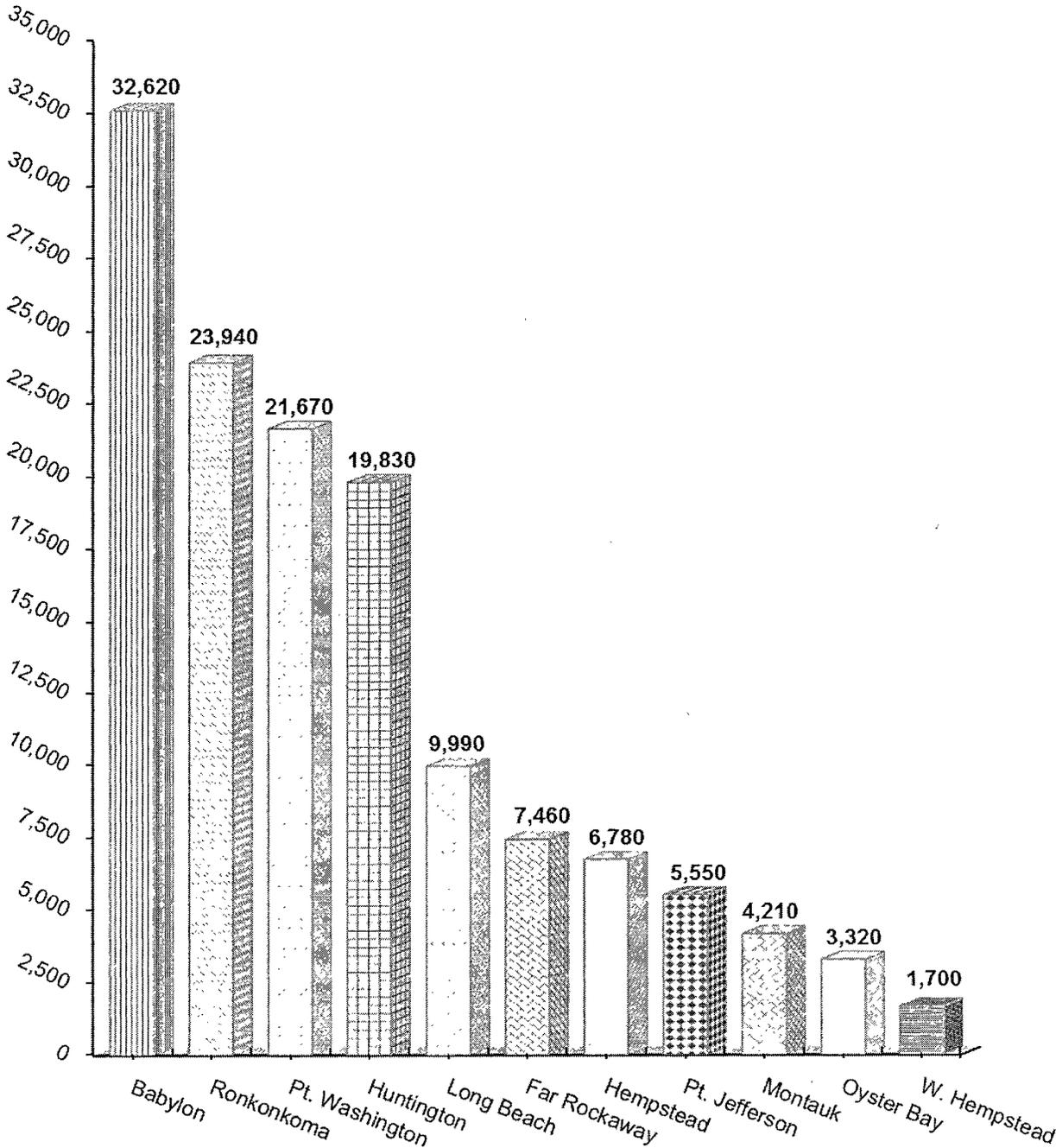
- Sales outreach also includes visits to schools for safety and group travel. A bi-annual newsletter is printed and distributed to over 7K school teachers and other group leaders.
- Social media posts were completed on a regular basis for Facebook, Twitter, Instagram and YouTube. The LIRR utilizes a segmented approach to obtain followers for our LIRRTrain2Game and LIRR Deals4U twitter accounts. Emails/blasts are also sent to groups in various segments.
- Partnered with The New York Islanders – to start building an audience for the LIRR when they move to Barclay Center in 2015 – NY Islanders rode the train to their first practice game in Barclays Center.
- Staples Marketing is a LIRR marketing/sales outreach program to increase train usage in Nassau County which has contacted over 1,500 businesses, including universities, hospitals, local business and employee trade fairs to promote the transit benefit pre-tax program.

APPENDIX
Graphs and Tables

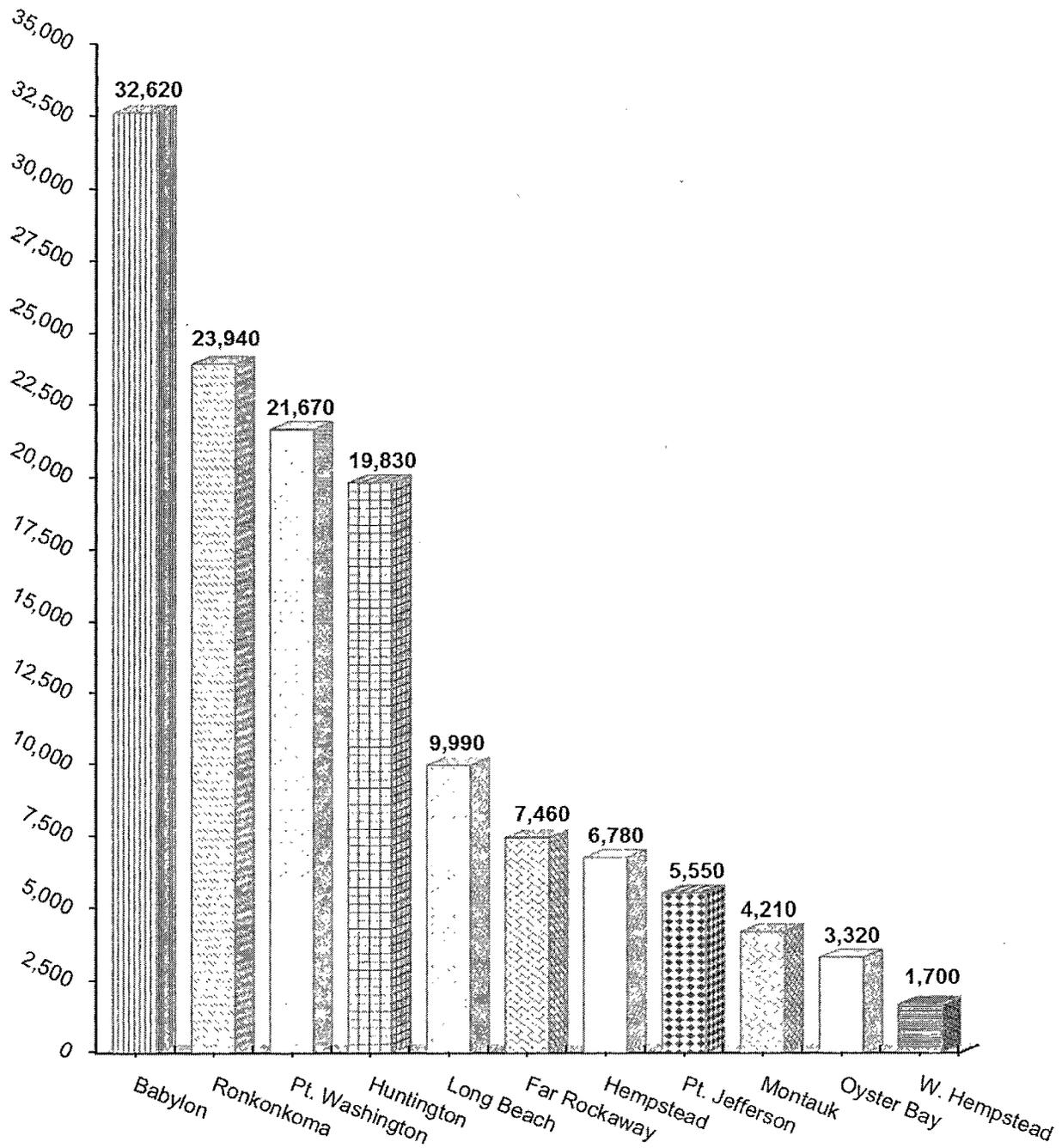
Daily Branch Travel 2013 – East of Jamaica



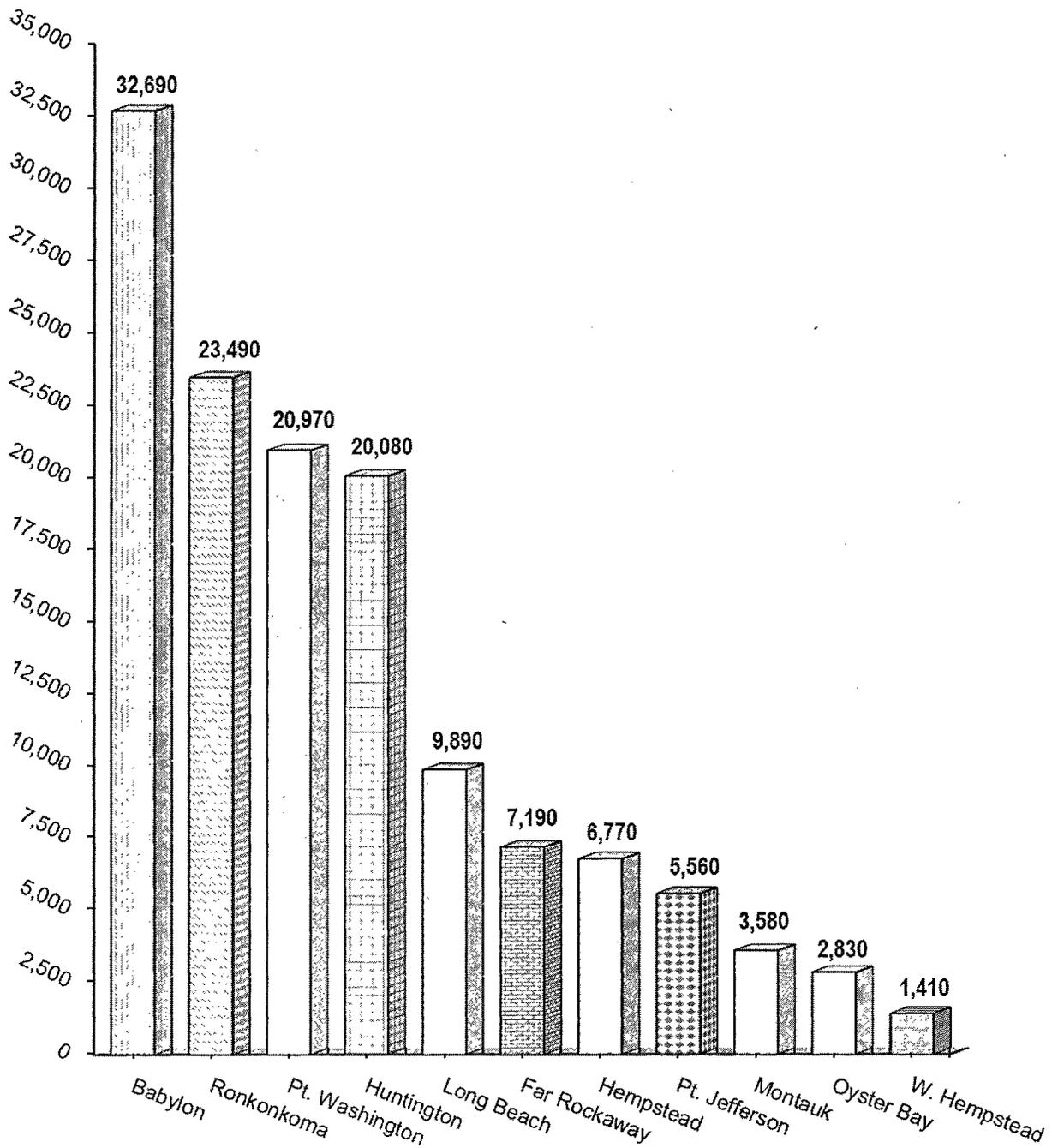
Daily Branch Travel 2013 – West of Jamaica



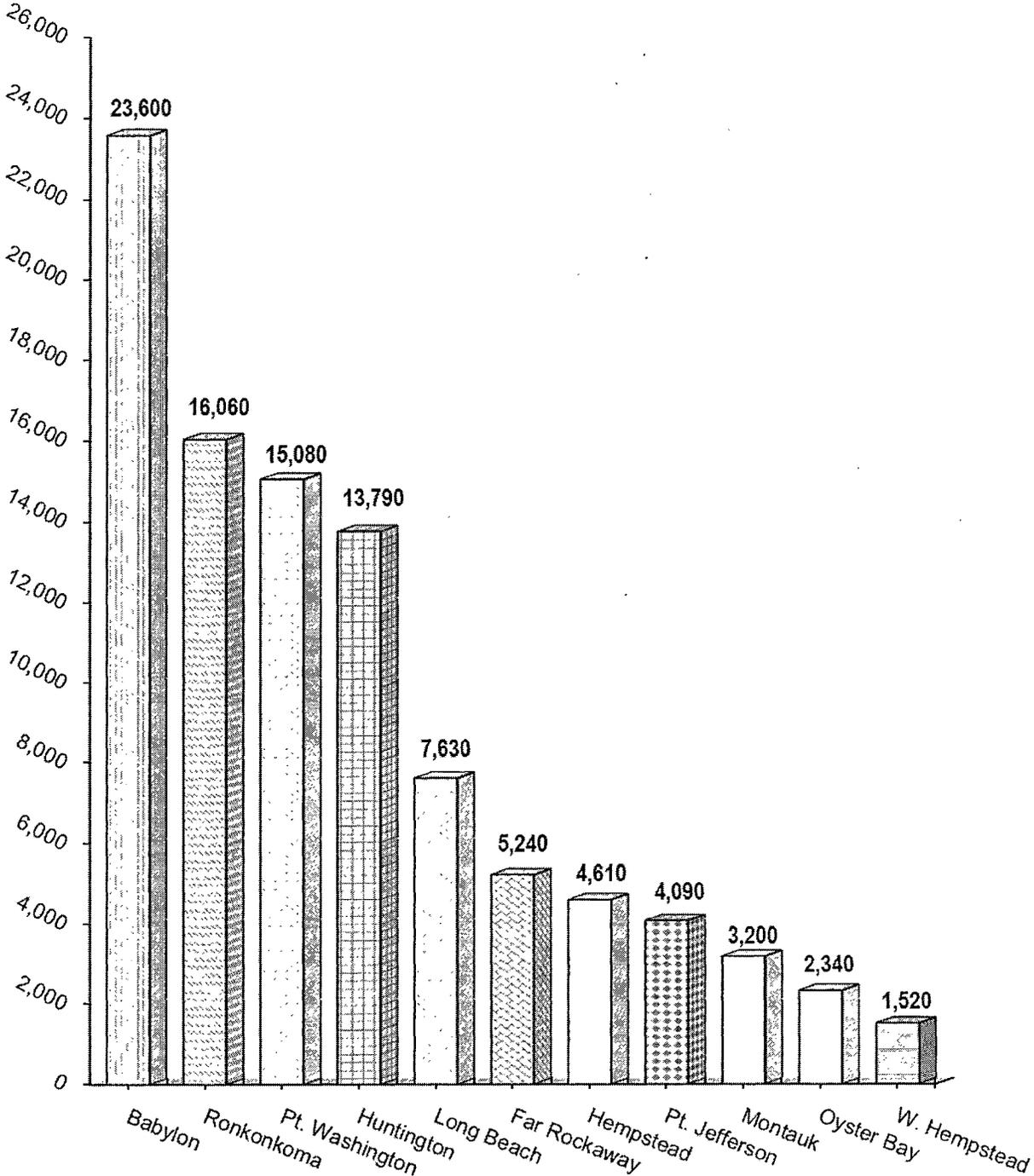
Daily Branch Travel Westbound Customers 2013 - East of Jamaica



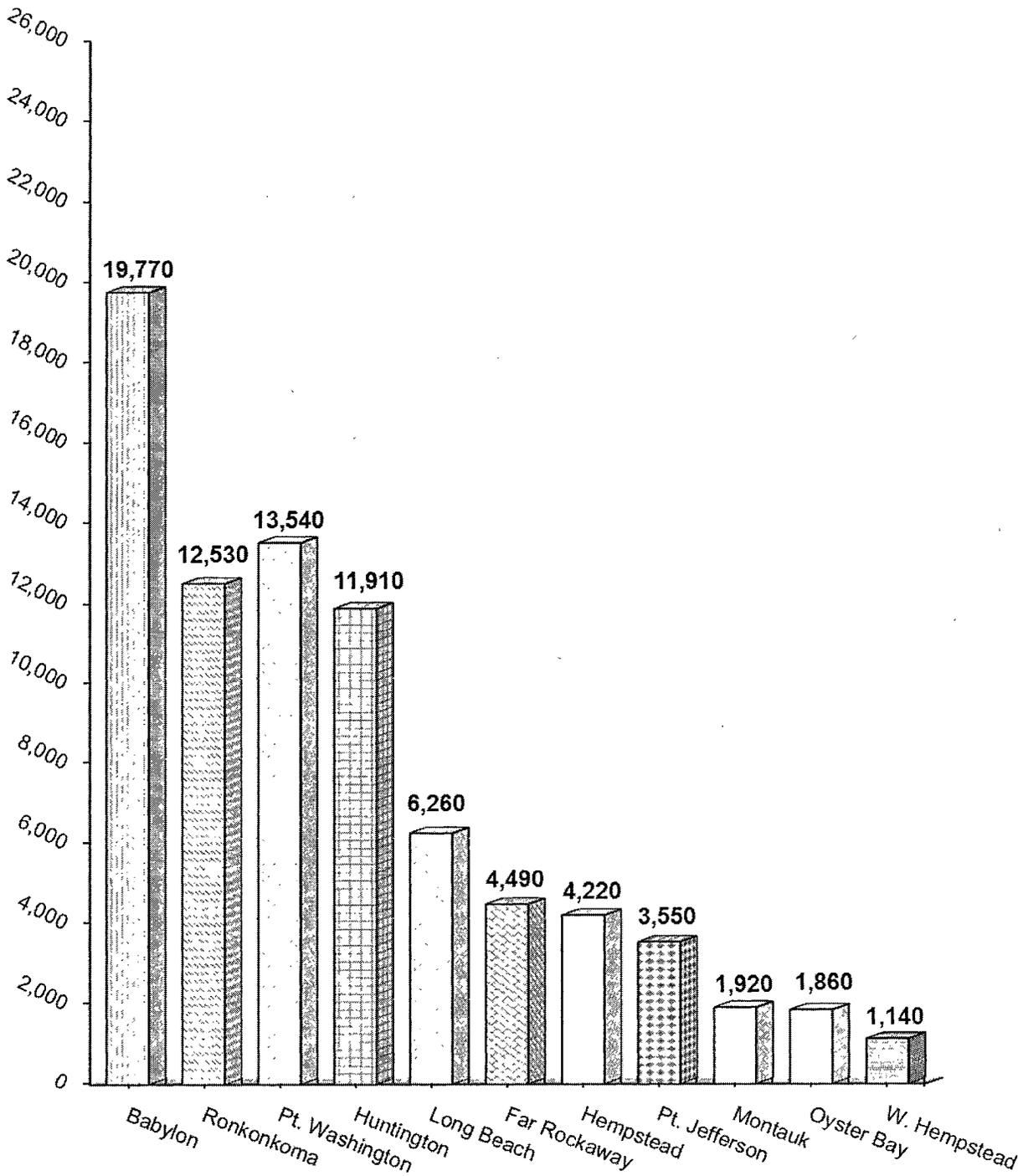
Daily Branch Travel Eastbound Customers 2013 - East of Jamaica



