



Metropolitan Transportation Authority

Long Island Committee Meeting

September 2014

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

J. Sedore

V. Tessitore, Jr.

C. Wortendyke

Long Island Railroad Committee Meeting
347 Madison Avenue - 5th Floor Board Room
New York, NY 10017
Monday, 9/22/2014
9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. Approval of Minutes - June 23, 2014

LIRR Minutes - June 23, 2014 - Page 4

3. 2014 WORK PLAN

LIRR 2014 WORK PLAN - Page 11

4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

b. MTA Capital Construction Report

MTA Capital Construction Report - Page 15

c. MTA Police Report

i. August Crime Report

August LIRR Crime Report - Page 21

ii. July Crime Report

July LIRR Crime Report - Page 26

5. INFORMATION ITEMS

Information Items - Page 30

a. 2015 Preliminary Budget (Public Comment - Materials Previously Distributed)

b. 2014 Mid-Year Forecast

LIRR 2014 Mid Year Forecast - Page 31

c. Diversity/EEO Report - 2nd Q 2014

LIRR 2014 2nd QTR EEO Report - Page 42

d. Elevator & Escalator Service Report - 2nd Q 2014

LIRR Elevator/Escalator Service Report - 2nd Q 2014 - Page 49

e. 2014 Fall Track Work Program

LIRR 2014 Fall Track Work Program - Page 56

6. PROCUREMENTS

a. LIRR Procurements

LIRR Procurements - Page 59

i. Non-Competitive (NONE)

ii. Competitive

LIRR Competitive Procurements - Page 63

iii. Ratifications (NONE)

b. MTA CC Procurements

MTACC Procurements - Page 65

i. Non-Competitive (NONE)

ii. Competitive

MTACC Competitive Procurements - Page 68

iii. Ratifications (NONE)

7. STATUS OF OPERATIONS

a. LIRR Operations Report - August

LIRR Operations Report - August - Page 71

b. LIRR Operations Report - July

LIRR Operations Report - July - Page 83

c. Enhanced Safety Actions Update

LIRR Enhanced Safety Action Update - Page 95

8. FINANCIAL & RIDERSHIP REPORT

a. LIRR Financial & Ridership Report - July

LIRR Financial & Ridership Report - July - Page 96

b. LIRR Financial & Ridership Report - June

LIRR Financial & Ridership Report - June - Page 124

9. CAPITAL PROGRAM REPORT

LIRR Capital Program Report - Page 152

Date of next meeting: Monday, October 27, 2014 at 9:30 AM

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

Monday, July 28, 2014

Meeting held at

347 Madison Avenue

New York, New York 10017

8:00 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

Also attending: Hon. Norman E. Brown; Hon. Susan G. Metzger; Hon. Neal Zuckerman

The Metro-North Committee and the Long Island Committee met concurrently in a single session. After completion of the Metro-North agenda, Chairman Pally called the meeting of the Long Island Committee to order.

There were three public speakers addressing LIRR issues. Rosalie Norton, President of the West Hempstead Community Support Association, and Patricia McDonald, Mayor of the Village of Malverne, spoke in favor of expanded West Hempstead service. Murray Bodin suggested that the LIRR consider different configurations of rail cars, and there ensued discussion between President Nowakowski and several Board Members concerning the merits of different fleet configurations.

Upon motion duly made and seconded, the minutes of the June 23, 2014 Committee meeting were approved. There were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD

LIRR President Patrick A. Nowakowski first thanked, on behalf of the LIRR, Chairman Prendergast, Governor Cuomo, the union leadership and the labor negotiating teams for helping to avoid the potential work stoppage which would have been very difficult for the LIRR and its ridership. He also thanked those at MTA Headquarters and at LIRR who worked extensively on the alternative service plans and the plans to shut down and then restart rail service, noting that thankfully, these plans have been put back on the shelf. President Nowakowski also commended the coordination with emergency management offices in the counties served by LIRR.

President Nowakowski then addressed service investments that are being implemented. LIRR will be restoring weekend West Hempstead service; adding enhanced service between Babylon and Patchogue; increasing service to Montauk beyond October through Thanksgiving; adding service to Oyster Bay; and adding additional cars to deal with standee issues. Due to ridership growth LIRR is adding additional service for Barclay Center events. Additional signage will be installed at Penn Station and there will be additional resources for cleaning at Jamaica.

President Nowakowski then discussed safety. The LIRR Safety Department has been reorganized, like Metro-North's, so that the Safety Department is now a direct report to the President and dedicated to LIRR safety issues. An Accident Investigation Unit has been added to the Safety Department. LIRR is moving forward with a procurement for inward and outward facing on board cameras, and cameras in passenger compartments. In addition, LIRR is also adding wheel impact detectors, to detect wheels that are out of round which may impact the rail, and upgrading its fire protection systems to ensure they are up to code.

Finally, President Nowakowski reported that ridership in June was up 5.0 percent, as compared to June 2013. LIRR had 7.5 million riders for the month, the highest since June 2008. This increase in ridership reflects the additional service being provided. Both commutation and non-commutation ridership increased; non-commutation was up 7.3% in the month of June. Also contributing to the increased ridership were events such as the Belmont Stakes and service to local beaches.

MTA CAPITAL CONSTRUCTION

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

In Manhattan, the Manhattan South Structures (CM005) contractor achieved its first milestone in early July -- completion of its work in the North End of the East Cavern. The next CM005 milestone is the Escalator/Cavern Connection which is scheduled for completion in September 2014. At the 55th Street Vent Plant Facility (CM013A), concrete pours for the slabs and exterior walls are complete and the contractor will begin rebar installation for the slab in the

Fan Room. Work at the 50th Street Vent Plant Facility (CM013) is being completed and the public space is expected to open in August.

In Queens, the Plaza Substation and Queens Structure contractor (CQ032) has completed concrete placement for the invert slabs in the Yard Lead Tunnel, Tunnel A and Tunnel B/C. Concrete placement for the invert slabs in Tunnel D is 50% complete. The Harold Structures contractor (CH053) completed construction of the 48th Street Bridge and associated retaining walls as well as Microtunnel Run No. 1. The CH054 contractor completed its setup of equipment for 12kv Microtunnel Run No. 13, which is scheduled to begin in August.

Systems Package 3 -- Signal Equipment Procurement (VS086) was awarded to Ansaldo STS USA Inc. on June 27, 2014, in the amount of \$19,945,259. Systems Package 4 -- Traction Power Procurement and Installation (CS084) was advertised in June and the bid proposal packages are due in August.

MTA POLICE DEPARTMENT

Chief Coan reported that there were 12 incidents on the LIRR, compared to 15 for the same period last year. There were four robberies, two closed by arrests, and three assaults, one closed by an arrest.

MTA LONG ISLAND RAIL ROAD

Information Items

There were three LIRR information items:

- Environmental Audit
- September Track Work Program
- Diversity/EEO Report – 1st Q 2014

President Nowakowski reported on the annual Environmental Audit. He noted that these were often long-term matters, such as one dating from 1998, which was recently closed. LIRR continues to address outstanding remediation matters.

President Nowakowski also addressed work requiring track outages, including the mechanized tie replacement which is moving off the central branch out to Montauk.

Board Member Moerdler noted that there can be animosity following a labor dispute and urged LIRR management to try to extend a hand of friendship to represented employees.

President Nowakowski agreed. He noted the benefits from avoiding a work stoppage, as in his experience, such events can create lasting friction. President Nowakowski said that members of the workforce and the management team continued to work together very closely up until the moment the tentative settlement was announced. President Nowakowski said that we are hopeful that the ratification of the tentative settlement will proceed smoothly. Board Member Brown commented that it is his understanding from informal conversations with union leaders that any animosity was directed to the MTA and the press and not at LIRR management. Board Member Moerdler acknowledged the enormous credit due Governor Cuomo for stepping in and resolving the dispute.

With respect to the Diversity Report, President Nowakowski noted that a more comprehensive report will be presented in September. He reported that of the LIRR's 6,847 employees: almost 16% of are women; 17.5% are Black; over 10% are Hispanic; over 3.5% are Asian; 0.2% are Native American; and 2.1% self-reported as "Other."

President Nowakowski said that diversity is reported in six different job categories: Officials and Administrators, Professionals, Technicians, Administrative Support, Skilled Craft and Service Maintenance. The LIRR comes close to meeting every goal in every group for all EEO job classifications, except for Hispanics in the Service Maintenance category. President Nowakowski recognized that, while LIRR has improved in this category over the last three years, we must continue to move the bar forward. He said that LIRR participates in a number of outreach activities, including community-based fairs, on-campus recruitment, middle and high school career events, social media advertising of positions, and summer intern programs. LIRR also has a number of programs directed to assist individuals once they are hired so they can advance within the organization. President Nowakowski also noted that LIRR, through the Long Island Association, last week signed a pledge sponsored by Congressman Steve Israel promoting the hiring of veterans, which closely coincides with MTA's program in that regard.

Procurements

There were four LIRR procurements:

- Approval of a Sole Source Miscellaneous Procurement Contract to Penta Corporation to provide maintenance support services for all equipment and software for LIRR's Audio Visual Paging System, NYC Transit's Penta Communication Exchange Control System and Metro-North's Public Address System, over a five-year term, in the total not-to-exceed amount of \$2,421,634.
- Approval to use the competitive RFP procurement method 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.

- Approval to ride the NYS Office of General Services Personal Services Contract #PS64284, for On-Line Database Subscriptions, and award a contract to LexisNexis for a period of 52 months, in the total amount of \$62,679.96.
- Approval to award a competitively bid Miscellaneous Service Contract to United Fire Protection Corporation in the fixed price of \$31,290 for Hydrostatic Test and Inspection for Sprinkler, Standpipe and Ancillary Devices, for a period of one-year.

In response to a question by Board Member Moerdler, LIRR General Counsel Richard Gans stated that an alternate provider, WestLaw, was considered for the award given to LexisNexis. In response to questions from several Board Members, Chief Procurement Officer Dennis Mahon stated that LIRR would review the scope for the Signal Supervisory System in consideration of competitiveness concerns.

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

MTA CAPITAL CONSTRUCTION

Procurements

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

The two procurement items are as follows:

1. Modification to Contract No. 98-0040-01R 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 Harold Interlocking for Civil Speed Enforcement in the amount of \$1,530,220.
2. Modification to Contract No. VM014 to adjust Milestone and Access Restraints and to compensate the contractor for the associated Impact Costs in the amount of \$6,630,187.

Upon motion duly made and seconded, the above 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.

Chairman Pally asked for questions about the monthly operating reports referenced in the Committee book.

Board Member Moerdler noted his long-standing concern over standees, in particular in Huntington and Port Washington. He said that there had been prior statements that lack of community support caused the deferral of projects (such as lengthening platforms) which might alleviate some of the standee problems. Board Member Moerdler asked whether if, by the end of this calendar year, problems that impede LIRR's ability to address standee concerns could be identified? President Nowakowski responded in the affirmative.

Board Member Greenberg, referring to discussions at the Metro-North Committee meeting, asked about the process for setting goals for On-Time Performance (OTP). He noted that LIRR generally has not been able to meet the goal of 95.1% set for its branches. President Nowakowski agreed that a goal of 95.1% OTP across the board for each line does not correspond to the historical information. He said that LIRR should set goals individually by line, considering not only capacity constraints that can affect all lines, whether at Penn or Jamaica, but also factors unique to an individual line. For example, President Nowakowski noted the particular complicating factors of trains converging at Jamaica, and the precise schedule connections that complicate operations and can affect OTP, as a ripple effect is created based on a delay to a single train.

Board Member Moerdler asked whether there was any commonality involving incidents when trains get stuck? President Nowakowski responded that while mechanical problems can occur anywhere on the system, there are locations such as Penn Station where such problems have greater effects on the overall system.

Board Member Moerdler then asked, if there are points within the system where frequent problems arise, is it feasible to create a bypass at such locations? President Nowakowski responded that while we would prefer to have another tunnel under the East River, for example, such bypasses can be extremely expensive. He added that there are critical locations, such as Jamaica and Harold Interlocking, where it is essential that the state of repair is maintained at an optimal level so that the railroad is less prone to failures.

Board Member Brown agreed that there are choke points which affect LIRR operations and also noted that East Side Access has used a substantial amount of the MTA's resources. He questioned whether East Side Access would have significant benefits, absent a main line third track or yards in the east, and questioned the value of shuttle service on the Atlantic Branch to Brooklyn and Long Island residents. He also asked whether anticipated performance metrics had been analyzed absent the third track or yard capacity in the east.

President Nowakowski responded that he is trying to step back and look at the big picture, including the fact that East Side Access will give us more capacity at Penn Station, but that it will not make operations simpler at Jamaica or at Harold. He noted, however, that there is a project going forward to better structure the interlockings at Jamaica and Harold to improve the capacity there. President Nowakowski observed that how much ridership is gained with access into Grand Central Terminal through the East Side Access project will affect what the new choke points would be and will determine whether the lack of a main line third track is a limiting factor. He also noted that LIRR will be buying in excess of 200 rail cars as part of the East Side Access project, 20% more rail cars than we run today. He said that LIRR needs a place to store them and we have to make sure the plant will accommodate the additional capacity with more trains being run.

Board Member Brown expressed concerns that capacity restrictions would limit utilization of East Side Access improvements and adversely affect the fare box recovery ratio. Chairman Pally responded that these are very important issues to LIRR and to Long Island residents because it is essential to get as much out of East Side Access as possible, based upon the money being expended by the MTA and federal and state taxpayers. Chairman Pally said we are looking at these issues, which will be part of the Capital Planning discussion in the coming months.

Adjournment

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

Respectfully submitted,



Richard L. Gans
Secretary

2014 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	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

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)	
ESA Readiness Update	President

November 2014 (Joint Meeting with MNR)

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

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 September 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	\$ 628,962,459
Construction	\$8,036,910,326	\$8,036,910,326	\$ 3,767,087,307
Project Management	\$1,036,168,644	\$1,036,168,644	\$ 587,824,356
Real Estate	\$182,076,230	\$182,076,230	\$ 112,650,853
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$ 5,096,524,975

* 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

- **44th Street Vent Plant Facility (CM004):** All construction work on this contract was completed in September.
- **Manhattan South Structures (CM005):** The escalator/cavern connections and the invert slabs in Wellways 1 through 4 were completed.
- **Manhattan North Structures (CM006):** Contractor continues to concrete and waterproofing work in the west side structures at 50th and 55th Streets and 63rd Street tunnel.
- **55th Street Vent Plant Facility (CM013A):** This contract is targeted to achieve its first milestone in October with beneficial occupancy of the Lower Fan Room and Facility & Traction Power Station. Work also continues in the East and West plenums.
- **Plaza Substation and Queens Structures (CQ032):** This contract is targeted to meet its second milestone in October with the completion of the yard lead trench envelope.

- **Harold Structures (CH053):** Commissioning of the 12kV ductbank began in August and is anticipated to be completed by the end of the year. Work is progressing on the installation of conduits, ductbanks and equipment pads for the MG Signal Power Separation.
- **Harold Structures (CH054A):** Construction of open-cut sections of the new storm sewer system was completed in August. Work on the jacking pits and soil stabilization for the trenchless construction of the storm sewer commenced in August. Mining for two microtunnels for the trenchless construction of the storm sewer began in September. The contractor completed mining the Microtunnel Run 13 in August.
- **Harold Structures-Part 3 (CH057A):** Signal Bridge 30 was erected in August.
- **System Package 4 – Traction Power Procurement and Installation (CS084):** Bid packages were received and Notice of Award is planned for October.
- **GCT Concourse and Facilities Fit-out (CM014B):** Technical and cost proposals were received and are currently under review. MTA Board approval is targeted for November.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - September 2014

Expenditures thru August 2014; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,221.3	\$ 3,767.1
Design	\$ 720.6	\$ 666.0	\$ 629.0
Project Management	\$ 1,036.2	\$ 661.1	\$ 587.8
Real Estate	\$ 182.1	\$ 116.5	\$ 112.7
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 6,664.9	\$ 5,096.5

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve and \$50 million is included in the Regional Investment budget.

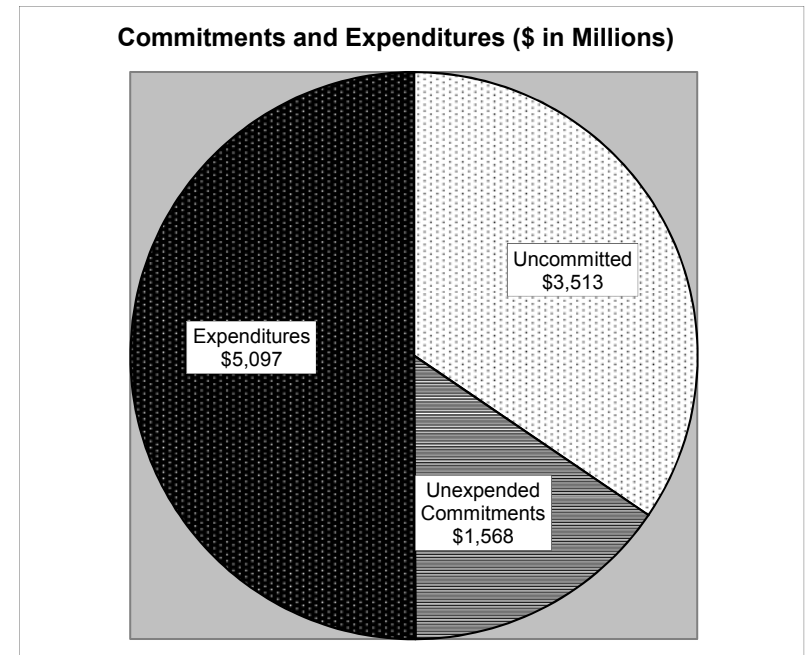
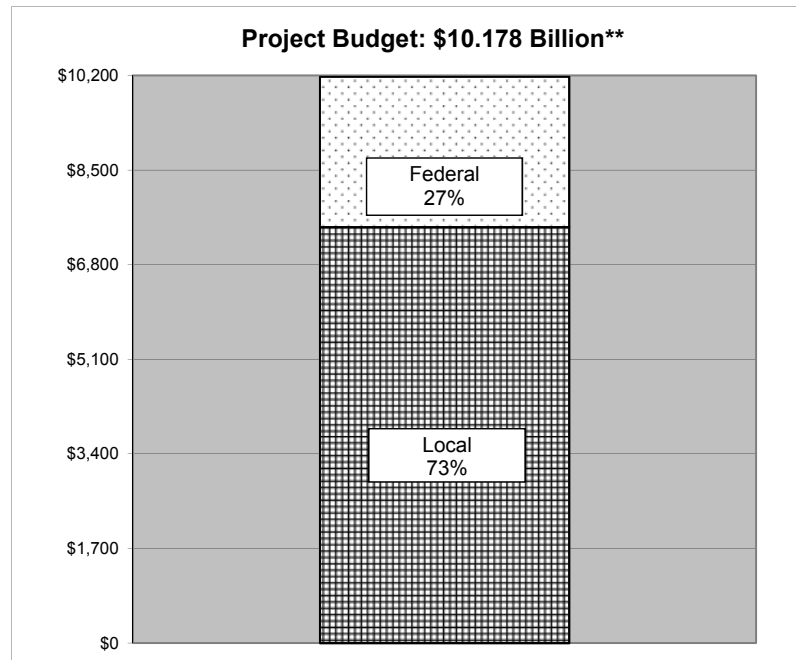
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$57.2	\$52.0	\$5.3	\$35.5	Nov-2011	Nov-2011	Apr-2013	Feb-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.1	\$1.8	\$26.6	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$223.4	\$202.1	\$21.3	\$68.5	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	\$213.8	\$25.1	\$121.8	Aug-2011	Aug-2011	Aug-2014	Feb-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$316.5	\$294.8	\$21.7	\$201.4	Jan-2008	Jan-2008	Feb-2011	Mar-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.3	\$104.3	\$22.0	\$2.6	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	Apr-2015	N/A	Dec-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	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084)		<i>In Procurement</i>			Sep-2014	Oct-2014	N/A	Dec-2019

