



Metropolitan Transportation Authority

Long Island Committee Meeting

June 2014

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

J. Sedore

V. Tessitore, Jr.

C. Wortendyke

Long Island Railroad Committee Meeting

347 Madison Avenue
Fifth Floor Board Room
New York, New York
Monday, 6/23/2014
9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. Approval of Minutes - May 19, 2014

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3. 2014 WORK PLAN

LIRR WORK PLAN 2014 - Page 13

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

b. MTA Capital Construction Report

MTA Capital Construction Report - Page 17

c. MTA Police Report

MTA Police Report - Page 23

5. INFORMATION ITEMS

Information Items - Page 28

a. PTC Update

PTC Update - Page 29

b. Penn Station Retail Development

Penn Station Retail Development - Page 37

c. July Track Work Program

July Track Work Program - Page 46

d. Atlantic Yards Amended Agreements

Atlantic Yards Staff Summary - Page 47

6. PROCUREMENTS

a. LIRR Procurements

LIRR Procurements - Page 50

i. Non-Competitive NONE

ii. Competitive

LIRR Competitive Procurements - Page 54

iii. Ratifications NONE

b. MTA CC Procurements

MTACC Procurements - Page 55

i. Non-Competitive NONE

ii. Competitive

MTACC Competitive Procurements - Page 58

iii. Ratifications NONE

7. STATUS OF OPERATIONS

Operations Report - Page 61

a. Enhanced Safety Actions Update

Enhanced Safety Actions Update - Page 73

8. FINANCIAL & RIDERSHIP REPORT

Finance & Ridership Report - Page 74

9. CAPITAL PROGRAM REPORT

Capital Program Report - Page 102

Date of next meeting: Monday, July 21, 2014 at 9:30 AM

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

Monday, May 19, 2014

Meeting held at

347 Madison Avenue

New York, New York 10017

9:30 a.m.

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Committee
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. David Paterson
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Jonathan A. Ballan
Hon. Jeffrey Kay

Representing Long Island Rail Road: Patrick A. Nowakowski, Michael Gelormino, Mark Young

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

Also attending: MTA Chairman Thomas Prendergast, Hon. Mark Page

Chairman Pally called the meeting to order.

There was one public speaker, Murray Bodin, who spoke on the need for change in institutional thinking.

Upon motion duly made and seconded, the minutes of the April 28, 2014 Committee meeting were approved. There were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD

Chairman Pally welcomed the new LIRR President, Patrick A. Nowakowski, on behalf of the entire Committee. President Nowakowski was then introduced by MTA Chairman Thomas Prendergast. Referring to his own experience as LIRR President, Chairman Prendergast said that

LIRR is one of the most difficult organizations to run in the MTA, if not the industry, involving complex operational issues, with seven branches feeding a Main Line and an interface with two other railroads at Penn Station. Chairman Prendergast said he has known Pat Nowakowski for over 25 years, starting when President Nowakowski worked at the Southeastern Pennsylvania Transportation Authority (“SEPTA”) in different capacities and, more recently, on the project to extend WMATA to Dulles Airport. He said that Pat Nowakowski worked his way up through the ranks on the operating side and knows the importance of delivering a major capital project that will change an organization. He will embrace the East Side Access project and make sure it provides full utility and functionality for LIRR customers. Chairman Prendergast welcomed Pat on board and said he is in good hands with Committee Chairman Mitch Pally.

President Nowakowski thanked Chairman Prendergast and Committee Chairman Pally. He said that he appreciates the warm welcome he has received at the LIRR since his arrival a week ago. His background is in civil engineering and as Operations Manager of the SEPTA system. Most recently, he oversaw the construction of a \$6 Billion, 23-mile link from Dulles Airport to the Washington, DC Metro system. President Nowakowski said that while he has operational and engineering experience, he is aware that the LIRR and Long Island have their own unique and rich histories and that he has much to learn about this operation and about the issues facing Long Island. He assured the Committee, our customers and the LIRR workforce that he will listen closely to their collective concerns and will make a concerted effort to reach out to the LIRR’s many stakeholders, including commuters, their representatives and elected officials, business leaders, our labor partners and the many Long Island communities we serve. President Nowakowski said that he knows that coming into this job he has some big shoes to fill, and that he will have to work hard to maintain the strong ties to Long Island and to our customers that his predecessor fostered during her tenure. He added that he will be an advocate for Long Island and for the LIRR and is keenly aware of how critical the LIRR is to the economy of Long Island and to the region. He noted that there are a number of important LIRR projects, such as Double Track and Wyandanch Rising, that will require our continued commitment. President Nowakowski said he will work with all concerned parties to improve our service and make our operation even stronger and safer. He looks forward to the challenges ahead and is very honored to be here.

President Nowakowski then assured our customers that our commitment to safety remains our No. 1 priority during this transition and beyond. He said that we have no higher responsibility than to ensure a safe ride and safe environment for our customers and our employees. He has been meeting with Senior Vice President of Operations Michael Gelormino and his team to review our operations and our critical needs going forward. Investing in our track, power and signal systems remains central to our mission.

Reporting on enhanced safety actions, President Nowakowski stated that our next quarterly company-wide Safety Stand-Down will take place in June. He noted that LIRR met last week with our labor partners, the Department of Transportation/Volpe Center, Federal

Railroad Administration and NASA to progress our Confidential Close Call Reporting System. Vendor verification and validation of software for alerters is in progress and on schedule for all fleets.

For the period April 1st through April 15th, 71 LIRR Engineers and one New York & Atlantic Railroad (“NYAR”) Engineer were observed during 84 radar tests. Seven event recorder downloads were analyzed. All Engineers were in compliance. All critical curves were completed on schedule. Work has commenced on tangent track. Four of the eight segments are complete. Change orders to accelerate the Positive Train Control (“PTC”) delivery schedule were approved at the April Board Meeting. President Nowakowski also reported that the cause of the derailment last week, just east of Jamaica Station, involving an NYAR train, is still under investigation.

Turning to April ridership, President Nowakowski said he was pleased to report the LIRR’s continued strong ridership growth in April, increasing for the sixth time in the last seven months. Commutation ridership continues to go up and Non-Commutation experienced significant growth in April. Specifically, total ridership increased +3.3% in April 2014 compared to April 2013. Commutation ridership increased +1.1% compared to April 2013. The March 2014 employment figures reflect a growing economy, where NYC jobs showed overall gains of +1.9%. April 2014 Non-Commutation ridership increased significantly by +6.7% compared to April 2013.

Several concerts and games at the Barclays Center continued to generate significant ridership gains. For example, during the Nets playoff games, the average ridership reached approximately 3,500 customers/per game travelling both ways to the Barclays Center - compared to the normal ridership of 1,300 customers/per day. President Nowakowski reported that year-to-date total ridership through April was up +1.3%; 2014 Commutation ridership was up +2.0% and 2014 Non-Commutation ridership was up +0.2%.

President Nowakowski said that while we are pleased with the April ridership increase, we are entering the busy summer travel season starting with Memorial Day. This means the kick-off of our summer beach service to the Hamptons and Long Island’s other great beach destinations like Fire Island and Long Beach. He said that the LIRR will have plenty of extra service for those starting their Memorial Day holiday on Friday, May 23, including eight additional trains from Penn Station to the Babylon, Far Rockaway, Port Jefferson and Port Washington Branches. There will also be a 1:43 PM train from Penn Station with Jamaica connections for East End service to Montauk, operating on Fridays throughout the summer.

Memorial Day Weekend also means the first run of the season of our express train to the Hamptons – the Cannonball – departing this Friday at 4:06 PM. Last year the LIRR moved the departure of the Cannonball to Penn Station which made it even more popular. The Hamptons Reserve service on two cars of the Cannonball – offering the only reserved seats on the LIRR for

an extra fee – is almost sold out for the season, with six of the 15 available Fridays sold out. Overall, to date 89% of the reserved seats have been sold. This is unprecedented so early in the season. The other 10 cars of the Cannonball are unreserved, which means customers can still take advantage of this great express service – 95 minutes nonstop from Penn to Westhampton – on a first come, first serve basis. We advise customers to get to Penn early and to buy their tickets in advance.

President Nowakowski said that we will also be working to promote our summer service to Long Beach, one of our most popular summer destinations. While Long Beach continues to recover from the impact of Superstorm Sandy, the boardwalk has been fully rebuilt and the LIRR will again offer a special discount package, \$22, which includes rail fare and beach admission. Last year, we sold almost 49,000 such package tickets to Long Beach, generating nearly half a million dollars for the City of Long Beach. President Nowakowski then noted that the Belmont Stakes will be run on June 7th and that LIRR will have extra service for that day as we anticipate a good turn out with a potential Triple Crown winner.

Board Member Charles Moerdler wished President Nowakowski good luck in his new role. He stated that he had previously raised an issue based on statistics which he believed showed that there are approximately three and one-half employees for every person characterized as a supervisor at LIRR. Chief Financial Officer Mark Young responded that a previous e-mail he had sent on this subject may not have reached Mr. Moerdler. He explained that he had provided a breakdown concerning the 1531 employees identified in the Committee book as supervisory or management; approximately half hold non-represented, management-type positions and the remainder are primarily in represented positions in the field such as Yard Master, Ticket Clerk Agent, Supervisor, Assistant Station Master. This shows that the span of control for field workers is about one to eight. Board Member Moerdler indicated that he was not concerned about whether supervisors are represented or non-represented but with the underlying three and one-half to one ratio.

Board Member Moerdler then expressed his concerns about the use of third-party contractors from a safety perspective. He asked whether our agreements with third-party contractors provide sufficient safeguards to ensure public safety and reliability of service; or, in the alternative, whether those types of services should be brought in-house. He also asked if the recent NYAR derailment was caused by a broken rail. President Nowakowski responded that the derailment caused a break in the rail but the underlying cause, which has not yet been determined, was not a broken rail. Board Member Moerdler asked if there was a National Transportation Safety Board investigation of this incident. President Nowakowski responded that there was not and that this was an analysis by our in-house safety group. Board Member Moerdler said he would appreciate being apprised of the result of this investigation.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported progress on the East Side Access Project. The 50th Street Vent Plant Facility (CM013) construction is in its final stages. At the 55th Street Vent Plant Facility (CM013A) the work is progressing and expected to be completed on time. The 44th Street Vent Plant Facility (CM004) will be completed this month and turned over to the Facilities Systems (CS179) contractor in June.

The Manhattan South Structures (CM005) concrete and waterproofing work is progressing and MTACC is monitoring interim milestones to ensure the project will remain on schedule. At the southern end of the GCT Concourse, the fit out of Shaft #2 (CM014A) is expected to be completed in June. The contract for GCT Concourse and Facilities Fit-Out (CM014B) has been advertised and MTACC expects an award in November 2014.

In Queens, the CQ032 Contractor is continuing with its track invert work in the B/C tunnel as well as with the rehabilitation work in the existing 63rd Street Tunnel. Initial work on the 12kV ductbank (CH053) is targeted for completion in June with signal system cutovers targeted for July. A task order for demolition and construction of track (CH057A) was awarded on May 1, 2014 to J-Track LLC. This Work is scheduled to be completed within six months of the Notice to Proceed.

President Horodniceanu reported that MTACC gave a construction update presentation to Community Board Six and expects to brief Senator Liz Krueger on the status of the ESA project later this week. There is another construction update scheduled for Community Board Five on May 22, 2014.

MTA POLICE DEPARTMENT

Chief Coan reported that there were 19 incidents this April compared to 13 last year: four robberies compared to three; and 13 larcenies compared to 10. Three incidents, two robberies and one larceny, were part of a pattern at Rockville Center. Working with the Rockville Center Police Department, three individuals were arrested and two robberies and one larceny were closed out. Chief Coan then noted that additional police would be provided for the first seasonal run of the Cannonball and that his department would be working with the Nassau County Police Department at the Belmont Stakes. He noted that there were no incidents with the “Boardy Barn” train, which the MTAPD will continue to police.

MTA LONG ISLAND RAIL ROAD

Information Items

There were four LIRR information items:

- Diversity/EEO Report – 1st Q 2014
- Elevator/Escalator Service Report – 1st Q 2014
- May/June Track Work Staff Summary
- RCM Fleet Maintenance Report

President Nowakowski stated that there will be a full briefing on the Diversity/EEO Report in July based on the 2010 Census information. Responding to a question from Board Member Moerdler concerning the Elevator/Escalator Service Report, James Compton, LIRR's General Manager of Station Services, noted that escalator injuries generally involved customers losing their balance on the equipment.

Board Member Moerdler then asked if the waterproofing on the Main Line 150th Street Bridge would affect holiday travel for the 4th of July weekend; President Nowakowski said this would be reviewed. With respect to the Fleet Maintenance Report on page 46 of the Committee book, Board Member Greenberg asked a question about the scheduling of maintenance cycles for the M-7 fleet. President Nowakowski, Michael Gelormino and Chief Mechanical Officer Daniel Cleary discussed the need to optimize scheduling for a large fleet, so as to limit any adverse effect on car availability while meeting all required maintenance cycles. With respect to the purchase of a second truck press, as raised by Committee Member Greenberg, the demand created by 10 year M-7 truck overhauls was noted.

Procurements

The following procurements were presented to the Committee by Chief Procurement Officer Dennis Mahon:

- On behalf of LIRR, SIRTOA and Metro-North, approval to award separate sole source estimated quantity contracts to Harsco Rail for a ten-year period in a total-not-to-exceed amount of \$4,500,000 (LIRR - \$850,000, SIRTOA - \$150,000, Metro-North - \$3,500,000) to provide replacement parts and technical assistance to support and maintain railroad-owned track construction and maintenance machines.
- Approval to award a three-year sole source Blanket Purchase Order to North American Signal System, LLC ("NAS"), in the amount of \$233,745 to furnish Universal Data Analyzers as part of LIRR's program to upgrade and expand the existing Wayside Event Recorder Systems to a Centralized Event Monitoring System.

- Approval to award a sole source Public Works Contract to Schneider Electric USA, Inc. to provide scheduled and emergency on-call repairs and upgrade services to the Atlantic Terminal Ventilation Fan System, for a period of three-years, plus two one-year options, in a total not-to-exceed amount of \$88,170.
- 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.
- Approval to use the Request For Proposal (“RFP”) process to award a contract to replace damaged and deteriorated half-ties in the Atlantic Branch Tunnel between Jamaica and East New York.
- Approval to ride a Metro-North competitively bid, Miscellaneous Services contract with Newmont Elevator Analysts, Inc., in the not-to-exceed amount of \$153,290, to provide third-party witnessing of safety inspections and tests to LIRR’s elevators and escalators.

In response to a question by Board Member Moerdler about the availability of vendors other than Harsco, President Nowakowski said that Harsco is the only domestic supplier of tampers and related parts. He noted that in general in OEM situations, there may be some commonality of parts allowing competitive bidding, but because most such parts have limited usage, there are not many firms that are willing to participate, given the tooling and engineering requirements. There was a discussion of potential ways to stimulate competition when a limited number of manufacturers make certain equipment, including requiring the manufacturer or provider to utilize “off-the-shelf” parts.

Board Member Moerdler then referenced procurement contracts for car equipment, asking whether there was the requirement for firms to provide mentoring or other opportunities for minorities. Dennis Mahon indicated that he would have another conversation with Michael Garner about steps that can be taken when no goals are assigned to contracts.

Board Member Moerdler, commented on the NAS procurement, noted that the three operating MTA Agencies use three different vendors; he asked whether there was the opportunity to have a joint procurement with competition between these firms. Board Member Greenberg then asked if there was a proprietary technology involved with this system which would make it incompatible with the other agencies’ systems. Dennis Mahon responded that there is proprietary software involved and that it is more cost-effective to have the same Universal Data Analyzers (UDAs) throughout the system, in terms of training and maintenance costs. He added that this particular system was evaluated and then selected and implemented on about two-thirds of the system and that LIRR is now procuring the balance of the system. Mr. Mahon also observed that MTA Agency procurement directors discuss developing opportunities for joint contracts and look for circumstances where joint specifications can be developed.

There was then discussion with Board Member Moerdler as to the justification for using the RFP process for the contract involving installation of half-ties and the opportunity for competition on this procurement. Mr. Mahon noted that the RFP allows the LIRR to evaluate past performance on similar projects, qualification of key personnel and safety records and that in addition to advertising the contract in the usual publications and the MTA website, there was targeted outreach to potential vendors. Discussion followed, including President Nowakowski, concerning discussing measures to ensure that the RFP process is competitive and not burdensome to potential new entrants into the field.

Board Member Carl Wortendyke asked if there were bonding requirements for these projects. Dennis Mahon responded that bonding was required. President Nowakowski noted that having to proceed against a bond is often difficult.

Details of these procurement 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 CAPITAL CONSTRUCTION

Action Item and Procurements

One action item and five 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 action is to amend the MTA Capital Construction Company portion of the 2010-2014 Capital Program in order to transfer \$78.1 million from the ESA Rolling Stock/Liability Reserve to the East Side Access Project in order to fully fund the GCT Concourse and Facilities Fit-Out contract (CM014B). MTACC will request in their proposed 2015-2019 Capital Program to restore the full allocation of the rolling stock reserve.

Chairman Pally sought clarification as to whether this action item entails MTACC borrowing money set aside for Rolling Stock that will not be needed before the next Capital Program with a plan to replace the money in the next Capital Program. David Cannon confirmed Chairman Pally's understanding of the action item.

Upon motion duly made and seconded, the action item was approved for recommendation to the Board.

The five procurement items are as follows:

1. Modification to Contract No. CQ032 to add Stage 2 of the Re-Bracing for the Early Access Chamber in the amount of \$1,884,000.
2. Modification to Contract No. CH054A to account for compensable delays and associated costs as well as costs due for additional briefings and outage cancellations in the amount of \$8,800,000.
3. Modification to Contract No. CH053 to account for compensable delays and associated impact costs as well as costs due for additional briefings and outage cancellations in the amount of \$55,200,000.
4. Ratification of a modification to Contract No. CM005 to increase the allowance for the Support of Construction Facilities and Temporary Equipment Services in the amount of \$1,385,000.
5. Ratification of a modification to Contract No. 98-2240-01R for revisions the CM007 GCT Caverns package in the amount of \$1,877,165.

Commissioner Moerdler asked President Horodniceanu whether the modifications to Contract No. CH053 and Contract No. CH054A are normal and expected. Dr. Horodniceanu explained that the Harold work poses unique issues and has experienced significant delays resulting from design errors and omissions and issues with Amtrak.

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.

Board Member Moerdler, referring to page 91 of the Committee book, expressed concern about LIRR's On-Time Performance (OTP) numbers and asked what types of incidents are reported in the "Other/Miscellaneous" and "Public" categories. Michael Gelormino responded that the "Other" category captures for the most part weather-related delays and the "Public" category reflects loading and unloading delays. There was agreement that the LIRR should consider reporting weather issues in a separate, dedicated category and discussion about whether platform doors should be considered for safety and operational reasons.

