



Metropolitan Transportation Authority

Long Island Committee Meeting

July 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

Joint MetroNorth/Long Island Railroad Committee Meeting

347 Madison Ave. - 5th Floor Board Room

New York, NY 10017

Monday, 7/28/2014

8:00 - 9:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. Approval of Minutes - June 23, 2014

Long Island Committee Minutes June 23, 2014 - Page 4

3. 2014 WORK PLAN

LIRR 2014 WORK PLAN - Page 12

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

b. MTA Capital Construction Report

MTACC Report - Page 16

c. MTA Police Report

MTA Police Report - Page 22

5. INFORMATION ITEMS

a. Environmental Audit

2014 Environmental Audit - Page 27

b. September Track Work Program

September Track Work Program - Page 30

c. Diversity/EEO Report - 1st Q 2014

Diversity EEO Report - 1st Q 2014 - Page 32

6. PROCUREMENTS

a. LIRR Procurements

LIRR Procurements - Page 45

i. Non-Competitive

LIRR Non-Competitive Procurements - Page 49

ii. Competitive

LIRR Competitive Procurements - Page 52

iii. Ratifications NONE

b. MTA CC Procurements

MTACC Procurements - Page 56

i. Non-Competitive NONE

ii. Competitive

MTACC Competitive Procurements - Page 59

iii. Ratifications NONE

7. STATUS OF OPERATIONS

Status of Operations Report - Page 63

a. Enhanced Safety Actions Update

Enhanced Safety Action Report - Page 75

8. FINANCIAL & RIDERSHIP REPORT

Financial & Ridership Report - Page 76

9. CAPITAL PROGRAM REPORT

Capital Program Report - Page 104

Date of next meeting: Monday, September 22, 2014 at 9:30 AM

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

Monday, June 23, 2014

Meeting held at

347 Madison Avenue

New York, New York 10017

9:30 a.m.

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. James Sedore
Hon. Carl V. Wortendyke

The following members were not present:

Hon. Jeffrey Kay
Hon. Vincent Tessitore, Jr.

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

Chairman Pally called the meeting to order.

There were two public speakers. Orrin Goetz suggested that the LIRR consider piloting the use of New Jersey Transit dual mode locomotives for through-service. Murray Bodin asked the LIRR to reconsider the sounding of train horns at certain crossings, advocating instead that such warning sounds should emanate from the crossing itself.

Upon motion duly made and seconded, the minutes of the May 19, 2014 Committee meeting were approved. There were no changes to the Work Plan. Board Member Ballan was not present for the vote on procurements. Board Member Ferrer was not present for the vote on the minutes.

MTA LONG ISLAND RAIL ROAD

LIRR President Patrick A. Nowakowski discussed LIRR service on June 7th to and from the Belmont Stakes. He noted that the station at Belmont is located just east of Jamaica Village Station, and that special trains were run every half hour out of from Penn Station, stopping at Jamaica and Belmont. LIRR had standby crews and extra trains on location to supplement that service in the event of crowding, so that LIRR was prepared for peaks exceeding the capacity of the scheduled service. In the course of this Triple Crown event, LIRR experienced a number of overcrowded situations and utilized this additional capability to supplement service. LIRR delivered passengers to Belmont over a seven hour period, from about 9:45 am to about 5:00 pm.

President Nowakowski stated that people started leaving Belmont as early as 5:00 pm, which may have been due to overcrowding at the park. LIRR carried 36,000 people for the Belmont Stakes Race, approximately 30% more than our previous record of 26,800 people. LIRR did not have any issues in terms of delivering people to the event; the problem with an event of this type develops when large numbers of people want to leave at the same time. President Nowakowski, with respect to the physical lay-out of the station, noted that there are six tracks, each of which is able to load an eight-car train. Those six tracks proceed through a series of manual switches which must be thrown by hand; there are no automatic switches. At departure time, when the last race was run, people were already lined up on a pedestrian overhead bridge leading to the tracks. There are stairways to individual small, wooden platforms at ground level. President Nowakowski noted that Belmont is not an accessible station for ADA purposes. He noted that there were two additional races after the Stakes race planned, as well as a concert, in order to entice people to stay for an extended period of time, to mitigate crowding at departure time. He observed that while some did stay for the extra events, not enough people did so. There was a crush load from the minute the last race went off, at about 7:00 p.m., until 10:30 that evening. It took about 3 ½ hours to get all passengers out of Belmont. President Nowakowski stated that the limiting factor in terms of train capacity at Belmont is the single track leading into the station. That track is not signaled; there are hand switches and there is a five mile per hour speed limit because the curvature of the track is in the order of 14 to 15 degrees. Since it is only a single track, LIRR cannot move a train in and a train out at the same time. When the races were finished, all platforms had empty trains waiting for people, but movement of trains was limited by the single access track.

President Nowakowski stated that, in terms of how LIRR can improve capacity and service, we are evaluating if there is any way to bring a second track into the station. The real estate is very limited; the track curvature will still be a problem; and the station location and the access point leading to the station cannot be changed. President Nowakowski stated that there may be a way to make improvements, and we will have design experts look at this situation.

President Nowakowski then reported that LIRR had a follow-up meeting the previous Friday with the New York Racing Association to talk about how we can do better going forward. One of the biggest issues is our ability to communicate with customers, as there are no public address system and limited signage. Also, he noted the closure of the pedestrian bridge that accesses our station tracks. That action was taken for safety reasons by the Nassau County Fire Commissioner. President Nowakowski said that we are going to put a task force together with the New York Racing Association to address these issues. He mentioned Chief Coan's participation in this meeting, and that it was decided that we needed to have a multi-agency Command Center that would enable communications among the agencies involved, whether about traffic issues, crowd control issues or anything other issue. President Nowakowski said that we will also want to clarify the existing agreements regarding maintenance responsibilities, some of which date back to 1905. The goal is to have a workable facility with clear lines of responsibility.

President Nowakowski then discussed safety. He reported that for the second year in a row, LIRR was awarded a Gold Award for safety by APTA in the Commuter Rail category; last year it was in the area of Rail Equipment and this year's award recognized our Transportation Department for a management intervention program that responds proactively based on certain early indicators. President Nowakowski recognized Robert Free, Chief Transportation Officer; Thomas Kost, Superintendent of Train Movement; Bret Becker, Superintendent of Engine Service; Scott Petraglia, Operating Superintendent of Safety Rules and Regulatory Compliance; and, Sarita Hill, Lead Transportation Manager, for their involvement in this program.

With respect to ridership, President Nowakowski noted continued growth. In May, total ridership increased +4.2%. May's ridership was the highest so far this year. Total year-to-date ridership increased +1.9%. There were increases in commutation ridership, with monthly and weekly ticket sales up. There was also an increase in non-commutation ridership of almost 7% in May; non-commutation year-to-date increased +1.6%. There was a 30% increase in ridership associated with Getaway Deals, in part driven by Nets and Rangers games. President Nowakowski noted that LIRR is running many summer packages and that The Cannonball has been a success.

Board Member Ballan asked if there were any injuries that occurred during the exiting at Belmont. Chief Coan responded that there were no major incidents and no arrests. There were a few minor cases of dehydration, and EMTs and MTA police officers were on the scene rendering the aid. Board Member Ballan also stated that in his view the preparation for the massive crowds that could be expected was inadequate. He asked for a timetable regarding planning for the race next year, including the timetable for meetings with NYRA. He mentioned possible alternatives such as busing and additional post-race events. He asked that if there are any capital issues, to bring that to the Committee's attention.

President Nowakowski noted that LIRR was prepared with trains and people to operate them, but that a better job could be done with respect to communications. He noted again the limitations of capacity to bring train in and out of the station, and that LIRR was looking at what could be done in this regard. He noted that this is a once a year crowd and expenditures need to be considered accordingly. President Nowakowski gave credit to Chief Coan and his team, including for their assistance to disabled customers.

President Nowakowski also noted that LIRR's first meeting with NYRA after the event was very positive and results focused, with both organizations agreeing to dedicate people to the effort to improve service. Board Member Greenberg asked whether it was feasible to utilize bi-levels with diesels for this service and President Nowakowski responded LIRR will consider all options. Board Member Moerdler underscored that the Belmont Stakes is a once a year occasion and that resources should be devoted accordingly.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported progress on the East Side Access Project.

President Horodniceanu presented a slideshow to illustrate the vent plant facilities being built in support of the East Side Access Project. Construction of the 44th Street Vent Plant Facility (CM004) will finish at the end of the month but the site will continue to be used as an access point for material deliveries. The 245 Park Avenue Entrance opened in October 2013. Punch list items will be completed in August. The 50th Street Vent Plant Facility (CM013) will have a public space adjacent to its above ground structure. The public space is complete and ready to open, pending a Con-Edison hookup. The 55th Street Vent Plant Facility (CM013A) will be constructed completely underground and completion is scheduled for July 2015.

The Manhattan South Structures (CM005) contractor will achieve its first milestone, completion of the work at the North End of the East Cavern, in July 2014. The Manhattan North Structures (CM006) contract has been awarded and the contractor has mobilized and started early field work. The GCT Concourse and Facilities Fit-Out contract (CM014B) was advertised and has received great interest based on the number of contractors who picked up plans. MTA Capital Construction expects to award contract CM014B in November 2014.

A number of state legislators have expressed interest in the East Side Access Project. President Horodniceanu made a presentation to Senator Liz Krueger in May and expects to make presentations to Assemblyman Dan Quart in June and to Senator Brad Hoylman in July. In addition, MTACC gave a presentation to Community Board 5's Transportation Committee on May 27.

Board Member Greenberg asked what MTA Capital Construction is doing to address lost time injury rates. President Horodniceanu reported that MTA Capital Construction is changing its approach with certain contractors and placing greater emphasis on manager accountability. President Horodniceanu also reported that he has appointed a Safety Officer that will report directly to the President.

MTA POLICE DEPARTMENT

Chief Coan reported an increase to 19 incidents from 11 incidents last May, driven mainly by an increase in larcenies (14 this May compared to 7 last May). Of the five larcenies involving iPhone theft, two arrests have been made. There were three robberies with arrests made in two of them. He stated that the MTAPD is continuing to work with LIRR on a ticket collection inspection program, leading to 41 arrests so far this year; 18 of those cases are related to one individual who has been identified as a person of interest. Chief Coan stated that the MTAPD is working with the Nassau District Attorney's Office to get an arrest warrant for that individual.

There was a discussion of the use of bank card "skimmers" in connection with TVM fraud. In response to Board Member Moerdler's questions, Chief Coan noted that the skimmer devices are getting more sophisticated. These devices are made in homes or make-shift labs, and where information is obtained the Police Department is able to shut down those manufacturers. He noted that the MTAPD is working hand-in-hand with the New York Police Department which has a new larceny unit with 250 officers dedicated to these types of crimes. He emphasized that customers should exercise appropriate caution.

MTA LONG ISLAND RAIL ROAD

Information Items

There were four LIRR information items:

- Positive Train Control ("PTC") Update
- Penn Station Retail Development
- July Track Work Program
- Atlantic Yards Amended Agreements

Regarding the final item, President Nowakowski noted that the Board is being asked to amend the Atlantic Yards agreements, extending the schedule for completion of the LIRR Yard, to allow for platform foundations to be put in concurrently with the Yard work. This is a benefit

to the LIRR, as it avoids future disruptions to the completed Yard. In response to a question from Board Member Wortendyke, President Nowakowski stated that the extension of the Yard work would not delay the overall Atlantic Yards project.

Procurements

There was one LIRR procurement:

- A competitively-bid Miscellaneous Service Contract to United Cesspool, Inc. in the not-to-exceed amount of \$200,000 for the daily removal, transport, neutralization and lawful disposal of wastewater from the Ronkonkoma Train Wash Facility, for a two-year period beginning July 1, 2014.

In response to Board Member Greenberg's question, Michael Gelormino, Senior Vice President–Operations, stated that the Ronkonkoma car wash was built well before the Babylon facility, and due to the latter facility's updated technology, it does not need this type of servicing. Chairman Pally stated his understanding that new development taking place at Ronkonkoma may help the situation as the County is expanding its sewer system in that area.

Details of the above procurement item are set forth in the Staff Summary, copies of which are on file with the records of this meeting. Upon motion duly made and seconded, the above procurement item was approved for recommendation to the Board.

MTA CAPITAL CONSTRUCTION

Procurements

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

The two procurement items are as follows:

1. Modification to Contract No. CH054A to provide for trenchless excavation for the installation of seven hundred linear foot section of storm sewer pipe in the amount of \$2,200,000.
2. Modification to Contract No. CM005 for the installation of the final lining of Access Tunnels #1 & #2. This is a scope and budget transfer in the amount of \$5,095,500.

Board Member Moerdler asked President Horodniceanu what the expectation is of engineers and architects with regard to investigation in connection with design work and why the work to be performed in CH054A did not take into account the catenary poles constructed as part of Contract No. CH053. Dr. Horodniceanu explained that this issue is part of a currently pending Errors and Omissions

claim against the designer and that, in most cases, designers are expected to review existing field conditions and adjust their designs accordingly.

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 held this day.

There was a discussion including Board Member Moerdler and Board Member Greenberg about LIRR's On Time Performance ("OTP") and assertion that it needs improvement. Board Member Moerdler stated that the Port Jefferson Branch continues to be the worst performing branch on the railroad with just 88.3% of the trains arriving on time and that 35% of the delays in May were preventable. He asked President Nowakowski to consider ways to remedy the delay situation and the standee situation which have been recurring situations during Mr. Moerdler's tenure on the Board.

Board Member Greenberg commented that we are not meeting goal on almost every line and suggested an examination of the underlying factors. He suggested that LIRR take another look at whether goals should be re-stated to better reflect the reality of the operation.

Board Member Moerdler referred to an increase in FRA reportable employee injuries on page 69 of the Committee book. He stated that FRA reportables are at the highest point they have been in five years; that employee lost time is at an all-time high; and that in 2014 year-to-date there are 207 customer injuries as compared with 161 last year. He stated that he understood that there were circumstances created by winter weather, but urged President Nowakowski to focus on this issue.

Committee Member Greenberg concluded by congratulating Michael Gelormino and the staff in the diesel shop at the LIRR, noting that the diesel and the dual mode locomotive MBDF numbers are at a record high. He stated that he hopes renovation of the Diesel Shop is funded in the next Capital Program.

Adjournment

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

Respectfully submitted,

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

Richard L. Gans
Secretary

2014 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2014

Environmental Audit	Corporate Safety & Training
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September 2014

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

October 2014

2015 Preliminary Budget (Public Comment)	President
ESA Readiness Update	

November 2014 (Joint Meeting with MNR)

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

December 2014

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

JULY 2014

Environmental Audit Report

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

SEPTEMBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

2014 Mid-Year Forecast

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

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.

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 July 2014

Project Description

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

Budget and Estimate at Completion (EAC)

	<u>New Budget</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$720,615,810	\$720,615,810	\$626,376,546
Construction	\$8,036,910,326	\$8,036,910,326	\$3,701,326,073
Project Management	\$1,036,168,644	\$1,036,168,644	\$573,770,823
Real Estate	\$182,076,230	\$182,076,230	\$112,634,547
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$5,014,107,989

* An additional \$463 million budgeted for ESA rolling stock is included in a reserve.

Major Milestones and Forecasts

	<u>Original Schedule</u>	<u>New Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	November 2014	November 2014
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	December 2022	December 2022

Current Issues/Highlights

- **Manhattan South Structures (CM005):** Milestone to complete the work in North End of the East Cavern was achieved in early July. The next milestone to be completed is the Escalator/Cavern Connection, which is scheduled for September 2014.
- **Manhattan North Structures (CM006):** Contractor has started work on the west side structures at 50th and 55th Streets and 63rd Street tunnel.
- **55th Street Vent Plant Facility (CM013A):** Concrete pour for the slabs and exterior walls for the Traction Power Level and Facility Power Room are complete. Contractor will start rebar installation for the slab in the Fan Room. Work continues in the East and West plenums.
- **Plaza Substation and Queens Structures (CQ032):** Concrete placement for the invert slab in the Yard Lead Tunnel has been completed.
- **Systems Package 3 – Signal Equipment Procurement (VS086):** Notice of Award was given to Ansaldo STS USA Inc. on June 27, 2014 for the contract amount of \$19,945,259.