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

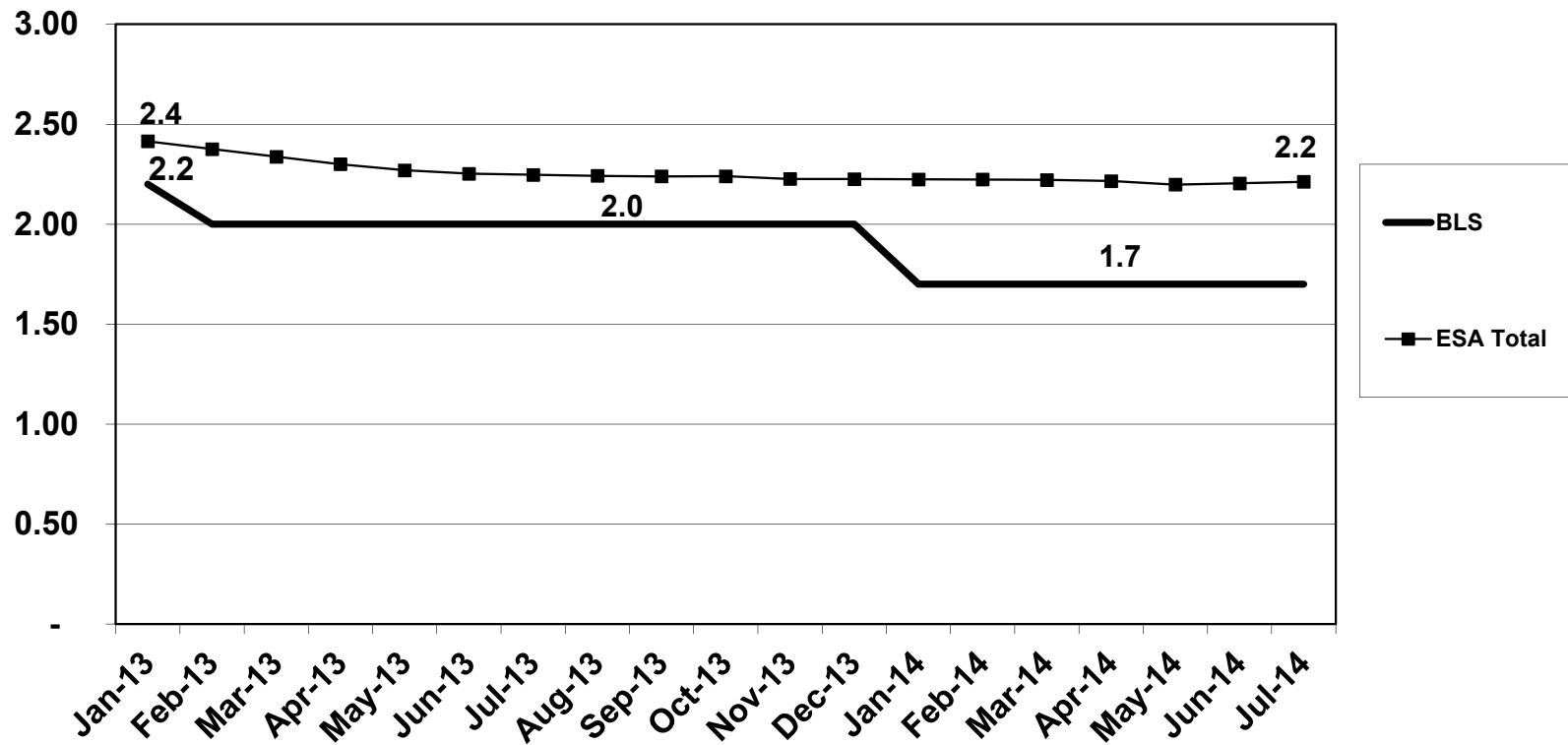
** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status
Report to the Railroad Committee - September 2014
data thru August 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	1,532	2	1,505
2005-2009	2,683	838	-	1,845	1,176	2,675	8	2,522
2010-2014	3,232	3,228	-	5	5	2,301	931	913
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 6,665	\$ 3,513	\$ 5,097



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



Note:

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



Police Report



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road**

August 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	2	2	0	0%
Burglary	2	1	1	100%
Grand Larceny	12	11	1	9%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	20	18	2	11%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	0	0	0%
Robbery	21	13	8	62%
Felony Assault	16	13	3	23%
Burglary	4	4	0	0%
Grand Larceny	83	83	0	0%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	125	114	11	10%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

August 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	0	0	0%
Robbery	10	3	7	233%
Felony Assault	4	4	0	0%
Burglary	2	1	1	100%
Grand Larceny	24	22	2	9%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	40	31	9	29%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	1	-1	-100%
Robbery	43	29	14	48%
Felony Assault	24	23	1	4%
Burglary	16	8	8	100%
Grand Larceny	160	156	4	3%
Grand Larceny Auto	2	4	-2	-50%
Total Major Felonies	245	222	23	10%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT

Per Day Average

August 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	10	4	3	3
Fel. Assault	4	2	2	0
Burglary	2	2	0	0
Grand Larceny	24	12	11	1
GLA	0	0	0	0
Total	40	20	16	4
Crimes Per Day	1.29	0.65	0.52	0.13



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 8/31/2014

Arrest Classification	Total Arrests
Robbery	36
Felony Assault	21
Burglary	8
Grand Larceny	45
Grand Larceny Auto	2
Aggravated Harassment	1
Aggravated Unlicensed Operator	28
Assault-Misdemeanor	45
Breach of Peace	7
Child Endangerment	1
Criminal Contempt	4
Criminal Impersonation	2
Criminal Mischief	23
Criminal Possession Stolen Property	7
Criminal Trespass	14
Disorderly Conduct	2
Drug Offenses	36
DUI Offenses	10
Falsely Reporting an Incident	4
Forgery	77
Fraud	6
Graffiti	8
Harassment	6
Make Terrorist Threat	1
Menacing	7
Obstruct Government	4
Panhandling	1
Petit Larceny	69
Public Lewdness	33
Reckless Endangerment	5
Resisting Arrest	37
Sex Offenses	8
Stalking	2
Theft of Services	95
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	34
Weapons Offenses	4
Arrest Totals	697



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road**

July 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	1	3	-2	-67%
Burglary	0	1	-1	-100%
Grand Larceny	15	10	5	50%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	19	16	3	19%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	17	10	7	70%
Felony Assault	14	11	3	27%
Burglary	2	3	-1	-33%
Grand Larceny	71	72	-1	-1%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	105	96	9	9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

July 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	2	2	100%
Felony Assault	2	3	-1	-33%
Burglary	0	2	-2	-100%
Grand Larceny	25	23	2	9%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	32	30	2	7%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	33	26	7	27%
Felony Assault	20	19	1	5%
Burglary	14	7	7	100%
Grand Larceny	136	134	2	1%
Grand Larceny Auto	2	4	-2	-50%
Total Major Felonies	205	191	14	7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

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

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	4	2	1	1
Fel. Assault	2	1	1	0
Burglary	0	0	0	0
Grand Larceny	25	15	9	1
GLA	1	1	0	0
Total	32	19	11	2
Crimes Per Day	1.03	0.61	0.35	0.06



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 7/31/2014

Arrest Classification	Total Arrests
Robbery	29
Felony Assault	18
Burglary	6
Grand Larceny	40
Grand Larceny Auto	2
Aggravated Harassment	1
Aggravated Unlicensed Operator	25
Assault-Misdemeanor	39
Breach of Peace	6
Child Endangerment	1
Criminal Contempt	3
Criminal Impersonation	2
Criminal Mischief	20
Criminal Possession Stolen Property	6
Criminal Trespass	13
Disorderly Conduct	2
Drug Offenses	32
DUI Offenses	8
Falsely Reporting an Incident	3
Forgery	70
Fraud	5
Graffiti	8
Harassment	5
Make Terrorist Threat	1
Menacing	6
Obstruct Government	3
Panhandling	1
Petit Larceny	51
Public Lewdness	31
Reckless Endangerment	5
Resisting Arrest	36
Sex Offenses	7
Stalking	2
Theft of Services	77
Unlawful Surveillance	2
VTL Offenses	2
Warrant Arrest	27
Weapons Offenses	4
Arrest Totals	599



INFORMATION

ITEMS

MTA LONG ISLAND RAIL ROAD

July Financial Plan - 2014 Mid-Year Forecast

BY MONTH

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$49.741	\$48.638	\$52.742	\$53.409	\$54.343	\$57.143	\$59.030	\$56.640	\$55.356	\$54.524	\$54.259	\$55.287	\$651.112
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.949	4.671	4.547	3.176	4.646	3.851	3.809	3.857	3.556	3.583	3.871	8.787	51.301
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$52.690	\$53.309	\$57.289	\$56.585	\$58.989	\$60.994	\$62.839	\$60.496	\$58.912	\$58.107	\$58.130	\$64.074	\$702.413
Operating Expenses													
Labor:													
Payroll	\$39.894	\$35.226	\$35.340	\$36.506	\$40.055	\$36.924	\$40.137	\$124.867	\$40.072	\$43.154	\$39.523	\$47.155	\$558.853
Overtime	10.463	10.920	6.758	8.526	7.378	7.532	9.747	27.539	9.122	8.663	8.522	11.031	126.201
Health and Welfare	8.528	8.218	7.770	7.895	8.062	8.099	7.945	8.192	7.893	7.412	7.601	7.121	94.736
OPEB Current Payment	4.778	4.784	4.856	4.905	4.905	4.905	4.905	4.905	4.905	4.905	4.905	4.905	58.563
Pensions	15.203	15.237	14.158	14.332	14.613	14.614	14.194	14.578	14.130	14.425	14.692	14.648	174.824
Other Fringe Benefits	10.764	10.481	7.604	11.428	10.338	10.227	12.165	27.862	10.428	8.230	7.370	7.032	133.929
Reimbursable Overhead	(1.222)	(1.136)	(2.160)	(2.760)	(2.349)	(2.398)	(2.842)	(2.451)	(3.344)	(2.702)	(2.500)	(2.972)	(28.836)
Total Labor Expenses	\$88.408	\$83.730	\$74.326	\$80.832	\$83.002	\$79.903	\$86.251	\$205.492	\$83.206	\$84.087	\$80.113	\$88.919	\$1,118.269
Non-Labor:													
Electric Power	\$9.297	\$7.907	\$9.292	\$7.838	\$8.214	\$9.558	\$10.067	\$9.600	\$9.483	\$7.995	\$7.927	\$9.306	\$106.484
Fuel	2.440	2.188	3.271	1.977	2.457	2.591	2.624	2.684	2.456	2.459	2.376	2.278	29.801
Insurance	1.922	1.922	1.923	1.931	1.951	1.951	1.952	1.952	1.952	1.952	2.057	2.109	23.574
Claims	(0.222)	0.104	0.644	0.371	0.371	0.371	0.371	0.371	0.371	0.371	0.371	0.372	3.866
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	3.407	5.101	4.328	5.912	5.992	6.253	6.762	6.428	6.633	6.921	7.012	7.031	71.780
Professional Service Contracts	0.715	1.381	3.033	2.107	2.987	3.084	3.752	3.853	3.896	5.091	4.310	5.530	39.739
Materials & Supplies	9.238	7.089	8.216	11.236	10.648	13.838	10.887	10.906	12.851	11.534	11.733	15.196	133.372
Other Business Expenses	0.307	0.844	1.089	1.170	1.186	1.419	1.282	1.580	1.500	1.239	1.206	1.799	14.621
Total Non-Labor Expenses	\$27.104	\$26.536	\$31.796	\$32.542	\$33.806	\$39.065	\$37.697	\$37.374	\$39.142	\$37.562	\$36.992	\$43.620	\$423.236
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$115.512	\$110.266	\$106.122	\$113.374	\$116.808	\$118.968	\$123.948	\$242.866	\$122.348	\$121.649	\$117.105	\$132.539	\$1,541.505
Depreciation	\$26.430	\$26.430	\$30.395	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$28.129	\$333.377
OPEB Obligation	6.471	4.499	6.306	5.765	5.765	5.765	5.765	5.765	5.765	5.765	5.765	8.000	71.398
Environmental Remediation	0.167	0.167	1.767	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	3.600
Total Expenses	\$148.580	\$141.362	\$144.590	\$147.055	\$150.489	\$152.649	\$157.629	\$276.547	\$156.029	\$155.330	\$150.786	\$168.835	\$1,949.880
Net Surplus/(Deficit)	(\$95.890)	(\$88.054)	(\$87.301)	(\$90.469)	(\$91.500)	(\$91.655)	(\$94.790)	(\$216.051)	(\$97.117)	(\$97.223)	(\$92.656)	(\$104.762)	(\$1,247.467)
Cash Conversion Adjustments:													
Depreciation	\$26.430	\$26.430	\$30.395	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$28.129	\$333.377
Operating Capital	(0.127)	(0.339)	(2.167)	(2.718)	(2.715)	(4.023)	(3.581)	(4.277)	(2.947)	(3.347)	(3.647)	(3.249)	(33.136)
Other Cash Adjustments	3.014	5.228	(0.349)	6.946	1.766	14.501	7.081	132.352	21.779	(3.992)	18.156	(124.457)	82.026
Total Cash Conversion Adjustments	\$29.317	\$31.319	\$27.879	\$31.976	\$26.800	\$38.228	\$31.250	\$155.825	\$46.582	\$20.411	\$42.258	(\$99.576)	\$382.268
Baseline Net Cash Surplus/(Deficit)	(\$66.574)	(\$56.735)	(\$59.422)	(\$58.493)	(\$64.700)	(\$53.427)	(\$63.540)	(\$60.226)	(\$50.535)	(\$76.812)	(\$50.398)	(\$204.338)	(\$865.199)