There was then a discussion of FRA reportable injuries and employee lost time injuries. President Nowakowski noted that the majority of injuries for both employees and customers were slips, trips and falls, reflective of a harsh winter with a lot of snow and ice. He agreed that

the numbers are at a concerning level and that LIRR needs to address this to get the trend going in the opposite direction.

Board Member Vincent Tessitore suggested that the LIRR look at whether reinstating restricted duty would decrease injury statistics, also noting that there are strict rules on reporting injuries. He recommended a dialogue between labor and management on these issues.

There was a discussion among Chairman Pally, Board Member Moerdler and Board Member Greenberg about the different reasons for standees on trains. It was noted that sometimes the standee issue is caused by not having enough cars and sometimes by riders who do not want to sit in the middle seat or go to available seats in another part of the train.

Board Member Greenberg asked about delays on April 15th, noting that this was not a bad weather month. Michael Gelormino responded that on this day a utility pole just east of Westbury was downed by high winds and caught fire. There was also discussion of the fact that Amtrak operations cause LIRR delays.

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

<u>I. RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes	Committee Chair & Members
2014 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations/Safety	Sr. VP - Operations
Financial/Ridership Report	VP & CFO
Capital Program Report	Dept. of Program Management
<u>II. SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>June 2014</u>	
Positive Train Control	President
Penn Station Retail Development	MTA Real Estate
<u>July 2014</u>	
Environmental Audit	Corporate Safety & Training
<u>September 2014</u>	
2015 Preliminary Budget (Public Comment)	
2014 Mid Year Forecast	Management & Budget
Diversity/EEO Report – 2 nd Q 2014	Administration/Diversity
Elevator & Escalator Service Report – 2 nd Q 2014	Customer Services
2014 Fall Construction Schedule Change	Service Planning
<u>October 2014</u>	
2015 Preliminary Budget (Public Comment)	
ESA Readiness Update	President
<u>November 2014 (Joint Meeting with MNR)</u>	
2015 Preliminary Budget (Public Comment)	
Review of Committee Charter	Committee Chair & Members
Diversity/EEO Report – 3 rd Q 2014	Administration/Diversity
Elevator & Escalator Service Report – 3 rd Q 2014	Customer Services
2014 Holiday Schedule	Service Planning
<u>December 2014</u>	
2015 Final Proposed Budget	Management & Budget
2015 Proposed Committee Work Plan	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

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 June 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. Updated ESA budget and schedule figures are being presented at June 2014 CPOC Meeting. Figures in this report will be updated accordingly the following month.

	<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.

	<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

- A Briefing on the East Side Access Project was given to the new LIRR President Patrick Nowakowski on June 4.
- **44th Street Demolition and Construct Fan Plant Structure and 245 Park Ave Entrance (CM004):** All work on the 44th Vent Plant building was completed in June. Punch list items for the 245 Park Avenue Entrance will be finalized in August.
- **Manhattan South Structures (CM005):** First milestone to complete the work in the North End of the East Cavern will be achieved in early July.

- **Manhattan North Structures (CM006):** Contractor has mobilized on site and commenced with early field work.
- **Harold Structures - Track Work, On-Call Contract (CH057C)** bid package was released in June to on-call contractors with award planned for later this summer.
- **Systems Package 3 – Signal Equipment Procurement (VS086)** is expected to be awarded in June.
- **Systems Package 4 – Traction Power (CS084)** was advertised in June with contract award planned for this fall.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - June 2014

Expenditures thru May 2014; \$s in million

Preliminary Forecasted Budget Range**: (\$s in million) \$9,693 to \$10,309		Committed	Expenditures
	Construction	\$ 5,144.1	\$ 3,680.7
	Design	\$ 649.1	\$ 626.4
	Project Management	\$ 652.4	\$ 569.4
	Real Estate	\$ 116.5	\$ 112.6
	Rolling Stock†	\$ -	\$ -
	Total	\$ 6,562.1	\$ 4,989.1

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve 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>	\$59.2	\$52.0	\$7.2	\$31.5	Nov-2011	Nov-2011	Apr-2013	Dec-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$60.1	\$57.1	\$3.0	\$18.2	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$219.3	\$200.8	\$18.5	\$45.5	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		<i>In Procurement</i>			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	\$104.4	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	\$197.2	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		<i>In Design (Repackaging)</i>			N/A	Nov-2014	N/A	Aug-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			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	\$333.6	\$271.8***	\$0.0	Sep-2012	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Tunnel Systems (CS284)		<i>In Design (Repackaging)</i>			Apr-2013	TBD**	N/A	TBD**
Systems Package 3: Signal Equipment (VS086)		<i>In Procurement</i>			Mar-2013	Jun-2014	N/A	Dec-2019
Systems Package 4: Traction Power (CS084)		<i>In Procurement</i>			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.

Updated ESA budget and schedule figures are being presented at June 2014 CPOC Meeting. Figures in this report will be updated accordingly the following month.

*** Remaining contingency includes \$238.48M for unawarded options and associated contingency

East Side Access Status

Report to the Railroad Committee - June 2014

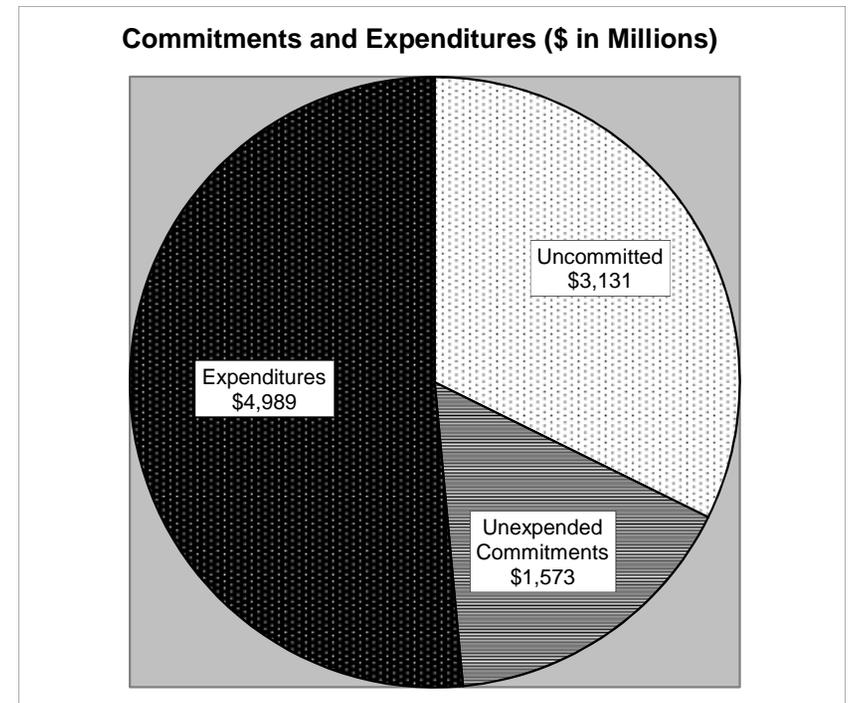
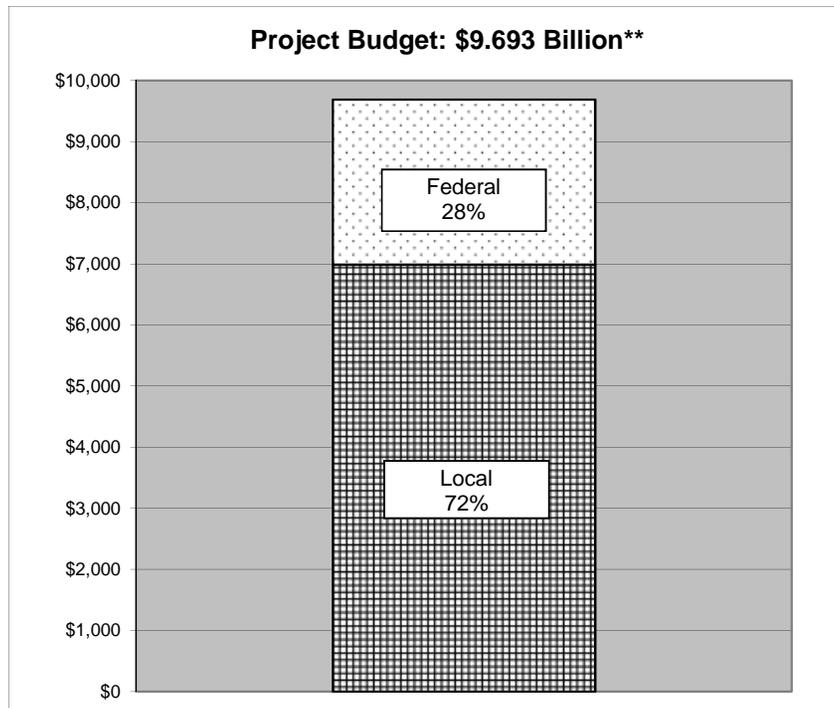
(data thru May 2014)

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	1,504
2005-2009	2,683	838	-	1,845	1,176	2,676	7	2,489
2010-2014***	3,154	3,149	-	5	5	2,195	958	839
2015-2019***	2,165		2,165	-	-	-	2,165	-
Total	\$ 9,693 **	\$ 4,829	\$ 2,165	\$ 2,699	\$ 2,030	\$ 6,562	\$ 3,131	\$ 4,989

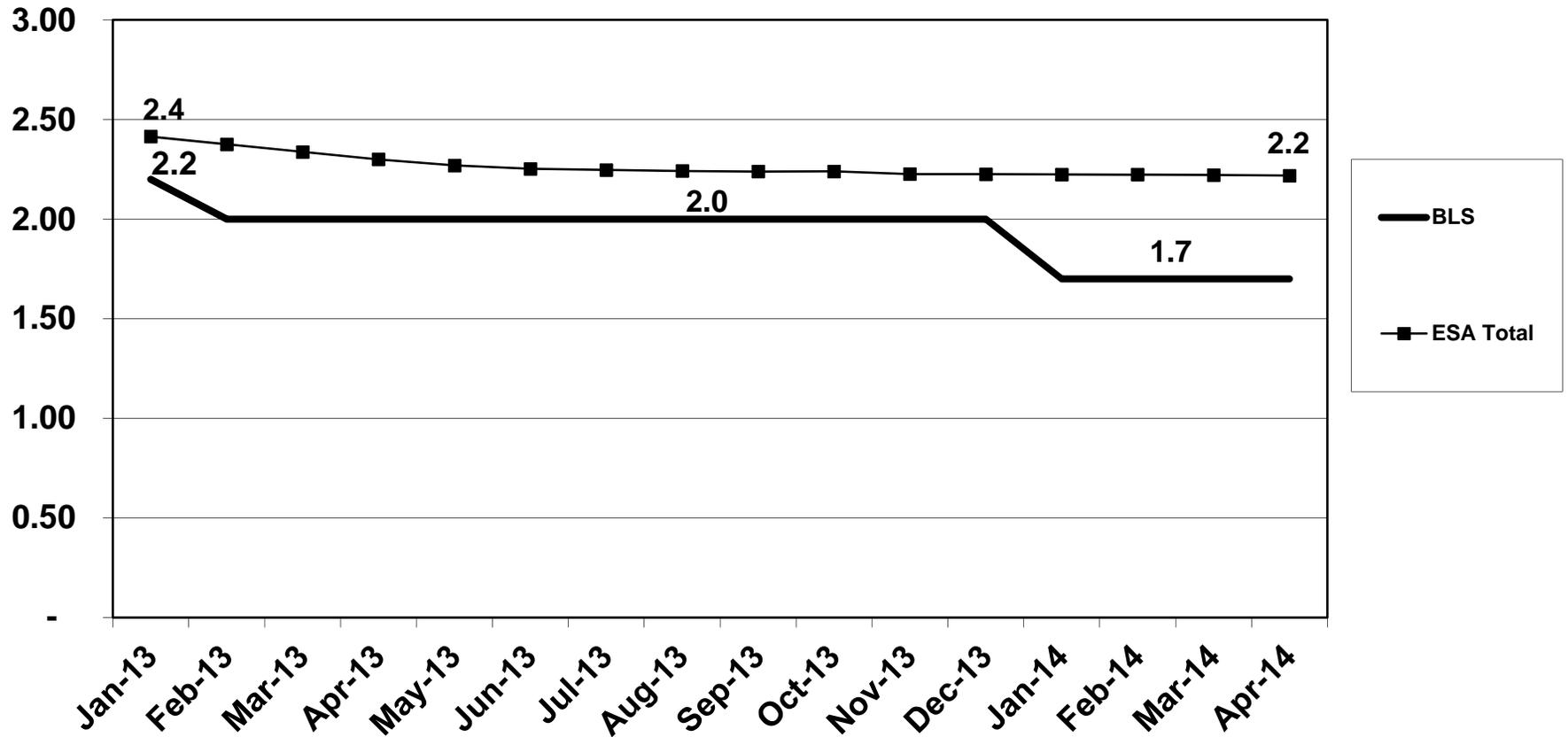
* All Federal funding is approved through a Full Funding Grant Agreement with the FTA.

** Project is currently managing to the low end of the preliminary budget and schedule range presented at the January 2014 CPOC Meeting. Updated ESA budget and schedule figures are being presented at the June 2014 CPOC Meeting. Figures in this reports will be updated accordingly the following month.

*** The May 2014 MTA Board approved an additional \$78.1 M for the ESA program for the 2010-2014 Capital Program from the ESA Rolling Stock reserve. These funds will be restored in the 2015-2019 Capital Program. Figures will be updated when this change is executed.



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

June 2014



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

May 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	2	2	0	0%
Burglary	0	0	0	0%
Grand Larceny	14	7	7	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	19	11	8	73%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	11	7	4	57%
Felony Assault	10	8	2	25%
Burglary	1	2	-1	-50%
Grand Larceny	55	48	7	15%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	77	65	12	18%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

May 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	5	0	0%
Felony Assault	2	5	-3	-60%
Burglary	2	0	2	100%
Grand Larceny	23	17	6	35%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	32	27	5	19%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	22	19	3	16%
Felony Assault	15	15	0	0%
Burglary	8	5	3	60%
Grand Larceny	98	90	8	9%
Grand Larceny Auto	1	4	-3	-75%
Total Major Felonies	144	134	10	7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
May 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	3	1	1
Fel. Assault	2	2	0	0
Burglary	2	0	2	0
Grand Larceny	23	14	7	2
GLA	0	0	0	0
Total	32	19	10	3
Crimes Per Day	1.03	0.61	0.32	0.10



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 5/31/2014

Arrest Classification	Total Arrests
Robbery	22
Felony Assault	14
Burglary	3
Grand Larceny	30
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	20
Assault-Misdemeanor	31
Breach of Peace	4
Child Endangerment	1
Criminal Contempt	1
Criminal Impersonation	1
Criminal Mischief	17
Criminal Possession Stolen Property	4
Criminal Trespass	9
Disorderly Conduct	2
Drug Offenses	24
DUI Offenses	5
Falsely Reporting an Incident	2
Forgery	37
Fraud	2
Graffiti	8
Harassment	5
Make Terrorist Threat	1
Menacing	6
Obstruct Government	3
Petit Larceny	36
Public Lewdness	17
Reckless Endangerment	4
Resisting Arrest	28
Sex Offenses	4
Stalking	2
Theft of Services	58
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	21
Weapons Offenses	4
Arrest Totals	432



Long Island Rail Road

INFORMATION

ITEMS

Positive Train Control Project Status

Metro-North Railroad
Long Island Rail Road

May 19, 2014 CPOC



PTC Project

- Contracts with Bombardier/Siemens Joint Venture to design and furnish a PTC System:
 - Awarded: November 13, 2013
 - Board Authorized Amount: \$428M(LIRR: \$218 and MNR: \$210)
- Total Project Cost \$914.4M includes \$486.4M for Installation and Project Management.
- Funding (\$M)

Capital Program	LIRR	MNR NY	MNR CT
<i>2005-2009</i>	<i>\$9.5</i>	<i>\$19.2</i>	
<i>2010-2014</i>	<i>\$314.4</i>	<i>\$254.68</i>	<i>\$53.2</i>
<i>2015-2019</i>	<i>\$100.72</i>	<i>\$70.74</i>	<i>\$92</i>

*Total Project costs include long term post warranty spare parts and software support to be funded by Operating Budgets.



PTC Implementation Schedule

- The Delivery Schedules in the original Contracts supported a December 2018 date for Full Implementation for both Railroads.
- The need to do extensive PTC System Development and extensive Pilot Testing preclude meeting the statutory December 2015 Implementation Date.
- FRA stated: “It is unlikely that many railroads will reach the mandated deadline of December 31, 2015.”
- MNR and LIRR have advised FRA that they will not meet the December 31, 2015 deadline.



PTC Implementation Schedule - Risks

- Design Revisions
 - PTC Designs are based on Amtrak's ACSES System used in the Northeast Corridor (NEC)
 - Differences with Amtrak's operations and infrastructure
- Interoperability/Joint Territory
 - Amtrak
 - Freight Railroads
- GE Radio Development
- MNR radio spectrum



PTC Implementation Schedule Improvement

- In April 2014, the Board approved three changes to improve the Delivery Schedules for:
 - PTC On-Board Kits
 - PTC Wayside Kits
 - MNR Transponders
- The Total Cost of the 3 Change Orders is \$11.3M (LIRR: \$5.8M and MNR: \$5.5M)
- Railroads' Installation and Project Management Costs are under review
- Funding increases to support installation improved implementation will be required in the LIRR and MNR 2015-2019 Capital Programs



Improved Installation – Incremental PTC Benefits

Early Delivery of On-Board/Wayside Kits will allow a significant amount of PTC allowing installation and earlier utilization of PTC on more track segments by a greater number of trains.

LIRR								
	Wayside Miles				On-Board Units ^{4,5}			
	Original	%	New	%	Original	%	New	%
Dec 2015	63	20%	63	20%	41	8%	61	12%
Dec 2016	172	55%	256	82%	223	42%	380	73%
Dec 2017	251	80%	314¹	100%	393	76%	499³	96%
Dec 2018	318	N/A	318²	N/A	520	100%	520	100%

¹ 314 Miles completed by August 2017 vs. Oct 2018 under the original schedule.

² 4 remaining miles for ESA only.

³ 478 Units installed by May 2017 (includes all M7's).

⁴ M9's are PTC ready upon delivery and not included in table.

⁵ LIRR M3's are not planned to be PTC equipped due to decommissioning beginning late 2017/early 2018.



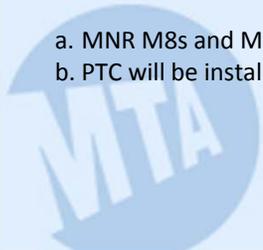
Improved Installation – Incremental PTC Benefits

Early Delivery of On-Board/Wayside Kits will allow a significant amount of PTC allowing installation and earlier utilization of PTC on more track segments by a greater number of trains.

