



Metropolitan Transportation Authority

Long Island Committee Meeting

May 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

May 19, 2014 9:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Monday, June 23, 2014 at 9:30 AM**

**Minutes of the Regular Meeting
Meeting of the Long Island Committee**

Monday, April 28, 2014

Meeting held at

347 Madison Avenue

New York, New York 10017

8:30 a.m.

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Committee
Hon. James L. Sedore
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Norman Brown
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Jeffrey A. Kay
Hon. David Paterson
Hon. Andrew M. Saul
Hon. Vincent Tessitore, Jr.

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

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

Also attending: Hon. Mark Page, Hon. James Redecker, Commission, CDOT

The members met jointly as the Metro-North Committee and the Long Island Committee. Chairman Pally called the meeting to order.

There were seven public speakers. Orrin Getz of Rockland County spoke concerning West of Hudson Metro-North service and the federal approval process for PTC installations. Rosalie Norton, representing West Hempstead civic associations, and Patricia Norris McDonald, Mayor of

Malverne, spoke in favor of restoring increased weekend service on the West Hempstead Branch. Chairman Pally noted his support and that of Board Member Malloy for this initiative. Those speaking in favor of approval of the Ellison Avenue Bridge RFP were: Westbury Mayor Peter Cavallaro, former Westbury Mayor Ernest Strada and George Truicko, representing Laborers Union Local 1298. Steven Quigley spoke in favor of increased intra-Island and reverse commuting service on the LIRR to support the economic vitality of the area.

Based upon the comments of the speakers, Board Member Moerdler stated he would support a motion to restore weekend service on the West Hempstead Branch. Chairman Pally, while expressing his support for the concept, advised deferring such action to a later date, consistent with prior Board discussions and actions.

Upon motion duly made and seconded, the minutes of the March 24, 2014 Committee meeting were approved. There were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD

President Williams spoke concerning LIRR's continuing commitment to keep a strong focus on safety. She noted that the first 2014 Quarterly Corporate Safety Stand-Down was conducted March 27th in conjunction with two Safety, Health and Wellness Events at Hillside and Babylon Yard. More than 4,500 employees participated in the Stand-Down and more than 800 employees attended the Safety, Health and Wellness Events. President Williams stated that the Confidential Close Call Reporting System (C3RS) meeting with LIRR management, our labor partners, the U.S. Department of Transportation/Volpe Center and the Federal Railroad Administration is scheduled for the week of May 12th. LIRR plans to pilot the program at Holban and Hillside Yards. She said that vendor verification and validation of software for alerters on train cars is well in progress. Further, 91 LIRR engineers and 3 NYAR engineers were observed during 131 radar tests and 14 event recorder downloads were analyzed. All engineers were found to be in compliance. All critical curves were completed on schedule and work has commenced on tangent track, with three of the eight segments complete.

President Williams stated that LIRR and Metro-North worked together to negotiate change orders to accelerate the Positive Train Control (PTC) delivery schedule. Long Beach Branch work is currently underway as is the design for the signalization of Ronkonkoma to Yaphank.

With respect to safety performance through February 2014, President Williams observed that the winter weather posed a significant challenge. During this period in 2013, we had 37 employee injuries, while in 2014 we had 63. The majority of these injuries were due to icing conditions resulting in slips, trips and falls and injuries due to frozen windows. Customer injuries also increased 9%, with one area of increase in the category of customer medical conditions on-board trains; there were eight reports in 2013 versus 17 reports in 2014. President Williams said that on the positive side, attendance

at TRACKS presentations concerning grade crossing safety has increased significantly, to the highest levels in twenty-five years. She thanked the MTA Police Department for their help in this effort.

President Williams noted that LIRR celebrated its 180th birthday with an event at the Mineola LIRR station which was attended by several Board members. It was in 1834 that the LIRR was first chartered by the State of New York. LIRR is the oldest railroad in the country operating under its original name and charter.

With respect to ridership, President Williams noted that for the second month in a row this year, total LIRR ridership increased 1.2%. Commutation was up 3.3%, although non-commutation ridership decreased by 1.7%. She noted that vacation and holiday schedules could be influencing these trends.

Board Member Moerdler commented on injury statistics, which he stated were at high levels. He asked why employees in the Engineering and Transportation Departments would be affected by icy winter conditions. President Williams responded that Engineering employees work on the Right-of-Way clearing snow and ice and Transportation employees do the same at station platforms. President Williams added that the LIRR is working on several strategies to bring injury totals down, such as the two Safety, Health and Wellness events she previously mentioned, as employee fitness is a concern in terms of injuries.

MTA METRO-NORTH RAILROAD

The comments of Metro-North President Joseph Giulietti are included in the minutes of Metro-North of this day.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported progress on the East Side Access Project. At the 50th Street Vent Plant Facility (CM013) construction was completed in March and the project close-out is proceeding. At the 55th Street Vent Plant Facility (CM013A) waterproofing, rebar and drainage installation and concrete work continues. MTA Capital Construction expects restoration of the street and sidewalk at 55th Street to be complete in the spring of 2015.

MTA Capital Construction awarded two contracts in March 2014. On March 28, 2014, the contract for Manhattan North Structures (CM006) was awarded to Frontier Kemper Constructors, Inc. in the amount of \$294,201,750. On March 31, 2014, the contract for Systems Package 1-Facilities Systems (CS179) was awarded to Tutor Perini Corporation in the amount of \$550,388,000, which amount includes seven options. MTA Capital Construction expects to advertise the contract for GCT Concourse and Facilities Fit-Out (CM014B) within the next few days and anticipates an award in November 2014.

President Horodniceanu informed the Board that earlier this month, several sink holes were discovered in the Harold Interlocking. MTACC along with LIRR and Amtrak immediately initiated several actions including investigation of sub-surface conditions and employing an independent geotechnical engineer. The investigation centered on determining potential causes for the subsurface voids that were found in the vicinity of recent micro-tunneling activities and catenary pole foundations. The investigation determined that in 2008, when the catenary poles were hand dug, boulders were removed which created extended voids. At that time there was no grout-back procedure in place. A grout-back procedure was put in place in early 2010. The area of concern has now been grouted and is stable. The investigation determined that the catenary foundations are solid. Further borings are being taken to confirm that there are no additional issues. All work was initially halted pending investigation but some work has now resumed.

In response to a question from Board Member Wortendyke, President Horodniceanu explained that when the catenary foundation was hand excavated in 2008, boulders were removed which extended beyond the foundation perimeter and that there was no grouting procedure in place to fill in those voids. A grouting procedure to fill in the voids was put in place in 2010. The area of concern has now been grouted with approximately 3 cubic yards of grout used to fill the void.

President Horodniceanu presented a video depicting progress in the Manhattan caverns. The video showed the installation of waterproofing materials, reinforcing steel and concrete.

MTA POLICE DEPARTMENT

Chief Coan reported an increase in incidents to 31 compared to 23 from the prior year. This was driven by 25 larcenies compared to 13 in the prior year. Of those 25 larcenies, 15 of those were of unattended property. There were two cell phones thefts and two copper theft incidents. Chief Coan noted that there were no discernable patterns to these thefts. He alerted the public to the fact that another Ticket Vending Machine (TVM) skimmer device and camera was discovered at the Baldwin Station by routine inspection by the LIRR TVM crew, who immediately notified MTAPD. Chief Coan stated that no customers were affected and an investigation is ongoing, and reminded customers to take precautions to protect their PIN numbers when using a credit or debit card at TVM's.

MTA LONG ISLAND RAIL ROAD

Information Items

There were five LIRR information items:

- Final Review of 2013 Operating Budget Results
- Annual Inventory Report
- Track Work/Timetable Changes
- MTA Police Radio Project – Amtrak Antenna System
- Emergency Bus Services

President Williams noted the resumption of Greenport weekend service, an enhanced service opportunity that the Board previously approved. She stated that prior Board authorization exists for the MTA Director of Safety and Security to sign an agreement with Amtrak to use the Amtrak antenna system in the East River Tunnels to provide coverage for the Police Radio project. One of the key goals of this project is to use existing assets to fill out a more robust and modern police radio system for MTA Police. President Williams referred to prior agreements with Metro 21 and Connecticut that have enhanced coverage, noting there is a Staff Summary in the Metro-North section of the Committee book for antennas required for the Police Radio project, which is a real estate item to be presented at the Finance Committee.

President Williams observed that the Staff Summary concerning Emergency Bus Service, included as an information item to be voted on at the Finance Committee, is a matter on which this Committee may want to vote. This is a request to use the RFP process for proposed vendors to operate a weekday bus service in the event of an LIRR strike.

Board Member Moerdler stated that he would move to table the item for emergency bus service. With respect to the Committee book at page 62, he asked how many managers or supervisors there are compared to the number of hourly workers at the LIRR. President Williams responded that she would provide additional information.

In response to Board Member Greenberg's comment on the number of vacancies in the Information Technology category, Mark Young stated this was partly the result of normal attrition and partly the result of the MTA consolidation effort. Board Member Greenberg also asked about the reported figures on passenger yield, which President Williams said would be clarified.

Board Member Moerdler introduced a motion to table the item concerning Emergency Bus Service for 30 days, stating this would provoke the LIRR labor unions in the midst of negotiations. He indicated that MTA had the resources to put together bus services quickly if needed; that the potential strike is three months off. Board Member Moerdler commented negatively on MTA's history in labor negotiations, and requested that the item be tabled for thirty days to allow constructive negotiations to take place. Bill Wheeler, Director of Planning at MTA, noted the need to advertise the RFP, the competition for buses in the summer and the criticality of the timing of the procurement.

Chairman Pally suggested that the item be allowed to advance to the Finance Committee for further discussion. The Committee then voted to progress the item to Finance, with Board Member Moerdler voting in the negative.

MTA METRO-NORTH RAILROAD

The Metro-North information items are included in the minutes of Metro-North Railroad of this day.

MTA LONG ISLAND RAIL ROAD

Procurements

The following procurements were presented to the Committee:

- Approval to award three separate three-year sole source estimated quantity contracts to L.B. Foster Rail Technologies, Inc. for parts needed to maintain rail lubrication and friction management systems, in the not to exceed amounts of: \$580,000 for the LIRR; \$72,000 for Metro-North; and \$105,000, for MTA New York City Transit.
- Approval to award individual sole source contracts to North American Equipment Sales Co., Inc., in the amounts of \$415,000 for LIRR and \$270,000 for Metro-North, for the supply of parts required on an as-needed basis to maintain various cranes.
- Approval to use the RFP process to solicit a Design/Build contract for the Ellison Avenue Bridge Replacement Project.
- Award of a Design/Build Contract to Picone-Schiavone II Joint Venture, in the amount of \$25,827,880, including options, for the initial phase of the Jamaica Capacity Improvements - Phase I project.

- Approval of modifications to the Bombardier Transportation/Siemens Rail Positive Train Control Systems Integrator contract to increase delivery rates for certain on-board and wayside equipment kits, and to obtain earlier delivery of Metro-North wayside transponders, in the total combined lump sum amount of \$11,321,166.

President Williams observed that the noncompetitive procurements are an example of the MTA agencies agreeing on uniform requirements to leverage our combined purchasing power. She noted that these are very specific railroading requirements and that we did a good job of ascertaining reasonable pricing. Board Member Greenberg asked if anyone else made this equipment, and if not, if we could enter into initial procurement agreements which included long term parts supply. President Williams responded that we are trying to move more aggressively, for example in the M-9 procurement, to address long term supply issues. Board Member Blair noted the railroad's reliance on a "most favored nation clause."

President Williams then gave the Committee a summary of the three competitive items. She stated that the Ellison Avenue Bridge Design/Build contract is one of the LIRR projects covered by a Project Labor Agreement. The contract for the Jamaica Capacity Improvements Project - Phase I allows LIRR to use design/build services for the reconfiguration of the Johnson Avenue Yard, to make room for the new platform that will service Brooklyn to Jamaica, which is part of East Side Access readiness. With respect to the modification of the PTC contract, she noted that the railroads were asked by the Chairman in December to negotiate any opportunity to accelerate the schedule. In this respect there are three change orders: the first is in the amount of \$4.5 million, which accelerates the delivery of the onboard equipment kits for LIRR and Metro-North; the second is in the amount of \$5.8 million, which accelerates the delivery of the PTC Wayside equipment kits; and the third is in the amount of \$1 million and is for the early delivery of Metro-North transponders, which will allow enforcement of civil speed restrictions and maximum authorized speed (MAS) restrictions. President Williams noted the difficulty of negotiating such change orders and that the increase represents 2.6% of the total contract value while resulting in significant acceleration in completing the PTC project. She noted that there are still schedule and other risks in implementing this new technology.

Board Member Wortendyke noted the efficacy of using design/build as a project delivery method. Board Member Brown asked if design/build limits the number of bidders on projects. President Williams responded that we are seeing sufficient competition for design/build projects, and cited the Johnson Yard contract as an example.

Board Member Moerdler inquired as to the significant adverse information with respect to Picone/Schiavone. Richard Gans responded that it is related to MWBE issues which resulted in a settlement with the Federal government and that the contractor has performed well in terms of minority participation on recent contracts.

With respect to the PTC contract, Board Member Moerdler asked if this should be done on a time and material basis with damages for delay and a bonus for accelerated performance. President Williams responded that it would be difficult to ascertain real costs under a time and material approach which would add the risk of further delays. Board Member Moerdler asked if there had been an interim request for other firms to do this work, which they might be able to do for less money. President Williams responded that the second proposer on the original procurement that was approved by this Board in November was \$52 million higher and since this project has to be delivered as one integrated system it is not feasible to have different suppliers under different contracts for the required equipment.

Board Member Ballan asked why there were increased costs as a result of acceleration. President Williams responded that the factors include the need to acquire a larger manufacturing facility. She noted that due to the risks inherent in designing and implementing this system on the complex systems run by LIRR and Metro-North, there was apportionment of such risks agreed to as part of these modifications. Board Member Ballan stated that he was under the impression that we were moving as fast we could with PTC and that he is concerned about the possibility of future cost increases with respect to this work.

President Williams responded that the change orders are for fixed price amounts, noting that overall, we negotiated the contract as one for complete system delivery, which puts the onus on the contractor to ensure the entire system works. With respect to Mr. Ballan's first point, President Williams stated that when the contract was originally approved in November 2013, we were very clear that the completion date was December 2018 even though the legislation required a December 2015 compliance date; this was a reasonable schedule considering the work that had to be done, including the railroads' own installation work. However, the major incident at Spuyten Duyvil changed things for LIRR and Metro-North as well as the industry as a whole. So we went back and reevaluated the schedule, including installations on the railroads' fleets, and based upon this aggressive approach we have produced an improved schedule.

Board Member Moerdler expressed his general concern about contract extras adding significant cost to contracts. Board Member Greenberg noted his concern about operational problems if PTC is implemented too quickly. He asked about FCC restrictions on towers and if this was a concern for PTC. President Williams responded that it is a nationwide issue concerning the assertion of tribal rights. Board Member Greenberg then asked if the towers being constructed for the MTA Police could be used for PTC. President Williams responded that we will maximize the use of as many antenna locations as we can, although there is less ability to do that than we would like.

Board Member Sedore commented that the original contract schedule demonstrated the railroads' good faith and noted the risks of achieving that original schedule. He therefore questioned the decision to accelerate the project at this time. President Giulietti noted the initial concern of implementing an unproven technology, stating that there are now applications of this

technology showing its viability, although there are still elements requiring further development. He noted further the Chairman's commitment to implementing PTC and the NTSB's strong urging to do so.

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

MTA METRO-NORTH RAILROAD

Procurements

The Metro-North procurement items are included in the minutes of Metro-North Railroad of this day. Among the items approved was a joint Railroad procurement for Implementation of the Mobile Ticketing Program, awarded to Masabi, LLC, in the total estimated amount of \$2 million (\$1 million for LIRR).

MTA CAPITAL CONSTRUCTION

Procurements

Four 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 four procurement items are as follows:

1. Requesting approval to utilize the Request for Proposal method instead of an Invitation for Bid to solicit the GCT Station Caverns contract (CM007).
2. Requesting approval for a modification to the East Side Access Project's General Engineering Consultant contract (98-0040-01R) to include a design for a new public entrance in the amount of \$846,232.
3. Requesting approval for a modification to the Queens Bored Tunnels and Structures contract (CQ031) for the close out of unresolved claims, changes and credits and the final reconciliation of unit quantities and allowance items in the amount of \$2,154,714.

April 28, 2014

4. Requesting ratification of a modification to the Plaza Substation and Queens Structures contract (CQ032) to extend the 63rd Street Tunnel Structure and backfill the Bellmouth. This is a scope and budget transfer in the amount of \$5,500,000.

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

LIRR Reports on Operations (including Enhanced Safety Actions Update), Financial and Ridership and the Capital Program

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

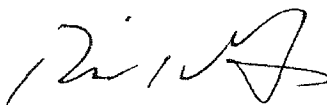
There was discussion generally about the setting of schedules and goals for on-time performance ("OTP"). With respect to LIRR, Board Member Greenberg noted his preference for setting realistic, achievable goals. He also noted constraints beyond the railroad's control, including the need for greater capital investments to expand infrastructure. He further noted the interaction between OTP, the number of standees and the level of service provided. He asked if short trains were contributing to standees at Huntington. Michael Gelormino responded that there were particular instances at Huntington and on the Port Washington branch where there were short or cancelled trains.

Commissioner Moerdler then noted that he had raised a question as to whether the Double Track project could achieve its goals without a third Main Line track between Floral Park and Hicksville. Chairman Pally responded that his question would be addressed.

Adjournment

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

Respectfully submitted,



Richard L. Gans
Secretary



2014 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

Committee Chair & Members
 Committee Chair & Members
 President/Senior Staff

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

II. SPECIFIC AGENDA ITEMS

Responsibility

May 2014

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

Operations
 Administration/Diversity
 Customer Services

June 2014

Positive Train Control
 Penn Station Retail Development

President
 MTA Real Estate

July 2014

Environmental Audit

Corporate Safety & Training

September 2014

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

Management & Budget
 Administration/Diversity
 Customer Services
 Service Planning

October 2014

2015 Preliminary Budget (Public Comment)
 ESA Readiness Update

President

November 2014 (Joint Meeting with MNR)

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

Committee Chair & Members
 Administration/Diversity
 Customer Services
 Service Planning

December 2014

2015 Final Proposed Budget
2015 Proposed Committee Work Plan

Management & Budget
Committee Chair & Members

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2014 Work Plan

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Police Activity Report

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

Report on Operations/Safety

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

Monthly Financial & Ridership Report

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

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

MAY 2014

RCM Fleet Maintenance

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

Elevator & Escalator Service Report – 1st Quarter 2014

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

Diversity & EEO Report– 1st Quarter 2014

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

JUNE 2014

Positive Train Control

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

Penn Station Retail Development

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

JULY 2014

Environmental Audit Report

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

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

May 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) and 55th Street Vent Plant Facility (CM013A):** Concrete and waterproofing work continues to progress on both these contracts.
- **44th Street Vent Plant Facility and 245 Park Avenue Entrance (CM004):** Construction on this contract will conclude later this month. By June, the facility will be available to the CS179 Facilities Systems contractor.
- **GCT Concourse and Facilities Fit-Out Early Work (CM014A):** Fit-out work in Shaft #2 is expected to be completed by June.
- **Plaza Substation and Queens Structures (CQ032):** Contractor continues with the track invert work in the B/C Tunnel, as well as with the rehabilitation work in the existing 63rd Street Tunnel.

- **Harold Structures Part 1 and GO2 Substation (CH053) and Harold Structures Part 2A (CH054A):** Initial work on the 12kV ductbank is targeted for completion in June.
- **Harold Structures – Westbound Bypass (CH057A):** Lead abatement of existing Signal Bridge 12 and existing catenary structures has begun prior to demolition. New signal tower and bridge were delivered to storage yard. Fabrication and erection of the structures are scheduled for completion in August.
- **Harold Structures – Track Work (CH057B):** Task order for demolition and construction of track was awarded to J-Track LLC on May 1, 2014. Work is expected to be completed in approximately 6 months from notice-to-proceed. It is predicated on CH053 progress.
- **GCT Concourse and Facilities Fit-Out (CM014B) and Systems Package 4 - Traction Power Systems (CS084):** Contracts will be advertised by the end of the month with awards targeted for fall 2014.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - May 2014

Expenditures thru April 2014; \$s in million

Preliminary Forecasted Budget Range**: (\$s in million)	Committed	Expenditures
\$9,693 to \$10,309	Construction	\$ 5,130.3
	Design	\$ 649.1
	Project Management	\$ 652.4
	Real Estate	\$ 115.0
	Rolling Stock†	\$ -
	Total	\$ 6,546.9
		\$ 4,953.8

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan and \$50 million is included in the Regional Investment budget.

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>	\$56.7	\$51.9	\$4.7	\$29.3	Nov-2011	Nov-2011	Apr-2013	Dec-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$60.1	\$56.4	\$3.7	\$18.2	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$219.3	\$200.8	\$18.5	\$35.7	N/A	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$316.3	\$294.2	\$22.1	\$0.0	N/A	Mar-2014	Nov-2016	Nov-2016
CM014B: GCT Concourse & Cavern Fit-Out		In Procurement			Apr-2013	Dec-2014	N/A	Aug-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$234.2	\$207.7	\$26.5	\$96.7	Aug-2011	Aug-2011	Aug-2014	Dec-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$336.1	\$236.9	\$99.2	\$195.0	Jan-2008	Jan-2008	Feb-2011	Dec-2014
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$130.1	\$104.3	\$25.8	\$0.0	N/A	Nov-2013	Feb-2016	Feb-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		In Design (Repackaging)			N/A	Nov-2014	N/A	Aug-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		In Design			Oct-2013	Jul-2015	N/A	Apr-2018
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$605.4	\$550.4	\$55.0	\$0.0	Sep-2012	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Tunnel Systems (CS284)		In Design (Repackaging)			Apr-2013	TBD**	N/A	TBD**
Systems Package 3: Signal Equipment (VS086)		In Procurement			Mar-2013	May-2014	N/A	Dec-2019
Systems Package 4: Traction Power (CS084)		In Procurement			Apr-2013	Sep-2014	N/A	TBD**

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

**Project is currently managing to the low end of the preliminary budget and schedule range presented at the January 2014 CPOC Meeting. Project reforecasting is being finalized.

East Side Access Status

Report to the Railroad Committee - May 2014

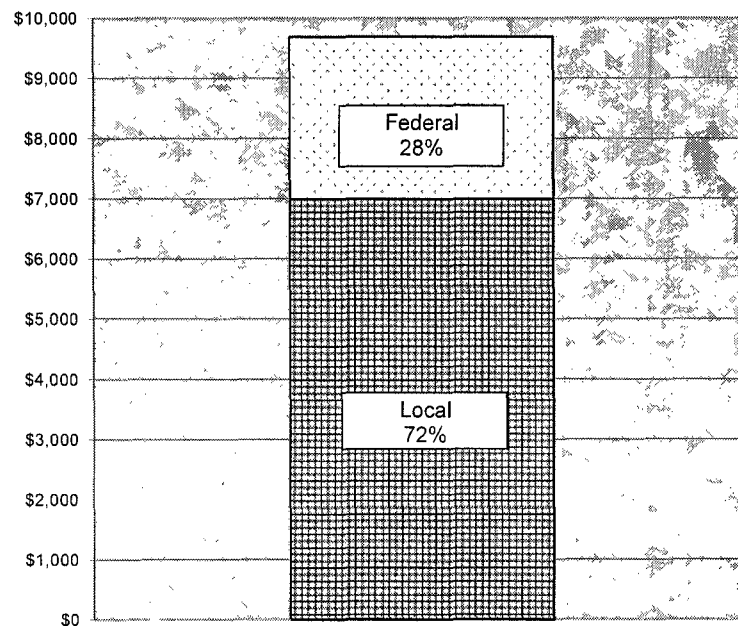
(data thru April 2014)

MTA Capital Program \$ in Millions	Budgeted**	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	-	785	785	1,533	1	1,503
2005-2009	2,683	838	-	1,845	1,176	2,679	4	2,486
2010-2014	3,154	3,149	-	5	5	2,178	976	807
2015-2019	2,165		2,165	-	-	-	2,165	-
Total	\$ 9,693 **	\$ 4,829	\$ 2,165	\$ 2,699	\$ 2,030	\$ 6,547	\$ 3,146	\$ 4,954

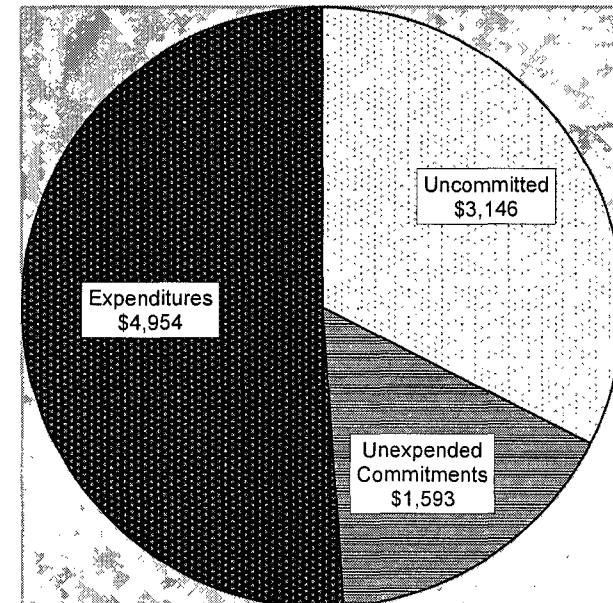
* All Federal funding is approved through a Full Funding Grant Agreement with the FTA.