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	11.042	10.204	22.191	26.993	24.487	25.690	27.348	24.820	27.634	25.431	22.788	33.580	282.208
Total Revenue	\$11.042	\$10.204	\$22.191	\$26.993	\$24.487	\$25.690	\$27.348	\$24.820	\$27.634	\$25.431	\$22.788	\$33.580	\$282.208
Expenses													
Labor:													
Payroll	\$3.756	\$3.656	\$6.327	\$8.870	\$7.415	\$7.498	\$9.296	\$7.630	\$9.518	\$8.077	\$7.117	\$8.581	\$87.741
Overtime	0.617	0.475	2.117	1.537	1.844	1.543	1.573	1.568	1.636	1.901	1.565	1.554	\$17.929
Health and Welfare	0.784	0.757	1.489	1.551	1.356	1.346	1.635	1.373	1.685	1.488	1.290	1.553	\$16.308
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
Pensions	1.369	1.335	2.413	2.240	1.958	1.958	2.378	1.993	2.441	2.146	1.880	2.257	\$24.367
Other Fringe Benefits	0.753	0.711	1.424	1.868	1.633	1.621	1.969	1.654	2.030	1.792	1.553	1.869	\$18.877
Reimbursable Overhead	1.222	1.136	2.160	2.760	2.349	2.398	2.842	2.451	3.344	2.702	2.500	2.972	\$28.836
Total Labor Expenses	\$8.501	\$8.070	\$15.930	\$18.826	\$16.555	\$16.364	\$19.692	\$16.669	\$20.655	\$18.106	\$15.905	\$18.785	\$194.059
Non-Labor:													
Electric Power	\$0.009	\$0.009	\$0.047	\$0.021	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.062	\$0.581
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Insurance	0.153	0.114	0.343	0.585	0.513	0.490	0.589	0.487	0.608	0.542	0.426	0.520	5.370
Claims	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.709	0.498	0.790	1.760	1.659	1.911	1.246	1.153	1.210	1.477	1.237	1.165	14.815
Professional Service Contracts	0.236	0.159	0.258	0.137	0.159	0.249	0.827	0.778	0.353	0.349	0.336	0.337	4.176
Materials & Supplies	1.300	1.322	4.753	5.666	5.517	6.590	4.906	5.647	4.720	4.870	4.799	12.685	62.776
Other Business Expenses	0.134	0.032	0.071	(0.001)	0.023	0.023	0.025	0.024	0.026	0.024	0.023	0.026	0.431
Total Non-Labor Expenses	\$2.541	\$2.134	\$6.262	\$8.167	\$7.932	\$9.326	\$7.656	\$8.151	\$6.979	\$7.324	\$6.883	\$14.794	\$88.149
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$11.042	\$10.204	\$22.191	\$26.993	\$24.487	\$25.690	\$27.348	\$24.820	\$27.634	\$25.431	\$22.788	\$33.580	\$282.208
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	\$0.000
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Expenses	\$11.042	\$10.204	\$22.191	\$26.993	\$24.487	\$25.690	\$27.348	\$24.820	\$27.634	\$25.431	\$22.788	\$33.580	\$282.208
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$49.741	\$48.638	\$52.742	\$53.409	\$54.343	\$57.143	\$59.030	\$56.640	\$55.356	\$54.524	\$54.259	\$55.287	\$651.112
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.949	4.671	4.547	3.176	4.646	3.851	3.809	3.857	3.556	3.583	3.871	8.787	51.301
Capital and Other Reimbursements	11.042	10.204	22.191	26.993	24.487	25.690	27.348	24.820	27.634	25.431	22.788	33.580	282.208
Total Revenue	\$63.732	\$63.513	\$79.480	\$83.578	\$83.476	\$86.684	\$90.187	\$85.316	\$86.546	\$83.538	\$80.918	\$97.653	\$984.621
Expenses													
Labor:													
Payroll	\$43.650	\$38.882	\$41.667	\$45.376	\$47.470	\$44.422	\$49.433	\$132.497	\$49.590	\$51.231	\$46.640	\$55.735	\$646.593
Overtime	11.080	11.395	8.875	10.063	9.222	9.075	11.320	29.107	10.758	10.564	10.087	12.584	144.130
Health and Welfare	9.312	8.975	9.259	9.446	9.418	9.445	9.580	9.565	9.578	8.900	8.891	8.674	111.044
OPEB Current Payment	4.778	4.784	4.856	4.905	4.905	4.905	4.905	4.905	4.905	4.905	4.905	4.905	58.563
Pensions	16.572	16.572	16.571	16.572	16.571	16.572	16.572	16.571	16.571	16.571	16.572	16.905	199.191
Other Fringe Benefits	11.517	11.192	9.028	13.296	11.971	11.848	14.134	29.516	12.458	10.022	8.923	8.901	152.806
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$96.909	\$91.800	\$90.256	\$99.658	\$99.557	\$96.267	\$105.943	\$222.161	\$103.861	\$102.193	\$96.018	\$107.705	\$1,312.328
Non-Labor:													
Electric Power	\$9.306	\$7.916	\$9.339	\$7.859	\$8.276	\$9.620	\$10.129	\$9.662	\$9.545	\$8.057	\$7.989	\$9.369	\$107.065
Fuel	2.440	2.188	3.271	1.977	2.457	2.591	2.624	2.684	2.456	2.459	2.376	2.278	29.801
Insurance	2.075	2.036	2.266	2.516	2.464	2.441	2.541	2.439	2.560	2.494	2.483	2.629	28.944
Claims	(0.222)	0.104	0.644	0.371	0.371	0.371	0.371	0.371	0.371	0.371	0.371	0.372	3.866
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.116	5.599	5.118	7.672	7.651	8.164	8.008	7.581	7.843	8.398	8.249	8.195	86.594
Professional Service Contracts	0.951	1.540	3.291	2.244	3.146	3.333	4.579	4.631	4.249	5.440	4.646	5.867	43.915
Materials & Supplies	10.538	8.411	12.969	16.902	16.165	20.428	15.793	16.553	17.571	16.404	16.532	27.881	196.147
Other Business Expenses	0.441	0.876	1.160	1.169	1.209	1.442	1.307	1.604	1.526	1.263	1.229	1.825	15.052
Total Non-Labor Expenses	\$29.645	\$28.670	\$38.058	\$40.709	\$41.738	\$48.391	\$45.353	\$45.525	\$46.121	\$44.886	\$43.875	\$58.415	\$511.385
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$126.554	\$120.470	\$128.313	\$140.367	\$141.295	\$144.658	\$151.296	\$267.686	\$149.982	\$147.080	\$139.893	\$166.119	\$1,823.713
Depreciation	\$26.430	\$26.430	\$30.395	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$28.129	\$333.377
OPEB Obligation	6.471	4.499	6.306	5.765	5.765	5.765	5.765	5.765	5.765	5.765	5.765	8.000	71.398
Environmental Remediation	0.167	0.167	1.767	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	3.600
Total Expenses	\$159.622	\$151.566	\$166.781	\$174.048	\$174.976	\$178.339	\$184.977	\$301.367	\$183.663	\$180.761	\$173.574	\$202.415	\$2,232.088
Net Surplus/(Deficit)	(\$95.890)	(\$88.054)	(\$87.301)	(\$90.469)	(\$91.500)	(\$91.655)	(\$94.790)	(\$216.051)	(\$97.117)	(\$97.223)	(\$92.656)	(\$104.762)	(\$1,247.467)
Cash Conversion Adjustments:													
Depreciation	\$26.430	\$26.430	\$30.395	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$28.129	\$333.377
Operating Capital	(0.127)	(0.339)	(2.167)	(2.718)	(2.715)	(4.023)	(3.581)	(4.277)	(2.947)	(3.347)	(3.647)	(3.249)	(33.136)
Other Cash Adjustments	3.014	5.228	(0.349)	6.946	1.766	14.501	7.081	132.352	21.779	(3.992)	18.156	(124.457)	82.026
Total Cash Conversion Adjustments	\$29.317	\$31.319	\$27.879	\$31.976	\$26.800	\$38.228	\$31.250	\$155.825	\$46.582	\$20.411	\$42.258	(\$99.576)	\$382.268
Net Cash Surplus/(Deficit)	(\$66.574)	(\$56.735)	(\$59.422)	(\$58.493)	(\$64.700)	(\$53.427)	(\$63.540)	(\$60.226)	(\$50.535)	(\$76.812)	(\$50.398)	(\$204.338)	(\$865.199)

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$53.051	\$50.064	\$53.939	\$55.356	\$56.330	\$59.611	\$61.498	\$59.107	\$57.823	\$56.513	\$56.247	\$57.275	\$676.815
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	3.612	1.795	4.997	8.462	3.302	2.584	2.673	2.596	3.720	2.322	2.611	10.187	48.861
Capital and Other Reimbursements	12.201	14.248	11.935	20.029	21.713	24.784	25.405	24.800	26.270	25.207	27.297	29.585	263.473
Total Receipts	\$68.863	\$66.107	\$70.871	\$83.848	\$81.346	\$86.979	\$89.576	\$86.503	\$87.813	\$84.042	\$86.155	\$97.047	\$989.149
Expenditures													
Labor:													
Payroll	\$46.955	\$37.732	\$38.321	\$41.894	\$53.075	\$42.339	\$51.084	\$46.735	\$43.429	\$56.773	\$45.511	\$152.890	\$656.738
Overtime	11.465	11.656	8.528	8.182	11.349	9.075	10.748	10.240	8.271	13.106	10.086	31.424	144.130
Health and Welfare	9.106	10.336	7.905	10.193	9.418	9.446	9.580	9.565	9.579	8.900	8.891	8.673	111.592
OP&B Current Payment	4.785	6.192	3.452	5.041	4.905	4.905	4.905	4.905	4.905	4.905	4.905	4.905	58.710
Pensions	9.831	9.885	16.530	16.564	16.571	16.572	16.572	16.572	16.572	16.572	16.572	16.785	185.598
Other Fringe Benefits	12.601	10.093	10.974	11.419	13.855	11.869	12.032	14.069	10.524	11.623	8.823	27.387	155.268
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	5.827	5.827
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$94.744	\$85.893	\$85.709	\$93.292	\$109.174	\$94.206	\$104.921	\$102.086	\$93.280	\$111.879	\$94.788	\$247.892	\$1,317.864
Non-Labor:													
Electric Power	\$11.478	\$4.920	\$13.766	\$10.059	\$8.277	\$9.604	\$10.034	\$9.647	\$9.525	\$8.038	\$7.970	\$9.349	\$112.667
Fuel	2.319	2.740	2.644	2.717	2.749	2.633	2.666	2.726	2.508	2.511	2.428	2.336	30.977
Insurance	6.588	2.476	0.000	5.444	(0.942)	2.871	3.133	1.828	2.336	3.102	0.000	3.202	30.038
Claims	0.085	0.115	0.099	0.099	0.048	0.267	0.267	0.267	0.267	0.267	0.267	0.267	2.316
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.177	5.443	4.686	8.912	7.950	9.690	9.667	9.238	9.501	10.055	9.907	12.079	101.305
Professional Service Contracts	2.661	2.505	1.620	3.420	2.870	2.655	5.099	3.952	3.570	5.959	3.977	6.367	44.654
Materials & Supplies	11.570	15.352	19.105	15.155	12.795	15.222	14.023	13.741	14.027	15.780	13.987	15.277	176.034
Other Business Expenditures	0.415	0.964	1.345	1.118	1.157	1.293	1.341	1.279	1.369	1.298	1.264	2.651	15.493
Total Non-Labor Expenditures	\$39.294	\$34.514	\$43.265	\$46.923	\$34.904	\$44.235	\$46.230	\$42.678	\$43.103	\$47.010	\$39.800	\$51.528	\$513.484
Other Adjustments:													
Other	\$1.924	\$1.810	\$1.706	\$1.837	\$1.968	\$1.965	\$1.965	\$1.965	\$1.965	\$1.965	\$1.965	\$1.965	\$23.000
Total Other Expenditure Adjustments	\$1.924	\$1.810	\$1.706	\$1.837	\$1.968	\$1.965	\$1.965	\$1.965	\$1.965	\$1.965	\$1.965	\$1.965	\$23.000
Total Expenditures	\$135.962	\$122.217	\$130.681	\$142.052	\$146.045	\$140.406	\$153.116	\$146.729	\$138.348	\$160.854	\$136.553	\$301.385	\$1,854.348
Cash Timing and Availability Adjustments	0.525	(0.625)	0.388	(0.288)	-	-	-	-	-	-	-	-	\$0.000
Baseline Net Cash Deficit	(\$66.574)	(\$56.735)	(\$59.422)	(\$58.493)	(\$64.700)	(\$53.427)	(\$63.540)	(\$60.226)	(\$50.535)	(\$76.812)	(\$50.398)	(\$204.338)	(\$865.199)

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$3.310	\$1.427	\$1.197	\$1.947	\$1.988	\$2.468	\$2.468	\$2.467	\$2.467	\$1.989	\$1.988	\$1.988	\$25.703
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.663	(2.876)	0.451	5.286	(1.343)	(1.267)	(1.136)	(1.261)	0.164	(1.261)	(1.260)	1.400	(2.440)
Capital and Other Reimbursements	1.159	4.044	(10.257)	(6.964)	(2.774)	(0.906)	(1.943)	(0.020)	(1.364)	(0.224)	4.509	(3.995)	(18.735)
Total Receipts	\$5.131	\$2.594	(\$8.609)	\$0.269	(\$2.130)	\$0.295	(\$0.611)	\$1.187	\$1.267	\$0.504	\$5.237	(\$0.606)	\$4.528
Expenditures													
Labor:													
Payroll	(\$3.306)	\$1.150	\$3.346	\$3.482	(\$5.606)	\$2.083	(\$1.651)	\$85.762	\$6.161	(\$5.542)	\$1.129	(\$97.155)	(\$10.145)
Overtime	(0.385)	(0.261)	0.347	1.881	(2.127)	0.000	0.572	18.867	2.487	(2.542)	0.001	(18.840)	(0.000)
Health and Welfare	0.206	(1.361)	1.354	(0.747)	(0.000)	(0.001)	(0.000)	0.000	(0.001)	0.000	(0.000)	0.001	(0.548)
OPEB Current Payment	(0.007)	(1.408)	1.404	(0.136)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.147)
Pensions	6.740	6.687	0.041	0.008	0.000	(0.000)	(0.000)	(0.001)	(0.001)	(0.001)	(0.000)	0.120	13.593
Other Fringe Benefits	(1.084)	1.099	(1.946)	1.877	(1.884)	(0.021)	2.102	15.447	1.934	(1.601)	0.100	(18.486)	(2.462)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(5.827)	(5.827)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.165	\$5.907	\$4.547	\$6.366	(\$9.617)	\$2.061	\$1.022	\$120.075	\$10.581	(\$9.686)	\$1.230	(\$140.187)	(\$5.536)
Non-Labor:													
Electric Power	(\$2.172)	\$2.996	(\$4.427)	(\$2.200)	(\$0.001)	\$0.016	\$0.095	\$0.015	\$0.020	\$0.019	\$0.019	\$0.020	(\$5.602)
Fuel	0.121	(0.552)	0.627	(0.740)	(0.292)	(0.042)	(0.042)	(0.042)	(0.052)	(0.052)	(0.052)	(0.058)	(1.176)
Insurance	(4.514)	(0.440)	2.266	(2.928)	3.405	(0.430)	(0.592)	0.611	0.224	(0.608)	2.483	(0.573)	(1.094)
Claims	(0.307)	(0.011)	0.545	0.272	0.323	0.104	0.104	0.104	0.104	0.104	0.104	0.105	1.550
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.062)	0.156	0.432	(1.240)	(0.299)	(1.526)	(1.659)	(1.657)	(1.658)	(1.657)	(1.658)	(3.884)	(14.711)
Professional Service Contracts	(1.710)	(0.965)	1.671	(1.176)	0.276	0.678	(0.520)	0.679	0.679	(0.519)	0.669	(0.500)	(0.739)
Materials & Supplies	(1.032)	(6.941)	(6.136)	1.746	3.370	5.206	1.770	2.812	3.544	0.624	2.545	12.604	20.113
Other Business Expenditures	0.027	(0.088)	(0.185)	0.051	0.052	0.149	(0.034)	0.325	0.157	(0.035)	(0.035)	(0.826)	(0.441)
Total Non-Labor Expenditures	(\$9.648)	(\$5.844)	(\$5.207)	(\$6.214)	\$6.834	\$4.156	(\$0.877)	\$2.847	\$3.018	(\$2.124)	\$4.075	\$6.887	(\$2.099)
Other Adjustments:													
Other	(\$1.924)	(\$1.810)	(\$1.706)	(\$1.837)	(\$1.968)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$23.000)
Total Other Expenditures Adjustments	(\$1.924)	(\$1.810)	(\$1.706)	(\$1.837)	(\$1.968)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$1.965)	(\$23.000)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$4.277)	\$0.847	(\$10.976)	(\$1.416)	(\$6.881)	\$4.547	(\$2.431)	\$122.144	\$12.901	(\$13.270)	\$8.577	(\$135.872)	(\$26.107)
Depreciation Adjustment	\$26.430	\$26.430	\$30.395	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$27.749	\$28.129	\$333.377
OPEB Obligation	6.471	4.499	6.306	5.765	5.765	5.765	5.765	5.765	5.765	5.765	5.765	8.000	71.398
Environmental Remediation	0.167	0.167	1.767	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	3.600
Baseline Total Cash Conversion Adjustments	\$28.792	\$31.944	\$27.492	\$32.265	\$26.800	\$38.228	\$31.250	\$155.825	\$46.582	\$20.411	\$42.258	(\$99.576)	\$382.268
Cash Timing and Availability Adjustments	\$0.525	(\$0.625)	\$0.388	(\$0.288)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Conversion Adjustments	\$29.317	\$31.319	\$27.879	\$31.976	\$26.800	\$38.228	\$31.250	\$155.825	\$46.582	\$20.411	\$42.258	(\$99.576)	\$382.268

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Ridership/Utilization
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Monthly	3.890	3.536	4.012	4.129	3.936	3.957	3.946	3.637	3.913	4.374	3.506	4.020	46.854
Weekly	0.145	0.149	0.161	0.147	0.145	0.175	0.195	0.234	0.162	0.160	0.122	0.146	1.942
Total Commutation	4.035	3.685	4.173	4.275	4.081	4.132	4.141	3.871	4.074	4.535	3.628	4.166	48.796
One-Way Full Fare	0.569	0.554	0.638	0.675	0.689	0.729	0.776	0.750	0.699	0.692	0.641	0.666	8.077
One-Way Off-Peak	1.276	1.175	1.375	1.393	1.501	1.576	1.748	1.683	1.511	1.400	1.491	1.638	17.765
All Other	0.686	0.693	0.798	0.847	0.823	0.927	0.954	0.899	0.828	0.807	0.803	0.887	9.953
Total Non-Commutation	2.530	2.422	2.810	2.914	3.013	3.231	3.478	3.332	3.039	2.899	2.934	3.191	35.795
Total Ridership	6.565	6.108	6.983	7.190	7.094	7.363	7.619	7.203	7.113	7.434	6.563	7.357	84.591
<u>FAREBOX REVENUE</u>													
Passenger Revenue	\$49.741	\$48.638	\$52.742	\$53.409	\$54.343	\$57.143	\$59.030	\$56.640	\$55.356	\$54.524	\$54.259	\$55.287	\$651.112
Total Revenue	\$49.741	\$48.638	\$52.742	\$53.409	\$54.343	\$57.143	\$59.030	\$56.640	\$55.356	\$54.524	\$54.259	\$55.287	\$651.112

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	6	6	6	5	5	6	5	5	5	5	5	5
Labor Relations	17	17	15	18	18	18	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	80	79	80	83	84	83	83	83	83	83	83	83
Human Resources	36	35	34	32	32	32	32	32	32	32	32	32
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	25	25	25	25	26	29	31	31	31	31	32	32
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO/Pensions	4	3	3	2	2	2	5	5	5	5	5	5
Information Technology	147	147	148	164	164	164	164	164	164	164	164	164
Controller	41	42	43	46	46	46	46	46	46	46	46	46
Management and Budget	18	18	18	19	19	19	19	19	19	19	19	19
Process Re-Engineering	7	7	7	7	7	7	7	7	7	7	7	7
VP - East Side Access & Special Projects	35	34	35	39	39	39	27	28	28	28	28	28
Market Dev. & Public Affairs	63	65	68	63	70	70	70	70	70	70	70	70
Gen. Counsel & Secretary	30	30	30	30	30	30	30	31	31	31	31	31
Diversity Management	2	2	2	2	2	2	2	2	2	2	2	2
System Safety/Training	72	73	73	74	74	74	91	91	91	91	91	91
Security	10	10	10	11	12	12	12	12	12	12	12	12
Sr VP Operations/Serv. Planning	23	24	24	24	24	24	24	24	24	24	24	24
Total Administration	621	623	627	650	660	663	672	674	674	674	675	675
Operations												
Train Operations	1,983	1,994	2,012	2,060	2,050	2,058	2,048	2,059	2,057	2,058	2,057	2,054
Customer Services	297	300	298	298	301	309	308	308	301	299	299	299
Total Operations	2,280	2,294	2,310	2,358	2,351	2,367	2,356	2,367	2,358	2,357	2,356	2,353
Maintenance												
Engineering	1,659	1,673	1,695	1,739	1,720	1,703	1,764	1,753	1,753	1,745	1,741	1,736
Equipment	2,016	2,027	2,027	2,025	2,023	2,027	2,018	2,009	2,029	2,045	2,041	2,041
Procurement (Stores)	92	93	93	93	93	93	93	93	93	93	93	93
Total Maintenance	3,766	3,793	3,815	3,857	3,836	3,823	3,875	3,855	3,875	3,883	3,875	3,870
Engineering/Capital												
Department of Project Management	110	111	111	110	109	124	148	148	146	149	152	153
Total Engineering/Capital	110	111	111	110	109	124	148	148	146	149	152	153
Total Positions	6,777	6,821	6,863	6,975	6,956	6,977	7,051	7,044	7,054	7,063	7,058	7,051
<i>Non-Reimbursable</i>	6,252	6,331	6,073	6,021	5,976	5,979	6,065	6,046	6,045	6,013	6,146	6,172
<i>Reimbursable</i>	525	490	790	955	980	998	986	998	1,009	1,051	912	879
<i>Total Full-Time</i>	6,777	6,821	6,863	6,975	6,956	6,977	7,051	7,044	7,054	7,063	7,058	7,051
<i>Total Full-Time-Equivalents</i>												