MNR								
	Wayside Miles				On-Board Units ^{a,b}			
	Original	%	New	%	Original	%	New	%
Dec 2015	52	19%	52	19%	86	25%	92	27%
Dec 2016	95	35%	155	57%	172	50%	258	75%
Dec 2017	171	63%	270	100%	258	75%	343	100%
Dec 2018	270	100%	N/A	N/A	343	100%	N/A	N/A

a. MNR M8s and M9s are not included in the count.

b. PTC will be installed on the Port Jervis Line under an option on a New Jersey Transit contract.



MNR Accelerated Civil / MAS Speed Enforcement

Description: MNR will improve installation of transponders, starting early in 2015, well before implementation of other PTC elements.

- ACSES baseline equipped M8 cars, P32 Locos, BL 20 Locos and Cab Cars.

Benefit: Will allow MNR to enforce Civil speeds and Maximum Authorized Speed (MAS) on the New Haven Line by early 2015 and the Hudson and Harlem Lines by mid 2015.





Long Island Rail Road

RETAIL DEVELOPMENT

AT

PENN STATION

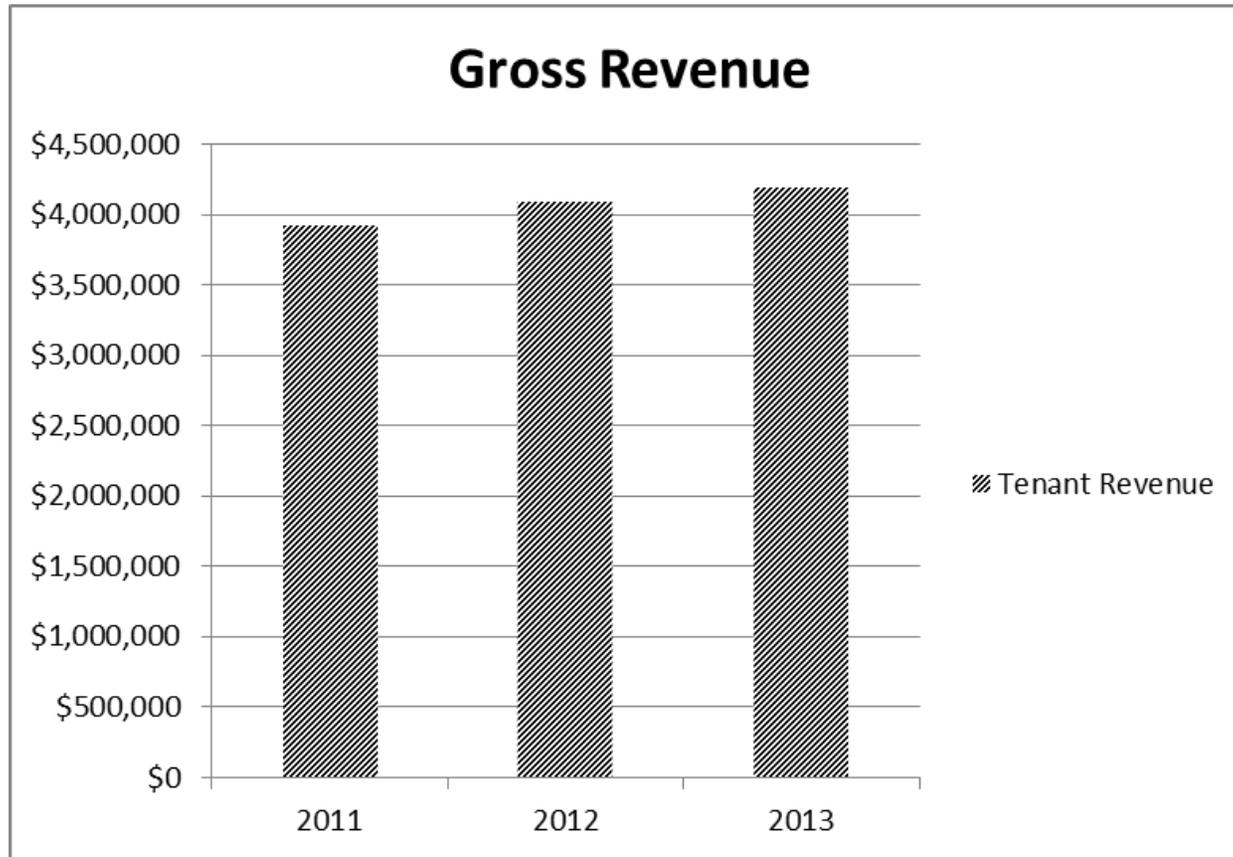
JUNE 2014





The MTA LIRR controls 16 retail stores and four newsstand kiosks at Penn Station. All but three of the retail stores are leased and the kiosks are fully leased. A fifth newsstand kiosk at the West End Concourse was recently closed due to the Moynihan Station Project. Leases are being finalized for two of the vacant spaces on Exit Corridor, and a Request for Proposals will be offered for retail use of the LIRR Customer Service Center space, located on the Connecting Corridor, which will soon be relocated to the ticketing area. A Request for Proposals will also be issued for the Hudson News and Penn Books spaces on the Exit Corridor.

I. PROPERTY PERFORMANCE



Financial Summary: 2011 - 2013 Tenant Revenue

	Actual 2011	Actual 2012	Actual 2013	1Q YTD	1Q YTD	Variance			
				Budget 2014	Actual 2014	<u>Actual 13 v Actual 12</u>		<u>YTD 1st Q Actual v Budget</u>	
						Amount	%	Amount	%
Tenant Revenue	\$3,932,176	\$4,099,348	\$4,202,343	\$1,016,678	\$1,079,063	\$102,995	2.5%	\$62,385	6.1%

In 2013 gross revenue increased based primarily on an overall increase in percentage rent payments due to increased sales from the three reporting tenants as well as contractual rent increases in all leases. These increases were somewhat offset by partial-year vacancies for the two retail spaces on the Exit Corridor for which leases are being finalized.

II. LEASING ACTIVITY (2013 – 2014 1st quarter)

NEW LEASES SIGNED

There were no leases signed during the period.

LEASES IN NEGOTIATION

Leases are close to being finalized for two spaces that were offered for lease via RFP in 2013.

III. TENANT SALES PERFORMANCE

Please note that tenant sales performance is based on the three leases that have percentage rent provisions where sales data is reported.

Average Sales per Square Foot by Retail Area

	<u>2013</u>	<u>2012</u>	<u>Q1 2014</u>	<u>Q1 2013</u>
Connecting Corridor	\$1,098	\$1,030	\$311	\$283
Exit Concourse	\$1,990	\$1,838	\$515	\$463
West End Concourse	n/a	n/a	n/a	n/a
All Penn	\$1,416	\$1,317	\$383	\$333

2013 YEAR END SALES PERFORMANCE

Total reported retail sales for 2013 equaled \$6,782,015 among the three reporting tenants, a 7.45% increase over the previous year. Sales on both the Connecting Corridor and Exit Concourse increased, as shown above. First quarter 2014 sales per square foot also show increases over the same period last year.

IV. MARKETING

New Penn Station HD Digital Screens: The MTA Long Island Rail Road, in conjunction with CBS Outdoor, installed 26 new digital screens throughout Penn Station to offer digital advertising and the ability to communicate with customers on real-time train information and customer messaging, as well as the ability to override advertising with emergency information. Digital screens at Penn have increased revenue significantly and provided better train information to customers.

Promotional Events

Several events throughout the year were held at Penn Station to promote new LIRR ridership growth. These events were promoted through a communications media mix including press releases/media advisories, station announcements, electronic customer messages, TrainTalk (the LIRR customer newsletter) articles, webpages, email alerts, social media and print advertising.

Promotional Events and Marketing Efforts included:

MSG Tennis Event: Customers were invited to attend the BNP Paribus Showdown at MSG – a LIRR ride free campaign. Event tickets were raffled off and a fun photo promotion ensued – take your picture with a giant tennis ball.

Banners: An Arch banner was installed in order to promote the LIRR Autoshow package.

Electronic Message Boards: included messages for promotional events at Penn Station. Getaway Brochure Ads promote LIRR packages and Penn station vendors. NYC Brochure ads were included for several participating vendors.

LIRR Station Posters: posters (22x36) promoting LIRR Deals & Getaways were posted throughout the station.

New Customer Mail & Ride Sign-Up Program: Customers were invited to join Mail & Ride with exciting promotions and joint ventures with our partners. Customers who signed up received various incentives including free tickets to NY Cosmos Soccer games. The Sign-Up Program will continue with events at Penn Station throughout the year.

Press Conferences: Several press conferences were held throughout the year to communicate with our customers and the media.

Cannonball Train: For the first time, the MTA Long Island Rail Road started running its premier express train, The Cannonball, from Penn Station (instead of the Hunterspoint Avenue station). This very popular train leaves Penn Station at 4:06 PM on summer Fridays (Eastbound) and runs express non-stop to Westhampton in 95 minutes.

Cannonball/Meet the Princesses of Long Island: Promotional event promoting stars of reality TV show riding the Cannonball Hamptons Reserve cars (two of the twelve cars on this train offer reserved seating and at-seat beverages, while the remaining ten coach cars are available to all customers).

Customer Service: The Long Island Rail Road hired and deployed Customer Service Ambassadors to Improve Customer Service at Penn Station (along with Jamaica Station & Atlantic Terminal).

Customer Service Office: Improvements continued to be made in providing better Customer Service at Penn Station with a new Information Center introduced in the waiting room and two mobile customer information desks.

Construction of a new Customer Service Office in the main gate area is expected to begin in the fourth quarter of 2014, which will provide a more central location for all customer service functions at Penn Station.

V. ON-GOING CAPITAL PROJECTS

1st Avenue Ventilation Plant

Construction of the Manhattan 1st Avenue ERT ventilation plant achieved Substantial Completion in July 2013. The vent plant was totally rebuilt and modernized including reconstructing the emergency stairs with a lift for Emergency Personnel's Equipment.

ERT Total Track Rehabilitation

In all four ERT's the project to replace the rail and ballast and clean out all the drains is ongoing.

ERT Tunnel Standpipe

In all four ERT's, the project to modify/augment the existing tunnel standpipe system to provide for remote monitoring of the system for integrity and allow remote filling of discrete legs of the system with water prior to arrival of FDNY in the event of a tunnel emergency achieved substantial completion. Remaining work at 1st Avenue commenced in October 2013 and is forecast to be completed in the 4th quarter 2014.

ERT and Harold 3rd Rail Replacement

A project started in 2010 to replace all the 3rd rail in the ERT and in Harold Interlocking. ERT Third rail work is being coordinated with the Total Track Replacement Project and Harold third rail Replacement is being coordinated with ESA Harold Replacement work.

Penn Station HVAC and Escalator Replacement

New projects will provide for engineering assessment, design and replacement of the LIRR HVAC System and replacement of the 34th Street escalators. These projects will ensure LIRR concourses and offices in Penn Station are properly conditioned for the comfort of customers, employees and concessionaires and, provide state of the art escalators to ensure safe uninterrupted access/egress for LIRR customers entering Penn Station through the 34th Street entrance.

VI. Penn Station Visioning Project

The Penn Station Visioning Study is a planning initiative of the MTA Long Island Rail Road, Amtrak and New Jersey Transit (NJT) – “the Operating Partners” to develop a series of phased improvements that would provide a more coherent, unified, modernized and functional station. The envisioned changes – better connections to the street, improved space utilization, better passenger circulation, etc. – would dramatically improve the passenger experience, the station’s overall efficiency and retail offerings and their associated station-supporting revenue potential.

The Study will result in an outline of improvements ranging from near-term, lower cost investments that could provide important immediate customer and operational benefits, to larger-scale transformative concepts that would reshape the station and help meet future capacity demands, but which will require implementation in phases over decades. Any proposed concepts must improve passenger convenience and ease of access and upgrade the station’s appearance and functionality while also maintaining vital track and passenger capacity during all construction phases.

VII. The Moynihan Station Project

The Moynihan Station Project is divided into two phases. Phase 2 relocates Amtrak’s ticketing, waiting room and train boarding areas from Penn Station to a new train hall in the Farley Post Office to be called Moynihan Station. Phase 2 is not yet funded. Phase 1 is divided into the following three elements necessary for Phase 2 to proceed: 1) Expansion of the West End Concourse, 2) Installation of a Platform Ventilation System and 3) Widening of the Connecting Corridor that connects Penn Station to West End Concourse. All three elements are to be completed by July 2016. As expansion of the West End Concourse has the longest lead time, it is the first of the three Phase 1 elements construction packages to be awarded. The work scope for expanding the West End Concourse involves widening and extending it from Platform 7 to Platform 3, with elevators to Platforms 3 thru 9. In addition, two new entrances to the West End Concourse are constructed on the west side of 8th Avenue at 31st and 33rd Street; the Platform 3 and Platform 9 elevators, connecting to these entrances.

The connecting corridor Phase 1 element construction package was also awarded and is approximately 15% complete. The structural work for the Platform Ventilation is under construction but the Platform Ventilation Systems Components have not been funded.

Staff Summary

Subject JULY TRACK WORK PROGRAM						Date JUNE 23, 2014			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO						Contract Number			
Department Head Signature <i>Michael Gelormino</i>						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	6/23/14		x		4	President <i>fm</i>	1	Sr. VP Op. <i>nd</i>
						3	Executive VP <i>app.</i>		
						2	VP Mktg & PA <i>JC</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support a mechanized tie project from July 7 - August 28, 2014.

TRACK WORK PROGRAM

- Central Branch – Midday weekdays Monday through Thursday only, from July 7 - August 28, 2014 single main track on the Central branch will be out of service for mechanized tie replacement.

DISCUSSION

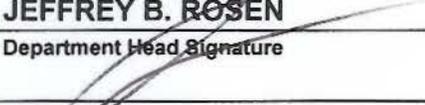
Mechanized Tie Replacement - Central Branch July 7 – August 28, 2014

Single main track between Beth interlocking and Babylon interlocking on the Central branch will be out of service for mechanized tie replacement from 9:00 AM through 3:15 PM Monday - Thursday July 7 – August 28, 2014. Two midday trains will be rerouted to operate over the Babylon branch to and from Montauk. There is no anticipated impact to customers from these rerouted trains. This work will not take place on Fridays to allow added summer Montauk service to operate normally.

IMPACT ON FUNDING

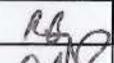
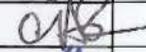
Funding for this project is contained in the Long Island Rail Road Operating and Capital budgets.

Staff Summary

Subject ATLANTIC YARDS AMENDED AGREEMENTS
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name ROBERTA BENDER

Date JUNE 23, 2014
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/23//14	X		
2	LIRR	6/23/14		x	
3	Board	6/25/14	x		

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

PURPOSE

To request authorization for the Chairman and/or his designee(s) to enter into amended project agreement(s) (1) permitting the developer of the Atlantic Yards overbuild project to commence early construction of overbuild platform foundations, simultaneously with its construction of the LIRR permanent yard facilities, and (2) in consideration of the expanded scope of work, and upon the posting of an additional guaranty, extending the completion deadline for the LIRR permanent yard from September 1, 2016 until December 1, 2017.

BACKGROUND

In June, 2009, the Board authorized the Chairman and/or Executive Director and their designees to enter into contracts with entities associated with the Forest City Ratner Companies ("FCR") which, among other things: (1) authorized the sale to FCR of a fee interest in property that did not have a continued transportation use, and a fee interest in the air space above a limiting plane over property that did have a continued transportation use; (2) required construction by FCR for LIRR of first a temporary rail yard (the "LIRR Temporary Yard") and then a permanent rail yard ("LIRR Permanent Yard"), to replace the then existing yard, which was to be displaced by an arena; (3) required payment by FCR of \$20 million in cash for the arena parcel; (4) required payment by FCR of \$80 million for the air rights parcel, with payments to be made in specified installments; (5) required construction by FCR of a new subway station entrance for NYCT; (6) required FCR to provide the MTA at contract signing with an \$86 million letter of credit to secure construction of the LIRR Permanent Yard (the "Letter of Credit"); and (7) required FCR to supplement such letter of credit when FCR commenced work on the LIRR Permanent Yard with a completion guaranty from FCR's parent company Forest City Enterprises (the "Parental Guaranty"). In December, 2006, the Board adopted a resolution adopting findings pursuant to the State Environmental Quality Review Act ("SEQRA"); Empire State Development Corp. ("ESD") was the lead agency with respect to SEQRA. Pursuant to the Board authorization, the execution and delivery of the relevant agreements occurred in March, 2010.

Pursuant to such agreements, FCR posted the Letter of Credit, has paid the MTA the \$20 million purchase price for the arena site, and has been making the required payments with respect to the air rights over LIRR Permanent Yard. It has also completed the LIRR Temporary Yard and the new NYCT subway station entrance, and is otherwise substantially in compliance with the requirements of the project agreements. FCR recently partnered with a Chinese investor, the Greenland Group.

Staff Summary

FINANCE COMMITTEE MEETING

Subject (Cont'd.)

Although (as previously reported to the Board) FCR has been permitted to defer posting the aforementioned parental guaranty until June 30, 2014, FCR has performed substantial excavation and other preparatory work in order to ensure that the LIRR Permanent Yard could be completed by June, 2016, as the agreements currently require. And, as required, FCR is prepared in all events to post such parental guaranty by such deadline. However, FCR is currently requesting an amendment to the relevant agreements, which would: (1) authorize it to commence early foundation work for the platform to be constructed over the LIRR Permanent Yard during the construction of the LIRR Permanent Yard; and (2) in recognition of such increased scope of work, extend the construction completion deadline for the LIRR Permanent Yard until December 1, 2017. Such amendment would be contingent upon the Parental Guaranty being modified to include completion of such foundations.

This proposed amendment is in the MTA's interest, as progressing the construction of foundation work for the overbuild platform for the air space development, at the same time as the LIRR Permanent Yard is constructed, would eliminate significant future disruption to operations in the LIRR Permanent Yard after its completion. The extension of the construction completion deadline will not have a detrimental effect on LIRR's operations, as completion of the LIRR Permanent Yard was initially scheduled to coincide with the completion of the East Side Access project, which has been delayed, and in the meanwhile the LIRR Temporary Yard that FCR has provided will continue to suffice for all of LIRR's purposes. Moreover, as part of its environmental review of the overall Atlantic Yards Project, lead agency ESD has completed a Technical Memorandum, which concludes that the extension of the LIRR Permanent Yard completion date will have no significant environmental impact not previously addressed; that memorandum has been provided to the Board under separate cover.

RECOMMENDATION

That the Board approve the attached resolution, authorizing the Chairman and/or his designees to take any and all actions on behalf of the MTA and LIRR, including entering into and executing any and all agreements, amendments, and other documents, and to perform such further acts as are necessary, desirable or convenient, in order to effectuate the above-described transactions.