** Project is currently managing to the low end of the preliminary budget and schedule range presented at the January 2014 CPOC Meeting. Project reforecasting is being finalized.

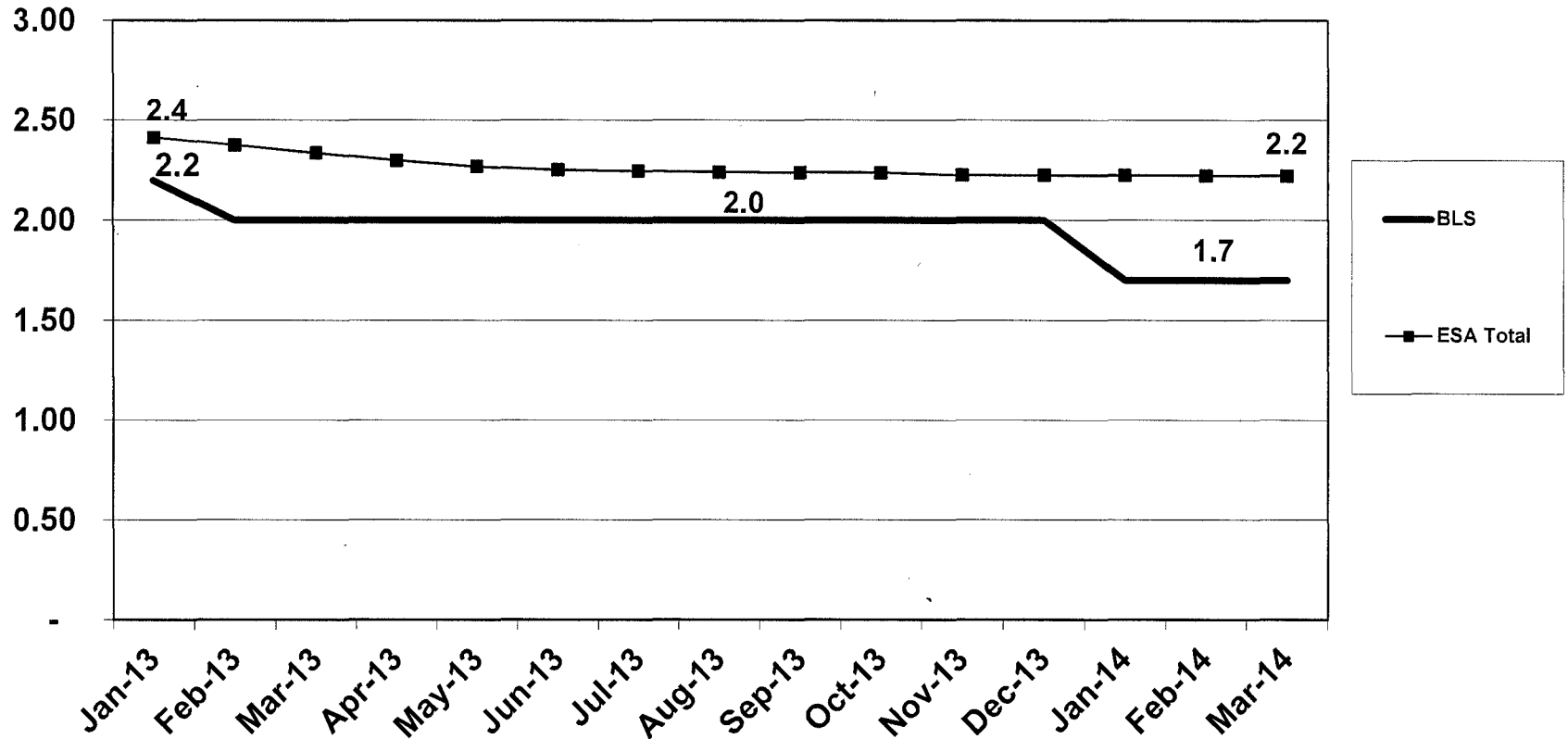
Project Budget: \$9.693 Billion**



Commitments and Expenditures (\$ in Millions)

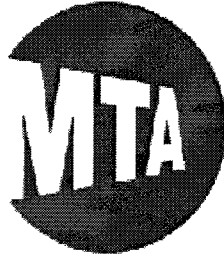


Lost Time Injury Rate **East Side Access Project, 2013-2014** **vs. US BLS National Standard for Heavy & Civil Construction**



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 Long Island Rail Road

April 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	2	0	2	100%
Burglary	0	0	0	0%
Grand Larceny	13	10	3	30%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	19	13	6	46%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	5	3	60%
Felony Assault	8	6	2	33%
Burglary	1	2	-1	-50%
Grand Larceny	41	41	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	58	54	4	7%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

April 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	5	0	0%
Felony Assault	4	2	2	100%
Burglary	1	0	1	100%
Grand Larceny	22	20	2	10%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	33	28	5	18%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	17	14	3	21%
Felony Assault	13	10	3	30%
Burglary	6	5	1	20%
Grand Larceny	75	73	2	3%
Grand Larceny Auto	1	4	-3	-75%
Total Major Felonies	112	107	5	5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
April 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	4	1	0
Fel. Assault	4	2	2	0
Burglary	1	0	1	0
Grand Larceny	22	13	9	0
GLA	1	0	1	0
Total	33	19	14	0
Crimes Per Day	1.10	0.63	0.47	0.00



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 4/30/2014

Arrest Classification	Total Arrests
Robbery	17
Felony Assault	10
Burglary	3
Grand Larceny	25
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	14
Assault-Misdemeanor	27
Breach of Peace	3
Child Endangerment	1
Criminal Impersonation	1
Criminal Mischief	14
Criminal Possession Stolen Property	3
Criminal Trespass	8
Disorderly Conduct	2
Drug Offenses	20
DUI Offenses	5
Falsely Reporting an Incident	2
Forgery	21
Fraud	2
Graffiti	8
Harassment	4
Menacing	6
Obstruct Government	3
Petit Larceny	24
Public Lewdness	13
Reckless Endangerment	4
Resisting Arrest	24
Sex Offenses	4
Stalking	1
Theft of Services	44
Unlawful Surveillance	1
VTL Offenses	2
Warrant Arrest	20
Weapons Offenses	3
Arrest Totals	341



Long Island Rail Road

INFORMATION

ITEMS



Long Island Rail Road

DIVERSITY / EEO REPORT

1st Quarter

2014

2014 First Quarter EEO Report Executive Summary

Following is an executive summary of Long Island Rail Road's 2014 First Quarter EEO Report.

Agency Demographics

Between January 1 and March 31, 2014, LIRR's workforce increased by 91 employees from 6,756 to 6,847. Total female headcount increased from 1,071 to 1,085, while the percentage of female representation decreased slightly from 15.9% to 15.8%. Female percentage of representation met or exceeded 80% of the census availability in the Professionals, Skilled Craft and Service Maintenance, but remained slightly below 80% of the census availability in the Officials and Administrators, Technicians and Administrative support EEO job categories.

Total minority headcount and percentage of representation increased from 2,265 (33.5%) to 2,312 (33.8%).

- Black headcount increased from 1,185 to 1,201, while the percentage of Black representation remained unchanged at 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 684 (10.1%) to 701 (10.3%) 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 240 to 249, while the percentage of Asian representation remained unchanged at 3.6%. The percentage of Asian representation met or exceeded 80% of the census availability in all six EEO job categories.
- American Indian/Alaskan Native headcount and percentage of representation remained unchanged at 16 (0.2%) employees. The percentage of American Indian/Alaskan Native representation met or exceeded 80% of the census availability in all EEO job categories, with the exception of the Professionals and Technicians job categories.
- Native Hawaiian Other Pacific Islander (NHOPI) headcount increased from 1 to 2 employees while the percentage of NHOPI employees remained unchanged at 0.0%. The percentage of AI/AN representation remained below 80% of the census availability in all six EEO job categories.

LIRR Committee EEO Report Executive Summary

- “Other” headcount and percentage of representation increased from 138 (2.0%) to 143 (2.1%) 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, 2014 and March 31, 2014, there were 141 new hires, of which, 22 (15.6%) were female and 69 (48.9%) were minority.

- Of the 14 new hires in the Officials and Administrators job category, 14.3% were female and 50% were minority.
- Of the 7 new hires in the Professionals job category, 42.9% were female and 57.1% were minority.
- Of the 8 new hires in the Administrative Support job category, 62.5% were female and 25% were minority.
- Of the 73 new hires in the Skilled Craft job category, 12.3% were female and 49.3% were minority.
- Of the 39 new hires in the Service Maintenance job category, 7.7% were female and 51.2% were minority.

EEO and Title VI Complaints

Between January 1 and March 31 2014, LIRR received 7 EEO complaints and 1 Title VI complaint. Of the 7 EEO complaints filed, 5 were external and 2 were internal.

Overview

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's March 31, 2014 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability

2014 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS WORKFORCE DATA AS OF MARCH 31, 2014

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	22.4%	21.2%	No	12.2%	10.1%	No	7.0%	6.9%	Yes	4.0%	5.9%	Yes	0.0%	0.3%	Yes	0.8%	0.0%	No	1.5%	2.1%	Yes
Professionals	18.9%	22.6%	Yes	10.3%	13.0%	Yes	7.2%	9.0%	Yes	6.4%	14.5%	Yes	0.05%	0.00%	No	1.9%	0.0%	No	1.4%	3.6%	Yes
Technicians	11.0%	10.2%	No	10.8%	18.4%	Yes	8.4%	10.2%	Yes	6.7%	8.2%	Yes	0.1%	0.0%	No	1.2%	0.0%	No	1.0%	0.0%	No
Administrative Support	49.4%	48.0%	No	18.5%	27.5%	Yes	11.1%	9.6%	No	2.9%	3.9%	Yes	0.1%	0.4%	Yes	1.6%	0.0%	No	1.5%	2.6%	Yes
Skilled Craft	9.3%	10.0%	Yes	16.5%	16.4%	Yes	12.0%	10.3%	No	2.2%	2.4%	Yes	0.1%	0.2%	Yes	1.1%	0.0%	No	1.8%	1.6%	Yes
Service Maintenance	17.4%	19.1%	Yes	16.5%	26.8%	Yes	21.6%	14.0%	No	2.0%	2.2%	Yes	0.1%	0.3%	Yes	1.3%	0.1%	No	1.8%	3.8%	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

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

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.

2014 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF MARCH 31, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	14	2	14.3%	4	28.6%	0	0.0%	3	21.4%	0	0.0%	0	0.0%	0	0.0%
Professionals	7	3	42.9%	1	14.3%	1	14.3%	2	28.6%	0	0.0%	0	0.0%	0	0.0%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	8	5	62.5%	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	0.0%	1	12.5%
Skilled Craft	73	9	12.3%	16	21.9%	10	13.7%	6	8.2%	0	0.0%	0	0.0%	4	5.5%
Service Maintenance	39	3	7.7%	10	25.6%	7	17.9%	3	7.7%	0	0.0%	0	0.0%	0	0.0%
Total	141	22	15.6%	31	22.0%	19	13.5%	14	9.9%	0	0.0%	0	0.0%	5	3.5%

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

2014 1st QUARTER EEO REPORT**AGENCY NAME: LONG ISLAND RAIL ROAD****EEO AND TITLE VI COMPLAINTS
JANUARY 1, 2014 THROUGH MARCH 31, 2014**

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	5	0	2	0	0	2	2	0	11	7	0
External Complaints	4	0	1	0	0	2	1	0	8	5	5 Open
Internal Complaints	1	0	1	0	0	0	1	0	3	2	0 Open

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 3/31/14
EXTERNAL

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

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 3/31/14
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	2	0	0	0	0	0	2



LIRR Report on Elevator/Escalator Performance: First Quarter 2014

Attached for your review is the LIRR's first quarter (2014) report on the performance of its customer elevators and escalators.

The report provides data on the 19 escalators and 27 elevators directly maintained by the LIRR and the 15 escalators and 6 elevators maintained by AMTRAK. Performance data on the 6 escalators and 10 elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

A new customer elevator at Atlantic Terminal was placed into service in April 2014 and will be reflected in the 2nd Quarter report. There are now two elevators at Atlantic Terminal which handle the large volume of LIRR and NYCT customers who require access to platforms.

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

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

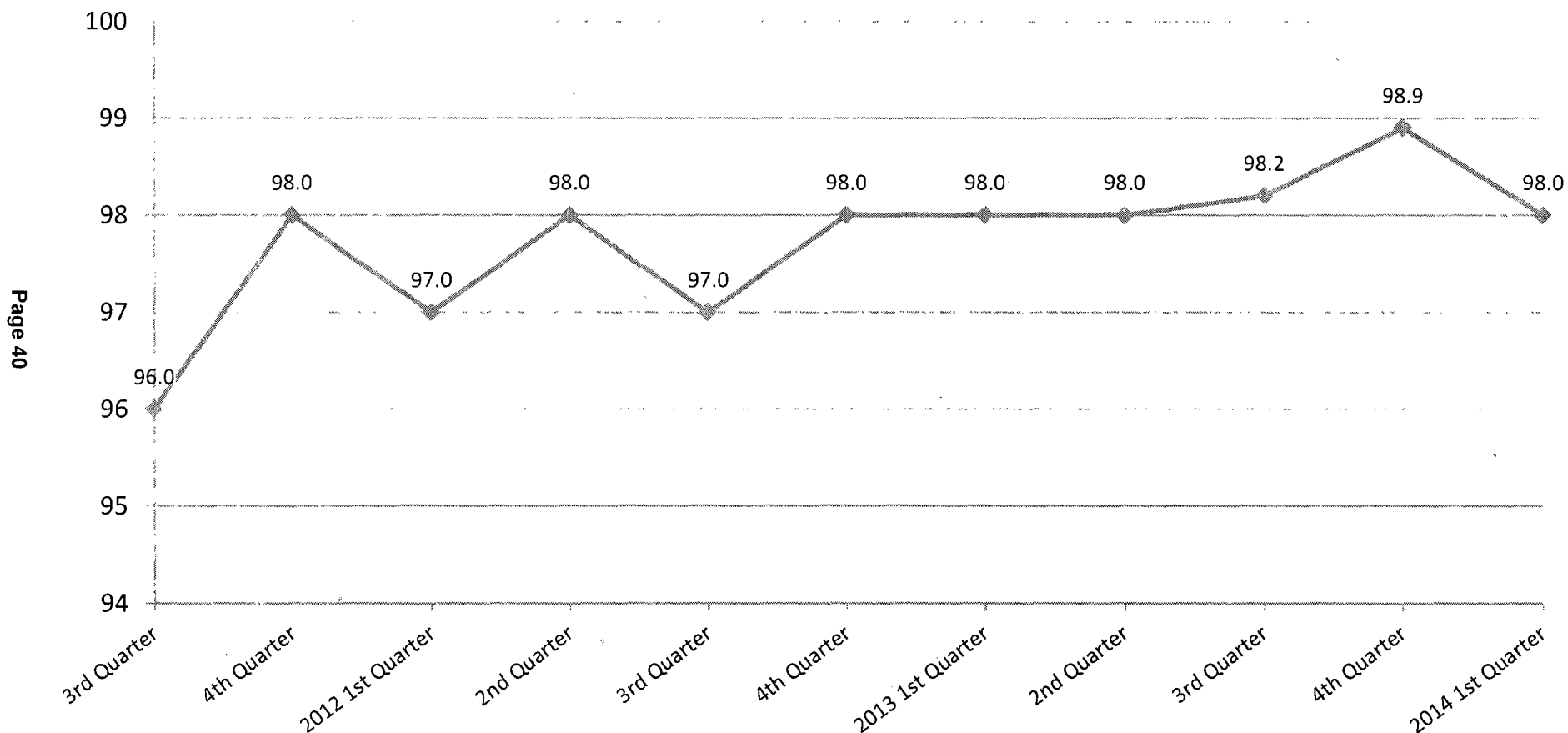
Highlights: 1st Quarter 2014

- Elevator Availability - 98.0%
- Major door repairs completed to both elevators at Babylon Station
- Escalator Availability - 98.7%
- No mechanical injuries related to elevators and escalators

Long Island Rail Road Elevator/Escalator

First Quarter Report
2014

Passenger Elevator Availability



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

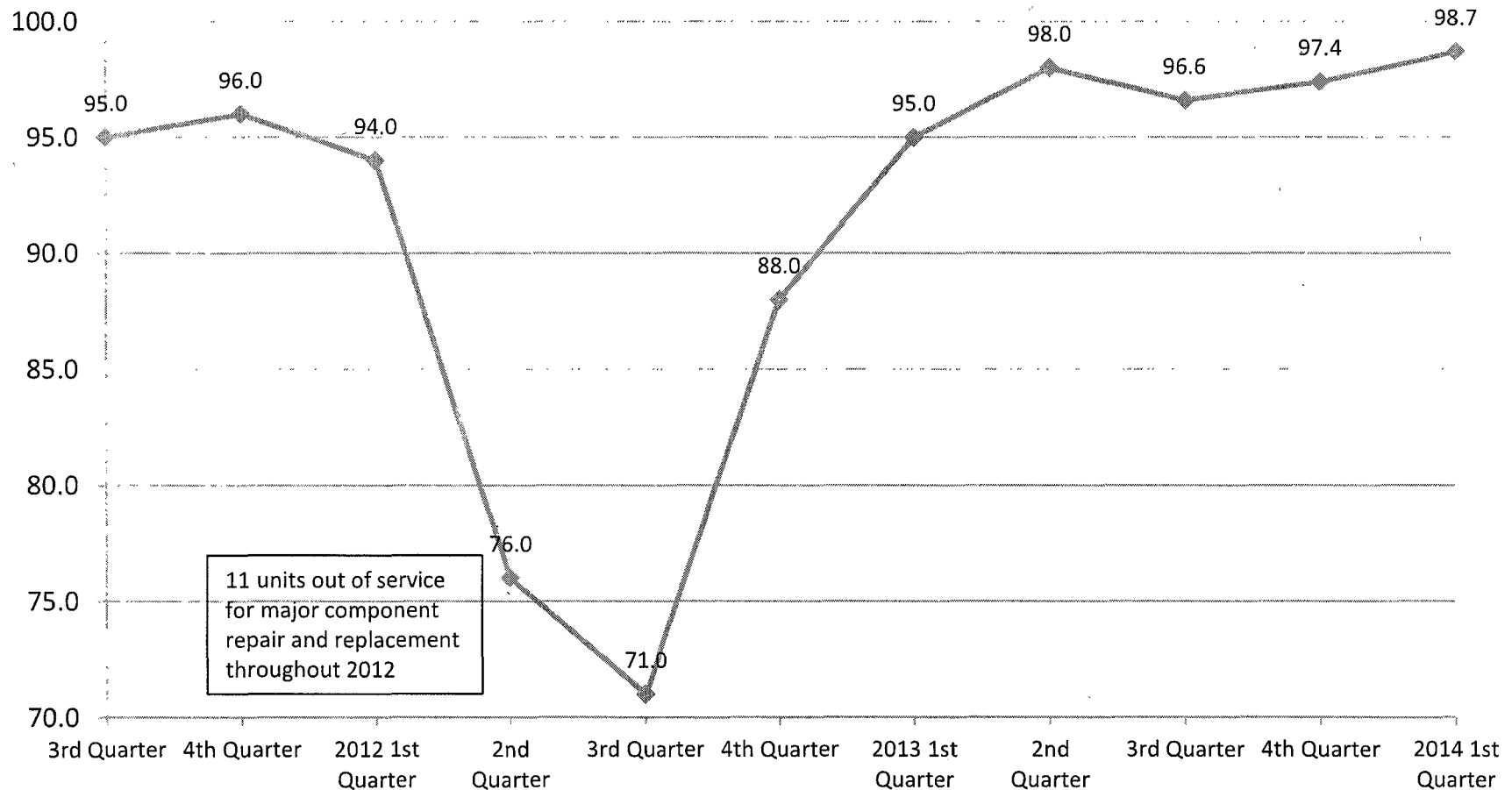
2014 First Quarter Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY	
Babylon (A)	85.2% (3)	Valley Stream	98.7%
Babylon (B)	89.5% (3)	Rosedale	99.3%
Massapequa	(1)	PORT JEFFERSON	
Seaford	98%	Hicksville (A)	99.5%
Bellmore	98.8%	Hicksville (B)	99%
Merrick	99.3%	LONG BEACH	
Freeport	99.3%	Lynbrook (A)	98.8%
Baldwin	99.4%	Lynbrook (B)	99.1%
Rockville Centre	97.5%	CITY TERMINAL	
PORT WASHINGTON		Atlantic Terminal	98.4%
Great Neck (A)	99.6%	Woodside 415x	95.2%
Great Neck (B)	99.2%	Woodside 418x	97.4%
Auburndale	99.1%	Woodside 419x	98.7%
RONKONKOMA		Penn 34S-ELV-P34	96 (2)
Ronkonkoma (A)	96.3%	Penn CEN-ELV-P-7	100% (2)
Ronkonkoma (B)	99.2%	Penn CEN-ELV-P-8	100% (2)
Ronkonkoma (C)	99.3%	Penn CEN-ELV-P-9	100% (2)
		Penn CEN-ELV-P10	100% (2)
		Penn CEN-ELV-P11	100% (2)

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

(2) Penn Station data provided by Amtrak

Passenger Escalator Availability



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

2014 First Quarter Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION (2)	
Babylon A (W/B)	98.6%	Valley Stream	99.4%	Penn 34S-ESC-34A	97%
Babylon B (E/B)	98.5%	PORT JEFFERSON		Penn 34S-ESC-34B	100%
Lindenhurst	95%	Hicksville A (W/B)	97.6%	Penn 34S-ESC-34C	97%
Copague	98.9%	Hicksville B (E/B)	96.7%	Penn EXI-ESC-09E	100%
Amityville	98%	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	99.1%	Lynbrook	98.9%	Penn EXI-ESC-10W	94%
Massapequa (1)		HEMPSTEAD		Penn EXI-ESC-7EW	100%
Seaford	98.3%	Floral Park	99.1%	Penn EXI-ESC-8EW	100%
Wantagh	98.8%			Penn MG-ESC-011	100%
Bellmore	99.5%			Penn MG-ESC-1MG	99%
Merrick	99.3%			Penn MG-ESC-2MG	100%
Freeport	98.9%			Penn MG-ESC-3MG	99%
Baldwin	99.1%			Penn MG-ESC-7MG	99%
Rockville Center	99.1%			Penn MG-ESC-8MG	100%
				Penn WEC-ESC-8WE	(3)

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

(2) Penn Station data provided by Amtrak.