- **Harold Structures (CH053):** Completed construction of 48th Street Bridge and associated retaining walls as well as the installation of soldier piles for the Tunnel A reception pit. Commissioning of the 12KV ductbank C feeders is scheduled to commence by the end of July 2014.
- **Harold Structures (CH054A):** Completed construction of open cut sections of Storm Sewer. The remaining 750 linear feet of sewer will be constructed by trenchless excavation and is expected to commence in July 2014. Completed setup of equipment for 12KV Microtunnel Run 13 which is scheduled to commence in August 2014.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - July 2014

Expenditures thru June 2014; \$\$ in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,144.3	\$ 3,701.3
Design	\$ 720.6	\$ 662.3	\$ 626.4
Project Management	\$ 1,036.2	\$ 652.4	\$ 573.8
Real Estate	\$ 182.1	\$ 116.5	\$ 112.6
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 6,575.5	\$ 5,014.1

† 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	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$57.2	\$52.0	\$5.3	\$31.5	Nov-2011	Nov-2011	Apr-2013	Dec-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.1	\$1.8	\$21.3	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$223.4	\$202.2	\$21.3	\$45.5	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$316.4	\$294.2	\$22.2	\$0.0	Mar-2014	Mar-2014	Nov-2016	Nov-2016
CM014B: GCT Concourse & Cavern Fit-Out		<i>In Procurement</i>			Dec-2014	Dec-2014	N/A	Aug-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out		<i>In Design</i>			Jul-2015	Jul-2015	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$238.9	\$213.7	\$25.2	\$111.5	Aug-2011	Aug-2011	Aug-2014	Oct-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$316.5	\$239.0	\$77.6	\$199.3	Jan-2008	Jan-2008	Feb-2011	Dec-2014
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.3	\$104.3	\$22.0	\$0.0	Nov-2013	Nov-2013	Feb-2016	Mar-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		<i>In Design (Repackaging)</i>			Nov-2014	Nov-2014	N/A	Aug-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			Jul-2015	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	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Tunnel Systems (CS284)		<i>In Design (Repackaging)</i>			TBD	TBD	N/A	TBD
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$20.8	\$1.0	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084)		<i>In Procurement</i>			Sep-2014	Sep-2014	N/A	Oct-2019

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

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

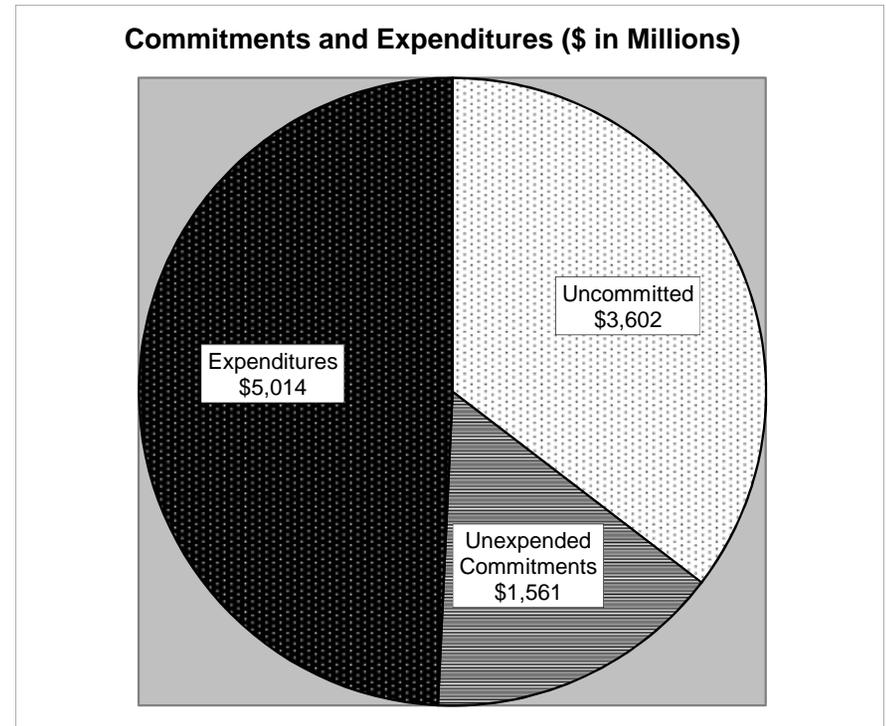
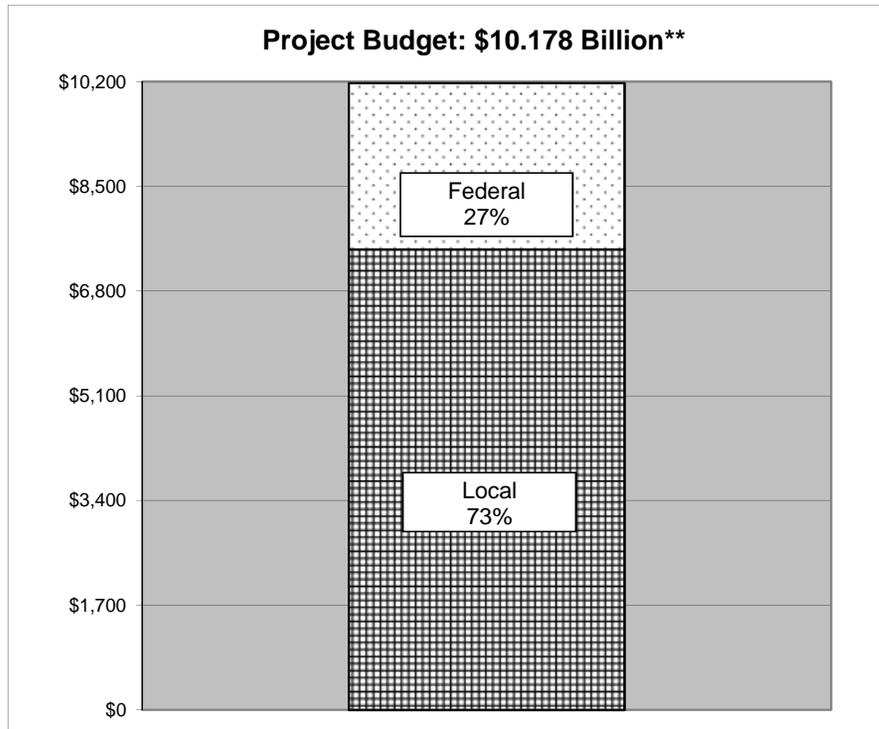
East Side Access Status

Report to the Railroad Committee - July 2014

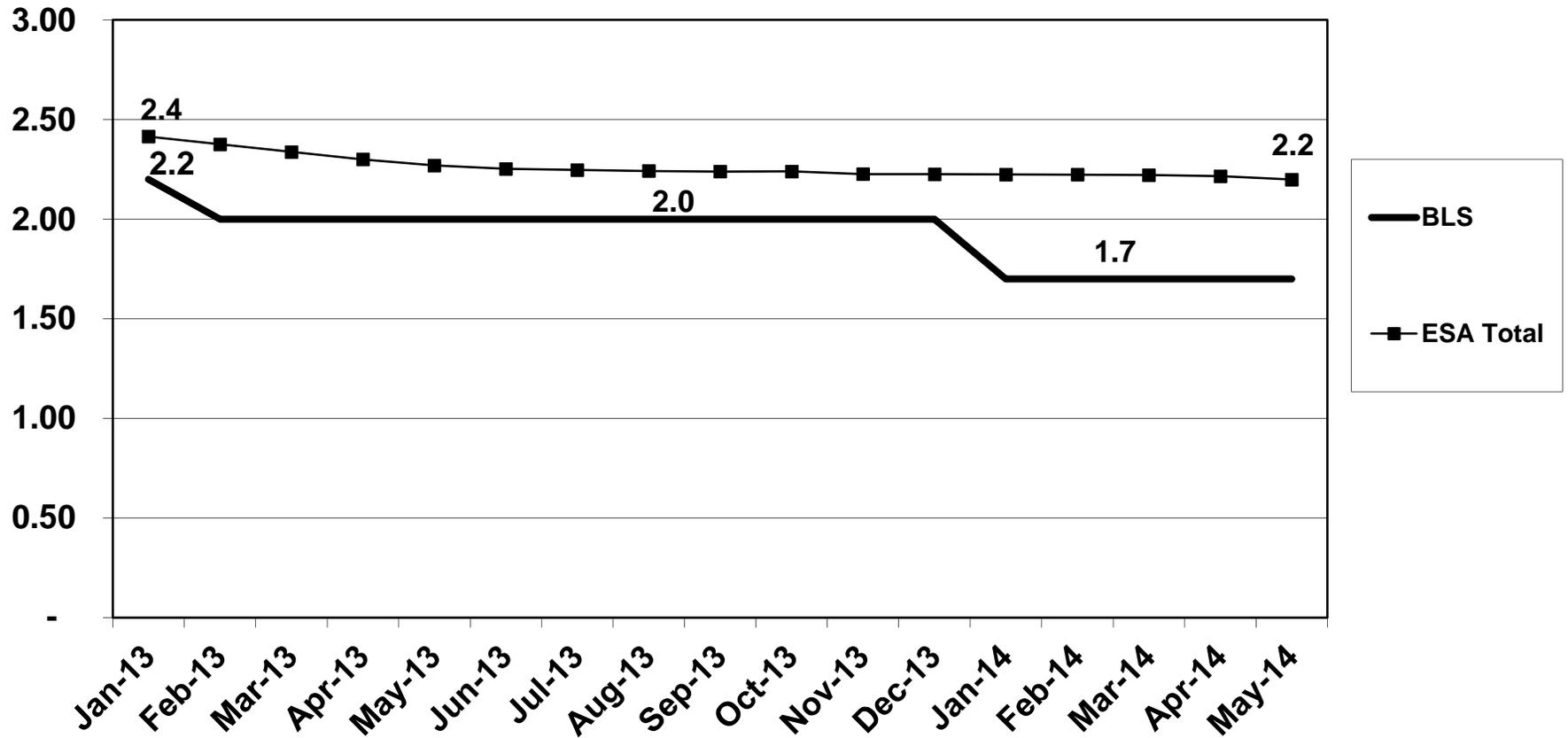
(data thru June 2014)

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	2,501
2010-2014	3,232	3,228	-	5	5	2,209	1,023	851
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 6,576	\$ 3,602	\$ 5,014

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



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



Note:

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



POLICE REPORT

July 2014



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

June 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	3	0	3	100%
Burglary	1	0	1	100%
Grand Larceny	4	14	-10	-71%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	15	-3	-20%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	15	8	7	88%
Felony Assault	13	8	5	63%
Burglary	2	2	0	0%
Grand Larceny	57	62	-5	-8%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	87	80	7	9%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

June 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	5	2	40%
Felony Assault	3	1	2	200%
Burglary	6	0	6	100%
Grand Larceny	17	21	-4	-19%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	33	27	6	22%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	29	24	5	21%
Felony Assault	18	16	2	13%
Burglary	14	5	9	180%
Grand Larceny	113	111	2	2%
Grand Larceny Auto	1	4	-3	-75%
Total Major Felonies	175	161	14	9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
June 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	7	4	1	2
Fel. Assault	3	3	0	0
Burglary	6	1	5	0
Grand Larceny	17	4	13	0
GLA	0	0	0	0
Total	33	12	19	2
Crimes Per Day	1.10	0.40	0.63	0.07



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 6/30/2014

Arrest Classification	Total Arrests
Robbery	26
Felony Assault	15
Burglary	5
Grand Larceny	34
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	24
Assault-Misdemeanor	36
Breach of Peace	5
Child Endangerment	1
Criminal Contempt	1
Criminal Impersonation	1
Criminal Mischief	19
Criminal Possession Stolen Property	6
Criminal Trespass	11
Disorderly Conduct	2
Drug Offenses	25
DUI Offenses	8
Falsely Reporting an Incident	2
Forgery	66
Fraud	2
Graffiti	8
Harassment	5
Make Terrorist Threat	1
Menacing	6
Obstruct Government	3
Panhandling	1
Petit Larceny	46
Public Lewdness	22
Reckless Endangerment	4
Resisting Arrest	31
Sex Offenses	5
Stalking	2
Theft of Services	70
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	26
Weapons Offenses	4
Arrest Totals	529



Long Island Rail Road

INFORMATION

ITEMS

Memorandum



Date: July 21, 2014

To: Members of the MTA Board LIRR Operating Committee

From: Patrick A. Nowakowski, President

A handwritten signature in black ink, appearing to read "Patrick A. Nowakowski".

Re: Information Item: 2014 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings to the LIRR's 2014 NYS Environmental conservation Audit.

The NYS Department of Environmental conservation (NYSDEC) audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2014 audit the LIRR performed the following:

- Conducted audit inspections at various LIRR properties including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations;
- Updated the audit data base for pre-existing violations and entered new violations that occurred during the audit period.

LIRR's findings identified 49 violations as follows:

- Chemical spills (22)
- Third Party Actions (9)
- Oil/Petroleum Spills (14)
- Other (4)

During the audit period three violations were closed to the satisfaction of the NYSDEC. Of the 49 remaining open issues at the end of the audit period, 34 are attributable to historic railroad operations predating current day environmental regulations. Eight new petroleum spills occurred during the April 1, 2013 to March 31, 2014 audit period (including one caused by a third party). Six were cleaned up and closed out by the NYSDEC within the audit period. One of those open spills is a third party spill under management of the NYSDEC for ultimate cleanup by the responsible party. None of the non-compliance violations were ranked as an N1. An

N1 ranking indicates an imminent threat to public health and to the environment. There were 39 ranked as N2, 10 as N3, and none as N4.

During the past audit year the LIRR took steps to protect the environment. Among the agency's major accomplishments are the following:

- Morris Park Yard: A hazardous waste management violation issued in 1998 was closed January 2014. The open issue involved the de-commissioned locomotive paint shop which had been located in the demolished Morris Park back shop. Historically, paints used then contained metals. The old paint shop area was cleaned up for metals but traces of metals still remained in the concrete floor remnant of the old paint shop. LIRR expected to remove this concrete when a new locomotive shop was built. The new locomotive shop was not built. LIRR negotiated with the NYSDEC to conduct additional soil and groundwater sampling to determine if any contamination had migrated from the concrete. Analytical results showed in November 2013 that there was no evidence of metals contamination in the soil or groundwater. The NYSDEC issued a letter in January 2014 stating that no further action was required by the LIRR for this issue. The NYSDEC will file a Statement of Basis, officially documenting that this issue is closed to their satisfaction. The Statement of Basis issuance can take up to a year.
- NYSDEC Order on Consent: In December 2006, the LIRR entered into an Order on Consent with New York State. Under the terms of the Order, the LIRR established a schedule for the evaluation and timely completion of remedial activities for open, historic, petroleum spills. The LIRR successfully closed out two more spills on the Order on Consent during this audit period (one at Richmond Hill Yard and one at Morris Park Yard), bringing the total number of spills closed on the Order to eleven. Both large projects were remediated/managed by DPM. Remediation work is progressing on the six remaining spills listed on the Order. Monthly progress meetings are held with DEC personnel to monitor the status of all ongoing Order on Consent activities.

Staff Summary



Subject SEPTEMBER TIMETABLE CHANGE						Date JULY 21, 2014			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO						Contract Number			
Department Head Signature 						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	7/21/14		x		4	President	1	Sr. VP Op.
						3	Executive VP		
						2	VP Mktg & PA		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning September 2, 2014, through November 16, 2014, to support various construction activities. Projects included in the September Timetable change are track surfacing between Valley Stream and Rockville Centre, Mechanized Tie Replacement between Ronkonkoma and Greenport and the beginning of the West Portal Tunnel work for direct access from Atlantic Terminal to Vanderbilt Yard in Brooklyn.

Ongoing projects include East Side Access work- Harold interlocking, Atlantic Avenue tunnel lighting work, Massapequa station rehabilitation, Long Beach branch - Sandy storm recovery work, Hempstead branch Third Rail replacement, West Side Yard Overbuild and Jamaica Capacity Improvement project. Completed projects include: Mechanized Tie Replacement between Hicksville and Farmingdale, Mechanized Tie Replacement on the Central branch and Track Surfacing between Amityville and Babylon.

SEPTEMBER 2 TIMETABLE CHANGES:

Construction Activities

- Babylon branch Track Surfacing – One of two main tracks will be out of service overnight weeknights between Valley Stream and Rockville Centre for Track Surfacing.
- Main Line Mechanized Ties and Grade Crossing Renewal– Single main track will be out of service midday weekdays between Ronkonkoma and Greenport to support a mechanized tie program and grade crossing renewal.
- West Portal Work – One of two main tracks will be out of service weekends within Brook Interlocking just east of Atlantic Terminal for work to begin on the West Portal systems relocation.

DISCUSSION

Construction Activities

- Babylon branch Track Surfacing – One of two main tracks will be out of service overnight weeknights between Valley Stream and Rockville Centre for track surfacing. As a result, 22 overnight trains have been adjusted between 6 minutes earlier and 11 minutes later. Trains are impacted on the Babylon, Hempstead and Far Rockaway branches. Trains operating through this work zone have had 1 minute running time added where necessary.
- Main Line Mechanized Ties and Grade Crossing Renewal– Single main track will be out of service midday weekdays between Ronkonkoma and Greenport to support a mechanized tie program, grade crossing renewal and various other projects on the branch. Two eastbound and two westbound midday trains are cancelled as the result of this work and customers will be accommodated by bus for stations Medford through Greenport.
- West Portal Work – One of two main tracks will be out of service weekends within Brook Interlocking just east of Atlantic Terminal for work to begin the West Portal systems relocation. As a result of this work four late night/early morning trains have been adjusted by one to two minutes.

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

IMPACT ON FUNDING

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



DIVERSITY / EEO REPORT

1st Quarter

2014

Overview

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

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2014 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**UTILIZATION ANALYSIS
WORKFORCE DATA AS OF MARCH 31, 2014**

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	22%	21%	No	12%	10%	No	7%	7%	Yes	4%	6%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Professionals	19%	23%	Yes	10%	13%	Yes	7%	9%	Yes	6%	14%	Yes	0%	0%	Yes	2%	0%	No	1%	4%	Yes
Technicians	11%	10%	No	11%	18%	Yes	8%	10%	Yes	7%	8%	Yes	0%	0%	Yes	1%	0%	No	1%	0%	No
Administrative Support	49%	48%	No	19%	28%	Yes	11%	10%	No	3%	4%	Yes	0%	0%	Yes	2%	0%	No	1%	3%	Yes
Skilled Craft	9%	10%	Yes	16%	16%	Yes	12%	10%	No	2%	2%	Yes	0%	0%	Yes	1%	0%	No	2%	2%	Yes
Service Maintenance	17%	19%	Yes	17%	27%	Yes	22%	14%	No	2%	2%	Yes	0%	0%	Yes	1%	0%	No	2%	4%	Yes

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2014 1st QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

**NEW HIRES
AS OF MARCH 31, 2014**

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

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

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

2014-1st Quarter EEO Report
LONG ISLAND RAIL ROAD

EEO AND TITLE VI COMPLAINTS
As of March 31, 2014

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

Category	Race	National Origin	Color	Total Issues ⁶	Total Cases	Status (# Open)
Title VI	1	0	0	1	1	1

¹ On previous quarterly committee reports, the number of complaints based on race and color were reported separately, specifically the number of complaints based on color were noted under the "Other" category. In order to maintain consistency with the other agency's Diversity Committee Reports, the number of complaints alleging discrimination based on race and color will now be reported together going forward.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction, retaliation, etc.)

³ In some instances, a single complaint may involve two or more EEO categories.

⁴ "Total Cases" include the number of complaints pending and closed.

⁵ "Status (# Open)" includes the number of complaints pending with the Office of EEO and/or being handled by the Law Department.

⁶ In some instances, a single complaint may involve two or more EEO categories based on race, national origin, or color.

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

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

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

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 3/31/14
INTERNAL**

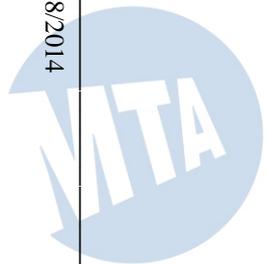
Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	2	0	0	0	0	0	2
TOTAL	2	0	0	0	0	0	2

**MTA LONG ISLAND RAIL ROAD
2014 FIRST QUARTER
PRESIDENT'S REPORT ON EEO
AND DIVERSITY**

MTA LONG ISLAND RAIL ROAD

AREAS OF UNDER-REPRESENTATION

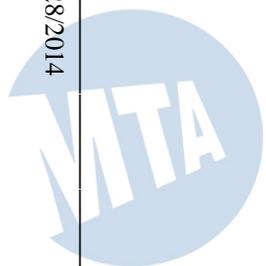
- Female representation remained slightly below 80% of the census availability in the Officials and Administrators, Technicians and Administrative Support EEO job categories.
- Black representation remained below 80% of the census availability in the Officials and Administrators job category.
- Hispanic representation remained below 80% of the census availability in the Administrative Support, Skilled Craft and Service Maintenance EEO job categories.
- American Indian/Alaskan Native representation remained below 80% of the census availability in the Professionals and Technicians job categories.
- Native Hawaiian Other Pacific Islander representation remained below 80% of the census availability in all six EEO job categories.
- “Other” representation remained below 80% of the census availability in the Technicians job category.