AM Peak Customers 2013 - East of Jamaica



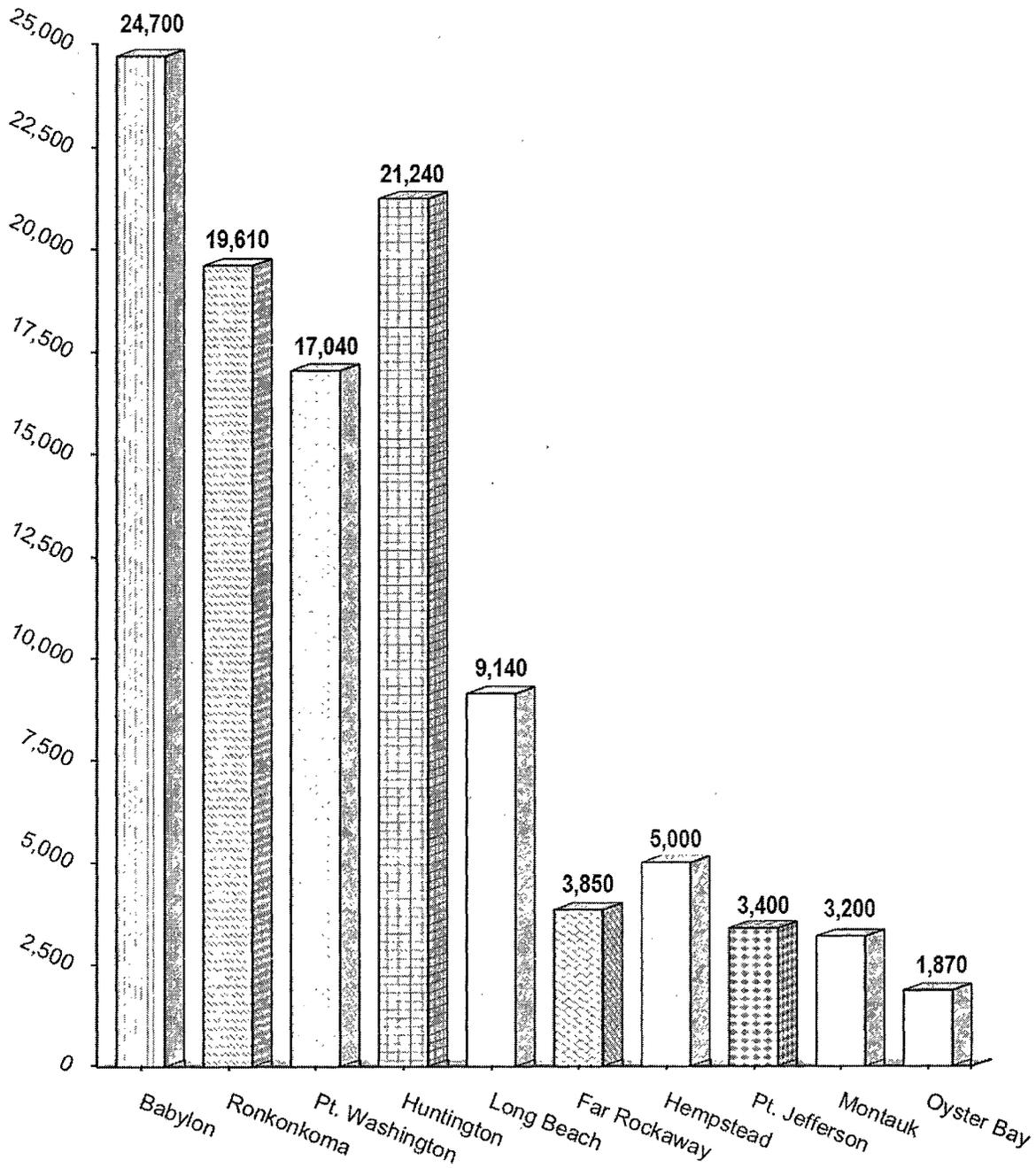
PM Peak Customers 2013 - East of Jamaica



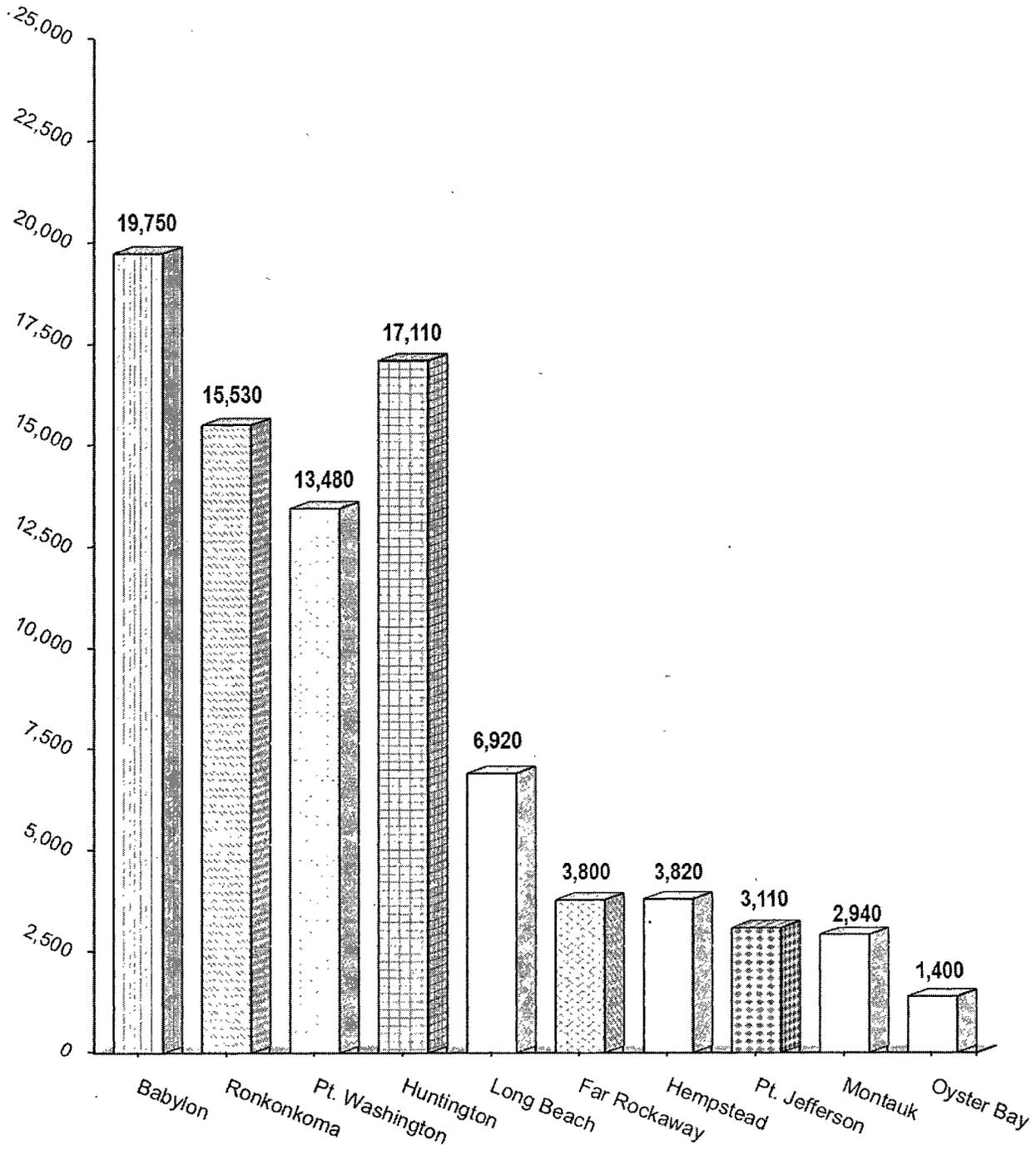
Saturday Branch Travel

Weekend - 2013

East of Jamaica



Sunday Branch Travel Weekend - 2013 East of Jamaica



AM Peak Weekday Inbound By Time Period

Time Period	Penn Station			Atlantic Terminal			HPA/LIC		
	2013	2012	% Change	2013	2012	% Change	2013	2012	% Change
6:01-6:30	4,890	4,570	7.0%	260	230	13.0%	0	0	0.0%
6:31-7:00	6,350	6,190	2.6%	620	660	-6.1%	200	180	11.1%
7:01-7:30	11,210	11,160	0.4%	1,630	1,510	7.9%	0	0	0.0%
7:31-8:00	12,490	12,410	0.6%	2,320	2,360	-1.7%	990	950	4.2%
8:01-8:30	17,420	17,440	-0.1%	2,070	1,880	10.1%	720	740	-2.7%
8:31-9:00	15,550	15,430	0.8%	1,060	1,130	-6.2%	680	700	-2.9%
9:01-9:30	8,110	8,190	-1.0%	1,150	1,010	13.9%	150	150	0.0%
9:31-10:00	5,090	5,040	1.0%	430	530	-18.9%	120	110	9.1%
AM Peak Total	81,110	80,430	0.8%	9,540	9,310	2.5%	2,860	2,830	1.1%

Off-Peak Weekday Inbound By Time Period

Time Period	Penn Station			Atlantic Terminal			HPA/LIC		
	2013	2012	% Change	2013	2012	% Change	2013	2012	% Change
12:01-1	180	210	-14.3%	50	0	0.0%	0	0	0.0%
1:01-2	90	110	-18.2%	30	0	0.0%	0	0	0.0%
2:01-3	100	100	0.0%	0	0	0.0%	0	0	0.0%
3:01-4	30	30	0.0%	0	0	0.0%	0	0	0.0%
4:01-5	340	340	0.0%	30	40	-25.0%	0	0	0.0%
5:01-6	1,750	1,680	4.2%	130	140	-7.1%	0	0	0.0%
10:01-11	4,860	4,580	6.1%	230	240	-4.2%	0	0	0.0%
11:01-12	3,330	3,170	5.0%	300	310	-3.2%	0	0	0.0%
12:01-1	2,560	2,370	8.0%	240	240	0.0%	0	0	0.0%
1:01-2	2,180	2,230	-2.2%	200	220	-9.1%	0	0	0.0%
2:01-3	1,880	1,870	0.5%	210	220	-4.5%	0	0	0.0%
3:01-4	1,810	1,860	-2.7%	230	230	0.0%	0	0	0.0%
4:01-5	2,450	2,290	7.0%	410	420	-2.4%	0	0	0.0%
5:01-6	2,550	2,330	9.4%	500	450	11.1%	0	0	0.0%
6:01-7	2,610	2,630	-0.8%	360	360	0.0%	0	0	0.0%
7:01-8	1,650	1,580	4.4%	450	480	-6.3%	0	0	0.0%
8:01-9	980	860	14.0%	200	180	11.1%	0	0	0.0%
9:01-10	720	760	-5.3%	160	90	77.8%	0	0	0.0%
10:01-11	700	710	-1.4%	130	210	-38.1%	0	0	0.0%
11:01-12	350	370	-5.4%	70	120	-41.7%	0	0	0.0%
Off-Peak Inbound Total	31,120	30,080	3.5%	3,930	3,950	-0.5%	0	0	0.0%
Weekday Inbound Total	112,230	110,510	1.6%	13,470	13,260	1.6%	2,860	2,830	1.1%

PM Peak Weekday Outbound By Time Period

Time Period	Penn Station			Atlantic Terminal			HPA/LIC		
	2013	2012	% Change	2013	2012	% Change	2013	2012	% Change
4:01-4:30	4,000	4,120	-2.9%	570	590	-3.4%	380	390	-2.6%
4:31-5:00	8,130	8,240	-1.3%	1,090	1,130	-3.5%	160	180	-11.1%
5:01-5:30	12,680	12,770	-0.7%	1,670	1,570	6.4%	1,030	900	14.4%
5:31-6	14,630	14,530	0.7%	1,040	920	13.0%	400	340	17.6%
6:01-6:30	11,950	11,580	3.2%	1,240	1,220	1.6%	280	300	-6.7%
6:31-7	7,610	7,430	2.4%	420	430	-2.3%	110	110	0.0%
7:01-7:30	6,360	6,310	0.8%	330	330	0.0%	0	0	0.0%
7:31-8	4,030	3,980	1.3%	260	260	0.0%	0	0	0.0%
PM Peak									
Total	69,390	68,960	0.6%	6,620	6,450	2.6%	2,360	2,220	6.3%

Off-Peak Weekday Outbound By Time Period

Time Period	Penn Station			Atlantic Terminal			HPA/LIC		
	2013	2012	% Change	2013	2012	% Change	2013	2012	% Change
12:01-1	850	980	-13.3%	40	0	100.0%	0	0	0.0%
1:01-2	500	460	8.7%	50	0	100.0%	0	0	0.0%
2:01-3	40	50	-20.0%	0	0	0.0%	0	0	0.0%
3:01-4	180	190	-5.3%	0	0	0.0%	0	0	0.0%
4:01-5	90	90	0.0%	0	0	0.0%	0	0	0.0%
5:01-6	290	300	-3.3%	220	190	15.8%	0	0	0.0%
6:01-7	650	620	4.8%	250	260	-3.8%	0	0	0.0%
7:01-8	1,630	1,530	6.5%	400	510	-21.6%	0	0	0.0%
8:01-9	1,330	1,220	9.0%	530	500	6.0%	0	0	0.0%
9:01-10	1,030	1,030	0.0%	260	260	0.0%	0	0	0.0%
10:01-11	860	870	-1.1%	240	220	9.1%	0	0	0.0%
11:01-12	1,120	1,060	5.7%	200	200	0.0%	0	0	0.0%
12:01-1	1,580	1,530	3.3%	220	210	4.8%	0	0	0.0%
1:01-2	2,180	2,200	-0.9%	250	250	0.0%	0	0	0.0%
2:01-3	3,980	3,890	2.3%	280	310	-9.7%	0	0	0.0%
3:01-4	8,790	8,340	5.4%	940	970	-3.1%	140	150	-6.7%
8:01-9	5,740	5,570	3.1%	460	480	-4.2%	0	0	0.0%
9:01-10	4,460	4,230	5.4%	230	230	0.0%	0	0	0.0%
10:01-11	3,390	3,310	2.4%	170	160	6.3%	0	0	0.0%
11:01-12	2,050	2,060	-0.5%	120	130	-7.7%	0	0	0.0%
Off-Peak									
Outbound	40,740	39,530	3.1%	4,860	4,880	-0.4%	140	150	-6.7%
Total									
Weekday									
Outbound	110,130	108,490	1.5%	11,480	11,330	1.3%	2,500	2,370	5.5%
Total									
Weekday									
Total	222,360	219,000	1.5%	24,950	24,590	1.5%	5,360	5,200	3.1%

Weekend Trends by Time Period

Saturday Inbound

Time Period	Penn Station			Atlantic Terminal		
	2013	2012	% Change	2013	2012	% Change
12:3:00	1,000	960	4.2%	160	0	100%
3:01-6:00	590	590	0.0%	40	50	-20.0%
6:01-9	5,040	4,970	1.4%	450	390	15.4%
9:01-12	9,280	9,380	-1.1%	690	670	3.0%
12:01-3	10,190	9,810	3.9%	740	690	7.2%
3:01-6	7,820	7,580	3.2%	770	800	-3.8%
6:01-9	8,030	7,990	0.5%	810	880	-8.0%
9:01-12	5,050	5,560	-9.2%	650	700	-7.1%
Inbound Total	47,000	46,840	0.3%	4,310	4,180	3.1%

Saturday Outbound

Time Period	Penn Station			Atlantic Terminal		
	2013	2012	% Change	2013	2012	% Change
12:3:00	5,200	4,810	8.1%	230	0	100%
3:01-6:00	1,900	1,420	33.8%	0	0	n/a
6:01-9	1,660	2,120	-21.7%	670	680	-1.5%
9:01-12	3,770	4,360	-13.5%	820	750	9.3%
12:01-3	5,060	6,050	-16.4%	860	800	7.5%
3:01-6	8,470	10,220	-17.1%	900	950	-5.3%
6:01-9	7,750	8,610	-10.0%	730	760	-3.9%
9:01-12	3,810	6,860	-44.5%	470	510	-7.8%
Outbound Total	37,620	44,450	-15.4%	4,680	4,450	5.2%
Saturday Total	84,620	91,290	-7.3%	8,990	8,630	4.2%

Sunday Inbound

Time Period	Penn Station			Atlantic Terminal		
	2013	2012	% Change	2013	2012	% Change
12:3:00	600	590	1.7%	100	0	100%
3:01-6:00	340	340	0.0%	40	40	0.0%
6:01-9	2,740	2,810	-2.5%	310	300	3.3%
9:01-12	7,350	7,540	-2.5%	610	570	7.0%
12:01-3	8,110	7,880	2.9%	700	610	14.8%
3:01-6	6,180	5,940	4.0%	740	700	5.7%
6:01-9	5,900	5,730	3.0%	880	810	8.6%
9:01-12	2,980	3,070	-2.9%	540	510	5.9%
Inbound Total	34,200	33,900	0.9%	3,920	3,540	10.7%

Sunday Outbound

Time Period	Penn Station			Atlantic Terminal		
	2013	2012	% Change	2013	2012	% Change
12:3:00	5,200	5,230	-0.6%	250	0	100%
3:01-6:00	1,900	1,890	0.5%	0	0	n/a
6:01-9	1,660	1,620	2.5%	390	370	5.4%
9:01-12	3,770	3,680	2.4%	680	630	7.9%
12:01-3	5,060	5,170	-2.1%	760	740	2.7%
3:01-6	8,470	8,260	2.5%	760	810	-6.2%
6:01-9	7,750	7,760	-0.1%	690	670	3.0%
9:01-12	3,810	3,950	-3.5%	390	360	8.3%
Outbound Total	37,620	37,560	0.2%	3,920	3,580	9.5%
Sunday Total	71,820	71,460	0.5%	7,840	7,120	10.1%

Reverse Travel Weekday
2013 Reverse AM and PM Peak
East of Jamaica

	Eastbound Trains	A.M. Passengers	Westbound Trains	P.M. Passengers
Babylon	9	1,560	8	2,220
Montauk	3	250	3	280
Huntington	5	1,240	3	1,230
Port Jefferson	2	470	1	280
Port Washington	7	1,020	8	1,780
Ronkonkoma	6	1,990	4	2,380
Long Beach	5	430	3	480
Hempstead	5	680	4	680
Far Rockaway	5	500	5	790
Oyster Bay	2	290	3	380
West Hempstead	2	40	2	50
Total	51	8,470	44	10,550

<p>Morning Reverse Peak - Eastbound 4:50am-9:30am Evening Reverse Peak - Westbound 4:30pm-7:30pm</p>



Long Island Rail Road

**STRATEGIC INVESTMENTS AND
PLANNING STUDIES**

STATUS UPDATE

March 2014

LONG ISLAND COMMITTEE

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Overview

The LIRR's strategic investment and planning goals seek to improve the railroad's operations by enhancing customer and employee safety, improving the customer experience and expanding the system's capacity to accommodate ridership growth. Current capital projects cover a wide array of infrastructure renewal and improvement projects including an accelerated Positive Train Control implementation strategy, an improved Hicksville Station and track configuration, and the LIRR's double track project which adds a second track from Ronkonkoma to Farmingdale.

Positive Train Control

With regard to Positive Train Control, the LIRR and MNR awarded a contract to a joint venture of Bombardier Transportation/Siemens Rail Automation (formally known as Invensys Rail). It is a major procurement with over \$218,000,000 for LIRR and \$210,000,000 for Metro-North to design, integrate and furnish Positive Train Control ("PTC") systems necessary for compliance with the Rail Safety Improvement Act of 2008. The railroads bolstered contract provisions to ensure that there was solid after-market support that continues for as long as 20 years into the future. PTC is an overlay of the existing signal system that seeks to prevent train collisions, over-speed derailments, and injuries to workers as the result of unauthorized incursions by a train in the work zone. Although the deadline for compliance is December 2015, the complexity of our rail systems combined with the introduction of sensitive new technology has resulted in an expected completion date of December 2018. At the direction of the MTA Chairman, the railroads are currently discussing with the joint venture accelerating delivery of onboard and wayside equipment for earlier installation. The FRA is aware of the industry's difficulty in meeting the December 2015 compliance date, and it is currently discussing with Congress a proposal that would permit provisional certifications on a case by case basis.

Since PTC is an overlay to the LIRR's existing signal system, the railroad's strategy calls for a unified approach of installing Positive Train Control (PTC) along with the upgrade of current Dark, Automatic Block Signal (ABS) and Controlled Manual Block (CMB) signal systems to Automatic Speed Control (ASC). LIRR has operated some territories, notably Speonk to Montauk and Ronkonkoma to Greenport, for over 100 years without signalization. Signalization plans include the installation of an ASC signal system from Speonk to Montauk (45 miles of Dark Territory) and Ronkonkoma to Riverhead (approximately 20 miles of Dark Territory). A contract was awarded to Ansaldo STS for \$20M to design and furnish a new Vital Micro-Processor-Based Interlocking Control System between Speonk and Montauk. Additionally, the existing ABS/CMB signaling is currently overdue for state-of-good-repair replacement. LIRR looks to upgrade ABS and CMB signal territory to Automatic Speed Control (ASC) territory. These signal upgrades, in addition to PTC are important components to a comprehensive signal improvement plan. While the ABS/CMB Signal Modernization Projects have independent utility, there are compelling reasons to undertake this work as soon as practical as part of the PTC Project. The ABS/CMB Signal Modernization Project will leverage existing infrastructure and available digital electronic microprocessors, thus implementing a cost effective, reliable system. The remaining dark territory will be Riverhead to Greenport, and its signalization requirements are currently under review.

Hicksville

Hicksville station is the LIRR's second busiest branch line station and serves as a regional hub for eastern Nassau County, with 215 trains and over 16,000 passenger trips per weekday. This flagship station is served by Ronkonkoma, Huntington/Port Jefferson and selected Montauk Branch trains while also serving as a key location for NICE bus service and regional roadways. In addition, significant transit oriented development planning is currently underway for Hicksville, including plans to bring over 1,000 high tech jobs to the Hicksville area. The current viaduct station was constructed in 1962 and consists of two center island platforms, with both platforms having staircases, an elevator, an escalator, a platform waiting room and a canopy system. The platform structure and associated platform-level components are deteriorated and require constant repairs and maintenance. The current track configuration around and through the station is inadequate for robust operational options and with improved utility will be a more efficient and effective layout.