(3) Escalator taken out of service on 12/8/13 for Moynihan Project.

Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Bellmore	0	0	1
Woodside	0	0	1
Rockville Centre	0	0	1
Jamaica (1)	0	1	0
Penn Station (2)	0	1	0

Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Hicksville	0	1
Jamaica (1)	0	1
Penn Station (2)	0	5

Definitions:

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

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

(1) Jamaica elevators and escalators maintained by Port Authority

(2) Penn Station elevators and escalators maintained by Amtrak

Staff Summary

Subject MAY/JUNE TRACK WORK PROGRAM						Date May 19, 2014			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO <i>Michael Gelormino</i>						Contract Number			
Department Head Signature						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	5/19/13				4	President <i>PAH</i>	1	Sr. VP Op. <i>M/S</i>
						3	Executive VP <i>GPP</i>		
						2	VP Mktg & PA <i>RE</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support a bridge waterproofing program during the months of May and June 2014.

TRACK WORK PROGRAM

- Main Line – On three weekends, May 31-June 1, June 21-22 and June 28-29, 2014 two main tracks within the Jamaica complex will be out of service for waterproofing of the 150th St. Bridge located just east of Jamaica station.

DISCUSSION

Main Line 150th St. Bridge Waterproofing

Waterproofing of 150th St. Bridge will require two main tracks to be out of service within the Jamaica complex for 48 hours on the weekends of May 31-June 1, June 21-22 and June 28-29, 2014. Ten eastbound Hempstead trains will be held for three minutes in Jamaica station and will operate on adjusted schedules due to limited track capacity resulting from this work.

West Side Yard Overbuild Project

As a reminder, due to construction overbuild activity in West Side Yard, beginning Monday May 19th four non-passenger trains will be stored in alternative locations. Two train sets will be relocated to Long Beach and two sets of trains will be relocated to Shea Yard at Mets-Willets Point, which has been upgraded to allow daily maintenance to take place. There is no anticipated impact to customers from these equipment relocations.

IMPACT ON FUNDING

Funding for this project is contained in the Long Island Rail Road Capital budget.

MTA Long Island Rail Road Maintenance of Equipment

Annual Report on Fleet Maintenance For 2013

LIRR/MNR Committee Meeting

Maintenance of Equipment

The Long Island Rail Road Maintenance of Equipment Department (M of E) is responsible for providing a safe and reliable fleet to support the Long Island Rail Road service plan. The overall mission is to maintain rolling stock and associated support equipment while meeting corporate goals regarding safety, resource efficiency, equipment availability, increased Mean Distance Between Failures (MDBF), improved On-Time-Performance (OTP), and regulatory compliance.

The Department has implemented a comprehensive approach to safety that engages all levels of the M of E Department and has produced great benefits in safety performance, employee availability, productivity, equipment reliability, and customer satisfaction.

Maintenance Plan

Introduction

- M of E departmental activities are scheduled to execute an annualized maintenance plan. This effort supports the 20/40-Year rolling stock plan covering a fleet of 1053 vehicles.
- Each fleet type is scheduled for maintenance events at various shop locations. Calendar Day, 60-Day, 92-Day, 180-Day, 1-Year, 2-Year, 2.5-Year, 3-Year, 4-Year, 5-Year, 6-Year, 8-Year, 9-Year, 10-Year, 12-Year and 16-Year maintenance events are performed at four equipment maintenance facilities and their respective yards, as well as 15 outlying yards.
- Reliability Centered Maintenance (RCM) and its elements define the majority of the plan. In addition, equipment cleaning is a major requirement as well as maintenance of work engines. Reliability Centered Maintenance has contributed to the fleets' improved performance as measured by Mean Distance Between Failure (MDBF) and On Time Performance (OTP).

MTA LIRR RCM Schedule by Fleet 2013-2030

MU Fleet (prs)		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
M-3	M-3	75	75	75	75	75	30	0	0	0	0	0	0	0	0	0	0	0	0
	M-7	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418
	M-9					38	174	244	244	244	244	244	244	244	244	244	244	244	244
	Total	493	493	493	493	531	622	662	662	662	662	662	662	662	662	662	662	662	662
	3 YR RCM	19	19	19	19	25	0												
	6 YR RCM	6	6	6	6	air brake/truck only													
	3 YR RCM	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140
	5 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	6 YR RCM	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
	8 YR RCM	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
M-7	9 YR RCM	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	10 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	12 YR RCM	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
	6 yr RCM								41	41	41	41	41	39					
M-9	12 yr RCM														41	41	41	41	41

Diesel Fleet		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	C-3	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134
	DE/DM	45	45	45	45	45	45	45	45	45	45	45							
	New Loco												45	45	45	45	45	45	45
	Total	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179
	4 yr RCM	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	34	34	34
	8 yr RCM	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17			
DEDM / New Loco	2.5 yr RCM	18	18	18	18	18	18	18	18	18	5	5	new loco		5	5	5	5	5
	5 yr RCM										5	5			5	5	5	5	5
	5 yr Plus	9	9	9	9	9	5	5	5	5	Air Brake only								
	15 yr RCM (incl. 5 yr)	1	3	4	4	6	6	5	5	5									

Maintenance Plan

Scheduled Inspections and Oversight

Daily and Periodic Inspections of Rolling Stock Assets are conducted in accordance to the guidelines as outlined in Federal Railroad Administration (FRA), Department of Transportation Code of Federal Regulations (CFR), and LIRR Maintenance Procedures.

- **Daily Inspections**

Daily Inspections are performed on Electric Multiple Units (EMU), Diesel Locomotives, C-3 Cab Cars and Coaches, and Work Engines prior to entering service. The inspections and recordkeeping requirements are carried out as per CFR 229.21: Daily Inspections, CFR238.303 Exterior calendar day inspections, and CFR238.305 Interior calendar day inspections to include exterior, interior, Brake Tests, and Radio Test.

- **Periodic Inspections (PI)**

All EMU, locomotive and coach equipment follow inspection intervals in which all car systems are inspected, periodic maintenance is performed, and all noted defects corrected. The interval length is determined by CFR, shop capacity and maintenance requirements. Periodic inspections and record keeping requirements are carried out according to CFR 229.23: Periodic Inspection: General, CFR 229.25: Tests: Every periodic inspection, CFR 238.307: Periodic mechanical inspection of passenger cars and un-powered vehicles used in passenger trains.

Interval	M3 EMU	M7 EMU	C3 Coach	Diesel Loco	Work Engines
60 day (ATC/Wheel)					X
92 day (4 per yr)	X	X	X Cab	X	X
180 day (2.5 per yr)			X Trl		
368 day (Air Brake)			X	X	X

Maintenance Plan

Fleet Modifications (Campaigns, Projects)

LIRR manages program maintenance activities to implement one-time, non-repeating projects to correct fleet-wide defects, redesign components for improved performance, and replace/upgrade certain components based on obsolescence and/or regulatory mandates.

Unscheduled Maintenance – (reactive, unplanned, corrective)

Rail car work that is not performed as part of a scheduled or preventative maintenance program is defined as unscheduled maintenance. The LIRR, through the implementation of its maintenance plan and RCM processes, strives to maximize scheduled maintenance and minimize unscheduled maintenance activities.

Completed RCM Tasks by Year

M-3

WO #	QTY	Description	2008	2009	2010	2011	2012	2013
M301	50	SYS 3 - Air Brake (COTS)	56	52	46	52	52	50
M302	26	SYS 3 - ASU Dryer C/O	14	16	12	27	23	23
M303	26	SYS 7 - 3 YR Truck	26	24	20	32	34	36
M312	13	SYS 4 - 6 YR Battery	14	14	13	0	0	12
M315	26	SYS 7 - 6 Yr Coupler	28	26	24	0	2	50
M316	26	SYS 7 - 6 YR Truck	28	26	24	22	18	10
M318	13	SYS 12 - Event Recorder	14	15	14	10	8	9
M319	13	SYS 2 - ATC C/O	8	20	10	9	9	15

M-7

WO #	QTY	Description	2008	2009	2010	2011	2012	2013
M701	93	3 YR ASU Dryer	131	108	58	64	91	86
M710	140	Air Brake	184	170	142	142	137	148
M753	168	Truck	180	172	140	170	166	184
M712	140	Aux Power				110	70	166
M713	70	Battery	103	88	32	3	88	68
M714	140	Doors	98	170	142	148	124	184
M717	140	Coupler	174	172	140	154	64	175
M719	84	HVAC	128	150	78	81	83	76
M721	42	Event Recorder				367	32	34
M730	140	ATC	150	140	166	65	73	178
M731	47	ASU	72	67	86	36	44	37
M732	104	Relays				104	112	104
M743	new	PH 2 Toilet						7
M745	140	PH 2 Coupler					68	174

Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.

C-3

WO #	QTY	Description	2008	2009	2010	2011	2012	2013
C301	134	1 YR Air Brake Svc (Filters/Drain Valve)	151	147	183	164	160	157
C305	34	Air Brake (COTS)	11	33	31	38	32	36
C306	34	Aux Power - Battery	13	31	31	37	33	35
C308	34	Door	12	32	31	37	33	37
C310	34	Truck	12	32	31	37	33	35
C320	34	HVAC	0	34	31	19	22	21
C312	6	Event Recorder (Cab Cars)	2	5	4	4	6	6
C321	34	PH 2 Car Body						19
C322	4	ATC C/O & Test (Cab Cars)	22	1	0	0	22	1

DE/DM

WO #	QTY	Description	2008	2009	2010	2011	2012	2013
DD11	45	1 YR Air Brake		50	44	51	56	54
DD15	18	2.5 YR LCM DEDM		14	14	22	14	16
DD06	9	5 YR Engine +DD13		4	8	12	10	9
DD02	9	5 YR Air Brake		7	8	12	10	9
DD03	9	5 Aux Power- HEP Recp		7	8	12	10	9
DD04	9	5 YR Truck		6	7	15	10	9
DD05	9	5 YR HVAC		6	7	11	9	9
DD12	9	5 YR Propulsion		6	7	12	10	9
DD08	9	5 YR Event Recorder		0	3	6	13	10
DD22	7	6 YR ATC		2	2	37	8	1

Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.

Maintenance Plan

Fleet Cleaning

- Extraordinary Interior Cleaning (EIC) is the highest level of cleaning performed once every 60-days on the MU and 90-days on the Diesel.
- Layup is the most comprehensive *daily* cleaning program conducted prior to the morning rush period on every train.
- Turn-around, pick-up and sweep cleanings between peak hours are performed mid-day depending on lay-up/contact time.
- In addition to the standard interior cleaning listed above, cleaning is also performed on an as needed basis; for example, graffiti removal (interior & exterior), power-washing / clean-up of biological matter (interior & exterior), special detail cleaning (interior & exterior) and enroute cleaning of windshields.
- Toilets are serviced in specified yards by a contractor. In addition to the routine toilet servicing, cleaning & restocking of the toilet compartment, cleaning, servicing and repairs are also performed on an as needed basis.

Maintenance Plan

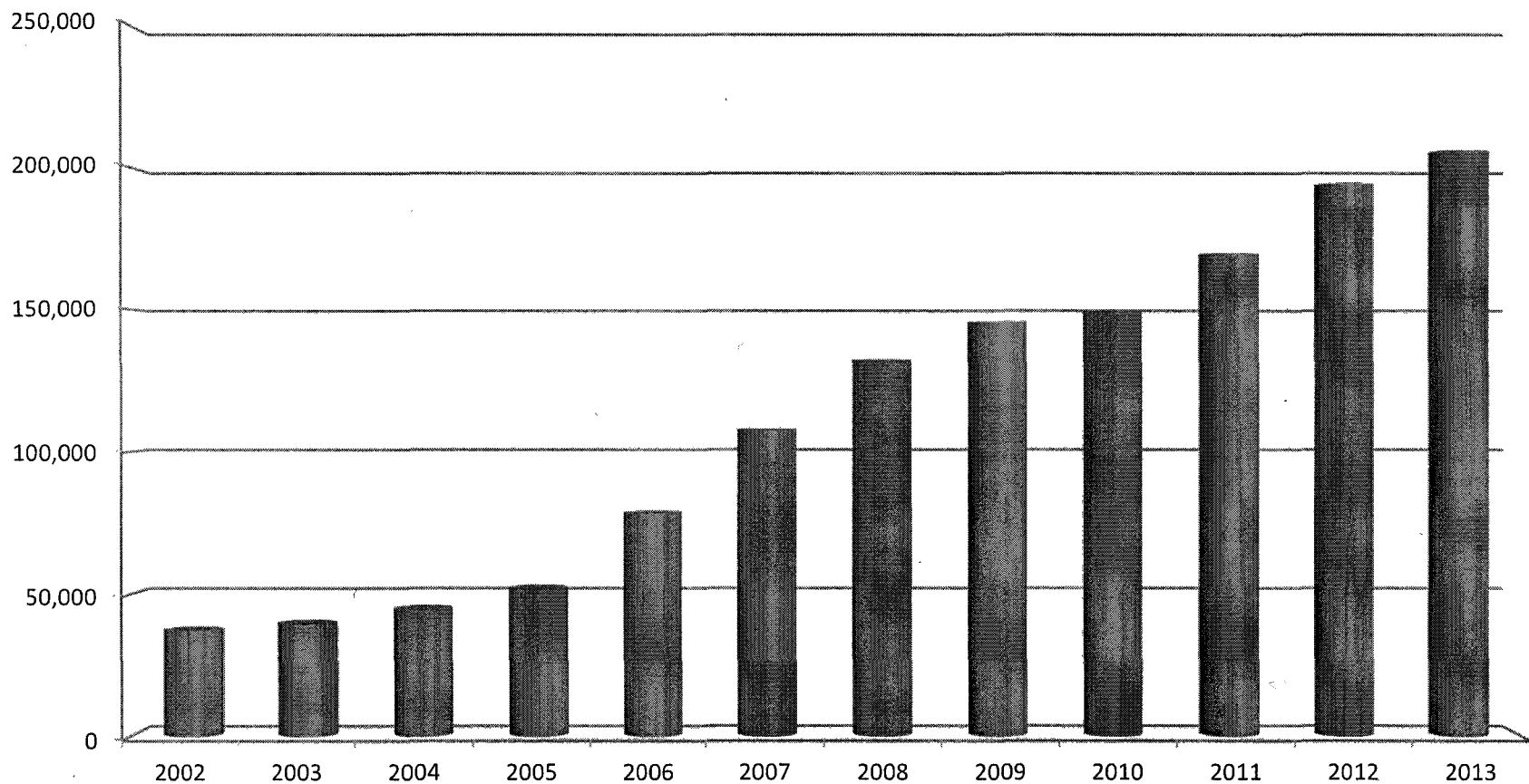
Work Engines

Maintenance of 22 locomotives, 17 are 1500 hp yard/road engines and 5 are 1000hp switching (yard) engines. These locomotives are used for yard switching, rail and infrastructure projects, autumn track preparation (sandite and stone “leaf crusher” trains), winter storm and special event protect service, and rescuing disabled passenger equipment. In addition to these locos, MTA LIRR also owns, leases, and performs heavy repairs, wheel truing, and load box testing for 11 New York & Atlantic Railway (NYAR) freight locomotives, consisting of 3 - 1000 hp switchers, 4 – 1500 hp yard/road locos, and 4 – 2000 hp freight locos. These 33 pieces of equipment are reaching the end of their useful life cycle and will require replacement.

2013 Achievements

MDBF:

LIRR fleet reliability indicator, the Mean Distance Between Failures (MDBF), has been at its historical best record level. With the help of versatile maintenance practices and strategic management approaches, the MDBF had been remarkably improving every year over the last decade. There was an improvement of 5.9% in 2013 compared to the year before.

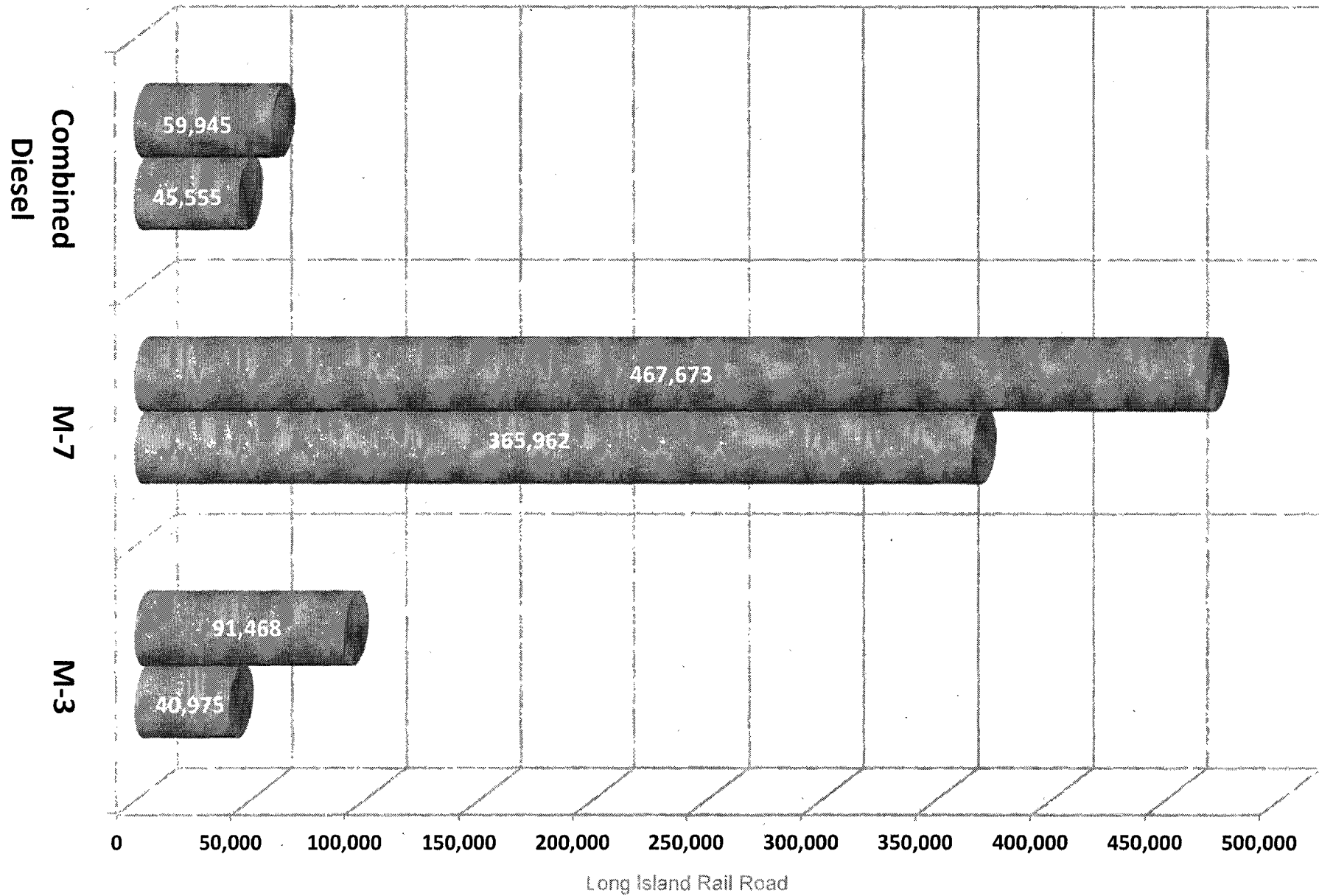


Long Island Rail Road

Post RCM Reliability Improvements in MDBF

■ 2013

■ 2008



2013 Achievements

Overall Fleet Performance

- 205,890 MDBF (vs. a goal of 152,000)
- LIRR M of E department consistently met or exceeded Electric Fleet service requirement goals every single day during 2013.

MTA Inter-Agency Activities

The LIRR undertook a number of inter-agency actions including implementation of an MOU with MNR to repair M-7 Components; renewal of an MOU with NYCT to overhaul air brake components; and continuation of a Joint Task Force with MNR for collaboration on M7 fleet.

Safety Achievements and Activities

- M of E department received the first ever Chairman's Platinum Safety Award and the first ever APTA Excellence Safety Award.
- Inception of Corporate Safety Stand Down participation
- Continued Safety Goal Implementation Program (SGIP)
- Implementation of System Safety Program Plan (SSPP)
- Increased Situational Awareness For Efficient Railroading (SAFER) observations & Safety Walks
- SAFER program CFR 218 execution

2014 Challenges

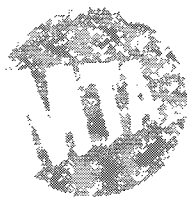
- Workforce attrition must be monitored to ensure vacancies are filled on a timely basis and overtime controls remain strong.
- Continued to improve cost tracking controls for material and labor expenditures in new Maximo system
- Multi Year Production Plans and Lead Time implications.
- Continued to implement and monitor the following Electric/Diesel Accountability initiatives
 - Review all RCM plans, procedures and maintenance intervals to assure optimum equipment reliability, customer safety and cost effectiveness
 - Track RCM through-put to ensure process compliance
- Maintaining fleet availability, repair and production with loss of West Side Yard (WSY) shop.
- Moving of all jobs and personnel from WSY to Hillside Maintenance Complex.
- Diesel shop capacity issues.

LIRR Safety Enhancements

- Installation of the M3, DE, DM and C-3 Alerter to be completed by the 4th quarter of 2014.
- Continued participation in Corporate Safety Stand down programs.
- Working with Corporate Safety in developing a JTHA (Job Task Hazard Analysis) in all operating areas.
- Develop & implement departmental Safety Toolbox template to be used by all Toolbox presenters.
- Participate in FRA Sponsored Confidential Close Call Protocol (C³RS) and Deep Dive Initiatives.

2014 Performance Goals

Description	2014 Target
MDBF - All Fleet	153,000
M-7 MDBF	355,000
M-3 MDBF	55,000
C-3 MDBF	75,000
DE MDBF	18,000
DM MDBF	18,000
HVAC Compliance	97%
MU AM peak Availability requirement	858
Diesel Coach AM peak Availability requirement	114-118
Diesel Fleet Delays per Month	45
MU Fleet Delays per Month	70
Toilet Servicing Compliance - Electric Fleet	92%
Toilet Servicing Compliance - Diesel Fleet	96%



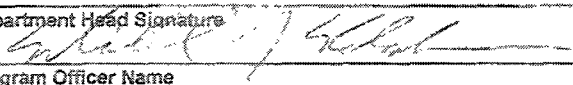
CAPITAL CONSTRUCTION

ACTION ITEM

May 2014

Staff Summary

Page 1 of 2

Subject Plan Amendment to the MTA Capital Construction Company 2010-2014 Capital Program
Department East Side Access
Department Head Name William Goodrich
Department Head Signature 
Program Officer Name Susan Jurman

Date May 7, 2014
Vendor Name
Contract Number Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	5/19/14	X		
2	Finance Committee	5/19/14	X		
3	MTA Board	5/21/14	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Chief Finance Officer <i>AD</i>		
2	President <i>AD for MTA</i>		

Purpose:

To obtain MTA Board approval to amend the MTA Capital Construction Company (MTACC) portion of the 2010-2014 Capital Program to transfer \$78.1 million from the ESA Rolling Stock/Liability Reserve project to the East Side Access project. These funds will be used to progress the GCT Concourse and Facilities Fit-Out contract (CM014B). Full funding for this contract is not available in the ESA 2010-2014 Capital Program. To progress this contract now without additional funding would require the inclusion of a large contract option, which is not recommended. The procurement of rolling stock to support ESA revenue service has been rescheduled to post-2015. MTACC will include a \$78.1 million request in their proposed 2015-2019 Capital Program to restore the full allocation of the rolling stock reserve.