MTA LONG ISLAND RAIL ROAD THREE-YEAR NEW HIRE COMPARISON JANUARY 2011 – MARCH 2014

YEAR	TOTAL	MALE	FEMALE	Non Minority		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
				Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
2011	123	84	39	45	12	16	17	12	4	7	5	0	0	0	0	4	1
		68.3%	31.7%	36.6%	9.8%	13.0%	13.8%	9.8%	3.3%	5.7%	4.1%	0.0%	0.0%	0.0%	0.0%	3.3%	0.8%
2012	321	232	89	136	34	39	33	32	14	17	8	1	0	1	0	6	0
		72.3%	27.7%	42.4%	10.6%	12.1%	10.3%	10.0%	4.4%	5.3%	2.5%	0.3%	0.0%	0.3%	0.0%	1.9%	0.0%
2013	602	488	114	293	49	70	31	74	10	27	20	1	1	1	0	22	3
		81.1%	18.9%	48.7%	8.1%	11.6%	5.1%	12.3%	1.7%	4.5%	3.3%	0.2%	0.2%	0.2%	0.0%	3.7%	0.5%
*2014	141	119	22	66	6	23	8	15	4	12	2	0	0	0	0	3	2
		84.1%	15.9%	48.6%	4.3%	15.9%	5.8%	9.4%	2.9%	8.0%	1.4%	0.0%	0.0%	0.0%	0.0%	2.2%	1.4%

*As of March 31, 2014



MTA LONG ISLAND RAIL ROAD

CHALLENGES IN HIRING ETHNIC MINORITIES AND WOMEN

The skills and experience required for many managerial and professional jobs at LIRR are generally acquired by working in the industry, and placement in these jobs occurs most often by promotions through the ranks. Competition from the private sector accounts for some of the difficulty in filling positions that do not require railroad-specific experience and knowledge.

In addition, many of the positions in the skilled craft and service maintenance job categories are considered “non-traditional” jobs for females. Consequently, it is particularly challenging to recruit females for some of these positions.



MTA LONG ISLAND RAIL ROAD

STRATEGIES FOR IMPROVEMENT

EEO Program Management and Evaluation

LIRR Office of Diversity Management is responsible for monitoring the agency's EEO program and progress towards EEO goals. On an annual basis, Diversity Management develops goals for under-represented EEO job groups, based on estimated availability percentages and internal job group populations, and disseminates the information to each department, including Human Resources. On a quarterly basis, Diversity Management also disseminates Progress Towards Goals Reports to all departments, including Human Resources.

Diversity Management reviews all applicant flow reports to ensure that candidate pools are diverse, and concurs with every non-represented new hire and promotion, pursuant to the FTA Circular's requirements.

LIRR continues to focus and improve on female and minority under-representation. Between January 1 and March 31, 2014, there were 141 new hires, of which 22 (15.6%) were female and 69 (48.9%) were minority. The highest concentration of female new hires occurred in the Administrative Support job category (62.5%). Minorities comprised 49.3% of new hires in the Skilled Craft job category and 51.3% in the Service Maintenance job category.

Upward Mobility and Other Special Programs

Junior Engineer Program:

This is an entry-level training program which introduces participants to the Long Island Rail Road and its various operating and supporting departments. Specifically, the program is designed to familiarize employees with all aspects of railroad operations. The 52-week curriculum covers signals, track or structures, and on the job training. The participant will work with a mentor. Upon successful completion of the program, junior engineers are placed in an entry-level management position.

Project Management-Trainee Position:

Project Management trainee is a two-year, entry-level training position, responsible for assisting with the coordination and administration of projects in the Department of Project Management. Working with seasoned project managers, trainees receive on the job and classroom training in project coordination development, controls, management, scheduling, and estimating. Trainees learn, in a mentoring environment, to apply specialized knowledge, specific to the requirements of the railroad industry. There are a series of rotation assignments that introduce trainees to the railroad and its various operating and support departments. Upon successful completion of the training program, trainees are placed into appropriate entry-level project management positions.

Between January 2008 and March 31, 2014, 11 Jr. Engineers and 21 Project Manager Trainees were hired. Of the Jr Engineer hires, 36% are minority. Of the Project Manager Trainee hires, 24% are female and 62% are minority.

Targeted Recruitment and Outreach Efforts

The Long Island Rail Road has developed a recruitment strategy designed to address under-representation of females and minorities in our workforce, and to better reflect the demographics of the markets we serve.

1. An annual hiring plan is developed at the conclusion of each year, to aid recruitment efforts for anticipated vacancies in each craft. Candidate pools are evaluated at the end of the recruitment process. If under-representation in the pool needs to be addressed, additional outreach is conducted.
2. Between January 1 and March 31, 2014, LIRR staff attended the following job fairs/college presentations: SUNY-Oneonta Internship Fair (January 10); NYU/Polytechnic University Internship/Job Fair (February 6); Manhattan College Spring Career Fair (February 11); Stony Brook University S.T.E.M. Job & Internship Fair (February 14); Cooper Union Spring Engineering Career Fair (March 4); Stevens Institute of Technology Career Fair (March 5); Farmingdale State College Technology Fair (March 6). We also targeted veterans by attending a veterans specific job fair (Hiring Our Heroes) on March 27th and attending a meeting on March 5 with New York City Area Committee for Employer Support of the Guard and Reserve, and posting jobs on RecruitMilitary.com. We also post jobs with the Dept. of Labor, Nontraditional Employment for Women, and the Chinese-American Planning Council.

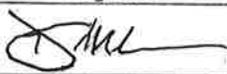
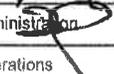
LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

July 23, 2014

Subject Request for Authorization to Award Various Procurements						Date July 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	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	7/21/14	X			X	President 		VP & Chief Financial Officer
2	MTA Board	7/23/14	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:

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

Schedules Requiring Majority Vote

	<u># of Actions</u>	<u># of Actions</u>
Schedule E: Miscellaneous Procurement Contracts	1	\$2,421,634
SUBTOTAL:	1	\$2,421,634

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

	<u># of Actions</u>	<u># of Actions</u>
Schedule B: Competitive RFPs (Solicitation of Purchase & Public Work Contracts)	1	\$TBD
SUBTOTAL:	1	\$TBD

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	1	\$62,680
Schedule G: Miscellaneous Service Contracts	1	\$31,290
SUBTOTAL:	2	\$93,970

LIRR proposes to award Ratifications in the following categories:

	NONE	
<u>TOTAL:</u>	<u>4</u>	<u>\$2,515,604</u>

BUDGET IMPACT:

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

RECOMMENDATION:

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

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.

JULY 2014

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule E: Miscellaneous Procurement Contracts

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

- | | | |
|-----------------------------|----------------------------------|-------------------------------|
| 1. Penta Corporation | \$ 811,000-LIRR | <i>Staff Summary Attached</i> |
| Sole Source | \$1,055,634-NYCT | |
| Contract No. TBD | <u>\$ 555,000-MNR</u> | |
| | \$2,421,634 Not-to-Exceed | |

LIRR, on behalf of itself, NYCT and MNR (the MTA Agencies), requests MTA Board approval of a Sole Source Miscellaneous Procurement Contract to Penta Corporation (Penta) to provide maintenance support services for all equipment and software for the LIRR's Audio Visual Paging System (AVPS), NYC Transit's Penta Communication Exchange Control System (PCX) and MNR's Public Address ("PA") System, over a five-year term. The total award amount is \$2,421,634 (NYCT: \$1,055,634/LIRR: \$811,000/MNR: \$555,000).

Staff Summary



Item Number: 1

Vendor Name (& Location) Penta Corporation
Description Maintenance & Support of Audio Visual Paging System <u>Hardware Software</u>
Contract Term (including Options, if any) August 1, 2014 – July 31, 2019
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Sole Source:

Contact Number TBD	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$2,421,634	LIRR \$811,000 NYCT \$1,055,634 MNR \$555,000
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Engineering Department, Sean Nunes	
Contract Manager : Frederick J. Nielsen	

I. PURPOSE

LIRR, on behalf of itself, NYCT and MNR (the MTA Agencies), requests MTA Board approval of a Sole Source Miscellaneous Procurement Contract to Penta Corporation (Penta) to provide maintenance support services for all equipment and software for the LIRR’s Audio Visual Paging System (AVPS), NYC Transit’s Penta Communication Exchange Control System (PCX) and MNR’s Public Address (“PA”) System, over a five-year term. The total award amount is \$2,421,634 (NYCT: \$1,055,634/LIRR: \$811,000/MNR: \$555,000).

II. DISCUSSION

LIRR’s AVPS and MNR’s PA systems provide LIRR and MNR customers with train information system-wide. The train information is provided by visual displays and/or audio announcements indicating train arrivals/departures, delays, track changes, etc. The NYCT PCX system is comprised of ten cabinets that contain approximately 2,163 devices located at seven NYC Transit locations, including the Rail Control Center (RCC). This system is a sophisticated audio matrix switch that is a critical element of NYCT’s Department of Subways operation, allowing the RCC to control the radios, telephones, intercoms, consoles and all other communications devices within the RCC and from field locations using Penta equipment. This system allows both analog and digital voice traffic (calls) to enter the RCC communications system with zero percent blocking. The RCC communications system communicates with NYC Transit’s Department of Subways dispatchers and towers that in turn talk to train operators on a 24/7 basis. All three legacy systems, which have been in operation for more than ten years, require a maintenance agreement to ensure the proper functionality of the systems for the next five years so that critical, timely and accurate train information is transmitted to the MTA Agency customers.

Penta was both the developer of the software and the system integrator for all of these systems. The software components are proprietary to Penta. Sole source advertisements were placed in the New York State Contract Reporter, the New York Post, and on the MTA website, with no response of interest from any other vendor.

Staff Summary



Through negotiations, Penta has agreed to provide the services to the MTA Agencies at the pricing set forth in its General Services Administration (GSA) Contract with the Federal Government. This is the same pricing established in LIRR/NYCT's previous joint agency agreement executed in 2010. Pricing covers all parts and labor (on-site, off-site, telephone support, and emergency services, as needed) as well as preventative maintenance and remedial repairs. Services to be provided to the MTA Agencies also include initial system inspection, training support and general "Help Desk" type support to assist the agencies in resolving operational issues or functionality problems. Subsequent allowable price increases shall be subject to approval by GSA and MTA. The MTA Agencies have determined that the negotiated pricing is fair and reasonable. The other MTA agencies were notified of this joint procurement and have advised that they do not have a requirement for Penta services at this time.

III. M/WBE INFORMATION

The MTA Department of Diversity & Civil Rights assigned 0% MWBE Goals to this procurement.

IV. IMPACT ON FUNDING

The total cost for the five years of maintenance and support services shall not exceed \$2,421,634 and is funded through each MTA Agency's individual Operating Budget.

V. ALTERNATIVES

There are no alternatives to this award because the software is proprietary to Penta; and the MTA Agencies, therefore, do not have access to such proprietary information in order to maintain, update and/or modify their respective systems using in-house staff. In addition, continuing maintenance of the existing systems is much more economical than purchase of new systems.

JULY 2014

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | | |
|----|-------------------------|--------------|--------------------------------------|
| 2. | TBD | \$TBD | <i><u>Staff Summary Attached</u></i> |
| | Competitive RFP | | |
| | Contract No. TBD | | |

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design-Furnish-Install contract to modify the existing Signal Supervisory System located at Jamaica Central Control as part of the Jamaica Capacity Improvements (JCI) – Phase I project.

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

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

- | | | | |
|----|------------------------------------|-------------------------|--|
| 3. | LexisNexis | \$62,680 | |
| | Four-Year Contract | Firm Fixed Price | |
| | Contract No.: 140901GS5-R-N | | |

LIRR requests MTA Board approval to ride New York State Office of General Services (OGS) Personal Services Contract #PS64284, for On-Line Database Subscriptions with LexisNexis, for a period of fifty-two months, beginning September 1, 2014 through contract expiration, December 31, 2018. This contract will be issued for a total amount of \$62,679.96 based on fixed annual rates for various online resources. In September 2012, LIRR joined a NYCT-led All-Agency RFP solicitation for renewal of these services, however, in March 2014, it was determined that, rather than acquire these services through an All-Agency joint procurement, each agency would ride the OGS contract independently. Although LIRR is riding the OGS Contract, LexisNexis has agreed to provide LIRR with renewal subscriptions at competitive, discounted

prices that were to be offered to the MTA Agencies under the now terminated All-Agency solicitation. The LexisNexis prices being offer to LIRR are based on fixed monthly rates for the total number of users throughout all of the MTA agencies and are less than the rates being offered by LexisNexis under the OGS Contract. The price of Lexis.com under the OGS Contract is typically \$246/user/month, and is being offered to MTA at \$31.72/user/month, which is an 87% savings off the OGS rate. Based on the above, the LexisNexis subscription rates are deemed fair and reasonable. Funding for this contract is included in LIRR's Operating Budget.

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)

4. United Fire Protection Corporation \$31,290
One-Year Contract Firm Fixed Price
Contract No. 140801GS6-SA-N

LIRR requests MTA Board approval to award a competitively bid, Miscellaneous Service Contract to United Fire Protection Corporation (United) in the fixed-price amount of \$31,290 for Hydrostatic Test and Inspection for Sprinkler, Standpipe Systems and Ancillary Devices. This contract is for a one-year period, beginning August 1, 2014. Service will be performed on forty-two (42) connection points in nine (9) locations throughout Manhattan, Brooklyn, Queens, Nassau and Suffolk County. These tests and inspections are required by law to be performed once every five (5) years. The solicitation was initially advertised on the MTA website as a discretionary procurement without response, and subsequently re-advertised in the NYS Contract Reporter, the New York Post and on the MTA website. Three bids were publicly opened on April 17, 2014. Bids ranged from \$30,950 to \$37,800. The apparent low bidder was not certified to perform the tests specified in the scope-of-work and was therefore deemed not responsive. United's Gross Sum Bid is 39% lower than the internal estimate of \$51,250 and 17% less than the remaining bidder, Simplex Grinnell. United's fixed unit price of \$745 per connection is 5.3% higher than the average \$707 per connection rate on the previous 2008 contract, and pricing is deemed fair and reasonable. Funding for this contract is included in LIRR's Operating Budget.

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

Staff Summary



Item Number: 2					
Dept/Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>CW Carter for D Mahon</i>					
Division/Division Head Name: Program Management, Richard Oakley					
Division Head Signature & Date <i>R.C. Dally</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	7.21.14	X		
2	MTA Board	7.23.14	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	President <i>AM</i>	4	VP/CFO <i>my</i>		
2	Executive VP <i>acc</i>	5	Sr. VP/Gen'l Counsel <i>MB</i>		
3	Sr. VP/Operations <i>MB</i>	6	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
Jamaica Capacity Improvements Phase I – Signal Supervisory Modifications	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
2,436 consecutive calendar days	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public’s best interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design-Furnish-Install contract to modify the existing Signal Supervisory System located at Jamaica Central Control as part of the Jamaica Capacity Improvements (JCI) – Phase I project.

II. DISCUSSION

During the first phase of Jamaica Capacity Improvements, the LIRR will be constructing the infrastructure needed in Jamaica to operate the LIRR's East Side Access Opening Day Operating Plan. This includes the construction of a new station platform (Platform F) south of the existing Jamaica Station platforms A-E and associated track-level infrastructure (track/switches, signal, power, etc.) required for service between Jamaica and Brooklyn, while providing more direct routes to and from Manhattan. The resulting changes to the infrastructure and signal system in Phase I require hardware and software changes to the existing supervisory system (revised graphic displays). Utilizing a design/furnish/install contract methodology will allow a vendor to stage these modifications in concert with the sequencing of infrastructure modifications required for JCI Phase I and will achieve the necessary modifications and integration of existing supervisory controls with new wayside signal equipment in a manner that will support the progressive installation of new infrastructure. The successful proposer will be provided with “as-built” drawings of the facilities controlled by the Signal Supervisory System, as well as final Design documents from the JCI Phase I Signal Design, in order to implement the intended system modifications called for under this contract.

Staff Summary



LIRR is advancing this request to use the RFP method of procurement at this time. The competitive RFP procurement method allows the LIRR to select a contractor based upon such considerations as technical capability, experience, and ability to support the completion schedule, and affords LIRR the ability to evaluate, refine and negotiate cost and schedule.

III. D/M/WBE INFORMATION

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

IV. IMPACT ON FUNDING

Funding for the third party Design-Furnish-Install of the Signal Supervisory System is included in LIRR's proposed 2010 – 2014 revised Capital Plan.

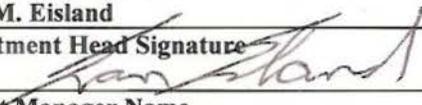
V. ALTERNATIVES

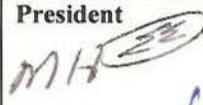
The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to: (i) evaluate and negotiate costs and proposed work completion schedule, and (ii) evaluate the differences in proposers' technical experience and capability. In addition, the RFP method allows the LIRR to negotiate and implement more efficient requirements with respect to installation work on LIRR property. These considerations are particularly important given the interaction between this contract and other JCI Phase I work.

LONG ISLAND RAILROAD COMMITTEE

BOARD PROCUREMENT PACKAGE

July 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 David K. Cannon					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Railroad Committee	7/21/14	X		
2	Board	7/23/14	X		

Date: July 3, 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, Program Controls 	1	Chief Procurement Officer JKE

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 a Competitive Procurement in the following category:

Schedules Requiring Majority Vote:

Schedule H Modifications to Personal and Miscellaneous Service Contracts
 Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 1,530,220
	1	\$ 6,630,187
TOTAL	2	\$ 8,160,407

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.