There are three capital projects in the Hicksville area, totaling over \$106 million dollars, which will significantly improve and modernize the station, track and signal systems, as follows:

HICKSVILLE PROJECTS

PROJECT	DESCRIPTION	CONTRACT AWARD
Station	Demolition and construction of two new 12-car platforms; new platform waiting rooms; new platform canopy structures and associated drainage systems; new platform lighting, communications and CCTV systems; replacement of staircases, elevators and escalators.	Design contract awarded to AECOM July 2013 for \$2.93M
Track	Modify signal relays and install third rail power to connect existing north siding in Hicksville with station track #1 for main track operations; construction approximately 3,300 feet of new track, provide infrastructure to support additional Manhattan-bound train trips from Hicksville; provide an alternative routing in case of maintenance, construction or service disruption at Hicksville.	Included in above design contract
Signal	Design furnish and install a new signal supervisory control system at Divide Tower (located immediately east of Hicksville Station) and upgrade the associated field units on the mainline and Port Jefferson branches.	Design contract for Supervisory Control/RTU was awarded to Power Resources International February 2014 for \$4M

Double Track

The LIRR's Double Track project will add capacity to the mainline from Ronkonkoma to Farmingdale. The \$435M Double Track project is expected to improve service and reliability on the LIRR's busy Ronkonkoma Branch, spur economic activity on Long Island, create hundreds of well-paid construction jobs and improve LIRR service to Long Island's MacArthur Airport. Ronkonkoma branch ridership (47,430 weekdays) has doubled in the last 25 years since it was electrified in 1988. However, with only one track between Ronkonkoma and Farmingdale, there is very little flexibility in the event of a disruption or to serve demand for reverse peak ridership. After a year-long public process, including extensive outreach to elected, community and labor leaders, a design/build contract was approved in December of 2013 to Skanska-Posillico (joint venture) in the amount of \$34,660,000 for a new second track to be constructed on the mainline Ronkonkoma Branch from Ronkonkoma to west of Central Islip. LIRR force account will provide the balance of the construction services required for this first phase of the project. The LIRR is set to begin actual construction in April of 2014 on Phase 1 of the project between Ronkonkoma and Central Islip, all on LIRR's existing right-of-way. The Double Track project has enjoyed widespread support among elected officials, business and labor leaders on Long Island and was identified as a transformative project by Governor Cuomo's Long Island Regional Economic Development Council. In 2012, Governor Cuomo, Senate leaders and MTA authorized moving up \$108M in capital funding so construction on Phase 1 could begin earlier than planned. In addition, the LIRR has signed a historic Project Labor Agreement with private sector unions that will save the MTA capital dollars while fostering high-skilled, high paying construction jobs on Long Island.

One area along the Double Track Project segment is already the site of a significant transit-oriented development initiative known as Wyandanch Rising. This walkable development on Long Island is centered around the LIRR's transit hub at Wyandanch Station. Some 11 years in the planning stages, Governor Cuomo's Regional Economic Development Council designated Wyandanch Rising as a separate "transformative project" and helped kick start the apartment and retail development just north of LIRR's Wyandanch station. The LIRR agreed to a land swap that helped make the project a reality. A new 900 car LIRR parking facility and new LIRR station building are also planned as part of the project. The groundbreaking on July 17, 2013, marked the start of construction on the first of two apartment buildings that will be part of Babylon Town's 40-acre, \$500 million public/private redevelopment. The MTA and the Long Island Rail Road are playing a major role with plans to build a parking facility at Wyandanch Station that will provide additional parking capacity to accommodate ridership growth from the residential and commercial development as well as growth associated with future LIRR service to Grand Central Terminal. In December 2013 the LIRR awarded a design/build contract for the construction of the parking facility to E. W. Howell, Co., LLC for a total of \$18.8M. The expected completion date is January 2016.

East Side Access Readiness

Additionally, the LIRR is progressing capital projects aimed at supporting future train service to Grand Central Terminal. Identified for many years as East Side Access Readiness projects, these efforts will provide benefits for today's commuters as well as those who in the next decade will travel to Grand Central. The projects include pocket tracks in Massapequa and

Great Neck, a track extension project in Port Washington, a yard and construction of an additional platform in Jamaica. The LIRR's readiness infrastructure improvements and railcar procurement support current and future ridership growth opportunities, as shown:

Projects	Cost	Construction Begins
Jamaica Capacity Improvements (phase 1)	\$301.7 M	May 2014 (award)
Mid Suffolk Train Storage Yard	\$76.6 M	January 2016
Great Neck Pocket Track and Colonial Road Bridge	\$35.3 M	October 2014
Massapequa Pocket Track	\$19.6 M	March 2013
Port Washington Yard Track Extensions	\$12.1 M	January 2016
TOTAL	\$445.3 M	

Sandy Aftermath

The LIRR began 2013 focused on a post-storm assessment of assets flooded or damaged by Super Storm Sandy. In the aftermath of Sandy, the LIRR initiated \$267m in restoration projects covering West Side Yard, East River Tunnels, Long Island City Yard and the Long Beach Branch. In addition, the LIRR developed specific Sandy resiliency projects which are eligible for competitive and formula-based FTA funding. To better fortify the LIRR network against future weather events, the LIRR is seeking funding for high density signaling in the East River Tunnels; protection for the East River Tunnel portals, Long Island City Yard and Atlantic Avenue Tunnels; improved perimeter protection for West Side Yard and completion of the LIRR's double track project to support the shifting of customers from the Babylon Branch to the mainline should the south shore of Long Island and branchline service be overcome by a future weather event. Grant applications are being developed by LIRR for final review, selection and submission by the MTA.

Technology Investments

Metro-North Railroad and the LIRR are collaborating on another major MTA-wide customer service oriented initiative – the further development of New Fare Payment System (NFPS) technology. The goal of the NFPS is to enable customers to purchase tickets on-board or off-board using a wide variety of payment and purchase methods including cash, credit cards and pin-less debit cards, “smartcards,” smartphones, and self-printed bar-coded tickets. These tickets will be validated by train crew members equipped with hand-held Ticket Issuing Machines (TIMS).

Additionally, a key commitment to the customer experience included the launch of the official LIRR Train Time app for iPhone and Android smart phones. This free app helps to make LIRR travel as easy as possible by providing real-time information whenever customers need it. This app is loaded with real-time train status and track information, invaluable emergency

service alerts and service advisory notices on planned changes, station information, schedules and fares, elevator/escalator status, parking availability and getaways packages.

Finally, LIRR is participating in a MTA-wide technology initiative by investing in the development of an Enterprise Asset Management (EAM) system which will provide a planning framework that links asset condition and maintenance activities to life cycle planning in order to improve asset performance, optimize maintenance resources, and strengthen long-term planning. Initial focus will be on track and signal asset elements.

Planning for New Ridership

During 2013, the LIRR both restored services eliminated in 2010 and made additional service adjustments to support ridership growth. Customers on the Port Washington Branch responded to the restoration of one-half hourly weekend service with a 6.4% increase in weekend ridership. Additionally, the LIRR added weekday trains to and from Farmingdale; extended weekend service to and from Greenport by approximately ten weeks; and, moved the point of departure to Penn Station from Hunterspoint for the LIRR's Friday afternoon express Cannonball summer service to the Hamptons and Montauk.

Throughout 2013, Barclays was a key sports and entertainment destination. The LIRR offered enhanced late night train service with eastbound trains departing Atlantic Terminal every 15-25 minutes after a game or event. On average, 3,800 customers used this service (in both directions) during event/game nights.

These investments, combined with an improved regional economy, resulted in the LIRR carrying 83.4 million customers in 2013, an increase of 2% over 2012. The LIRR experienced both increased revenue from a fare increase on March 1, 2013, as well as greater revenue from ridership growth.

From a planning perspective, the LIRR looks forward in 2014 to the results of the Origin and Destination Study undertaken by the MTA. Incorporated in the study effort was a survey of Elmhurst residents' travel patterns and needs. The LIRR's Elmhurst Station was closed in 1985 when the population of the neighborhood did not support rail usage. Since that time, Elmhurst has experienced both community and economic growth. Community leaders and the LIRR look forward to evaluating the survey results and potential customer demand for commuter rail service.

In addition to the above-mentioned Origin and Destination Study, the LIRR will undertake an important update of its 1994 Network Strategy Study. The study will focus on a comprehensive look at the markets the LIRR serves, service opportunities for these markets and investments needed to maximize service goals. The study will be completed in multiple phases with the first phase addressing the LIRR's non-electrified territory. The results will help to shape the railroad's diesel fleet replacement strategy scheduled for 2024.

SECTION I Super Storm Sandy Restoration / Resiliency

On Monday, October 29, 2012 the New York region suffered the devastating effects of Super Storm Sandy. For MTA Long Island Rail Road, damage and storm-related impacts were most pronounced in four key areas: East River Tunnels, West Side Yard, Long Island City Yard, and the Long Beach Branch. Infrastructure replacement and/or major rehabilitations are crucial to ensure the long term operational reliability of service in the parts of the Railroad that were heaviest hit by Super Storm Sandy.

In 2013, nine restoration projects were added to the MTA's 2010 – 2014 Capital Program.

1. Super Storm Sandy Restoration Projects

Long Beach Branch Substation Replacement (\$56.6M)

- Three substations (Oceanside, Oil City, and Long Beach) on the Long Beach Branch will be replaced.
- Construction start for Oceanside & Oil City was in May 2013, and the Design start for Long Beach was in September 2013. Work continues to progress.
- Because substations on the Long Beach Branch have now proven to be flood-prone, the LIRR will be incorporating resiliency into the new substations by rebuilding them at a higher elevation. This will better protect the substation equipment against future extreme weather events.

Long Beach Branch Systems Restoration (\$56.4M)

- Switches, signals, communications and 3rd rail equipment along the Long Beach Branch will be replaced.
- 30% design submission was received and the design effort for a signal system continues to progress.
- Critical components like signal and communication huts will be rebuilt on platforms to make them more resilient against future flooding.

Wreck Lead Bridge Systems Restoration (\$7.0M)

- The underwater cable, bridge electrical system, and the emergency generator for the LIRR's Wreck Lead Bridge over Reynolds Channel will be replaced.
- Contract award was made to Cummins Power System for a new emergency generator, concrete foundation and platform. Design of the new underwater cables
- The bridge's new emergency generator will be constructed on an elevated platform to provide resiliency against future flooding / storm surge events.

Long Island City Yard Restoration (\$33.8M)

- Power, signal and communications systems for tracks 9-12 in the yard will be replaced tracks 7 & 8 will be electrified.
- Force Account construction work for tracks 7&8 is currently underway.

- To guard against future flooding and provide for resiliency, retention manholes, sump pumps, drainage systems, and a flood wall will be installed.

Long Island City Yard Substation Restoration (\$1.4M)

- Damaged substation components will be replaced.

First Avenue Substation Restoration (\$6.1M)

- Substation AC Switchgear will be replaced.

West Side Storage Yard Restoration (\$31.1M)

- Signal, power and other assets in the yard will be replaced.

Infrastructure / System Upgrades (\$6.0M)

- Station, signal and power infrastructure component repair and restoration will be undertaken at locations throughout the LIRR network.

East River Tunnel Signal System & Infrastructure Restoration (\$68.6M)

- Signal, communication, track, power and drainage systems in all 4 East River Tunnels will be replaced. This work is closely coordinated with Amtrak.

2. Super Storm Sandy Resiliency Projects

The LIRR has identified a need for resiliency projects to better protect the system against future weather events. The LIRR continues to work closely with the MTA in regards to advancing these projects and seeking Federal funds.

- East River Tunnel High Density Signaling: \$200M – 250M
- East River Tunnel Resiliency (Queens Portal) & Various Other ERT / Penn Protection: \$40M – 80M
- West Side Yard Perimeter Protection: \$10M - \$50M
- Long Island City Yard Resiliency: \$30M - \$40M
- Emergency Management Equipment Mitigation: \$20M
- Atlantic Avenue Tunnels Mitigation: \$4M - \$10M
- Double Track Phase II / South Shore Resiliency: \$300M

SECTION II Strategic and Critical Projects

1. PENN STATION/MANHATTAN

Penn Station Capacity and Utilization Study

- LIRR is currently participating in the MTA-managed Penn Station Operations Study. Metro-North, Amtrak and New Jersey Transit are also partners in this study. Service plan outputs from this coordinated simulation effort are being utilized for future Penn Station planning efforts including the opportunity to bring Metro-North's New Haven Line customers directly to Penn.

Hudson Yards/Tunnel Casement Agreement

- As per existing agreements with MTA/LIRR, the Hudson Yards Developer is progressing the mixed-use commercial overbuild project over the LIRR's West Side Yard. Amtrak has developed a conceptual program, known as the "Gateway Program," to build a new tunnel under the Hudson River from New Jersey through the west side of Manhattan to connect with Penn Station. Amtrak determined that only a single underground alignment under the LIRR Hudson Yards facility between 10th and 11th Avenues in Manhattan (the East Rail Yard) can achieve a direct connection. Given the regional importance of the proposed Gateway Program to commuter transportation, and the need to preserve the Right Of Way so as not to have the Overbuild Project preclude the Gateway Program from going forward, MTA and LIRR have cooperated with this effort.
- Amtrak's plans for the Tunnel Casement Project required the LIRR to vacate the Maintenance of Equipment facility in an expedited manner to allow for the demolition of that facility and certain tracks. MTA and LIRR facilitated the Tunnel Project by agreeing, among other things, to grant a temporary construction license and subsequently a permanent easement to accommodate the placement of a concrete casing in the Eastern Rail Yard.

Penn Station Visioning Study

- MTA, LIRR, Amtrak and New Jersey Transit (NJT) are completing a study of transformative changes at Penn Station to modernize the rail facility with improved functionality, pedestrian circulation and customer amenities. Toward this end, the railroads are developing a vision to transform the existing Penn Station through a set of short and long-term enhancements. This incremental approach will outline the necessary building blocks to create a renewed and world-class Penn Station complex that is passenger-friendly, easy to traverse, iconic in appearance, and enhances real estate potential. The goal is to meet the needs of the region for additional railroad passenger capacity including Metro-North's service on the New Haven Line to Penn Station, and to accommodate the influx of new visitors, employees, and residents to midtown Manhattan. Amtrak has shared its Gateway planning effort to ensure that a future vision for Penn Station embraces the expansion plans contemplated by Amtrak.

Moynihan Station Project

- This effort to transform a portion of the Farley Post Office Building into Amtrak's new ticketing, waiting room and train boarding areas is underway with construction of the Phase 1 elements including expansion of the West End Concourse; installation of a platform ventilation system; and widening of the Connecting Corridor that connects Penn Station to the West End Concourse.

2. TRANSIT ORIENTED DEVELOPMENT (TOD)

The LIRR is a strong supporter of transit-oriented development (TOD) and continues to participate in multiple TOD projects and serve as a resource and key stakeholder. Below are three examples, in varying stages of development, in which LIRR serves as a stakeholder.

Wyandanch

- As a key stakeholder, the LIRR is participating in one of the most exciting and “transformative” TOD initiatives on Long Island – **Wyandanch Rising** – a development project that will transform the most economically distressed area on Long Island into a vibrant mixed-use development.

Ronkonkoma

- LIRR is working with the Town of Brookhaven and Town of Islip to transform the area around the station into a mixed-use, transit oriented development, leveraging the LIRR station and the nearby Long Island MacArthur Airport.
- The vision includes new residential development, retail, restaurants, and new office space.
- LIRR continues to work with the Town of Brookhaven to address current parking needs and future demands associated with planned service to Grand Central Terminal.

Hicksville

- LIRR is actively participating with the Town of Oyster Bay and Hicksville Chamber of Commerce (COC) on a downtown revitalization/TOD initiative for downtown Hicksville. This initiative will:
 - Build upon the community's assets (including the train station)
 - Identify potential TOD opportunities to create growth and development opportunities
 - Identify sustainable land-use/transportation solutions, as they relate to station access and intermodal connectivity
- LIRR capital projects currently underway in Hicksville, including station rehabilitation, track and signal improvements, will support this TOD effort.

5. LIRR MENTORING PROGRAM

- The MTA and its operating agencies, as part of a New York State initiative, are currently in Year-4 (July 2013 – July 2014) of the Small Business Mentoring Program. The Program seeks to assist small businesses to develop tools, experience, and credit-worthiness to succeed in the bidding process and construction of larger public works projects.
- The LIRR is actively participating in the third year of the mentoring program and has a goal of \$5.0 M worth of projects to be awarded under the program to pre-qualified small businesses.
- In the first three years of the Mentoring Program, the LIRR had a total dollar commitment goal of \$7.125M of projects to be awarded to small businesses. At the end of that period, the LIRR exceeded the goal with twenty-two (22) projects awarded for a total of \$10.2M.

SECTION III

Capital Project Highlights by Asset Category

1. Rolling Stock

MTA Long Island Rail Road currently has a fleet of 836 M-7 EMU cars, 170 M-3 EMU cars, 45 locomotives, 134 bi-level coaches, and a fleet of work locomotives and other maintenance rolling stock. Rolling stock investments play a crucial role in the customer experience by improving on-time performance while providing a safe, reliable, and comfortable passenger environment. To ensure high-level reliable performance, the LIRR is proceeding with the procurement of new rail cars that will allow us to reduce costly maintenance and repair needs of the M-3 electric fleet, which are at the end of their useful life.

Ongoing:

The procurement of the M-9/M-9A cars will enable the LIRR to provide cars for ESA Opening Day service, M-3 replacement and ridership growth using funds provided under two MTA Capital Programs, as follows:

- A contract was awarded to Kawasaki Rail Car in September 2013 for a base order of 92 M-9 cars and up to 584 LIRR/MNR option cars. The award was in the amount of \$1.8B, including options.
- LIRR anticipates issuing an RFP for 160 interoperable M-9A cars identified in the Full Funding Grant Agreement (FFGA) and funded by the ESA project. This funding is included as part of the current ESA RRIF Loan application.

2. Stations

The Long Island Rail Road operates 11 rail branches and serves customers at 124 stations in Nassau and Suffolk Counties and New York City. Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system, but it is also important because LIRR recognizes the integral role stations play in defining communities across Long Island and neighborhoods in Queens and Brooklyn.

In addition, the parking program focuses on improved access to the system. The LIRR works with communities to identify and discuss parking expansion opportunities to meet growth demands. Based upon the success of the Mineola Intermodal Center and the fact that community views on Long Island have become more favorable toward structured parking near train stations, additional parking investments are anticipated in future capital programs.

Completed:

New Elevators – Queens Village Station - \$8.5M

- Queens Village Station has been made wheelchair accessible. Two new elevators, one each serving the eastbound and westbound platforms, have been installed. This project also included the replacement of platform lighting and railings as well as renovation of the station waiting room.

Jamaica Station Building Rehabilitation - \$8.5M

- The exterior of the existing 1913 Jamaica Station headquarters building has been rehabilitated. The work included concrete and granite repairs, waterproofing, painting, as well as replacement and repairs to the canopy roof, terra cotta units, windows, exterior doors, and exterior lights.

Ongoing:

Massapequa Platform Replacement – \$20.5M

- The construction at Massapequa station will replace the station platform, as well as provide a new platform waiting room, stairways, elevator, escalator, canopy, platform lighting, communications and security systems as well as drainage improvements. Construction began in May 2013 and is scheduled for completion in May 2015. Additional project scope already completed is the rehabilitation of the Broadway Bridge overpass located west of the station

Wantagh Platform Replacement - \$20.7M

- Upon completion of this project the station platform will be replaced, along with replacement other station components, including the platform waiting room, canopy, escalator, platform lighting, communications and security systems, and drainage. The scope also includes the installation of a new elevator which will make this station wheelchair accessible.

Elevator Replacement Program - \$5.0M

- Project will replace two elevators - one at Merrick Station and one at Woodside Station. Design was completed in October 2013 and construction work went out for bid in February 2014.

New Atlantic Terminal Elevator – \$3.4M

- Upon completion, this project will add a second Atlantic Terminal ADA-compliant elevator. The new elevator is expected to available for service in August 2014.

Forest Hills Station Ramp – \$2.0M

- This project involves the repair/replacement (as needed) of platform ramp sections to improve an access way that is as ADA compliant as possible, relocation of light fixtures that impede passage on ramps, and replacement of railing system with new ADA complaint railings. The project is underway. Project is scheduled to be completed by May 2014.

Escalator Replacement Program - \$14.0M

- Replaces a total of six escalators and associated equipment at Rockville Centre, Baldwin, Freeport, Amityville, Copiague, and Lindenhurst on the Babylon Branch. These new all-weather heavy duty escalators will be equipped with the latest safety enhancements. Design was completed in September 2013.

3. Track

MTA Long Island Rail Road has 515 miles of main line track and 156 miles of yard and siding track. Track investments are prioritized based upon the condition and utilization of the track components. The LIRR has been working closely with the MTA Blue Ribbon Panel, which has been tasked with examining maintenance and inspection programs across the MTA, with a particular focus on track. The LIRR will look to incorporate the Blue Ribbon Panel's recommendations as it develops the 2015 – 2019 Capital Program.