RESOLUTION
BOARDS OF THE
METROPOLITAN TRANSPORTATION AUTHORITY
LONG ISLAND RAIL ROAD

WHEREAS, the Board approved a transaction in June 2009, whereby the Chairman and/or Executive Director and their designees were authorized to enter into agreements with entities associated with Forest City Ratner Companies ("FCR") which, among other things: (1) authorized the sale to FCR of a fee interest in property that did not have a continued transportation use, and a fee interest in the air space above a limiting plane over property that did have a continued transportation use; (2) required construction by FCR for LIRR of first a temporary rail yard (the "LIRR Temporary Yard") and then a permanent rail yard ("LIRR Permanent Yard"), to replace the then existing yard, which was to be displaced by an arena ; (3) required payment by FCR of \$20 million in cash for the arena parcel; (4) required payment by FCR of \$80 million for the air rights parcel, with payments to be made in specified installments; (5) required construction by FCR of a new subway station entrance for NYCT; (6) required FCR to provide the MTA at contract signing with an \$86 million letter of credit to secure construction of the LIRR Permanent Yard (the "Letter of Credit"); and (7) required FCR to supplement such letter of credit when FCR commenced work on the LIRR Permanent Yard with a completion guaranty from FCR's parent company Forest City Enterprises (the "Parental Guaranty"); and

WHEREAS, pursuant to such agreements, FCR posted the Letter of Credit, has paid the MTA the \$20 million purchase price for the arena site, and has been making the required payments with respect to the air rights over LIRR Permanent Yard. It has also completed the LIRR Temporary Yard and the new NYCT subway station entrance, and is otherwise substantially in compliance with the requirements of the project agreements; and

WHEREAS, FCR is currently requesting an amendment to the relevant agreements, which would: (1) authorize it to commence early foundation work for the platform to be constructed over the LIRR Permanent Yard during the construction of the LIRR Permanent Yard, and (2) in recognition of such increased scope of work, extend the construction completion deadline for the LIRR Permanent Yard until December 1, 2017. Such amendment would be contingent upon the Parental Guaranty being modified to include the completion of such foundations; and

WHEREAS, the proposed amendment is in the MTA's interest, as progressing the construction of foundation work for the overbuild platform for the air space development, at the same time as the LIRR Permanent Yard is constructed, would eliminate significant future disruption to operations in the LIRR Permanent Yard, and the extension of the construction completion deadline will not have a detrimental effect on LIRR's operations;

NOW, THEREFORE, upon the recommendation of the MTA Chairman, the Boards of the MTA and LIRR resolve as follows: The Chairman and/or his designees, acting singly, are authorized to negotiate, execute and deliver any and all agreements, amendments and other documents, and to perform such further acts as are necessary, desirable or convenient, in order to effectuate the above-described transactions.

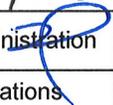
LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

June 25, 2014

Subject Request for Authorization to Award Various Procurements						Date June 23, 2014			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approv	Info	Other	Order	Approval	Order	Approval
1	LI Committee	6.23.14	x			X	President 		VP & Chief Financial Officer
2	MTA Board	6.25.14	x			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:

	<u># of Actions</u>	<u># of Actions</u>
--	---------------------	---------------------

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

NONE	0	
	SUBTOTAL:	0

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Majority Vote
 Schedule G: Miscellaneous Service Contracts

	1	
	SUBTOTAL:	1 \$200,000

LIRR proposes to award Ratifications in the following categories:

NONE	0	
	SUBTOTAL	0
	TOTAL:	1 \$200,000

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.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts.

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

United Cesspool Service

\$200,000 NTE

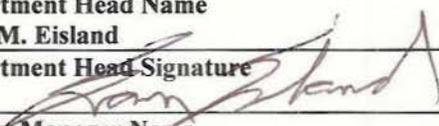
Two-Year Contract

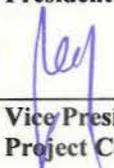
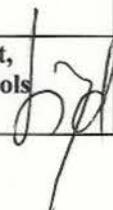
Contract No: 140701GS1-SA-N

LIRR requests MTA Board approval to award a competitively bid, Miscellaneous Service contract to United Cesspool Service, Inc. (“United Cesspool”) in the not-to-exceed amount of \$200,000 for the daily removal, transport, neutralization and lawful disposal of wastewater from the Railroad’s Ronkonkoma Train Wash Facility, to the Bergen Point Waste Facility. This renewal contract is for a two-year period, beginning July 1, 2014. The solicitation was advertised in the NYS Contract Reporter, the New York Post, and on the MTA website. A site tour was held April 14, 2014. The bid price schedule is based on a fixed rate per gallon, multiplied by an estimated number of gallons per year for a two year period. Seven bids were publicly opened on April 28, 2014, ranging from \$200,000 to \$6,250,000. United Cesspool’s Gross Sum Bid of \$200,000 represents a 3.6% unit price per gallon decrease from their current two-year contract, and is 1.5% less than the second lowest bidder. United Cesspool’s price is therefore considered to be fair & reasonable. LIRR’s Operating Budget will fund this contract.



LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE
June 2014

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 Railroad Committee	6/23/14	X		
2	Board	6/25/14	X		

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

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$ 7,295,500
TOTAL	2	\$ 7,295,500

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 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.**

June 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 | \$ 2,200,000 | <u>Staff Summary Attached</u> |
| Contract No. CH054A | | |
| Modification No. 36 | | |

Pursuant with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification for the trenchless excavation of a sewer pipe at the Queens Boulevard overpass.

- | | | |
|-------------------------------|---------------------|--------------------------------------|
| 2. Michels Corporation | \$ 5,095,500 | <u>Staff Summary Attached</u> |
| Contract No. CM005 | | |
| Modification No. 6 | | |

Pursuant with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval of a modification for the installation of the final lining of Access Tunnels #1 & #2. This is a scope and budget transfer.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 1

Vendor Name (& Location) Tutor Perini Corporation (New Rochelle, NY)	Contract Number CH054A	AWO/Modification 36
Description Harold Structures Part 2A	Original Amount: \$ 21,777,777	
Contract Term (including Options, if any) 28 Months	Prior Modifications: \$ 22,993,328	
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: \$ 44,771,105	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request \$ 2,200,000	
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: 4.9%	
Requesting Dept/Div. & Dept/Div. Head Name: East Side Access, W. Goodrich, P.E.	% of Modifications (including This Request) to Original Amount: 115%	

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 of a modification for the trenchless excavation of a sewer pipe at the Queens Boulevard overpass.

The Contract called for excavating for the installation of seven hundred linear feet of storm sewer pipe utilizing an open-cut trench method and to be supported by steel sheeting, braced intermittently with steel walers. This is not feasible as the trench would conflict with six catenary poles installed by adjacent Contract CH053 (which is not reflected in the CH054A Contract drawings) and due to unforeseen surface and subsurface soil conditions. Therefore, a change in construction method is required.

The change consists of microtunneling the seven hundred linear foot section of the storm sewer instead of using the open-cut method. The Microtunnel section of the storm sewer will then be connected to previously completed sections. This Modification also includes the injection of grout to stabilize the soil at the south abutment of the Queens Boulevard overpass.

The Contractor submitted a cost proposal in the amount of \$3,984,111 and MTACC's estimate is \$2,196,208. Negotiations were held and the parties agreed to a cost of \$2,200,000 for the work which is considered fair and reasonable. There is no time impact associated with this modification.

To the extent that design errors or omissions are responsible for this change, they will be addressed as part of the currently pending errors and omissions dispute with the designer.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 2

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 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.

Contract Number	AWO/Modification
CM005	6
Original Amount:	\$ 200,602,743
Prior Modifications:	\$ 1,548,534
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 202,151,277
This Request	\$ 5,095,500
% of This Request to Current Amount:	2.5%
% of Modifications (including This Request) to Original Amount:	3.3%

Discussion:

This Contract is for the construction of the Manhattan South Structures in the lower level of Grand Central Station for the East Side Access (ESA) project. Pursuant with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval of a modification for the installation of the final lining of Access Tunnels #1 & #2. This is a scope and budget transfer.

The installation of the final lining of Access Tunnels #1 & #2 was originally part of CM012R. The scope of this work includes installing a reinforced concrete lining, grouting system, waterproofing and embedded conduits. After the rejection of bids on CM012R, the work was planned for inclusion as part of the CM004 contract. However, MTACC was unable to reach agreement with the CM004 Contractor on the cost of the work. Accordingly, MTACC evaluated other contracts for inclusion of this work and determined that the CM005 Contractor, which is mobilized on-site and can perform the work concurrently with its contractual work, is in the best position to perform the work and minimize impacts to the overall project schedule and cost.

The Contractor submitted a cost proposal for the additional work in the amount of \$6,721,578 while MTACC's estimate is \$6,627,006. Negotiations were held and the parties agreed to a cost of \$5,095,500 which is considered to be fair and reasonable. There is no time impact associated with this modification. Funding for this modification will be transferred from CM012R.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A large, bold, black text "MONTHLY OPERATING REPORT" is centered within the grid. The text has a slight shadow effect. The grid lines are also dotted and form a rectangular frame around the text.

MONTHLY OPERATING REPORT

May 2014

Patrick Nowakowski
President

06/23/14 *****

Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	May	May	May	May
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%	91.3%	91.2%	93.9%	93.6%
		AM Peak		91.9%	89.5%	96.7%	92.3%
		PM Peak		84.0%	85.0%	86.9%	90.4%
		Total Peak		88.1%	87.3%	92.0%	91.4%
		Off Peak Weekday		91.3%	91.3%	94.4%	94.0%
		Weekend		94.8%	95.4%	95.6%	95.8%
	Babylon Branch	Overall	95.1%	90.6%	90.4%	93.4%	93.2%
		AM Peak		94.1%	91.3%	96.9%	91.4%
		PM Peak		81.4%	79.8%	85.9%	89.8%
		Total Peak		88.1%	86.0%	91.9%	90.7%
		Off Peak Weekday		90.3%	91.2%	93.9%	93.8%
		Weekend		95.0%	95.4%	94.6%	95.9%
	Far Rockaway Branch	Overall	95.1%	95.7%	95.4%	95.9%	96.4%
		AM Peak		93.1%	89.9%	96.3%	92.5%
		PM Peak		92.1%	92.5%	85.9%	92.0%
		Total Peak		92.6%	91.1%	91.6%	92.2%
		Off Peak Weekday		96.0%	96.0%	97.6%	97.2%
		Weekend		98.0%	98.3%	96.8%	98.8%
	Huntington Branch	Overall	95.1%	88.6%	88.1%	93.9%	92.5%
	AM Peak		91.8%	89.3%	97.3%	92.1%	
	PM Peak		79.3%	80.4%	88.0%	89.3%	
	Total Peak		85.7%	85.0%	92.8%	90.7%	
	Off Peak Weekday		85.5%	86.0%	93.7%	91.4%	
	Weekend		94.6%	93.3%	95.2%	95.5%	
Hempstead Branch	Overall	95.1%	94.9%	94.0%	95.3%	96.5%	
	AM Peak		96.2%	92.9%	97.7%	95.1%	
	PM Peak		85.2%	88.3%	90.4%	94.2%	
	Total Peak		91.0%	90.8%	94.3%	94.7%	
	Off Peak Weekday		95.5%	94.3%	95.6%	96.7%	
	Weekend		97.4%	96.4%	95.6%	97.8%	
Long Beach Branch	Overall	95.1%	91.6%	93.0%	96.2%	95.4%	
	AM Peak		92.5%	91.8%	96.6%	93.3%	
	PM Peak		87.5%	89.4%	92.2%	93.7%	
	Total Peak		90.1%	90.6%	94.5%	93.5%	
	Off Peak Weekday		89.5%	91.9%	95.9%	95.0%	
	Weekend		97.2%	97.9%	99.0%	98.8%	
Montauk Branch	Overall	95.1%	88.4%	89.8%	93.0%	92.2%	
	AM Peak		91.1%	86.5%	98.3%	92.5%	
	PM Peak		83.4%	85.7%	89.2%	90.0%	
	Total Peak		87.2%	86.1%	93.9%	91.3%	
	Off Peak Weekday		90.1%	90.8%	94.1%	93.7%	
	Weekend		86.3%	91.6%	89.8%	89.9%	
Oyster Bay Branch	Overall	95.1%	92.3%	91.3%	93.5%	92.5%	
	AM Peak		91.2%	90.2%	98.7%	94.3%	
	PM Peak		84.9%	82.4%	85.6%	88.7%	
	Total Peak		88.3%	86.6%	92.7%	91.7%	
	Off Peak Weekday		93.3%	92.8%	92.3%	92.2%	
	Weekend		99.0%	94.9%	97.8%	94.3%	

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	95.1%	88.3%	85.3%	91.8%	90.5%
	AM Peak		88.7%	82.4%	94.3%	90.5%
	PM Peak		80.3%	80.3%	85.1%	85.4%
	Total Peak		84.8%	81.4%	90.0%	88.1%
	Off Peak Weekday		85.7%	82.5%	90.5%	90.2%
	Weekend		96.8%	95.1%	98.0%	94.4%
Port Washington Branch	Overall	95.1%	91.7%	93.3%	93.1%	94.9%
	AM Peak		89.4%	89.9%	95.2%	91.7%
	PM Peak		81.5%	85.8%	81.3%	90.9%
	Total Peak		85.3%	87.8%	88.1%	91.3%
	Off Peak Weekday		92.0%	93.5%	94.6%	96.0%
	Weekend		97.6%	98.5%	97.0%	97.9%
Ronkonkoma Branch	Overall	95.1%	90.3%	88.8%	92.9%	90.7%
	AM Peak		88.4%	85.0%	96.2%	91.6%
	PM Peak		89.0%	89.0%	88.2%	89.6%
	Total Peak		88.7%	86.9%	92.6%	90.7%
	Off Peak Weekday		92.2%	88.9%	92.4%	89.7%
	Weekend		88.5%	91.4%	94.6%	92.8%
West Hempstead Branch	Overall	95.1%	94.0%	94.5%	96.1%	95.5%
	AM Peak		95.2%	94.7%	97.3%	94.3%
	PM Peak		87.3%	88.9%	90.9%	90.8%
	Total Peak		90.9%	91.5%	93.8%	92.4%
	Off Peak Weekday		96.0%	96.2%	97.3%	97.4%
	Weekend		80.0%	87.0%	100.0%	95.5%
Operating Statistics	Trains Scheduled		20,703	100,611	20,495	98,139
	Avg. Delay per Late Train (min) <small>excluding trains canceled or terminated</small>		-12.1	-12.5	-11.6	-13.0
	Trains Over 15 min. Late <small>excluding trains canceled or terminated</small>		333	1,571	181	1,150
	Trains Canceled		64	434	67	450
	Trains Terminated		37	296	41	280
	Percent of Scheduled Trips Completed		99.5%	99.3%	99.5%	99.3%
	Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>					
	AM Peak		99.4%			
	PM Peak		98.2%			
	Total Peak		98.8%			



**OPERATING REPORT
FOR MONTH OF MAY 2014**

Categories Of Delay	Apr	2014 Data		2013 Data		YTD 2013 Vs 2014
		May	YTD Thru May	May	YTD Thru May	
Late Train Incidents						
National Rail Passenger Corp	173	80	681	286	645	36
Capital Programs	5	33	209	12	54	155
Engineering	126	277	1,033	124	780	253
Penn Station Central Control	9	10	101	33	80	21
Maintenance of Equipment	78	205	778	113	657	121
** Other / Miscellaneous	171	331	1,051	105	1,052	(1)
Public	509	729	2,824	431	1,964	860
Transportation	58	48	190	38	234	(44)
Vandalism	2	6	70	4	36	34
Weather and Environmental	196	25	1,691	36	611	1,080
Maintenance of Way (Sched.)	56	62	272	59	136	136

* **Other/Miscellaneous** includes incidents that were a direct result of external factors causing disruption to LIRR operations

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
5/1	Thurs	Amtrak related track circuit failure in C Interlocking				6	2		3			9	2	
5/2	Fri	Track condition west of Woodside Station				40	12		11	1		51	13	
5/2	Fri	NYCT derailment in the F Line				27			46			73		
5/2	Fri	Heavy loading system wide				1			12			13		
5/7	Wed	Train 2401 with equipment trouble west of Merillon Avenue	18		1				12			30		1
5/7	Wed	Bridge strike at the west end of Forest Hills Station				15			9			24		
5/7	Wed	Bridge strike east of Copiague Station				4			17			21		
5/7	Wed	Track circuit failure at Flushing Main Street due to a broken rail	7						11	1		18	1	
5/7	Wed	Track circuit failure west of Bethpage Station due to a broken bar	10									10		
5/8	Thurs	Train 410 with equipment trouble in Penn Station	32	1	3				7	2		39	3	3
5/14	Wed	NYAR RS41 derailed in Hall Interlocking				17	4		25	2	1	42	6	1
5/14	Wed	Slow loading system wide							10			10		
5/19	Mon	Tractor trailer stuck on tracks east of Deer Park Station	25	4	1				12		1	37	4	2
5/20	Tues	Loss of supervisory system at Valley Interlocking				22	3		32	8		54	11	
5/20	Tues	Train 5561 with an Engineer injury in Jamaica				10		1				10		1
5/22	Thurs	Amtrak related signal trouble, Line 4, Penn Station	19		1				3	3	2	22	3	3
5/22	Thurs	Train 2094 contact shoe hanger shorted to running rail				47	3		26	3	1	73	6	1
5/22	Thurs	East Side Access work within Harold Interlocking				25						25		
5/23	Fri	Heavy holiday loading				14			11			25		
5/26	Mon	Heavy holiday loading							20			20		
5/27	Tues	Bridge strike at Westbury Station	7						4			11		
5/29	Thurs	Amtrak related loss of AC power west end of Penn Station				6	1		3			9	1	
TOTAL FOR MONTH			118	5	6	234	25	1	274	20	5	626	50	12
												688		