July 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule H. Modifications To Personal and Miscellaneous Service Contracts

(Approval/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or duration threshold required for Board approval)

1. **PB America/STV/Parsons Transportation \$1,530,220 Staff Summary Attached**
Group, Joint Venture
Contract No. 98-0040-01R
Modification Nos. 66

Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval of a modification to the Contract for design changes to re-sequence construction activities in several Harold Interlocking contracts and Force Account packages and to implement logic changes in the signal system within the Harold Interlock for Civil Speed Enforcement.

Schedule I. Modifications To Purchase and Public Work Contracts

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

2. **Schindler Elevator Corporation \$ 6,630,187 Staff Summary Attached**
Contract No. VM014
Modification No. 7

Pursuant to Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to the Contract to adjust the Milestones and Access Restraints and to compensate the contractor for the associated Impact Costs.

Schedule H: Modifications to Personal Miscellaneous Service Contracts



Item Number: 1

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)
Description East Side Access General Engineering Consultant (GEC) Services
Contract Term (including Options, if any) March 2016
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 checked="" 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
98-0040-01R	66
Original Amount:	\$ 140,000,000
Prior Modifications:	\$ 255,446,209
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 395,496,168
This Request	\$ 1,530,220
% of This Request to Current Amount:	.39%
% of Modifications (including This Request) to Original Amount:	184%

Discussion:

This Contract is for engineering, design and construction phase services for the East Side Access (ESA) Project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to modify the Contract for design changes to re-sequence construction activities in several Harold Interlocking contracts and Force Account packages and to implement logic changes in the signal system within the Harold Interlocking for Civil Speed Enforcement.

In response to recommendations made in program-wide risk assessment workshops and based on lessons learned over the past five years of construction activity within the Harold Interlocking, MTACC, Long Island Rail Road (LIRR) and Amtrak have developed a plan to re-sequence near-term construction activities in the Harold Interlocking to take advantage of planned extended track outages in 2015 and 2016. During the extended track outages, trains will be temporarily re-routed so that tracks can be taken out of service to allow for construction activities. In order to establish the temporary routes, the Consultant must revise track alignments and related track infrastructure such as switches, crossovers, communications and signals, and re-sequence the work of future third-party construction package CH057 and LIRR and Amtrak force account packages FHL02, FHL03, FHA03 and FHA04.

This Modification will also implement logic changes in the signal system within the Harold Interlocking for Civil Speed Enforcement. The logic changes will affect ESA third-party construction package VH051 (LIRR Contract 6014).

The Consultant submitted a cost proposal of \$1,655,999 for this modification while the MTACC estimate was \$1,486,951. Negotiations were held and the parties agreed to a cost of \$1,530,220 which is considered fair and reasonable.

Item Number 2

Vendor Name (& Location) Schindler Elevator Corporation (New York, NY)	Contract Number VM014	AWO/Modification # 7									
Description Vertical Circulation Elements for the East Side Access Project	<table border="0"> <tr> <td>Original Contract Amount:</td> <td>\$</td> <td>24,077,558</td> </tr> <tr> <td>Original Option Amounts:</td> <td>\$</td> <td>46,121,874</td> </tr> <tr> <td>Original Board Approved Amount:</td> <td>\$</td> <td>70,199,432</td> </tr> </table>		Original Contract Amount:	\$	24,077,558	Original Option Amounts:	\$	46,121,874	Original Board Approved Amount:	\$	70,199,432
Original Contract Amount:	\$	24,077,558									
Original Option Amounts:	\$	46,121,874									
Original Board Approved Amount:	\$	70,199,432									
Contract Term (including Options, if any): 2,290 Days	<table border="0"> <tr> <td>Prior Modifications:</td> <td>\$</td> <td>205,000</td> </tr> <tr> <td>Exercised Options:</td> <td>\$</td> <td>337,784</td> </tr> <tr> <td>Prior Budgetary Increases:</td> <td>\$</td> <td>0</td> </tr> </table>		Prior Modifications:	\$	205,000	Exercised Options:	\$	337,784	Prior Budgetary Increases:	\$	0
Prior Modifications:	\$	205,000									
Exercised Options:	\$	337,784									
Prior Budgetary Increases:	\$	0									
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<table border="0"> <tr> <td>Current Amount:</td> <td>\$</td> <td>24,620,342</td> </tr> </table>		Current Amount:	\$	24,620,342						
Current Amount:	\$	24,620,342									
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	<table border="0"> <tr> <td>This Request</td> <td>\$</td> <td>6,630,187</td> </tr> </table>		This Request	\$	6,630,187						
This Request	\$	6,630,187									
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<table border="0"> <tr> <td>% of This Request to Current Amount:</td> <td></td> <td>26.9%</td> </tr> </table>		% of This Request to Current Amount:		26.9%						
% of This Request to Current Amount:		26.9%									
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.	<table border="0"> <tr> <td>% of Modifications (including This Request) to Original Board Approved Amount:</td> <td></td> <td>8.4%</td> </tr> </table>		% of Modifications (including This Request) to Original Board Approved Amount:		8.4%						
% of Modifications (including This Request) to Original Board Approved Amount:		8.4%									

Discussion:

The work under this Contract is a multi-phase effort for the engineering support, fabrication, installation, and, interim and long term service and maintenance of elevators and escalators for the LIRR East Side Access Project at Grand Central Terminal. The elevators and escalators are referred to within the Contract and herein as the Vertical Circulation Elements (VCE). In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification to the Contract to adjust the Milestones and Access Restraints and to compensate the contractor for the associated Impact Costs.

The VM014 contractor will fabricate, deliver, install, and maintain all of the elevators and escalators for the East Side Access Project. The VM014 contract requires the contractor to, among other things, enter into subcontracts with certain ESA prime contractors to perform its work in coordination with the work of those prime contractors. In that regard, the VM014 contractor is obligated to enter into a subcontract with the contractor for CM014B, GCT Concourse and Facilities Fit-out to perform the VCE work required under that contract.

At the time of award of VM014 in September 2010, it was anticipated that CM014B would be awarded in February 2011 with VCE installation work by the VM014 Contractor to commence in September 2011 and be completed by August 2015. However, due to program wide delays resulting from, among other things, the cancellation of Contracts CM012 and CM012R, CM014B is currently in the solicitation phase with an award planned for the fourth quarter of this year. The current CM014B schedule has installation of VCE by the VM014 Contractor to commence in July 2015 (fabrication will begin in July 2014) with completion for the VM014 work in Contract CM014B to be in November 2019.

Revision of the VM014 Milestones and Access Restraints is thus required in order to align them with the revised schedule for CM014B. These adjustments will increase VM014's contract work duration by 1,572 days which entitles the VM014 Contractor to Impact Costs for compensable delays in accordance with the Contract's General Terms and Conditions. The Impact Costs include (i) increased wages attributable to work being performed by trades in a higher wage period; (ii) increased costs to purchase materials and, (iii) increased costs to manufacture the elevators and escalators.

In addition, the installation and in-contract maintenance of nine escalators of the 48th St. Entrance which was originally planned to be performed under the subcontract with CM014B will now be performed under future Contract CM015. The revision of the milestones, access restraints and impact costs associated with this work will be negotiated with the VM014 Contractor when the CM015 package is finalized.

The Contractor proposed \$8,120,266 while MTACC's estimate was \$7,593,747. Negotiations were held and the parties agreed to a cost of \$6,630,187 for the CM014B related work, which is considered fair and reasonable.



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

June 2014

Patrick Nowakowski
President

07/21/14 *****



**OPERATING REPORT
FOR MONTH OF JUNE 2014**

Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	June	June	June	June
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%	92.6%	91.4%	93.8%	93.7%
		AM Peak		95.5%	90.5%	94.0%	92.6%
		PM Peak		91.6%	86.1%	91.2%	90.5%
		Total Peak		93.6%	88.4%	92.7%	91.6%
		Off Peak Weekday		93.5%	91.7%	94.4%	94.1%
		Weekend		89.6%	94.4%	93.7%	95.4%
	Babylon Branch	Overall	95.1%	92.3%	90.7%	93.7%	93.3%
		AM Peak		95.5%	92.0%	93.6%	91.8%
		PM Peak		89.7%	81.5%	92.0%	90.1%
		Total Peak		92.8%	87.2%	92.9%	91.0%
	Off Peak Weekday		93.5%	91.6%	94.2%	93.8%	
	Weekend		88.8%	94.3%	93.9%	95.5%	
Far Rockaway Branch	Overall	95.1%	96.0%	95.5%	97.5%	96.6%	
	AM Peak		92.2%	90.3%	93.2%	92.6%	
	PM Peak		98.9%	93.6%	95.6%	92.5%	
	Total Peak		95.2%	91.8%	94.3%	92.6%	
	Off Peak Weekday		95.7%	95.9%	98.2%	97.4%	
	Weekend		97.3%	98.1%	99.1%	98.8%	
Huntington Branch	Overall	95.1%	88.9%	88.2%	92.0%	92.4%	
	AM Peak		94.6%	90.2%	97.0%	92.9%	
	PM Peak		88.4%	81.8%	87.9%	89.0%	
	Total Peak		91.6%	86.1%	92.6%	91.0%	
	Off Peak Weekday		90.4%	86.7%	91.0%	91.3%	
	Weekend		84.6%	91.9%	92.6%	94.9%	
Hempstead Branch	Overall	95.1%	95.0%	94.2%	97.0%	96.6%	
	AM Peak		98.1%	93.8%	97.5%	95.5%	
	PM Peak		96.8%	89.8%	94.4%	94.2%	
	Total Peak		97.5%	91.9%	96.1%	94.9%	
	Off Peak Weekday		94.9%	94.4%	97.0%	96.8%	
	Weekend		92.9%	95.8%	97.7%	97.8%	
Long Beach Branch	Overall	95.1%	93.8%	93.1%	96.1%	95.6%	
	AM Peak		95.6%	92.4%	95.0%	93.6%	
	PM Peak		94.4%	90.2%	94.6%	93.9%	
	Total Peak		95.0%	91.4%	94.8%	93.7%	
	Off Peak Weekday		94.3%	92.3%	96.0%	95.2%	
	Weekend		91.4%	96.8%	97.5%	98.6%	
Montauk Branch	Overall	95.1%	88.9%	89.7%	88.4%	91.5%	
	AM Peak		96.4%	88.2%	91.3%	92.3%	
	PM Peak		85.2%	85.6%	83.9%	88.8%	
	Total Peak		90.7%	86.9%	87.5%	90.7%	
	Off Peak Weekday		92.0%	91.0%	93.7%	93.7%	
	Weekend		82.2%	89.7%	81.6%	88.0%	
Oyster Bay Branch	Overall	95.1%	93.3%	91.7%	92.8%	92.5%	
	AM Peak		96.6%	91.3%	97.9%	94.9%	
	PM Peak		90.5%	83.7%	83.3%	87.9%	
	Total Peak		93.8%	87.8%	91.2%	91.6%	
	Off Peak Weekday		93.0%	92.9%	92.0%	92.1%	
	Weekend		93.3%	94.7%	96.5%	94.7%	

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
Port Jefferson Branch	Overall	95.1%	92.4%	86.5%	89.7%	90.4%
	AM Peak		94.6%	84.5%	92.5%	90.8%
	PM Peak		87.8%	81.5%	88.7%	86.0%
	Total Peak		91.4%	83.1%	90.7%	88.6%
	Off Peak Weekday		92.9%	84.2%	87.4%	89.8%
	Weekend		92.9%	94.7%	96.0%	94.5%
Port Washington Branch	Overall	95.1%	94.7%	93.5%	94.2%	94.8%
	AM Peak		95.2%	90.8%	90.6%	91.5%
	PM Peak		93.2%	87.0%	91.1%	90.9%
	Total Peak		94.2%	88.9%	90.8%	91.2%
	Off Peak Weekday		95.4%	93.8%	95.2%	95.9%
	Weekend		93.7%	97.7%	96.7%	97.7%
Ronkonkoma Branch	Overall	95.1%	90.5%	89.1%	92.7%	91.0%
	AM Peak		96.0%	86.9%	93.1%	91.8%
	PM Peak		92.9%	89.6%	94.0%	90.3%
	Total Peak		94.5%	88.2%	93.5%	91.1%
	Off Peak Weekday		90.4%	89.1%	93.7%	90.3%
	Weekend		85.0%	90.3%	89.8%	92.2%
West Hempstead Branch	Overall	95.1%	94.8%	94.5%	97.0%	95.8%
	AM Peak		96.2%	95.0%	98.0%	94.9%
	PM Peak		88.9%	88.9%	92.5%	91.1%
	Total Peak		92.2%	91.7%	95.0%	92.8%
	Off Peak Weekday		96.5%	96.3%	98.1%	97.5%
	Weekend		75.0%	85.2%	100.0%	96.3%
Operating Statistics	Trains Scheduled		20,385	120,996	19,641	117,780
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.0	-12.4	-13.4	-13.1
	Trains Over 15 min. Late excluding trains canceled or terminated		241	1,812	217	1,367
	Trains Canceled		80	514	146	596
	Trains Terminated		24	320	59	339
	Percent of Scheduled Trips Completed		99.5%	99.3%	99.0%	99.2%
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		99.3%			
	PM Peak		98.8%			
	Total Peak		99.1%			



**OPERATING REPORT
FOR MONTH OF JUNE 2014**

Categories Of Delay	May	2014 Data		2013 Data		YTD 2013 Vs 2014
		June	YTD Thru June	June	YTD Thru June	
Late Train Incidents						
National Rail Passenger Corp	80	49	730	281	926	(196)
Capital Programs	33	23	232	11	65	167
Engineering	277	144	1,177	207	987	190
Penn Station Central Control	10	18	119	11	91	28
Maintenance of Equipment	205	122	895	113	770	125
** Other / Miscellaneous	331	305	1,361	94	1,146	215
Public	729	727	3,552	399	2,363	1,189
Transportation	48	75	264	83	317	(53)
Vandalism	6	5	75	7	43	32
Weather and Environmental	25	3	1,694	7	618	1,076
Maintenance of Way (Sched.)	62	39	311	10	146	165

* **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
6/1	Sun	Loss of supervisory signal system at Harold Interlocking							116	43		116	43	
6/2	Mon	Train 123 with a debris strike east of Freeport							12			12		
6/3	Tues	Amtrak related track circuit failure in F Interlocking				14	2		1			15	2	
6/5	Thurs	Bus on tracks east of Divide Interlocking							14			14		
6/5	Thurs	Broken crossing protection east of Floral Park				9			6			15		
6/5	Thurs	Train 2065 with a suspicious package							24	10	8	24	10	8
6/8	Sun	Heavy loading system wide							22			22		
6/8	Sun	Brush fires between Queens and Hicksville							13			13		
6/9	Mon	Downed wires on crossing protection at Snedecor Ave, Bayport	13									13		
6/9	Mon	Switch trouble at Queens Interlocking				8			2			10		
6/9	Mon	Crossing protection out of order on Mainline				16			1			17		
6/11	Wed	Train 561 struck unauthorized person at Merril on Avenue							13		1	13		1
6/11	Wed	Signal trouble at Neck 1 Interlocking				5	2		3			8	2	
6/17	Tues	Train 660 with equipment trouble west of Jamaica Station				11		1				11		1
6/19	Thurs	Signal trouble Harold to Wood Interlocking	12						1			13		
6/19	Thurs	Track circuit failure west of East New York Station				9	3		18		1	27	3	1
6/20	Fri	Heavy loading system wide				3			11			14		
6/20	Fri	Train 658 requiring medical assistance in Mineola				5	1		5			10	1	
6/21	Sat	Heavy loading due to concert in Forest Hills							24			24		
6/26	Thurs	Disabled track car east of Seaford Station				14	5		13	3		27	8	
TOTAL FOR MONTH			25	0	0	94	13	1	299	56	10	418	69	11
												498		

Long Island Rail Road

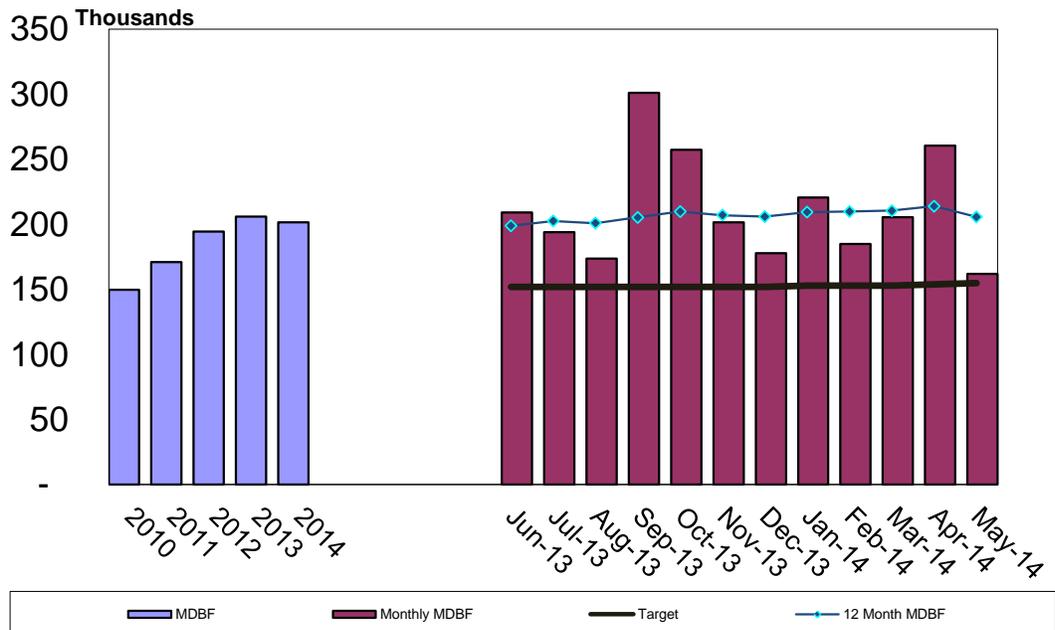
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2014 Data					2013 Data		
			MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M-3	150	55,000	72,845	7	92,976	92,185	102,377	6	91,165
	M-7	836	355,000	403,486	13	468,447	487,265	721,018	7	425,784
	DM	21	18,000	77,229	1	35,859	26,476	26,500	3	28,469
	DE	24	18,000	12,668	7	20,783	20,138	17,518	5	19,460
	C-3	134	75,000	55,082	13	72,869	89,641	138,071	5	102,721
	Diesel	179	45,000	41,999	21	53,857	57,245	65,957	13	60,205
	Fleet	1,165	153,000	161,883	41	201,550	205,751	250,724	26	201,749