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MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	311	312	309	330	331	335	336	338	338	338	339	339
Professional, Technical, Clerical	310	312	318	320	329	328	336	336	336	336	336	336
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	621	623	627	650	660	663	672	674	674	674	675	675
Operations												
Managers/Supervisors	311	311	312	319	319	320	326	326	328	328	328	328
Professional, Technical, Clerical	172	173	171	168	171	178	177	177	170	166	165	165
Operational Hourlies	1,797	1,810	1,827	1,871	1,861	1,869	1,853	1,864	1,860	1,863	1,863	1,860
Total Operations	2,280	2,294	2,310	2,358	2,351	2,367	2,356	2,367	2,358	2,357	2,356	2,353
Maintenance												
Managers/Supervisors	693	695	698	755	755	760	763	763	764	763	763	770
Professional, Technical, Clerical	253	254	257	276	276	277	278	280	280	280	280	280
Operational Hourlies	2,821	2,843	2,860	2,826	2,805	2,786	2,834	2,812	2,831	2,840	2,832	2,820
Total Maintenance	3,766	3,793	3,815	3,857	3,836	3,823	3,875	3,855	3,875	3,883	3,875	3,870
Engineering/Capital												
Managers/Supervisors	86	87	87	87	86	91	113	113	111	115	117	117
Professional, Technical, Clerical	24	24	24	23	23	33	35	35	35	34	35	36
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	110	111	111	110	109	124	148	148	146	149	152	153
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	1,401	1,405	1,406	1,491	1,491	1,506	1,538	1,540	1,541	1,544	1,547	1,554
Professional, Technical, Clerical	758	763	770	787	799	816	826	828	821	816	816	817
Operational Hourlies	4,618	4,653	4,687	4,697	4,666	4,655	4,687	4,676	4,691	4,703	4,695	4,680
Total Positions	6,777	6,821	6,863	6,975	6,956	6,977	7,051	7,044	7,054	7,063	7,058	7,051

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2014 Mid Year Forecast
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$2.218	\$2.216	\$0.821	\$1.703	\$1.470	\$0.803	\$1.717	\$0.809	\$1.696	\$1.629	\$1.753	\$2.496	\$19.330
<u>Unscheduled Service</u>	0.556	0.745	0.628	0.550	0.590	0.757	0.704	0.487	0.479	0.488	0.550	0.623	7.156
<u>Programmatic/Routine Maintenance</u>	1.695	2.142	2.670	2.668	1.984	2.238	2.480	2.245	2.609	2.129	2.169	2.424	27.454
<u>Unscheduled Maintenance</u>	0.029	0.030	0.019	0.022	0.022	0.021	0.023	0.020	0.020	0.026	0.022	0.027	0.284
<u>Vacancy/Absentee Coverage</u>	1.613	2.065	1.732	2.669	2.469	2.784	3.820	3.578	2.942	3.033	2.746	3.062	32.515
<u>Weather Emergencies</u>	4.124	3.468	0.684	0.420	0.409	0.478	0.405	0.439	0.370	0.441	0.368	1.130	12.736
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.228	0.253	0.204	0.494	0.434	0.451	0.597	19.962	1.004	0.917	0.914	1.268	26.726
Sub-Total	\$10.463	\$10.920	\$6.758	\$8.526	\$7.378	\$7.532	\$9.747	\$27.539	\$9.122	\$8.663	\$8.522	\$11.031	\$126.201
REIMBURSABLE OVERTIME	0.617	0.475	2.117	1.537	1.844	1.543	1.573	1.568	1.636	1.901	1.565	1.554	17.929
TOTAL NR & R OVERTIME	\$11.080	\$11.395	\$8.875	\$10.063	\$9.222	\$9.075	\$11.320	\$29.107	\$10.758	\$10.564	\$10.087	\$12.584	\$144.130

For reporting purposes, baseline projections include service and safety investments, and the wage impact of the Commuter Rail Labor - July 17th Agreement -- all which were captured below-the-baseline in the 2014 Mid-Year Forecast/July Plan.

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.



DIVERSITY / EEO REPORT

2nd Quarter

2014

Overview

The MTA 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 June 30, 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 2nd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS WORKFORCE DATA AS OF JUNE 30, 2014

JOB CATEGORY	FEMALES *			BLACKS			HISPANICS			ASIANS			AI/AN **			NHOPi ***			OTHER		
	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail	Est Avail	Actual %	Met Avail
Officials & Administrators	22.4%	20.9%	No	12.2%	10.0%	No	7.0%	7.1%	Yes	4.0%	6.1%	Yes	0.0%	0.3%	Yes	0.8%	0.0%	No	1.5%	2.1%	Yes
Professionals	18.9%	21.6%	Yes	10.3%	12.7%	Yes	7.2%	10.5%	Yes	6.4%	15.8%	Yes	0.0%	0.3%	Yes	1.9%	0.0%	No	1.4%	3.3%	Yes
Technicians	11.0%	11.7%	Yes	10.8%	17.1%	Yes	8.4%	10.8%	Yes	6.7%	11.7%	Yes	0.1%	0.0%	No	1.2%	0.0%	No	1.0%	0.0%	No
Administrative Support	49.4%	47.3%	No	18.5%	27.0%	Yes	11.1%	10.5%	No	2.9%	4.4%	Yes	0.1%	0.4%	Yes	1.6%	0.0%	No	1.5%	2.7%	Yes
Skilled Craft	9.3%	10.0%	Yes	16.5%	16.4%	No	12.0%	10.2%	No	2.2%	2.5%	Yes	0.1%	0.2%	Yes	1.1%	0.0%	No	1.8%	1.6%	No
Service Maintenance	17.4%	19.0%	Yes	16.5%	26.5%	Yes	21.6%	13.9%	No	2.0%	2.4%	Yes	0.1%	0.3%	Yes	1.3%	0.2%	No	1.8%	3.0%	Yes

* Females are also included in the percentage totals for each of the minority groups.

** American Indian / Alaskan Native

*** Native Hawaiian / Other Pacific Islander

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 2nd QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF JUNE 30, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrato	21	4	19.0%	5	23.8%	1	4.8%	4	19.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	38	8	21.1%	4	10.5%	8	21.1%	13	34.2%	1	2.6%	0	0.0%	0	0.0%
Technicians	15	3	20.0%	1	6.7%	2	13.3%	5	33.3%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	31	13	41.9%	3	9.7%	4	12.9%	5	16.1%	0	0.0%	0	0.0%	3	9.7%
Skilled Craft	113	14	12.4%	23	20.4%	12	10.6%	12	10.6%	0	0.0%	1	0.9%	4	3.5%
Service Maintenance	52	7	13.5%	13	25.0%	9	17.3%	3	5.8%	0	0.0%	0	0.0%	1	1.9%
Total	270	49	18.1%	49	18.1%	36	13.3%	42	15.6%	1	0.4%	1	0.4%	8	3.0%

¹ Total includes males and females, both minority and non-minority

² Total includes females, both minority and non-minority.

2014 2nd QUARTER EEO REPORTAGENCY NAME: LONG ISLAND RAIL ROAD**EEO AND TITLE VI COMPLAINTS
JANUARY 1, 2014 THROUGH JUNE 30, 2014¹**

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	7	1	2	1	0	2	2	4	19	13	6
External Complaints	5	1	1	1	0	2	2	1	13	8	6
Internal Complaints	2	0	1	0	0	0	0	3	6	5	0

Type	Race	Color	National Origin	Total Issues	Total Cases	Status (# Open)
Title VI	3	0	0	3	3	2

¹ This chart includes all pending matters as of the date of the report; some of the matters were filed prior to the reporting period.

² "Other" contains all EEO claims not otherwise specifically mentioned on the chart.

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

**EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 TO 6/30/14
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	1	1	2
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 6/30/14
INTERNAL**

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA LIRR	5	0	0	0	0	0	5
TOTAL	5	0	0	0	0	0	5

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 TO 6/30/14

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

MEMORANDUM



Long Island Rail Road

DATE: September 22, 2014

TO: Members of Long Island Committee

FROM: Patrick Nowakowski, President

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

**RE: LIRR Report on Elevator/Escalator Performance:
Second Quarter 2014**

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

The report provides data on the 19 escalators and 28 elevators directly maintained by the LIRR and the 15 escalators and 6 elevators maintained by AMTRAK. Performance data on the 6 escalators and 10 elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

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

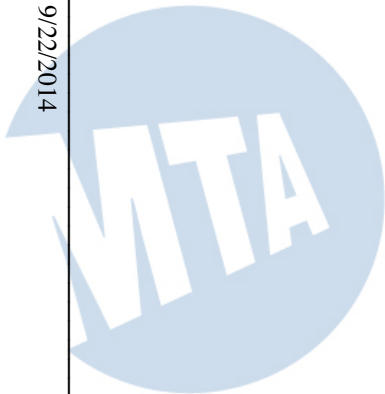
In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports.

Highlights: 2nd Quarter 2014

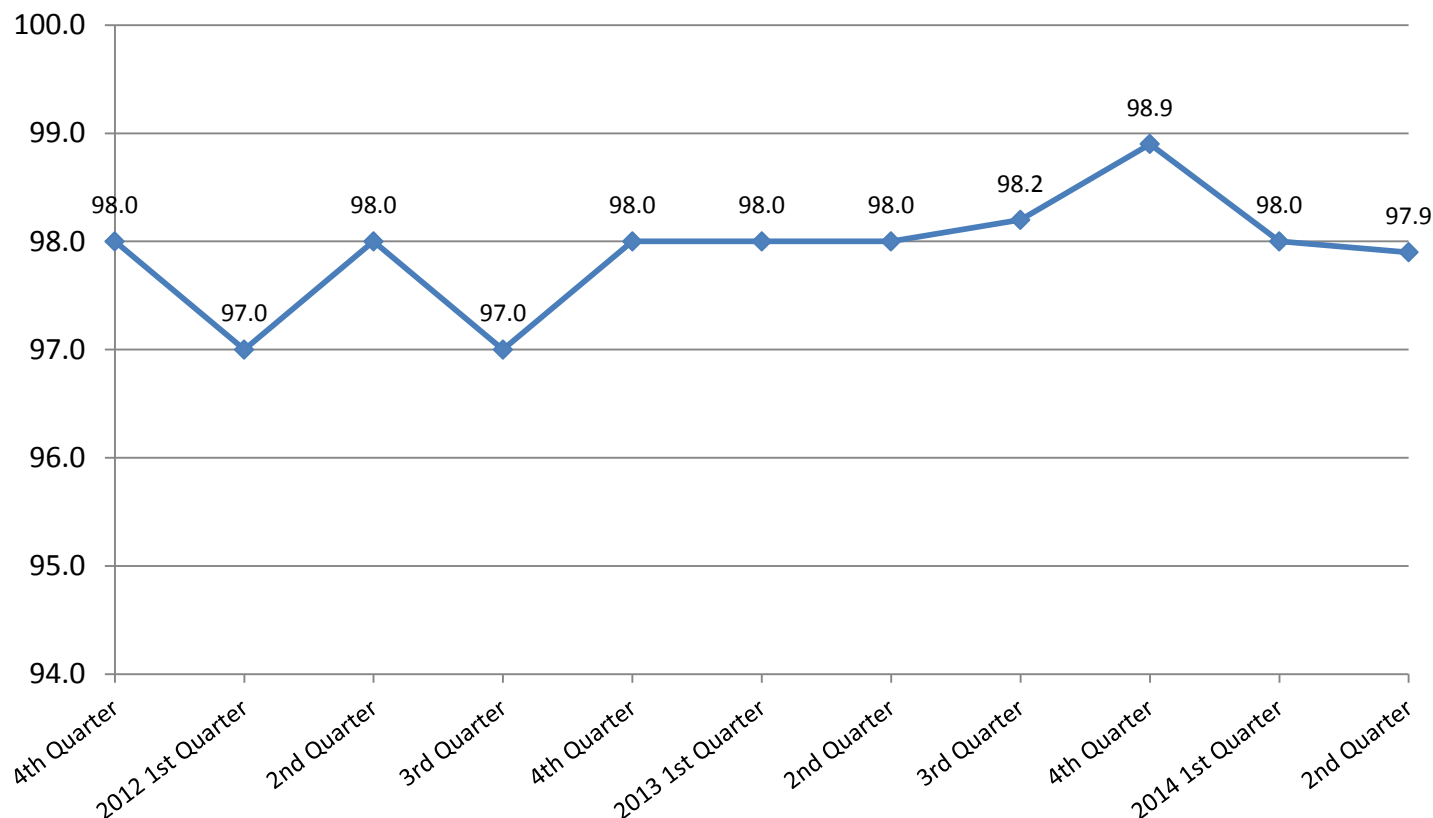
- Elevator Availability – 97.9%
- Major door repairs completed at Valley Stream and Baldwin elevators
- Escalator Availability – 97.8%
- No mechanical injuries related to elevators and escalators
- New customer elevator placed into service in April 2014 at Atlantic Terminal

Long Island Rail Road Elevator/Escalator

**Second Quarter Report
2014**



Passenger Elevator Availability



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

2014 Second Quarter Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY	
Babylon (A)	98.5%	Valley Stream	86.1% (4)
Babylon (B)	99.3%	Rosedale	98.2%
Massapequa	(2)	PORT JEFFERSON	
Seaford	98.8%	Hicksville (A)	98.5%
Bellmore	99.3%	Hicksville (B)	99.3%
Merrick	99.2%	LONG BEACH	
Freeport	99.2%	Lynbrook (A)	99.4%
Baldwin	88.4% (3)	Lynbrook (B)	98.9%
Rockville Centre	92.2%	CITY TERMINAL	
PORT WASHINGTON		Atlantic Terminal 1	99.2% (5)
Great Neck (A)	99.1%	Atlantic Terminal 2	97.7% (6)
Great Neck (B)	99%	Woodside 415x	98.9%
Auburndale	96.6%	Woodside 418x	94%
RONKONKOMA		Woodside 419x	98.9%
Ronkonkoma (A)	98.8%	Penn 34S-ELV-P34	100 (2)
Ronkonkoma (B)	98.7%	Penn CEN-ELV-P-7	100% (1)
Ronkonkoma (C)	98.7%	Penn CEN-ELV-P-8	100% (1)
HEMPSTEAD		Penn CEN-ELV-P-9	100% (1)
Queens Village (A)	98.6%	Penn CEN-ELV-P10	99% (1)
Queens Village (B)	99.7%	Penn CEN-ELV-P11	100% (1)

(1) Penn Station data provided by Amtrak

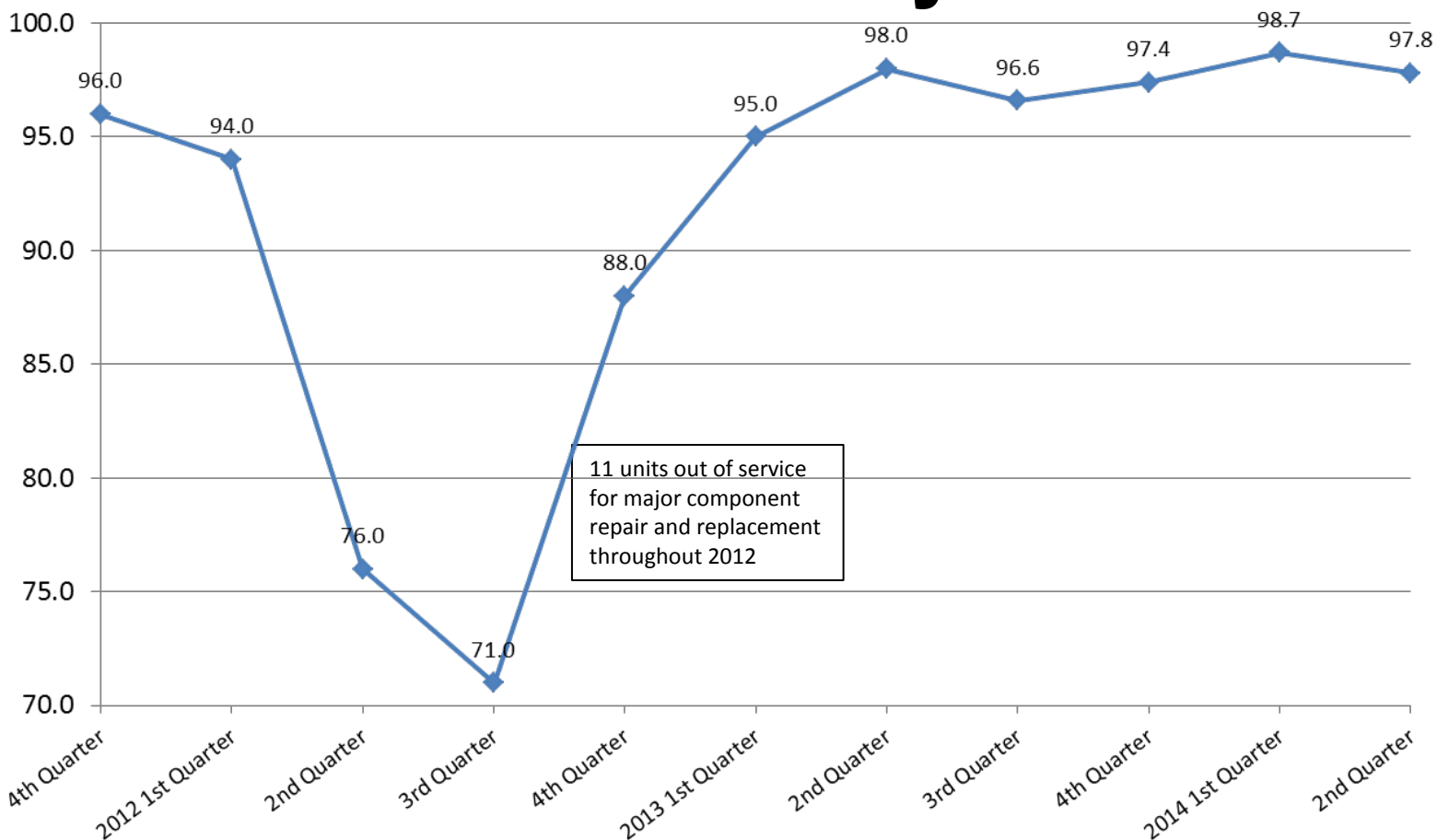
(2) Massapequa out of service for Capital replacement on 8/21/13

(4) Valley Stream underwent saddle and guide shoe repairs

(5) Atlantic Terminal 1 taken out of service for Capital work on 6/2/14

(6) Atlantic Terminal 2 was placed in service on 4/22/14

Passenger Escalator Availability



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

2014 Second Quarter Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION (1)	
Babylon A (W/B)	98.8%	Valley Stream	98.9%	Penn 34S-ESC-34A	96%
Babylon B (E/B)	98.7%	PORT JEFFERSON		Penn 34S-ESC-34B	94%
Lindenhurst	98.4%	Hicksville A (W/B)	98.3%	Penn 34S-ESC-34C	100%
Copague	98.7%	Hicksville B (E/B)	93.9%	Penn EXI-ESC-09E	100%
Amityville	97.7%	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	97.9%	Lynbrook	99.1%	Penn EXI-ESC-10W	94%
Massapequa	(2)	HEMPSTEAD		Penn EXI-ESC-7EW	100%
Seaford	98.1%	Floral Park	98.8%	Penn EXI-ESC-8EW	98%
Wantagh	94%			Penn MG-ESC-011	100%
Bellmore	98.7%			Penn MG-ESC-1MG	100%
Merrick	99%			Penn MG-ESC-2MG	83% (4)
Freeport	97.3%			Penn MG-ESC-3MG	99%
Baldwin	99.3%			Penn MG-ESC-7MG	100%
Rockville Center	98.9%			Penn MG-ESC-8MG	100%
				Penn WEC-ESC-8WE	(3)

(1) Penn Station data provided by Amtrak

(2) Escalator out of service for Capital replacement on 6/10/13

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

(4) Faulty wiring on starting circuit

Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Atlantic Term	0	0	1
Auburndale	0	0	1
Babylon	0	0	1
Baldwin	0	0	1
Great Neck	0	0	1
Woodside	0	1	1

Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Babylon B	0	1
Copague	0	1
Merrick	0	1
Penn Station (2)	0	1

Definitions:

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

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of June 30, 2014.