Discussion

In January 2014 MTACC presented to the MTA Capital Program Oversight Committee of the Board a report on the status of the budget and schedule forecasts for the East Side Access (ESA) project. The revised ESA schedule includes the award of the GCT Concourse and Facilities Fit-Out contract (CM014B) in the fourth quarter 2014. Full funding for this contract is not available in the 2010-2014 Capital Program due to cost overruns incurred in various other parts of the ESA project. At the onset of the 2010-2014 Capital Plan, this contract was planned to be awarded in the 2010-2014 Capital Plan. It was subsequently revised to be awarded with contract options that were to be funded in the 2015-2019 Capital Program. The scope of this contract includes in addition to the GCT Concourse the construction of a Unified Trash facility to be paid by Metro-North Railroad (MNR) and Long Island Rail Road (LIRR), construction of the Biltmore room elevator and escalator connection between the lower and upper level of Grand Central Terminal to be paid for by MTA, and the construction of an elevator at 45th Street to be funded from the Regional Investment (RI) budget. With this amendment, all portions of CM014B, except the Unified Trash Facility, will be funded in the 2010-14 Capital Plan.

A contract option has been included in the CM014B contract for construction of the Unified Trash facility to be exercised at MTACC's discretion upon approval of the 2015-2019 Capital Program. Design of the Unified Trash facility was previously approved by the Board. The construction of this facility involves discrete elements of work that are segregated from the rest of construction under the contract and is scheduled for late 2015. In addition, contract options have been included for 3 elevators for which required easements have not been finalized. These too are discrete elements of work that can be segregated from the rest of construction.

However, including an additional option for the balance of the scope is not practical because the most efficient sequencing of the work does not allow for the creation of other discrete elements that can be reasonably segregated. Thus, adding additional options to this contract would delay the contract schedule and significantly increase the cost. Moreover, delays to the schedule will result in cost and schedule impacts to other contracts that share the same site access or that have key interfaces with work elements in the CM014B contract.

Staff Summary

The estimated funding shortfall for this contract excluding the Unified Trash facility is approximately \$78.1 million. This includes \$49.4 million worth of work which is also being re-sequenced within the ESA budget to progress this contract package now. Funds are available in the ESA Rolling Stock Reserve budget that can be reallocated now to cover this shortfall and restored with approval of the MTACC's 2015-2019 Capital Program proposal. This is in addition to the \$202 million in ESA 2010-2014 Capital Program rolling stock funds already re-allocated to progress other work in the ESA project. This re-allocation is possible because the ESA revenue service date is now targeted between 2021 and 2023, allowing for the procurement of rolling stock to support ESA revenue service to be postponed until after 2015.

Alternatives

The alternatives are to include other bid options in the contract or delay the award of this contract until full funding is available in the 2015-2019 Capital Program. These are not viable options in that additional options are not practical and would add significant cost to the Contract and risk to the ESA revenue service date.

Impact on Funding

This action will transfer \$78.1 million from the \$463 million ESA Rolling Stock/Liability Reserve budget of the 2010-2014 Capital Program to the East Side Access Capital Program. The funds will be allocated as follows: \$75 million for ESA funded scope; \$2.8 million toward the Biltmore room; and \$0.3 million toward the 45th Street cross passageway elevator. MTACC will include \$280.1 million in their proposed 2015-2019 Capital Program to fully restore the funding previously approved for rolling stock. Both MNR and LIRR will include funding in their proposed 2015-2019 Capital Programs to fund the Unified Trash Facility contract option.

Recommendation

It is recommended and advantageous to the MTA that \$78.1 million be transferred to the ESA capital program to allow the entirety of CM014B contract to be bid and awarded without the inclusion of other bid options.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

May 21, 2014



Long Island Rail Road

Subject Request for Authorization to Award Various Procurements						Date May 21, 2014			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	5.19.14				X	President		VP & Chief Financial Officer
2	MTA Board	5.21.14				X	Sr. VP-Administration		VP, General Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Work Contracts	4	\$5,009,285
SUBTOTAL:	4	\$5,009,285

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals (Solicitation)	1	\$TBD
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Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	1	\$153,290
SUBTOTAL:	2	\$153,290

LIRR proposes to award Ratifications in the following categories:

None		
TOTAL:	6	\$5,162,575

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

MAY 2014

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchase and Public Works Contracts

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

- | | | | |
|----|---|---|--------------------------------------|
| 1. | Harsco Rail
Sole Source
Contract No. IT02598 | \$ 850,000 - LIRR
\$ 150,000 - SIRTOA
<u>\$3,500,000 - MNR</u>
\$4,500,000 - Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|----|---|---|--------------------------------------|

LIRR, on behalf of itself, SIRTOA and MNR (collectively "the Agencies") requests MTA Board approval to award separate sole source estimated quantity contracts to Harsco Rail ("Harsco") for a ten-year period in a total not-to-exceed amount of \$4,500,000 (LIRR - \$850,000 SIRTOA - \$150,000 and MNR - \$3,500,000) to provide replacement parts and technical assistance to support and maintain railroad owned Fairmont Railway Motors (Fairmont), Pandrol Jackson and Harsco equipment that is used to support infrastructure maintenance. Harsco, which acquired Fairmont in 1979 and Pandrol Jackson in 1999, manufactures over 130 types and models of railway track construction and maintenance machines. Harsco equipment owned by MNR includes eleven tampers, one ballast regulator, one undercutter, three spindle tie drills, one spike puller, three tie shears, one tie borer, one rail scrubber and two motor cars. LIRR owns one tie crane, two tie removers, three tie shears, one undercutter, four spike pullers, three tampers and one tie remover/insertor. SIRTOA owns one Harsco tamper. Harsco is the Original Equipment Manufacturer and the sole responsible source to supply the replacement parts, and to provide technical assistance. LIRR advertised its intent to award a sole source procurement to Harsco in the NYS Contract Reporter, in the NY Post and on the MTA Website. No other manufacturer expressed an interest in competing for this contract.

- | | | | |
|----|---|--|--------------------------------------|
| 2. | North American Signal System, LLC
Sole Source
Contract No. IT05995 | \$233,745
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|----|---|--|--------------------------------------|

LIRR requests MTA Board approval to award a three year sole source Blanket Purchase Order (BPO) to North American Signal System LLC. (NAS) in the not-to-exceed amount of \$233,745. Under the BPO, NAS will furnish Universal Data Analyzers (UDAs) as part of LIRR's program to upgrade and expand the existing Wayside Event Recorder Systems to a Centralized Event Monitoring System.

3. **Schneider Electric USA, Inc.** **\$88,170**
Sole Source **Not-to-Exceed**
Contract No. 140501GS7-S5-N

LIRR requests MTA Board approval to award a sole source Public Works Contract to Schneider Electric USA, Inc., (Schneider) to provide scheduled and emergency on-call repairs and upgrade services to the Atlantic Terminal Ventilation Fan System. This contract shall be for a period of three years, plus two one year options, in a total not-to-exceed amount of \$88,170. On September 1, 2010, Diversified Electric Products, Inc. (DEP), the ventilation system's OEM, entered into an acquisition agreement whereby DEP merged with Schneider. By virtue of the merger with DEP, Schneider owns all the proprietary logic controllers and all the associated rights. This equipment is comprised of two mechanical rooms containing a total of four, 200 horsepower fans, ducted to terminal platforms, functioning to ventilate the terminal, and for emergency smoke evacuation. The system, originally designed and installed by DEP, has been maintained under warranty and most recently via a 2008 MTA Board approved 5-year sole source agreement with DEP (\$87,901 NTE). LIRR advertised its intent to renew the sole source contract with Schneider in the New York State Contract Reporter on February 5, 2014, the New York Post on February 7, 2014 as well as on the MTA Website on February 10, 2014. No other contractors responded to these public notifications. Contract pricing is based on fixed unit prices for scheduled maintenance, unscheduled call-out and technician labor hours. Schneider originally proposed 3% annual increases to their current rates beginning with year 1 through 3, increasing to 5% for Option years 4 and 5. The LIRR negotiated these rates down 2% and 3% respectively. The negotiated \$88,170 not-to-exceed contract value includes a total of \$38,170 for five years of scheduled maintenance, and \$50,000 funding for unscheduled, emergency repairs and upgrades. Schneider has certified that LIRR is receiving their most favored customer rates. Based on the above, LIRR has determined that the negotiated prices are fair and reasonable. The LIRR's Operating budget will fund this contract.

4. **Senova Industries Inc.** **\$187,370** *Staff Summary Attached*
Sole Source
Contract No. TBD

LIRR requests MTA Board approval to award a sole source contract to Senova Industries Inc in the total amount of \$187,370 to provide a new 25 Ton Sub-Assembly Press with improved hydraulics and electronic controls, which will increase LIRR's truck shop capacity. Senova maintains the proprietary information incorporated into the computer control system that operates the press regarding the forces/pressing distances required to properly assemble/disassemble the M-7 sub-assemblies and components for maintenance of the cars and is therefore the only source for this press. LIRR's Operating budget will fund this contract.

Staff Summary



Item Number: 1

Vendor Name (& Location) Harsco Rail, a division of Harsco Corporation (Ludington, MI)	
Description Various Replacement Parts For Harsco Equipment	
Contract Term (including Options, if any) 10 Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source	

Contact Number IT02598	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: Not-to-Exceed LIRR - \$ 850,000 SIRTOA - \$ 150,000 MNR - \$ 3,500,000 TOTAL - \$ 4,500,000 (NTE)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Way – John Collins, Chief Engineer	
Contract Manager: Richard Barone	

Discussion:

LIRR, on behalf of itself, SIRTOA and MNR (collectively “the Agencies”) requests MTA Board approval to award separate sole source estimated quantity contracts to Harsco Rail (“Harsco”) for a ten-year period in a total not-to-exceed amount of \$4,500,000 (LIRR - \$850,000 SIRTOA - \$150,000 and MNR - \$3,500,000) to provide replacement parts and technical assistance to support and maintain railroad owned Fairmont Railway Motors (Fairmont), Pandrol Jackson and Harsco equipment that is used to support infrastructure maintenance. Harsco, which acquired Fairmont in 1979 and Pandrol Jackson in 1999, manufactures over 130 types and models of railway track construction and maintenance machines. Harsco equipment owned by MNR includes eleven tampers, one ballast regulator, one undercutter, three spindle tie drills, one spike puller, three tie shears, one tie borer, one rail scrubber and two motor cars. LIRR owns one tie crane, two tie removers, three tie shears, one undercutter, four spike pullers, three tampers and one tie remover/insertor. SIRTOA owns one Harsco tamper. Harsco is the Original Equipment Manufacturer and the sole responsible source to supply the replacement parts, and to provide technical assistance. LIRR advertised its intent to award a sole source procurement to Harsco in the NYS Contract Reporter, in the NY Post and on the MTA Website. No other manufacturer expressed an interest in competing for this contract.

The prices submitted by Harsco were reviewed and compared to the Producer Price Index (PPI) for material associated with construction machinery/equipment. Based on this review, prices are within the acceptable industry increase reported by the indices. Prices for parts ordered via this contract will be based on Harsco’s published parts price list in effect at time of each order. Price list is subject to annual increase which will be reviewed based on the change in the PPI for construction machinery/equipment. Any item exceeding the change in PPI will be negotiated to a fair and reasonable price before any orders are place. Harsco has certified that all prices offered to the Agencies are equal to or not greater than prices charged to their most favored transit customer or any other commuter railroad or transit agency. Based on the above, parts and labor prices are considered to be fair and reasonable. Each Agency’s operating budget will fund these contracts.

Staff Summary



I.
Item Number: 2

Vendor Name (& Location) North American Signal System LLC. Gainesville, FL
Description Universal Data Analyzers
Contract Term (including Options, if any) June 1, 2014-May 31, 2017
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number IT05995	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$233,745 Not to Exceed
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Engineering-M/W -John Collins, Chief Engineer	
Contract Manager: Richard Barone	

Discussion:

LIRR requests MTA Board approval to award a three year sole source Blanket Purchase Order (BPO) to North American Signal System LLC. (NAS) in the not-to-exceed amount of \$233,745. Under the BPO, NAS will furnish Universal Data Analyzers (UDAs) as part of LIRR's program to upgrade and expand the existing Wayside Event Recorder Systems to a Centralized Event Monitoring System.

Prior to 2002, LIRR used Harmon Data Analyzers for its Wayside Event Recorder System. In 2002, LIRR installed a NAS Universal Data Analyzer (UDA) at Stewart Avenue on the Mainline as part of a test program. The NAS UDA was selected because it had greater functionality that enabled LIRR to monitor crossings and interlockings for early detection of system deterioration and to be alerted to actual failures. The testing proved successful. Thereafter, in 2003, LIRR purchased from NAS a Central Monitoring Server with the capability to link the UDA event recorders and provide the data to centrally monitor all LIRR crossings and interlockings. As part of the previous Capital Programs and changing out as required at crossings, LIRR has installed UDAs at approximately 65% of the 350 total crossing locations.

The additional UDAs will be connected to the Central Server and will allow 24/7 monitoring of the crossing status. Alarms generated by the UDAs are sent immediately to the Central Monitoring System and are analyzed by Signal Department personnel, who then dispatch appropriate maintenance crews to repair the problem. This improves crossing safety, and also improves response time to incidents and lowers costs of repairs and testing when incidents occur.

This is sole source procurement because the UDAs and the Central Monitoring System are proprietary designs of NAS. LIRR advertised its intent to award a sole source BPO in the NYS Contract Reporter as well as the New York Post and no other vendor expressed any interest in competing for this procurement. NYCT utilizes equipment and monitoring system manufactured by MicroAide that is ideally suited for NYCT's extensive relay monitoring requirements and specific physical attributes of its tunnels and elevated rail systems. MNR utilizes the Sear II system manufactured by Siemens Rail Automation. As a result of the various non-compatible technologies being utilized at the different properties, there was no opportunity at this time to consider a joint procurement.

Currently the LIRR has over 225 of the NAS UDA's in service and they have become the standard event recorder for all LIRR highway grade crossings and signal interlockings. The UDA has been reliable over the 11 years since its first installation. The LIRR requires the continued purchase of the UDA's and additional components in order to maintain the existing units and to install new units as needed. In addition, all personnel are trained on programming, downloading and analyzing data from the existing UDA units; utilization of a

Staff Summary



Long Island Rail Road

different style or type of event recorder would not be interchangeable with the form, fit and function of the NAS UDA and as a result, there would be significant compatibility, maintainability, training and installation issues for the LIRR.

North American Signal System LLC was able to hold the negotiated price from the last contract awarded approximately one and half years ago. That contract represented an average annual increase of 1.65% over the previous contract. The Producer Price Index for electricity and signal testing instruments manufacture for the same period showed a 3.7% increase. The index for 2013-2014 has been essentially flat. Further, NAS has certified that prices offered are equal to or less than prices quoted to their most favored transit customer or any other commuter railroad or transit agency. The prices will remain fixed for the 36-month term of the BPO. Based on the above, the prices have been determined to be fair and reasonable. Funding for this contract is included in LIRR's Operating budget.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Long Island Rail Road

Item Number: 4

Vendor Name (& Location) Senova Industries Inc. (Montreal, Canada)
Description 25 Ton Bearing Press
Contract Term (including Options, if any) One time purchase
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contact Number TBD	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$187,370	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment, Daniel Cleary - CMO	
Contract Manager : Virginia Mahr	

Discussion:

LIRR requests MTA Board approval to award a sole source contract to Senova Industries Inc in the total amount of \$187,370 to provide a new 25-Ton Sub-Assembly Press with improved hydraulics and electronic controls which will increase LIRR's truck shop capacity.

LIRR has revised its Reliability Centered Maintenance (RCM) program which effectively doubled the number of truck assemblies that will be rebuilt over the next few years. In order to meet this schedule demand, the acquisition of an additional press to supplement the capacity of the existing press, is required. This customized micro-processor controlled hydraulic press is used for the precise mounting of M-7 truck spherical and sleeve bushings. The press is critical to LIRR's operations because it is used to assemble and disassemble M-7 collector articulations, traction mechanisms, primary suspension arms and anti-roll vertical links. It smoothly seats the bushings into their housings, creates a quality record of the tonnage in order to assure a proper fit and automatically stops pressing operations to prevent damage to the M-7 sub-assemblies/components. The new press will also have the capability to perform similar work on C-3 sub-assemblies as well as M-9 sub-assemblies when that fleet goes into service. Senova, the Original Equipment Manufacturer (OEM) that custom-designed and manufactured the original press, maintains the proprietary information incorporated into the computer control system which controls and monitors the force and pressing distances required to properly assemble/disassemble the M-7 sub-assemblies and components and is therefore the only source for this press.

LIRR advertised its intent to award a sole source contract in the NYS Contract Reporter on 8/22/2013 and New York Post and LIRR Website on 9/5/2013. No other vendor expressed an interest in competing for this requirement. A review of the pricing submitted by P & L, Fleet Engineering and M/E Project Management, was found to be fair and reasonable. This procurement is funded by LIRR's operating budget.

MAY 2014

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

- | | | | |
|----|---|-------|-------------------------------|
| 5. | TBD
Competitive RFP
Contract No. 6158 | \$TBD | <u>Staff Summary Attached</u> |
|----|---|-------|-------------------------------|

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace damaged and deteriorated half ties in the Atlantic Branch tunnel between Jamaica and East New York.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP)

- | | | |
|----|--|----------------------------|
| 6. | Newmont Elevator Analysts, Inc.
Ride of Competitive Bid
Contract No. 140609GS4-R-N | \$153,290
Not-to-Exceed |
|----|--|----------------------------|

LIRR requests MTA Board approval to ride a Metro-North Railroad's (MNR), competitively bid, Miscellaneous Services contract with Newmont Elevator Analysts, Inc. (Newmont) in the not-to-exceed amount of \$153,290 to provide third party witnessing of safety inspections and tests to LIRR's 19 elevators and 57 escalators located throughout Nassau, Suffolk, Brooklyn and Queens. The MNR contract was awarded to Newmont for a period of five years, from December 15, 2013 through December 14, 2018, pursuant to July 2013 MTA Board approval. In addition to the services listed above, Newmont will also provide on-call consulting services to include: i) specification writing for modifications to equipment, ii) review of maintenance practices, and iii) accident investigations. LIRR currently has two contracts in place to alternately and independently provide third party inspection and test witnessing services to insure current code compliance and enhance safety on the LIRR's elevators and escalators. This contract will replace one of those, which expires on June 8, 2014. With respect to pricing, Newmont's bid was 17.8% lower than the second lowest bid received by MNR. Newmont's bid, when compared to the bids submitted to MNR by LIRR's two current service providers was found to be 32.3% lower than one provider and 75.69% lower than the LIRR's other, expiring contractor. Newmont's unit prices will remain fixed for the full five-year term of the contract. This contract will be funded by LIRR's Operating Budget.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

Item Number: 5					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Prog. Management, Richard Oakley					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	5.19.14			
2	MTA Board	5.21.14			
Internal Approvals					
Order	Approval	Order	Approval		
1	President <i>[Signature]</i>	4	VP/CFO <i>[Signature]</i>		
2	Executive VP <i>[Signature]</i>	5	VP/General Counsel <i>[Signature]</i>		
3	Sr. VP/Operations <i>[Signature]</i>	6	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	6158
Description	
Atlantic Branch Half-Tie Replacement Project	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
TBD	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace damaged and deteriorated half ties in the Atlantic Branch tunnel between Jamaica and East New York.

II. DISCUSSION

The Long Island Rail Road's Atlantic Branch tunnel was constructed circa 1903 and extends from MP 3.1 to MP 8.2 between East New York and Jamaica, running under Atlantic Avenue. The existing track structure within the tunnel consists primarily of wood half-ties embedded in concrete. As a result of years of deterioration and exposure to cracking, plate abrasion, shrinkage and water damage, many of the wood half ties have exceeded their useful life. In several areas, the concrete surrounding the half ties exhibits cracking and spalling. The ability to maintain the track structure to LIRR standards has been compromised and requires constant monitoring, visual inspections and frequent maintenance. This project is part of the Railroad's 2010 to 2014 Capital Program to maintain track structure elements in a state of good repair by replacing the damaged and deteriorated half ties at prioritized locations within the tunnel.

The major work elements to replace damaged and deteriorated half ties in the Atlantic Branch tunnel are the procurement and installation of the new composite half tie rail fastening system (composite half tie, rail plate, rail clips, lag screws, rubber insulating pad) and repair of the deteriorated concrete track bed in various locations. Most, if not all, work is to be performed on weekends to avoid extensive disruptions to our customers and maintain service.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Due to the restricted work area within the Atlantic Branch tunnel and tight weekend track outage schedule, the use of specialized construction equipment will be required to speed up production work and minimize disruption to railroad operations. Construction staging and coordination with Railroad Force Account support crews will also be critical. The construction work is planned to span a thirteen month period to permit the scheduling of single track outages within the Railroad's timetable.

The utilization of the RFP process will allow the LIRR to better assess which contractors are capable of performing the work within the tight track outage schedule, and to work out a fair allocation of risk to insure competition. Additionally, the RFP process gives the Rail Road the ability to negotiate and evaluate terms other than price alone, such as past performance and work experience with similar half tie replacement projects, qualifications of key personnel and safety records.

III. D/M/WBE INFORMATION

Goals for this Contract are to be determined by the MTA Office of Civil Rights and Diversity.

IV. IMPACT ON FUNDING

Funding for this project is included in LIRR's Capital budget.

V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR the opportunity to negotiate costs or select a contractor based upon past experience, technical capability and/or proposed work completion schedule. In addition, the IFB process does not allow for meaningful dialogue with the contractor until after award, thereby preventing the LIRR from negotiating improvements to the construction schedule and incorporating more efficient means and methods into the contract.

**LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE**

May 2014

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature 					
Project Manager Name Rudy Bautista					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Committee	5/19/14	X		
2	Board	5/21/14	X		

Date: May 8, 2014			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
4	President 	3	Acting Executive Vice President
2	Vice President, Project Controls 	1	Chief Procurement Officer

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	# of Actions	\$ Amount
	3	\$65,884,000
SUBTOTAL	3	\$65,884,000

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

Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Action

	# of Actions	\$ Amount
	2	\$ 3,262,165
SUBTOTAL	2	\$ 3,262,165
TOTAL	5	\$69,062,165

Budget Impact:

The approval of the ratification/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.

May 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule I. Modifications To Purchase and Public Work Contracts

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

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | Tutor Perini Corporation
Contract No. CQ032
Modification No. 46 | \$ 1,884,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval to modify the Contract to add Stage 2 of the Re-Bracing for the Early Access Chamber.

- | | | | |
|----|--|--------------|-------------------------------|
| 2. | Tutor Perini Corporation
Contract No. CH054A
Modification No. 42 | \$ 8,800,000 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval to modify the Contract to account for compensable delays and associated impact costs as well as costs due for additional briefings and outage cancellations.

- | | | | |
|----|--|--------------|-------------------------------|
| 3. | Tutor Perini Corporation
Contract No. CH053
Modification No. 106 | \$55,200,000 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval to modify the Contract to account for compensable delays and associated impact costs as well as costs due for additional briefings and outage cancellations.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 1

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CQ032	AWO/Modification # 46
Description Plaza Substation and Queens Structures for the ESA Project		Original Amount: \$ 147,377,000	
Contract Term (including Options, if any) 1,653 days		Prior Modifications: \$ 65,556,570	
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: \$ 212,933,570	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 1,884,000	
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: 0.88%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, William Goodrich, P.E.		% of Modifications (including This Request) to Original Amount: 45.76%	

Discussion:

The work under this Contract is for the structural and architectural rehabilitation of existing facilities within the 63rd Street Tunnel as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract to revise Stage 2 of the Re-Bracing for the Early Access Chamber.

The design of the support of excavation bracing for the Early Access Chamber ("EAC") was, with limited modification, intended to allow for the construction of the Plaza Interlocking Structure within the EAC. However, as constructed, the support of excavation bracing, which includes 5 levels of reinforced concrete slabs, is interfering with construction of the Plaza Interlocking Structure beyond what was anticipated. A redesign has been prepared to address the unanticipated interferences and to provide for the construction of the Plaza Interlocking Structure and the required bracing.

This work of removing bracing and constructing the EAC was, in the original design and as redesigned, intended to be constructed in 4 stages. This modification is for the changes to Stage 2, which includes, among other work, the removal of the level 3 bracing slab, construction of a permanent slab which will become part of the Plaza Interlocking Structure and the placing of lightweight concrete fill. The other three stages will be addressed in separate Modifications.