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	
			June	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	36
			0	36
Average	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	2	5
			62	5
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
			1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	1	0
			1	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	17	0
			17	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	1
			0	1
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	20	52
			20	52
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	4	17
			4	17
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
System Wide PEAK			105	110

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		
		June		
		AM Peak	PM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	12	29
		Total Standees	12	29
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	2	69
		Total Standees	2	69
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	8
		Total Standees	0	8
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	12	0
		Total Standees	30	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	20	52
		Total Standees	20	52
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	4	20
		Total Standees	4	20
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	16	0
		Total Standees	16	0
		System Wide PEAK	84	177

Definitions

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

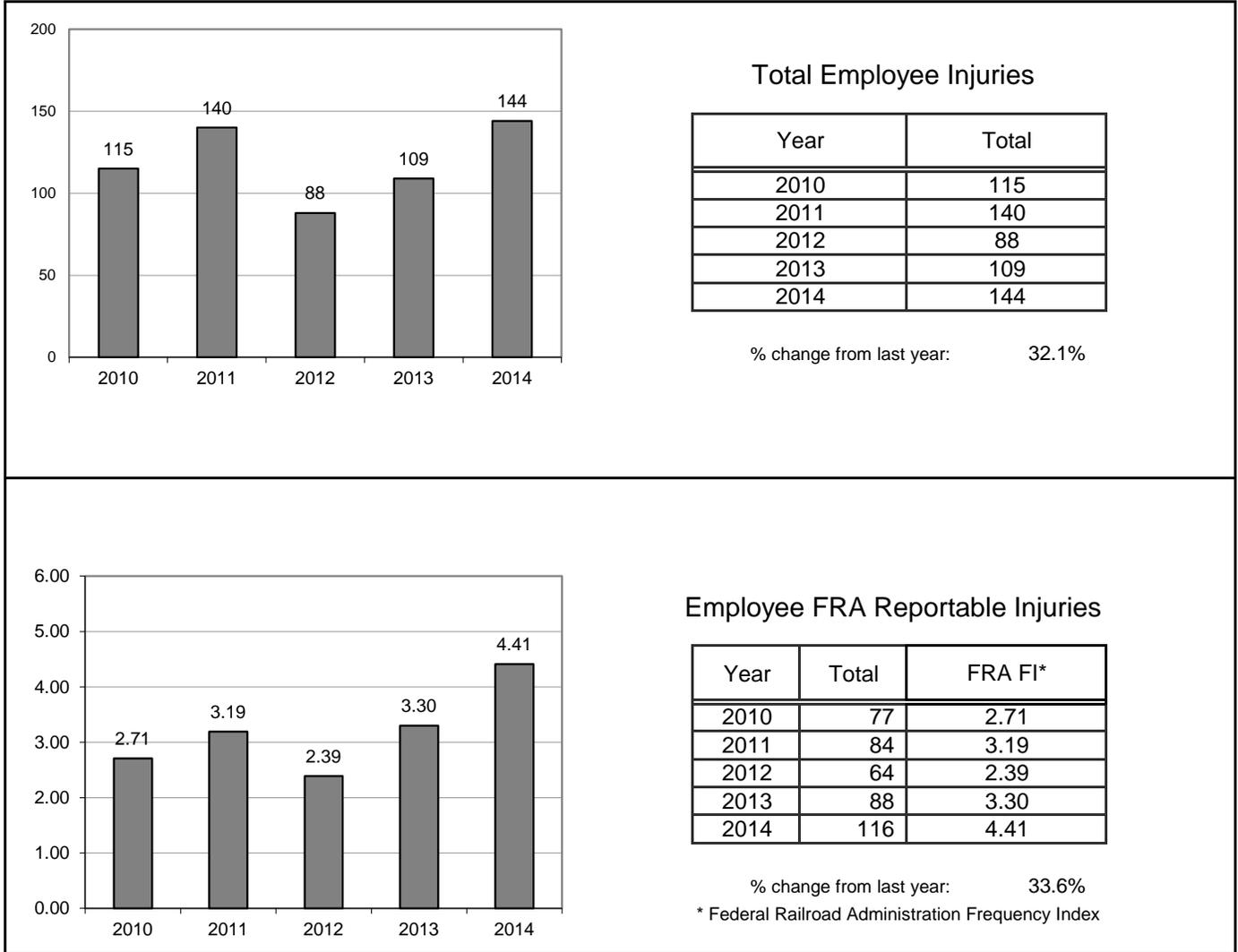
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"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

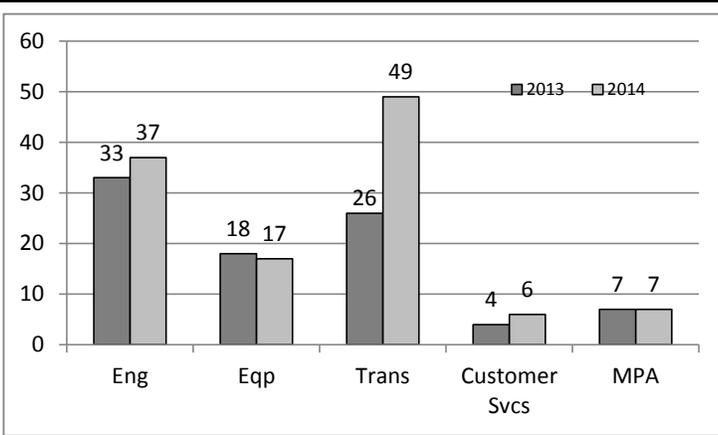
Holidays and Special Events for which there are special equipment programs are not included.

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

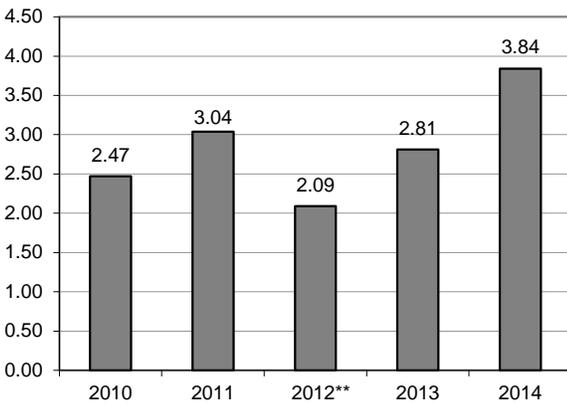


* - Injuries per 200,000 hours worked

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



Department	2013	2014	% Change
Engineering	33	37	12%
Equipment	18	17	-6%
Transportation	26	49	88%
Customer Svcs	4	6	50%
MPA	7	7	0%



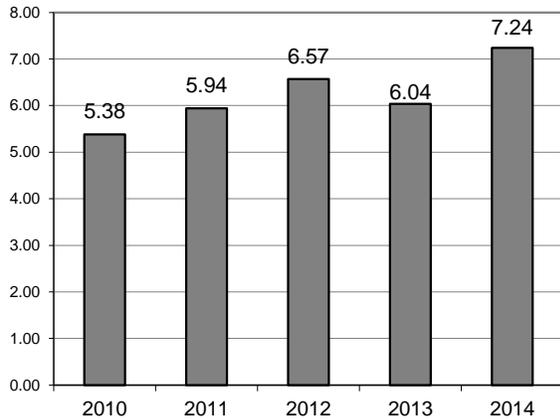
Year	LT	LT FI*	LT & RD FI*
2010	68	2.40	2.47
2011	78	2.96	3.04
2012**	56	2.09	2.09
2013	75	2.81	2.81
2014	101	3.84	3.84

% change from last year: 36.7%

**Please note: Prior years data includes Restricted Duty

* - Injuries per 200,000 hours worked

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

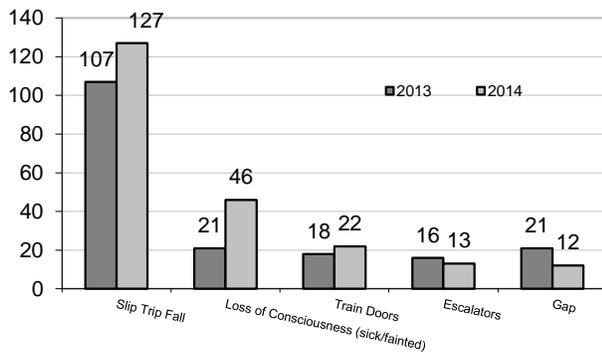


Total Customer Injuries

Year	Total	FI**
2010	176	5.38
2011	191	5.94
2012	223	6.57
2013	203	6.04
2014	247	7.24

% change from last year: 19.9%

**Injuries per 1,000,000 rides

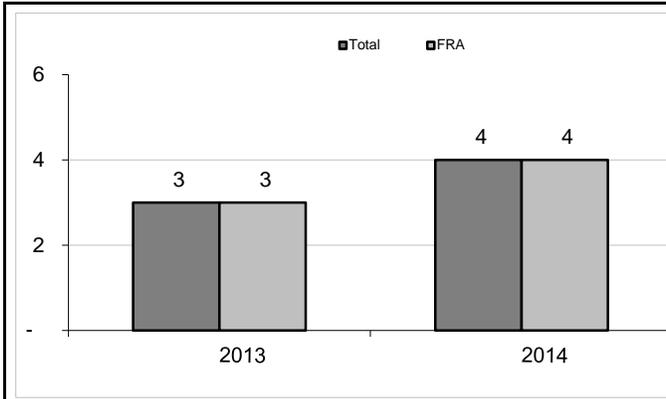


Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	107	21	18	16	21
2014	127	46	22	13	12

MTA Long Island Rail Road

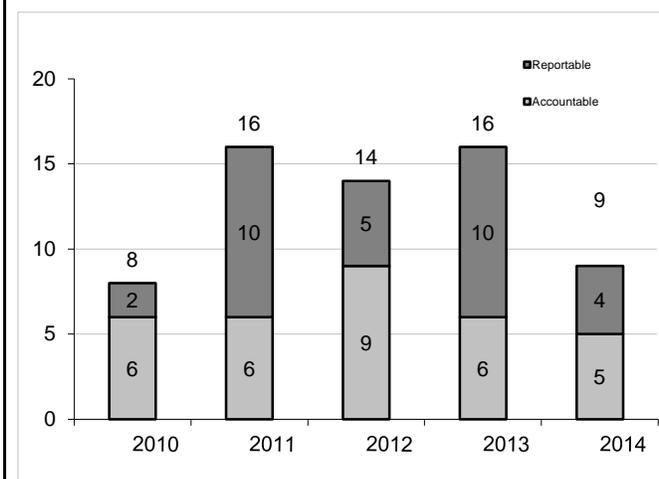
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through May 2014



Contractor Injuries

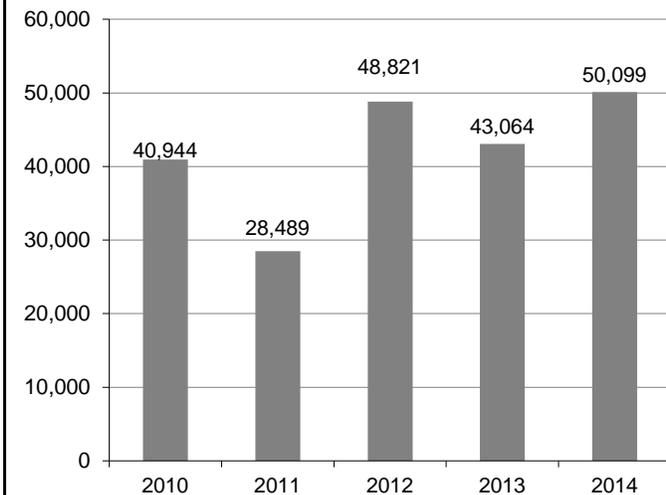
Year	Total	FRA Rpt.
2013	3	3
2014	4	4

% change from last year: 33.3%



Train Accidents

Year	Accountable	Reportable
2010	6	2
2011	6	10
2012	9	5
2013	6	10
2014	5	4



Community Education and Outreach
(Including T.R.A.C.K.S.)

2010 - 2014 Year to Date January - May

Total Participants

Year	Total
2010	40,944
2011	28,489
2012	48,821
2013	43,064
2014	50,099

Memorandum



Date: July 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 June 24th Corporate Quarterly Safety Stand-Down was attended by over 3,600 employees in over 150 locations. The next Stand-Down will be conducted in September.
- A Confidential Close Call Reporting System (C3RS) meeting between LIRR management and labor organization representatives with the Department of Transportation/ Volpe Center, Federal Railroad Administration (FRA), and NASA team was conducted 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. A General Notice was issued and Maintenance Instructions are under review to support implementation.
Speed Compliance	For the period 5/1/14 through 5/31/14, there were 115 Radar Observations. Eighty-seven different LIRR Engineers were observed. Fifteen 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

May 2014

MTA LONG ISLAND RAIL ROAD
May Ridership and Financial Report
Executive Summary

Ridership

- During the month of May, total ridership was 7.3 million, which was 4.2% higher than May 2013 (adjusted for same number of work days) and 2.5% above the budget.
 - Ridership through May was 34.1 million. This was 1.9% higher than 2013 (adjusted for same number of calendar work days) and 1.4% higher than the 2014 adopted budget.
 - Through May 2014, commutation ridership was 2.1% higher than 2013 (work day adjusted) and 1.1% higher than the 2014 adopted budget.
 - Through May 2014, non-commutation ridership was 1.6% higher than 2013 and 2.0% above the adopted budget.
-

Revenues

- Farebox revenue through May totaling \$260.2 million was \$4.4 million above the adopted budget due to higher ridership and yield per passenger.
- Capital & Other Revenue of \$114.6 million was \$13.0 million lower than adopted budget due to vacant positions, severe winter weather and timing of project activity.
- In summary, total LIRR revenue of \$374.9 million was \$8.7 million lower than the adopted budget.

Expenses

- Through May, total expenses of \$814.6 million were \$34.1 million less than adopted budget.
- Straight-time payroll spending was \$10.2 million less than adopted budget due to the existence of vacant positions. At the end of May, 183 of 7,047 positions were vacant. These vacancies consisted primarily of management/supervisory and operational hourly.
- Year-to-date overtime hours worked was 18.9%, or 162,731 hours higher than the budget as a result of weather, which was 86,500 hours over budget, reimbursable, which was 42,100 hours over budget, and maintenance, which were 38,600 over budget.
- Year-to-date overtime hours increased by 15.7% in 2014 compared to 2013 due to weather and reimbursable overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through May, the Adjusted Farebox Operating Ratio was 57.8%, which is favorable to adopted budget due to lower expenses and higher revenue.
- Through May, the Adjusted Cost per Passenger was \$14.20, which is lower than budget due to lower expenses and higher ridership.
- Through May, the Revenue per Passenger was \$7.66, which is higher than budget.

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

REVENUE

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$374.9 were \$(8.7) million or (2.3)% unfavorable to budget. The month of May of \$83.5 was favorable to budget by \$0.4 million or 0.5%.

- **Y-T-D Farebox Revenues** were \$4.4 favorable to budget. The month was \$1.4 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 on budget.
- **Y-T-D Capital and Other Reimbursements** were \$(13.3) unfavorable to budget. The month was \$(1.0) unfavorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date May **Total Expenses** (including depreciation and other) of \$814.6 were favorable to the budget by \$34.1 or 4.0%. The total expenses for the month of \$169.5 were favorable to budget by \$4.0 or 2.3%.

Labor Expenses, \$13.6 favorable Y-T-D; \$4.2 favorable for the month.

- **Payroll**, \$10.2 favorable Y-T-D; \$1.9 favorable for the month (primarily vacant positions).
- **Overtime**, \$(9.2) unfavorable Y-T-D; \$(0.4) unfavorable for the month (primarily higher project activity).
- **Health & Welfare**, \$3.8 favorable Y-T-D; \$0.6 favorable for the month (vacant positions and lower rates).
- **OPEB Current Payment**, \$3.9 favorable Y-T-D; \$0.8 favorable for the month (fewer retirees/beneficiaries and lower rates).
- **Other Fringe**, \$4.9 favorable Y-T-D; \$1.3 favorable for the month (lower FELA Indemnity payments/reserve adjustments and lower Railroad Retirement Taxes).

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

- **Electric Power**, \$(3.6) unfavorable Y-T-D; \$(0.6) unfavorable for the month (higher rates and consumption).
- **Fuel**, \$(0.3) unfavorable Y-T-D; on budget for the month.
- **Insurance**, \$1.1 favorable Y-T-D; \$0.3 favorable for the month (timing).
- **Claims**, \$0.7 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$6.9 favorable Y-T-D; \$1.4 favorable for the month (primarily timing of capital project activity, elevator maintenance, vegetation management, security systems, communications and joint facilities, partially offset by higher non-revenue vehicle repairs).
- **Professional Services**, \$6.4 favorable Y-T-D; \$0.7 favorable for the month (primarily timing of IT initiatives, partially offset by higher planning studies consultant costs).
- **Materials and Supplies**, \$11.0 favorable Y-T-D; \$(2.2) unfavorable for the month (higher pooled material charge outs).
- **Other Business Expenses**, \$2.2 favorable Y-T-D; \$0.3 favorable for the month (timing of capital project activity and various miscellaneous expenses).