Long Island Rail Road

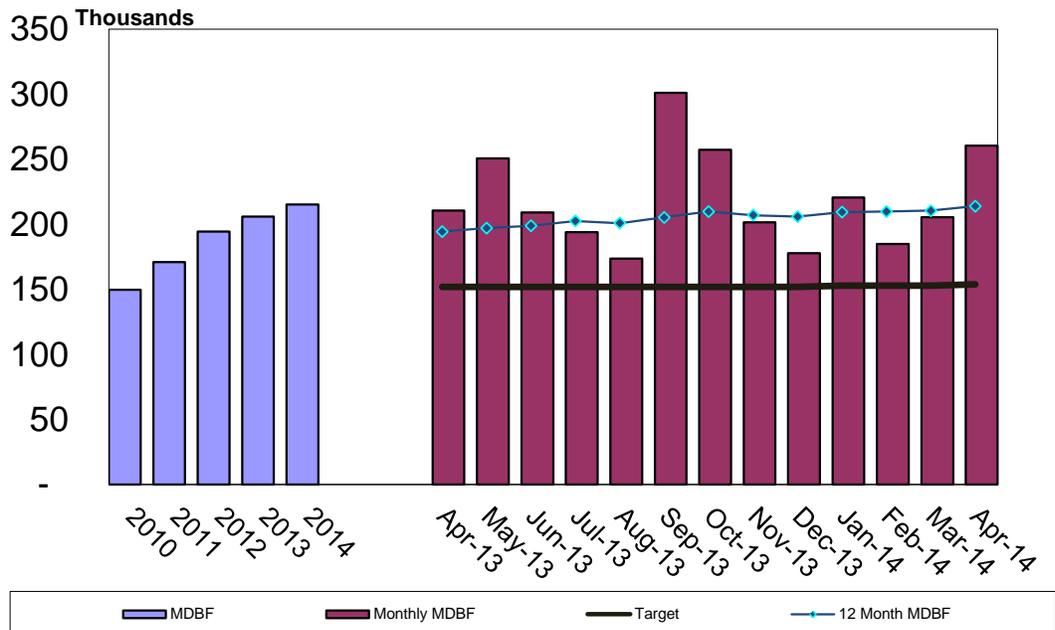
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2014 Data					2013 Data		
			MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month MDBF Rolling Avg (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean Distance Between Failures	M-3	150	55,000	142,655	4	99,686	94,953	113,365	5	88,474
	M-7	836	355,000	464,805	11	489,044	510,361	352,597	14	384,452
	DM	21	18,000	70,892	1	31,263	25,068	34,395	2	29,125
	DE	24	18,000	87,809	1	24,840	20,906	18,568	5	19,999
	C-3	134	75,000	83,873	8	79,875	97,776	163,319	4	95,923
	Diesel	179	45,000	82,968	10	58,304	59,765	74,082	11	58,795
	Fleet	1,165	153,000	260,526	25	215,333	213,972	210,603	30	191,801

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

ALL FLEETS Mean Distance Between Failure

2010 - 2014



Standee Report
East Of Jamaica

			2014 Data	
			May	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	17
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	5	2
		Total Standees	65	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	12	110
		Total Standees	12	110
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	5	26
		Total Standees	5	26
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
			System Wide PEAK	155

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

		2014 Data	
		May	
		AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0
		Add'l Standees	10
		Total Standees	10
	Far Rockaway Branch	Program Standees	0
		Add'l Standees	4
		Total Standees	4
	Huntington Branch	Program Standees	0
		Add'l Standees	3
		Total Standees	3
	Hempstead Branch	Program Standees	0
		Add'l Standees	1
		Total Standees	1
	Long Beach Branch	Program Standees	18
		Add'l Standees	2
		Total Standees	20
	Montauk Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Oyster Bay Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Port Jefferson Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Port Washington Branch	Program Standees	0
		Add'l Standees	12
		Total Standees	12
	Ronkonkoma Branch	Program Standees	0
		Add'l Standees	10
		Total Standees	10
	West Hempstead Branch	Program Standees	0
		Add'l Standees	8
		Total Standees	8
		System Wide PEAK	68
			214

Definitions

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

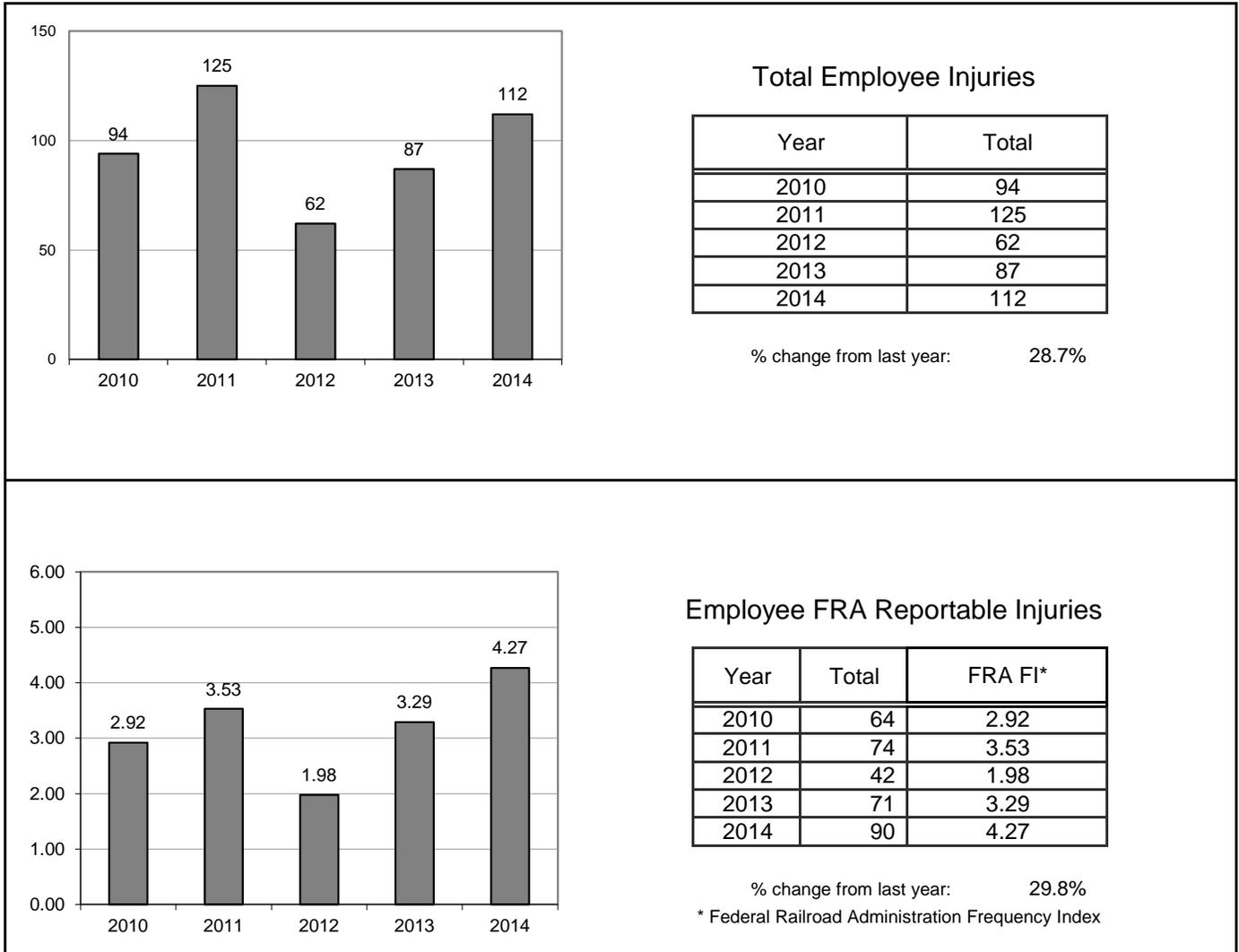
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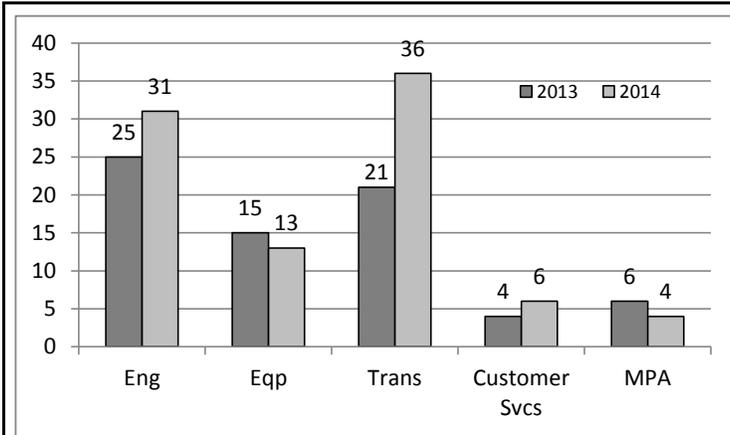
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MTA Long Island Rail Road Summary of Employee Injuries through April 2014

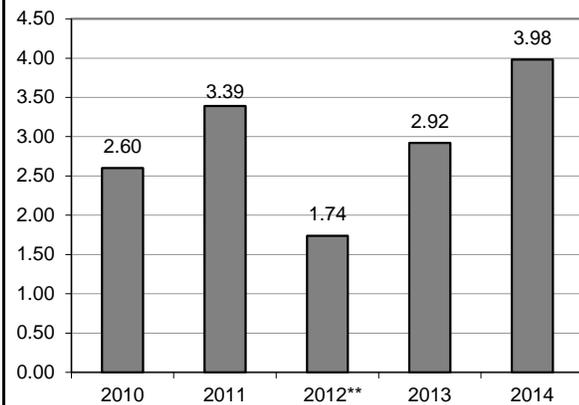


* - Injuries per 200,000 hours worked

MTA Long Island Rail Road Summary of Employee Injuries through April 2014



Department	2013	2014	% Change
Engineering	25	31	24%
Equipment	15	13	-13%
Transportation	21	36	71%
Customer Svcs	4	6	50%
MPA	6	4	-33%



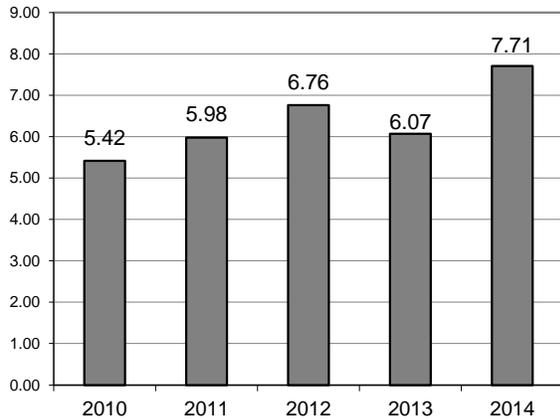
Year	LT	LT FI*	LT & RD FI*
2010	56	2.55	2.60
2011	69	3.30	3.39
2012**	37	1.74	1.74
2013	63	2.92	2.92
2014	84	3.98	3.98

% change from last year: 36.3%

**Please note: Prior years data includes Restricted Duty

* - Injuries per 200,000 hours worked

MTA Long Island Rail Road Summary of Customer Injuries through April 2014

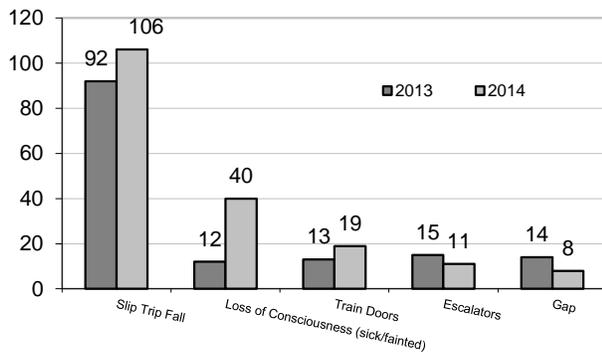


Total Customer Injuries

Year	Total	FI**
2010	141	5.42
2011	152	5.98
2012	181	6.76
2013	161	6.07
2014	207	7.71

% change from last year: 27.0%

**Injuries per 1,000,000 rides

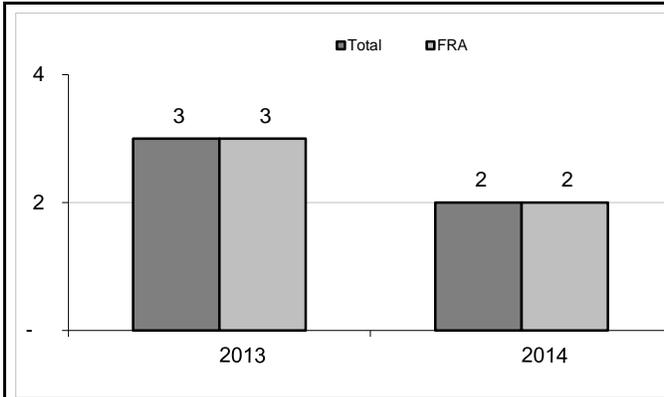


Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	92	12	13	15	14
2014	106	40	19	11	8

MTA Long Island Rail Road

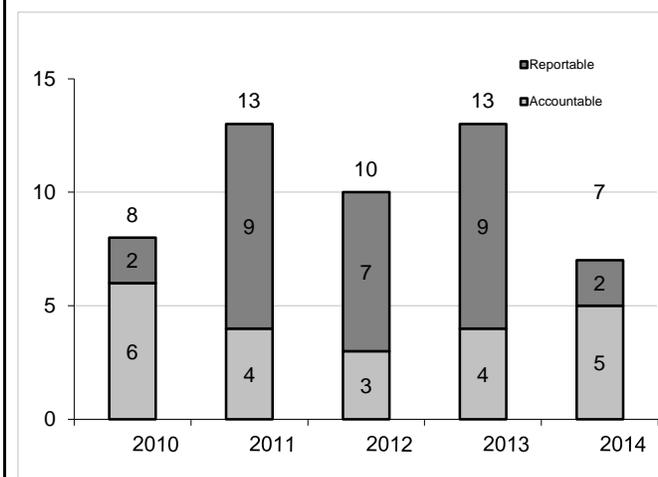
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through April 2014



Contractor Injuries

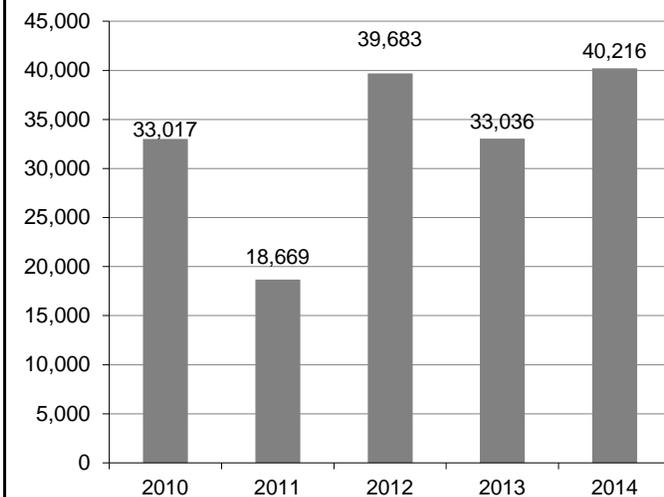
Year	Total	FRA Rpt.
2013	3	3
2014	2	2

% change from last year: -33.3%



Train Accidents

Year	Accountable	Reportable
2010	6	2
2011	4	9
2012	3	7
2013	4	9
2014	5	2



Community Education and Outreach (Including T.R.A.C.K.S.) 2010 - 2014 Year to Date January - April

Total Participants

Year	Total
2010	33,017
2011	18,669
2012	39,683
2013	33,036
2014	40,216

Memorandum



Date: June 2014
To: Members of the LIRR Operating Committee
From: Patrick A. Nowakowski, President
Re: Enhanced Safety Action Update

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

- Our next Corporate Quarterly Safety Stand-Down is scheduled for June 24th.
- 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 June 24th and June 25th.
- 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 complete on C3, DE/DM and M3 fleet and software delivery is expected this month. General Notice and Maintenance Instructions being created to support implementation.
Speed Compliance	For the period 5/1/14 through 5/15/14, there were 66 Radar Observations. 53 different LIRR Engineers were observed. Five 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 3/1/14.▪ Work is progressing on identified tangent track segments. Five of the eight identified segments are completed. Design is one hundred percent complete on another one of the eight identified segments. The remaining two are in progress.
PTC	<ul style="list-style-type: none">▪ Change Orders to enhance PTC were fully executed 5/23/14.▪ Completed RRIF Loan application for signaling 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

April 2014

MTA LONG ISLAND RAIL ROAD

April Ridership and Financial Report

Executive Summary

Ridership

- During the month of April, total ridership was 7.2 million, which was 3.3% higher than April 2013 (adjusted for same number of work days) and 1.6% above the budget.
 - Ridership through April was 26.8 million. This was 1.3% higher than 2013 (adjusted for same number of calendar work days) and 1.2% higher than the 2014 adopted budget.
 - Through April 2014, commutation ridership was 2.0% higher than 2013 (work day adjusted) and 1.0% higher than the 2014 adopted budget.
 - Through April 2014, non-commutation ridership was 0.2% higher than 2013 and 1.4% above the adopted budget.
-

Revenues

- Farebox revenue through April totaling \$204.5 million was \$2.9 million above the adopted budget due to higher ridership and yield per passenger.
- Capital & Other Revenue of \$86.8 million was \$12.0 million lower than adopted budget due to vacant positions, severe winter weather and timing of project activity.
- In summary, total LIRR revenue of \$291.4 million was \$9.1 million lower than the adopted budget.

Expenses

- Through April, total expenses of \$645.1 million were \$30.1 million less than adopted budget.
- Straight-time payroll spending was \$8.3 million less than adopted budget due to the existence of vacant positions. At the end of April, 224 of 7,056 positions were vacant. These vacancies consisted primarily of management/supervisory and operational hourly.
- Year-to-date overtime hours worked was 23.0%, or 158,150 hours higher than the budget as a result of weather, which was 91,200 hours over budget, reimbursable, which was 37,700 hours over budget, and maintenance, which were 27,700 over budget.
- Year-to-date overtime hours increased by 17.4% in 2014 compared to 2013 due to weather and reimbursable overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through April, the Adjusted Farebox Operating Ratio was 57.1%, which is favorable to adopted budget due to lower expenses and higher revenue.
- Through April, the Adjusted Cost per Passenger was \$14.34, which is lower than budget due to lower expenses and higher ridership.
- Through April, the Revenue per Passenger was \$7.64, which is higher than budget.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending April 30, 2014

REVENUE

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$291.4 were \$(9.1) million or (3.0)% unfavorable to budget. The month of April of \$84.6 was favorable to budget by \$1.0 million or 1.2%.

- **Y-T-D Farebox Revenues** were \$2.9 favorable to budget. The month was \$1.1 favorable to budget due to higher ridership and yield per passenger.
- **Y-T-D Other Operating Revenues** were \$0.3 favorable to budget. The month was \$(0.4) unfavorable to budget due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(12.3) unfavorable to budget. The month was \$0.3 favorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date April **Total Expenses** (including depreciation and other) of \$645.1 were favorable to the budget by \$30.1 or 4.5%. The total expenses for the month of \$167.1 were favorable to budget by \$11.7 or 6.5%.

Labor Expenses, \$9.5 favorable Y-T-D; \$1.7 favorable for the month.

- **Payroll**, \$8.3 favorable Y-T-D; \$1.8 favorable for the month (primarily vacant positions).
- **Overtime**, \$(8.8) unfavorable Y-T-D; \$(2.6) unfavorable for the month (primarily higher project activity, maintenance and unscheduled service overtime).
- **Health & Welfare**, \$3.2 favorable Y-T-D; \$0.8 favorable for the month (vacant positions and lower rates).
- **OPEB Current Payment**, \$3.1 favorable Y-T-D; \$0.8 favorable for the month (fewer retirees/beneficiaries and lower rates).
- **Other Fringe**, \$3.7 favorable Y-T-D; \$0.9 favorable for the month (lower FELA Indemnity payments/reserve adjustments and lower Railroad Retirement Taxes).

Non-Labor Expenses, \$24.4 favorable Y-T-D; \$5.2 favorable for the month.