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

Staff Summary



Subject SEPTEMBER - OCTOBER TRACK WORK PROGRAMS						Date SEPTEMBER 22, 2014			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO <i>Michael Gelormino</i>						Contract Number			
Department Head Signature						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	9/22/14				4	President <i>FAH</i>	1	Sr. VP Op. <i>AMS</i>
						3	Executive VP <i>are</i>		
						2	VP Mktg & PA <i>my</i>		

PURPOSE:

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

TRACK WORK PROGRAMS

- Main Line - Rail Inspection and Track Maintenance - Single main track will be out of service for 29 hours on September 27–28, 2014 between Farmingdale and Ronkonkoma to support rail inspection and other maintenance activities such as Thermo welding, insulated joint replacements and rail-vacing.
- Port Washington branch - Neck Interlocking Switch Surfacing – One of two main tracks will be out of service for a 27-hour period on October 4-5, 2014 between Bayside and Great Neck followed by a nine hour shutdown of both main tracks between Bayside and Port Washington for Switch Surfacing.
- Port Washington branch - Bay Interlocking Switch Surfacing – One of two main tracks will be out of service for a 27-hour period on October 11-12, 2014 between Shea Interlocking and Great Neck followed by a nine-hour shutdown of both main tracks between Shea Interlocking and Port Washington for Switch Surfacing.
- Babylon branch - Rocky Interlocking Switch Surfacing – One of two main tracks will be out of service starting on October 18, 2014 for a 20-hour period between Valley Stream and Freeport followed by a 6-hour shutdown of both main tracks between Valley Stream and Freeport for Switch Surfacing ending October 19, 2014.
- Port Jefferson branch - Divide to Amott - Continuous Welded Rail (CWR) Layout - One of two main tracks will be out of service for a 48-hour period on October 25 – 26, 2014 between Hicksville and Syosset for layout of CWR.
- Main Line - Queens Interlocking Switch Surfacing – One of two main tracks will be out of service between Queens Village and Merillon Ave. on the Main Line for a period of 32 hours on October 25 – 26, 2014 for Switch Surfacing in Queens Interlocking. Additionally, during one 12-hour phase of the work, one of two main tracks will be out of service between Queens Village and Garden City on the Hempstead branch.

DISCUSSION

Main Line - Rail Inspection and Track Maintenance

Rail inspection and track maintenance on the Main Line requires a 29-hour weekend outage on the single main track between Farmingdale and Ronkonkoma starting on Saturday September 27 and ending Sunday September 28, 2014. Train service will originate and terminate at Farmingdale for the duration of the outage. Customers traveling to or from stations Ronkonkoma through Pinelawn will be provided with bus service to and from Hicksville, where they will transfer to or from trains. Customers can expect up to 24 minutes additional travel time.

Port Washington Branch - Neck Interlocking Surfacing

Switch surfacing in Great Neck will require one of two main tracks to be out of service between Bayside and Great Neck for 27 hours followed by a nine hour double main track shutdown between the same two locations starting Saturday October 4 and ending Sunday October 5, 2014. During the single track outage service will be reduced to hourly from half hourly on the Port Washington branch. During the double track outage on Sunday from 3:00 pm to 11:59 pm, hourly train service will originate and terminate at Bayside. Customers traveling to or from stations Port Washington through Douglaston will be provided with bus service to and from Bayside, where they will transfer to or from trains. Customers can expect up to 35 minutes additional travel time.

Port Washington Branch - Bay Interlocking Surfacing

Switch surfacing in Bayside will require one of two main tracks to be out of service between Shea Interlocking and Great Neck for 27 hours followed by a nine hour double main track shutdown between the same two locations starting Saturday October 11 and ending Sunday October 12, 2014. During the single track outage service will be reduced to hourly from half hourly on the Port Washington branch. During the double track outage on Sunday from 3:00 pm to 11:59 pm, Port Washington branch customers will board eastbound Ronkonkoma trains at Penn Station and transfer to buses at Woodside for service to stations Flushing Main-Street through Port Washington. Customers traveling from stations Port Washington through Flushing-Main Street will be provided with bus service through to Woodside station, where they will transfer to train service for Penn Station. Customers can expect up to 45 minutes additional travel time.

Babylon Branch - Rocky Interlocking Switch Surfacing

Switch surfacing in Rockville Centre will require one of two main tracks to be out of service between Valley Stream and Freeport for 20 hours followed by a six-hour (7:30 pm Saturday – 1:30 am Sunday) double main track shutdown between the same two locations starting on Saturday October 18, 2014 and ending Sunday October 19, 2014. During the single track outage, service will be reduced to hourly from half hourly on the Babylon branch. Also, during the single track outage, eastbound customers on Babylon trains will depart Penn Station 8 to 10 minutes later than normal and Atlantic Terminal customers connecting to Babylon trains will board at their normal times and wait up to 10 minutes at Jamaica for connecting service. Eastbound customers traveling from Penn Station to the Far Rockaway branch stations will instead board a Huntington train to Jamaica 7 minutes later. Some eastbound Oyster Bay trains will depart 10 minutes later than normal due to the Babylon trains departing later and some eastbound Patchogue/Speonk trains will have alternate connections from western terminals. During the double main track outage, eastbound Babylon branch customers will detrain at Jamaica and board buses for Freeport where train service will resume. Buses will stop at stations St. Albans through Baldwin as scheduled. Westbound customers traveling from stations Babylon to Merrick during the double track outage will detrain at Freeport for buses to Jamaica. Buses will stop at stations Baldwin through St. Albans as scheduled. Customers should expect up to 60 minutes additional travel time.

Port Jefferson Branch - Divide to Amott CWR Layout

Continuous Welded Rail Layout will require one of two main tracks to be out of service between Hicksville and Syosset for 48 hours on the weekend of October 25-26, 2014. During this track outage, Huntington service will be reduced to hourly from half hourly, and Huntington-Port Jefferson service will be reduced from every 90 minutes to two-hourly. This work will continue on subsequent weekends and will be further reported on in next month's Staff Summary.

Main Line - Queens Interlocking Switch Surfacing

Switch surfacing in Queens Interlocking will require a series of outages on the Main Line between Queens Village and Merillon Avenue, and between Jamaica and Queens Village, along with the Hempstead Branch between Queens Village and Garden City during a 32-hour period on the weekend of October 25-26, 2014. During the first 12 hours, one of two Main Line tracks will be out of service between Jamaica and Merillon Avenue. During this phase of the work, and in conjunction with the CWR Layout work described above, Huntington service will be reduced to hourly, and Port Jefferson service will be reduced to two-hourly. In addition, schedules to and from Huntington are adjusted between 4 minutes earlier and 10 minutes later, westbound Oyster Bay trains are adjusted 6 minutes later, eastbound Ronkonkoma Branch trains are adjusted 3 minutes later, westbound Ronkonkoma Branch service is reduced to hourly during the morning hours when half-hourly service operates, and bus service will replace train service in the westbound direction at Queens Village, Hollis and Hillside. During the second phase, one of two tracks on the Main Line will be out of service between Queens Village and Merillon Avenue, and one of two tracks will be out of service on the Hempstead Branch between Queens Village and Garden City. In addition to the schedule adjustments made for the first phase, during this phase, eastbound Hempstead trains will be held 6 minutes at Jamaica, some westbound Montauk trains have up to 12 minutes added to their schedules due to re-routing via the Babylon Branch, and eastbound Ronkonkoma Branch service is reduced to hourly during the afternoon period when half-hourly service operates. During the final 12-hour phase of the work, Huntington service will continue to be reduced to hourly, and Port Jefferson service will continue to be reduced to two-hourly. In addition, schedules to and from Huntington remain adjusted between 4 minutes earlier and 10 minutes later, and westbound Oyster Bay trains continue to be adjusted 6 minutes later. During all phases of the work, most trains have running time added due to reduced speed through the work zone.

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.

LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

September 24, 2014

Staff Summary



Subject Request for Authorization to Award Various Procurements						Date September 24, 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	9.22.14				X	President		VP & Chief Financial Officer
2	MTA Board	9.24.14				X	Sr. VP-Administration		VP, General Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

PURPOSE:

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

DISCUSSION:

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

<u># of Actions</u>	<u># of Actions</u>
None	

LIRR proposes to award Competitive Procurements in the following categories:

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

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

	2	\$8,726,826
SUBTOTAL:	2	\$8,726,826

LIRR proposes to award Ratifications in the following categories:

<u># of Actions</u>	<u># of Actions</u>
None	

	2	\$8,726,826
<u>TOTAL:</u>	<u>2</u>	<u>\$8,726,826</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.

SEPTEMBER 2014

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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)

	<u>LIRR</u>	<u>MTAPD</u>
1. ADCO General Service Corp.	\$2,254,290	\$158,170
Site Services Group, Inc.	<u>\$5,454,696</u>	<u>\$250,500</u>
Snow Removal Services	\$7,708,986	\$408,670
Contract Nos.: Various	+ \$408,670 = \$8,117,656 Not-to-Exceed	

MTA Long Island Rail Road, on behalf of itself and the MTA Police Department (MTAPD), requests MTA Board approval to award four separate competitively bid, three-year Miscellaneous Service contracts, two per Agency, to ADCO General Service Corp. (ADCO), and Site Services Group, Inc. (SSG) for On-Call Snow Removal Services, in the amounts of \$7,708,986 (LIRR); and \$408,670 (MTAPD); for a combined, not-to-exceed total of \$8,117,656. These renewal contracts begin November 1, 2014, and include fourteen LIRR train yards and five MTAPD Facilities. This solicitation was advertised on the MTA Website and in the NYS Contract Reporter on June 16, 2014, and in the New York Post on June 26, 2014, and allowed bidders to submit bids on any or all of the combined nineteen locations. MTA Department of Diversity and Civil Rights has established a 10%/10% M/WBE goal for this procurement. Six contractors submitted bids under this solicitation. All locations received at least three bids, with the exception of Shea Yard, which received two bids. The LIRR Price Schedule was based on estimated quantities of various services and equipment that may be called-out for each yard, as well as required safety training and insurance requirements. ADCO is the low bidder for five LIRR yards, and SSG is the low bidder for nine yards. The low bids for LIRR's fourteen locations were, on average, 14% less than the next low bids and the combined prices for the yards are approximately 18% less than the previous contract. The MTAPD Price Schedule was based on graduating severity of the events at each of the five facilities. ADCO, the MTAPD incumbent, was low bidder for two facilities, and SSG was low bidder for three facilities. Rates under the four proposed contracts are fixed for the full 3-year term of each contract. On average, prices were 19% lower than the next lowest bidders, and are therefore deemed to be fair and reasonable, based on competitive bidding. These contracts will be funded by each Agency's Operating Budget.

2.	Eagle Building Services	\$575,572 - LIRR
	Competitive IFB	<u>\$ 33,598 - TBTA</u>
	Contract No. 141001GS3-L-N	\$609,170 Not-to-Exceed
	TBTA Contract No. TBD	

Long Island Rail Road, on behalf of itself and MTA Bridges & Tunnels (B&T) requests MTA Board approval to award two separate, competitively bid 3-year Miscellaneous Service Contracts, with options for 2 additional years, to Eagle Building Services (Eagle), in the total, combined not-to-exceed amount of \$609,170. Services under these contracts include on-call installation and repair of bird control systems as well as humane trapping and release at all facilities in the respective operating regions. Separate Agency Price Schedules were based on estimated quantities and unit prices for installation of netting, spiking and hourly and daily rates for bird trapping and removal. MTA Department of Diversity and Civil Rights has established a 0%/0% M/WBE goal for this procurement and is currently reviewing Eagle's utilization plan. The IFB was advertised on the MTA website, in the New York State Contract Reporter and New York Post on June 12, 2014. Notices were mailed to eighteen firms. LIRR received four bids, including three in the competitive range from \$575,572, to \$872,980. B&T received six bids, including four in the competitive range from \$33,598 to \$51,487. Unit prices are fixed for the entire term of the contract. Based on competitive bidding the prices are considered fair and reasonable. Each Agency's Operating Budgets will fund these contracts.

LONG ISLAND RAILROAD COMMITTEE

BOARD PROCUREMENT PACKAGE

SEPTEMBER 2014

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature					
Project Manager Name Rudy Bautista					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Railroad Committee	9/22/14	X		
2	Board	9/24/14	X		

Date: September 8, 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
2	Vice President, Program Controls 	1	Chief Procurement Officer

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 I Modifications to Purchase and Public Work Contracts

# of Actions	\$ Amount
1	\$ 22,250,000
TOTAL	\$ 22,250,000

Budget Impact:

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

Recommendation:

That the modification be approved as proposed. (The Item is 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.

SEPTEMBER 2014

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule I. Modifications To Purchase and Public Work Contracts

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

- | | | | |
|----|---|---------------------|--------------------------------------|
| 1. | Frontier Kemper Constructors
Contract No. CM006
Modification No. 1 | \$22,250,000 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification for the installation of the structural concrete lining at the North End Back of House area in the Main GCT Station Caverns for the East Side Access Project. This is a scope and budget transfer.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 1

Page 1 of 2

Vendor Name (& Location) Frontier Kemper Constructors Inc. (Evansville, Indiana)
Description Manhattan North Structures for the East Side Access Project
Contract Term (including Options, if any) 3/31/2014 to 2/1/2016
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: East Side Access/W. Goodrich, P.E.

Contract Number	AWO/Modification #
CM006	1
Original Amount: \$ 294,201,750	
Prior Modifications: \$ 0	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 294,201,750	
This Request \$ 22,250,000	
% of This Request to Current Amount: 7.6%	
% of Modifications (including This Request) to Original Amount: 7.6%	

Discussion:

In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval of a contract modification for the installation of the structural concrete lining at the North End Back of House area in the Main GCT Station Caverns for the East Side Access Project. This is a scope and budget transfer.

The work under the current CM006 Contract includes the fabrication and construction of the permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others. The work of this Contract also includes the rehabilitation of the existing 63rd Street tunnel.

Following the rejection of all bids received under Contract CM012R, a decision was made to divide the work into several new contract packages: CM005 – Manhattan South Structures, CM006 – Manhattan North Structures and CM007 – GCT Station Caverns. CM005 is currently under construction and anticipated to finish late in the third quarter of 2015. CM006 was awarded on March 31st 2014 and is currently on site. CM007 is currently being packaged and MTACC expects to have it out for solicitation in the 4th quarter of 2014. Part of the scope of work planned for CM007 was to construct the North End Back of House area in the GCT Station Caverns. However, in the course of repackaging these contracts, MTACC has determined that there are schedule advantages to transferring a portion of this work to the CM006 Contractor.

The portion of the North End Back of House work to be transferred to CM006 under this modification includes the following:

1. Installation of the permanent concrete lining and interior structural walls, beams and columns.
2. Installation of a small portion of the platform area to support the stairs between each level of the structure.
3. Installation of all embedded mechanical, electrical and plumbing elements.
4. Installation of the permanent concrete lining of Cavern Cross-passages 7 and 8.
5. Installation of the permanent lining of Access Tunnels 4 and 5.

There is presently no work being performed in the GCT Caverns and none planned prior to April 2016, when CM007 is scheduled to begin site work. Thus, performing this work now will not interfere with any ongoing work. Moreover, performing this work now will remove these items from the critical path of the CM007 schedule and the critical path of the program. In addition, completing this work now will improve construction access for CM007 and will allow for an access platform for the CM007 Contractor to stage and commence construction on the upper level of the GCT Station Caverns. It will also reduce coordination issues for the adjacent CM014B Contractor performing the installation of elevators and escalators. Finally, completing this work now will allow for earlier access for the CS179 Contractor to begin working on the electrical components to be installed in the Train Operations Control center, which is located in the North End Back of House Area, and earlier commencement of integrated systems testing.

Schedule I: Modifications to Purchase and Public Work Contracts



Item No. 1

Page 2 of 2

The Contractor submitted a proposal of \$22,953,042 and the MTA estimate was for \$22,178,927. Negotiations were held and the parties agreed to a cost of \$22,250,000 which is considered to be fair and reasonable. The budget for this work will be transferred from Contract CM007. The substantial completion date for this contract will not be affected by the work added by this modification.



LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

The graphic features the title "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a blue border. Inside the frame, there is a grid of dotted lines. A dashed line, resembling a stylized 'M' or a map outline, is superimposed over the grid.