Depreciation and Other, \$(3.9) unfavorable Y-T-D; \$(0.2) unfavorable for the month (unfavorable Depreciation, partially offset by lower Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 46.9%, 0.6 percentage points above year-to-date April. The Farebox Operating Ratio for the month of May of 49.2% was 3.4 percentage points above the budget resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 57.8%. 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
May 2014
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$54.231	\$55.679	\$1.448	2.7	\$0.000	\$0.000	\$0.000	-	\$54.231	\$55.679	\$1.448	2.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.649	4.626	(0.023)	(0.5)	0.000	0.000	0.000	-	4.649	4.626	(0.023)	(0.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.199	23.174	(1.025)	(4.2)	24.199	23.174	(1.025)	(4.2)
Total Revenue	\$58.880	\$60.305	\$1.425	2.4	\$24.199	\$23.174	(\$1.025)	(4.2)	\$83.079	\$83.479	\$0.400	0.5
Expenses												
<i>Labor:</i>												
Payroll	\$38.042	\$36.984	\$1.058	2.8	\$7.234	\$6.391	\$0.843	11.7	\$45.276	\$43.375	\$1.901	4.2
Overtime	6.804	6.833	(0.029)	(0.4)	1.823	2.208	(0.385)	(21.1)	\$8.627	9.041	(0.414)	(4.8)
Health and Welfare	8.624	7.879	0.745	8.6	1.356	1.465	(0.109)	(8.1)	\$9.980	9.344	0.636	6.4
OPEB Current Payment	5.561	4.806	0.755	13.6	0.000	0.000	0.000	-	\$5.561	4.806	0.755	13.6
Pensions	14.773	14.044	0.729	4.9	1.799	2.527	(0.728)	(40.5)	\$16.572	16.572	0.000	0.0
Other Fringe Benefits	10.015	8.923	1.092	10.9	1.633	1.438	0.195	11.9	\$11.648	10.361	1.287	11.1
Reimbursable Overhead	(2.069)	(2.315)	0.246	11.9	2.069	2.315	(0.246)	(11.9)	\$0.000	0.000	0.000	-
Total Labor Expenses	\$81.750	\$77.154	\$4.596	5.6	\$15.914	\$16.344	(\$0.430)	(2.7)	\$97.664	\$93.498	\$4.166	4.3
<i>Non-Labor:</i>												
Electric Power	\$8.402	\$8.949	(\$0.547)	(6.5)	\$0.004	\$0.034	(\$0.030)	*	\$8.406	\$8.983	(\$0.577)	(6.9)
Fuel	2.620	2.613	0.007	0.3	0.000	0.000	0.000	-	\$2.620	2.613	0.007	0.3
Insurance	2.153	1.958	0.195	9.0	0.485	0.388	0.097	20.0	\$2.638	2.346	0.292	11.1
Claims	0.346	0.278	0.068	19.8	0.000	0.000	0.000	-	\$0.346	0.278	0.068	19.8
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	\$0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.064	5.359	0.705	11.6	1.820	1.118	0.702	38.6	\$7.884	6.477	1.407	17.8
Professional Service Contracts	3.399	2.882	0.517	15.2	0.699	0.496	0.203	29.1	\$4.098	3.378	0.720	17.6
Materials & Supplies	9.781	12.398	(2.617)	(26.8)	5.160	4.737	0.423	8.2	\$14.941	17.136	(2.195)	(14.7)
Other Business Expenses	1.279	1.065	0.214	16.8	0.117	0.057	0.060	51.2	\$1.396	1.122	0.274	19.6
Total Non-Labor Expenses	\$34.044	\$35.502	(\$1.458)	(4.3)	\$8.285	\$6.830	\$1.455	17.6	\$42.329	\$42.332	(\$0.003)	(0.0)
<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	\$115.794	\$112.656	\$3.138	2.7	\$24.199	\$23.174	\$1.025	4.2	\$139.993	\$135.830	\$4.163	3.0
<i>Depreciation</i>												
Depreciation	\$26.332	\$27.763	(\$1.431)	(5.4)	\$0.000	\$0.000	\$0.000	-	\$26.332	\$27.763	(\$1.431)	(5.4)
Other Post Employment Benefits	6.987	5.759	1.228	17.6	0.000	0.000	0.000	-	\$6.987	5.759	1.228	17.6
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	\$149.280	\$146.344	\$2.936	2.0	\$24.199	\$23.174	\$1.025	4.2	\$173.479	\$169.518	\$3.961	2.3
Net Surplus/(Deficit)	(\$90.400)	(\$86.039)	\$4.361	4.8	\$0.000	\$0.000	\$0.000	-	(\$90.400)	(\$86.039)	\$4.361	4.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$26.332	\$27.763	\$1.431	5.4	\$0.000	\$0.000	\$0.000	-	\$26.332	\$27.763	\$1.431	5.4
Operating/Capital	(3.302)	(1.032)	2.270	68.8	0.000	0.000	0.000	-	(3.302)	(1.032)	2.270	68.8
Other Cash Adjustments	(1.160)	(14.939)	(13.779)	*	0.000	0.000	0.000	-	(1.160)	(14.939)	(13.779)	*
Total Cash Conversion Adjustments	\$21.870	\$11.792	(\$10.078)	(46.1)	0.000	\$0.000	\$0.000	-	\$21.870	\$11.792	(\$10.078)	(46.1)
Net Cash Surplus/(Deficit)	(\$68.530)	(\$74.247)	(\$5.717)	(8.3)	\$0.000	\$0.000	\$0.000	-	(\$68.530)	(\$74.247)	(\$5.717)	(8.3)

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May 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	\$255.823	\$260.209	\$4.386	1.7	\$0.000	\$0.000	\$0.000	-	\$255.823	\$260.209	\$4.386	1.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	19.663	19.969	0.306	1.6	0.000	0.000	0.000	-	19.663	19.969	0.306	1.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	108.019	94.675	(13.344)	(12.4)	108.019	94.675	(13.344)	(12.4)
Total Revenue	\$275.486	\$280.178	\$4.692	1.7	\$108.019	\$94.675	(\$13.344)	(12.4)	\$383.505	\$374.853	(\$8.652)	(2.3)
Expenses												
<i>Labor:</i>												
Payroll	\$185.277	\$181.650	\$3.627	2.0	\$34.785	\$28.199	\$6.586	18.9	\$220.062	\$209.849	\$10.213	4.6
Overtime	36.692	43.470	(6.778)	(18.5)	6.298	8.736	(2.438)	(38.7)	42.990	52.206	(9.216)	(21.4)
Health and Welfare	43.669	39.643	4.026	9.2	6.239	6.436	(0.197)	(3.2)	49.908	46.079	3.829	7.7
OPEB Current Payment	27.805	23.951	3.854	13.9	0.000	0.000	0.000	-	27.805	23.951	3.854	13.9
Pensions	74.530	72.093	2.437	3.3	8.328	10.765	(2.437)	(29.3)	82.858	82.858	0.001	0.0
Other Fringe Benefits	51.553	47.916	3.637	7.1	7.514	6.212	1.302	17.3	59.067	54.128	4.939	8.4
Reimbursable Overhead	(10.102)	(9.727)	(0.375)	(3.7)	10.102	9.727	0.375	3.7	0.000	0.000	0.000	-
Total Labor Expenses	\$409.424	\$398.995	\$10.429	2.5	\$73.266	\$70.074	\$3.192	4.4	\$482.690	\$469.069	\$13.621	2.8
<i>Non-Labor:</i>												
Electric Power	\$41.506	\$45.029	(\$3.523)	(8.5)	\$0.020	\$0.129	(\$0.109)	*	\$41.526	\$45.158	(\$3.632)	(8.7)
Fuel	12.213	12.523	(0.310)	(2.5)	0.000	0.000	0.000	-	12.213	12.523	(0.310)	(2.5)
Insurance	10.099	9.648	0.451	4.5	2.107	1.493	0.614	29.1	12.206	11.141	1.065	8.7
Claims	1.730	1.012	0.718	41.5	0.000	0.000	0.000	-	1.730	1.012	0.718	41.5
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	28.263	24.123	4.140	14.6	6.903	4.168	2.735	39.6	35.166	28.292	6.874	19.5
Professional Service Contracts	14.934	9.742	5.192	34.8	3.454	2.203	1.251	36.2	18.388	11.945	6.443	35.0
Materials & Supplies	50.094	44.534	5.560	11.1	21.686	16.259	5.427	25.0	71.780	60.793	10.987	15.3
Other Business Expenses	6.248	4.258	1.990	31.9	0.583	0.349	0.234	40.1	6.831	4.607	2.224	32.6
Total Non-Labor Expenses	\$165.087	\$150.868	\$14.219	8.6	\$34.753	\$24.601	\$10.152	29.2	\$199.840	\$175.470	\$24.370	12.2
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$574.511	\$549.864	\$24.647	4.3	\$108.019	\$94.675	\$13.344	12.4	\$682.530	\$644.539	\$37.991	5.6
Depreciation	\$131.547	\$138.783	(7.236)	(5.5)	\$0.000	\$0.000	\$0.000	-	\$131.547	\$138.783	(\$7.236)	(5.5)
Other Post Employment Benefits	33.822	28.875	4.947	14.6	0.000	0.000	0.000	-	33.822	28.875	4.947	14.6
Environmental Remediation	0.835	2.433	(1.598)	*	0.000	0.000	0.000	-	0.835	2.433	(1.598)	*
Total Expenses	\$740.715	\$719.954	\$20.761	2.8	\$108.019	\$94.675	\$13.344	12.4	\$848.734	\$814.629	\$34.105	4.0
Net Surplus/(Deficit)	(\$465.229)	(\$439.776)	\$25.453	5.5	\$0.000	\$0.000	\$0.000	-	(\$465.229)	(\$439.776)	\$25.453	5.5
<i>Cash Conversion Adjustments</i>												
Depreciation	\$131.547	\$138.783	\$7.236	5.5	\$0.000	\$0.000	\$0.000	-	\$131.547	\$138.783	\$7.236	5.5
Operating/Capital	(11.561)	(7.506)	4.055	35.1	0.000	0.000	0.000	-	(11.561)	(7.506)	4.055	35.1
Other Cash Adjustments	26.695	(9.863)	(36.558)	*	0.000	0.000	0.000	-	26.695	(9.863)	(36.558)	*
Total Cash Conversion Adjustments	\$146.681	\$121.413	(\$25.268)	(17.2)	\$0.000	\$0.000	\$0.000	-	\$146.681	\$121.413	(\$25.268)	(17.2)
Net Cash Surplus/(Deficit)	(\$318.548)	(\$318.363)	\$0.185	0.0	\$0.000	\$0.000	\$0.000	-	(\$318.548)	(\$318.363)	\$0.185	0.0

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

May 2014				Year-to-Date May 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.	1.448	2.7	Higher ridership \$1.341 and yield per passenger \$0.107.	4.386	1.7	Higher ridership \$3.657 and yield per passenger \$0.729.
Other Operating Revenue	Non Reimb.	(0.023)	(0.5)	Timing of freight and advertising income.	0.306	1.6	Higher miscellaneous and rental income, partially offset by timing of advertising and freight revenue.
Capital & Other Reimbursements	Reimb.	(1.025)	(4.2)	Primarily due to timing of project activity.	(13.344)	(12.4)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	1.058	2.8	Primarily lower headcount and rates.	3.627	2.0	Primarily lower headcount and rates.
	Reimb.	0.843	11.7	Primarily due to vacant positions and timing of project activity and other reimbursements.	6.586	18.9	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.029)	(0.4)		(6.778)	(18.5)	Primarily higher weather-related, maintenance and unscheduled service overtime, and variance between actual and budgeted wage rates, partially offset by lower vacancy/absentee coverage.
	Reimb.	(0.385)	(21.1)	Primarily due to timing of project activity.	(2.438)	(38.7)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.745	8.6	Lower rates and vacant positions.	4.026	9.2	Lower rates and vacant positions.
	Reimb.	(0.109)	(8.1)	Primarily due to timing of project activity.	(0.197)	(3.2)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.755	13.6	Fewer retirees/beneficiaries and lower rates.	3.854	13.9	Fewer retirees/beneficiaries and lower rates.

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

May 2014				Year-to-Date May 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.	0.729	4.9	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	2.437	3.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.728)	(40.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.437)	(29.3)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	1.092	10.9	Lower FELA indemnity payments and Railroad Retirement Taxes.	3.637	7.1	Lower FELA indemnity payments and Railroad Retirement Taxes.
	Reimb.	0.195	11.9	Primarily due to timing of project activity.	1.302	17.3	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(0.547)	(6.5)	Higher rates and consumption.	(3.523)	(8.5)	Higher traction power rates and consumption.
	Reimb.	(0.030)	*	VD Yard	(0.109)	*	VD Yard
Fuel	Non Reimb.	0.007	0.3		(0.310)	(2.5)	Higher rates for natural gas.
Insurance	Non Reimb.	0.195	9.0	Lower liability insurance.	0.451	4.5	Lower liability insurance.
	Reimb.	0.097	20.0	Force Account Insurance associated with project activity.	0.614	29.1	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.068	19.8	Decrease in non-employee reserves.	0.718	41.5	Prior period accrual adjustments.

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

May 2014				Year-to-Date May 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.	0.705	11.6	Timing of payments and activities for vegetation management, elevator/escalator maintenance, communications, security services/systems, joint facilities and reclassification of expenses from non-reimbursable to reimbursable, partially offset by higher non-revenue vehicle repairs.	4.140	14.6	Timing of payments for elevator/escalator maintenance, various security initiatives, communications, other equipment rentals and joint facilities, partially offset by timing of payments for vegetation management and busing services and higher snow removal and non revenue vehicle maintenance costs.
	Reimb.	0.702	38.6	Primarily due to timing of project activity.	2.735	39.6	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.517	15.2	Primarily timing of activities and payments for various IT and consulting services.	5.192	34.8	Primarily due to timing of payments and activities for IT software and various consulting services.
	Reimb.	0.203	29.1	Primarily due to timing of project activity.	1.251	36.2	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(2.617)	(26.8)	Higher chargeouts of pool material, partially offset by lower material usage for MU running repair and delayed fleet modifications for MU and Diesel fleet, delay of propulsion startup and seasonal fluctuations of chargeouts within the Wheel Shop.	5.560	11.1	Primarily due to lower material usage for MU running repair and delayed fleet modifications for MU and Diesel fleet, delay of propulsion startup and seasonal fluctuations of chargeouts within the Wheel Shop, partially offset by higher chargeouts of pool material and higher material usage in fleet cleaning due to winter storms.
	Reimb.	0.423	8.2	Primarily due to timing of project activity and timing of payments for project material.	5.427	25.0	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 ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

May 2014				Year-to-Date May 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.	0.214	16.8	Timing of miscellaneous expenses.	1.990	31.9	Higher credit for restitution on property damages, lower purchases of office supplies, lower bad debt expenses and timing of miscellaneous expenses.
	Reimb.	0.060	51.2	Primarily due to timing of project activity.	0.234	40.1	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(1.431)	(5.4)	The original budget under estimated projects that were to be capitalized in 2013. The largest project that was included was East River Tunnels.	(7.236)	(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.	1.228	17.6	Lower based on latest actuarial estimate.	4.947	14.6	Lower based on latest actuarial estimate.
Environmental Remediation	Non Reimb.	0.000	0.2		(1.598)	*	Higher based on latest audit review.

Table 4

MTA LONG ISLAND RAIL ROAD								
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET								
CASH RECEIPTS and EXPENDITURES								
May 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
Variance			Percent	Variance			Percent	
Receipts								
Farebox Revenue	\$56.231	\$55.591	(\$0.640)	(1.1)	\$265.823	\$268.002	\$2.179	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.906	3.009	(0.897)	(23.0)	16.056	21.875	5.819	36.2
Capital & Other Reimbursements	17.285	10.727	(6.558)	(37.9)	81.012	69.139	(11.873)	(14.7)
Total Receipts	\$77.422	\$69.328	(\$8.094)	(10.5)	\$362.891	\$359.016	(\$3.875)	(1.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$50.290	\$46.248	\$4.042	8.0	\$221.212	\$208.624	\$12.588	5.7
Overtime	10.588	11.279	(0.691)	(6.5)	44.425	51.872	(7.447)	(16.8)
Health and Welfare	9.980	9.410	0.570	5.7	49.908	54.688	(4.780)	(9.6)
OPEB Current Payment	5.561	4.658	0.903	16.2	27.805	28.058	(0.253)	(0.9)
Pensions	16.572	16.673	(0.101)	(0.6)	69.382	69.460	(0.078)	(0.1)
Other Fringe Benefits	13.237	12.891	0.346	2.6	60.741	56.251	4.490	7.4
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$106.228	\$101.159	\$5.069	4.8	\$473.473	\$468.953	\$4.520	1.0
<i>Non-Labor:</i>								
Electric Power	\$8.406	\$8.360	\$0.046	0.5	\$41.526	\$48.584	(\$7.058)	(17.0)
Fuel	2.620	2.496	0.124	4.7	12.213	12.916	(0.703)	(5.8)
Insurance	(0.808)	5.450	(6.258)	*	11.853	14.514	(2.661)	(22.4)
Claims	0.196	0.061	0.135	68.8	0.980	0.460	0.520	53.1
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.884	7.183	0.701	8.9	34.666	30.401	4.265	12.3
Professional Service Contracts	3.416	2.556	0.860	25.2	17.396	12.762	4.634	26.6
Materials & Supplies	14.673	13.972	0.701	4.8	72.800	75.154	(2.354)	(3.2)
Other Business Expenses	1.337	1.055	0.282	21.1	6.532	4.896	1.636	25.0
Total Non-Labor Expenditures	\$37.724	\$41.134	(\$3.410)	(9.0)	\$197.966	\$199.687	(\$1.721)	(0.9)
<i>Other Expenditure Adjustments:</i>								
Other	\$2.000	\$1.762	\$0.238	11.9	\$10.000	\$9.040	\$0.960	9.6
Total Other Expenditure Adjustments	\$2.000	\$1.762	\$0.238	11.9	\$10.000	\$9.040	\$0.960	9.6
Total Expenditures	\$145.952	\$144.056	\$1.896	1.3	\$681.439	\$677.679	\$3.760	0.6
Cash Timing and Availability Adjustment	0.000	0.481	0.481	-	0.000	0.300	0.300	-
Net Cash Deficit (excludes opening balance)	(\$68.530)	(\$74.247)	(\$5.717)	(8.3)	(\$318.548)	(\$318.363)	\$0.185	0.0
Subsidies								
MTA	68.530	72.139	3.609	5.3	318.548	299.501	(19.047)	(6.0)