- **Electric Power**, \$(3.1) unfavorable Y-T-D; \$(1.8) unfavorable for the month (higher rates and consumption).
- **Fuel**, \$(0.3) unfavorable Y-T-D; \$0.4 favorable for the month (primarily prior period accrual adjustments for natural gas).
- **Insurance**, \$0.8 favorable Y-T-D; \$0.2 favorable for the month (timing).
- **Claims**, \$0.7 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$5.5 favorable Y-T-D; \$0.7 favorable for the month (primarily timing of capital project activity).
- **Professional Services**, \$5.7 favorable Y-T-D; \$1.2 favorable for the month (timing of IT initiatives).
- **Materials and Supplies**, \$13.2 favorable Y-T-D; \$4.0 favorable for the month (lower revenue vehicle running repair, delayed M7 Propulsion startup and timing of capital project activity).
- **Other Business Expenses**, \$2.0 favorable Y-T-D; \$0.4 favorable for the month (timing of various miscellaneous expenses).

Depreciation and Other, \$(3.7) unfavorable Y-T-D; \$4.8 favorable for the month (favorable Depreciation and Environmental Remediation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 46.3%, 1.0 percentage points above year-to-date March. The Farebox Operating Ratio for the month of April of 49.1% was 3.8 percentage points above the budget resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 57.1%. 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
April 2014
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$52.332	\$53.409	\$1.077	2.1	\$0.000	\$0.000	\$0.000	-	\$52.332	\$53.409	\$1.077	2.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.571	3.176	(0.395)	(11.1)	0.000	0.000	0.000	-	3.571	3.176	(0.395)	(11.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	27.727	28.064	0.337	1.2	27.727	28.064	0.337	1.2
Total Revenue	\$55.903	\$56.585	\$0.682	1.2	\$27.727	\$28.064	\$0.337	1.2	\$83.630	\$84.649	\$1.019	1.2
Expenses												
<i>Labor:</i>												
Payroll	\$35.181	\$34.206	\$0.975	2.8	\$8.910	\$8.069	\$0.841	9.4	\$44.091	\$42.275	\$1.816	4.1
Overtime	7.490	8.496	(1.006)	(13.4)	1.699	3.320	(1.621)	(95.4)	9.189	11.816	(2.627)	(28.6)
Health and Welfare	8.380	7.249	1.131	13.5	1.612	1.939	(0.327)	(20.3)	9.992	9.188	0.804	8.0
OPEB Current Payment	5.561	4.726	0.835	15.0	0.000	0.000	0.000	-	5.561	4.726	0.835	15.0
Pensions	14.434	13.451	0.983	6.8	2.137	3.121	(0.984)	(46.0)	16.571	16.572	(0.001)	(0.0)
Other Fringe Benefits	10.969	10.144	0.825	7.5	1.942	1.886	0.056	2.9	12.911	12.039	0.881	6.8
Reimbursable Overhead	(2.580)	(2.894)	0.314	12.2	2.580	2.894	(0.314)	(12.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$79.435	\$75.378	\$4.057	5.1	\$18.880	\$21.229	(\$2.349)	(12.4)	\$98.315	\$96.607	\$1.708	1.7
<i>Non-Labor:</i>												
Electric Power	\$7.828	\$9.584	(\$1.756)	(22.4)	\$0.004	\$0.031	(\$0.027)	*	\$7.832	\$9.616	(\$1.784)	(22.8)
Fuel	2.420	2.011	0.409	16.9	0.000	0.000	0.000	-	2.420	2.011	0.409	16.9
Insurance	1.992	1.923	0.069	3.5	0.582	0.495	0.087	15.0	2.574	2.418	0.156	6.1
Claims	0.346	0.209	0.137	39.6	0.000	0.000	0.000	-	0.346	0.209	0.137	39.6
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	5.737	5.928	(0.191)	(3.3)	1.960	1.054	0.906	46.2	7.697	6.982	0.715	9.3
Professional Service Contracts	3.236	1.730	1.506	46.5	0.709	1.054	(0.345)	(48.7)	3.945	2.784	1.161	29.4
Materials & Supplies	10.308	7.592	2.716	26.3	5.473	4.146	1.327	24.2	15.781	11.739	4.042	25.6
Other Business Expenses	1.258	0.953	0.305	24.2	0.119	0.054	0.065	54.2	1.377	1.008	0.369	26.8
Total Non-Labor Expenses	\$33.125	\$29.930	\$3.195	9.6	\$8.847	\$6.835	\$2.012	22.7	\$41.972	\$36.765	\$5.207	12.4
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$112.560	\$105.308	\$7.252	6.4	\$27.727	\$28.064	(\$0.337)	(1.2)	\$140.287	\$133.372	\$6.915	4.9
Depreciation	\$31.391	\$27.764	\$3.627	11.6	\$0.000	\$0.000	\$0.000	-	\$31.391	\$27.764	\$3.627	11.6
Other Post Employment Benefits	7.001	5.839	1.162	16.6	0.000	0.000	0.000	-	7.001	5.839	1.162	16.6
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	0.167	0.167	0.000	0.2
Total Expenses	\$151.119	\$139.077	\$12.042	8.0	\$27.727	\$28.064	(\$0.337)	(1.2)	\$178.846	\$167.141	\$11.705	6.5
Net Surplus/(Deficit)	(\$95.216)	(\$82.492)	\$12.724	13.4	\$0.000	\$0.000	\$0.000	-	(\$95.216)	(\$82.492)	\$12.724	13.4
<i>Cash Conversion Adjustments</i>												
Depreciation	\$31.391	\$27.764	(\$3.627)	(11.6)	\$0.000	\$0.000	\$0.000	-	\$31.391	\$27.764	(\$3.627)	(11.6)
Operating/Capital	(3.509)	(3.841)	(0.332)	(9.5)	0.000	0.000	0.000	-	(3.509)	(3.841)	(0.332)	(9.5)
Other Cash Adjustments	1.588	(2.817)	(4.405)	*	0.000	0.000	0.000	-	1.588	(2.817)	(4.405)	*
Total Cash Conversion Adjustments	\$29.470	\$21.106	(\$8.364)	(28.4)	0.000	\$0.000	\$0.000	-	\$29.470	\$21.106	(\$8.364)	(28.4)
Net Cash Surplus/(Deficit)	(\$65.746)	(\$61.386)	\$4.360	6.6	\$0.000	\$0.000	\$0.000	-	(\$65.746)	(\$61.386)	\$4.360	6.6

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	\$201.592	\$204.530	\$2.938	1.5	0.000	\$0.000	\$0.000	-	\$201.592	\$204.530	\$2.938	1.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	15.014	15.343	0.329	2.2	0.000	0.000	0.000	-	15.014	15.343	0.329	2.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	83.820	71.501	(12.319)	(14.7)	83.820	71.501	(12.319)	(14.7)
Total Revenue	\$216.606	\$219.873	\$3.267	1.5	\$83.820	\$71.501	(\$12.319)	(14.7)	\$300.426	\$291.374	(\$9.052)	(3.0)
Expenses												
<i>Labor:</i>												
Payroll	\$147.235	\$144.666	\$2.569	1.7	\$27.551	\$21.808	\$5.743	20.8	\$174.786	\$166.474	\$8.312	4.8
Overtime	29.888	36.637	(6.749)	(22.6)	4.475	6.528	(2.053)	(45.9)	34.363	43.165	(8.802)	(25.6)
Health and Welfare	35.045	31.764	3.281	9.4	4.883	4.970	(0.087)	(1.8)	39.928	36.734	3.194	8.0
OPEB Current Payment	22.244	19.145	3.099	13.9	0.000	0.000	0.000	-	22.244	19.145	3.099	13.9
Pensions	59.757	58.049	1.708	2.9	6.529	8.237	(1.708)	(26.2)	66.286	66.286	0.000	0.0
Other Fringe Benefits	41.538	38.993	2.545	6.1	5.881	4.774	1.107	18.8	47.419	43.767	3.652	7.7
Reimbursable Overhead	(8.033)	(7.412)	(0.621)	(7.7)	8.033	7.412	0.621	7.7	0.000	0.000	0.000	-
Total Labor Expenses	\$327.674	\$321.841	\$5.833	1.8	\$57.352	\$53.729	\$3.623	6.3	\$385.026	\$375.571	\$9.455	2.5
<i>Non-Labor:</i>												
Electric Power	\$33.104	\$36.080	(\$2.976)	(9.0)	\$0.016	\$0.096	(\$0.080)	*	\$33.120	\$36.175	(\$3.055)	(9.2)
Fuel	9.593	9.910	(0.317)	(3.3)	0.000	0.000	0.000	-	9.593	9.910	(0.317)	(3.3)
Insurance	7.946	7.690	0.256	3.2	1.622	1.105	0.517	31.9	9.568	8.795	0.773	8.1
Claims	1.384	0.734	0.650	46.9	0.000	0.000	0.000	-	1.384	0.734	0.650	46.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	22.199	18.764	3.435	15.5	5.083	3.050	2.033	40.0	27.282	21.814	5.468	20.0
Professional Service Contracts	11.535	6.860	4.675	40.5	2.755	1.707	1.048	38.0	14.290	8.567	5.723	40.0
Materials & Supplies	40.313	32.136	8.177	20.3	16.526	11.521	5.005	30.3	56.839	43.657	13.182	23.2
Other Business Expenses	4.969	3.193	1.776	35.7	0.466	0.292	0.174	37.3	5.435	3.485	1.950	35.9
Total Non-Labor Expenses	\$131.043	\$115.367	\$15.676	12.0	\$26.468	\$17.772	\$8.696	32.9	\$157.511	\$133.138	\$24.373	15.5
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$458.717	\$437.208	\$21.509	4.7	\$83.820	\$71.501	\$12.319	14.7	\$542.537	\$508.709	\$33.828	6.2
Depreciation	\$105.215	\$111.020	(5.805)	(5.5)	\$0.000	\$0.000	\$0.000	-	\$105.215	\$111.020	(\$5.805)	(5.5)
Other Post Employment Benefits	26.835	23.116	3.719	13.9	0.000	0.000	0.000	-	26.835	23.116	3.719	13.9
Environmental Remediation	0.668	2.267	(1.599)	*	0.000	0.000	0.000	-	0.668	2.267	(1.599)	*
Total Expenses	\$591.435	\$573.610	\$17.825	3.0	\$83.820	\$71.501	\$12.319	14.7	\$675.255	\$645.111	\$30.144	4.5
Net Surplus/(Deficit)	(\$374.829)	(\$353.737)	\$21.092	5.6	\$0.000	\$0.000	\$0.000	-	(\$374.829)	(\$353.737)	\$21.092	5.6
<i>Cash Conversion Adjustments</i>												
Depreciation	\$105.215	\$111.020	\$5.805	5.5	\$0.000	\$0.000	\$0.000	-	\$105.215	\$111.020	\$5.805	5.5
Operating/Capital	(8.259)	(6.474)	1.785	21.6	0.000	0.000	0.000	-	(8.259)	(6.474)	1.785	21.6
Other Cash Adjustments	27.855	5.076	(22.779)	(81.8)	0.000	0.000	0.000	-	27.855	5.076	(22.779)	(81.8)
Total Cash Conversion Adjustments	\$124.811	\$109.621	(\$15.190)	(12.2)	\$0.000	\$0.000	\$0.000	-	\$124.811	\$109.621	(\$15.190)	(12.2)
Net Cash Surplus/(Deficit)	(\$250.018)	(\$244.116)	\$5.902	2.4	\$0.000	\$0.000	\$0.000	-	(\$250.018)	(\$244.116)	\$5.902	2.4

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

April 2014				Year-to-Date April 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.	1.077	2.1	Higher ridership \$0.855 and yield per passenger \$0.222.	2.938	1.5	Higher ridership \$2.321 and yield per passenger \$0.617.
Other Operating Revenue	Non Reimb.	(0.395)	(11.1)	Timing of advertising income.	0.329	2.2	Higher miscellaneous, rental and freight revenue, partially offset by timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	0.337	1.2	Primarily due to timing of project activity.	(12.319)	(14.7)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	0.975	2.8	Primarily lower headcount and rates.	2.569	1.7	Primarily lower headcount and rates.
	Reimb.	0.841	9.4	Primarily due to vacant positions and timing of project activity and other reimbursements.	5.743	20.8	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	(1.006)	(13.4)	Higher routine maintenance and unscheduled service, partially offset by lower vacancy/absentee coverage and weather-related overtime.	(6.749)	(22.6)	Primarily higher weather-related, maintenance and unscheduled service overtime, partially offset by lower vacancy/absentee coverage.
	Reimb.	(1.621)	(95.4)	Primarily due to timing of project activity.	(2.053)	(45.9)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	1.131	13.5	Lower rates and vacant positions.	3.281	9.4	Lower rates and vacant positions.
	Reimb.	(0.327)	(20.3)	Primarily due to timing of project activity.	(0.087)	(1.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.835	15.0	Fewer retirees/beneficiaries and lower rates.	3.099	13.9	Fewer retirees/beneficiaries and lower rates.

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

April 2014				Year-to-Date April 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.	0.983	6.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.708	2.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.984)	(46.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.708)	(26.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.825	7.5	Lower FELA indemnity payments and Railroad Retirement Taxes.	2.545	6.1	Lower FELA indemnity payments and Railroad Retirement Taxes.
	Reimb.	0.056	2.9	Primarily due to timing of project activity.	1.107	18.8	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(1.756)	(22.4)	Higher rates and consumption for traction power.	(2.976)	(9.0)	Higher traction power rates and consumption.
	Reimb.	(0.027)	*		(0.080)	*	
Fuel	Non Reimb.	0.409	16.9	Prior period accrual adjustments for natural gas.	(0.317)	(3.3)	Higher rates for natural gas.
Insurance	Non Reimb.	0.069	3.5	Lower liability insurance.	0.256	3.2	Lower liability insurance.
	Reimb.	0.087	15.0	Force Account Insurance associated with project activity.	0.517	31.9	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.137	39.6	Decrease in non-employee reserves.	0.650	46.9	Prior period accrual adjustments.

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

April 2014				Year-to-Date April 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.	(0.191)	(3.3)	Timing of payments and activities for emergency busing, vegetation management and HVAC maintenance, partially offset by lower security services.	3.435	15.5	Timing of payments for elevator/escalator maintenance and various security initiatives, partially offset by timing of payments for vegetation management and busing services and higher snow removal costs.
	Reimb.	0.906	46.2	Primarily due to timing of project activity.	2.033	40.0	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.506	46.5	Primarily timing of activities and payments for various IT and consulting services.	4.675	40.5	Primarily due to timing of payments and activities for IT software and various consulting services.
	Reimb.	(0.345)	(48.7)	Primarily due to timing of project activity.	1.048	38.0	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.716	26.3	Primarily due to lower material usage for fleet modifications and running repair for MU and Diesel fleet, delay of propulsion startup and contingency in Wheel Shop, partially offset by higher usage of C3 modifications and running repair material in support shops.	8.177	20.3	Primarily due to lower material usage for fleet modifications and running repair for MU and Diesel fleet, delay of propulsion startup and contingency in Wheel Shop, 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.	1.327	24.2	Primarily due to timing of project activity and timing of payments for project material.	5.005	30.3	Primarily due to timing of project activity and timing of payments for project material.

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

April 2014				Year-to-Date April 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.	0.305	24.2	Lower bad debt and the timing of miscellaneous expenses.	1.776	35.7	Higher property damage restitution, lower bad debt expenses and timing of miscellaneous expenses.
	Reimb.	0.065	54.2	Primarily due to timing of project activity.	0.174	37.3	Primarily due to timing of project activity.
Depreciation	Non Reimb.	3.627	11.6	The original budget under estimated projects that were to be capitalized in 2013. The largest project that was included was East River Tunnels.	(5.805)	(5.5)	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.	1.162	16.6	Lower based on latest actuarial estimate.	3.719	13.9	Lower based on latest actuarial estimate.
Environmental Remediation	Non Reimb.	0.000	0.2		(1.599)	*	Higher based on latest audit review.

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
April 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
Variance			Percent	Variance			Percent	
Receipts								
Farebox Revenue	\$54.332	\$55.356	\$1.024	1.9	\$209.592	\$212.411	\$2.819	1.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.939	8.462	5.523	*	12.150	18.866	6.716	55.3
Capital & Other Reimbursements	13.586	20.029	6.443	47.4	63.727	58.412	(5.315)	(8.3)
Total Receipts	\$70.857	\$83.848	\$12.991	18.3	\$285.469	\$289.688	\$4.219	1.5
Expenditures								
<i>Labor:</i>								
Payroll	\$40.547	\$39.368	\$1.179	2.9	\$170.922	\$162.376	\$8.546	5.0
Overtime	7.156	8.945	(1.789)	(25.0)	33.837	40.594	(6.757)	(20.0)
Health and Welfare	9.992	17.931	(7.939)	(79.5)	39.928	45.279	(5.351)	(13.4)
OPEB Current Payment	5.561	8.970	(3.409)	(61.3)	22.244	23.399	(1.155)	(5.2)
Pensions	16.571	16.540	0.031	0.2	52.810	52.787	0.023	0.0
Other Fringe Benefits	11.836	9.692	2.144	18.1	47.504	43.360	4.144	8.7
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	\$91.663	\$101.447	(\$9.784)	(10.7)	\$367.245	\$367.794	(\$0.549)	(0.1)
<i>Non-Labor:</i>								
Electric Power	\$7.832	\$10.059	(\$2.227)	(28.4)	\$33.120	\$40.223	(\$7.103)	(21.4)
Fuel	2.420	2.717	(0.297)	(12.3)	9.593	10.420	(0.827)	(8.6)
Insurance	3.599	0.000	3.599	100.0	12.661	9.064	3.597	28.4
Claims	0.196	0.099	0.097	49.4	0.784	0.399	0.385	49.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.697	8.912	(1.215)	(15.8)	26.782	23.218	3.564	13.3
Professional Service Contracts	4.472	3.420	1.052	23.5	13.980	10.205	3.775	27.0
Materials & Supplies	15.407	15.155	0.252	1.6	58.127	61.182	(3.055)	(5.3)
Other Business Expenses	1.317	1.118	0.199	15.1	5.195	3.841	1.354	26.1
Total Non-Labor Expenditures	\$42.940	\$41.480	\$1.460	3.4	\$160.242	\$158.552	\$1.690	1.1
<i>Other Expenditure Adjustments:</i>								
Other	\$2.000	\$1.837	\$0.163	8.1	\$8.000	\$7.277	\$0.723	9.0
Total Other Expenditure Adjustments	\$2.000	\$1.837	\$0.163	8.1	\$8.000	\$7.277	\$0.723	9.0
Total Expenditures	\$136.603	\$144.764	(\$8.161)	(6.0)	\$535.487	\$533.624	\$1.863	0.3
Cash Timing and Availability Adjustment	0.000	(0.469)	(0.469)	-	0.000	(0.181)	(0.181)	-
Net Cash Deficit (excludes opening balance)	(\$65.746)	(\$61.386)	\$4.360	6.6	(\$250.018)	(\$244.116)	\$5.902	2.4
Subsidies								
MTA	65.746	61.573	(4.173)	(6.3)	250.018	227.362	(22.656)	(9.1)