Completed:

2013 Track Program - \$67.9M

Track Program Elements	2013 Goal	2013 Results (Nov.2013)
Mechanized Wood Ties (Each)	26,310	26,728
Grade Crossing Rehabilitation (Each)	14	12
Surfacing (Miles)	80	81.9
Field Welds - Boutet (Each)	700	829
Hand Ties (Each)	3,024	3,004
Switches	9	9
Concrete Ties (Each)	6,500	11,897
Insulated Joint Replacement (Each)	50	50
Rail Fastener Replacement	11,840	12,104

Ongoing:

East River Tunnel Track Rehabilitation - \$28.0M

- At the completion of this Amtrak-managed project, the track structure and drainage system will be completely rehabilitated, reducing ponding water and bringing the entire track structure into a state of good repair. It will result in improved reliability for trains operating into and out of Penn Station.
- All four tunnels will be renewed by removing and replacing the track and drainage systems with new track and ballast, new welded rail, impedance bonds and

insulated joints. The project will also remove and replace third rail for the entire length of all four tunnels.

- This effort will span multiple capital programs. The budget is currently under review and the LIRR is exploring use of Super Storm Sandy funds since tunnels were damaged during the storm.
- This track rehabilitation effort requires significant track outages and the goal is to utilize outages scheduled for East Side Access construction and the Moynihan Station development, in order to progress work in the tunnels.

Atlantic Branch Half-Ties - \$14.0M

- Design is currently underway for a new half tie rail fastening system to be installed in the Atlantic Branch tunnel between Jamaica and East New York.
- Design completion is scheduled for July 2014, which will be followed by installation of the new half-tie system in selected locations throughout the tunnel.

4. Line Structures

LIRR Line Structures are comprised of 640 bridges, 30 viaducts and 4 tunnels which allow for railroad travel across the region's waterways, highway crossings, and dense urban and suburban areas. Through a combined mix of capital and operating solutions, the LIRR cost-effectively preserves safe structural conditions in support of on-time performance and system reliability goals.

Completed:

Shinnecock Canal, North Highway, & Montauk Highway Bridges Rehabilitation- \$19.4M

- As of June 2013, there are three newly rehabilitated bridges on the Montauk Branch, which include Shinnecock Canal, North Highway, and Montauk Highway Bridges.

East River Tunnel Ventilation –\$194.9M

- Improvements to ventilation facilities and shafts for the East River Tunnels were completed in July 2013.

Woodhaven Boulevard Bridge Rehabilitation - \$11.0M

- As of February 2014, the Woodhaven Boulevard Bridge, located on the Main Line in Queens, has been extensively rehabilitated. The scope of work included new bearings and bridge seats, rehabilitation of abutments, concrete decks, piers, and structural steel, new waterproofing and drainage installation.

Ongoing:

Broadway - Port Washington Bridge Rehabilitation - \$4.8M

- Project will undertake replacement of bearings and bridge seats, rehabilitation of abutments, concrete decks, piers, and structural steel. Above deck work includes waterproofing and drainage installation.
- Construction began in May 2012 and is scheduled for completion in June 2015.

Atlantic Avenue Viaduct – Phase 2B - \$26.4M

- Since October 2012 design work has been underway for Nostrand Avenue Station Rehabilitation. Design focuses on all station components and includes two new elevators which will make this station wheelchair accessible.
- Replacement of the viaduct spans, also undertaken as part of this project, was completed in August 2011.

150th Street - Jamaica Bridge Rehabilitation – \$24.9M

- As of March 2013, construction has been underway on the 150th Street bridge spans. The scope of the work includes new bearings and bridge seats, repairs to abutments, concrete deck, piers, and structural steel, along with above-deck working which includes waterproofing and drainage installation.

Ellison Avenue Bridge - \$39.2M

- This project provides for the construction of a new Ellison Avenue roadway bridge, located on the Main Line between Carle Place and Westbury Stations. This project will provide a modernized roadway bridge with improved safety features, which also supports the future build-out of the Main Line third track. Design began in February 2013 and is currently ongoing.

5. Communications

The communication system transmits information between trains and operational control centers including train dispatchers, train crews, tower operators and others involved in the movement of trains, while also providing information to LIRR customers. By investing in the communication infrastructure, including rehabilitation/replacement of assets based upon functionality, condition and technological obsolescence, the LIRR is able to ensure that the vital communication service, which contributes to safety, on-time performance and customer satisfaction, continues.

Ongoing:

Fiber Optic Network - \$10.0M

PBX Wayside Phone Replacement – Phase I – \$10.5M

Atlantic Avenue Tunnel Cable Replacement - \$5.1M

Communication Pole Replacement –\$7.0M

Improved Radio Coverage –\$10.3M

6. Signals

Signal assets allow the safe operation of trains system-wide at high speeds in close proximity – currently 741 scheduled trains each weekday. Previous investments have modernized high traffic interlockings in Queens and Valley Stream, going from 1930s relay technology to 21st century microprocessor technology. Signal modernization continues with additional planned microprocessor upgrades, emphasis on normal

component replacement, as well as upgrading dark territory and automatic block territory to automatic speed control territory.

Ongoing:

Signal Normal Replacement Program - \$15.0M

Selected signal system equipment components, including batteries, switch machines, signal position lights, signal cable, and crossing gate mechanisms continue to be replaced system-wide.

Speonk to Montauk Signalization - \$73.0M

- Eliminates the Speonk to Montauk segment of dark territory by installing an Automatic Speed Control (ASC) signal system from Speonk to Montauk.
- In December 2013 a contract was awarded to Ansaldo STS USA to furnish and deliver pre-wired signal enclosures.
- Project completion is scheduled for November 2016.

Centralized Train Control – \$12.9M

- The relocation of the Movement Bureau from the Jamaica Main Building into the Jamaica Central Control (JCC) is a critical first step towards realizing the LIRR’s vision for Centralized Train Control.
- This project will fit-out the space within the JCC to allow the Movement Bureau to be relocated into a modernized facility.
- LIRR continues to pursue a migration strategy which will be multi-phased and involve the centralization of train control functions from towers into the JCC.

7. Shops & Yards

Currently, the Long Island Rail Road operates 24 shops and yards. These assets ensure proper storage, cleaning, inspection, repair and maintenance of the fleet in support of the Reliability Centered Maintenance (RCM) Program.

Completed:

Shop Reconfiguration - \$9.6M (Phases 3 & 4)

- Upgrades at the Hillside Maintenance Complex, Richmond Hill and West Side Yard as part of Phases 3&4 were completed in February 2013. Both West Side and Richmond Hill were part of the Mentoring Program.

Ongoing:

Hillside Facility Roof Renewal - \$6.0M

- Work on roofs at the Hillside Facility continues, involving replacement of deteriorated rubber roll roofing with new PVC membrane built-up roofing.

8. Power

Train service within the LIRR’s electric territory relies upon a network of infrastructure, which includes 108 substations/breaker houses, and 353 miles of third rail system-wide to deliver the traction power supply necessary for train operations.

The long-term goal of the LIRR power strategy is to address components necessary to maintain the traction power system and ensure its reliability and safety.

Ongoing:

Replacement of Hillside and Kew Gardens Substations - \$25.5M

- Installation of new prefabricated modular substation buildings and associated equipment and components will be completed at both locations by December 2014.

Third Rail Replacement – \$10.9M

- In 2013 16,880 LF of third rail was replaced and a total of 70,271 LF has been replaced to date for this project.
- Overall scope for this project will replace approximately 89,000 LF of third rail system wide.

Additional Power Projects \$ 31.5M

- The cyclical normal replacement investments of power components includes substation battery replacement, cable, switches, protection board, power lines, power pole replacement, substation relay controls and motor generators.

9. Environmental

The LIRR continues to comply with environmental mandates through investigation, delineation and remediation activities at various locations system wide.

Completed:

LIC Yard Remediation - \$1.2M

- Environmental remediation of the residual groundwater contamination in Long Island City Yard was completed in October 2013.

Ongoing:

Yaphank Landfill Remediation - \$9.1M

This entails the investigation, design, and remediation of the LIRR landfill, located in Yaphank.

- Design will be performed by a 3rd party consultant
- Upon NYSDEC approval of the preferred remedial alternative and agreement with affected adjacent property owners, a remedial design will be prepared.
- A Design contract is anticipated to be awarded Spring 2014

Richmond Hill Yard Remediation - \$1.0M

This project provides for investigation and remedial design of the Richmond Hill Yard.

- NYSDEC is in the process of approving a work plan for remediation.

- A contract for supplemental investigation and design of remediation scheme was awarded to TRC Designers in July 2013 and design completion is scheduled for September 2014.

Holban Yard – \$0.9M

This project provides for investigation and remediation of the Maintenance of Way Shop area located at Holban Yard.

- A remediation contract was awarded in October 2013 and completion is scheduled for September 2014.

In addition, the LIRR is collaborating with the MTA and other agencies to achieve full compliance with the Governor’s Executive Order 88, which mandates a 20 percent improvement in energy efficiency performance in State Government buildings by April 2020. The Engineering Department is taking steps to achieve this goal for the three LIRR buildings that fall under the purview of Executive Order 88 – Hillside Support Facility #2, the Jamaica Station Building and the Sheridan Shop in Richmond Hill.

10. Capital Program Gates Review

Launched in the summer of 2010, the MTA’s Gates review process is utilized for review and examination of each capital project before that project is approved to be initiated. The review process requires that key analytic criteria be met at various stages or “Gates” in a project’s lifecycle, including project initiation, project design, project award, and completion. Various analytic tools are brought to bear, such as review of the project’s impact on an agency’s operating budget, review of alternatives and their impact on schedule and budget, and for certain large, complex projects, detailed risk assessments.

- Nearly all of the projects in the 2010-2014 Capital Program have received Gate 1 approval.
- In 2013, twenty projects valued at approximately \$780M underwent Gates review and approval. The projects which have undergone Gate 3 review and approval include:
 - Massapequa Station Platform Replacement (\$21M)
 - Escalator Replacement Program (\$14M)
 - Wyandanch Parking Facility (\$40M)
 - Second Track from Farmingdale to Ronkonkoma (\$137M)
 - 150th Street-Jamaica Bridge Rehabilitation (\$25M)
- In addition, four Superstorm Sandy Restoration projects valued at approximately \$151M, have undergone Gates 3 review and approval and are currently underway:
 - Wreck Lead Bridge Systems Restoration (\$7M)
 - Long Beach Branch Systems Restoration (\$56M)
 - West Side Storage Yard Restoration (\$31M)
 - Long Beach Branch Substation Replacement (\$57M)

- In 2014, Gates review is expected for the following projects:
 - New Mid Suffolk Electric Yard (\$77M)
 - 2014 Annual Track Program (\$51M)
 - Jamaica Capacity Improvements - Phase 1 (\$302M)
 - Great Neck Pocket Track Extension (\$26M)
 - Ellison Avenue Bridge Replacement (\$39M)
 - Hicksville North Siding (\$38M)
 - Hicksville Station Improvements (\$55M)

Staff Summary

Subject APRIL/MAY TRACK WORK PROGRAMS						Date MARCH 24, 2014			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO						Contract Number			
Department Head Signature <i>Michael Gelormino</i>						Contract Manager Signature			
Project Manager Name									
Board Action									
Order	To	Date	Approval	Info	Other	Internal Approval			
1	LI COMM	3/24/14				Order	Approval	Order	Approval
						4	President <i>[Signature]</i>	1	Sr. VP Op. <i>[Signature]</i>
						3	Executive VP <i>[Signature]</i>		
						2	VP Mktg & PA <i>[Signature]</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 April and May 2014.

TRACK WORK PROGRAM

- Atlantic Branch – On two weekends, April 12-13 and May 3-4 one of two main tracks between Jamaica and Valley Stream will be out of service for bridge waterproofing.
- Hempstead Branch – On Saturday March 29, single main track between Garden City and Hempstead will be out of service for Concrete Tie Prep Work.
- Hempstead Branch – On the weekend of April 5–6 two of four main tracks between Queens Village and Jamaica will be out of service for Switch Surfacing.
- Hempstead Branch – On the weekend of April 5–6 two main tracks between Floral Park and Hempstead will be out of service for Concrete Tie installation.

DISCUSSION

Atlantic Branch – 150th Street Bridge Waterproofing

On two weekends, April 12-13 and May 3-4, 2014 beginning at 12:00 AM on Saturdays and continuing through 11:59 PM Sundays, one of two main tracks will be out of service between Jamaica and Valley Stream for bridge waterproofing. As a result, Far Rockaway trains will be rerouted from the Atlantic Branch to the Montauk Branch. Customers can expect up to 8 minutes additional travel time.

Hempstead Branch – Concrete Tie Installation Prep Work

Single main track between Garden City and Hempstead will be out of service for concrete tie installation prep work from 1:30 AM through 1:30 PM Saturday March 29, 2014. Eastbound customers will board buses at Garden City for station stops Country Life Press and Hempstead. Eastbound customers can expect up to 13 minutes of additional travel time. Westbound customers will board buses at Hempstead and Country Life Press for Garden City where train service will resume. Westbound customers will depart up to 13 minutes earlier than regularly scheduled train times.

Main Line/Hempstead Branch – Switch Surfacing

Two of four main tracks between Jamaica and Queens Village will be out of service for switch surfacing work within Queens Interlocking from 11:38 PM Friday April 4, through 4:00 AM Monday April 7, 2014. Buses replace trains between Hollis and Hempstead stations to accommodate this work. Eastbound customers can expect up to 49 minutes of additional travel time. Westbound customers will board buses at stations Hempstead through Hollis for Jamaica station where they will transfer to train service for the remainder of their trip. Westbound customers can expect up to 50 minutes additional travel time.

Hempstead Branch – Concrete Tie Installation

Since both main tracks between Floral Park and Hempstead will be out of service for the above work beginning Friday April 4 at 11:38 PM until 4:00 AM Monday April 7, 2014, LIRR track crews will also complete a concrete tie installation. Eastbound customers will board buses at Jamaica for station stops Hollis through Hempstead. Eastbound customers can expect up to 49 minutes of additional travel time. Westbound customers will board buses at stations Hempstead through Hollis for Jamaica station where they will transfer to train service for the remainder of their trip. Westbound customers can expect up to 50 minutes additional travel time.

IMPACT ON FUNDING

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



Long Island Rail Road

DIVERSITY / EEO REPORT

4th Quarter

2013

Memorandum



Long Island Rail Road

To: Helena E. Williams, President

From: Michael Fyffe, Director-Diversity Management

Re: Long Island Committee EEO Executive Summary

Date : March 2014

Following is an executive summary of Long Island Rail Road's 2013 Year-End EEO Report.

Agency Demographics

Between January 1 and December 31, 2013, LIRR's workforce increased by 323 employees from 6,430 to 6,756. Total female headcount and percentage of representation increased from 1,012 (15.7%) to 1,071 (15.9%). Female percentage of representation met or exceeded 80% of the census availability in all six EEO job categories.

Total minority headcount and percentage of representation increased from 2,098 (32.6%) to 2,265 (33.5%).

- Black headcount increased from 1,140 to 1,185, while the percentage of Black representation decreased slightly from 17.7% to 17.5%. The percentage of Black representation met or exceeded 80% of the census availability in all EEO job categories, with the exception of the Officials and Administrators job category.
- Hispanic headcount and percentage of representation increased from 633 (9.8%) to 684 (10.1%) employees. The percentage of Hispanic representation met or exceeded 80% of the census availability in Officials and Administrators, Professionals and Technicians, but remained below 80% of the census availability in the Administrative Support, Skilled Craft and Service Maintenance EEO job categories.
- Asian headcount increased from 220 to 240, while the percentage of Asian representation increased slightly to 3.6%. The percentage of Asian representation met or exceeded 80% of the census availability in all EEO job categories with the exception of the Skilled Craft job category.
- Native Hawaiian Other Pacific Islander (NHOPI) headcount increased from 13 to 16 employees while the percentage of NHOPI employees remained unchanged at 0.2%.

The percentage of NHOPI representation met or exceeded 80% of the census availability in all six EEO job categories.

- American Indian/Alaskan Native headcount increased from 1 to 2 employees while the percentage of AI/AN employees remained unchanged at 0.0%. The percentage of AI/AN representation met or exceeded 80% of the census availability in all six EEO job categories.
- “Other” headcount and percentage of representation increased from 92 (1.4%) to 138 (2.0%) employees. The percentage of “Other” representation met or exceeded 80% of the census availability in all EEO job categories with the exception of the Technicians job category.

New Hires

Between January 1, 2013 and September 30, 2013, there were 549 new hires, of which, 88 (16.0%) were female and 229 (41.7%) were minority.

- Of the 32 new hires in the Officials and Administrators job category, 37.5% were female and 34.3% were minority.
- Of the 19 new hires in the Professionals job category, 36.8% were female and 31.6% were minority.
- Of the 3 new hires in the Technicians job category, 66.7% were minority.
- Of the 23 new hires in the Administrative Support job category, 47.8% were female and 52.2% were minority.
- Of the 322 new hires in the Skilled Craft job category, 11.8% were female and 38.2% were minority.
- Of the 150 new hires in the Service Maintenance job category, 13.3% were female and 50% were minority.

EEO and Title VI Complaints

Between September 30 and December 31, 2013, LIRR received 12 EEO complaints and 1 Title VI complaint. Of the 12 EEO complaints filed, 10 were external and 2 were internal.

2013 YEAR-END EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**UTILIZATION ANALYSIS
WORKFORCE DATA AS OF DECEMBER 31, 2013**

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	22%	Yes	11%	10%	No	6%	7%	Yes	4%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	20%	21%	Yes	10%	12%	Yes	7%	8%	Yes	6%	15%	Yes	0%	0%	Yes	0%	0%	Yes	1%	4%	Yes
Technicians	9%	9%	Yes	10%	19%	Yes	8%	11%	Yes	6%	8%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	35%	48%	Yes	19%	27%	Yes	11%	9%	No	3%	4%	Yes	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes
Skilled Craft	8%	10%	Yes	16%	16%	Yes	11%	10%	No	3%	2%	No	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Service Maintenance	17%	20%	Yes	19%	28%	Yes	19%	14%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	4%	Yes

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2013 YEAR-END EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**NEW HIRES
AS OF DECEMBER 31, 2013**

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	32	12	37.5%	0	0.0%	3	9.4%	8	25.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	19	7	36.8%	3	15.8%	2	10.5%	1	5.3%	0	0.0%	0	0.0%	0	0.0%
Technicians	3	0	0.0%	0	0.0%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	23	11	47.8%	4	17.4%	2	8.7%	5	21.7%	0	0.0%	0	0.0%	1	4.3%
Skilled Craft	322	38	11.8%	43	13.4%	50	15.5%	10	3.1%	1	0.3%	1	0.3%	18	5.6%
Service Maintenance	150	20	13.3%	37	24.7%	23	15.3%	7	4.7%	0	0.0%	0	0.0%	8	5.3%
Total	549	88	16.0%	87	15.8%	81	14.8%	32	5.8%	1	0.2%	1	0.2%	27	4.9%

2013 YEAR-END EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**EEO AND TITLE VI COMPLAINTS
SEPTEMBER 30, 2013 THROUGH DECEMBER 31, 2013**

Page 88

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	6	0	1	1	1	3	2	2	16	12	0
External Complaints	6	0	1	1	1	3	0	2	14	10	4 Open
Internal Complaints	0	0	0	0	0	0	2	0	2	2	0 Open

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 9/30/13 TO 12/31/13

EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	3	0	0	0	2	1	6
TOTAL	3	0	0	0	2	1	6

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

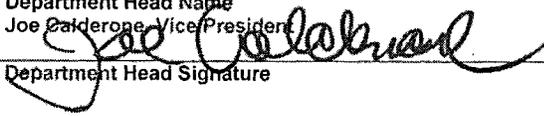
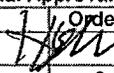
EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 9/30/13 TO 12/31/13

INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	2	0	0	0	0	0	2
TOTAL	0	0	0	0	0	0	0

ACTION ITEM

Staff Summary

Subject 2014 Hamptons Reserve Ticket						Date March 24, 2014			
Department Customer Service, Marketing and Public Affairs						Vendor Name			
Department Head Name Joe Calderone, Vice President						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name Yannis Takos, General Manager									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	3/24/14				3	President		Sr. VP Adm
2	MTA BD	3/26/14					Executive VP	2 	VP Mktg & PA
							Sr. VP Op.		VP CFO 

I. PURPOSE:

To introduce a new ticketing approach that will enhance service and increase revenue for the Hamptons Reserve Service in the 2014 season, by combining the standard rail charges with the reserve seat charges into a single ticket instrument. The price of the new combined ticket will be entirely consistent with the previously Board-approved prices for its component elements. Additionally, certain changes, as set forth herein, that are consistent with overall Board policy in this regard are proposed to the validity date and refund policy applicable to the combined ticket. These changes will discourage misuse of reserved seating, some of which end up not being used, resulting in the seats travelling empty and customers later seeking refunds.

II. DISCUSSION:

The MTA Long Island Rail Road offers the Hamptons Reserve service on its premier express train, The Cannonball, on summer Fridays (Eastbound) and Sundays (Westbound). This very popular train leaves Penn Station at 4:07 PM, and runs express to Westhampton in 94 minutes. Two of the twelve cars on the train are Hamptons Reserve cars, while the remaining ten coach cars are available to all customers. Seasonal reservations (minimum of six trips) for the Reserve cars are accepted in advance and weekly reservations are available through the Hamptons Reserve Reservation Office.