The Contractor submitted a cost proposal for the additional work of Stage 2 in the amount of \$2,105,584 while MTACC's estimate is \$1,743,230. Negotiations were held and the parties agreed to a cost of \$1,884,000 which is considered to be fair and reasonable. The engineers estimate for the total re-bracing/sequencing effort (Stages 1 through 4) is less than \$4 million. An analysis is currently being performed to determine whether the cause of the unanticipated interference is the result of a design and/or construction error and whether a claim to recover the additional costs is appropriate.

Please note that the contract contains an Allowance Item in the amount of \$750,000 to correct the anticipated interferences. Of that sum, \$283,688 has been expended in connection with the re-bracing effort. Under a separate modification MTACC will receive a credit for the remaining \$466,312 and the Allowance Item will be closed.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 2

Vendor Name (& Location)		Contract Number	AWO/Modification #
Tutor Perini Corporation (Peekskill, New York)		CH054A	42
Description			
Construct Harold Structures Part IIA for the East Side Access Project		Original Amount:	\$ 21,777,000
Contract Term (including Options, if any)		Prior Modifications:	\$ 22,993,328
42 Months		Prior Budgetary Increases:	\$ 0
Option(s) included in Total <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A		Current Amount:	\$ 44,770,328
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		This Request	\$ 8,800,000
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		% of This Request to Current Amount:	19.7%
Funding Source		% of Modifications (including This Request) to Original Amount:	146%
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:			
Requesting Dept/Div&Dept/Div Head Name:			
East Side Access /William Goodrich, P.E.			

Discussion

The work under this Contract involves civil construction work consisting of demolition, clearing, grubbing and grading, construction of retaining walls, storm sewers and utility relocation in the Harold Interlocking area for the East Side Access Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract to account for compensable delays and associated impact costs as well as costs due for additional railroad safety briefings and outage cancellations.

As previously reported to the Board, the ESA work in the Harold Interlocking has experienced significant design changes. The change that has caused the most significant impact to the CH054A contract is the change to 12 kV traction power. The existing 12 kV power system was to be updated and relocated as a result of the new routes built as part of ESA. However, the initial design lacked a third power feeder as required by Amtrak, did not provide adequate spacing of manholes, contained undersized sections of micro-tunnels without sufficient spare conduits and contained other errors and omissions. Each of these items required extensive re-design and MTACC considers the majority of items attributable to the designer and they are part of a currently pending errors and omissions (E & O) dispute.

Each of the design changes noted above, and other factors too, caused extensive compensable delays to the CH053 and CH054A contractors (modifications for the Direct costs associated with the majority of the design changes mentioned above were previously brought to the Board for approval with a notation that impact costs for compensable delays would be addressed subsequently). The delays were compounded by the time to complete the new designs, obtain Amtrak approvals, negotiate the changes, fabricate material and perform the work with the limited railroad (Amtrak and LIRR) resources available. Pursuant to the CH054A Contract, the Contractor is entitled to Impact Costs for Compensable Delays. This modification recognizes 1,436 calendar days of Excusable Delay until November 26, 2014, of which MTACC has determined that 1,362 calendar days qualify as Compensable Delay.

Two other factors attributed to the longer duration and cost. The first is the loss of track outages to perform the work. Recognizing that train operations take precedent over the new work, the contract was written with a provision which essentially baselined the number of times track outages would be cancelled at 20 per year. This was done to provide the contractor with a basis to bid the contract without having to assume an unlimited amount of risk in his price. For each 12 month period where the number of emergency cancellations exceeded the 20, the contractor is being compensated as part of this change for that cost.

The last major aspect of this modification is compensation to the contractor for additional railroad safety briefings by the two railroads. The contract was written assuming that there would be a joint LIRR/Amtrak safety briefing provided at the beginning of each shift of work. Because of internal rules within each railroad, a combined briefing was not possible and a second briefing was necessary when the contractor worked in an area where both railroads were impacted. This change resulted in a loss of productivity of one hour per day and resulted in increased time and cost which is captured in this Modification.

The Contractor submitted an Impact Analysis cost proposal of \$14,222,718. MTACC's Impact Analysis cost estimate was \$8,579,370. The contract provides specific categories of costs for which the contractor can be compensated as a result of impact costs. Negotiations were held and as part of the negotiations, each of these areas was reviewed and negotiated. In addition, the contractor provided back-up material justifying each cost item. Where appropriate, MTACC developed its own estimates for comparison purposes and for major categories the contractor's costs were audited. The negotiations resulted in the agreed to amount \$8,800,000 which is considered fair and reasonable. The budget for this Modification will come from project contingency. A significant portion of this Modification is the subject of a pending errors and omissions claim against the designer.

Schedule I: Modifications to Purchase and Public Work Contracts



Capital Construction

Item Number 3

Page 1 of 2

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	Contract Number CH053	AWO/Modification # 106
Description Construct Harold Structures Part I for the East Side Access Project	Original Amount:	\$ 139,280,000
Contract Term (including Options, if any) 42 Months	Prior Modifications:	\$ 97,596,958
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 236,876,958
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 55,200,000
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:	23.3%
Requesting Dept/Div&Dept/Div Head Name: East Side Access William Goodrich, P.E.	% of Modifications (including This Request) to Original Amount:	109.7%

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/Amtrak right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract to account for compensable delays and associated impact costs as well as costs due for additional railroad safety briefings and outage cancellations.

As previously reported to the Board, the ESA work in the Harold Interlocking has experienced significant design changes. For example, the ESA project installs over 200 catenary structures that either replace existing structures in new locations to create room for new tracks or add new structures to support new routes. The majority of these structures are installed under the CH053 contract and a significant number of those had to be redesigned during the course of the contract. The re-design resulted from a change in design standard or because of conflicts with other aspects of the work. MTACC considers the majority of these changes to be attributable to the designer and are part of a currently pending errors and omissions (E & O) dispute.

Another aspect of the reconstruction of Harold is the addition of dozens of new track switches. The original design assumed that there was adequate capacity in the existing Signal Power system. That assumption turned out to be incorrect resulting in a redesign of the system to separate the signal power system between Amtrak and LIRR switches. This change, which is also a part of the pending E & O dispute, added a complete new element of work to the CH053 contract.

Another major issue within the Harold Interlocking resulted from changes to the traction power design. The existing 12 kV power system was to be updated and relocated as a result of the new routes built as part of ESA. However, the initial design lacked a third power feeder as required by Amtrak, did not provide adequate spacing of manholes, contained undersized sections of micro-tunnels without sufficient spare conduits and contained other errors and omissions which are also a subject of the E&O dispute.

Each of the design changes noted above caused extensive compensable delays to the CH053 and CH054 contractors (modifications for the Direct costs associated with the majority of the design changes mentioned above were previously brought to the Board for approval with a notation that impact costs for compensable delays would be addressed subsequently). The delays were compounded by the time to complete the new designs, obtain Amtrak approvals, negotiate the changes, fabricate material and perform the work with the limited railroad (Amtrak and LIRR) resources available. Pursuant to the CH053 Contract, the Contractor is entitled to Impact Costs for Compensable Delays. This modification recognizes 1,562 calendar days of Excusable Delay from September 13, 2010 until February 18, 2015, of which MTACC has determined that 1,408 calendar days qualify as Compensable Delay.

Two other factors attributed to the longer duration and cost. The first is the loss of track outages to perform the work. Recognizing that train operations take precedent over the new work, the contract was written with a provision which essentially baselined the number of times track outages would be cancelled at 20 per year. This was done to provide the contractor with a basis to bid the contract without having to assume an unlimited amount of risk in his price. For each 12 month period where the number of emergency cancellations exceeded the 20, the contractor is being compensated as part of this change for that cost.

Schedule I: Modifications to Purchase and Public Work Contracts



Capital Construction

Item Number 3

Page 2 of 2

The last major aspect of this modification is compensation to the contractor for additional safety briefings by the two railroads. The contract was written assuming that there would be a joint LIRR/Amtrak safety briefing provided at the beginning of each shift of work. Because of internal rules within each railroad, a combined briefing was not possible and a second briefing was necessary when the contractor worked in an area where both railroads were impacted. This change resulted in a loss of productivity of one hour per day and resulted in increased time and cost which is captured in this Modification.

The Contractor submitted an Impact Analysis cost proposal of \$98,378,113. MTACC's Impact Analysis cost estimate was \$47,323,036. The contract provides specific categories of costs for which the contractor can be compensated for as a result of impact costs. Negotiations were held and as part of the negotiations, each of these areas was reviewed and negotiated. In addition, the contractor provided back-up material justifying each cost item. Where appropriate, MTACC developed its own estimates for comparison purposes and for major categories the contractor's costs were audited. The negotiations resulted in the agreed to amount \$55,200,000 which is considered fair and reasonable. The budget for this Modification will come from project contingency. A significant portion of this Modification is the subject of a pending errors and omissions claim against the designer.

May 2014

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- | | | | |
|----|--|---------------------|--------------------------------------|
| 1. | Michels Corporation
Contract No. CM005
Modification No. 4 | \$ 1,385,000 | <u><i>Staff Summary Attached</i></u> |
|----|--|---------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC request the Board to ratify a retroactive modification to increase the allowance for the Support of Construction Facilities and Temporary Equipment Services.

- | | | | |
|----|---|---------------------|--------------------------------------|
| 2. | PB America/STV/Parsons Transportation Group, Joint Venture
Contract No. 98-0040-01R
Modification Nos. 60 | \$ 1,877,165 | <u><i>Staff Summary Attached</i></u> |
|----|---|---------------------|--------------------------------------|

Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC request the Board to ratify a modification to the Contract to revise the CM007 GCT Station Caverns package.

Schedule K: Ratification of Computed Procurement Actions



Capital Construction

Item Number 1

Vendor Name (& Location)	
Michels Corporation (Mount Vernon, NY)	
Description	
Manhattan South Structures	
Contract Term (including Options, if any)	
880 Calendar Days	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div&Dept/Div Head Name:	
East Side Access W. Goodrich, P.E., Executive Vice President and Sr. Program Executive	

Contract Number	AWO/Modification #
CM005	4
Original Amount:	\$ 200,602,743
Prior Modifications:	\$ 163,534
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 200,766,277
This Request	\$ 1,385,000
% of This Request to Current Amount:	0.7%
% of Modifications (including This Request) to Original Amount:	0.8%

Discussion:

The work under this Contract is for the Construction of the Manhattan South Structures for the East Side Access (ESA) project in the lower level of Grand Central Station. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification to increase the allowance for the Support of Construction Facilities and Temporary Equipment Systems. This is a retroactive modification.

The CM005 Contractor was required under his Contract to reuse temporary construction facilities and equipment installed in the tunnels and caverns by predecessor contracts. It was anticipated that these facilities and equipment would require some refurbishment by the follow-on contractor. The CM005 Contract contains a \$500,000 allowance for costs associated with the support and refurbishment of such systems and equipment. This allowance, however, was exceeded as a result of major repairs that were required to the fire line system to address damage caused by below freezing temperatures, an unanticipated failure of a critical transformer and a delay in turning over certain systems to the CM006 contractor. In addition, the CM005 contract anticipated that an Alimak (a construction elevator used to transport laborers) installed for use on a previous contract would be useable for the CM005 contractor. However, two engineering reports concluded that the existing Alimak was no longer suitable for use and needed to be replaced.

The cost of the unanticipated repairs and the replacement of the Alimak were determined under the terms of the CM005 contract on a time and materials basis to be \$1,385,000. There is no time impact associated with this modification.

Schedule K: Ratification of Computed Procurement Actions



Item Number: 2

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY, NY)		Contract Number 98-0040-01R	AWO/Modification # 60
Description East Side Access General Engineering Consultant (GEC) Services		Original Amount:	\$ 140,000,000
Contract Term (including Options, if any) March 2016		Prior Modifications:	\$ 253,235,597
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:	\$ 393,235,597
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request	\$ 1,877,165
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:	0.48%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.		% of Modifications (including This Request) to Original Amount:	182%

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, the Board is requested to ratify a Contract a modification to revise the CM007 GCT Station Caverns package.

Feedback received from bidders for Contract CM012R raised concerns regarding the constructability and quality control associated with a full precast design for the walls of the station caverns. Thereafter, as part of the repackaging of that contract into three smaller contracts (CM005, CM006 and CM007) an extensive industry outreach effort was conducted and identified significant schedule, cost and risk reduction benefits from changing the design of the cavern walls to a hybrid cast-in-place/precast design.

In addition, potential opportunities have been identified to substantially reduce risk to the revenue service date by breaking up this work into 4 separate volumes and awarding the work as a combination of at least one new contract (CM007) and possible modifications to existing contracts CM005 and CM006. In order to preserve the ability to take advantage of those potential opportunities when they arise, the CM007 contract work will be prepared as four separate volumes as listed below:

- CM007A – GCT Station Caverns South Back of House
- CM007B – GCT Station Caverns Public Areas
- CM007C – GCT Station Caverns North Back of House
- CS078 – Manhattan and Queens Underground Track

Negotiations were held with the Consultant to incorporate the hybrid cavern wall design which requires a full redesign of the structural walls and horizontal connections of the caverns, a new architectural design for the cavern walls, and associated changes to the mechanical, electrical and plumbing designs. This modification also includes the repackaging of track work from CS284 into CS078. The Consultant submitted a cost proposal of \$3,066,936 for this modification while the MTACC estimate was \$2,692,248. The parties agreed to a cost of \$2,906,486, which is considered fair and reasonable. The negotiated amount includes the amount previously approved by the Board in June 2013 for the creation of the CM007 GCT Station Caverns package, in the amount \$1,029,321. Therefore the net increase to the Contract for this this modification is \$1,877,165.

The current Integrated Program Schedule has the CM007 package scheduled to be advertised in October of 2014. In order to maintain the current solicitation schedule, the President approved a retroactive memorandum for a not-to-exceed amount of \$600,000 and the GEC was directed to proceed on March 25, 2014. Following Board approval of this modification the GEC will be authorized to proceed with the remainder of the work under this modification.



LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

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

April 2014

05/19/14 *****

Performance Summary

			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	Apr	Apr	Apr	Apr
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	93.2%	91.1%	95.1%	93.6%
		AM Peak		93.4%	88.8%	94.0%	91.1%
		PM Peak		88.6%	85.2%	94.2%	91.3%
		Total Peak		91.1%	87.1%	94.1%	91.2%
		Off Peak Weekday		93.6%	91.3%	95.2%	93.9%
		Weekend		95.5%	95.5%	96.2%	95.9%
	Babylon Branch	Overall	95.1%	93.2%	90.4%	96.0%	93.1%
		AM Peak		95.6%	90.6%	95.9%	90.0%
		PM Peak		85.1%	79.3%	94.9%	90.8%
		Total Peak		90.7%	85.4%	95.5%	90.3%
		Off Peak Weekday		94.6%	91.5%	96.0%	93.7%
		Weekend		94.0%	95.5%	97.2%	96.2%
	Far Rockaway Branch	Overall	95.1%	96.1%	95.3%	97.3%	96.5%
		AM Peak		93.4%	89.1%	92.2%	91.5%
		PM Peak		94.4%	92.6%	96.5%	93.6%
		Total Peak		93.9%	90.7%	94.1%	92.4%
		Off Peak Weekday		96.2%	96.0%	98.0%	97.1%
		Weekend		98.6%	98.4%	99.4%	99.3%
	Huntington Branch	Overall	95.1%	90.7%	87.9%	92.7%	92.1%
		AM Peak		94.9%	88.7%	91.5%	90.7%
		PM Peak		85.4%	80.7%	91.2%	89.6%
		Total Peak		90.3%	84.8%	91.4%	90.2%
		Off Peak Weekday		88.9%	86.1%	91.5%	90.7%
		Weekend		93.8%	92.9%	95.7%	95.5%
	Hempstead Branch	Overall	95.1%	94.2%	93.8%	97.7%	96.8%
		AM Peak		93.6%	92.1%	96.8%	94.5%
		PM Peak		91.4%	89.2%	98.5%	95.2%
		Total Peak		92.6%	90.7%	97.6%	94.8%
		Off Peak Weekday		94.7%	94.0%	97.7%	97.0%
		Weekend		94.6%	96.1%	97.9%	98.4%
	Long Beach Branch	Overall	95.1%	94.7%	93.3%	96.3%	95.3%
		AM Peak		94.3%	91.6%	95.1%	92.4%
		PM Peak		90.1%	89.9%	96.3%	94.2%
		Total Peak		92.3%	90.8%	95.7%	93.2%
		Off Peak Weekday		94.8%	92.5%	95.5%	94.8%
		Weekend		98.2%	98.1%	99.7%	98.8%
	Montauk Branch	Overall	95.1%	93.6%	90.2%	94.5%	92.0%
		AM Peak		90.3%	85.3%	95.5%	91.0%
		PM Peak		91.1%	86.3%	92.2%	90.2%
		Total Peak		90.7%	85.8%	93.9%	90.6%
		Off Peak Weekday		94.8%	91.0%	96.3%	93.6%
		Weekend		94.4%	93.3%	90.7%	89.9%
	Oyster Bay Branch	Overall	95.1%	93.0%	91.1%	89.8%	92.2%
		AM Peak		91.6%	90.0%	93.5%	93.1%
		PM Peak		87.9%	81.7%	91.7%	89.6%
		Total Peak		89.9%	86.1%	92.7%	91.5%
		Off Peak Weekday		94.0%	92.7%	90.0%	92.1%
		Weekend		95.6%	94.3%	83.6%	93.4%

Performance Summary		2014 Data		2013 Data	
		Annual	YTD thru		YTD thru
		Goal	Apr	Apr	Apr
Port Jefferson Branch	Overall	95.1%	87.7%	84.5%	92.3%
	AM Peak		85.8%	80.7%	92.1%
	PM Peak		84.4%	80.3%	90.9%
	Total Peak	85.2%	80.5%	91.5%	87.6%
	Off Peak Weekday		86.2%	81.7%	90.8%
	Weekend		95.1%	94.6%	96.9%
Port Washington Branch	Overall	95.1%	94.3%	93.7%	96.0%
	AM Peak		94.2%	90.0%	91.9%
	PM Peak		88.8%	86.9%	93.3%
	Total Peak	91.4%	88.4%	92.6%	92.1%
	Off Peak Weekday		94.0%	93.9%	97.3%
	Weekend		98.9%	98.7%	97.9%
Ronkonkoma Branch	Overall	95.1%	92.5%	88.4%	93.4%
	AM Peak		91.4%	84.2%	94.2%
	PM Peak		90.9%	89.0%	95.2%
	Total Peak	91.2%	86.4%	94.6%	90.2%
	Off Peak Weekday		93.4%	88.1%	92.3%
	Weekend		92.3%	92.3%	94.0%
West Hempstead Branch	Overall	95.1%	96.1%	94.6%	96.2%
	AM Peak		97.3%	94.6%	94.6%
	PM Peak		92.4%	89.3%	93.2%
	Total Peak	94.6%	91.7%	93.8%	92.0%
	Off Peak Weekday		97.1%	96.3%	97.6%
	Weekend		75.0%	88.9%	100.0%
Operating Statistics					
Trains Scheduled			20,355	79,908	19,861
Avg. Delay per Late Train (min)			-11.9	-12.5	-13.1
excluding trains canceled or terminated					
Trains Over 15 min. Late			201	1,238	200
excluding trains canceled or terminated					969
Trains Canceled			73	370	33
Trains Terminated			51	259	24
Percent of Scheduled Trips Completed			99.4%	99.2%	99.7%
Consist Compliance					
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)					
AM Peak			99.4%		
PM Peak			99.0%		
Total Peak			99.2%		

Categories Of Delay		2014 Data			2013 Data		YTD 2013 Vs 2014
		Mar	Apr	YTD Thru Apr	Apr	YTD Thru Apr	
Late Train Incidents	National Rail Passenger Corp	48	173	601	82	359	242
	Capital Programs	21	5	176	25	42	134
	Engineering	117	126	756	89	656	100
	Penn Station Central Control	15	9	91	17	47	44
	Maintenance of Equipment	155	78	574	102	544	30
	** Other / Miscellaneous	271	359	2,380	115	1,522	858
	Public	617	509	2,094	400	1,533	561
	Transportation	45	58	148	104	196	(48)
	Vandalism	17	2	64	7	32	32
	Maintenance of Way (Sched.)	143	56	210	42	77	133

**** 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
4/2	Wed	Train 605 struck unauthorized person east of Smithtown Station	2	3	2				1	1	1	3	4	3
4/3	Thurs	Amtrak related track condition in Line 4, Penn Station	12		2							12		2
4/3	Thurs	Track condition east of Woodside Station	26									26		
4/6	Sun	Train 6131 struck unauthorized person at Lindenhurst Station							10	1	1	10	1	1
4/8	Tues	Amtrak related loss of supervisory system at PSCC							19			19		
4/11	Fri	Track condition at Queens Interlocking	14		1				3			17		1
4/12	Sat	Track condition west of Country Life Press							2		11	2		11
4/14	Mon	Amtrak related track condition in Line 2, Penn Station				17	17		11	2	9	28	19	9
4/15	Tues	High wind				75	19	1	49	2		124	21	1
4/16	Wed	Train 473 struck an unauthorized person at Flushing Main Street							6	1	5	6	1	5
4/22	Tues	Smoke and fire condition east of East New York	4	1	4	6	2		34	3	2	44	6	6
4/24	Thurs	Amtrak related down catenary wire in 6 track, Penn Station	34	3	3				4		1	38	3	4
4/28	Mon	Switch trouble in Queens Interlocking	13									13		
4/30	Wed	Heavy rain system wide				21	2		7	2		28	4	
TOTAL FOR MONTH			105	7	12	119	40	1	146	12	30	370	59	43
													472	

Long Island Rail Road

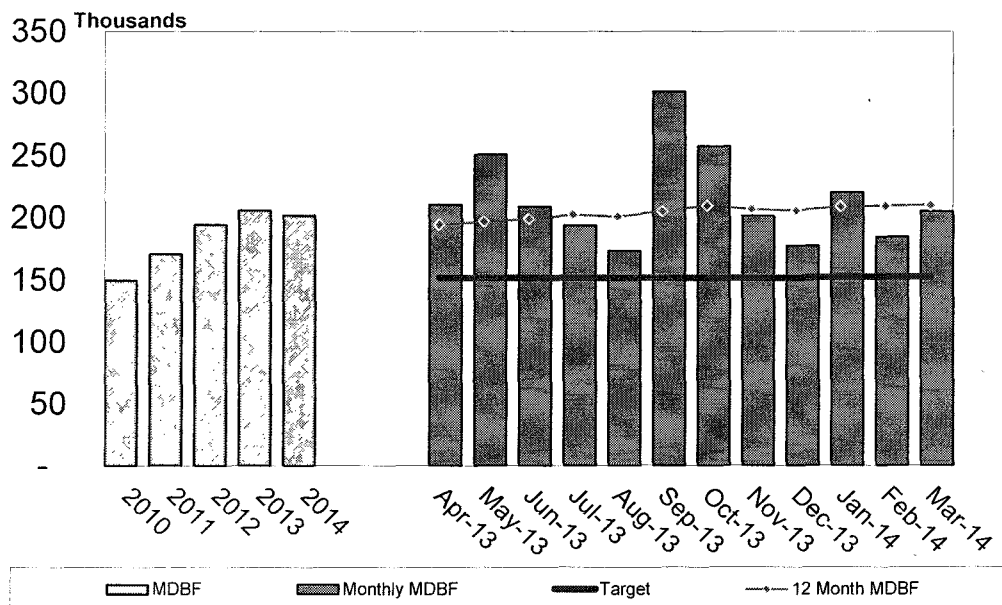
MEAN DISTANCE BETWEEN FAILURES

	2014 Data							2013 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
Mean Distance Between Failures	M-3	150	55,000	117,386	5	89,576	93,581	105,391	5	82,251
	M-7	836	355,000	466,693	11	497,932	496,249	453,193	11	396,840
	DM	21	18,000	35,766	2	26,309	24,334	22,835	3	27,619
	DE	24	18,000	45,336	2	19,997	19,447	23,020	4	20,550
	C-3	134	75,000	57,655	12	78,596	102,385	72,099	9	83,669
	Diesel	179	45,000	53,379	16	52,942	59,334	50,592	16	54,791
	Fleet	1,165	153,000	205,457	32	203,184	210,516	197,548	32	186,045

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

East Of Jamaica			2014 Data	
			April	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	3
		Total Standees	2	3
	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	0	3
		Total Standees	60	3
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	52
		Total Standees	15	52
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	4	10
		Total Standees	4	10
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			90	68

Definitions

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

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

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

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

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



Long Island Rail Road

OPERATING REPORT FOR MONTH OF APRIL 2014

Standee Report

West Of Jamaica

			2014 Data	
			April	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	38
		Total Standees	2	38
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	0	28
		Total Standees	0	28
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	10
		Total Standees	0	10
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	13	0
		Total Standees	31	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	52
		Total Standees	15	52
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	10
		Total Standees	0	10
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			49	138

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.