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	April 2014			Year-to-Date as of April 30, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.024	1.9	Higher ridership \$0.855, higher yields \$0.222, and higher advance sales impact \$0.212 , partially offset by lower Metrocard/AirTrain sales \$(0.238).	2.819	1.3	Higher ridership \$2.321, higher advance sales impact \$0.814, and higher yields \$0.617, partially offset by lower Metrocard/AirTrain sales \$(0.906).
Other Operating Revenue	5.523	*	Primarily due to PSE&G's payment for a full year of 2014 Power Pole and Wire rent in the month of April, partially offset by the payback of a March miscellaneous receipt collected in error.	6.716	55.3	Primarily due to the timing of rental and intercompany receipts.
Capital and Other Reimbursements	6.443	47.4	Timing of activity and reimbursement for capital and other reimbursements.	(5.315)	(8.3)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.179	2.9	Primarily due to lower headcount and rates.	8.546	5.0	Primarily due to lower headcount and rates.
Overtime	(1.789)	(25.0)	Primarily due to higher project overtime, maintenance and unscheduled service.	(6.757)	(20.0)	Primarily due to higher weather-related overtime, project overtime, maintenance, unscheduled service and rates, partially offset by lower vacancy/absentee coverage.
Health and Welfare	(7.939)	(79.5)	Primarily due to timing of payments, partially offset by lower headcount and lower rates.	(5.351)	(13.4)	Primarily due to timing of payments, partially offset by lower headcount and lower rates.
OPEB Current Payment	(3.409)	(61.3)	Primarily due to the timing of payments, partially offset by fewer retirees and lower rates.	(1.155)	(5.2)	Primarily due to the timing of payments, partially offset by fewer retirees and lower rates.
Other Fringe Benefits	2.144	18.1	Primarily the timing of FELA payments and lower Railroad Retirement and Railroad Unemployment Insurance payments.	4.144	8.7	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	April 2014			Year-to-Date as of April 30, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(2.227)	(28.4)	Primarily due to higher rates.	(7.103)	(21.4)	Primarily due to a prior year payment and higher rates.
Fuel	(0.297)	(12.3)	Primarily due to timing of payments.	(0.827)	(8.6)	Primarily due to timing of payments and higher rates for diesel power, partially offset by lower consumption for diesel power.
Insurance	3.599	100.0	Timing of insurance premium payments.	3.597	28.4	Timing of insurance premium payments.
Claims	0.097	49.4	Timing of payment for claims.	0.385	49.1	Timing of payment for claims.
Maintenance and Other Operating Contracts	(1.215)	(15.8)	Timing of payments.	3.564	13.3	Timing of payments.
Professional Service Contracts	1.052	23.5	Primarily the timing of payments and activities for consulting services.	3.775	27.0	Primarily the timing of payments and activities for consulting services.
Materials and Supplies	0.252	1.6	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(3.055)	(5.3)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.199	15.1	Primarily due to the timing of payments.	1.354	26.1	Primarily due to the collection of prior year property damage restitution and the timing of payments.
Other Expenditure Adjustments	0.163	8.1	Lower Metrocard/AirTrain pass through payments.	0.723	9.0	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
April 2014
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.000	\$1.947	(\$0.053)	(2.6)	\$8.000	\$7.880	(\$0.120)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.632)	5.286	5.918	*	(2.864)	3.523	6.387	*
Capital & Other Reimbursements	(14.141)	(8.035)	6.106	43.2	(20.093)	(13.089)	7.004	34.9
Total Receipts	(\$12.773)	(\$0.802)	\$11.971	93.7	(\$14.957)	(\$1.686)	\$13.271	88.7
Expenditures								
<i>Labor:</i>								
Payroll	\$3.544	\$2.907	(\$0.637)	(18.0)	\$3.864	\$4.098	\$0.234	6.1
Overtime	2.033	2.871	0.838	41.2	0.526	2.571	2.045	*
Health and Welfare	0.000	(8.743)	(8.743)	-	0.000	(8.544)	(8.544)	-
OPEB Current Payment	0.000	(4.244)	(4.244)	-	0.000	(4.255)	(4.255)	-
Pensions	0.000	0.031	0.031	-	13.476	13.499	0.023	0.2
Other Fringe Benefits	1.075	2.338	1.263	*	(0.085)	0.407	0.492	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$6.652	(\$4.840)	(\$11.492)	*	\$17.781	\$7.777	(\$10.004)	(56.3)
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.443)	(\$0.443)	-	\$0.000	(\$4.048)	(\$4.048)	-
Fuel	0.000	(0.706)	(0.706)	-	0.000	(0.510)	(0.510)	-
Insurance	(1.025)	2.418	3.443	*	(3.093)	(0.269)	2.824	91.3
Claims	0.150	0.110	(0.040)	(26.9)	0.600	0.335	(0.265)	(44.1)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(1.930)	(1.930)	-	0.500	(1.404)	(1.904)	*
Professional Service Contracts	(0.527)	(0.636)	(0.109)	(20.6)	0.310	(1.638)	(1.948)	*
Materials & Supplies	0.374	(3.417)	(3.791)	*	(1.288)	(17.525)	(16.237)	*
Other Business Expenses	0.060	(0.111)	(0.171)	*	0.240	(0.356)	(0.596)	*
Total Non-Labor Expenditures	(\$0.968)	(\$4.715)	(\$3.747)	*	(\$2.731)	(\$25.414)	(\$22.683)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.000)	(\$1.837)	\$0.163	8.1	(\$8.000)	(\$7.277)	\$0.723	9.0
Total Other Expenditure Adjustments	(\$2.000)	(\$1.837)	\$0.163	8.1	(\$8.000)	(\$7.277)	\$0.723	9.0
Total Expenditures before Depreciation	\$3.684	(\$11.392)	(\$15.076)	*	\$7.050	(\$24.915)	(\$31.965)	*
Depreciation Adjustment	\$31.391	\$27.764	(\$3.627)	(11.6)	\$105.215	\$111.020	\$5.805	5.5
Other Post Employment Benefits	7.001	5.839	(1.162)	(16.6)	26.835	23.116	(3.719)	(13.9)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.668	2.267	1.599	*
Total Expenditures	\$42.243	\$22.377	(\$19.866)	(47.0)	\$139.768	\$111.488	(\$28.280)	(20.2)
Cash Timing and Availability Adjustment	0.000	(0.469)	(0.469)	-	0.000	(0.181)	(0.181)	-
Total Cash Conversion Adjustments	\$29.470	\$21.106	(\$8.364)	(28.4)	\$124.811	\$109.621	(\$15.190)	(12.2)

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

	April 2014						April 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	33,061	\$1.703	36,162	\$1.846	(3,101)	(\$0.143)	137,682	\$7.048	139,347	\$7.100	(1,666)	(\$0.053)
					-9.4%	-8.4%					-1.2%	-0.8%
<u>Unscheduled Service</u>	9,972	\$0.550	15,470	\$0.863	(5,498)	(\$0.313)	36,418	\$2.047	47,899	\$2.791	(11,480)	(\$0.744)
					-55.1%	-56.9%					-31.5%	-36.4%
<u>Programmatic/Routine Maintenance</u>	48,825	\$2.332	63,517	\$3.052	(14,692)	(\$0.719)	173,064	\$8.201	200,757	\$9.559	(27,693)	(\$1.359)
					-30.1%	-30.8%					-16.0%	-16.6%
<u>Unscheduled Maintenance</u>	486	\$0.022	459	\$0.021	27	\$0.001	2,200	\$0.099	2,210	\$0.100	(10)	(\$0.000)
					5.6%	5.6%					-0.4%	-0.4%
<u>Vacancy/Absentee Coverage</u>	50,001	\$2.459	49,266	\$2.399	736	\$0.060	172,206	\$8.450	159,473	\$7.809	12,733	\$0.641
					1.5%	2.5%					7.4%	7.6%
<u>Weather Emergencies</u>	6,446	\$0.357	1,256	\$0.061	5,190	\$0.296	73,633	\$3.775	164,868	\$8.337	(91,236)	(\$4.562)
					80.5%	83.0%					*	*
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	0	\$0.000	-	\$0.000	0	\$0.000	-	-
<u>Other</u> ³	1,511	\$0.067	1,948	\$0.256	(437)	(\$0.189)	6,050	\$0.269	7,155	\$0.941	(1,105)	(\$0.672)
					-28.9%	*					-18.3%	*
NON-REIMBURSABLE OVERTIME	150,302	\$7.490	168,077	\$8.496	(17,775)	(\$1.006)	601,253	\$29.888	721,709	\$36.637	(120,456)	(\$6.750)
					-11.8%	-13.4%					-20.0%	-22.6%
REIMBURSABLE OVERTIME	32,706	\$1.699	62,237	\$3.320	(29,531)	(\$1.621)	86,279	\$4.475	123,970	\$6.528	(37,691)	(\$2.053)
					-90.3%	-95.4%					-43.7%	-45.9%
TOTAL OVERTIME	183,008	\$9.189	230,314	\$11.816	(47,307)	(\$2.627)	687,532	\$34.363	845,679	\$43.165	(158,147)	(\$8.802)
					-25.8%	-28.6%					-23.0%	-25.6%

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)

	April 2014			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(3,101)	(\$0.143)	Higher than budgeted crew book overtime and holiday tours.	(1,666)	(\$0.053)	Higher than budgeted crew book overtime and holiday tours.
	-9.4%	-8.4%		-1.2%	-0.8%	
<u>Unscheduled Service</u>	(5,498)	(\$0.313)	Higher than budgeted outside of assignment tours.	(11,480)	(\$0.744)	Higher than budgeted outside of assignment, weather-related incidents and support of on time performance.
	-55.1%	-56.9%		-31.5%	-36.4%	
<u>Programmatic/Routine Maintenance</u>	(14,692)	(\$0.719)	Attributed to corrective measures for track rail inspections, replacement of defective rails, testing of high security switches and general maintenance needs.	(27,693)	(\$1.359)	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.
	-30.1%	-30.8%		-16.0%	-16.6%	
<u>Unscheduled Maintenance</u>	27	\$0.001		(10)	(\$0.000)	
	5.6%	5.6%		-0.4%	-0.4%	
<u>Vacancy/Absentee Coverage</u>	736	\$0.060	Primarily due to lower tours for Train and Engine and less coverage needs than expected.	12,733	\$0.641	Primarily due to lower tours for Train and Engine and less coverage needs than expected.
	1.5%	2.5%		7.4%	7.6%	
<u>Weather Emergencies</u>	5,190	\$0.296	Due to less weather expenditures than anticipated.	(91,236)	(\$4.562)	Due to inclement weather conditions caused by snow storms and various other weather-related costs system wide.
	80.5%	83.0%		*	*	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(437)	(\$0.189)	Due to double time impact and higher rated crafts.	(1,105)	(\$0.672)	Due to double time impact and higher rated crafts.
	-28.9%	*		-18.3%	*	
NON-REIMBURSABLE OVERTIME	(17,775)	(\$1.006)		(120,456)	(\$6.750)	
	-11.8%	-13.4%		-20.0%	-22.6%	
REIMBURSABLE OVERTIME	(29,531)	(\$1.621)	Primarily charges for the Concrete Tie Project, increased flagging tours and Queens bridge costs.	(37,691)	(\$2.053)	Attributed to various components of East Side Access, East Rail yard and Queens bridge costs.
	-90.3%	-95.4%		-43.7%	-45.9%	
TOTAL OVERTIME	(47,307)	(\$2.627)		(158,147)	(\$8.802)	
	-25.8%	-28.6%		-23.0%	-25.6%	

* 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 APRIL 2014

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	15	3
Procurement & Logistics (excl. Stores)	83	80	3
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	147	17
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	76	(2)
Security	11	10	1
Sr VP Operations/Service Planning	24	23	1
Total Administration	657	629	28
Operations			
Train Operations	2,062	2,012	50
Customer Services	299	288	11
Total Operations	2,361	2,300	61
Maintenance			
Engineering	1,740	1,680	60
Equipment	2,070	2,020	50
Procurement (Stores)	93	92	1
Total Maintenance	3,903	3,792	111
Engineering/Capital			
Department of Project Management	135	111	24
Total Engineering/Capital	135	111	24
Baseline Total Positions	7,056	6,832	224
<i>Non-Reimbursable</i>	6,078	5,971	107
<i>Reimbursable</i>	978	861	117
Total Full-Time	7,056	6,832	224
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 APRIL 2014**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 107 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 117 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 APRIL 2014**

	<u>Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	345	310	35
Professional, Technical, Clerical	312	319	(7)
Operational Hourlies	-	-	-
Total Administration	657	629	28
Operations			
Managers/Supervisors	328	314	14
Professional, Technical, Clerical	169	169	-
Operational Hourlies	1,864	1,817	47
Total Operations	2,361	2,300	61
Maintenance			
Managers/Supervisors	759	697	62
Professional, Technical, Clerical	269	258	11
Operational Hourlies	2,875	2,837	38
Total Maintenance	3,903	3,792	111
Engineering/Capital			
Managers/Supervisors	98	88	10
Professional, Technical, Clerical	37	23	14
Operational Hourlies	-	-	-
Total Engineering/Capital	135	111	24
Total Positions			
Managers/Supervisors	1,530	1,409	121
Professional, Technical, Clerical	787	769	18
Operational Hourlies	4,739	4,654	85
Total Positions	7,056	6,832	224

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

RIDERSHIP	April 2014				Year-to-Date April 2014			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.075	4.129	0.054	1.3%	15.458	15.567	0.109	0.7%
Weekly	0.142	0.147	0.004	3.0%	0.554	0.602	0.047	8.5%
Total Commutation	4.217	4.275	0.058	1.4%	16.012	16.168	0.156	1.0%
One-Way Full Fare	0.661	0.675	0.014	2.1%	2.427	2.435	0.008	0.3%
One-Way Off-Peak	1.404	1.393	(0.011)	-0.8%	5.227	5.218	(0.010)	-0.2%
All Other	0.792	0.847	0.055	6.9%	2.874	3.025	0.151	5.2%
Total Non-Commutation	2.857	2.914	0.057	2.0%	10.528	10.678	0.149	1.4%
Total	7.074	7.190	0.116	1.6%	26.540	26.846	0.306	1.2%

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

	MONTH			VARIANCE	
	Actual 2014	Adopted Budget	Actual 2013	vs. Budget	vs. 2013
Farebox Operating Ratio					
Standard ⁽¹⁾	49.1%	45.3%	54.1%	3.8%	-5.0%
Adjusted ⁽²⁾	58.7%	55.5%	67.6%	3.2%	-8.9%
Cost Per Passenger					
Standard ⁽¹⁾	\$15.18	\$16.41	\$13.71	\$1.23	(\$1.47)
Adjusted ⁽²⁾	\$13.25	\$14.23	\$11.63	\$0.98	(\$1.62)
Passenger Revenue/Passenger ⁽³⁾	\$7.45	\$7.43	\$7.41	\$0.02	\$0.04
	YEAR-TO-DATE			VARIANCE	
	Actual 2014	Adopted Budget	Actual 2013	vs. Budget	vs. 2013
Farebox Operating Ratio					
Standard ⁽¹⁾	46.3%	43.3%	47.3%	3.0%	-1.0%
Adjusted ⁽²⁾	57.1%	53.6%	59.2%	3.5%	-2.1%
Cost Per Passenger					
Standard ⁽¹⁾	\$16.53	\$17.59	\$15.51	\$1.07	(\$1.02)
Adjusted ⁽²⁾	\$14.34	\$15.22	\$13.22	\$0.88	(\$1.12)
Passenger Revenue/Passenger ⁽³⁾	\$7.64	\$7.62	\$7.32	\$0.02	\$0.32

(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

APRIL 2014

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

April

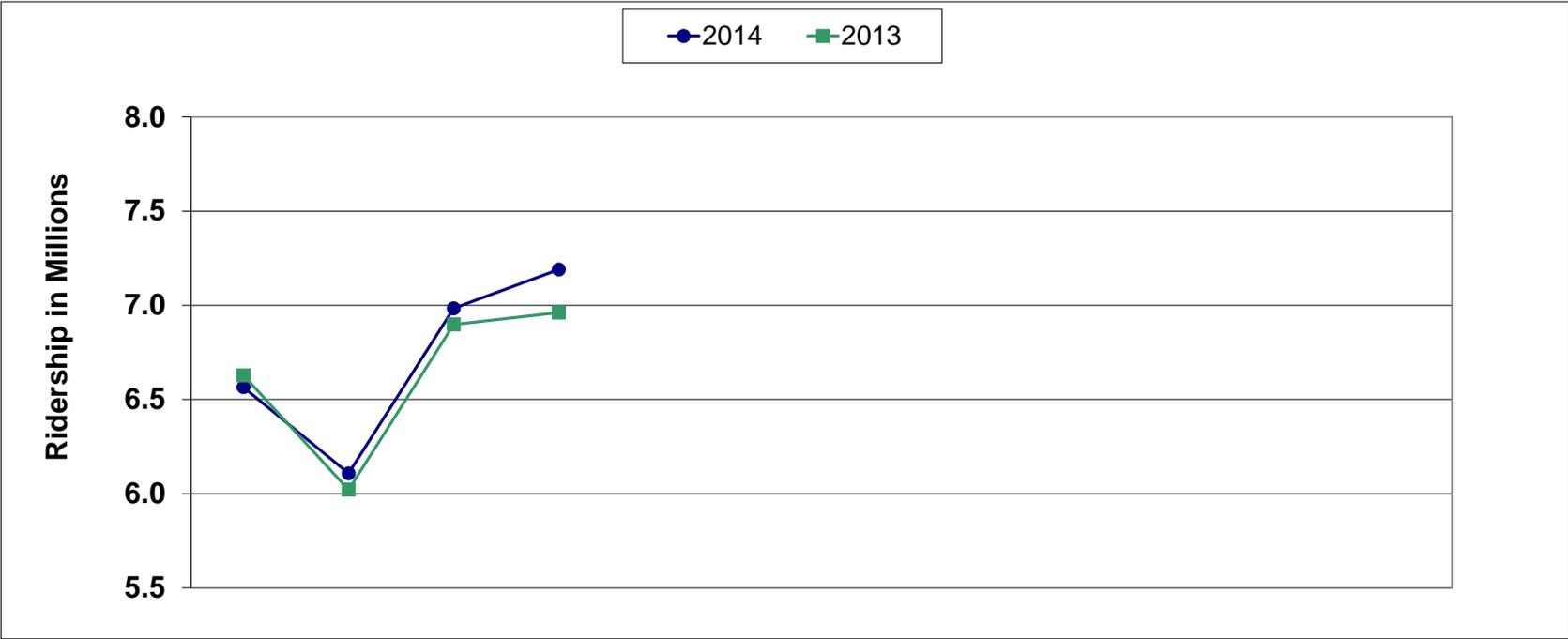
- April 2014 total ridership was 7.190 million vs. 6.962 million in April 2013, resulting in an increase of 228,118 passengers, or a 3.3% increase compared to April 2013.
- April 2014 commutation ridership was 4.275 million vs. 4.231 million in April 2013, resulting in an increase of 44,773 passengers, or an increase of 1.1%.
- April 2014 non-commutation ridership was 2.914 million vs. 2.731 million in April 2013, an increase of 183,345 passengers, or an increase of 6.7%. One factor influencing ridership comparisons is the difference in the timing/calendar of the spring holidays. Both Passover and Easter occurred in April 2014, and for 2013, both holidays occurred in the month of March.
- April 2014 revenue was \$53.4 million vs. \$51.4 million, an increase of \$2,000,981 or an increase of 3.9% compared to April 2013.