The Hamptons Reserve generates extra revenue by offering special accommodations – guaranteed assigned seating and at-seat bar service – for an additional \$20 above the price of regular rail. The current approved price of the ticket and separate reserve seat charge for the Eastbound trip is \$47 before boarding (\$27 rail and \$20 reserved seat charge) and for the Westbound trip is \$39.75 before boarding (\$19.75 rail and \$20 reserved seat charge). Hamptons Reserve ridership grew by 107% last year with the very successful launch of the “new” Hamptons Reserve (HR) service from Penn Station in 2013 (previously departing from Hunterspoint Avenue) and the introduction of Westbound reserved seating.

While the service overall was a success, a few initiatives are proposed to improve the services provided and meet the growing demand for the 2014 season. First, a more streamlined single-ticket boarding process is needed. Second, the railroad needs to promote customer fairness and protect revenue by preventing ticket hoarding. Some seasonal customers make bulk reservations upfront and never cancel unused reservations, and then return unused tickets at the end of the season for a refund. Because of this practice, as many as

twenty to thirty percent of reserved seats go unoccupied, when there is a waiting list of persons seeking to ride the reserved cars. Revenue from at-seat bar service is decreased by empty seats. Further, refunds to customers totaled approximately \$10,000, even after the \$10 refund charge was applied. Changes are needed so that unused seats can be re-sold to customers from the waiting list in a timely manner.

III. PROPOSED CHANGES:

Accordingly, the MTA Long Island Rail Road requests approval for a new Ticketing approach, creating a new ticket - the 2014 Hamptons Reserve "Special Ticket" – which will combine both rail and reserved seat charges. The new ticket pricing will be equal to the existing prices for tickets plus reserve seat charges, that is, \$47 Eastbound and \$39.75 Westbound. Thus, there is no change to Board-approved pricing which was established after public hearings. It is proposed that the new ticket will include assigned seat/car numbers and will be valid only on the specific date of travel noted on the ticket. The ticket will be refundable consistent with Board-approved policy, provided that customers cancel their reservations no later than noon on the Thursday prior to the travel date (for both Eastbound and Westbound weekend travel). If a timely cancellation is not received, the entire value of the combined ticket will be non-refundable.

These changes, which require Board approval, will make it easier for customers by combining two ticket instruments into a single combined ticket. Most importantly, by requiring advance cancellations of reservations, seats will be freed up for purchase by other customers, preventing seat hoarding while protecting revenue from bar service sales and by preventing mass refunds of unused Hamptons Reserve tickets at the end of the season.

IV. RECOMMENDATION:

It is therefore recommended that the Board approve the following Hamptons Reserve Ticket enhancements:

1. Change from two separate tickets to one Hamptons Reserve ticket that combines both rail and seat charges, consistent with current pricing. This will create efficiencies and help streamline boarding.
2. The new ticket will be valid only on the specific reserved day of travel on that specific train.
3. Adjust refund policy as follows:
 - The ticket will be refundable as long as customers cancel their reservations (for both Eastbound and Westbound weekend travel) no later than noon on the Thursday prior to the specific date of travel for such ticket. This will free up seats to other customers seeking to travel on Hamptons Reserve.
 - Consistent with current refund policy, customers who have their tickets already must return them within 60 days from the date of sale, while customers who have paid but do not have their tickets yet (i.e. last minute reservations) will receive refunds upon timely receipt of the cancellation notice. All such refunds remain subject to the applicable \$10 refund fee.

LONG ISLAND COMMITTEE

PROCUREMENTS

FOR

BOARD ACTION

March 24, 2014

LONG ISLAND RAIL ROAD

No Procurements for March 24, 2014 meeting

**LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE**

March 2014

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature <i>[Signature]</i>					
Project Manager Name David K. Cannon					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Committee	3/24/14	X		
2	Board	3/26/14	X		

Date: March 7, 2014			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
5	President <i>[Signature]</i>	3	Chief Financial Officer <i>[Signature]</i>
<i>[Signature]</i>	Executive Vice President	2	Vice President, Project Controls <i>[Signature]</i>
		1	Chief Procurement Officer <i>[Signature]</i>

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)	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ TBD
SUBTOTAL	1	\$ TBD

Schedules Requiring Majority Vote:

Schedule H Modifications to Purchase and Public Work Contracts	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$19,988,268
SUBTOTAL	1	\$19,988,268
TOTAL	3	\$19,988,268

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 actions in the remaining Schedule is not subject to these requirements

Budget Impact:

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

Recommendation:

That the resolution/modifications 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.

March 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
Contract Term To Be Determined
Contract No. C-52128 | 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") for the Reconstruction of the Integrated Electronic Security System (IESS) in the East River tunnels utilized by the Long Island Rail Road.

Procurements Requiring Majority Vote

**Schedule H. Modifications To Personal and Miscellaneous Service Contracts
(Approval/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or duration threshold required for Board approval)**

- | | | | |
|--------|--|---------------------|--------------------------------------|
| 2 - 3. | PB America/STV/Parsons Transportation
Group, Joint Venture
Contract No. 98-0040-01R
Modification Nos. 54 and 55 | \$19,988,268 | <u>Staff Summary Attached</u> |
|--------|--|---------------------|--------------------------------------|

Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval of Contract modifications to increase the Guaranteed Maximum Cost for the repackaging of Contract CH058 and for an increase in the Construction Phase Services Budget.

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



Item Number: 1					
Dept & Dept Head Name: Law & Procurement, E. Eisland					
Division & Division Head Name: Procurement, D. Cannon <i>D. Cannon</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3/24/14	X		
2	Board	3/26/14	X		
Internal Approvals					
	Approval		Approval		
2	President <i>Jer</i>				
1	Executive Vice President <i>WMC</i>				

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Number C-52128
Description Reconstruction of the IESS in the East River Tunnels	
Total Amount N/A	
Contract Term (including Options, if any) To Be Determined	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

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 Contract C-52128 for the Reconstruction of the Integrated Electronic Security System ("IESS") in the East River tunnels.

II. DISCUSSION

The scope of this project is to repair damage to the IESS in the East River Tunnels that occurred as a result of Superstorm Sandy. The East River Tunnels are used by the Long Island Rail Road ("LIRR") and connect Long Island City and Manhattan via four tubes, each containing one track. The assets being replaced include cameras, card readers, electronic security control panels, access control devices, intrusion detection devices, cables and conduits. Where feasible, electronic panels will be elevated and water tight enclosures installed to protect this equipment from future water damage.

Based upon experience with similar work, MTACC is recommending the Request For Proposal ("RFP") method of procurement and a design/build approach for this work. The design/build approach is recommended here to reduce time and costs. The competitive RFP method of procurement is recommended because it will enable MTACC to evaluate and select a contractor based upon considerations in addition to price, such as technical capability, and experience with security systems and integrating various security components into an existing system. This process specifically allows MTACC the ability to evaluate the contractor's approach to key components of the project such as site constraints, schedule, access issues, system design, integration of multiple systems into existing systems, handling of security sensitive information and coordination with LIRR and Amtrak Forces.

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. IMPACT ON FUNDING

Funding for this Contract will be from Sandy Recovery Funds from the Federal Transit Administration.

IV. 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 technical capability, past performance work experience with security systems and integrating various security components or to achieve the overall best value to the MTA

Schedule H: Modifications to Personal and Miscellaneous Service Contracts



Item Numbers: 2 - 3

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)	Contract Number 98-0040-01R	AWO/Modification # 54 and 55
Description East Side Access General Engineering Consultant (GEC) Services	Original Amount:	\$ 140,000,000
Contract Term (including Options, if any) March 2016	Prior Modifications:	\$ 231,281,318
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 371,281,318
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 19,988,268
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	5.4%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich	% of Modifications (including This Request) to Original Amount:	179%

Discussion:

This contract is for engineering, design and construction phase services for the LIRR East Side Access ("ESA") project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to modify the Contract.

Modification No. 54

This Modification is for design services for the repackaging of Contract CH058 – Harold Structures Part 3, Eastbound Re-Route Structure, B/C Tunnel Approach and D Tunnel Approach Phase II. The repackaging of CH058 is part of a larger program developed in response to the 2012 Program-wide risk assessment and lessons learned over the last five years of Harold construction activity. The repackaging program involves coordinated transfers of work between various Harold contract packages to (i) take advantage of extended track outages in 2015 and 2016, (ii) prioritize work based on High Speed Rail Grant requirements and (iii) optimize and restructure planned usage of LIRR and Amtrak resources based on projected demands, competing projects and limited resource availability. This Modification is for the design services involved in deleting certain work from CH058 (to be moved to future Contract CH057) and adding work to CH058 (currently included in CH057 and Force Account packages).

In addition to the repackaging, this modification includes revisions to design documents to reflect a change in the method used to construct the Eastbound Reroute Tunnel and a portion of Tunnel A, in both cases to allow sections of track passing over the tunnels to be put into service earlier than would be the case without the change in construction method.

The Consultant submitted a cost proposal of \$1,163,271 for this modification while the MTACC estimate was \$1,062,238. Negotiations were held and the parties agreed to a cost of \$1,097,952, which is considered to be fair and reasonable.

Modification No. 55

This Modification will increase the contract amount allocated to Construction Phase Services ("CPS") by \$18,890,316 to allow the Consultant to continue to provide CPS through June 2015. In March 2013, the Board approved a modification which included an increase in the CPS budget in the amount of \$13,500,000 to allow CPS to continue to the end of 2013. The Board was advised at that time that MTACC would come back to the Board with a request for additional funding for CPS for 2014 and beyond. The amount currently remaining in the contract's CPS budget is sufficient to cover CPS services through April 2014.

By way of background, CPS is provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed basis. CPS are provided in support of third party or force account construction contracts/packages during construction and may include review of contractor's submissions, shop drawings and requests for information; site inspections; resolution of technical issues; preparation of supplementary drawings; and preparation of record drawings for force account packages.

At Contract inception in August 2004, the contract budget for CPS was \$20,000,000. As the construction program progressed, the amount allocated to CPS was reviewed, new CPS estimates were prepared, and the contract budget for CPS was increased accordingly. Based on the most recent Integrated Program Schedule, which includes a longer construction duration and a revised contract packaging plan involving more contract packages, the current CPS estimate through program completion is \$155,757,212. By this modification, MTACC is requesting an increase to the contract budget for CPS in the amount of \$18,890,316, from \$90,707,435 to \$109,597,751 to fund CPS through June of 2015. These funds will be allocated on an as-needed basis. MTACC intends to return to the Board in 2015 for additional funding for CPS for the second half of 2015 and beyond.



LONG ISLAND RAIL ROAD

The graphic features the text "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a grid of dotted lines. A dotted line also forms a stylized outline of the state of New York behind the text.

MONTHLY OPERATING REPORT

February 2014

Helena E. Williams
President

03/24/14 *****

Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	Feb	Feb	Feb	Feb
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	90.2%	89.0%	93.6%	93.3%
		AM Peak		81.3%	83.5%	92.9%	92.4%
		PM Peak		87.0%	82.3%	92.9%	88.8%
		Total Peak		84.0%	82.9%	92.9%	90.7%
		Off Peak Weekday		90.8%	88.9%	94.2%	93.8%
		Weekend		96.3%	96.0%	93.1%	95.4%
	Babylon Branch	Overall	95.1%	91.2%	87.8%	93.3%	93.1%
		AM Peak		84.1%	84.7%	90.2%	90.8%
		PM Peak		85.1%	74.6%	92.5%	88.8%
		Total Peak		84.5%	80.1%	91.3%	89.9%
	Off Peak Weekday		93.3%	88.5%	93.8%	93.7%	
	Weekend		96.8%	96.8%	95.5%	96.7%	
Far Rockaway Branch	Overall	95.1%	94.8%	94.1%	96.8%	96.6%	
	AM Peak		80.9%	83.7%	94.2%	94.8%	
	PM Peak		93.6%	90.6%	94.7%	91.9%	
	Total Peak		86.6%	86.8%	94.5%	93.5%	
	Off Peak Weekday		96.8%	95.1%	96.6%	96.6%	
	Weekend		98.3%	98.6%	99.7%	99.8%	
Huntington Branch	Overall	95.1%	84.5%	85.6%	93.0%	92.2%	
	AM Peak		77.9%	82.8%	93.7%	92.7%	
	PM Peak		77.8%	77.4%	93.6%	85.7%	
	Total Peak		77.9%	80.2%	93.6%	89.3%	
	Off Peak Weekday		81.9%	83.0%	93.8%	92.3%	
	Weekend		92.8%	92.8%	91.3%	94.3%	
Hempstead Branch	Overall	95.1%	92.7%	92.7%	96.8%	96.9%	
	AM Peak		84.7%	88.2%	96.3%	95.7%	
	PM Peak		88.9%	86.8%	95.3%	92.2%	
	Total Peak		86.7%	87.5%	95.8%	94.1%	
	Off Peak Weekday		93.1%	92.5%	96.6%	97.2%	
	Weekend		97.3%	97.3%	98.0%	98.8%	
Long Beach Branch	Overall	95.1%	93.2%	92.0%	96.7%	96.0%	
	AM Peak		86.4%	87.7%	94.7%	94.1%	
	PM Peak		91.4%	88.5%	95.8%	94.0%	
	Total Peak		88.8%	88.1%	95.2%	94.0%	
	Off Peak Weekday		93.0%	91.0%	97.0%	95.9%	
	Weekend		98.7%	98.0%	97.6%	98.3%	
Montauk Branch	Overall	95.1%	88.4%	87.4%	89.8%	90.2%	
	AM Peak		76.3%	79.6%	91.5%	91.3%	
	PM Peak		87.2%	83.7%	89.5%	86.7%	
	Total Peak		81.8%	81.7%	90.6%	89.3%	
	Off Peak Weekday		89.4%	87.6%	90.6%	91.2%	
	Weekend		93.4%	92.7%	87.2%	89.1%	
Oyster Bay Branch	Overall	95.1%	89.5%	88.7%	93.5%	93.6%	
	AM Peak		83.5%	86.1%	97.0%	96.1%	
	PM Peak		86.0%	80.3%	90.4%	85.8%	
	Total Peak		84.6%	83.4%	93.9%	91.4%	
	Off Peak Weekday		90.2%	90.0%	93.8%	94.4%	
	Weekend		94.4%	92.9%	91.9%	95.0%	

Performance Summary		2014 Data			2013 Data		
		Annual	YTD thru		YTD thru		
		Goal	Feb	Feb	Feb	Feb	
Port Jefferson Branch	Overall	95.1%	79.1%	81.1%	89.4%	89.4%	
	AM Peak		69.1%	75.7%	91.5%	89.7%	
	PM Peak		78.2%	76.3%	87.2%	82.1%	
	Total Peak		73.3%	76.0%	89.5%	86.2%	
	Off Peak Weekday		73.0%	76.3%	91.0%	90.1%	
	Weekend		96.4%	95.1%	86.0%	91.9%	
Port Washington Branch	Overall	95.1%	94.5%	92.4%	96.4%	95.0%	
	AM Peak		84.8%	85.1%	93.6%	92.9%	
	PM Peak		89.2%	83.9%	97.2%	92.1%	
	Total Peak		87.1%	84.5%	95.4%	92.5%	
	Off Peak Weekday		96.2%	93.0%	96.6%	95.6%	
	Weekend		99.1%	98.8%	97.6%	97.7%	
Ronkonkoma Branch	Overall	95.1%	86.5%	85.2%	88.4%	88.4%	
	AM Peak		74.3%	76.8%	91.5%	90.0%	
	PM Peak		89.8%	86.4%	91.2%	85.3%	
	Total Peak		81.6%	81.3%	91.4%	87.9%	
	Off Peak Weekday		86.0%	83.6%	88.9%	87.8%	
	Weekend		94.7%	93.7%	83.0%	90.5%	
West Hempstead Branch	Overall	95.1%	95.8%	93.5%	93.7%	95.3%	
	AM Peak		92.6%	92.1%	94.7%	95.5%	
	PM Peak		92.1%	87.7%	85.1%	89.2%	
	Total Peak		92.3%	89.7%	89.4%	92.0%	
	Off Peak Weekday		97.8%	95.7%	96.4%	97.3%	
	Weekend		100.0%	100.0%	75.0%	88.9%	
Operating Statistics	Trains Scheduled		18,635	38,872	17,694	37,762	
	Avg. Delay per Late Train (min) <i>excluding trains canceled or terminated</i>		-13.7	-13.2	-15.2	-14.0	
	Trains Over 15 min. Late <i>excluding trains canceled or terminated</i>			358	823	201	500
	Trains Canceled			121	267	153	234
	Trains Terminated			70	185	71	136
	Percent of Scheduled Trips Completed			99.0%	98.8%	98.7%	99.0%
	Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>						
	AM Peak		98.0%				
	PM Peak		97.7%				
	Total Peak		97.9%				

Categories Of Delay	Jan	2014 Data		2013 Data		YTD 2013 Vs 2014
		Feb	YTD Thru Feb	Feb	YTD Thru Feb	
Late Train Incidents						
National Rail Passenger Corp	326	53	379	99	195	184
Capital Programs	37	113	150	7	8	142
Engineering	317	199	516	37	313	203
Penn Station Central Control	50	17	67	9	14	53
Maintenance of Equipment	113	253	366	165	276	90
** Other / Miscellaneous	983	738	1,721	498	895	826
Public	556	402	958	286	754	204
Transportation	18	39	57	24	45	12
Vandalism	45	-	45	2	18	27
Maintenance of Way (Sched.)	4	7	11	3	10	1

*** 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
2/3	Mon	Inclement weather	2			4			29			35		
2/4	Tues	Switch trouble in Harold Interlocking	4						12			16		
2/5	Wed	Inclement weather	64	2	7	4			42	13	3	110	15	10
2/6	Thurs	Train 2703 struck an unauthorized person at Hicksville Station	10	1	1				20	1		30	2	1
2/7	Fri	Extreme cold weather conditions	5	2					4	1		9	3	
2/7	Fri	Train 2013 with equipment trouble west of Forest Hills	9		1				4			13		1
2/10	Mon	Train 507 with equipment trouble west of Mineola	11		2				19	2		30	2	2
2/10	Mon	Slow weather loading	8						3			11		
2/11	Tues	Broken rail in East New York				2			12			14		
2/12	Wed	Train 819 with equipment trouble in Line 4, Penn Station	18		1				1			19		1
2/13	Thurs	Inclement weather	32	1		17	7	6	76	17	21	125	25	27
2/14	Fri	Inclement weather	42	17		2			19	6	2	63	23	2
2/16	Sun	Inclement weather							10			10		
2/18	Tues	Amtrak related switch trouble in F Interlocking	13									13		
2/19	Wed	NYAR Freight derailment west of Pine Aire Station							10			10		
2/19	Wed	Train 768 with equipment trouble in Jamaica				21			8			29		
2/20	Thurs	Inclement weather	39	1	1				3			42	1	1
2/20	Thurs	Traction condition east of Brook Interlocking				25	2		5	1		30	3	
2/21	Fri	Track condition in Harold Interlocking				68	12		27	1		95	13	
2/22	Sat	Signal trouble at Nassau Interlocking							10			10		
2/24	Mon	Track circuit failure at Hall Interlocking				5			12			17		
2/27	Thurs	Broken rail east of Hall Interlocking	14	1	1				9			23	1	1
2/27	Thurs	Train 2821 required medical assistance at Woodside	11									11		
2/28	Fri	Extreme cold weather conditions	8	1					9			17	1	
2/28	Fri	Broken rail east of Y Interlocking	23		2					3		23	3	2
TOTAL FOR MONTH			313	26	16	148	21	6	344	45	26	805	92	48
												945		

Long Island Rail Road

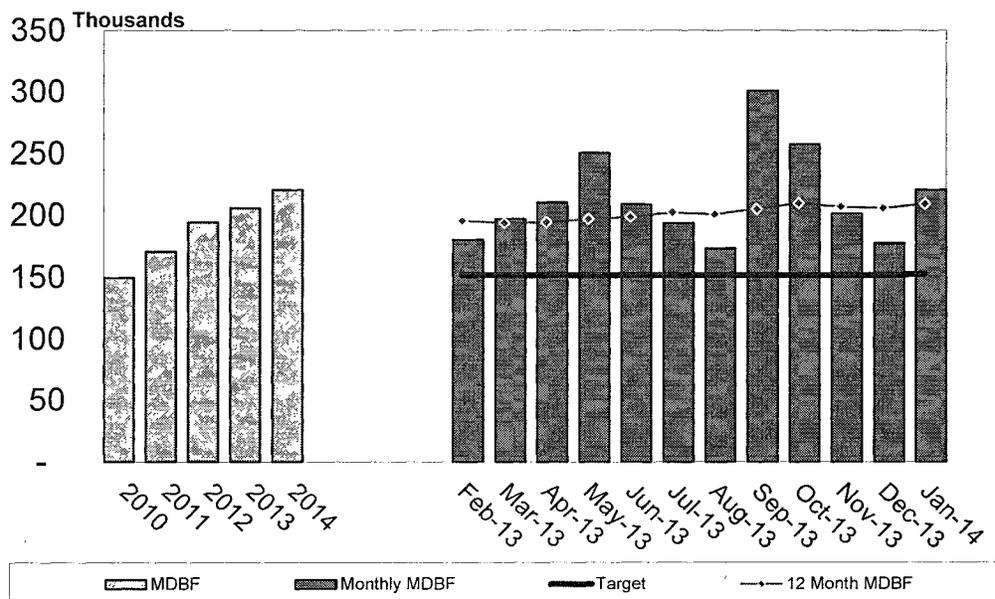
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2014 Data					2013 Data		
			MDBF Goal (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)	12 month MDBF Rolling Avg (miles)	January MDBF (miles)	January No. of Primary Failures	YTD MDBF thru January (miles)
Mean Distance Between Failures	M-3	150	55,000	64,346	7	64,346	88,486	97,588	6	97,588
	M-7	836	355,000	466,455	11	466,455	480,499	353,109	14	353,109
	DM	21	18,000	37,368	2	37,368	24,811	32,375	2	32,375
	DE	24	18,000	43,585	2	43,585	21,043	15,402	6	15,402
	C-3	134	75,000	93,752	7	93,752	105,023	90,506	7	90,506
	Diesel	179	45,000	74,379	11	74,379	61,565	52,714	15	52,714
Fleet	1,165	153,000	220,676	29	220,676	209,493	180,565	35	180,565	