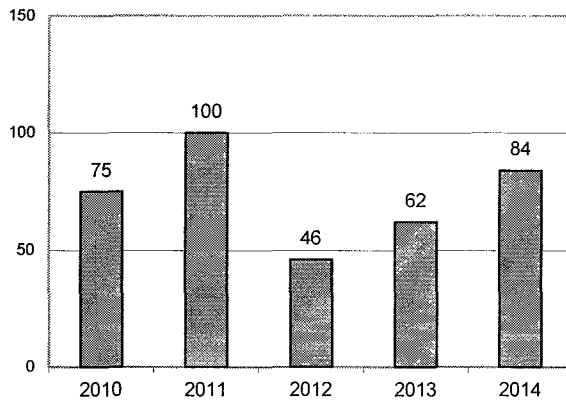
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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.

**OPERATING REPORT
FOR MONTH OF APRIL 2014**

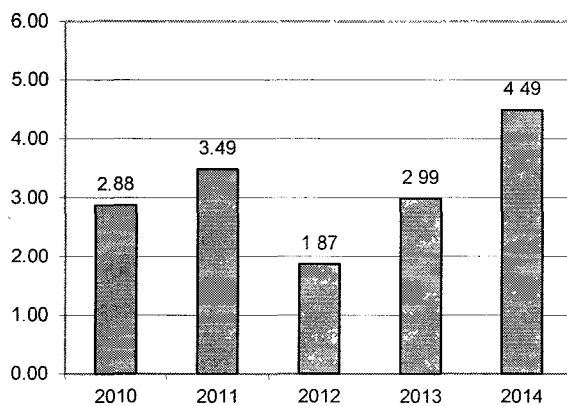
MTA Long Island Rail Road Summary of Employee Injuries - March 2014



Total Employee Injuries

Year	Total
2010	75
2011	100
2012	46
2013	62
2014	84

% change from last year: 35.5%



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	48	2.88
2011	55	3.49
2012	30	1.87
2013	47	2.99
2014	68	4.49

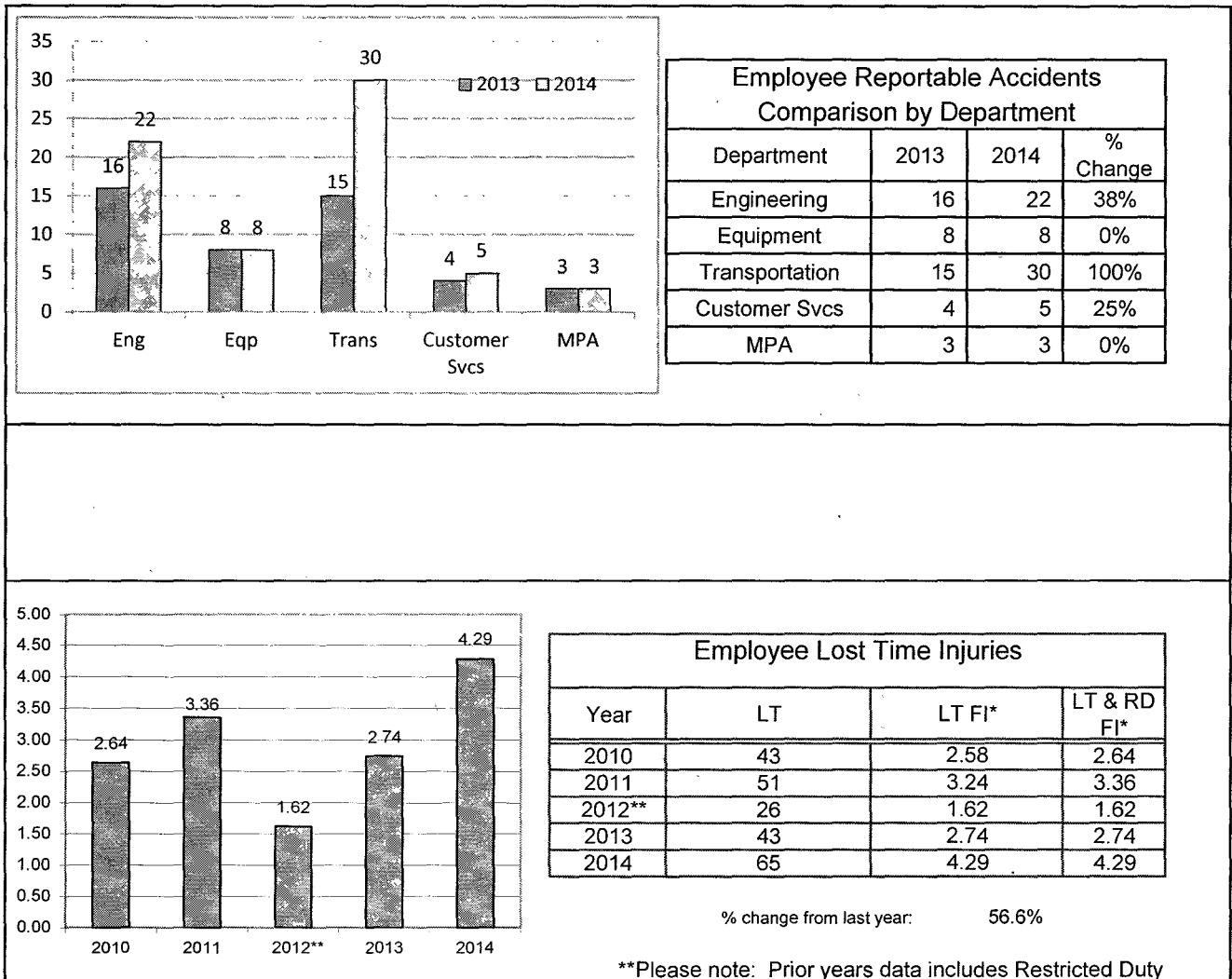
% change from last year: 50.2%

* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

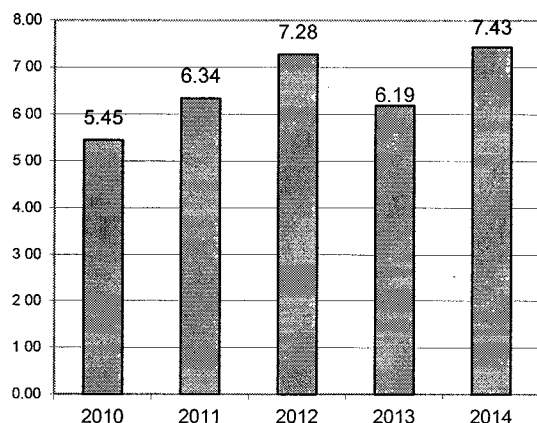
**OPERATING REPORT
FOR MONTH OF APRIL 2014**

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



* - Injuries per 200,000 hours worked

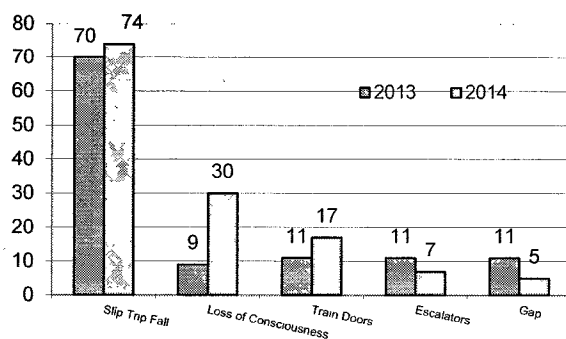
MTA Long Island Rail Road Summary of Customer Injuries - March 2014



Total Customer Injuries

Year	Total	FI*
2010	104	5.45
2011	119	6.34
2012	145	7.28
2013	121	6.19
2014	146	7.43

% change from last year: 20.0%



Top 5 Customer Injuries by Type

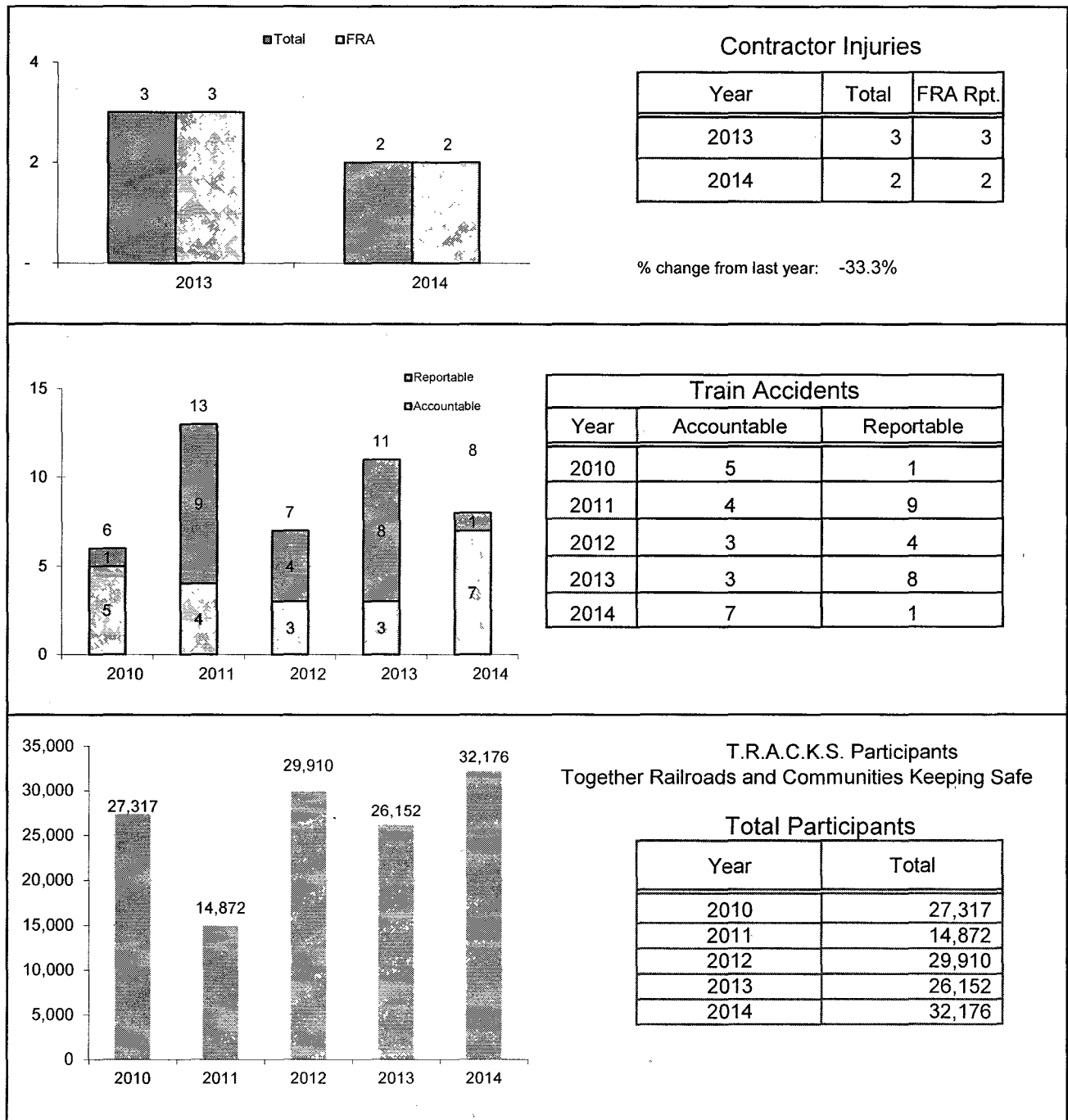
Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	70	9	11	11	11
2014	74	30	17	7	5

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF APRIL 2014**

MTA Long Island Rail Road

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



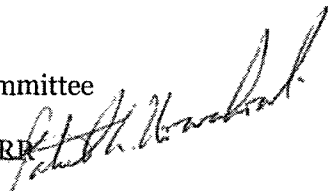
Memorandum



Long Island Rail Road

Date: May 2014

To: Members of the LIRR Operating Committee

From: Patrick A. Nowakowski, President, LIRR 

Re: Enhanced Safety Action Update

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

- Our first Quarterly Corporate Safety Stand-Down for 2014 was conducted on March 27, 2014. In addition to the over 4,500 employees who participated in a stand-down, another 800 employees attended Safety, Health and Wellness Events that were held in one east end and one west end location. Our next Quarterly Stand-Down will be scheduled in June.
- Our next LIRR Confidential Close Call Reporting System (C3RS) meeting between LIRR management and labor organization representatives and the Department of Transportation/ Volpe Center, Federal Railroad Administration (FRA), and NASA team is scheduled for May 12th through May 16th.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Alerters	Vendor verification and validation of software is on schedule and in progress on C3, DE/DM and M3 fleet.
Speed Compliance	For the period 4/1/14 through 4/15/14, there were 84 Radar Observations. 71 different LIRR Engineers and one NYAR Engineer were observed. Seven event recorder downloads were analyzed. All results indicate compliance. <i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.
Emergency Order 29	<ul style="list-style-type: none">▪ All critical curves were completed as scheduled by March 1, 2014.▪ Work is progressing on identified tangent track segments. Four of the eight identified segments are completed. Design is one hundred percent complete on another one of the eight identified segments. The remaining three are in progress.
PTC	<ul style="list-style-type: none">▪ Change Orders to accelerate the PTC delivery schedule were issued May 7, 2014.▪ Completed RRIF Loan application for PTC including signalizing Speonk to Montauk, Ronkonkoma to Yaphank, and Babylon to Patchogue.▪ Long Beach Branch currently underway as part of Sandy restoration/mitigation project.



Long Island Rail Road

Monthly Financial Report

March 2014

MTA LONG ISLAND RAIL ROAD

March Ridership and Financial Report

Executive Summary

Ridership

- During the month of March, total ridership was 7.0 million, which was 1.2% higher than March 2013 (adjusted for same number of work days) and 1.0% above the budget.
 - Ridership through March was 19.7 million. This was 0.6% higher than 2013 (adjusted for same number of calendar work days) and 1.0% higher than the 2014 adopted budget.
 - Through March 2014, commutation ridership was 2.4% higher than 2013 (work day adjusted) and 0.8% higher than the 2014 adopted budget.
 - Through March 2014, non-commutation ridership was 2.1% lower than 2013 and 1.2% above the adopted budget.
-

Revenues

- Farebox revenue through March totaling \$151.1 million was \$1.9 million above the adopted budget due to higher ridership and yield per passenger.
- Capital & Other Revenue of \$55.6 million was \$11.9 million lower than adopted budget due to vacant positions, severe winter weather and timing of project activity.
- In summary, total LIRR revenue of \$206.7 million was \$10.1 million lower than the adopted budget.

Expenses

- Through March, total expenses of \$478.0 million were \$18.4 million less than adopted budget.
- Straight-time payroll spending was \$6.5 million less than adopted budget due to the existence of vacant positions. At the end of March, 219 of 7,046 positions were vacant. These vacancies consisted primarily of management/supervisory and operational hourly.
- Year-to-date overtime hours worked was 22.0%, or 110,840 hours higher than the budget as a result of weather, which was 96,400 hours over budget.
- Year-to-date overtime hours increased by 21.3% in 2014 compared to 2013 due to weather.
- Other variances are primarily timing related.

Financial Performance Measures

- Through March, the Adjusted Farebox Operating Ratio was 56.4%, which is favorable to adopted budget due to lower expenses and higher revenue.
- Through March, the Adjusted Cost per Passenger was \$14.74, which is lower than budget due to lower expenses and higher ridership.
- Through March, the Revenue per Passenger was \$7.71, which is higher than budget.

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

REVENUE

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$206.7 were \$(10.1) million or (4.6)% unfavorable to budget. The month of March of \$79.5 was unfavorable to budget by \$(1.1) million or (1.4)%.

- **Y-T-D Farebox Revenues** were \$1.9 favorable to budget. The month was \$0.3 favorable to budget due to higher ridership, partially offset by lower yield per passenger
- **Y-T-D Other Operating Revenues** were \$0.7 favorable to budget. The month was \$0.1 favorable to budget due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(12.7) unfavorable to budget. The month was \$(1.5) unfavorable due to vacant positions and timing of project activity.

OPERATING EXPENSES

Year-to-date March **Total Expenses** (including depreciation and other) of \$478.0 were favorable to the budget by \$18.4 or 3.7%. The total expenses for the month of \$166.8 were on budget.

Labor Expenses, \$7.7 favorable Y-T-D; \$4.3 favorable for the month.

- **Payroll**, \$6.5 favorable Y-T-D; \$2.0 favorable for the month (primarily vacant positions).
- **Overtime**, \$(6.2) unfavorable Y-T-D; \$(1.4) unfavorable for the month (primarily higher project activity, maintenance and unscheduled service, partially offset by lower weather and availability coverage).
- **Health & Welfare**, \$2.4 favorable Y-T-D; \$0.7 favorable for the month (vacant positions and lower rates).
- **OPEB Current Payment**, \$2.3 favorable Y-T-D; \$0.7 favorable for the month (fewer retirees/beneficiaries and lower rates).
- **Other Fringe**, \$2.8 favorable Y-T-D; \$2.3 favorable for the month (lower FELA Indemnity payments/reserve adjustments and lower Railroad Retirement Taxes).

Non-Labor Expenses, \$19.2 favorable Y-T-D; \$4.2 favorable for the month.

- **Electric Power**, \$(1.3) unfavorable Y-T-D; \$(1.2) unfavorable for the month (higher rates, timing and accruals related to building facilities).
- **Fuel**, \$(0.7) unfavorable Y-T-D; \$(0.8) unfavorable for the month (higher rates, timing and accrual adjustments for natural gas).
- **Insurance**, \$0.6 favorable Y-T-D; \$0.2 favorable for the month (primarily lower Force Account).
- **Claims**, \$0.5 favorable Y-T-D; \$(0.3) unfavorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$4.8 favorable Y-T-D; \$2.1 favorable for the month (primarily timing of capital project activity, elevator maintenance, waste maintenance, various security initiatives and communication expenses, partially offset by non-revenue vehicle repairs and snow removal from yards).
- **Professional Services**, \$4.6 favorable Y-T-D; \$0.5 favorable for the month (timing of project activity).
- **Materials and Supplies**, \$9.1 favorable Y-T-D; \$3.5 favorable for the month (lower revenue vehicle running repair and delayed M7 Propulsion startup).
- **Other Business Expenses**, \$1.6 favorable Y-T-D; \$0.2 favorable for the month (timing of various miscellaneous expenses).

Depreciation and Other, \$(8.5) unfavorable Y-T-D; \$(8.5) unfavorable for the month (unfavorable Depreciation and Environmental Remediation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 45.3%, 1.7 percentage points above year-to-date February. The Farebox Operating Ratio for the month of March of 48.9% was 3.6 percentage points above the budget resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 56.4%. 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
March 2014

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$52.394	\$52.742	\$0.348	0.7	\$0.000	\$0.000	\$0.000	-	\$52.394	\$52.742	\$0.348	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.486	4.547	0.061	1.4	0.000	0.000	0.000	-	4.486	4.547	0.061	1.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	23.727	22.192	(1.535)	(6.5)	23.727	22.192	(1.535)	(6.5)
Total Revenue	\$56.880	\$57.289	\$0.409	0.7	\$23.727	\$22.192	(\$1.535)	(6.5)	\$80.607	\$79.481	(\$1.126)	(1.4)
Expenses												
Labor												
Payroll	\$36.345	\$35.340	\$1.005	2.8	\$7.296	\$6.327	\$0.969	13.3	\$43.641	\$41.667	\$1.974	4.5
Overtime	6.014	6.758	(0.744)	(12.4)	1.491	2.117	(0.626)	(42.0)	7.505	8.875	(1.370)	(18.3)
Health and Welfare	8.646	7.770	0.876	10.1	1.332	1.489	(0.157)	(11.8)	9.978	9.259	0.719	7.2
OPEB Current Payment	5.561	4.856	0.705	12.7	0.000	0.000	0.000	-	5.561	4.856	0.705	12.7
Pensions	14.806	14.158	0.648	4.4	1.766	2.413	(0.647)	(36.7)	16.572	16.572	0.000	0.0
Other Fringe Benefits	9.707	7.604	2.103	21.7	1.604	1.424	0.180	11.2	11.311	9.027	2.284	20.2
Reimbursable Overhead	(2.209)	(2.160)	(0.049)	(2.2)	2.209	2.160	0.049	2.2	0.000	0.000	0.000	-
Total Labor Expenses	\$78.870	\$74.325	\$4.545	5.8	\$15.698	\$15.930	(\$0.232)	(1.5)	\$94.568	\$90.255	\$4.313	4.6
Non-Labor												
Electric Power	\$8.162	\$9.291	(\$1.129)	(13.8)	\$0.004	\$0.047	(\$0.043)	*	\$8.166	\$9.338	(\$1.172)	(14.4)
Fuel	2.462	3.272	(0.810)	(32.9)	0.000	0.000	0.000	-	2.462	3.272	(0.810)	(32.9)
Insurance	1.992	1.923	0.069	3.5	0.479	0.343	0.136	28.3	2.471	2.266	0.205	8.3
Claims	0.346	0.644	(0.298)	(86.1)	0.000	0.000	0.000	-	0.346	0.644	(0.298)	(86.1)
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	5.364	4.328	1.036	19.3	1.814	0.790	1.024	56.5	7.178	5.117	2.061	28.7
Professional Service Contracts	3.091	3.033	0.058	1.9	0.699	0.258	0.441	63.1	3.790	3.291	0.499	13.2
Materials & Supplies	11.503	8.216	3.287	28.6	4.916	4.753	0.163	3.3	16.419	12.969	3.450	21.0
Other Business Expenses	1.271	1.089	0.182	14.3	0.117	0.071	0.046	39.1	1.388	1.160	0.228	16.4
Total Non-Labor Expenses	\$34.191	\$31.796	\$2.395	7.0	\$8.029	\$6.262	\$1.767	22.0	\$42.220	\$38.058	\$4.162	9.9
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	\$113.061	\$106.121	\$6.940	6.1	\$23.727	\$22.192	\$1.535	6.5	\$136.788	\$128.313	\$8.475	6.2
Depreciation	\$23.490	\$30.395	(\$6.905)	(29.4)	\$0.000	\$0.000	\$0.000	-	\$23.490	\$30.395	(\$6.905)	(29.4)
Other Post Employment Benefits	6.320	6.306	0.014	0.2	0.000	0.000	0.000	-	6.320	6.306	0.014	0.2
Environmental Remediation	0.167	1.767	(1.600)	*	0.000	0.000	0.000	-	0.167	1.767	(1.600)	*
Total Expenses	\$143.038	\$144.589	(\$1.551)	(1.1)	\$23.727	\$22.192	\$1.535	6.5	\$166.765	\$166.781	(\$0.016)	(0.0)
Net Surplus/(Deficit)	(\$86.158)	(\$87.300)	(\$1.142)	(1.3)	\$0.000	\$0.000	\$0.000	-	(\$86.158)	(\$87.300)	(\$1.142)	(1.3)
Cash Conversion Adjustments												
Depreciation	23.490	30.395	6.905	29.4	0.000	0.000	0.000	-	23.490	30.395	6.905	29.4
Operating/Capital	(2.990)	(2.167)	0.823	27.5	0.000	0.000	0.000	-	(2.990)	(2.167)	0.823	27.5
Other Cash Adjustments	7.617	(0.349)	(7.966)	*	0.000	0.000	0.000	-	7.617	(0.349)	(7.966)	*
Total Cash Conversion Adjustments	\$28.117	\$27.879	(\$0.238)	(0.8)	0.000	\$0.000	\$0.000	-	\$28.117	\$27.879	(\$0.238)	(0.8)
Net Cash Surplus/(Deficit)	(\$58.041)	(\$59.422)	(\$1.381)	(2.4)	\$0.000	\$0.000	\$0.000	-	(\$58.041)	(\$59.422)	(\$1.381)	(2.4)