August 2014

Patrick Nowakowski
President

09/22/14 *****



OPERATING REPORT FOR MONTH OF August 2014

Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	August	August	August	August
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	93.1%	91.9%	91.9%	93.4%
		AM Peak		93.1%	91.6%	84.3%	92.2%
		PM Peak		89.0%	86.7%	93.1%	90.2%
		Total Peak		91.1%	89.2%	88.5%	91.2%
		Off Peak Weekday		93.6%	92.1%	93.3%	93.9%
		Weekend		94.2%	94.6%	93.3%	95.0%
	Babylon Branch	Overall	95.1%	92.7%	91.3%	90.8%	92.8%
		AM Peak		92.6%	92.6%	83.7%	91.6%
		PM Peak		87.2%	82.6%	93.9%	89.6%
		Total Peak		90.0%	87.9%	88.2%	90.7%
		Off Peak Weekday		94.3%	92.2%	92.7%	93.6%
		Weekend		93.3%	94.4%	90.2%	94.5%
	Far Rockaway Branch	Overall	95.1%	95.6%	95.7%	96.0%	96.5%
		AM Peak		91.8%	91.5%	84.7%	92.3%
		PM Peak		93.7%	93.6%	97.5%	92.8%
		Total Peak		92.6%	92.5%	90.5%	92.5%
		Off Peak Weekday		96.6%	96.2%	98.3%	97.3%
		Weekend		96.4%	97.9%	96.8%	98.6%
	Huntington Branch	Overall	95.1%	91.8%	89.2%	92.2%	92.4%
		AM Peak		93.3%	91.5%	87.0%	92.9%
		PM Peak		87.4%	83.1%	89.6%	88.3%
		Total Peak		90.5%	87.4%	88.2%	90.7%
		Off Peak Weekday		90.9%	87.7%	93.0%	91.7%
		Weekend		93.9%	92.7%	94.6%	94.8%
	Hempstead Branch	Overall	95.1%	96.4%	94.7%	95.1%	96.4%
		AM Peak		97.6%	95.1%	88.2%	95.0%
		PM Peak		93.7%	90.8%	96.0%	93.8%
		Total Peak		95.7%	93.0%	91.9%	94.4%
		Off Peak Weekday		96.3%	94.8%	96.0%	96.7%
		Weekend		97.0%	96.1%	96.4%	97.7%
	Long Beach Branch	Overall	95.1%	94.0%	93.4%	93.4%	95.0%
		AM Peak		94.4%	93.0%	84.9%	92.7%
		PM Peak		90.0%	90.1%	95.0%	93.5%
		Total Peak		92.3%	91.6%	89.7%	93.1%
		Off Peak Weekday		93.8%	92.5%	94.4%	94.9%
		Weekend		96.1%	97.1%	95.7%	97.6%
	Montauk Branch	Overall	95.1%	86.8%	88.8%	87.8%	90.4%
		AM Peak		87.5%	88.7%	87.5%	92.1%
		PM Peak		83.1%	84.5%	89.8%	87.5%
		Total Peak		85.2%	86.5%	88.7%	89.9%
		Off Peak Weekday		89.4%	90.6%	90.1%	92.9%
		Weekend		84.2%	87.9%	83.0%	86.2%
	Oyster Bay Branch	Overall	95.1%	95.6%	92.5%	92.1%	92.8%
		AM Peak		95.9%	92.6%	86.4%	94.1%
		PM Peak		88.9%	84.5%	86.4%	87.1%
		Total Peak		92.7%	88.9%	86.4%	90.9%
		Off Peak Weekday		96.8%	93.6%	95.0%	93.1%
		Weekend		97.0%	95.2%	93.3%	95.0%

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	August	August	August	August
Port Jefferson Branch	Overall	95.1%	90.6%	87.5%	91.5%	90.9%
	AM Peak		88.7%	86.4%	82.4%	90.4%
	PM Peak		87.8%	82.5%	90.3%	86.2%
	Total Peak		88.3%	84.6%	86.1%	88.4%
	Off Peak Weekday		89.5%	85.3%	91.5%	90.3%
	Weekend		95.4%	95.3%	98.8%	95.7%
	Port Washington Branch	95.1%	93.9%	93.7%	90.8%	94.1%
	AM Peak		95.0%	92.0%	80.7%	90.8%
	PM Peak		88.5%	87.3%	93.3%	90.5%
	Total Peak		91.6%	89.6%	87.3%	90.7%
	Off Peak Weekday		93.0%	93.8%	91.0%	95.0%
	Weekend		98.0%	97.8%	96.1%	97.1%
	Ronkonkoma Branch	95.1%	92.4%	90.1%	90.1%	91.2%
	AM Peak		91.3%	88.7%	81.5%	91.2%
	PM Peak		91.7%	90.3%	94.9%	91.4%
	Total Peak		91.5%	89.5%	87.7%	91.3%
	Off Peak Weekday		93.0%	90.0%	91.0%	90.7%
	Weekend		92.4%	91.1%	91.8%	92.3%
	West Hempstead Branch	95.1%	95.6%	94.8%	94.4%	95.4%
	AM Peak		97.1%	95.5%	88.2%	94.6%
	PM Peak		90.5%	88.9%	93.9%	90.2%
	Total Peak		93.5%	91.9%	91.3%	92.2%
	Off Peak Weekday		97.2%	96.6%	96.1%	97.3%
	Weekend		60.0%	83.3%	100.0%	97.3%
Operating Statistics		Trains Scheduled	20,970	163,153	20,699	159,118
Avg. Delay per Late Train (min)			-12.3	-12.3	-15.2	-13.3
excluding trains canceled or terminated						
Trains Over 15 min. Late			253	2,284	439	1,995
excluding trains canceled or terminated						
Trains Canceled			60	615	78	748
Trains Terminated			38	377	45	434
Percent of Scheduled Trips Completed			99.5%	99.4%	99.4%	99.3%
Consist Compliance						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.3%			
PM Peak			98.6%			
Total Peak			99.0%			



**OPERATING REPORT
FOR MONTH OF August 2014**

Categories Of Delay		2014 Data			2013 Data		YTD 2013 Vs 2014
		July	August	YTD Thru August	August	YTD Thru August	
Late Train Incidents	National Rail Passenger Corp	126	31	886	361	1,619	(733)
	Capital Programs	16	17	265	24	131	134
	Engineering	119	128	1,422	114	1,223	199
	Penn Station Central Control	12	30	162	43	154	8
	Maintenance of Equipment	168	113	1,172	234	1,140	32
	** Other / Miscellaneous	147	348	1,862	110	1,448	414
	Public	607	686	4,851	635	3,470	1,381
	Transportation	19	59	336	31	390	(54)
	Vandalism	18	-	93	101	147	(54)
	Weather and Environmental	125	8	1,827	-	620	1,207
	Maintenance of Way (Sched.)	38	30	379	24	187	192

* **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
8/1	Fri	Amtrak 63 disabled in Penn Station with equipment trouble	10		1							10		1
8/3	Sun	Train 8873 struck a trespasser at East New York Station (8/2)							7		5	7		5
8/4	Mon	Train 1734 routed to Port Washington in error				21			2			23		
8/4	Mon	Train 2740 with equipment trouble in Penn Station				38	3		11	1		49	4	
8/6	Wed	Train 2350 misrouted in error at Harold Interlocking				13		1	3			16		1
8/6	Wed	Train 2712 with equipment trouble in Harold Interlocking				8			1		1	9		1
8/7	Thur	Train 2778 with equipment trouble East of Harold Interlocking				10		2			1	10		3
8/8	Fri	Loss of Supervisory System at Jay Interlocking							13			13		
8/9	Sat	Heavy loading system wide							12			12		
8/10	Sun	Heavy loading system wide							16			16		
8/11	Mon	Broken rail west of Wyandanch		1						4	6	1	4	6
8/13	Wed	Inclement weather- Flooding	70	15	1	6	5		49	13	3	125	33	4
8/19	Tues	Train 2096 requiring medical assistance in Carle Place				13			1			14		
8/20	Wed	Debris in switch points at Nassau interlocking	3						13			16		
8/21	Thurs	Signal trouble in Harold Interlocking	26	1					11			37	1	
8/22	Fri	Heavy loading system wide				4			10			14		
8/25	Mon	Police activity in the Massapequa area required and block tracks				14	3		5	1		19	4	
8/27	Wed	Train 868 Police Assistance at Rosedale due to fight onboard				21			6			27		
TOTAL FOR MONTH			109	17	2	148	11	3	160	19	16	418	46	21
													485	

Long Island Rail Road

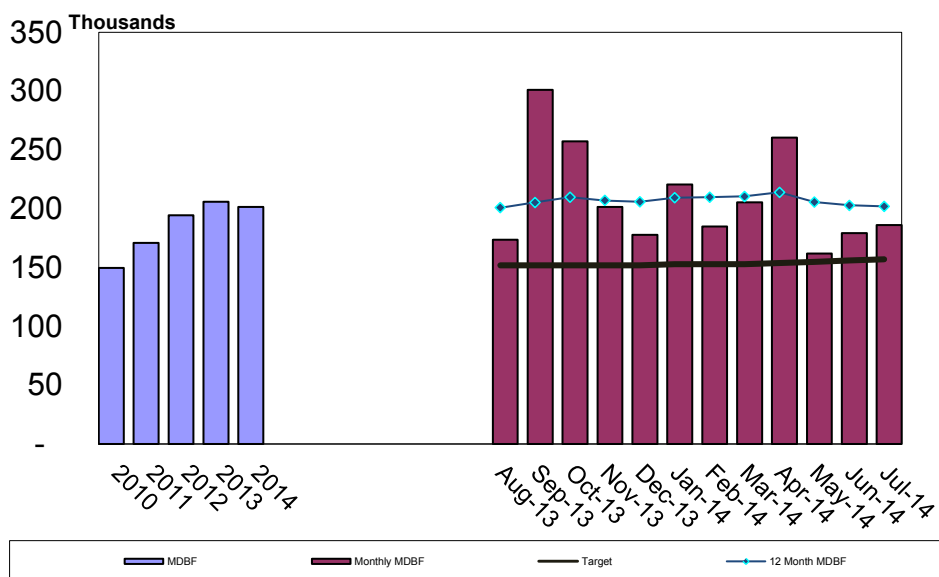
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2014 Data					2013 Data		
			MDBF Goal (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)	12 month MDBF Rolling Avg (miles)	July MDBF (miles)	July No. of Primary Failures	YTD MDBF thru July (miles)
Mean Distance Between Failures	M-3	150	55,000	116,922	5	98,823	92,426	116,825	5	96,602
	M-7	836	355,000	379,613	14	452,401	464,919	637,252	8	456,396
	DM	21	18,000	28,013	3	23,102	24,002	16,504	5	23,928
	DE	24	18,000	19,338	5	22,866	23,271	10,138	9	17,372
	C-3	134	75,000	80,645	10	74,672	85,566	105,983	7	102,808
	Diesel	179	45,000	54,843	18	52,389	57,123	43,602	21	56,414
	Fleet	1,165	153,000	186,118	37	195,588	202,105	194,053	34	201,581

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





OPERATING REPORT FOR MONTH OF August 2014

Standee Report

East Of Jamaica

			2014 Data August		
			AM Peak	PM Peak	
Daily	Babylon Branch	Program Standees	0	0	
		Add'l Standees	0	34	
Average		Total Standees	0	34	
	Far Rockaway Branch	Program Standees	0	0	
		Add'l Standees	0	0	
		Total Standees	0	0	
	Huntington Branch	Program Standees	60	0	
		Add'l Standees	2	0	
		Total Standees	62	0	
	Hempstead Branch	Program Standees	0	0	
		Add'l Standees	1	0	
		Total Standees	1	0	
	Long Beach Branch	Program Standees	0	0	
		Add'l Standees	0	0	
		Total Standees	0	0	
	Montauk Branch	Program Standees	0	0	
		Add'l Standees	0	0	
		Total Standees	0	0	
	Oyster Bay Branch	Program Standees	0	0	
		Add'l Standees	14	0	
		Total Standees	14	0	
	Port Jefferson Branch	Program Standees	0	0	
		Add'l Standees	1	1	
		Total Standees	1	1	
	Port Washington Branch	Program Standees	0	0	
		Add'l Standees	8	22	
		Total Standees	8	22	
	Ronkonkoma Branch	Program Standees	0	0	
		Add'l Standees	5	10	
		Total Standees	5	10	
	West Hempstead Branch	Program Standees	0	0	
		Add'l Standees	0	0	
		Total Standees	0	0	
System Wide PEAK			92	66	

Definitions

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

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

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

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

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



Long Island Rail Road

Standee Report

OPERATING REPORT FOR MONTH OF August 2014

West Of Jamaica

			2014 Data	
			August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	30
		Total Standees	6	30
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	7	21
		Total Standees	7	21
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	13
		Total Standees	1	13
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	4
		Total Standees	18	4
	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	8	22
		Total Standees	8	22
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	10	4
		Total Standees	10	4
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	16	0
		Total Standees	16	0
System Wide PEAK			73	94

Definitions

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

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

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

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

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

**OPERATING REPORT
FOR MONTH OF August 2014**

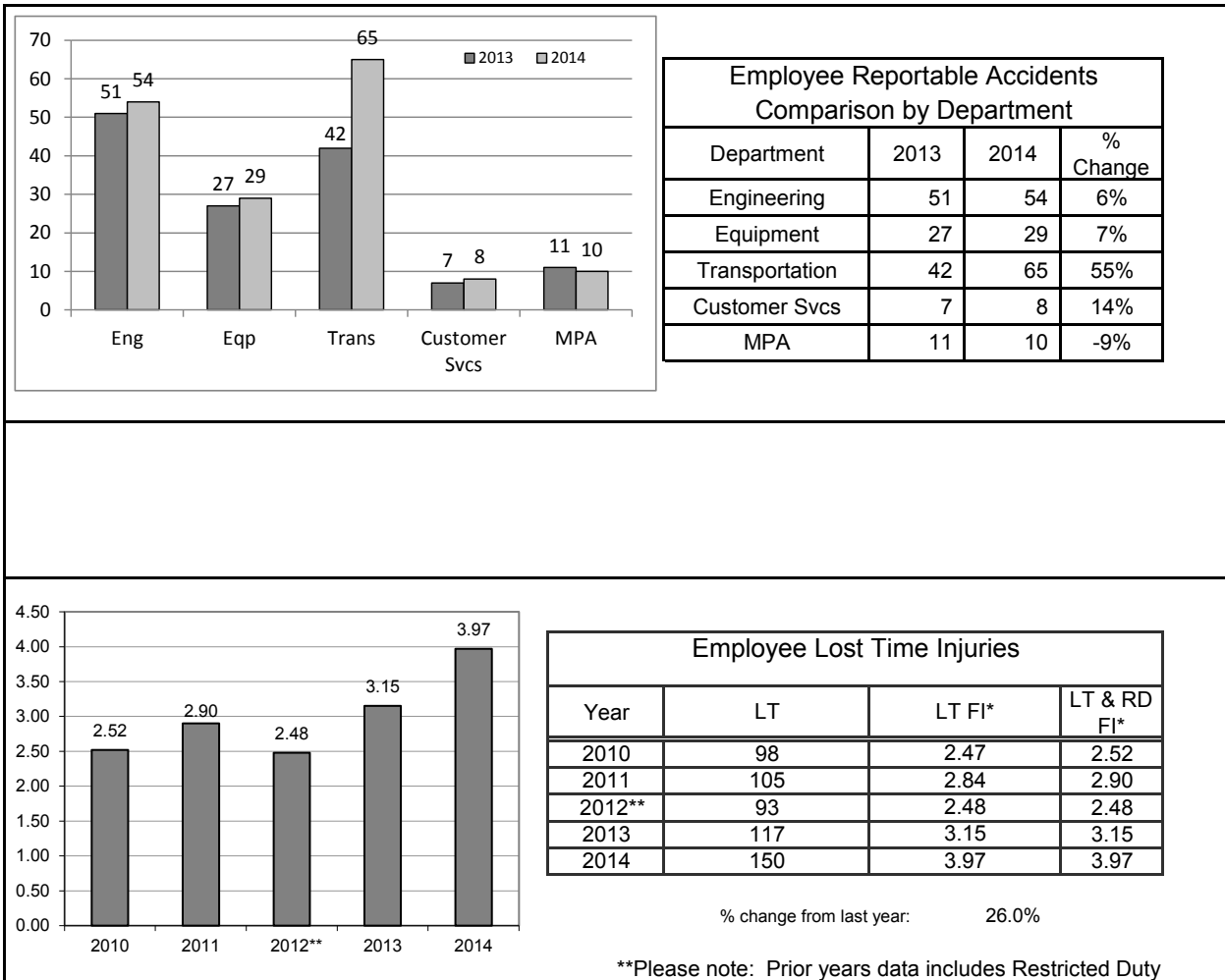
MTA Long Island Rail Road Summary of Employee Injuries through July 2014



* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF August 2014**

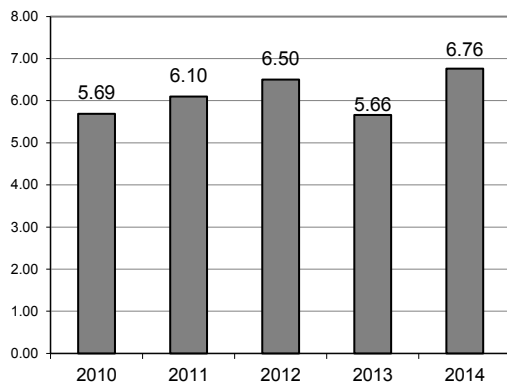
MTA Long Island Rail Road Summary of Employee Injuries through July 2014



* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF August 2014**

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

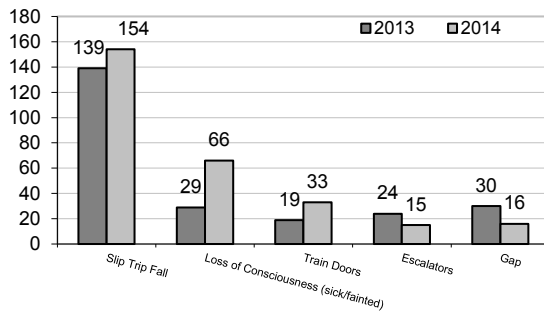


Total Customer Injuries

Year	Total	FI**
2010	269	5.69
2011	283	6.10
2012	315	6.50
2013	272	5.66
2014	333	6.76

% change from last year: 19.4%

**Injuries per 1,000,000 rides



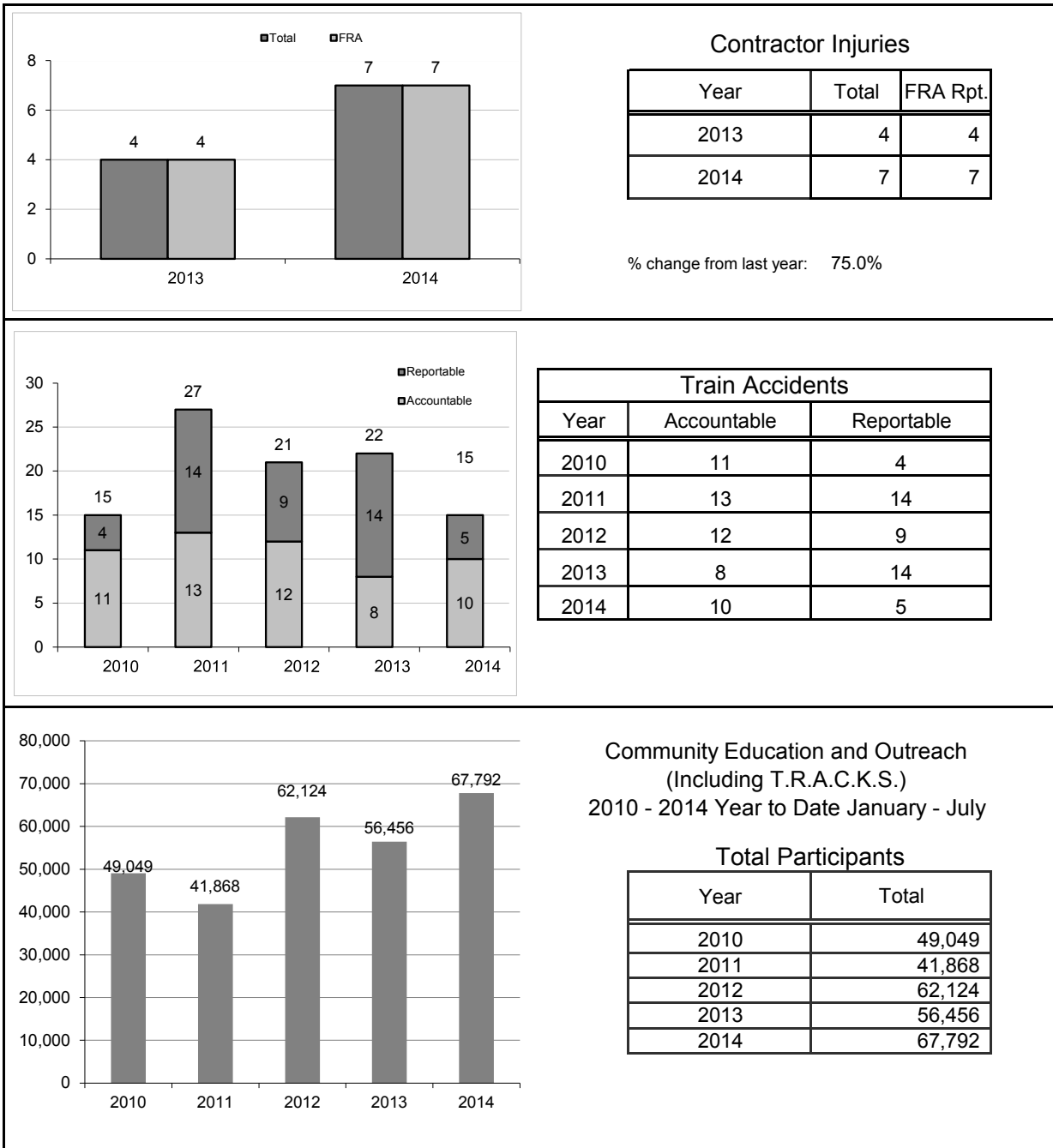
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	139	29	19	24	30
2014	154	66	33	15	16

**OPERATING REPORT
FOR MONTH OF August 2014**

MTA Long Island Rail Road

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





LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

The graphic features the title "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a blue border. Inside the frame, there is a grid of dotted lines. A stylized, dotted line map of Long Island is overlaid on the grid, with the title text positioned over the central part of the map.