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

Table 5

Generic Revenue or Expense Category	May 2014			Year-to-Date as of May 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.640)	(1.1)	Lower advance sales impact \$(1.943) and lower Metrocard/AirTrain sales \$(0.145), partially offset by higher ridership \$1.341 and higher yields \$0.107.	2.179	0.8	Higher ridership \$3.657 and higher yields \$0.729, partially offset by lower advance sales impact \$(1.156) and lower Metrocard/AirTrain sales \$(1.051).
Other Operating Revenue	(0.897)	(23.0)	Primarily due to the timing of intercompany receipts, rental and freight revenue.	5.819	36.2	Primarily the timing of rental revenues due to full year payment of right-of-way leased line revenue in the month of April, and the collection of prior year intercompany receipts.
Capital and Other Reimbursements	(6.558)	(37.9)	Timing of activity and reimbursement for capital and other reimbursements.	(11.873)	(14.7)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	4.042	8.0	Primarily due to lower headcount and rates.	12.588	5.7	Primarily due to lower headcount and rates.
Overtime	(0.691)	(6.5)	Primarily due to higher project overtime.	(7.447)	(16.8)	Primarily due to higher weather-related overtime, project overtime, maintenance, unscheduled service and rates, partially offset by lower vacancy/absentee coverage.
Health and Welfare	0.570	5.7	Primarily due to lower headcount and lower rates.	(4.780)	(9.6)	Primarily due to timing of payments, partially offset by lower headcount and lower rates.
OPEB Current Payment	0.903	16.2	Primarily due to fewer retirees and lower rates.	(0.253)	(0.9)	Primarily due to the timing of payments, partially offset by fewer retirees and lower rates.
Other Fringe Benefits	0.346	2.6	Primarily lower Railroad Retirement payments.	4.490	7.4	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	May 2014			Year-to-Date as of May 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	0.046	0.5	Primarily due to timing of payments, partially offset by higher rates and consumption.	(7.058)	(17.0)	Primarily due to prior year traction payments, higher traction power rates and consumption.
Fuel	0.124	4.7	Primarily due to timing of payments.	(0.703)	(5.8)	Primarily due to the timing of payments and higher rates for diesel power and natural gas, partially offset by lower diesel power consumption.
Insurance	(6.258)	*	Primarily a catch-up of insurance premium payments.	(2.661)	(22.4)	Primarily due to prior year payments.
Claims	0.135	68.8	Timing of payment for claims.	0.520	53.1	Timing of payment for claims.
Maintenance and Other Operating Contracts	0.701	8.9	Timing of payments and activities.	4.265	12.3	Timing of payments and activities.
Professional Service Contracts	0.860	25.2	Primarily the timing of payments and activities for consulting services.	4.634	26.6	Primarily the timing of payments and activities for consulting services.
Materials and Supplies	0.701	4.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(2.354)	(3.2)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.282	21.1	Primarily due to the timing of payments.	1.636	25.0	Primarily due to the collection of prior year property damage restitution and the timing of payments.
Other Expenditure Adjustments	0.238	11.9	Lower Metrocard/AirTrain pass through payments.	0.960	9.6	Lower Metrocard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2.000	(\$0.087)	(\$2.087)	*	\$10.000	\$7.793	(\$2.207)	(22.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.743)	(1.617)	(0.874)	*	(3.607)	1.906	5.513	*
Capital & Other Reimbursements	(6.914)	(12.447)	(5.533)	(80.0)	(27.007)	(25.536)	1.471	5.4
Total Receipts	(\$5.657)	(\$14.151)	(\$8.494)	*	(\$20.614)	(\$15.837)	\$4.777	23.2
Expenditures								
<i>Labor:</i>								
Payroll	(\$5.014)	(\$2.873)	\$2.141	42.7	(\$1.150)	\$1.225	\$2.375	*
Overtime	(1.961)	(2.238)	(0.277)	(14.1)	(1.435)	0.333	1.768	*
Health and Welfare	0.000	(0.065)	(0.065)	-	0.000	(8.609)	(8.609)	-
OPEB Current Payment	0.000	0.148	0.148	-	0.000	(4.107)	(4.107)	-
Pensions	0.000	(0.102)	(0.102)	-	13.476	13.398	(0.078)	(0.6)
Other Fringe Benefits	(1.589)	(2.531)	(0.942)	(59.3)	(1.674)	(2.124)	(0.450)	(26.9)
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	(\$8.564)	(\$7.661)	\$0.903	10.5	\$9.217	\$0.116	(\$9.101)	(98.7)
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.622	\$0.622	-	\$0.000	(\$3.426)	(\$3.426)	-
Fuel	0.000	0.117	0.117	-	0.000	(0.393)	(0.393)	-
Insurance	3.446	(3.104)	(6.550)	*	0.353	(3.373)	(3.726)	*
Claims	0.150	0.217	0.067	44.3	0.750	0.552	(0.198)	(26.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.000	(0.706)	(0.706)	-	0.500	(2.110)	(2.610)	*
Professional Service Contracts	0.682	0.821	0.139	20.4	0.992	(0.817)	(1.809)	*
Materials & Supplies	0.268	3.163	2.895	*	(1.020)	(14.362)	(13.342)	*
Other Business Expenses	0.059	0.066	0.007	12.7	0.299	(0.289)	(0.588)	*
Total Non-Labor Expenditures	\$4.605	\$1.197	(\$3.408)	(74.0)	\$1.874	(\$24.217)	(\$26.091)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$2.000)	(\$1.762)	\$0.238	11.9	(\$10.000)	(\$9.040)	\$0.960	9.6
Total Other Expenditure Adjustments	(\$2.000)	(\$1.762)	\$0.238	11.9	(\$10.000)	(\$9.040)	\$0.960	9.6
Total Expenditures before Depreciation	(\$5.959)	(\$8.226)	(\$2.267)	(38.0)	\$1.091	(\$33.141)	(\$34.232)	*
Depreciation Adjustment	\$26.332	\$27.763	\$1.431	5.4	\$131.547	\$138.783	\$7.236	5.5
Other Post Employment Benefits	6.987	5.759	(1.228)	(17.6)	33.822	28.875	(4.947)	(14.6)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.835	2.433	1.598	*
Total Expenditures	\$27.527	\$25.462	(\$2.065)	(7.5)	\$167.295	\$136.950	(\$30.345)	(18.1)
Cash Timing and Availability Adjustment	0.000	0.481	0.481	-	0.000	0.300	0.300	-
Total Cash Conversion Adjustments	\$21.870	\$11.792	(\$10.078)	(46.1)	\$146.681	\$121.413	(\$25.268)	(17.2)

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

	May 2014					May 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	28,438	\$1.470	27,908	\$1.437	530 1.9%	\$0.033 2.2%	166,120	\$8.517	167,255	\$8.537	(1,135) -0.7%	(\$0.020) -0.2%
<u>Unscheduled Service</u>	10,842	\$0.590	12,304	\$0.634	(1,462) -13.5%	(\$0.044) -7.4%	47,260	\$2.637	60,202	\$3.425	(12,942) -27.4%	(\$0.788) -29.9%
<u>Programmatic/Routine Maintenance</u>	41,843	\$2.006	52,793	\$2.517	(10,950) -26.2%	(\$0.511) -25.5%	214,907	\$10.206	253,549	\$12.076	(38,643) -18.0%	(\$1.870) -18.3%
<u>Unscheduled Maintenance</u>	494	\$0.022	3,909	\$0.178	(3,415) *	(\$0.155) *	2,694	\$0.122	6,119	\$0.278	(3,425) *	(\$0.156) *
<u>Vacancy/Absentee Coverage</u>	47,863	\$2.347	37,571	\$1.781	10,291 21.5%	\$0.566 24.1%	220,069	\$10.796	197,045	\$9.589	23,024 10.5%	\$1.207 11.2%
<u>Weather Emergencies</u>	5,480	\$0.303	703	\$0.036	4,777 87.2%	\$0.266 88.0%	79,113	\$4.077	165,571	\$8.374	(86,459) *	(\$4.296) *
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Other</u> ³	1,512	\$0.067	1,509	\$0.250	3 0.2%	(\$0.183) *	7,562	\$0.336	8,664	\$1.191	(1,102) -14.6%	(\$0.855) *
NON-REIMBURSABLE OVERTIME	136,472	\$6.804	136,696	\$6.833	(225) -0.2%	(\$0.029) -0.4%	737,724	\$36.692	858,405	\$43.470	(120,681) -16.4%	(\$6.778) -18.5%
REIMBURSABLE OVERTIME	35,396	\$1.823	39,754	\$2.208	(4,359) -12.3%	(\$0.385) -21.1%	121,675	\$6.298	163,725	\$8.736	(42,050) -34.6%	(\$2.438) -38.7%
TOTAL OVERTIME	171,867	\$8.627	176,451	\$9.041	(4,584) -2.7%	(\$0.414) -4.8%	859,400	\$42.990	1,022,130	\$52.206	(162,731) -18.9%	(\$9.216) -21.4%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

	May 2014				May Year-to-Date			
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations		
	Hours	\$		Hours	\$			
NON-REIMBURSABLE OVERTIME								
<u>Scheduled Service</u>	530	\$0.033		(1,135)	(\$0.020)			
	1.9%	2.2%		-0.7%	-0.2%			
<u>Unscheduled Service</u>	(1,462)	(\$0.044)	Higher than budgeted outside of assignment tours.	(12,942)	(\$0.788)	Higher than budgeted outside of assignment, weather-related incidents and support of on time performance.		
	-13.5%	-7.4%		-27.4%	-29.9%			
<u>Programmatic/Routine Maintenance</u>	(10,950)	(\$0.511)	Attributed to corrective measures for track rail inspections, replacement of defective rails, testing of high security switches and general maintenance needs.	(38,643)	(\$1.870)	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.		
	-26.2%	-25.5%		-18.0%	-18.3%			
<u>Unscheduled Maintenance</u>	(3,415)	(\$0.155)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.	(3,425)	(\$0.156)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.		
	*	*		*	*			
<u>Vacancy/Absentee Coverage</u>	10,291	\$0.566	Primarily due to lower tours for Train and Engine and less coverage needs than expected.	23,024	\$1.207	Primarily due to lower tours for Train and Engine and less coverage needs than expected.		
	21.5%	24.1%		10.5%	11.2%			
<u>Weather Emergencies</u>	4,777	\$0.266	Due to less weather expenditures than anticipated.	(86,459)	(\$4.296)	Due to inclement weather conditions caused by snow storms and various other weather-related costs system wide.		
	87.2%	88.0%		*	*			
<u>Safety/Security/Law Enforcement</u>								
<u>Other</u>	3	(\$0.183)	Due to variance between actual and budgeted wage rates including double-time payments.	(1,102)	(\$0.855)	Due to variance between actual and budgeted wage rates including double-time payments.		
	0.2%	*		-14.6%	*			
NON-REIMBURSABLE OVERTIME								
	(225)	(\$0.029)		(120,681)	(\$6.778)			
	-0.2%	-0.4%		-16.4%	-18.5%			
REIMBURSABLE OVERTIME								
	(4,359)	(\$0.385)	Primarily charges for the Concrete Tie Project, increased flagging tours and Queens bridge costs.	(42,050)	(\$2.438)	Attributed to various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.		
	-12.3%	-21.1%		-34.6%	-38.7%			
TOTAL OVERTIME								
	(4,584)	(\$0.414)		(162,731)	(\$9.216)			
	-2.7%	-4.8%		-18.9%	-21.4%			

* Exceeds 100%

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2014 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH MAY 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	31	1
Sr VP Administration	2	2	0
Strategic Investments	32	25	7
President	4	5	(1)
VP & CFO	2	3	(1)
Information Technology	164	147	17
Controller	46	44	2
Management & Budget	19	18	1
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	42	36	6
Market Dev. & Public Affairs	61	71	(10)
Gen. Counsel & Secretary	30	29	1
Diversity Management	1	2	(1)
System Safety/Training	74	74	0
Security	11	11	0
Sr VP Operations/Service Planning	24	23	1
Total Administration	657	629	28
Operations			
Train Operations	2,052	2,028	24
Customer Services	301	297	4
Total Operations	2,353	2,325	28
Maintenance			
Engineering	1,739	1,693	46
Equipment	2,070	2,014	56
Procurement (Stores)	93	93	-
Total Maintenance	3,902	3,800	102
Engineering/Capital			
Department of Project Management	135	110	25
Total Engineering/Capital	135	110	25
Baseline Total Positions	7,047	6,864	183
<i>Non-Reimbursable</i>	6,072	6,025	47
<i>Reimbursable</i>	975	839	136
Total Full-Time	7,047	6,864	183
Total Full-Time-Equivalents	-	-	-

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

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 47 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 136 positions primarily due to the timing of project activity and vacant positions.

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

	<u>Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	345	308	37
Professional, Technical, Clerical	312	321	(9)
Operational Hourlies			-
Total Administration	657	629	28
Operations			
Managers/Supervisors	328	313	15
Professional, Technical, Clerical	172	179	(7)
Operational Hourlies	1,853	1,833	20
Total Operations	2,353	2,325	28
Maintenance			
Managers/Supervisors	758	692	66
Professional, Technical, Clerical	269	259	10
Operational Hourlies	2,875	2,849	26
Total Maintenance	3,902	3,800	102
Engineering/Capital			
Managers/Supervisors	98	87	11
Professional, Technical, Clerical	37	23	14
Operational Hourlies	-	-	-
Total Engineering/Capital	135	110	25
Total Positions			
Managers/Supervisors	1,529	1,400	129
Professional, Technical, Clerical	790	782	8
Operational Hourlies	4,728	4,682	46
Total Positions	7,047	6,864	183

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

RIDERSHIP	May 2014				Year-to-Date May 2014			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.920	3.966	0.046	1.2%	19.378	19.533	0.155	0.8%
Weekly	0.136	0.146	0.010	7.6%	0.690	0.748	0.057	8.3%
Total Commutation	4.056	4.112	0.056	1.4%	20.068	20.281	0.212	1.1%
One-Way Full Fare	0.694	0.739	0.044	6.4%	3.121	3.174	0.053	1.7%
One-Way Off-Peak	1.516	1.527	0.011	0.7%	6.743	6.745	0.002	0.0%
All Other	0.809	0.872	0.063	7.8%	3.683	3.897	0.214	5.8%
Total Non-Commutation	3.019	3.138	0.119	3.9%	13.548	13.816	0.268	2.0%
Total	7.076	7.251	0.175	2.5%	33.616	34.097	0.481	1.4%

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

	MONTH			VARIANCE	
	Actual 2014	Adopted Budget	Actual 2013	vs. Budget	vs. 2013
Farebox Operating Ratio					
Standard ⁽¹⁾	49.2%	45.8%	41.8%	3.4%	7.4%
Adjusted ⁽²⁾	60.7%	56.9%	65.3%	3.8%	-4.6%
Cost Per Passenger					
Standard ⁽¹⁾	\$15.68	\$16.83	\$18.05	\$1.15	\$2.37
Adjusted ⁽²⁾	\$13.70	\$14.62	\$15.98	\$0.93	\$2.28
Passenger Revenue/Passenger ⁽³⁾	\$7.72	\$7.71	\$7.54	\$0.01	\$0.18
	YEAR-TO-DATE			VARIANCE	
	Actual 2014	Adopted Budget	Actual 2013	vs. Budget	vs. 2013
Farebox Operating Ratio					
Standard ⁽¹⁾	46.9%	43.8%	46.0%	3.1%	0.9%
Adjusted ⁽²⁾	57.8%	54.3%	60.6%	3.6%	-2.8%
Cost Per Passenger					
Standard ⁽¹⁾	\$16.35	\$17.43	\$16.06	\$1.09	(\$0.28)
Adjusted ⁽²⁾	\$14.20	\$15.10	\$13.82	\$0.89	(\$0.39)
Passenger Revenue/Passenger ⁽³⁾	\$7.66	\$7.64	\$7.38	\$0.02	\$0.28

(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

MAY 2014

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

May

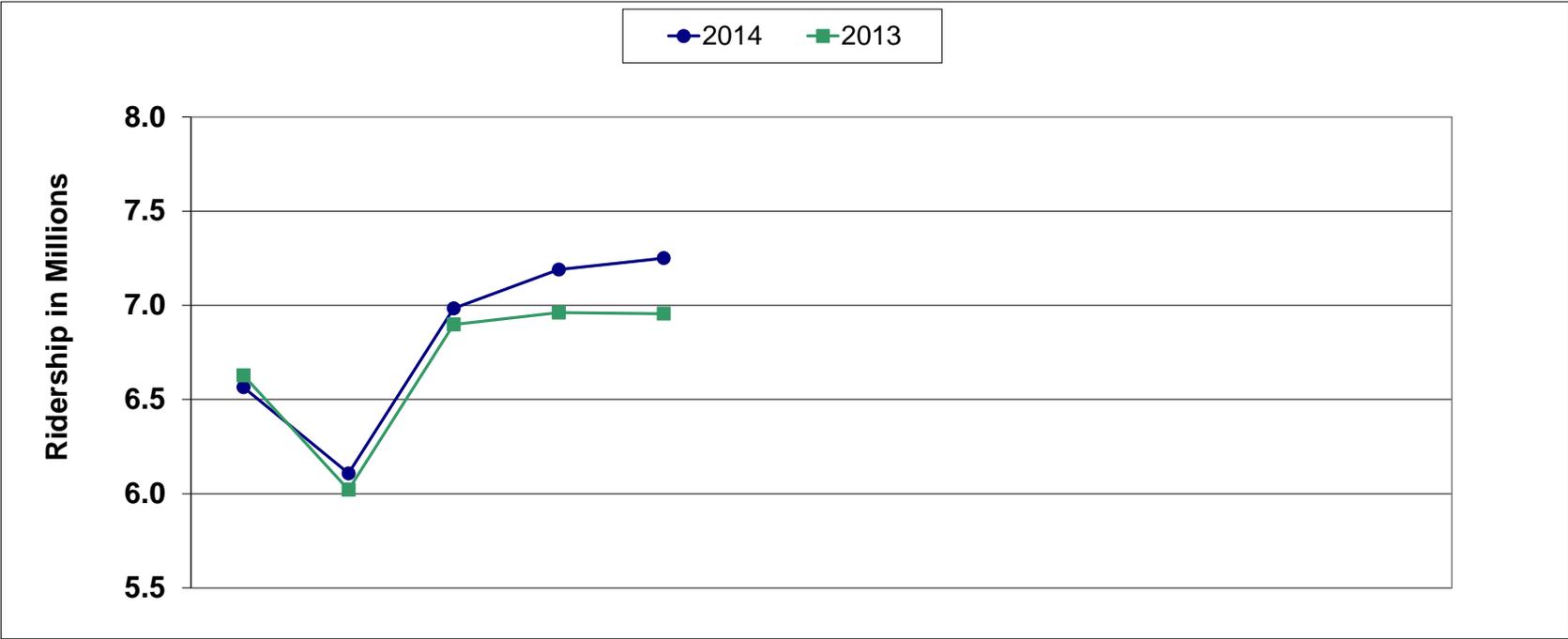
- May 2014 total ridership was 7.251 million vs. 6.956 million in May 2013 (calendar adjusted for one less work day this year), resulting in an increase of 294,797 passengers, or a 4.2% increase compared to May 2013.
- May 2014 commutation ridership was 4.112 million vs. 4.020 million in May 2013 (calendar adjusted), resulting in an increase of 92,415 passengers, or an increase of 2.3%.
- May 2014 non-commutation ridership was 3.1 million vs. 2.9 million in May 2013, an increase of 202,382 passengers, or an increase of 6.9%. Within the Non-Commutation market, Leisure Travel ridership went up 30% in May compared to last year. Also, sporting events and Memorial Day weekend travel growth contributed to higher non-commutation ridership.
- May 2014 revenue was \$55.7 million vs. \$53.4 million, an increase of \$2,304,946 or an increase of 4.3% compared to May 2013.