TABLE 2

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

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$149,260	\$151,121	\$1,861	1.2	0.000	\$0.000	\$0.000	-	\$149,260	\$151,121	\$1,861	1.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	11,443	12,167	0.724	6.3	0.000	0.000	0.000	-	11,443	12,167	0.724	6.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	56.093	43.437	(12,656)	(22.6)	56,093	43,437	(12,656)	(22.6)
Total Revenue	\$160.703	\$163.288	\$2.585	1.6	\$56.093	\$43.437	(\$12.656)	(22.6)	\$216.796	\$206.725	(\$10.071)	(4.6)
Expenses												
Labor												
Payroll	\$112,054	\$110,460	\$1,594	1.4	\$18,641	\$13,739	\$4,902	26.3	\$130,695	\$124,199	\$6,496	5.0
Overtime	22,398	28,141	(5,743)	(25.6)	2,776	3,208	(0,432)	(15.6)	25,174	31,350	(6,176)	(24.5)
Health and Welfare	26,665	24,516	2,149	8.1	3,271	3,031	0,240	7.3	29,936	27,546	2,390	8.0
PEPB Current Payment	16,683	14,418	2,265	13.6	0.000	0.000	0.000	-	16,683	14,418	2,265	13.6
Pensions	45,323	44,598	0.725	1.6	4,392	5,116	(0,724)	(16.5)	49,715	49,715	0.001	0.0
Other Fringe Benefits	30,569	28,849	1,720	5.6	3,939	2,888	1,051	26.7	34,508	31,737	2,771	8.0
Reimbursable Overhead	(5,453)	(4,518)	(0,935)	(17.1)	5,453	4,518	0,935	17.1	0.000	0.000	0.000	-
Total Labor Expenses	\$248.239	\$246.464	\$1.775	0.7	\$38.472	\$32.500	\$5.972	15.5	\$286.711	\$278.964	\$7.747	2.7
Non-Labor												
Electric Power	\$25,276	\$26,495	(\$1,219)	(4.8)	\$0,012	\$0,064	(\$0,052)	*	\$25,288	\$26,560	(\$1,272)	(5.0)
Fuel	7,173	7,899	(0,726)	(10.1)	0.000	0.000	0.000	-	7,173	7,899	(0,726)	(10.1)
Insurance	5,954	5,767	0,187	3.1	1,040	0,610	0,430	41.3	6,994	6,377	0,617	8.8
Claims	1,038	0,525	0,513	49.4	0.000	0.000	0.000	-	1,038	0,525	0,513	49.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	16,462	12,836	3,626	22.0	3,123	1,997	1,126	36.1	19,585	14,832	4,753	24.3
Professional Service Contracts	6,299	5,130	3,169	38.2	2,046	0,653	1,393	68.1	10,345	5,783	4,562	44.1
Materials & Supplies	30,005	24,543	5,462	18.2	11,053	7,375	3,678	33.3	41,058	31,918	9,140	22.3
Other Business Expenses	3,711	2,240	1,471	39.6	0,347	0,238	0,109	31.5	4,058	2,478	1,580	38.9
Total Non-Labor Expenses	\$97.918	\$85.436	\$12.482	12.7	\$17.621	\$10.937	\$6.684	37.9	\$115.539	\$96.373	\$19.166	16.6
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	\$346.157	\$331.900	\$14.257	4.1	\$56.093	\$43.437	\$12.656	22.6	\$402.250	\$375.337	\$26.913	6.7
Depreciation	\$73,824	\$83,256	(9,432)	(12.8)	0.000	\$0.000	\$0.000	-	\$73,824	\$83,256	(\$9,432)	(12.8)
Other Post Employment Benefits	19,834	17,277	2,557	12.9	0.000	0.000	0.000	-	19,834	17,277	2,557	12.9
Environmental Remediation	0.501	2,100	(1,599)	*	0.000	0.000	0.000	-	0.501	2,100	(1,599)	*
Total Expenses	\$440.316	\$434.533	\$5.783	1.3	\$56.093	\$43.437	\$12.656	22.6	\$496.409	\$477.970	\$18.439	3.7
Net Surplus/(Deficit)	(\$279.613)	(\$271.245)	\$8.368	3.0	\$0.000	\$0.000	\$0.000	-	(\$279.613)	(\$271.245)	\$8.368	3.0
Cash Conversion Adjustments												
Depreciation	73,824	83,256	9,432	12.8	0.000	0.000	0.000	-	73,824	83,256	9,432	12.8
Operating/Capital	(4,750)	(2,634)	2,116	44.6	0.000	0.000	0.000	-	(4,750)	(2,634)	2,116	44.6
Other Cash Adjustments	26,267	7,893	(18,374)	(70.0)	0.000	0.000	0.000	-	26,267	7,893	(18,374)	(70.0)
Total Cash Conversion Adjustments	\$95.341	\$88.515	(\$6,826)	(7.2)	\$0.000	\$0.000	\$0.000	-	\$95.341	\$88.515	(\$6,826)	(7.2)
Net Cash Surplus/(Deficit)	(\$184.272)	(\$182.730)	\$1.542	0.8	\$0.000	\$0.000	\$0.000	-	(\$184.272)	(\$182.730)	\$1.542	0.8

TABLE 3

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

March 2014					Year-to-Date March 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.	0.348	0.7	Higher ridership \$0.509, partially offset by lower yield per passenger \$(0.161).	1.861	1.2	Higher ridership \$1.456 and yield per passenger \$0.405.
Other Operating Revenue	Non Reimb.	0.061	1.4	Higher rental revenue, miscellaneous and freight revenue, partially offset by lower advertising income.	0.724	6.3	Higher miscellaneous, rental and freight revenue, partially offset by lower special services revenue.
Capital & Other Reimbursements	Reimb.	(1.535)	(6.5)	Primarily due to timing of project activity.	(12.656)	(22.6)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	1.005	2.8	Primarily lower headcount and rates.	1.594	1.4	Primarily lower headcount and rates.
	Reimb.	0.969	13.3	Primarily due to vacant positions and timing of project activity and other reimbursements.	4.902	26.3	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.744)	(12.4)	Higher maintenance and unscheduled service, partially offset by lower vacancy/absentee coverage and weather-related overtime.	(5.743)	(25.6)	Primarily higher weather-related, maintenance and unscheduled service overtime, partially offset by lower vacancy/absentee coverage.
	Reimb.	(0.626)	(42.0)	Primarily due to timing of project activity.	(0.432)	(15.6)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.876	10.1	Lower rates.	2.149	8.1	Lower rates and vacant positions.
	Reimb.	(0.157)	(11.8)	Primarily due to timing of project activity.	0.240	7.3	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.705	12.7	Fewer retirees/beneficiaries and lower rates.	2.265	13.6	Fewer retirees/beneficiaries and lower rates.

TABLE 3

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

March 2014				Year-to-Date March 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.	0.648	4.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	0.725	1.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.647)	(36.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(0.724)	(16.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	2.103	21.7	FELA indemnity reserve adjustments and lower Rail Road Retirement Taxes.	1.720	5.6	Lower FELA indemnity payments and Railroad Retirement Taxes.
	Reimb.	0.180	11.2	Primarily due to timing of project activity.	1.051	26.7	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(1.129)	(13.8)	Higher facility electricity rates and accruals and higher traction power consumption.	(1.219)	(4.8)	Higher traction power consumption and accrual adjustments and higher facility electric rates, partially offset by lower traction power rates.
	Reimb.	(0.043)	*		(0.052)	*	
Fuel	Non Reimb.	(0.810)	(32.9)	Higher rates and quarterly accrual adjustments for natural gas.	(0.726)	(10.1)	Higher diesel and natural gas rates and quarterly accrual adjustments for natural gas, partially offset by lower diesel consumption.
Insurance	Non Reimb.	0.069	3.5	Lower liability insurance.	0.187	3.1	Lower liability insurance.
	Reimb.	0.136	28.3	Force Account Insurance associated with project activity.	0.430	41.3	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.298)	(86.1)	Increase in non-employee reserves.	0.513	49.4	Prior period accrual adjustments.

TABLE 3

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

March 2014					Year-to-Date March 2014		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.036	19.3	Timing of payments for elevator/escalator maintenance, waste maintenance and various security initiatives.	3.626	22.0	Timing of payments for elevator/escalator maintenance, waste maintenance and various security initiatives, partially offset by timing of payments for vegetation management and busing services and higher snow removal costs.
	Reimb.	1.024	56.5	Primarily due to timing of project activity.	1.126	36.1	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.058	1.9	Primarily timing of activities and payments for various IT and consulting services.	3.169	38.2	Primarily due to timing of payments and activities for IT software and various consulting services.
	Reimb.	0.441	63.1		1.393	68.1	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	3.287	28.6	Primarily due to lower material usage for fleet modifications and running repair for MU and Diesel fleet and delay of propulsion startup, partially offset by higher usage of M7 RCM material in the support shops.	5.462	18.2	Primarily due to lower material usage for fleet modifications and running repair for MU and Diesel fleet and delay of propulsion startup, partially offset by higher chargeouts of pool material, higher material usage in fleet cleaning due to winter storms and higher usage of M7 RCM material in the support shops.
	Reimb.	0.163	3.3	Primarily due to timing of project activity and timing of payments for project material.	3.678	33.3	Primarily due to timing of project activity and timing of payments for project material.

TABLE 3

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

March 2014					Year-to-Date March 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.	0.182	14.3	Timing of miscellaneous expenses.	1.471	39.6	Property restitution and timing of miscellaneous expenses.
	Reimb.	0.046	39.1	Primarily due to timing of project activity.	0.109	31.5	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(6.905)	(29.4)	The original budget under estimated projects that were to be capitalized in 2013. The largest project that was included was East River Tunnels.	(9.432)	(12.8)	The original budget under estimated projects that were to be capitalized in 2013. The largest project that was included was East River Tunnels.
Other Post Employment Benefits	Non Reimb.	0.014	0.2		2.557	12.9	Lower based on latest actuarial estimate.
Environmental Remediation	Non Reimb.	(1.600)	*	Higher based on latest audit review.	(1.599)	*	Higher based on latest audit review.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES

March 2014

(\$ in millions)

Table 4

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$54.394	\$53.939	(\$0.455)	(0.8)	\$155.260	\$157.054	\$1.794	1.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.742	4.997	1.255	33.6	9.211	10.404	1.193	12.9
Capital & Other Reimbursements	18.092	11.935	(6.157)	(34.0)	50.141	38.383	(11.758)	(23.4)
Total Receipts	\$76.228	\$70.871	(\$5.357)	(7.0)	\$214.612	\$205.841	(\$8.771)	(4.1)
Expenditures								
<i>Labor</i>								
Payroll	\$40.246	\$38.321	\$1.925	4.8	\$130.375	\$123.008	\$7.367	5.7
Overtime	7.310	8.528	(1.218)	(16.7)	26.681	31.649	(4.968)	(18.6)
Health and Welfare	9.978	7.905	2.073	20.8	29.936	27.347	2.589	8.6
OPEB Current Payment	5.561	3.452	2.109	37.9	16.683	14.429	2.254	13.5
Pensions	16.572	16.530	0.042	0.3	36.239	36.246	(0.007)	(0.0)
Other Fringe Benefits	10.682	10.974	(0.292)	(2.7)	35.668	33.667	2.001	5.6
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	\$90.349	\$85.709	\$4.640	5.1	\$275.582	\$266.347	\$9.235	3.4
<i>Non-Labor:</i>								
Electric Power	\$8.166	\$13.766	(\$5.600)	(68.6)	\$25.288	\$30.165	(\$4.877)	(19.3)
Fuel	2.462	2.644	(0.182)	(7.4)	7.173	7.703	(0.530)	(7.4)
Insurance	0.674	0.000	0.674	100.0	9.062	9.064	(0.002)	(0.0)
Claims	0.196	0.099	0.097	49.3	0.588	0.300	0.288	49.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.178	4.686	2.492	34.7	19.085	14.306	4.779	25.0
Professional Service Contracts	3.108	1.620	1.488	47.9	9.508	6.785	2.723	28.6
Materials & Supplies	18.808	19.105	(0.297)	(1.6)	42.720	46.027	(3.307)	(7.7)
Other Business Expenses	1.328	1.345	(0.017)	(1.3)	3.878	2.723	1.155	29.8
Total Non-Labor Expenditures	\$41.920	\$43.265	(\$1.345)	(3.2)	\$117.302	\$117.073	\$0.229	0.2
<i>Other Expenditure Adjustments:</i>								
Other	2.000	1.706	0.294	14.7	6.000	5.440	0.560	9.3
Total Other Expenditure Adjustments	\$2.000	\$1.706	\$0.294	14.7	\$6.000	\$5.440	\$0.560	9.3
Total Expenditures	\$134.269	\$130.681	\$3.588	2.7	\$398.884	\$388.859	\$10.025	2.5
Cash Timing and Availability Adjustment	0.000	0.388	0.388	-	0.000	0.288	0.288	-
Net Cash Deficit (excludes opening balance)	(\$58.041)	(\$59.422)	(\$1.381)	(2.4)	(\$184.272)	(\$182.730)	\$1.542	0.8
Subsidies								
MTA	58.041	61.339	3.298	5.7	184.272	165.789	(18.483)	(10.0)

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	March 2014			Year-to-Date as of March 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.455)	(0.8)	Higher ridership \$0.509, partially offset by lower advance sales impact \$(0.619), lower Metrocard/AirTrain sales \$(0.184) and lower yields \$(0.161).	1.794	1.2	Higher ridership \$1.456, advance sales impact \$0.601 and higher yields \$0.405, partially offset by lower Metrocard/AirTrain sales \$(0.668).
Other Operating Revenue	1.255	33.6	Primarily due to miscellaneous receipts received in error and the timing of rental and intercompany receipts.	1.193	12.9	Primarily due to the timing of intercompany receipts and miscellaneous receipts received in error, partially offset by the timing of rental receipts.
Capital and Other Reimbursements	(6.157)	(34.0)	Timing of activity and reimbursement for capital and other reimbursements.	(11.758)	(23.4)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.925	4.8	Primarily due to lower headcount and rates.	7.367	5.7	Primarily due to lower headcount and rates.
Overtime	(1.218)	(16.7)	Primarily due to higher maintenance, unscheduled service and project overtime, partially offset by lower weather-related and vacancy/absentee coverage overtime.	(4.968)	(18.6)	Primarily due to weather-related, maintenance, unscheduled service and project overtime, partially offset by lower vacancy/absentee coverage.
Health and Welfare	2.073	20.8	Primarily due to timing of payments, lower headcount and lower rates.	2.589	8.6	Primarily due to timing of payments, lower headcount and lower rates.
OPEB Current Payment	2.109	37.9	Primarily due to the timing of payments and fewer retirees.	2.254	13.5	Primarily due to the timing of payments and fewer retirees.
Other Fringe Benefits	(0.292)	(2.7)	Primarily the timing of FELA payments and higher meal payments, partially offset by lower Railroad Retirement payments.	2.001	5.6	Primarily lower Railroad Retirement and Railroad Unemployment Insurance payments and the timing of FELA payments, partially offset by higher meal payments.

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	March 2014			Year-to-Date as of March 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(5.600)	(68.6)	Primarily due to the timing of payments.	(4.877)	(19.3)	Primarily due to a prior year payment and higher consumption.
Fuel	(0.182)	(7.4)	Primarily due to timing of payments.	(0.530)	(7.4)	Primarily due to timing of payments and higher rates for traction power, partially offset by lower consumption.
Insurance	0.674	100.0	Timing of insurance premium payments.	(0.002)	(0.0)	
Claims	0.097	49.3	Timing of payment for claims.	0.288	49.0	Timing of payment for claims.
Maintenance and Other Operating Contracts	2.492	34.7	Timing of payments.	4.779	25.0	Timing of payments.
Professional Service Contracts	1.488	47.9	Primarily the timing of payments for consulting services.	2.723	28.6	Primarily the timing of payments for consulting services.
Materials and Supplies	(0.297)	(1.6)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(3.307)	(7.7)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	(0.017)	(1.3)	Primarily due to the timing of payments.	1.155	29.8	Primarily due to the collection of prior year property damage restitution and the timing of payments.
Other Expenditure Adjustments	0.294	14.7	Lower Metrocard/AirTrain pass through payments.	0.560	9.3	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

March 2014

(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$2.000	\$1.197	(\$0.803)	(40.2)	\$6.000	\$5.933	(\$0.067)	(1.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.744)	0.451	1.195	*	(2.232)	(1.763)	0.469	21.0
Capital & Other Reimbursements	(5.635)	(10.257)	(4.622)	(82.0)	(5.952)	(5.054)	0.898	15.1
Total Receipts	(\$4.379)	(\$8.609)	(\$4.230)	(96.6)	(\$2.184)	(\$0.884)	\$1.300	59.5
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$3.395	\$3.347	(\$0.048)	(1.4)	\$0.320	\$1.191	\$0.871	*
Overtime	0.195	0.347	0.152	78.0	(1.507)	(0.299)	1.208	80.1
Health and Welfare	0.000	1.354	1.354	-	0.000	0.199	0.199	-
OPEB Current Payment	0.000	1.403	1.403	-	0.000	(0.011)	(0.011)	-
Pensions	0.000	0.042	0.042	-	13.476	13.468	(0.008)	(0.1)
Other Fringe Benefits	0.629	(1.946)	(2.575)	*	(1.160)	(1.931)	(0.771)	(66.4)
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	\$4.219	\$4.546	\$0.327	7.8	\$11.129	\$12.617	\$1.488	13.4
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$4.428)	(\$4.428)	-	\$0.000	(\$3.605)	(\$3.605)	-
Fuel	0.000	0.627	0.627	-	0.000	0.196	0.196	-
Insurance	1.797	2.266	0.469	26.1	(2.068)	(2.687)	(0.619)	(29.9)
Claims	0.150	0.545	0.395	*	0.450	0.226	(0.224)	(49.8)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	0.431	0.431	-	0.500	0.526	0.026	5.2
Professional Service Contracts	0.682	1.671	0.989	*	0.837	(1.002)	(1.839)	*
Materials & Supplies	(2.389)	(6.136)	(3.747)	*	(1.662)	(14.109)	(12.447)	*
Other Business Expenses	0.060	(0.184)	(0.244)	*	0.180	(0.245)	(0.425)	*
Total Non-Labor Expenditures	\$0.300	(\$5.207)	(\$5.507)	*	(\$1.763)	(\$20.699)	(\$18.936)	*
<i>Other Expenditure Adjustments.</i>								
Other	(2.000)	(1.706)	0.294	14.7	(6.000)	(5.440)	0.560	9.3
Total Other Expenditure Adjustments	(\$2.000)	(\$1.706)	\$0.294	14.7	(\$6.000)	(\$5.440)	\$0.560	9.3
Total Expenditures before Depreciation	\$2.519	(\$2.368)	(\$4.887)	*	\$3.366	(\$13.522)	(\$16.888)	*
Depreciation Adjustment	23.490	30.395	6.905	29.4	73.824	83.256	9.432	12.8
Other Post Employment Benefits	6.320	6.306	(0.014)	(0.2)	19.834	17.277	(2.557)	(12.9)
Environmental Remediation	0.167	1.767	1.600	*	0.501	2.100	1.599	*
Total Expenditures	\$32.496	\$36.100	\$3.604	11.1	\$97.525	\$89.110	(\$8.415)	(8.6)
Cash Timing and Availability Adjustment	0.000	0.388	0.388	-	0.000	0.288	0.288	-
Total Cash Conversion Adjustments	\$28.117	\$27.879	(\$0.238)	(0.8)	\$95.341	\$88.515	(\$6.826)	(7.2)

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

	March 2014						March 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	14,443	\$0.767	15,515	\$0.821	(1,072)	(\$0.054)	104,621	\$5.345	103,186	\$5.255	1,435	\$0.090
					-7.4%	-7.0%					1.4%	1.7%
<u>Unscheduled Service</u>	7,198	\$0.410	10,458	\$0.628	(3,260)	(\$0.218)	26,447	\$1.497	32,429	\$1.928	(5,982)	(\$0.432)
					-45.3%	-53.2%					-22.6%	-28.8%
<u>Programmatic/Routine Maintenance</u>	40,422	\$1.906	57,140	\$2.670	(16,718)	(\$0.764)	124,238	\$5.868	137,239	\$6.507	(13,001)	(\$0.639)
					-41.4%	-40.1%					-10.5%	-10.9%
<u>Unscheduled Maintenance</u>	526	\$0.024	422	\$0.019	104	\$0.005	1,714	\$0.077	1,751	\$0.079	(37)	(\$0.002)
					19.8%	19.8%					-2.2%	-2.1%
<u>Vacancy/Absentee Coverage</u>	39,058	\$1.923	34,462	\$1.732	4,596	\$0.191	122,205	\$5.991	110,207	\$5.410	11,997	\$0.581
					11.8%	9.9%					9.8%	9.7%
<u>Weather Emergencies</u>	17,346	\$0.916	14,851	\$0.684	2,495	\$0.232	67,187	\$3.418	163,612	\$8.277	(96,426)	(\$4.859)
					14.4%	25.3%					*	*
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	0	\$0.000	-	\$0.000	0	\$0.000	-	-
<u>Other</u> ³	1,519	\$0.067	1,146	\$0.204	373	(\$0.137)	4,540	\$0.201	5,207	\$0.684	(668)	(\$0.483)
					24.5%	*					-14.7%	*
NON-REIMBURSABLE OVERTIME	120,512	\$6.014	133,994	\$6.758	(13,482)	(\$0.744)	450,951	\$22.398	553,632	\$28.141	(102,681)	(\$5.744)
					-11.2%	-12.4%					-22.8%	-25.6%
REIMBURSABLE OVERTIME	28,803	\$1.491	40,611	\$2.117	(11,808)	(\$0.625)	53,573	\$2.776	61,733	\$3.208	(8,160)	(\$0.432)
					-41.0%	-41.9%					-15.2%	-15.6%
TOTAL OVERTIME	149,315	\$7.505	174,605	\$8.875	(25,290)	(\$1.370)	504,524	\$25.174	615,365	\$31.350	(110,840)	(\$6.176)
					-16.9%	-18.3%					-22.0%	-24.5%

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)