Year-To-Date

- 2014 YTD total ridership was 26.846 million vs. 26.508 million in 2013, an increase of 337,501 or a 1.3% increase compared to 2013, and 1.2% above budget.
- 2014 YTD commutation ridership was 16.168 million vs. 15.849 million in 2013, an increase of 319,578 or a 2.0% increase compared to 2013, and 1.0% above budget.
- 2014 YTD non-commutation ridership was 10.678 million vs. 10.660 million in 2013, an increase of 17,923 or an increase of 0.2% compared to 2013, and 1.4% above budget.
- 2014 YTD revenue was \$204.5 million vs. \$193.9 million in 2013, an increase of \$10,617,049 or an increase of 5.5% compared to 2013 and 1.5% above budget.

APRIL RIDERSHIP

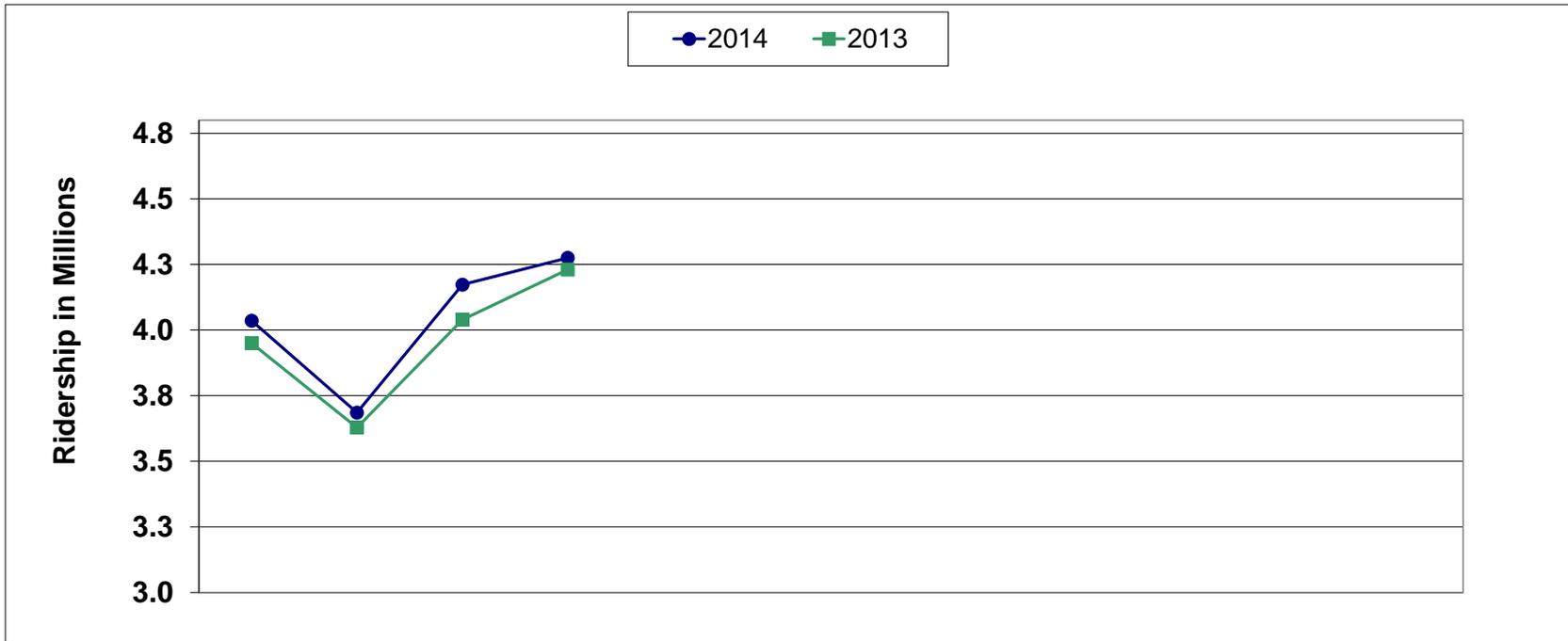
●April's Total Ridership was 3.3% above '13 and 1.6% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.6	6.1	7.0	7.2									26.8
2013	6.6	6.0	6.9	7.0									26.5
PCT CHG.	-0.9%	1.4%	1.2%	3.3%									1.3%

APRIL COMMUTATION RIDERSHIP

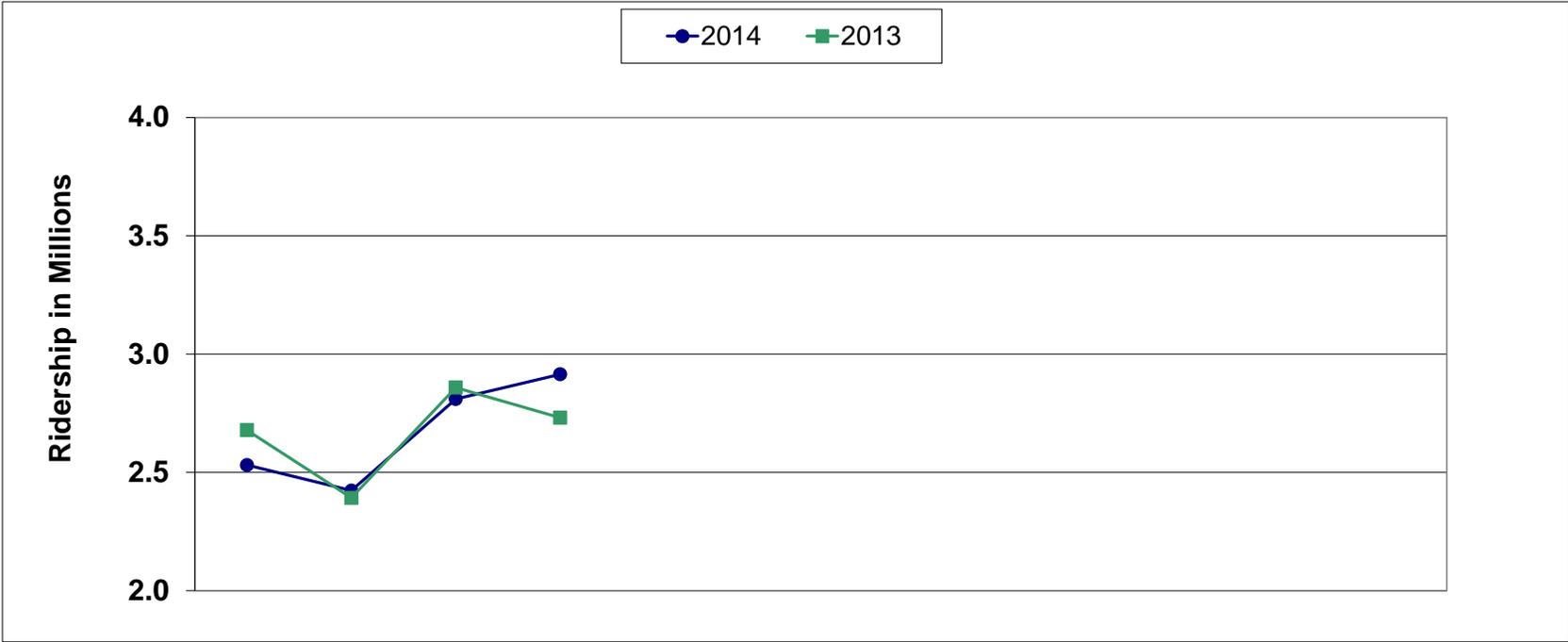
●April's Commutation Ridership was 1.1% above '13 and 1.4% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.0	3.7	4.2	4.3									16.2
2013	3.9	3.6	4.0	4.2									15.8
PCT CHG.	2.2%	1.6%	3.3%	1.1%									2.0%

APRIL NON-COMMUTATION RIDERSHIP

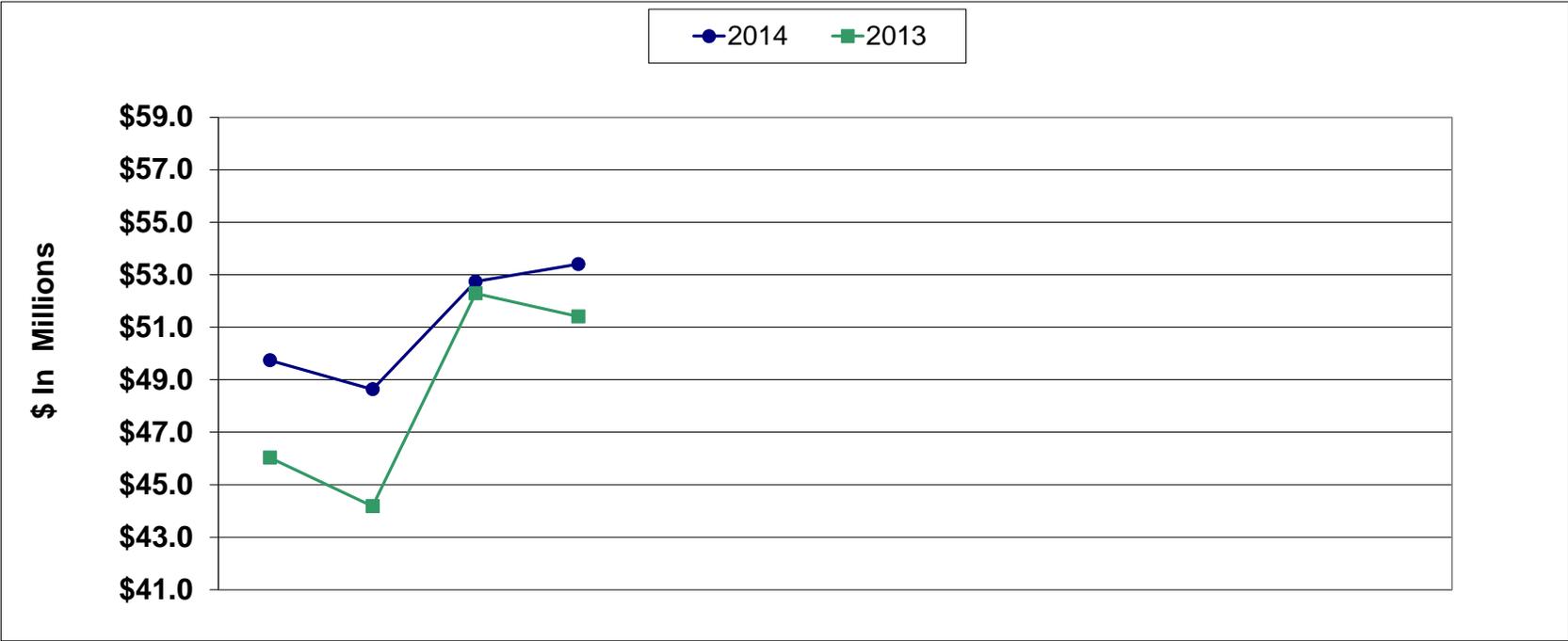
●April's Non-Commutation Ridership was 6.7% above '13 and 2.0% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.5	2.4	2.8	2.9									10.7
2013	2.7	2.4	2.9	2.7									10.7
PCT CHG.	-5.5%	1.3%	-1.7%	6.7%									0.2%

APRIL REVENUE

•April's Total Revenue was 3.9% above '13 and 2.1% 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	\$53.4									\$204.5
2013	\$46.0	\$44.2	\$52.3	\$51.4									\$193.9
PCT CHG.	8.1%	10.1%	0.9%	3.9%									5.5%

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

TICKET TYPE/SERVICE	APRIL 2014	APRIL 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,275,362	4,230,589	44,773	1.1%
NON-COMMUTATION RIDERSHIP	2,914,415	2,731,070	183,345	6.7%
TOTAL RIDERSHIP	7,189,777	6,961,659	228,118	3.3%

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

TICKET TYPE/SERVICE	APRIL 2014	APRIL 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	16,168,353	15,848,775	319,578	2.0%
NON-COMMUTATION RIDERSHIP	10,677,631	10,659,708	17,923	0.2%
TOTAL RIDERSHIP	26,845,984	26,508,483	337,501	1.3%

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

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

REVENUE	APRIL 2014	APRIL 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,315,668	\$27,959,284	\$356,385	1.3%
NON-COMMUTATION REVENUE	\$25,093,637	\$23,449,041	\$1,644,596	7.0%
TOTAL REVENUE	\$53,409,306	\$51,408,325	\$2,000,981	3.9%

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

REVENUE	APRIL 2014	APRIL 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$112,409,254	\$105,746,823	\$6,662,431	6.3%
NON-COMMUTATION REVENUE	\$92,121,055	\$88,166,437	\$3,954,618	4.5%
TOTAL REVENUE	\$204,530,309	\$193,913,260	\$10,617,049	5.5%



Long Island Rail Road

CAPITAL PROGRAM REPORT

June 2014

LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
May 2014

PN-TU: JAMAICA CAPACITY IMPROVEMENTS PHASE 1

Project Budget: \$301.65M

Milestone: Contract Award

A Contract for Design-Build Services for the Reconfiguration of Johnson Avenue Yard in Jamaica, Queens, was awarded to Picone-Schiavone II for \$25,796,000. The Design-Build Contractor will perform the final Johnson Avenue Yard design, progress yard construction, modify track alignments, and will provide space for an additional platform to be located south of the existing station platforms. Work will also include new track and service aisles, retaining walls and other structural support systems, drainage systems, yard lighting, utility relocations, and communication and security systems for the fully functioning yard. Additional Contract Options require the Contractor to furnish 6 additional track switches and install the balance of yard lead track. The reconstruction of Johnson Ave Yard will allow for the future reconstruction of the additional Jamaica service platform required to support East Side Access Readiness and will facilitate the next phase of Jamaica Capacity Improvements. Design-Build Completion is planned for the 2nd Quarter 2016.

PN-27: NEW ATLANTIC TERMINAL ELEVATOR

Project Budget: \$3.43M

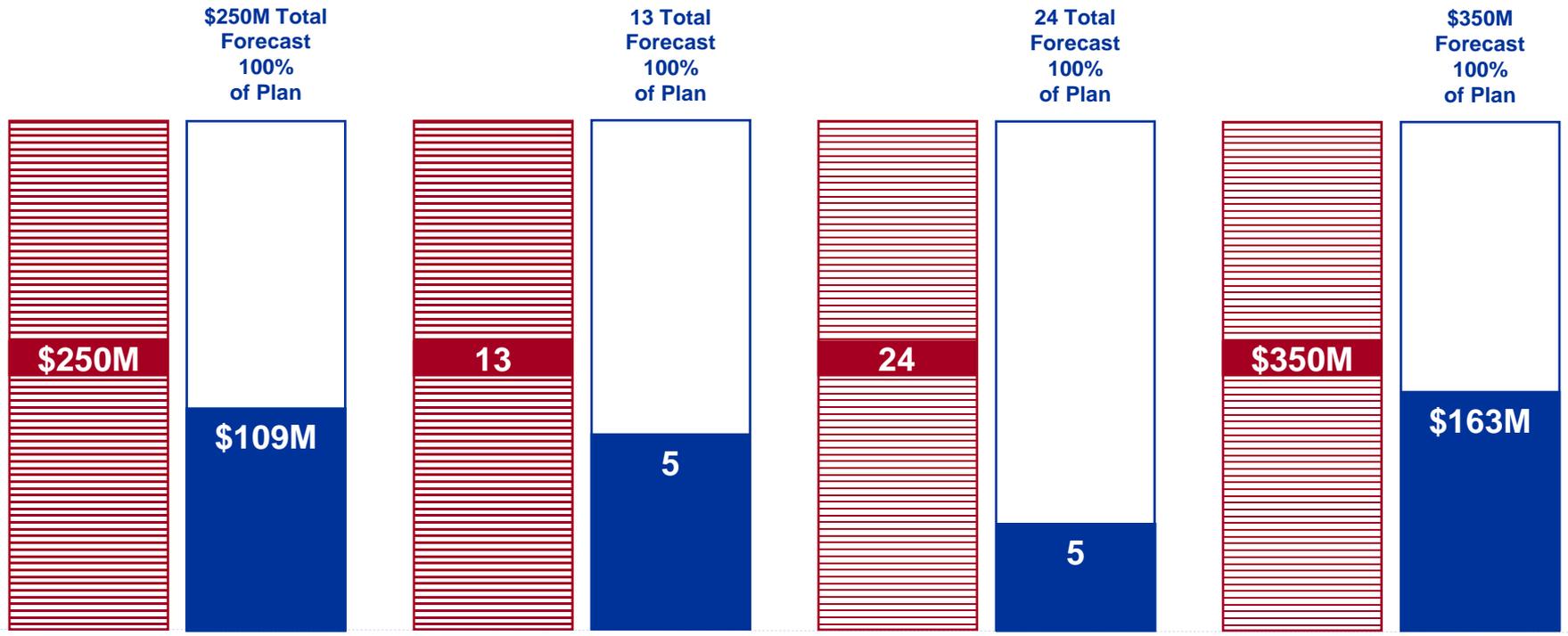
Milestone: Beneficial Use

The construction of a new elevator and associated equipment at the Atlantic Terminal Station is complete. The new elevator will complement the existing elevator and will enhance vertical circulation from the street level to the station concourse level. This second elevator will support existing usage and ensure reliable service at this busy Brooklyn station.

MENTORING ACTIVITIES

- Supplemental HVAC at JCC: Punchlist work in progress.
- Hillside UCC Shop Elevators [Under Car Cleaning]: Site work commenced.
- Holban Yard: Paving work continued.
- Woodside / Merrick Elevator Replacement: Submittals in progress.
- Sutphin Overpass Painting / Fireproofing: Construction continued.
- HSF Electrolysis Lab: Construction continued.
- Shea Yard Paving: Work substantially complete.
- Jamaica HR Building Improvements: Submittals in progress.
- Harold Tower Rehabilitation: Submittals in progress.
- Hillside UCC Shop and Pump House Roof: Procurement in progress.
- HSF Fire Pump and Boiler Tube Replacement: Procurement in progress.
- Grade Crossing and Miscellaneous Paving: Procurement in progress.

2014 LIRR Capital Program Goals



2014 PLAN



ACTUAL as of May 31, 2014



FORECAST through December 31, 2014