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

2010 - 2014





Standee Report

East Of Jamaica

			2014 Data	
			February	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	10	8
		Total Standees	10	8
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	20	1
		Total Standees	80	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	11	0
		Total Standees	11	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	48	93
		Total Standees	48	93
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	3	2
		Total Standees	3	2
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			162	104

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

			2014 Data	
			February	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	17	57
			Total Standees	57
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	18	20
			Total Standees	20
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	14
			Total Standees	14
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	13	0
			Total Standees	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	0
			Total Standees	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	48	93
			Total Standees	93
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	0
			Total Standees	0
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	9	0
			Total Standees	0
			System Wide PEAK	184

Definitions

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

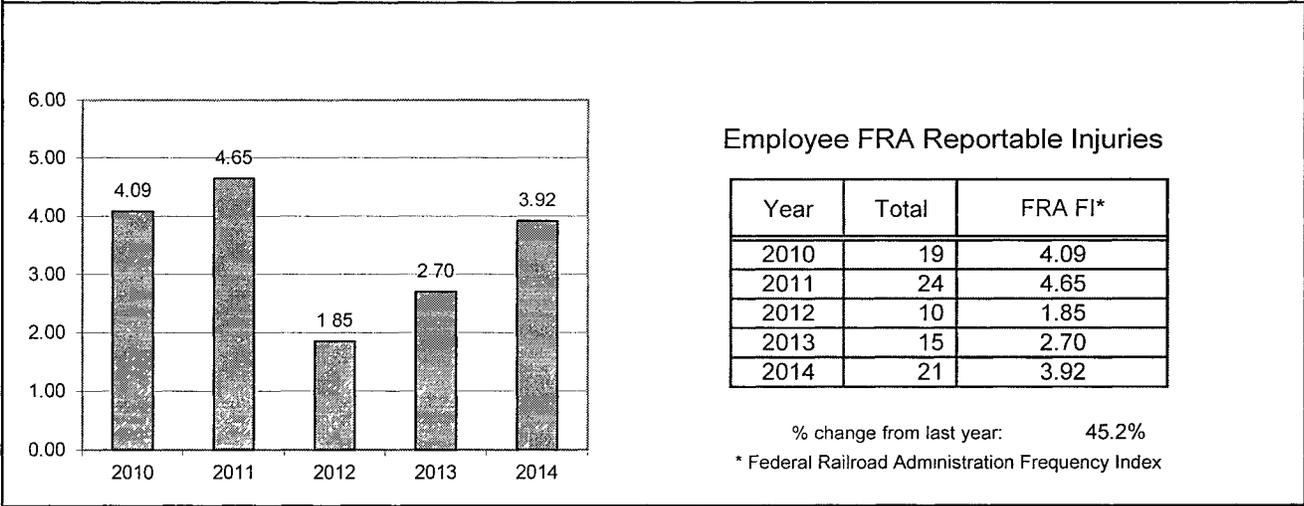
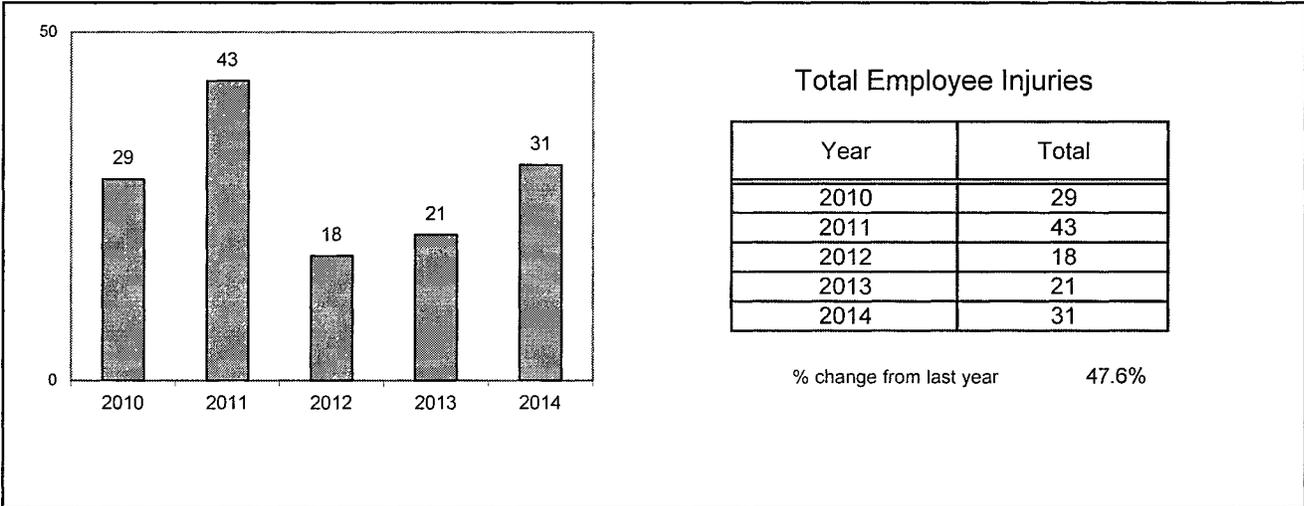
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

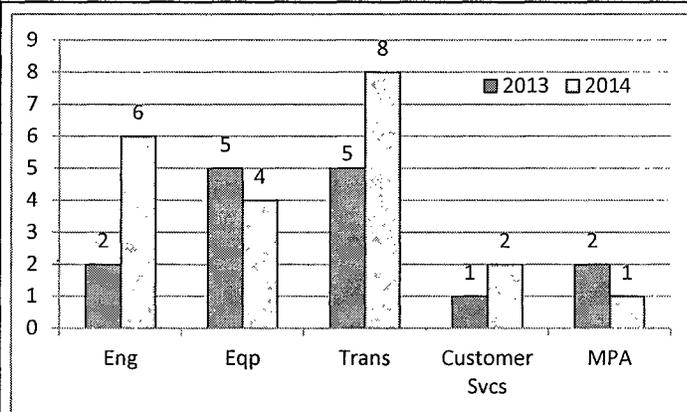
Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

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

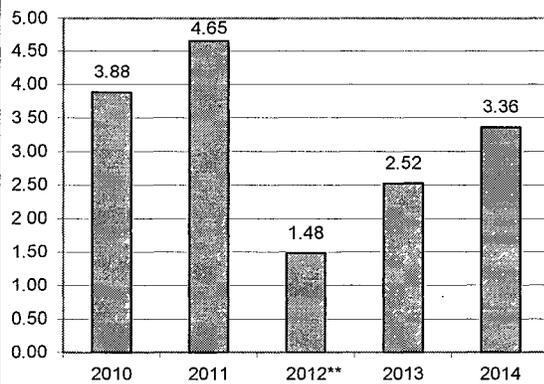
MTA Long Island Rail Road Summary of Employee Injuries - January 2014



**MTA Long Island Rail Road
Summary of Employee Injuries - January 2014**



Department	2013	2014	% Change
Engineering	2	6	200%
Equipment	5	4	-20%
Transportation	5	8	60%
Customer Svcs	1	2	100%
MPA	2	1	-50%



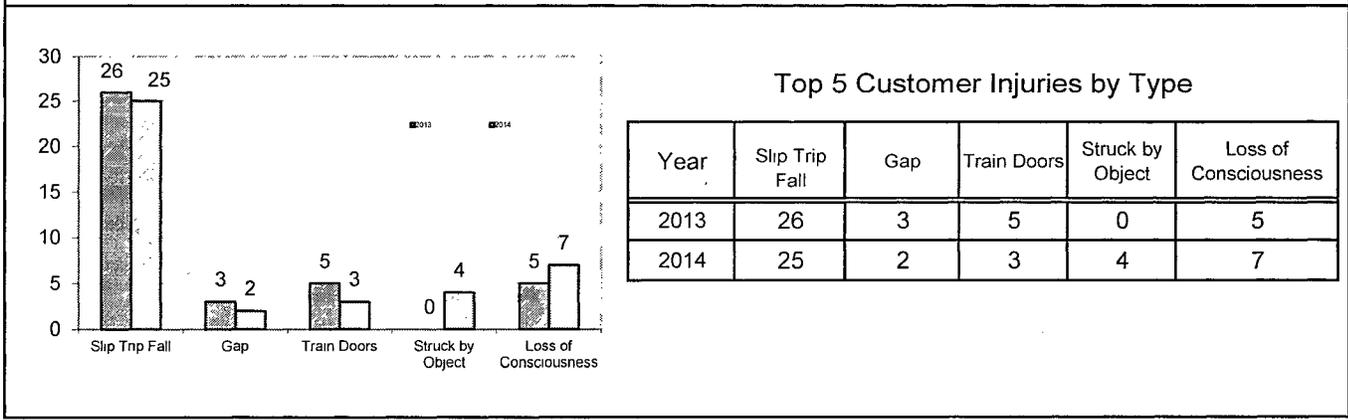
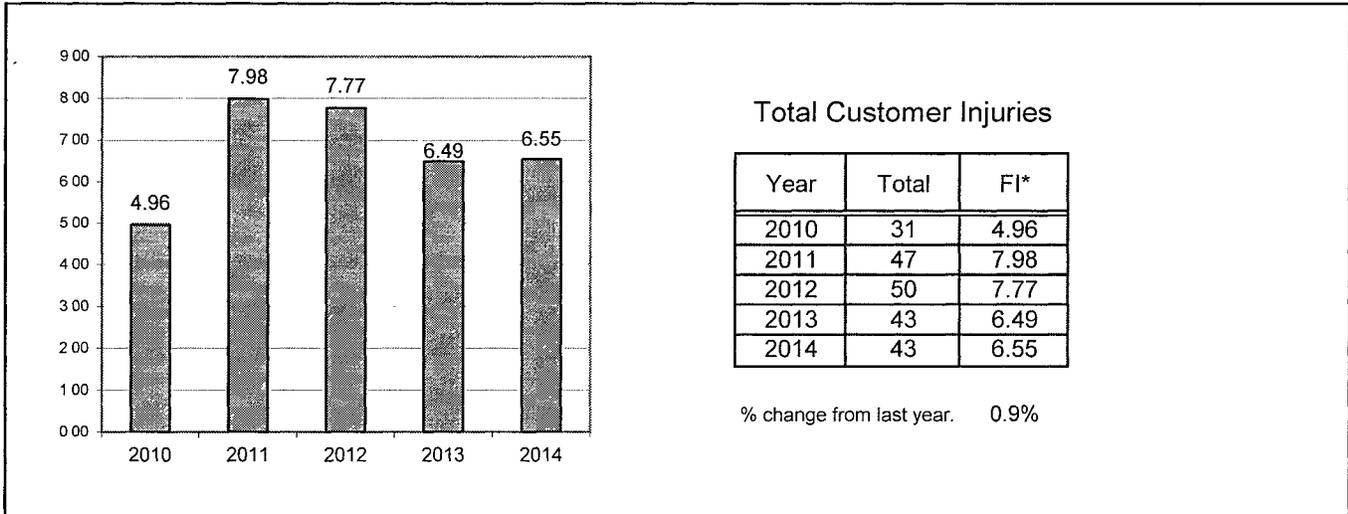
Year	LT	LT FI*	LT & RD FI*
2010	17	3.66	3.88
2011	24	4.65	4.65
2012**	8	1.48	1.48
2013	14	2.52	2.52
2014	18	3.36	3.36

% change from last year 33.3%

**Please note: Prior years data includes Restricted Duty

* - Injuries per 200,000 hours worked

**MTA Long Island Rail Road
Summary of Employee Injuries - January 2014**

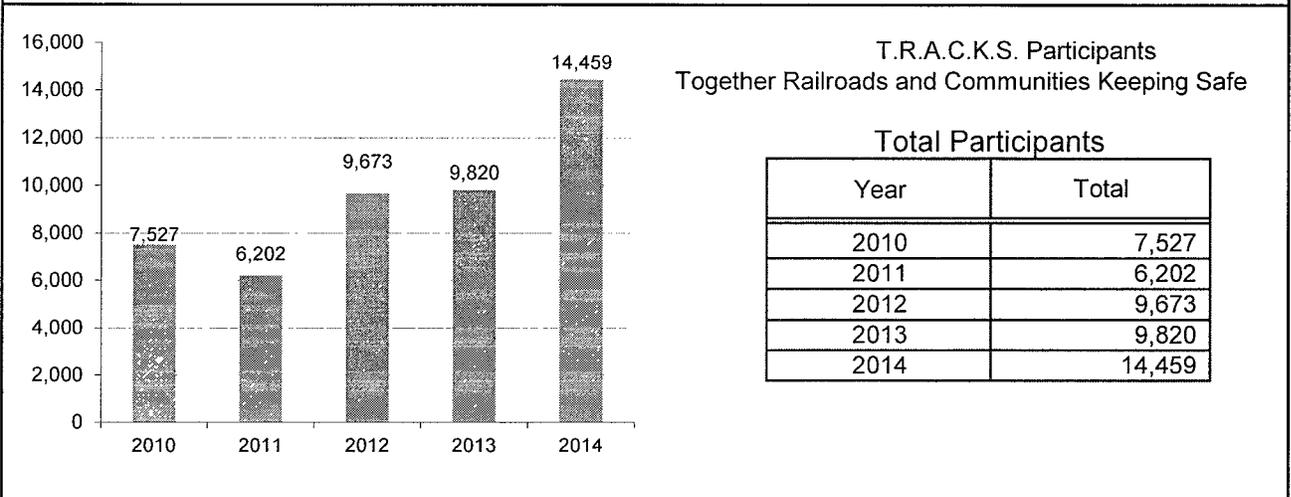
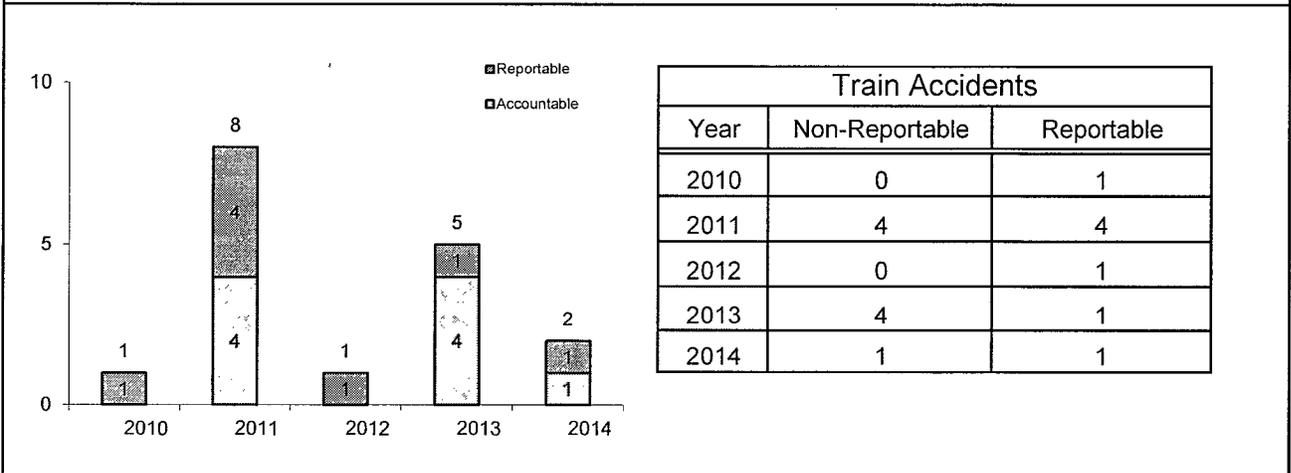
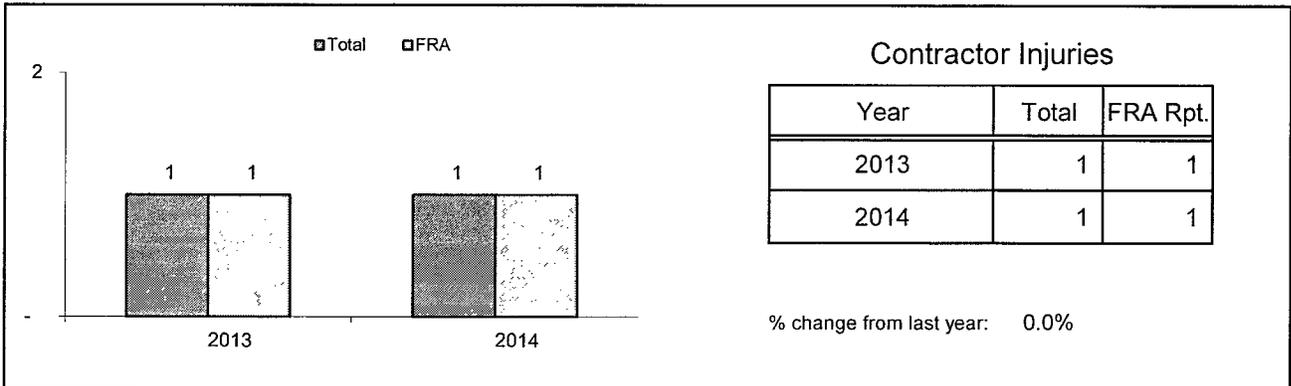


*- Injuries per 1,000,000 rides

OPERATING REPORT
FOR MONTH OF FEBRUARY 2014

MTA Long Island Rail Road

Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. January 2014



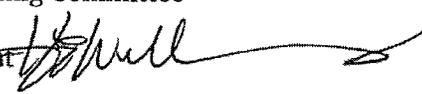
Memorandum



Long Island Rail Road

Date: March 2014

To: Members of the LIRR Operating Committee

From: Helena E. Williams, President 

Re: Enhanced Safety Action Update

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

- The next Quarterly Corporate Safety Stand-Down is scheduled for March 27, 2014.
- A briefing on the Confidential Close Call Reporting System (C3RS) was held February 18-19, 2014. Management and labor organization representatives learned more about the program. The briefing was conducted by a team consisting of the Department of Transportation/ Volpe Center, Federal Railroad Administration (FRA), and NASA.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Alerters	Vendor static and dynamic testing is on schedule and in progress on C3, DE/DM and M3 fleet. Installation is on schedule to start mid-March.
Speed Compliance	For the period 2/1/14 through 2/21/14, ninety-five radar observations were completed. Eighty-three LIRR engineers observed. Thirteen event recorder downloads and analyses were completed. All results indicated compliance.
Emergency Order 29	<ul style="list-style-type: none">▪ All critical curves were completed as scheduled by March 1, 2014.▪ Work has commenced on identified tangent track segments. Design is one hundred percent complete on two of the eight identified segments. The remaining six are in progress.
PTC	<ul style="list-style-type: none">▪ LIRR & MNR representatives continue to meet with the Joint Venture to negotiate Change Orders to accelerate the PTC delivery schedule.▪ Bi-directional signal upgrades for Long Beach Branch are currently underway as part of Sandy restoration/mitigation project.▪ Design for signalization of Ronkonkoma to Yaphank is underway.



Long Island Rail Road

Monthly Financial Report

January 2014

MTA LONG ISLAND RAIL ROAD

January Ridership and Financial Report

Executive Summary

Ridership

- During the month of January, total ridership was 6.6 million, which was 0.9% lower than January 2013 (adjusted for same number of work days) and 0.4% above the budget.
 - In January 2014, commutation ridership was 2.2% higher than 2013 (work day adjusted) and 0.8% higher than the 2014 adopted budget.
 - In January 2014, non-commutation ridership was 5.5% lower than 2013 and 0.1% below the adopted budget.
-

Revenues

- Farebox revenue in January totaling \$49.7 million was \$0.7 million above the adopted budget due to higher ridership and higher yield per passenger
- Capital & Other Revenue of \$14.0 million was \$5.6 million lower than adopted budget due to timing of project activity and lower rental and advertising revenue.
- In summary, total LIRR revenue of \$63.7 million was \$5.0 million lower than the adopted budget.