	March 2014				March Year-to-Date			
	Var. - Fav./(Unfav)		Explanations		Var. - Fav./(Unfav)		Explanations	
	Hours	\$			Hours	\$		
NON-REIMBURSABLE OVERTIME								
<u>Scheduled Service</u>	(1,072) -7.4%	(\$0.054) -7.0%			1,435 1.4%	\$0.090 1.7%	Lower than anticipated holiday overtime.	
<u>Unscheduled Service</u>	(3,260) -45.3%	(\$0.218) -53.2%	Higher than budget outside of assignment, weather-related incidents and support of on time performance.		(5,982) -22.6%	(\$0.432) -28.8%	Higher than budget outside of assignment, weather-related incidents and support of on time performance.	
<u>Programmatic/Routine Maintenance</u>	(16,718) -41.4%	(\$0.764) -40.1%	Attributed to corrective measures for track rail inspections, replacement of defective rails, testing of high security switches and general maintenance needs.		(13,001) -10.5%	(\$0.639) -10.9%	Attributed to corrective measures for track rail inspections, replacement of defective rails, testing of high security switches and general maintenance needs, partially offset by lower than anticipated running repair on revenue vehicles.	
<u>Unscheduled Maintenance</u>	104 19.8%	\$0.005 19.8%			(37) -2.2%	(\$0.002) -2.1%		
<u>Vacancy/Absentee Coverage</u>	4,596 11.8%	\$0.191 9.9%	Primarily due to lower tours for Train and Engine and less coverage needs than expected.		11,997 9.8%	\$0.581 9.7%	Primarily due to lower tours for Train and Engine and less coverage needs than expected.	
<u>Weather Emergencies</u>	2,495 14.4%	\$0.232 25.3%	Due to less weather expenditures than anticipated.		(96,426) *	(\$4.859) *	Due to inclement weather conditions caused by snow storms and various other weather-related costs system wide.	
<u>Safety/Security/Law Enforcement</u>								
<u>Other</u>	373 24.5%	(\$0.137) *	Due to double time impact and higher rated crafts.		(668) -14.7%	(\$0.483) *	Due to double time impact and higher rated crafts.	
NON-REIMBURSABLE OVERTIME	(13,482) -11.2%	(\$0.744) -12.4%			(102,681) -22.8%	(\$5.744) -25.6%		
REIMBURSABLE OVERTIME	(11,808) -41.0%	(\$0.625) -41.9%	Primarily charges for the Concrete Tie Project, increased flagging tours and Queens bridge costs.		(8,160) -15.2%	(\$0.432) -15.6%	Attributed to various components of East Side Access, East Rail yard and Queens bridge costs.	
TOTAL OVERTIME	(25,290) -16.9%	(\$1.370) -18.3%			(110,840) -22.0%	(\$6.176) -24.5%		

* 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 MARCH 2014

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	6	6	0
Labor Relations	18	15	3
Procurement & Logistics (excl. Stores)	83	81	2
Human Resources	32	34	(2)
Sr VP Administration	2	2	0
Strategic Investments	32	25	7
President	4	4	0
VP & CFO	2	3	(1)
Information Technology	164	148	16
Controller	46	43	3
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	69	(8)
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	658	629	29
Operations			
Train Operations	2,060	1,996	64
Customer Services	299	296	3
Total Operations	2,359	2,292	67
Maintenance			
Engineering	1,741	1,680	61
Equipment	2,060	2,022	38
Procurement (Stores)	93	93	-
Total Maintenance	3,894	3,795	99
Engineering/Capital			
Department of Project Management	135	111	24
Total Engineering/Capital	135	111	24
Baseline Total Positions	7,046	6,827	219
Non-Reimbursable	6,044	6,037	7
Reimbursable	1,002	790	212
Total Full-Time	7,046	6,827	219
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 MARCH 2014**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 7 positions due to Train and Engine Service and Electrician vacancies and vacancies company wide, partially offset by Engineering workforce performing greater maintenance activities and less project activity than originally projected
REIMBURSABLE POSITIONS - Favorable 212 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 MARCH 2014

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	346	309	37
Professional, Technical, Clerical	312	320	(8)
Operational Hourlies	-	-	-
Total Administration	658	629	29
Operations			
Managers/Supervisors	328	315	13
Professional, Technical, Clerical	168	170	(2)
Operational Hourlies	1,863	1,807	56
Total Operations	2,359	2,292	67
Maintenance			
Managers/Supervisors	758	695	63
Professional, Technical, Clerical	269	259	10
Operational Hourlies	2,867	2,841	26
Total Maintenance	3,894	3,795	99
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	1,530	1,406	124
Professional, Technical, Clerical	786	773	13
Operational Hourlies	4,730	4,648	82
Total Positions	7,046	6,827	219

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

RIDERSHIP	March 2014				Year-to-Date March 2014			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.990	4.012	0.022	0.5%	11.383	11.438	0.055	0.5%
Weekly	0.145	0.161	0.016	10.8%	0.412	0.455	0.043	10.4%
Total Commutation	4.136	4.173	0.037	0.9%	11.795	11.893	0.098	0.8%
One-Way Full Fare	0.654	0.638	(0.016)	-2.5%	1.766	1.761	(0.006)	-0.3%
One-Way Off-Peak	1.366	1.375	0.008	0.6%	3.823	3.825	0.002	0.0%
All Other	0.760	0.798	0.038	5.0%	2.082	2.178	0.096	4.6%
Total Non-Commutation	2.780	2.810	0.030	1.1%	7.671	7.763	0.092	1.2%
Total	6.916	6.983	0.067	1.0%	19.466	19.656	0.190	1.0%

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

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual</u> <u>2014</u>	<u>Adopted</u> <u>Budget</u>	<u>Actual</u> <u>2013</u>	<u>vs.</u> <u>Budget</u>	<u>vs.</u> <u>2013</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.9%	45.3%	54.5%	3.6%	-5.6%
	Adjusted ⁽²⁾	61.1%	56.6%	69.5%	4.4%	-8.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.51	\$16.78	\$13.96	\$1.27	(\$1.55)
	Adjusted ⁽²⁾	\$13.43	\$14.52	\$11.69	\$1.09	(\$1.74)
Passenger Revenue/Passenger ⁽³⁾		\$7.58	\$7.61	\$7.61	(\$0.03)	(\$0.03)
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual</u> <u>2014</u>	<u>Adopted</u> <u>Budget</u>	<u>Actual</u> <u>2013</u>	<u>vs.</u> <u>Budget</u>	<u>vs.</u> <u>2013</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	45.3%	42.7%	45.3%	2.6%	0.0%
	Adjusted ⁽²⁾	56.4%	53.0%	56.7%	3.4%	-0.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$17.02	\$18.03	\$16.15	\$1.01	(\$0.87)
	Adjusted ⁽²⁾	\$14.74	\$15.58	\$13.78	\$0.84	(\$0.96)
Passenger Revenue/Passenger ⁽³⁾		\$7.71	\$7.70	\$7.32	\$0.01	\$0.39

(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

MARCH 2014

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

March

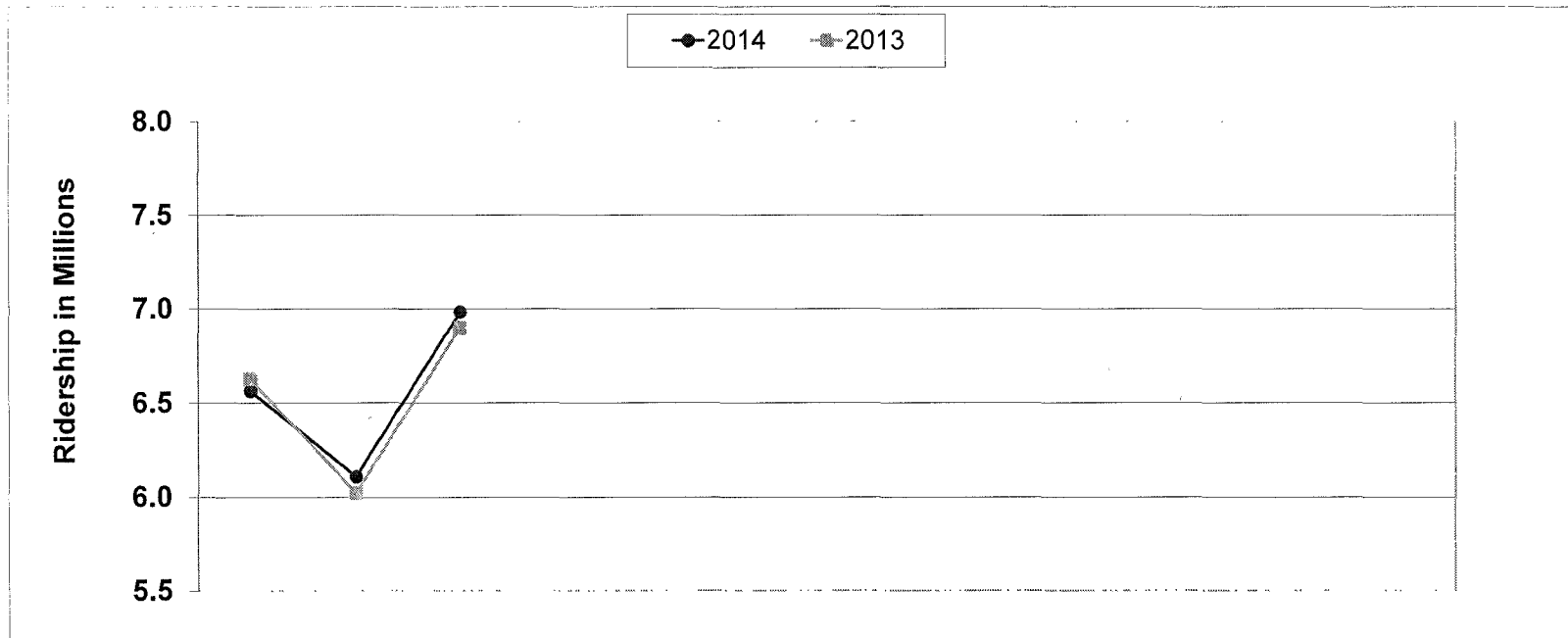
- March 2014 total ridership was 6.983 million vs. 6.898 million in March 2013, resulting in an increase of 85,217 passengers, or a 1.2% increase compared to March 2013.
- March 2014 commutation ridership was 4.173 million vs. 4.040 million in March 2013, resulting in an increase of 133,233 passengers, or an increase of 3.3%.
- March 2014 non-commutation ridership was 2.810 million vs. 2.858 million in March 2013, a decrease of 48,016 passengers, or a decrease of 1.7%. One factor influencing ridership comparisons is the difference in the timing/calendar of holidays. Both Passover and Easter occurred in March 2013, and for 2014, the holidays occurred in the month of April.
- March 2014 revenue was \$52.7 million vs. \$52.3 million, an increase of \$449,821 or an increase of 0.9% compared to March 2013.

Year-To-Date

- 2014 YTD total ridership was 19.656 million vs. 19.547 million in 2013, an increase of 109,383 or a 0.6% increase compared to 2013, and 1.0% above budget.
- 2014 YTD commutation ridership was 11.893 million vs. 11.618 million in 2013, an increase of 274,805 or a 2.4% increase compared to 2013, and 0.8% above budget.
- 2014 YTD non-commutation ridership was 7.763 million vs. 7.929 million in 2013, a decrease of 165,422 or a decrease of 2.1% compared to 2013, and 1.2% above budget.
- 2014 YTD revenue was \$151.1 million vs. \$142.5 million in 2013, an increase of \$8,616,068 or an increase of 6.0% compared to 2013 and 1.2% above budget.

MARCH RIDERSHIP

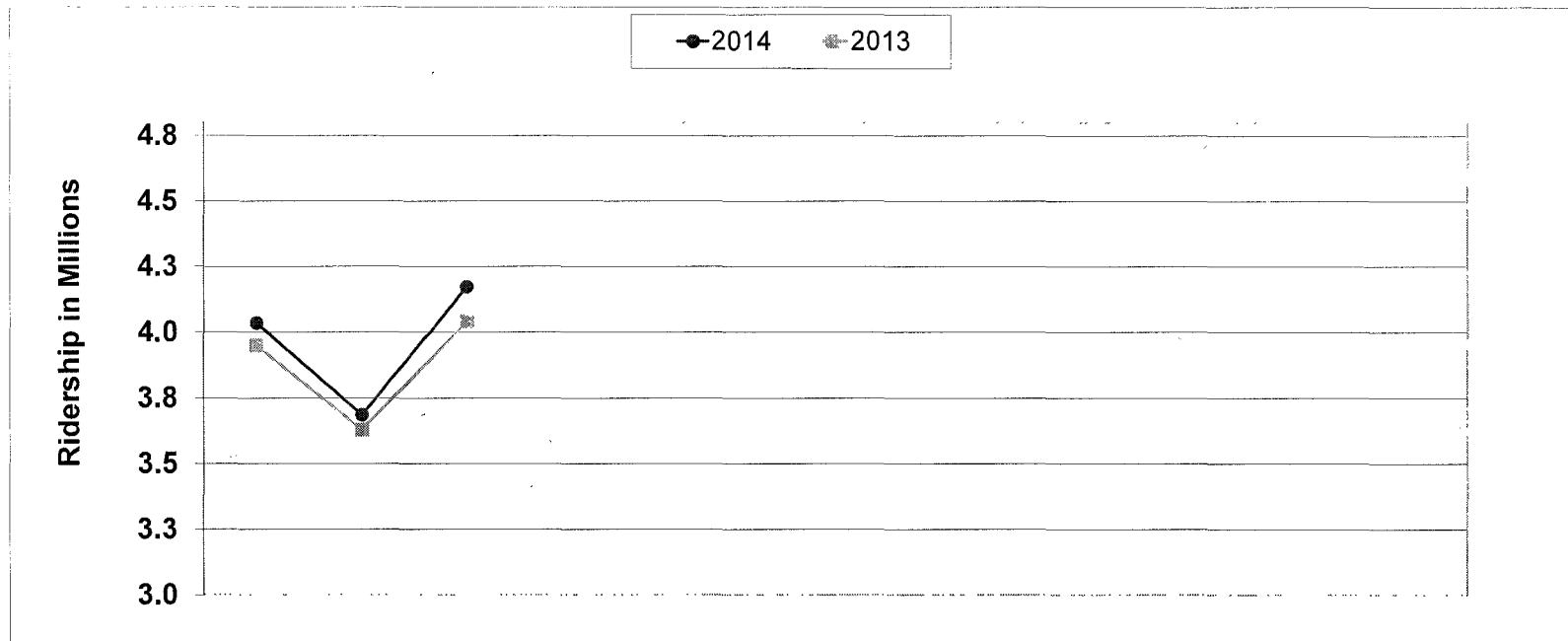
- March's Total Ridership was 1.2% above '13 and 1.0% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.6	6.1	7.0										19.7
2013	6.6	6.0	6.9										19.5
PCT CHG.	-0.9%	1.4%	1.2%										0.6%

MARCH COMMUTATION RIDERSHIP

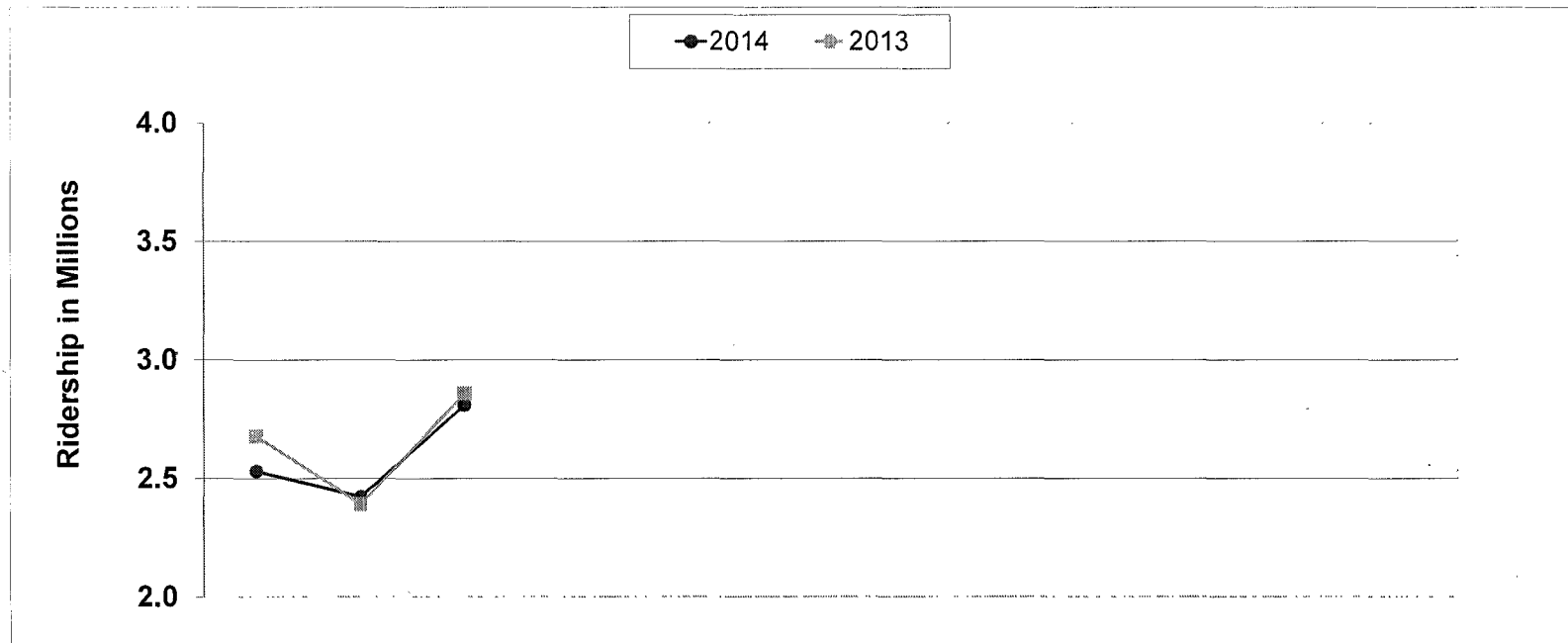
- March's Commutation Ridership was 3.3% above '13 and 0.9% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.0	3.7	4.2										11.9
2013	3.9	3.6	4.0										11.6
PCT CHG.	2.2%	1.6%	3.3%										2.4%

MARCH NON-COMMUTATION RIDERSHIP

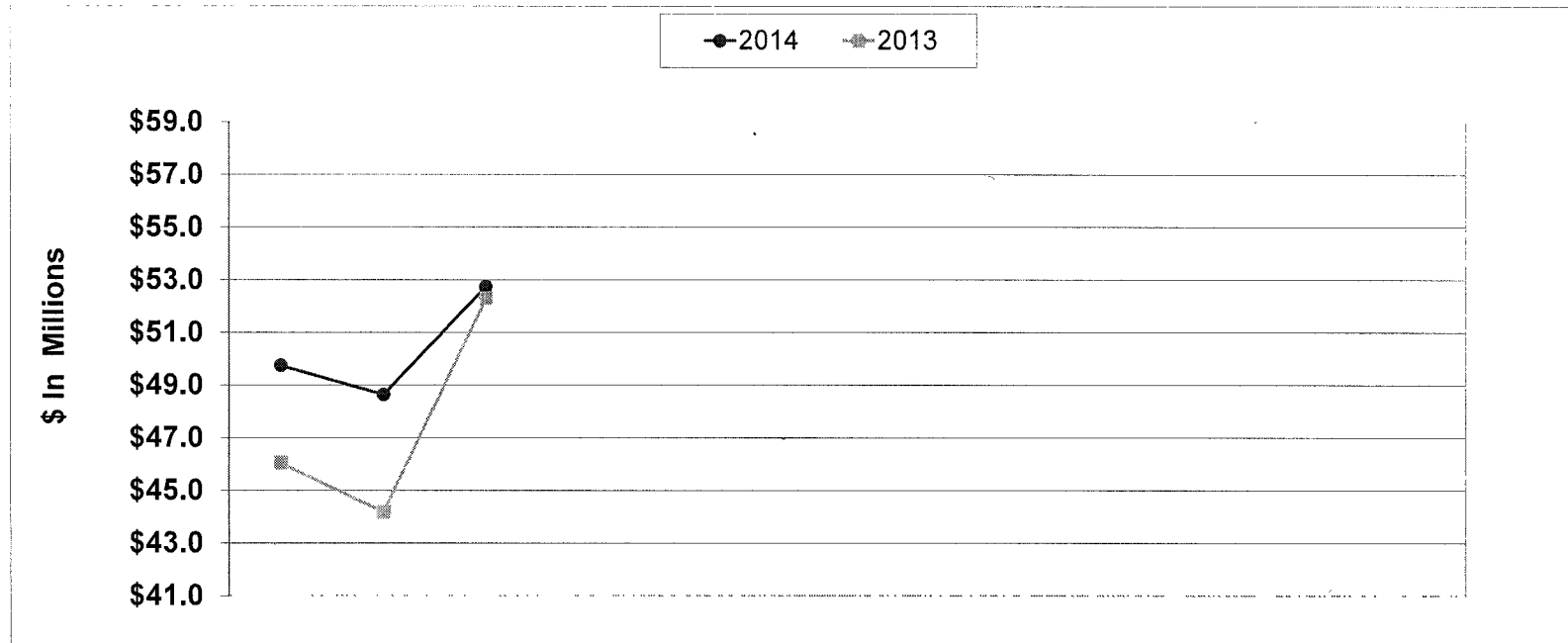
- March's Non-Commutation Ridership was -1.7% below '13 and 1.1% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.5	2.4	2.8										7.8
2013	2.7	2.4	2.9										7.9
PCT CHG.	-5.5%	1.3%	-1.7%										-2.1%

MARCH REVENUE

- March's Total Revenue was 0.9% above '13 and 0.7% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$49.7	\$48.6	\$52.7										\$151.1
2013	\$46.0	\$44.2	\$52.3										\$142.5
PCT CHG.	8.1%	10.1%	0.9%										6.0%

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

TICKET TYPE/SERVICE	MARCH 2014	MARCH 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,172,786	4,039,553	133,233	3.3%
NON-COMMUTATION RIDERSHIP	2,810,308	2,858,324	(48,016)	-1.7%
TOTAL RIDERSHIP	6,983,094	6,897,877	85,217	1.2%

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

TICKET TYPE/SERVICE	MARCH 2014	MARCH 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	11,892,991	11,618,186	274,805	2.4%
NON-COMMUTATION RIDERSHIP	7,763,216	7,928,638	(165,422)	-2.1%
TOTAL RIDERSHIP	19,656,207	19,546,824	109,383	0.6%

* 2013 ridership numbers were adjusted using 2014 factors

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

REVENUE	MARCH 2014	MARCH 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,572,192	\$27,787,435	\$784,757	2.8%
NON-COMMUTATION REVENUE	\$24,169,957	\$24,504,893	(\$334,936)	-1.4%
TOTAL REVENUE	\$52,742,149	\$52,292,328	\$449,821	0.9%

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

REVENUE	MARCH 2014	MARCH 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$84,093,586	\$77,787,539	\$6,306,046	8.1%
NON-COMMUTATION REVENUE	\$67,027,417	\$64,717,396	\$2,310,021	3.6%
TOTAL REVENUE	\$151,121,003	\$142,504,935	\$8,616,068	6.0%



Long Island Rail Road

CAPITAL PROGRAM REPORT

May 2 014

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

HIGHLIGHTS

PN-UC: WANTAGH STATION PLATFORM REPLACEMENT

Project Budget: \$20.72M

Milestone: Contract Award

A Design Contract for Platform Replacement at Wantagh Station in Nassau County on the Babylon Branch was awarded to AECOM USA Inc for \$560,827. The project work will include replacement of the 12-car center island platform, canopy, stairs, and escalator as well as installation of a new elevator. New lighting, communication systems, and signage are part of the overall station reconstruction. Wantagh is on one of the busiest of the LIRR branches and the station reconstruction will provide LIRR passengers with rehabilitated and improved facilities. Design Completion is planned for early 2015.

PN-BG: BRIDGE PAINTING PROGRAM

Project Budget: \$5.41

Milestone: Beneficial Use

The painting of eleven bridges systemwide is complete. The work included blasting and power tooling the existing paint on the street-side and track-side of the structures. Painting these bridges will reduce maintenance requirements, prolong their useful life, and improve the overall aesthetic quality of the structural steel components.

MENTORING ACTIVITIES

- Supplemental HVAC at JCC: Punchlist work in progress.
- Hillside UCC Shop [Under Car Cleaning]: Fabrication continued.
- Holban Yard: Paving work continued.
- Woodside / Merrick Elevator Replacement: Submittals in progress.
- Sutphin Overpass Painting / Fireproofing: Construction continued.
- HSF Electrolysis Lab: Construction commenced.
- Shea Yard Paving: Submittals commenced.
- Jamaica Station Building Improvements: Contract awarded.
- Harold Tower Rehabilitation: Contract awarded.

2014 LIRR Capital Program Goals

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