Year-To-Date

- 2014 YTD total ridership was 34.1 million vs. 33.5 million in 2013, an increase of 632,299 or a 1.9% increase compared to 2013, and 1.4% above budget.
- 2014 YTD commutation ridership was 20.3 million vs. 19.9 million in 2013, an increase of 411,994 or a 2.1% increase compared to 2013, and 1.1% above budget.
- 2014 YTD non-commutation ridership was 13.8 million vs. 13.6 million in 2013, an increase of 220,305 or an increase of 1.6% compared to 2013, and 2.0% above budget.
- 2014 YTD revenue was \$260.2 million vs. \$247.3 million in 2013, an increase of \$12,921,995 or an increase of 5.2% compared to 2013 and 1.7% above budget.

MAY RIDERSHIP

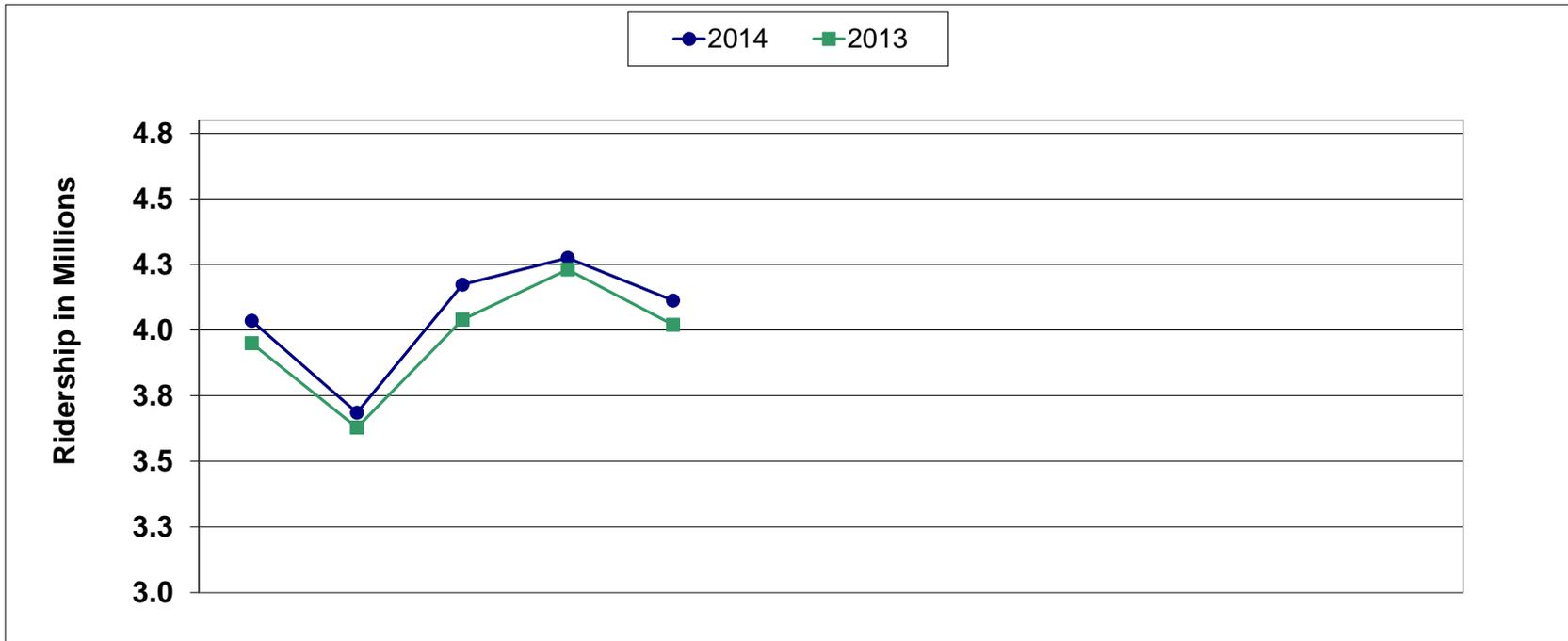
•May's Total Ridership was 4.2% above '13 and 2.5% above Budget.



	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	7.3								34.1
2013	6.6	6.0	6.9	7.0	7.0								33.5
PCT CHG.	-0.9%	1.4%	1.2%	3.3%	4.2%								1.9%

MAY COMMUTATION RIDERSHIP

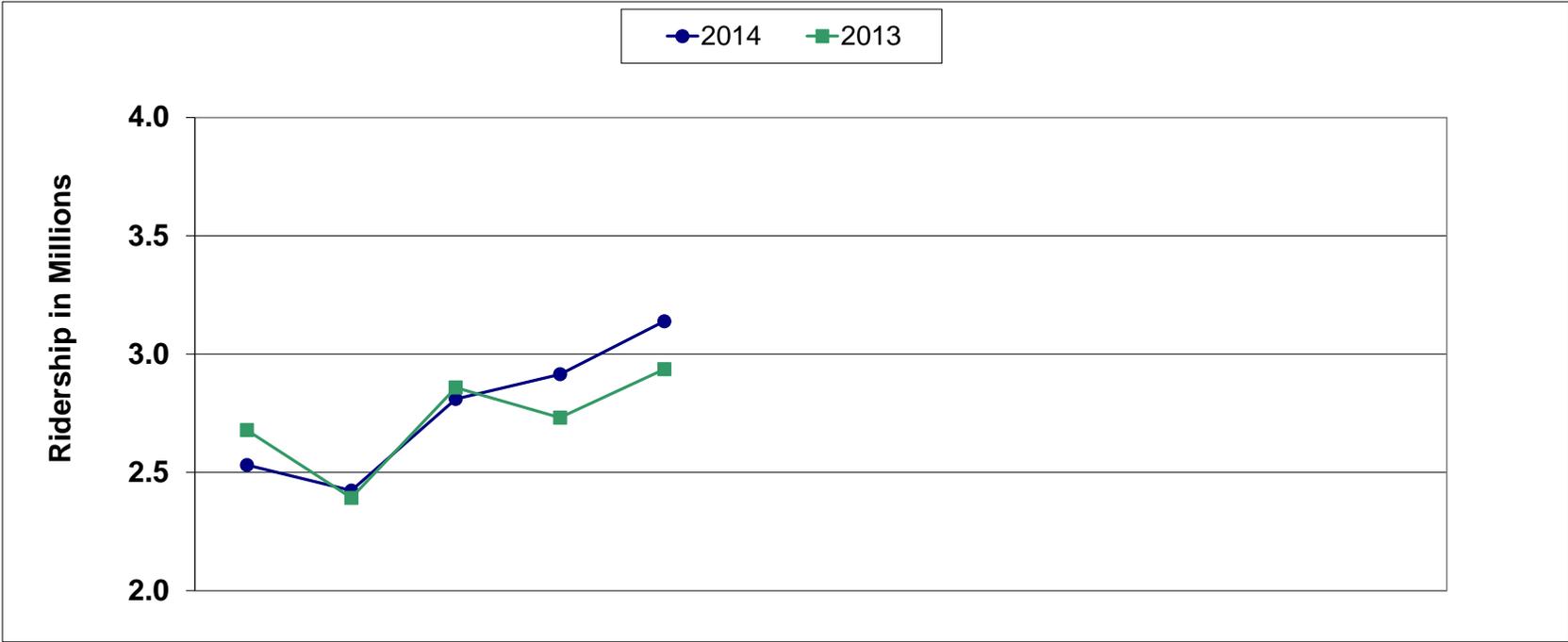
•May's Commutation Ridership was 2.3% above '13 and 1.4% above Budget.



	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	4.1								20.3
2013	3.9	3.6	4.0	4.2	4.0								19.9
PCT CHG.	2.2%	1.6%	3.3%	1.1%	2.3%								2.1%

MAY NON-COMMUTATION RIDERSHIP

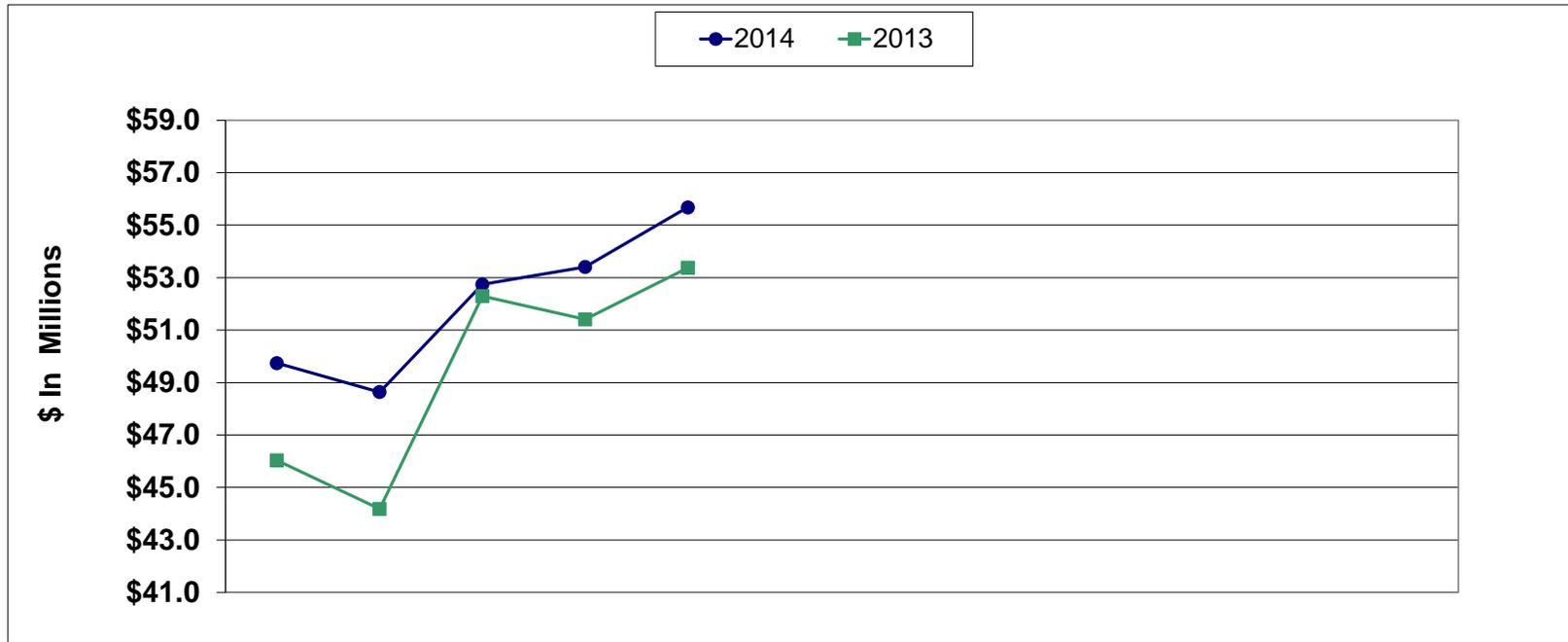
•May's Non-Commutation Ridership was 6.9% above '13 and 3.9% above Budget.



	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	3.1								13.8
2013	2.7	2.4	2.9	2.7	2.9								13.6
PCT CHG.	-5.5%	1.3%	-1.7%	6.7%	6.9%								1.6%

MAY REVENUE

•May's Total Revenue was 4.3% above '13 and 2.7% above Budget*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7								\$260.2
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4								\$247.3
PCT CHG.	8.1%	10.1%	0.9%	3.9%	4.3%								5.2%

*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	MAY 2014	MAY 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,112,330	4,019,915	92,415	2.3%
NON-COMMUTATION RIDERSHIP	3,138,202	2,935,820	202,382	6.9%
TOTAL RIDERSHIP	7,250,532	6,955,735	294,797	4.2%

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

TICKET TYPE/SERVICE	MAY 2014	MAY 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	20,280,683	19,868,689	411,994	2.1%
NON-COMMUTATION RIDERSHIP	13,815,833	13,595,528	220,305	1.6%
TOTAL RIDERSHIP	34,096,516	33,464,217	632,299	1.9%

* 2013 ridership numbers were adjusted using 2014 factors.

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

REVENUE	MAY 2014	MAY 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,200,083	\$27,608,308	\$591,775	2.1%
NON-COMMUTATION REVENUE	\$27,478,587	\$25,765,416	\$1,713,171	6.6%
TOTAL REVENUE	\$55,678,670	\$53,373,724	\$2,304,946	4.3%

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

REVENUE	MAY 2014	MAY 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$140,609,337	\$133,355,131	\$7,254,206	5.4%
NON-COMMUTATION REVENUE	\$119,599,642	\$113,931,853	\$5,667,789	5.0%
TOTAL REVENUE	\$260,208,979	\$247,286,984	\$12,921,995	5.2%

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

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

HIGHLIGHTS

PN-ZB: WRECK LEAD BRIDGE SYSTEMS – SANDY RESTORATION

Project Budget: \$6.074M

Milestone: Contract Award

A Contract for the Preliminary Design of Wreck Lead Bridge Submarine Cables was awarded to Henningson, Durham & Richardson Architecture and Engineering, P.C., for \$592,251. Wreck Lead Bridge is a single track bascule bridge crossing Reynolds Channel on the Long Beach Branch. The project work includes the replacement of the underwater cables, the bridge electrical systems, and the emergency generator. Design Completion is planned for late 2nd Quarter 2015.

PN-TW: GREAT NECK POCKET TRACK – ESA READINESS

Project Budget: \$25.82M

Milestone: Contract Award

A Contract for Signal System Design for the Great Neck Pocket Track and Supervisory System Modification Project was awarded to Jacobs Engineering for \$639,116. The existing Pocket Track will be extended to accommodate an additional 12-car train and enhance the railroad's operational flexibility. The new longer Pocket Track and the associated signal, switch, and third rail work will increase reliability and improve service levels along the Port Washington Branch, and will provide the additional capacity required for future East Side Access ridership. Signal System Design Completion is planned for March 2015.

PN-TT: ELLISON AVENUE BRIDGE

Project Budget: \$39.20M

Milestone: Design Completion

Preliminary Design for the Replacement of Ellison Avenue Bridge, a roadway bridge over the LIRR's Main Line between Carle Place and Westbury Stations, is complete. The project work will now progress to the Design-Build procurement for construction of the new Ellison Avenue Bridge. The bridge design will capture the visual sense and character of the adjacent residential community. Design-Build Construction is planned to commence in early 2015.

PN-28: FOREST HILLS STATION RAMP

Project Budget: \$2.00M

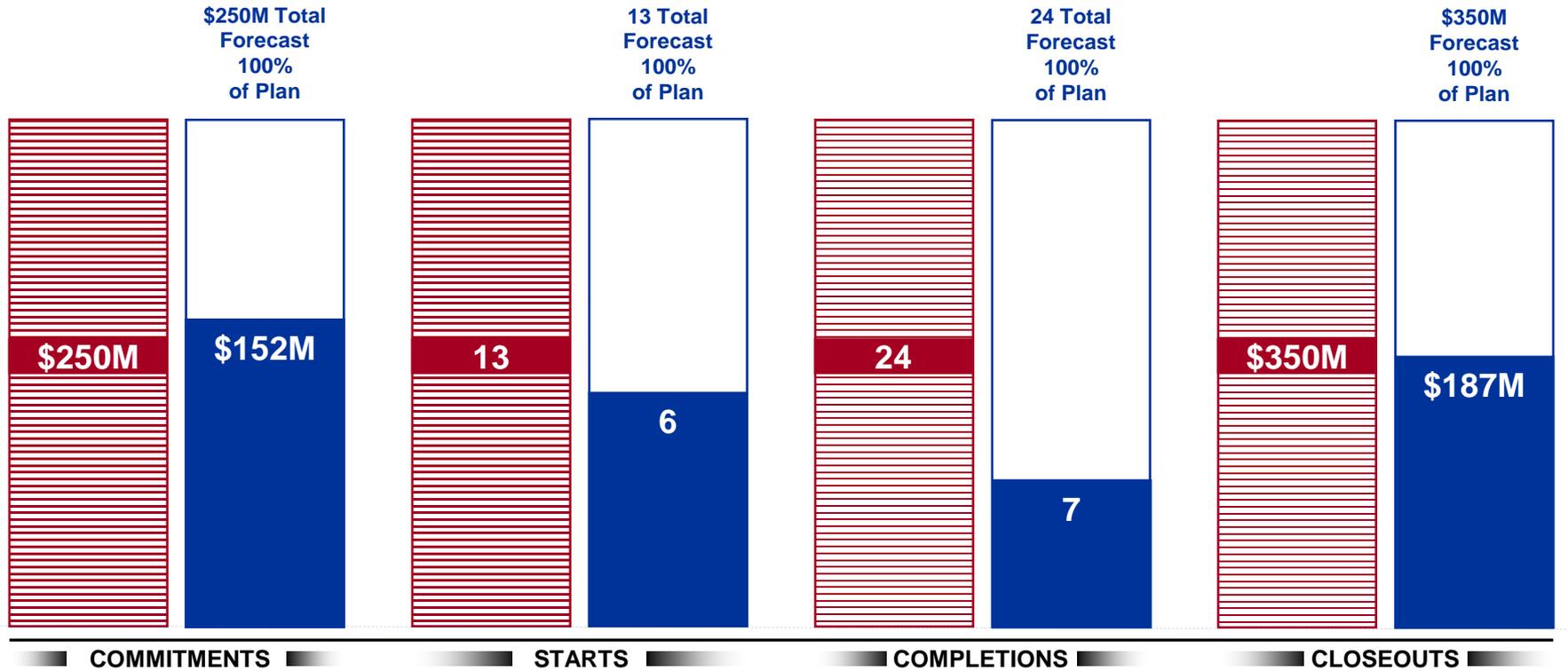
Milestone: Beneficial Use

Rehabilitation of sections of the platform ramp at Forest Hills Station is complete. The project work included railing replacement and relocation of light fixtures to facilitate unobstructed customer passage on the ramp. The components used match the existing color scheme and maintain the historic ambience of Forest Hills Station.

MENTORING ACTIVITIES

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

2014 LIRR Capital Program Goals



2014 PLAN



ACTUAL as of June 30, 2014



FORECAST through December 31, 2014