Expenses

- In January, total expenses of \$159.6 million were \$7.0 million less than adopted budget.
- Straight-time payroll spending was \$2.3 million less than adopted budget due to the existence of vacant positions. At the end of January, 263 of 7,035 positions were vacant. These vacancies consisted primarily of management/supervisory and operational hourly.
- In January, overtime hours worked was 29.1%, or 48,800 hours higher than the budget as a result of weather, which was 55,000 hours over budget.
- In January, overtime hours increased by 48.2% in 2014 compared to 2013 due to weather.
- Other variances are primarily timing related.

Financial Performance Measures

- In January, the Adjusted Farebox Operating Ratio was 52.4%, which is favorable to adopted budget due to lower expenses and higher revenue.
- In January, the Adjusted Cost per Passenger was \$15.31, which is lower than budget due to lower expenses and higher ridership.
- In January, the Revenue per Passenger was \$7.60, which is higher than budget.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending January 31, 2014

REVENUE

January **Total Revenues** (including Capital and Other Reimbursements) of \$63.7 were \$(5.0) or (7.2)% unfavorable to the budget.

- **Farebox Revenues** were \$0.7 favorable to the budget due to higher ridership and yield per passenger.
- **Other Operating Revenues** were \$(0.5) unfavorable to budget due to lower rental and advertising revenue, partially offset by a one-time real estate sale.
- **Capital and Other Reimbursements** were \$(5.1) unfavorable to the budget due to timing of project activity.

OPERATING EXPENSES

Total Expenses (including depreciation and other) of \$159.6 were favorable to the budget by \$7.0 or 4.2%.

Labor Expenses, \$1.2 favorable to the budget.

- **Payroll**, \$2.3 favorable (primarily vacant positions).
- **Overtime**, \$(2.7) unfavorable (higher weather-related overtime).
- **Health & Welfare**, \$0.7 favorable (primarily vacant positions).
- **OPEB Current Payment**, \$0.8 favorable (primarily fewer retirees/beneficiaries).
- **Other Fringe**, \$0.2 favorable (primarily lower Railroad Retirement Taxes, partially offset by higher FELA indemnity claims).

Non-Labor Expenses, \$7.0 favorable to the budget.

- **Electric Power**, \$(0.6) unfavorable (primarily accrual adjustments).
- **Insurance**, \$0.2 favorable (primarily Force Account Insurance).
- **Claims**, \$0.6 favorable (primarily reserve adjustments).
- **Maintenance and Other Operating Contracts**, \$2.1 favorable (primarily timing and prior period accrual reversals).
- **Professional Services**, \$2.1 favorable (primarily timing and prior period accrual reversals).
- **Materials and Supplies**, \$1.8 favorable (timing of capital activity).
- **Other Business Expenses**, \$0.9 favorable (primarily timing of expenses and restitution of property damage related to a bridge strike).

Depreciation and Other, \$(1.3) unfavorable (timing of Depreciation).

FAREBOX OPERATING RATIO

The January Farebox Operating Ratio of 43.2% was 2.0 percentage points above budget resulting from lower expenses and higher revenue. The adjusted January Farebox Operating Ratio was 52.4%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2014

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$49.072	\$49.741	\$0.669	1.4	\$0.000	\$0.000	\$0.000	-	\$49.072	\$49.741	\$0.669	1.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.477	2.949	(0.528)	(15.2)	0.000	0.000	0.000	-	3.477	2.949	(0.528)	(15.2)
Capital & Other Reimbursements	0.000	0.000	0.000	-	16.135	11.042	(5.093)	(31.6)	16.135	11.042	(5.093)	(31.6)
Total Revenue	\$52.549	\$52.690	\$0.141	0.3	\$16.135	\$11.042	(\$5.093)	(31.6)	\$68.684	\$63.732	(\$4.952)	(7.2)
Expenses												
<i>Labor</i>												
Payroll	\$40.346	\$39.894	\$0.452	1.1	\$5.646	\$3.756	\$1.890	33.5	\$45.992	\$43.650	\$2.342	5.1
Overtime	7.702	10.463	(2.761)	(35.8)	0.666	0.617	0.049	7.4	8.368	11.080	(2.712)	(32.4)
Health and Welfare	8.996	8.528	0.468	5.2	0.967	0.784	0.183	18.9	9.963	9.313	0.650	6.5
OPEB Current Payment	5.561	4.778	0.783	14.1	0.000	0.000	0.000	-	5.561	4.778	0.783	14.1
Pensions	15.263	15.203	0.060	0.4	1.308	1.369	(0.061)	(4.6)	16.571	16.572	(0.000)	(0.0)
Other Fringe Benefits	10.530	10.764	(0.234)	(2.2)	1.165	0.753	0.412	35.4	11.695	11.517	0.178	1.5
Reimbursable Overhead	(1.602)	(1.222)	(0.380)	(23.7)	1.602	1.222	0.380	23.7	0.000	0.000	0.000	-
Total Labor Expenses	\$86.796	\$88.408	(\$1.612)	(1.9)	\$11.354	\$8.501	\$2.853	25.1	\$98.150	\$96.909	\$1.241	1.3
<i>Non-Labor</i>												
Electric Power	\$8.741	\$9.297	(\$0.556)	(6.4)	\$0.004	\$0.009	(\$0.005)	*	\$8.745	\$9.305	(\$0.560)	(6.4)
Fuel	2.459	2.440	0.019	0.8	0.000	0.000	0.000	-	2.459	2.440	0.019	0.8
Insurance	1.981	1.922	0.059	3.0	0.281	0.153	0.128	45.6	2.262	2.075	0.187	8.3
Claims	0.346	(0.222)	0.568	*	0.000	0.000	0.000	-	0.346	(0.222)	0.568	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.528	3.407	2.121	38.4	0.660	0.709	(0.049)	(7.4)	6.188	4.116	2.072	33.5
Professional Service Contracts	2.334	0.715	1.619	69.3	0.673	0.236	0.437	64.9	3.007	0.952	2.055	68.3
Materials & Supplies	9.256	9.238	0.018	0.2	3.048	1.300	1.748	57.3	12.304	10.539	1.765	14.3
Other Business Expenses	1.243	0.307	0.936	75.3	0.115	0.134	(0.019)	(16.9)	1.358	0.441	0.917	67.5
Total Non-Labor Expenses	\$31.888	\$27.105	\$4.783	15.0	\$4.781	\$2.541	\$2.240	46.8	\$36.669	\$29.646	\$7.023	19.2
<i>Other Expense Adjustments</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$118.684	\$115.513	\$3.171	2.7	\$16.135	\$11.042	\$5.093	31.6	\$134.819	\$126.555	\$8.264	6.1
<i>Depreciation</i>												
Depreciation	\$25.167	\$26.430	(\$1.263)	(5.0)	\$0.000	\$0.000	\$0.000	-	\$25.167	\$26.430	(\$1.263)	(5.0)
Other Post Employment Benefits	6.420	6.471	(0.051)	(0.8)	0.000	0.000	0.000	-	\$6.420	6.471	(0.051)	(0.8)
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
Total Expenses	\$150.438	\$148.582	\$1.856	1.2	\$16.135	\$11.042	\$5.093	31.6	\$166.573	\$159.623	\$6.950	4.2
Net Surplus/(Deficit)	(\$97.889)	(\$95.892)	\$1.997	2.0	\$0.000	\$0.000	\$0.000	-	(\$97.889)	(\$95.892)	\$1.997	2.0
<i>Cash Conversion Adjustments</i>												
Depreciation	25.167	26.430	1.263	5.0	0.000	0.000	0.000	-	25.167	26.430	1.263	5.0
Operating/Capital	(0.880)	(0.127)	0.753	85.5	0.000	0.000	0.000	-	(0.880)	(0.127)	0.753	85.5
Other Cash Adjustments	3.098	3.015	(0.083)	(2.7)	0.000	0.000	0.000	-	3.098	3.015	(0.083)	(2.7)
Total Cash Conversion Adjustments	\$27.385	\$29.318	\$1.933	7.1	0.000	\$0.000	\$0.000	-	\$27.385	\$29.318	\$1.933	7.1
Net Cash Surplus/(Deficit)	(\$70.504)	(\$66.574)	\$3.930	5.6	\$0.000	\$0.000	\$0.000	-	(\$70.504)	(\$66.574)	\$3.930	5.6

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January Year-To-Date

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$49,072	\$49,741	\$ 669	1.4	\$0.000	\$0,000	\$0,000	-	\$49,072	\$49,741	\$0,669	1.4
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,477	2,949	(0,528)	(15.2)	0,000	0,000	0,000	-	3,477	2,949	(0,528)	(15.2)
Capital & Other Reimbursements	0,000	0,000	0,000	-	16,135	11,042	(5,093)	(31.6)	16,135	11,042	(5,093)	(31.6)
Total Revenue	\$52,549	\$52,690	\$0,141	0.3	\$16,135	\$11,042	(\$5,093)	(31.6)	\$68,684	\$63,732	(\$4,952)	(7.2)
Expenses												
<i>Labor</i>												
Payroll	\$40,346	\$39,894	\$0,452	1.1	\$5,646	\$3,756	\$1,890	33.5	\$45,992	\$43,650	\$2,342	5.1
Overtime	7,702	10,463	(2,761)	(35.8)	0,666	0,617	0,049	7.4	8,368	11,080	(2,712)	(32.4)
Health and Welfare	8,996	8,528	0,468	5.2	0,967	0,784	0,183	18.9	9,963	9,313	0,650	6.5
OPEB Current Payment	5,561	4,778	0,783	14.1	0,000	0,000	0,000	-	5,561	4,778	0,783	14.1
Pensions	15,263	15,203	0,060	0.4	1,308	1,369	(0,061)	(4.6)	16,571	16,572	(0,000)	(0.0)
Other Fringe Benefits	10,530	10,764	(0,234)	(2.2)	1,165	0,753	0,412	35.4	11,695	11,517	0,178	1.5
Reimbursable Overhead	(1,602)	(1,222)	(0,380)	(23.7)	1,602	1,222	0,380	23.7	0,000	0,000	0,000	-
Total Labor Expenses	\$86,796	\$88,408	(\$1,612)	(1.9)	\$11,354	\$8,501	\$2,853	25.1	\$98,160	\$96,909	\$1,241	1.3
<i>Non-Labor</i>												
Electric Power	\$8,741	\$9,297	(\$0,556)	(6.4)	\$0,004	\$0,009	(\$0,005)	*	\$8,745	\$9,305	(\$0,560)	(6.4)
Fuel	2,459	2,440	0,019	0.8	0,000	0,000	0,000	-	2,459	2,440	0,019	0.8
Insurance	1,981	1,922	0,059	3.0	0,281	0,153	0,128	45.6	2,262	2,075	0,187	8.3
Claims	0,346	(0,222)	0,568	*	0,000	0,000	0,000	-	0,346	(0,222)	0,568	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	5,528	3,407	2,121	38.4	0,660	0,709	(0,049)	(7.4)	6,188	4,116	2,072	33.5
Professional Service Contracts	2,334	0,715	1,619	69.3	0,673	0,236	0,437	64.9	3,007	0,952	2,055	68.3
Materials & Supplies	9,256	9,238	0,018	0.2	3,048	1,300	1,748	57.3	12,304	10,539	1,765	14.3
Other Business Expenses	1,243	0,307	0,936	75.3	0,115	0,134	(0,019)	(16.9)	1,358	0,441	0,917	67.5
Total Non-Labor Expenses	\$31,888	\$27,105	\$4,783	15.0	\$4,781	\$2,541	\$2,240	46.8	\$36,669	\$29,646	\$7,023	19.2
Other Expense Adjustments												
Other	\$0,000	\$0,000	\$0,000	-	0,000	\$0,000	\$0,000	-	0,000	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$118,684	\$115,513	\$3,171	2.7	\$16,135	\$11,042	\$5,093	31.6	\$134,819	\$126,555	\$8,264	6.1
Depreciation	\$25,167	\$26,430	(1,263)	(5.0)	0,000	\$0,000	\$0,000	-	\$25,167	\$26,430	(\$1,263)	(5.0)
Other Post Employment Benefits	6,420	6,471	(0,051)	(0.8)	0,000	0,000	0,000	-	6,420	6,471	(0,051)	(0.8)
Environmental Remediation	0,167	0,167	0,000	0.2	0,000	0,000	0,000	-	0,167	\$0,167	0,000	0.2
Total Expenses	\$150,438	\$148,582	\$1,856	1.2	\$16,135	\$11,042	\$5,093	31.6	\$166,573	\$159,623	\$6,950	4.2
Net Surplus/(Deficit)	(\$97,889)	(\$95,892)	\$1,997	2.0	\$0,000	\$0,000	\$0,000	-	(\$97,889)	(\$95,892)	\$1,997	2.0
<i>Cash Conversion Adjustments</i>												
Depreciation	25,167	26,430	1,263	5.0	0,000	0,000	0,000	-	25,167	26,430	1,263	5.0
Operating/Capital	(0,880)	(0,127)	0,753	85.5	0,000	0,000	0,000	-	(0,880)	(0,127)	0,753	85.5
Other Cash Adjustments	3,098	3,015	(0,083)	(2.7)	0,000	0,000	0,000	-	3,098	3,015	(0,083)	(2.7)
Total Cash Conversion Adjustments	\$27,385	\$29,318	\$1,933	7.1	\$0,000	\$0,000	\$0,000	-	\$27,385	\$29,318	\$1,933	7.1
Net Cash Surplus/(Deficit)	(\$70,504)	(\$66,574)	\$3,930	5.6	\$0,000	\$0,000	\$0,000	-	(\$70,504)	(\$66,574)	\$3,930	5.6

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2014				Year-to-Date January 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.669	1.4	Higher yield per passenger \$0.456 and ridership \$0.213.	0.669	1.4	
Other Operating Revenue	Non Reimb.	(0.528)	(15.2)	Lower rental and advertising revenue, partially offset by miscellaneous income.	(0.528)	(15.2)	
Capital & Other Reimbursements	Reimb.	(5.093)	(31.6)	Primarily due to timing of project activity.	(5.093)	(31.6)	
Expenses							
Payroll	Non Reimb.	0.452	1.1	Primarily lower headcount.	0.452	1.1	
	Reimb.	1.890	33.5	Primarily due to vacant positions and timing of project activity and other reimbursements.	1.890	33.5	
Overtime	Non Reimb.	(2.761)	(35.8)	Primarily weather-related overtime.	(2.761)	(35.8)	
	Reimb.	0.049	7.4	Primarily due to timing of project activity.	0.049	7.4	
Health and Welfare	Non Reimb.	0.468	5.2	Vacant positions.	0.468	5.2	
	Reimb.	0.183	18.9	Primarily due to timing of project activity.	0.183	18.9	
OPEB Current Payment	Non Reimb.	0.783	14.1	Fewer retirees/beneficiaries.	0.783	14.1	

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2014				Year-to-Date January 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.060	0.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	0.060	0.4	
	Reimb.	(0.061)	(4.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(0.061)	(4.6)	
Other Fringe Benefits	Non Reimb.	(0.234)	(2.2)	Higher FELA indemnity payments.	(0.234)	(2.2)	
	Reimb.	0.412	35.4	Primarily due to timing of project activity.	0.412	35.4	
Electric Power	Non Reimb.	(0.556)	(6.4)	Prior period billings.	(0.556)	(6.4)	
	Reimb.	(0.005)	*		(0.005)	*	
Fuel	Non Reimb.	0.019	0.8		0.019	0.8	
Insurance	Non Reimb.	0.059	3.0	Timing of premium payments.	0.059	3.0	
	Reimb.	0.128	45.6	Force Account Insurance associated with project activity.	0.128	45.6	
Claims	Non Reimb.	0.568	*	Timing	0.568	*	

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	January 2014		Reason for Variance	Year-to-Date January 2014		Reason for Variance
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	2.121	38.4	Timing of payments for elevator/escalator maintenance, communications expenses, HVAC, various security initiatives and prior period accrual reversals, partially offset by higher payments for non-revenue vehicle repairs. Primarily due to timing of project activity.	2.121	38.4	
	Reimb.	(0.049)	(7.4)		(0.049)	(7.4)	
Professional Service Contracts	Non Reimb.	1.619	69.3	Primarily due to timing of payments and activities for miscellaneous consulting services and prior period accrual reversals. Primarily due to timing of project activity.	1.619	69.3	
	Reimb.	0.437	64.9		0.437	64.9	
Materials & Supplies	Non Reimb.	0.018	0.2	Primarily due to timing of project activity and timing of payments for project material.	0.018	0.2	
	Reimb.	1.748	57.3		1.748	57.3	

**MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL: ACCRUAL BASIS**

January 2014				Year-to-Date January 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.936	75.3	Primarily restitution of property damage for third party damage to a bridge and timing of miscellaneous expenses. Primarily due to timing of project activity.	0.936	75.3	
	Reimb.	(0.019)	(16.9)		(0.019)	(16.9)	
Depreciation	Non Reimb.	(1.263)	(5.0)	Primarily timing.	(1.263)	(5.0)	
Other Post Employment Benefits	Non Reimb.	(0.051)	(0.8)	Primarily timing.	(0.051)	(0.8)	

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
January 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$51.072	\$53.051	\$1.979	3.9	\$51.072	\$53.051	\$1.979	3.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.733	3.612	0.879	32.1	2.733	3.612	0.879	32.1
Capital & Other Reimbursements	14.850	12.201	(2.649)	(17.8)	14.850	12.201	(2.649)	(17.8)
Total Receipts	\$68.655	\$68.863	\$0.208	0.3	\$68.655	\$68.863	\$0.208	0.3
Expenditures								
<i>Labor.</i>								
Payroll	\$49.579	\$46.955	\$2.624	5.3	\$49.579	\$46.955	\$2.624	5.3
Overtime	10.265	11.465	(1.200)	(11.7)	10.265	11.465	(1.200)	(11.7)
Health and Welfare	9.963	9.106	0.857	8.6	9.963	9.106	0.857	8.6
OPEB Current Payment	5.561	4.785	0.776	14.0	5.561	4.785	0.776	14.0
Pensions	9.833	9.831	0.002	0.0	9.833	9.831	0.002	0.0
Other Fringe Benefits	13.669	12.601	1.068	7.8	13.669	12.601	1.068	7.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$98.870	\$94.744	\$4.126	4.2	\$98.870	\$94.744	\$4.126	4.2
<i>Non-Labor.</i>								
Electric Power	\$8.745	\$11.478	(\$2.733)	(31.3)	\$8.745	\$11.478	(\$2.733)	(31.3)
Fuel	2.459	2.319	0.140	5.7	2.459	2.319	0.140	5.7
Insurance	5.433	6.588	(1.155)	(21.3)	5.433	6.588	(1.155)	(21.3)
Claims	0.196	0.085	0.111	56.5	0.196	0.085	0.111	56.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.939	4.177	1.762	29.7	5.939	4.177	1.762	29.7
Professional Service Contracts	3.534	2.661	0.873	24.7	3.534	2.661	0.873	24.7
Materials & Supplies	10.685	11.570	(0.885)	(8.3)	10.685	11.570	(0.885)	(8.3)
Other Business Expenses	1.298	0.415	0.883	68.1	1.298	0.415	0.883	68.1
Total Non-Labor Expenditures	\$38.289	\$39.294	(\$1.005)	(2.6)	\$38.289	\$39.294	(\$1.005)	(2.6)
<i>Other Expenditure Adjustments.</i>								
Other	2.000	1.924	0.076	3.8	2.000	1.924	0.076	3.8
Total Other Expenditure Adjustments	\$2.000	\$1.924	\$0.076	3.8	\$2.000	\$1.924	\$0.076	3.8
Total Expenditures	\$139.159	\$135.962	\$3.197	2.3	\$139.159	\$135.962	\$3.197	2.3
Cash Timing and Availability Adjustment	0.000	0.525	0.525	-	0.000	0.525	0.525	-
Net Cash Deficit (excludes opening balance)	(\$70.504)	(\$66.574)	\$3.930	5.6	(\$70.504)	(\$66.574)	\$3.930	5.6
Subsidies								
MTA	70.504	47.711	(22.793)	(32.3)	70.504	47.711	(22.793)	(32.3)

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2014			Year-to-Date as of January 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	\$1.979	3.9	Higher advance sales impact \$1.500, higher yields \$0.456 and higher ridership \$0.213, partially offset by lower Metrocard/AirTrain sales \$(0.190).	\$1.979	3.9%	
Other Operating Revenue	\$0.879	32.1	Primarily due to the collection of prior year intercompany receipts and higher miscellaneous receipts, partially offset by the timing of rental and freight receipts.	\$0.879	32.1%	
Capital and Other Reimbursements	(\$2.649)	(17.8)	Timing of activity and reimbursement for capital and other reimbursements.	(\$2.649)	-17.8%	
Expenditures						
Labor:						
Payroll	\$2.624	5.3	Primarily due to lower headcount.	\$2.624	5.3%	
Overtime	(\$1.200)	(11.7)	Primarily due to weather-related overtime.	(\$1.200)	-11.7%	
Health and Welfare	\$0.857	8.6	Primarily due to lower headcount.	\$0.857	8.6%	
OPEB Current Payment	\$0.776	14.0	Primarily due to fewer retirees.	\$0.776	14.0%	
Other Fringe Benefits	\$1.068	7.8	Primarily lower Railroad Retirement and Railroad Unemployment Insurance payments.	\$1.068	7.8%	
Non-Labor:						
Electric Power	(\$2.733)	(31.3)	Primarily due to the timing of payments.	(\$2.733)	-31.3%	
Fuel	\$0.140	5.7%	Primarily due to timing of payments.	\$0.140	5.7%	
Insurance	(\$1.155)	(21.3)	Timing of insurance premium payments.	(\$1.155)	-21.3%	
Claims	\$0.111	56.5	Timing of payment for claims.	\$0.111	56.5%	
Maintenance and Other Operating Contracts	\$1.762	29.7	Timing of payments.	\$1.762	29.7%	

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	January 2014			Year-to-Date as of January 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Professional Service Contracts	\$0.873	24.7	Primarily the timing of MTA chargeback payments.	\$0.873	24.7%	
Materials and Supplies	(\$0.885)	(8.3)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(\$0.885)	-8.3%	
Other Business Expenses	\$0.883	68.1%	Primarily due to the collection of prior year property damage restitution.	\$0.883	68.1%	
Other Expenditure Adjustments	\$0.076	3.8%	Lower Metrocard/AirTrain pass through payments.	\$0.076	3.8%	

Table 6

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
January 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
	Favorable (Unfavorable)				Favorable (Unfavorable)			
Receipts								
Farebox Revenue	\$2.000	\$3.310	\$1.310	65.5	\$2.000	\$3.310	\$1.310	65.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.744)	0.663	1.407	*	(0.744)	0.663	1.407	*
Capital & Other Reimbursements	(1.285)	1.159	2.444	*	(1.285)	1.159	2.444	*
Total Receipts	(\$0.029)	\$5.131	\$5.160	*	(\$0.029)	\$5.131	\$5.160	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$3.587)	(\$3.306)	\$0.281	7.8	(\$3.587)	(\$3.306)	\$0.281	7.8
Overtime	(1.897)	(0.385)	1.512	79.7	(1.897)	(0.385)	1.512	79.7
Health and Welfare	0.000	0.207	0.207	-	0.000	0.207	0.207	-
OPEB Current Payment	0.000	(0.007)	(0.007)	-	0.000	(0.007)	(0.007)	-
Pensions	6.738	6.740	0.002	0.0	6.738	6.740	0.002	0.0
Other Fringe Benefits	(1.974)	(1.084)	0.890	45.1	(1.974)	(1.084)	0.890	45.1
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$0.720)	\$2.165	\$2.885	*	(\$0.720)	\$2.165	\$2.885	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$2.173)	(\$2.173)	-	\$0.000	(\$2.173)	(\$2.173)	-
Fuel	0.000	0.122	0.122	-	0.000	0.122	0.122	-
Insurance	(3.171)	(4.513)	(1.342)	(42.3)	(3.171)	(4.513)	(1.342)	(42.3)
Claims	0.150	(0.307)	(0.457)	*	0.150	(0.307)	(0.457)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.249	(0.061)	(0.310)	*	0.249	(0.061)	(0.310)	*
Professional Service Contracts	(0.527)	(1.709)	(1.182)	*	(0.527)	(1.709)	(1.182)	*
Materials & Supplies	1.619	(1.032)	(2.651)	*	1.619	(1.032)	(2.651)	*
Other Business Expenses	0.060	0.027	(0.033)	(55.7)	0.060	0.027	(0.033)	(55.7)
Total Non-Labor Expenditures	(\$1.620)	(\$9.648)	(\$8.028)	*	(\$1.620)	(\$9.648)	(\$8.028)	*
<i>Other Expenditure Adjustments:</i>								
Other	(2.000)	(1.924)	0.076	3.8	(2.000)	(1.924)	0.076	3.8
Total Other Expenditure Adjustments	(\$2.000)	(\$1.924)	\$0.076	3.8	(\$2.000)	(\$1.924)	\$0.076	3.8
Total Expenditures before Depreciation	(\$4.340)	(\$9.407)	(\$5.067)	*	(\$4.340)	(\$9.407)	(\$5.067)	*
Depreciation Adjustment	25.167	26.430	1.263	5.0	25.167	26.430	1.263	5.0
Other Post Employment Benefits	6.420	6.471	0.051	0.8	6.420	6.471	0.051	0.8
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.167	0.167	(0.000)	(0.2)
Total Expenditures	\$27.414	\$23.661	(\$3.753)	(13.7)	\$27.414	\$23.661	(\$3.753)	(13.7)
Cash Timing and Availability Adjustment	0.000	0.525	0.525	-	0.000	0.525	0.525	-
Total Cash Conversion Adjustments	\$27.385	\$29.318	\$1.933	7.1	\$27.385	\$29.318	\$1.933	7.1

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

	January 2014						January Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	45,693	\$2.319	43,800	\$2.218	1,893	\$0.101	45,693	\$2.319	43,800	\$2.218	1,893	\$0.101
					4.1%	4.4%					4.1%	4.4%
<u>Unscheduled Service</u>	9,875	\$0.557	9,693	\$0.556	182	\$0.001	9,875	\$0.557	9,693	\$0.556	182	\$0.001
					1.8%	0.3%					1.8%	0.3%
<u>Programmatic/Routine Maintenance</u>	36,391	\$1.719	35,834	\$1.695	557	\$0.024	36,391	\$1.719	35,834	\$1.695	557	\$0.024
					1.5%	1.4%					1.5%	1.4%
<u>Unscheduled Maintenance</u>	675	\$0.030	655	\$0.029	20	\$0.001	675	\$0.030	655	\$0.029	20	\$0.001
					3.0%	3.0%					3.0%	3.0%
<u>Vacancy/Absentee Coverage</u>	36,443	\$1.804	33,192	\$1.613	3,250	\$0.191	36,443	\$1.804	33,192	\$1.613	3,250	\$0.191
					8.9%	10.6%					8.9%	10.6%
<u>Weather Emergencies</u>	24,015	\$1.205	78,942	\$4.124	(54,928)	(\$2.919)	24,015	\$1.205	78,942	\$4.124	(54,928)	(\$2.919)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	0	\$0.000	-	\$0.000	0	\$0.000	-	-
<u>Other</u> ³	1,511	\$0.067	2,171	\$0.228	(661)	(\$0.161)	1,511	\$0.067	2,171	\$0.228	(661)	(\$0.161)
					-43.7%	*					-43.7%	*
NON-REIMBURSABLE OVERTIME	154,603	\$7.702	204,288	\$10.463	(49,686)	(\$2.762)	154,603	\$7.702	204,288	\$10.463	(49,686)	(\$2.762)
					-32.1%	-35.9%					-32.1%	-35.9%
REIMBURSABLE OVERTIME	12,942	\$0.666	12,059	\$0.617	883	\$0.049	12,942	\$0.666	12,059	\$0.617	883	\$0.049
					6.8%	7.4%					6.8%	7.4%
TOTAL OVERTIME	167,545	\$8.368	216,347	\$11.080	(48,803)	(\$2.712)	167,545	\$8.368	216,347	\$11.080	(48,803)	(\$2.712)
					-29.1%	-32.4%					-29.1%	-32.4%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

* Exceeds 100%

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

	January 2014			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	1,893 4.1%	\$0.101 4.4%		1,893 4.1%	\$0.101 4.4%	
<u>Unscheduled Service</u>	182 1.8%	\$0.001 0.3%		182 1.8%	\$0.001 0.3%	
<u>Programmatic/Routine Maintenance</u>	557 1.5%	\$0.024 1.4%		557 1.5%	\$0.024 1.4%	
<u>Unscheduled Maintenance</u>	20 3.0%	\$0.001 3.0%		20 3.0%	\$0.001 3.0%	
<u>Vacancy/Absentee Coverage</u>	3,250 8.9%	\$0.191 10.6%		3,250 8.9%	\$0.191 10.6%	
<u>Weather Emergencies</u>	(54,928) *	(\$2.919) *	Due to inclement weather conditions caused by snow storms and various other weather related costs system wide.	(54,928) *	(\$2.919) *	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(661) -43.7%	(\$0.161) *		(661) -43.7%	(\$0.161) *	
NON-REIMBURSABLE OVERTIME	(49,686) -32.1%	(\$2.762) -35.9%		(49,686) -32.1%	(\$2.762) -35.9%	
REIMBURSABLE OVERTIME	883 6.8%	\$0.049 7.4%		883 6.8%	\$0.049 7.4%	
TOTAL OVERTIME	(48,803) -29.1%	(\$2.712) -32.4%		(48,803) -29.1%	(\$2.712) -32.4%	

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2014 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JANUARY 2014

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	83	78	5
Human Resources	32	36	(4)
Sr VP Administration	2	2	0
Strategic Investments	32	25	7
President	4	4	0
VP & CFO	2	3	(1)
Information Technology	164	147	17
Controller	46	42	4
Management & Budget	19	18	1
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	42	35	7
Market Dev. & Public Affairs	61	63	(2)
Gen. Counsel & Secretary	30	30	0
Diversity Management	1	2	(1)
System Safety/Training	74	73	1
Security	11	10	1
Sr VP Operations/Service Planning	24	24	-
Total Administration	657	622	35
Operations			
Train Operations	2,044	1,985	59
Customer Services	299	296	3
Total Operations	2,343	2,281	62
Maintenance			
Engineering	1,741	1,647	94
Equipment	2,066	2,018	48
Procurement (Stores)	93	93	-
Total Maintenance	3,900	3,758	142
Engineering/Capital			
Department of Project Management	135	111	24
Total Engineering/Capital	135	111	24
Baseline Total Positions	7,035	6,772	263
Non-Reimbursable	6,275	6,247	28
Reimbursable	760	525	235
Total Full-Time	7,035	6,772	263
Total Full-Time-Equivalents	-	-	-

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JANUARY 2014**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 28 positions due to open positions in Train and Engine Service and the Equipment Department (Electricians) and various vacant positions company-wide.
REIMBURSABLE POSITIONS - Favorable 235 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2014 BUDGET
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH JANUARY 2014

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	345	313	32
Professional, Technical, Clerical	312	309	3
Operational Hourlies	-	-	-
Total Administration	657	622	35
Operations			
Managers/Supervisors	328	314	14
Professional, Technical, Clerical	168	172	(4)
Operational Hourlies	1,847	1,795	52
Total Operations	2,343	2,281	62
Maintenance			
Managers/Supervisors	760	693	67
Professional, Technical, Clerical	269	256	13
Operational Hourlies	2,871	2,809	62
Total Maintenance	3,900	3,758	142
Engineering/Capital			
Managers/Supervisors	98	87	11
Professional, Technical, Clerical	37	24	13
Operational Hourlies	-	-	-
Total Engineering/Capital	135	111	24
Total Positions			
Managers/Supervisors	1,531	1,407	124
Professional, Technical, Clerical	786	761	25
Operational Hourlies	4,718	4,604	114
Total Positions	7,035	6,772	263

**MTA LONG ISLAND RAIL ROAD
 FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
 RIDERSHIP
 (In Thousands)**

RIDERSHIP	January 2014			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.865	3.890	0.025	0.6%
Weekly	0.138	0.145	0.007	5.1%
Total Commutation	4.003	4.035	0.032	0.8%
One-Way Full Fare	0.570	0.569	(0.001)	-0.2%
One-Way Off-Peak	1.294	1.276	(0.018)	-1.4%
All Other	0.670	0.686	0.016	2.4%
Total Non-Commutation	2.534	2.530	(0.003)	-0.1%
Total	6.537	6.565	0.028	0.4%

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
January 2014**

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2014</u>	<u>Adopted Budget</u>	<u>Actual 2013</u>	<u>vs. Budget</u>	<u>vs. 2013</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	43.2%	41.2%	42.0%	2.0%	1.2%
	Adjusted ⁽²⁾	52.4%	50.7%	51.1%	1.7%	1.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.61	\$18.29	\$16.59	\$0.68	(\$1.02)
	Adjusted ⁽²⁾	\$15.31	\$15.85	\$14.24	\$0.54	(\$1.07)
Passenger Revenue/Passenger ⁽³⁾		\$7.60	\$7.53	\$6.97	\$0.07	\$0.63
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2014</u>	<u>Adopted Budget</u>	<u>Actual 2013</u>	<u>vs. Budget</u>	<u>vs. 2013</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	43.2%	41.2%	42.0%	2.0%	1.2%
	Adjusted ⁽²⁾	52.4%	50.7%	51.1%	1.7%	1.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.61	\$18.29	\$16.59	\$0.68	(\$1.02)
	Adjusted ⁽²⁾	\$15.31	\$15.85	\$14.24	\$0.54	(\$1.07)
Passenger Revenue/Passenger ⁽³⁾		7.60	\$7.53	\$6.97	\$0.07	\$0.63

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

JANUARY 2014

JANUARY 2014 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD EXECUTIVE SUMMARY

January

- January 2014 total ridership was 6.565 million vs. 6.628 million in January 2013, resulting in a decrease of 62,840 passengers, or a 0.9% decrease compared to January 2013.
- January 2014 commutation ridership was 4.035 million vs. 3.950 million in January 2013, resulting in an increase of 85,208 passengers, or an increase of 2.2%.
- January 2014 non-commutation ridership was 2.530 million vs. 2.678 million in January 2013, a decrease of 148,048 passengers, or a decrease of 5.5%. Unusually bad weather associated with significant snowfall and low temperatures occurring in January 2014 had a negative impact on Non-Commutation ridership.
- January 2014 revenue was \$49.7 million vs. \$46.0 million, an increase of \$3,709,534 or an increase of 8.1% compared to January 2013.

JANUARY REVENUE

•January's Total Revenue was 8.1% above '13 and 1.4% above Budget*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$49.7												\$49.7
2013	\$46.0												\$46.0
PCT CHG.	8.1%												8.1%

*Fare increase was implemented in March 2013.

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
JANUARY 2014**

TICKET TYPE/SERVICE	JANUARY 2014	JANUARY 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,034,989	3,949,781	85,208	2.2%
NON-COMMUTATION RIDERSHIP	2,530,439	2,678,487	(148,048)	-5.5%
TOTAL RIDERSHIP	6,565,428	6,628,268	(62,840)	-0.9%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2014 YEAR-TO-DATE**

TICKET TYPE/SERVICE	JANUARY 2014	JANUARY 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,034,989	3,949,781	85,208	2.2%
NON-COMMUTATION RIDERSHIP	2,530,439	2,678,487	(148,048)	-5.5%
TOTAL RIDERSHIP	6,565,428	6,628,268	(62,840)	-0.9%

** 2013 ridership numbers were adjusted using 2014 factors.*

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
JANUARY 2014**

REVENUE	JANUARY 2014	JANUARY 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,674,922	\$24,758,594	\$2,916,327	11.8%
NON-COMMUTATION REVENUE	\$22,066,272	\$21,273,066	\$793,206	3.7%
TOTAL REVENUE	\$49,741,194	\$46,031,660	\$3,709,534	8.1%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2014 YEAR-TO-DATE**

REVENUE	JANUARY 2014	JANUARY 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,674,922	\$24,758,594	\$2,916,327	11.8%
NON-COMMUTATION REVENUE	\$22,066,272	\$21,273,066	\$793,206	3.7%
TOTAL REVENUE	\$49,741,194	\$46,031,660	\$3,709,534	8.1%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

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

HIGHLIGHTS

PN-TS: DIVIDE SUPERVISORY CONTROL AND REMOTE TERMINAL UNITS

Project Budget: \$13.90M

Milestone: Contract Award

A Design and Furnish Contract for Renewal of the Signal Supervisory System and Remote Terminal Units [RTU's] in Divide Interlocking and at each Interlocking on the Main Line and Port Jefferson Branches east of Divide Tower was awarded to Power Resources International, Inc [PRI] for \$4,020,347. PRI is providing the design and is furnishing the supervisory equipment. The Design-Furnish project work will include installation of a new state-of-the-art graphic based Divide Supervisory Control System. The existing signal RTU's will be replaced with redundant PLC technology. The work will also include reconfiguration of the existing 400amp service and the transfer of physical control of power sectionalizing switches to Power SCADA. LIRR F/A has commenced survey and support work activities. Design Completion is planned for Spring 2015.

PN-BH: WOODHAVEN BOULEVARD BRIDGE REHABILITATION

Project Budget: \$11.00M

Milestone: Beneficial Use

The rehabilitation of the three span Woodhaven Blvd Bridge in Rego Park, Queens, is complete. Project work on the steel superstructure included new bearings and bridge seats as well as repairs to the abutments, concrete decks, piers, and structural steel. Above-deck work restored the integrity of the waterproofing and drainage system. The rehabilitation of Woodhaven Blvd Bridge is part of the LIRR's efforts to restore and maintain the system's bridges to a State of Good Repair.

PN-TE: 2014 ANNUAL TRACK PROGRAM

Project Budget: \$50.93M

Milestone: Construction Start

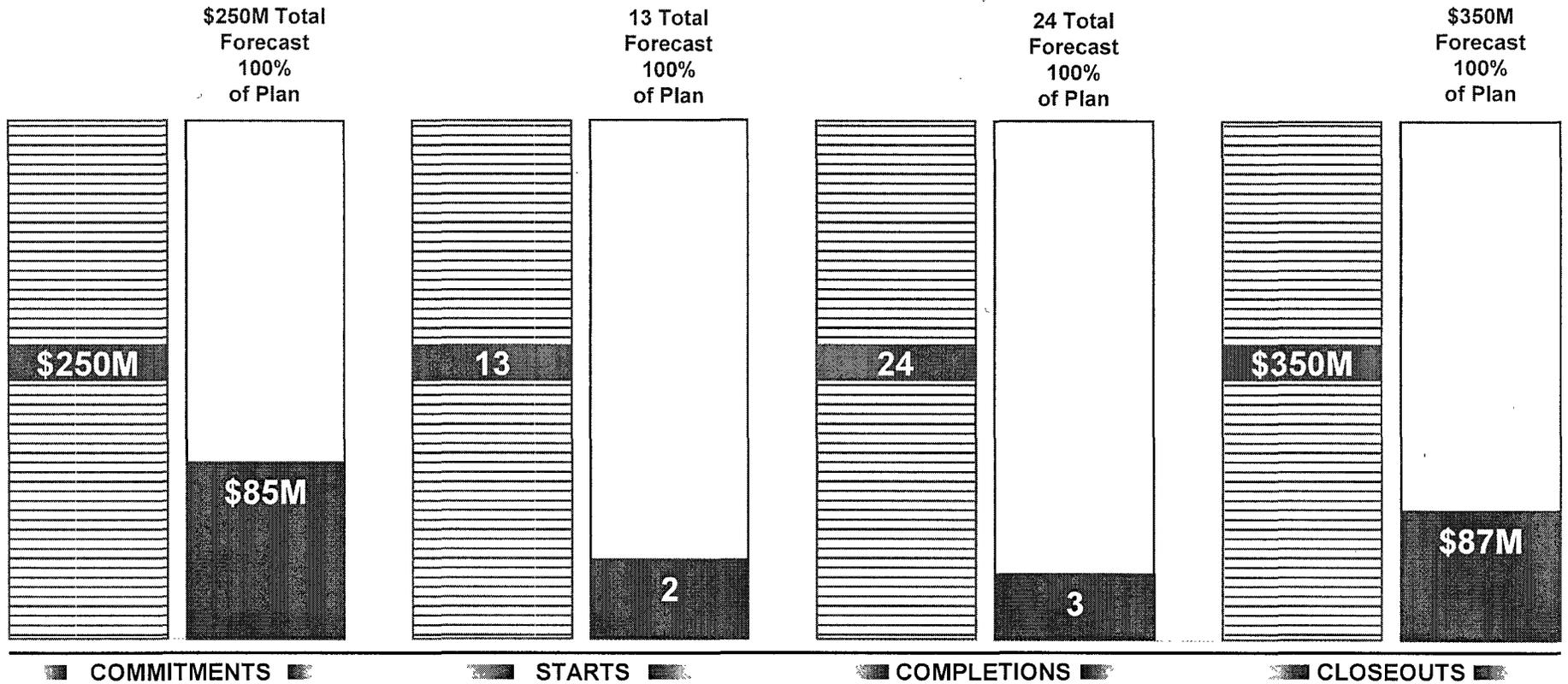
The Life Cycle Replacement and Upgrade of the LIRR track structure in select work locations has commenced. The goal of the Annual Track Program is to efficiently and safely maintain the track infrastructure in a state of good repair with minimal disruption to train service and operations. The specific goals of the 2014 Annual Track Program include 85 miles of track surfacing; replacement of 43,440 wood ties, 11 grade crossings, and 7 switches; 800 field welds; and installation of 12,720 concrete ties.

MENTORING ACTIVITIES

- Supplemental HVAC at JCC: Punchlist work in progress.
- Ronkonkoma Parking Garage Cable Replacement: Substantially complete.
- Hillside UCC Shop [Under Car Cleaning]: Fabrication continued.
- Holban Yard: Paving work suspended due to extreme weather.
- Woodside / Merrick Elevator Replacement: Bids received and under evaluation.
- Sutphin Overpass Painting / Fireproofing: Construction commenced.
- HSF Electrolysis Lab: Contract awarded and submittals commenced.
- HSF Emergency Generator: Procurement in process.
- Shea Yard Paving: Procurement commenced.

2014 LIRR Capital Program Goals

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2014 PLAN



ACTUAL as of February 28, 2014



FORECAST through December 31, 2014