July 2014

Patrick Nowakowski
President

09/22/14 *****



OPERATING REPORT FOR MONTH OF JULY 2014

Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	July	July	July	July
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	93.4%	91.7%	93.3%	93.6%
		AM Peak		96.2%	91.4%	97.6%	93.3%
		PM Peak		87.5%	86.3%	85.7%	89.8%
		Total Peak		92.0%	88.9%	92.0%	91.7%
		Off Peak Weekday		93.2%	91.9%	93.9%	94.0%
		Weekend		95.8%	94.6%	93.8%	95.2%
	Babylon Branch	Overall	95.1%	92.8%	91.0%	92.4%	93.1%
		AM Peak		95.6%	92.6%	98.6%	92.8%
		PM Peak		84.2%	81.9%	82.7%	89.0%
		Total Peak		90.3%	87.6%	91.5%	91.1%
		Off Peak Weekday		93.1%	91.9%	93.2%	93.7%
		Weekend		96.3%	94.6%	92.2%	95.1%
	Far Rockaway Branch	Overall	95.1%	97.3%	95.8%	96.4%	96.5%
		AM Peak		97.9%	91.5%	98.4%	93.4%
		PM Peak		93.9%	93.6%	89.4%	92.1%
		Total Peak		96.1%	92.5%	94.3%	92.8%
		Off Peak Weekday		97.4%	96.2%	96.2%	97.2%
		Weekend		98.3%	98.2%	99.3%	98.9%
	Huntington Branch	Overall	95.1%	92.7%	88.9%	92.6%	92.4%
		AM Peak		97.0%	91.2%	99.4%	93.8%
		PM Peak		86.0%	82.4%	82.8%	88.1%
		Total Peak		91.7%	87.0%	91.4%	91.1%
		Off Peak Weekday		90.6%	87.3%	92.5%	91.5%
		Weekend		96.4%	92.5%	93.9%	94.8%
	Hempstead Branch	Overall	95.1%	96.3%	94.5%	96.6%	96.6%
		AM Peak		99.6%	94.7%	98.6%	96.0%
		PM Peak		93.4%	90.3%	88.9%	93.4%
		Total Peak		96.7%	92.6%	94.0%	94.8%
		Off Peak Weekday		96.0%	94.6%	96.9%	96.8%
		Weekend		96.6%	95.9%	98.6%	97.9%
	Long Beach Branch	Overall	95.1%	94.2%	93.3%	93.7%	95.3%
		AM Peak		95.1%	92.8%	95.8%	93.9%
		PM Peak		89.7%	90.2%	89.7%	93.2%
		Total Peak		92.5%	91.5%	92.9%	93.6%
		Off Peak Weekday		92.7%	92.4%	94.1%	95.0%
		Weekend		99.5%	97.2%	93.7%	97.9%
	Montauk Branch	Overall	95.1%	86.5%	89.2%	87.2%	90.8%
		AM Peak		92.6%	88.9%	95.5%	92.8%
		PM Peak		79.4%	84.7%	78.8%	87.1%
		Total Peak		85.8%	86.7%	86.9%	90.1%
		Off Peak Weekday		89.1%	90.7%	91.1%	93.3%
		Weekend		82.7%	88.5%	80.9%	86.8%
	Oyster Bay Branch	Overall	95.1%	93.8%	92.0%	95.0%	92.9%
		AM Peak		96.8%	92.1%	97.4%	95.2%
		PM Peak		84.9%	83.9%	83.3%	87.2%
		Total Peak		91.3%	88.3%	90.9%	91.5%
		Off Peak Weekday		94.4%	93.1%	96.1%	92.8%
		Weekend		96.1%	94.9%	98.3%	95.2%

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	July	July	July	July
Port Jefferson Branch	Overall	95.1%	90.5%	87.1%	93.3%	90.8%
	AM Peak		94.9%	86.0%	96.0%	91.6%
	PM Peak		83.1%	81.8%	83.1%	85.6%
	Total Peak		89.4%	84.1%	90.0%	88.8%
	Off Peak Weekday		87.1%	84.7%	92.6%	90.1%
	Weekend		99.2%	95.3%	98.8%	95.2%
Port Washington Branch	Overall	95.1%	94.4%	93.6%	93.1%	94.6%
	AM Peak		96.2%	91.6%	96.4%	92.2%
	PM Peak		87.8%	87.2%	85.7%	90.1%
	Total Peak		91.9%	89.3%	90.8%	91.1%
	Off Peak Weekday		94.2%	93.9%	93.9%	95.6%
	Weekend		97.8%	97.7%	94.7%	97.3%
Ronkonkoma Branch	Overall	95.1%	93.3%	89.7%	93.5%	91.4%
	AM Peak		96.5%	88.4%	97.4%	92.6%
	PM Peak		92.9%	90.1%	93.9%	90.8%
	Total Peak		94.8%	89.2%	95.8%	91.8%
	Off Peak Weekday		91.9%	89.6%	92.2%	90.6%
	Weekend		94.2%	90.9%	93.2%	92.4%
West Hempstead Branch	Overall	95.1%	95.8%	94.7%	94.5%	95.6%
	AM Peak		97.3%	95.3%	99.1%	95.5%
	PM Peak		87.1%	88.6%	81.8%	89.7%
	Total Peak		91.7%	91.7%	89.7%	92.3%
	Off Peak Weekday		98.1%	96.6%	97.3%	97.5%
	Weekend		100.0%	87.1%	100.0%	96.9%
Operating Statistics						
Trains Scheduled			21,187	142,183	20,639	138,419
Avg. Delay per Late Train (min) excluding trains canceled or terminated			11.8	-12.3	-11.7	-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			219	2,031	189	1,556
Trains Canceled			41	555	74	670
Trains Terminated			19	339	50	389
Percent of Scheduled Trips Completed			99.7%	99.4%	99.4%	99.2%
Consist Compliance (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.2%			
		PM Peak	98.3%			
		Total Peak	98.8%			



**OPERATING REPORT
FOR MONTH OF JULY 2014**

Categories Of Delay		2014 Data			2013 Data		YTD 2013 Vs 2014
		June	July	YTD Thru July	July	YTD Thru July	
Late Train Incidents	National Rail Passenger Corp	49	126	855	332	1,258	(403)
	Capital Programs	23	16	248	42	107	141
	Engineering	144	119	1,296	122	1,109	187
	Penn Station Central Control	18	12	132	20	111	21
	Maintenance of Equipment	122	168	1,061	136	906	155
	** Other / Miscellaneous	305	147	1,510	192	1,338	172
	Public	727	607	4,164	472	2,835	1,329
	Transportation	75	19	278	42	359	(81)
	Vandalism	5	18	93	3	46	47
	Weather and Environmental	3	125	1,819	2	620	1,199
	Maintenance of Way (Sched.)	39	38	349	17	163	186

* **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
7/2	Wed	Loss of 3rd rail power in Amott due to lightning strike						1	13	1	3	13	1	4
7/3	Thurs	Heavy holiday loading system wide				26			46			72		
7/7	Mon	Possible rules violation in Harold Interlocking				10	8		7			17	8	
7/7	Mon	Amtrak related switch trouble in Harold Interlocking				40			8			48		
7/8	Tues	Amtrak related track circuit failure in JO Interlocking				5	1		7			12	1	
7/9	Wed	Train 1003 canceled in Rockville Centre with equipment trouble				33	1	1	5			38	1	1
7/9	Wed	Train timing verification system malfunction	10									10		
7/15	Tues	Severe storm conditions system wide				21	1		38	1	2	59	2	2
7/15	Tues	Train 123 with a trespasser strike at Seaford Station	1			19	14		17	2	1	37	16	1
7/16	Wed	Severe storm conditions system wide	6						11	1	1	17	1	1
7/16	Wed	Switch trouble in Harold Interlocking				10			2			12		
7/19	Sat	Track circuit failure west of Nassau Interlocking							12			12		
7/23	Wed	Amtrak related loss of 3rd rail power in Line 3, Penn Station							13	1		13	1	
7/24	Thurs	Train 138 requiring medical assistance in Woodside				7			3			10		
7/24	Thurs	Mechanical procedure / process error							16			16		
7/24	Thurs	Train 770 gapped west of Jamaica Station				17		1	5			22		1
7/31	Thurs	Signal crossing protection out of order at Little Neck Parkway				8			3			11		
7/31	Thurs	Train 1256 with equipment trouble in Penn Station				11			4			15		
TOTAL FOR MONTH			17	0	0	207	25	3	210	6	7	434	31	10
													475	

Long Island Rail Road

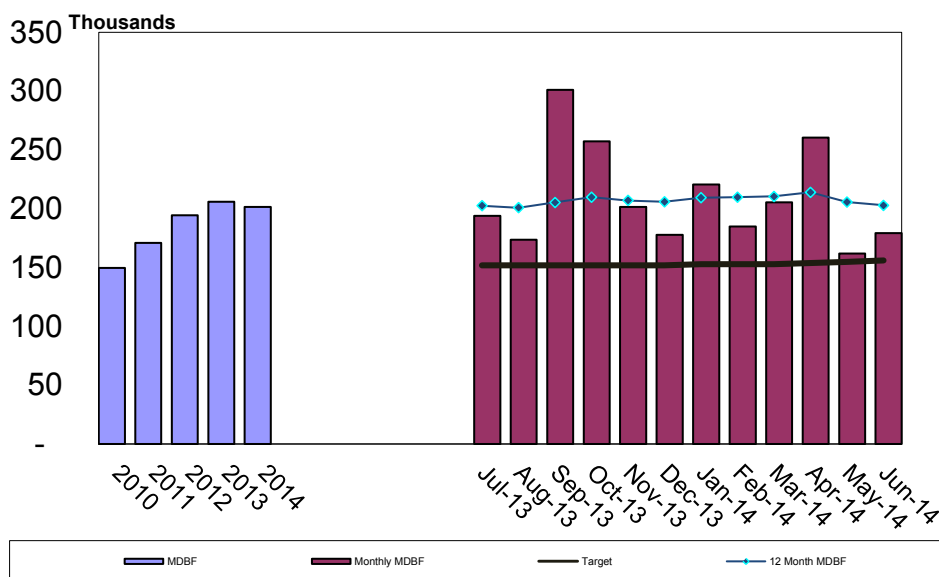
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2014 Data					2013 Data		
			MDBF Goal (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)	12 month MDBF Rolling Avg (miles)	June MDBF (miles)	June No. of Primary Failures	YTD MDBF thru June (miles)
Mean Distance Between Failures	M-3	150	55,000	113,470	5	96,081	92,420	110,088	5	93,793
	M-7	836	355,000	466,268	11	468,078	485,503	486,194	10	434,801
	DM	21	18,000	8,872	10	22,366	22,764	19,587	4	26,248
	DE	24	18,000	84,256	1	23,668	21,300	21,640	4	19,783
	C-3	134	75,000	76,998	10	73,606	87,568	100,015	7	102,223
	Diesel	179	45,000	44,903	21	51,938	55,818	57,668	15	59,735
	Fleet	1,165	153,000	179,439	37	197,376	202,935	209,246	30	202,972

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





OPERATING REPORT FOR MONTH OF JULY 2014

Standee Report

East Of Jamaica

			2014 Data July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	79
		Total Standees	2	79
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	7	2
		Total Standees	67	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	16	0
		Total Standees	16	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	6
		Total Standees	1	6
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	11	45
		Total Standees	11	45
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	16
		Total Standees	0	16
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			103	148

Definitions

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

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

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

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

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



Long Island Rail Road

Standee Report

OPERATING REPORT FOR MONTH OF JULY 2014

West Of Jamaica

			2014 Data July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	8	77
		Total Standees	8	77
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	8	0
		Total Standees	8	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	3	32
		Total Standees	3	32
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	7
		Total Standees	1	7
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	4	0
		Total Standees	22	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	11	45
		Total Standees	11	45
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	0	14
		Total Standees	0	14
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			53	175

Definitions

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

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

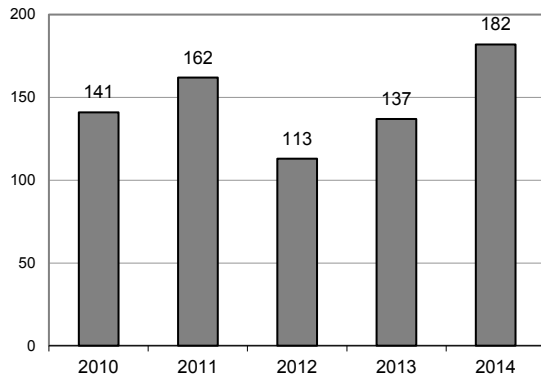
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

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

**OPERATING REPORT
FOR MONTH OF JULY 2014**

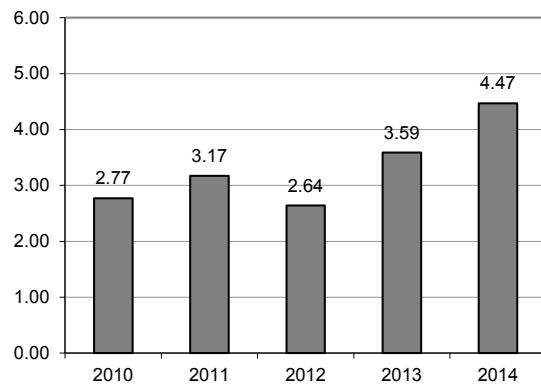
MTA Long Island Rail Road Summary of Employee Injuries through June 2014



Total Employee Injuries

Year	Total
2010	141
2011	162
2012	113
2013	137
2014	182

% change from last year: 32.8%



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	93	2.77
2011	101	3.17
2012	85	2.64
2013	113	3.59
2014	144	4.47

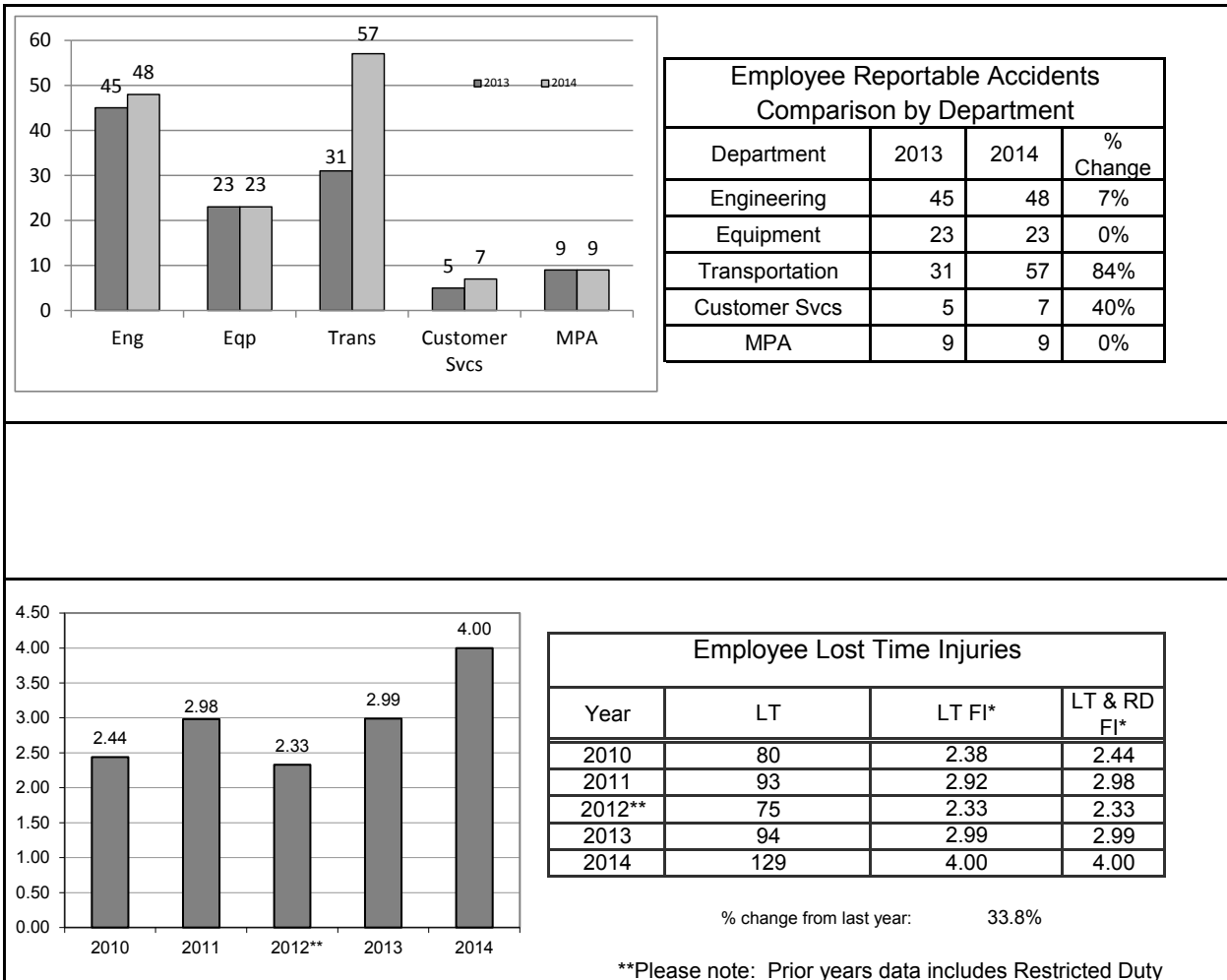
% change from last year: 24.5%

* Federal Railroad Administration Frequency Index

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF JULY 2014**

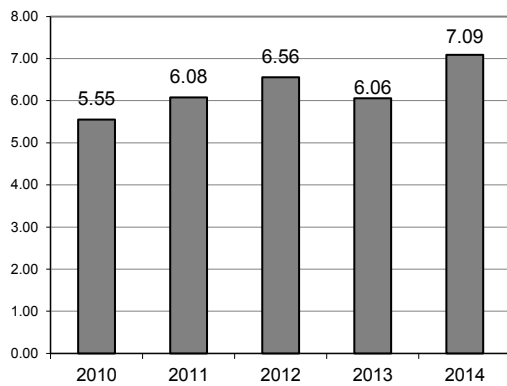
MTA Long Island Rail Road Summary of Employee Injuries through June 2014



* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF JULY 2014**

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

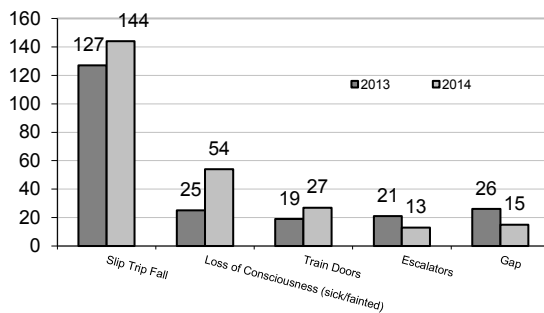


Total Customer Injuries

Year	Total	FI**
2010	222	5.55
2011	239	6.08
2012	270	6.56
2013	246	6.06
2014	295	7.09

% change from last year: 17.0%

**Injuries per 1,000,000 rides



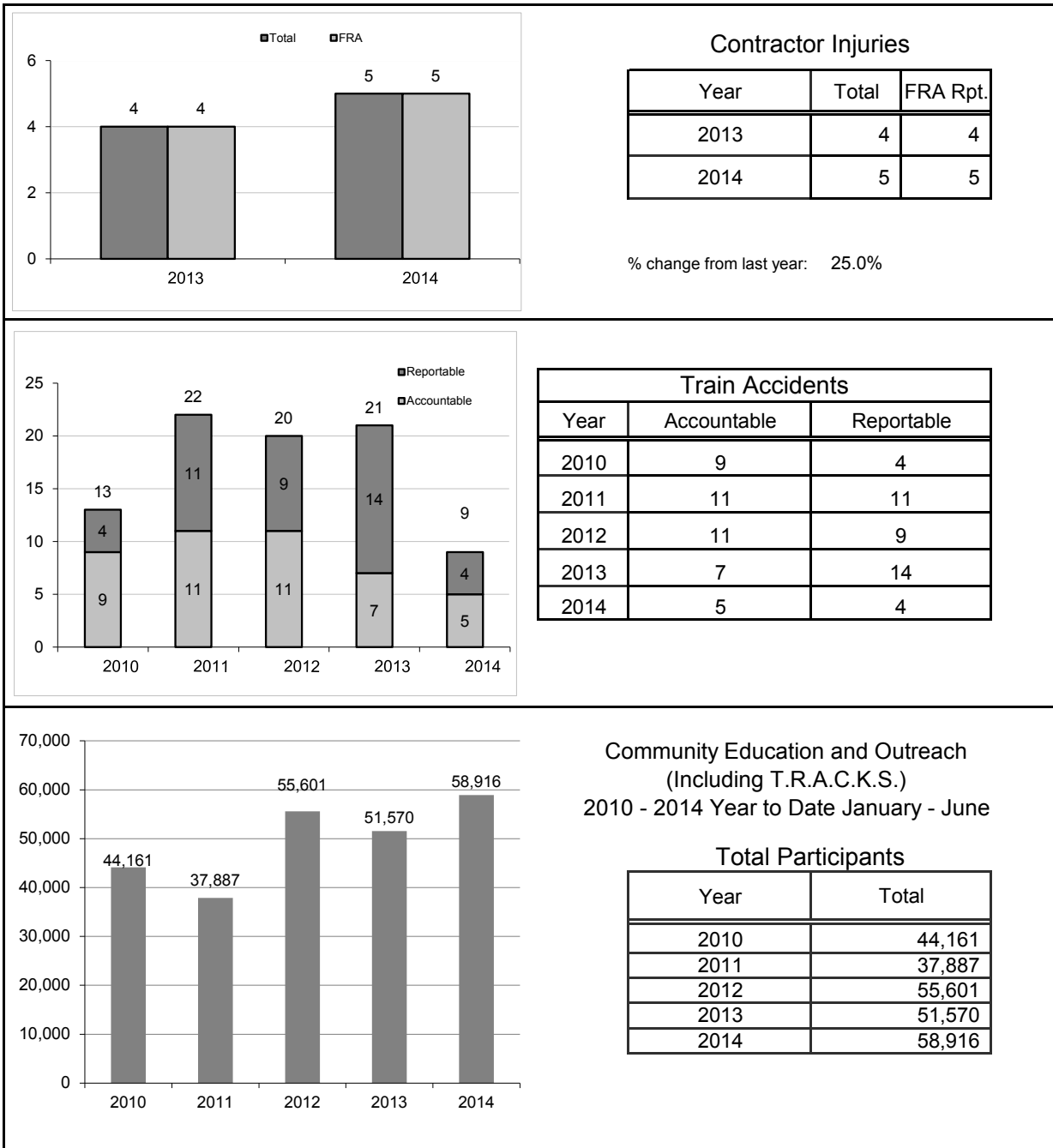
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	127	25	19	21	26
2014	144	54	27	13	15

**OPERATING REPORT
FOR MONTH OF JULY 2014**

MTA Long Island Rail Road

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



Memorandum



Date: September 2014

To: Members of the LIRR Operating Committee

From: Patrick A. Nowakowski, President

Re: Enhanced Safety Action Update

A handwritten signature in black ink, appearing to read "Patrick A. Nowakowski", written over the "From:" line.

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 4,000 employees in over 150 locations. The next Stand-Down will be conducted September 29, 2014.
- 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 Implementing Memorandum of Understanding is being finalized with FRA and labor organization review.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Alerters	Software was delivered in August and preparations are being made for installation. A General Notice was issued and Maintenance Instructions are complete and being distributed before installation.
Speed Compliance	For the period 7/1/14 through 7/31/14, there were 120 Radar Observations. Ninety-two 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. September installation is scheduled for one of the remaining three segments. The final two are in progress.
PTC	The System Integrator has progressed filling key positions and relocating personnel to its newly renovated Woodside, New York Project Headquarters.



Long Island Rail Road

Monthly Financial Report

July 2014

MTA LONG ISLAND RAIL ROAD

July Ridership and Financial Report

Executive Summary

Ridership

- During the month of July, total ridership was 7.6 million, which was 3.0% higher than July 2013 (adjusted for same number of work days) and 0.1% above the forecast.
 - Ridership through July was 49.2 million. This was 2.5% higher than 2013 (adjusted for same number of calendar work days) and 0.6% higher than the 2014 forecast.
 - Through July 2014, commutation ridership was 2.2% higher than 2013 (work day adjusted) and 0.4% higher than the 2014 forecast.
 - Through July 2014, non-commutation ridership was 2.9% higher than 2013 and 1.0% above the forecast.
-

Revenues

- Farebox revenue through July totaling \$377.4 million was \$2.4 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$169.2 million was \$6.4 million lower than forecast due to vacant positions and timing of project activity.
- In summary, total LIRR revenue of \$546.6 million was \$4.0 million lower than the forecast.

Expenses

- Through July, total expenses of \$1,146.3 million were \$44.1 million less than forecast.
- Straight-time payroll spending was \$13.8 million less than forecast due to the existence of vacant positions and lower rates. At the end of July, 177 of 7,051 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime hours worked was 3.2%, or 44,200 hours higher than the forecast primarily as a result of reimbursable, which was 44,700 hours over forecast, and maintenance, which were 41,200 over forecast. This was partially offset by lower vacancy/absentee coverage, which was 15,300 below forecast, and weather-related, which were 25,400 below forecast.
- Year-to-date overtime hours increased by 12.2% in 2014 compared to 2013 due to weather, maintenance and reimbursable overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through July, the Adjusted Farebox Operating Ratio was 59.9%, which is favorable to forecast due to lower expenses and higher revenue.
- Through July, the Adjusted Cost per Passenger was \$13.74, which is lower than forecast due to lower expenses and higher ridership.
- Through July, the Revenue per Passenger was \$7.70, which is on forecast.

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

REVENUE

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of \$546.6 were \$(4.0) million or (0.7)% unfavorable to forecast. The month of July of \$88.1 was unfavorable to forecast by \$(2.1) million or (2.3)%.

- **Y-T-D Farebox Revenues** were \$2.4 favorable to forecast. The month was \$0.1 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were on forecast. The month was \$(0.4) unfavorable due to timing of advertising and miscellaneous revenue.
- **Y-T-D Capital and Other Reimbursements** were \$(6.4) unfavorable to forecast. The month was \$(1.8) unfavorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date July **Total Expenses** (including depreciation and other) of \$1,146.3 were favorable to the forecast by \$44.1 or 3.7%. The total expenses for the month of \$170.8 were favorable to forecast by \$14.1 or 7.6%.

Labor Expenses, \$19.2 favorable Y-T-D; \$5.8 favorable for the month.

- **Payroll**, \$13.8 favorable Y-T-D; \$4.0 favorable for the month (primarily vacant positions and lower rates).
- **Overtime**, \$(1.3) unfavorable Y-T-D; \$(0.1) unfavorable for the month (primarily higher right-of-way maintenance, vacancy coverage and project activity, partially offset lower weather-related overtime, unscheduled service and rates).
- **Health & Welfare**, \$0.9 favorable Y-T-D; \$0.4 favorable for the month (vacant positions).
- **OPEB Current Payment**, \$0.8 favorable Y-T-D; \$0.3 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$4.9 favorable Y-T-D; \$1.2 favorable for the month (lower Railroad Retirement Taxes, partially offset by lower FELA Indemnity payments/reserve adjustments).

Non-Labor Expenses, \$23.7 favorable Y-T-D; \$7.0 favorable for the month.

- **Electric Power**, \$(1.7) unfavorable Y-T-D; \$0.2 favorable for the month (timing of facility related electric expenses).
- **Fuel**, \$0.3 favorable Y-T-D; \$0.3 favorable for the month (primarily lower consumption).
- **Insurance**, \$0.5 favorable Y-T-D; \$0.2 favorable for the month (timing).
- **Claims**, \$0.7 favorable Y-T-D; \$0.3 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$5.4 favorable Y-T-D; \$1.1 favorable for the month (primarily timing of elevator maintenance, security related expenses, communications, joint facilities and general maintenance, partially offset by timing of vegetation management).
- **Professional Services**, \$(0.4) unfavorable Y-T-D; \$(0.1) unfavorable for the month (primarily timing of IT software and hardware, partially offset by lower outside services).
- **Materials and Supplies**, \$16.7 favorable Y-T-D; \$5.1 favorable for the month (primarily timing of project activity, delayed rolling stock modifications and lower running repair).
- **Other Business Expenses**, \$2.3 favorable Y-T-D; on forecast for the month.

Depreciation and Other, \$1.1 favorable Y-T-D; \$1.3 favorable for the month (primarily favorable depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.7%, 0.6 percentage points above year-to-date June. The Farebox Operating Ratio for the month of June of 52.3% was 5.8 percentage points above the forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 59.9%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2014
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$59.030	\$59.096	\$0.065	0.1	\$0.000	\$0.000	\$0.000	-	\$59.030	\$59.096	\$0.065	0.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.809	3.455	(0.353)	(9.3)	0.000	0.000	0.000	-	3.809	3.455	(0.353)	(9.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	27.348	25.570	(1.778)	(6.5)	27.348	25.570	(1.778)	(6.5)
Total Revenue	\$62.839	\$62.551	(\$0.288)	(0.5)	\$27.348	\$25.570	(\$1.778)	(6.5)	\$90.187	\$88.121	(\$2.066)	(2.3)
Expenses												
<i>Labor:</i>												
Payroll	\$40.137	\$37.502	\$2.635	6.6	\$9.296	\$7.955	\$1.341	14.4	\$49.433	\$45.457	\$3.976	8.0
Overtime	9.747	9.295	0.452	4.6	1.573	2.118	(0.545)	(34.7)	11.320	11.413	(0.093)	(0.8)
Health and Welfare	7.945	7.457	0.488	6.1	1.635	1.743	(0.108)	(6.6)	9.580	9.200	0.380	4.0
OPEB Current Payment	4.905	4.569	0.336	6.9	0.000	0.000	0.000	-	4.905	4.569	0.336	6.9
Pensions	14.194	13.482	0.712	5.0	2.378	3.089	(0.712)	(29.9)	16.572	16.572	0.000	0.0
Other Fringe Benefits	12.165	11.240	0.925	7.6	1.969	1.713	0.255	13.0	14.134	12.953	1.181	8.4
Reimbursable Overhead	(2.842)	(2.838)	(0.004)	(0.1)	2.842	2.838	0.004	0.1	0.000	0.000	0.000	-
Total Labor Expenses	\$86.251	\$80.707	\$5.544	6.4	\$19.692	\$19.456	\$0.236	1.2	\$105.943	\$100.163	\$5.780	5.5
<i>Non-Labor:</i>												
Electric Power	\$10.067	\$9.859	\$0.208	2.1	\$0.062	\$0.091	(\$0.029)	(46.1)	\$10.129	\$9.950	\$0.179	1.8
Fuel	2.624	2.339	0.285	10.9	0.000	0.000	0.000	-	2.624	2.339	0.285	10.9
Insurance	1.952	1.932	0.020	1.0	0.589	0.440	0.149	25.3	2.541	2.372	0.169	6.7
Claims	0.371	0.114	0.257	69.2	0.000	0.000	0.000	-	0.371	0.114	0.257	69.2
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	6.762	5.757	1.005	14.9	1.246	1.103	0.143	11.5	8.008	6.860	1.148	14.3
Professional Service Contracts	3.752	2.826	0.926	24.7	0.827	1.890	(1.063)	*	4.579	4.715	(0.137)	(3.0)
Materials & Supplies	10.887	8.242	2.645	24.3	4.906	2.458	2.448	49.9	15.793	10.700	5.093	32.3
Other Business Expenses	1.282	1.147	0.135	10.5	0.025	0.133	(0.107)	*	1.307	1.280	0.028	2.1
Total Non-Labor Expenses	\$37.697	\$32.216	\$5.481	14.5	\$7.656	\$6.114	\$1.542	20.1	\$45.353	\$38.330	\$7.023	15.5
<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	\$123.948	\$112.923	\$11.025	8.9	\$27.348	\$25.570	\$1.778	6.5	\$151.296	\$138.493	\$12.803	8.5
Depreciation	\$27.749	\$26.187	\$1.562	5.6	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.187	\$1.562	5.6
Other Post Employment Benefits	5.765	5.996	(0.231)	(4.0)	0.000	0.000	0.000	-	\$5.765	5.996	(0.231)	(4.0)
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.0
Total Expenses	\$157.629	\$145.273	\$12.356	7.8	\$27.348	\$25.570	\$1.778	6.5	\$184.977	\$170.843	\$14.134	7.6
Net Surplus/(Deficit)	(\$94.790)	(\$82.722)	\$12.068	12.7	\$0.000	\$0.000	\$0.000	-	(\$94.790)	(\$82.722)	\$12.068	12.7
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.749	\$26.187	(\$1.562)	(5.6)	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.187	(\$1.562)	(5.6)
Operating/Capital	(3.581)	(0.493)	3.088	86.2	0.000	0.000	0.000	-	(3.581)	(0.493)	3.088	86.2
Other Cash Adjustments	7.081	14.150	7.069	99.8	0.000	0.000	0.000	-	7.081	14.150	7.069	99.8
Total Cash Conversion Adjustments	\$31.250	\$39.844	\$8.594	27.5	0.000	\$0.000	\$0.000	-	\$31.250	\$39.844	\$8.594	27.5
Net Cash Surplus/(Deficit)	(\$63.540)	(\$42.878)	\$20.662	32.5	\$0.000	\$0.000	\$0.000	-	(\$63.540)	(\$42.878)	\$20.662	32.5

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$375.047	\$377.442	\$2.395	0.6	\$0.000	\$0.000	\$0.000	-	\$375.047	\$377.442	\$2.395	0.6
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	27.648	27.632	(0.016)	(0.1)	0.000	0.000	0.000	-	27.648	27.632	(0.016)	(0.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	147.955	141.542	(6.413)	(4.3)	147.955	141.542	(6.413)	(4.3)
Total Revenue	\$402.695	\$405.073	\$2.379	0.6	\$147.955	\$141.542	(\$6.413)	(4.3)	\$550.650	\$546.615	(\$4.034)	(0.7)
Expenses												
<i>Labor:</i>												
Payroll	\$264.082	\$254.420	\$9.662	3.7	\$46.817	\$42.634	\$4.183	8.9	\$310.899	\$297.054	\$13.846	4.5
Overtime	61.324	59.740	1.584	2.6	9.706	12.547	(2.841)	(29.3)	71.030	72.287	(1.257)	(1.8)
Health and Welfare	56.517	54.947	1.570	2.8	8.919	9.593	(0.675)	(7.6)	65.436	64.541	0.895	1.4
PEB Current Payment	34.038	33.236	0.802	2.4	0.000	0.000	0.000	-	34.038	33.236	0.802	2.4
Pensions	102.351	99.677	2.674	2.6	13.650	16.324	(2.674)	(19.6)	116.001	116.001	0.001	0.0
Other Fringe Benefits	73.007	68.772	4.235	5.8	9.979	9.316	0.663	6.6	82.986	78.088	4.898	5.9
Reimbursable Overhead	(14.867)	(14.820)	(0.047)	(0.3)	14.867	14.820	0.047	0.3	0.000	0.000	0.000	-
Total Labor Expenses	\$576.452	\$555.971	\$20.481	3.6	\$103.938	\$105.234	(\$1.296)	(1.2)	\$680.390	\$661.206	\$19.185	2.8
<i>Non-Labor:</i>												
Electric Power	\$62.173	\$63.964	(\$1.791)	(2.9)	\$0.271	\$0.221	\$0.050	18.3	\$62.444	\$64.185	(\$1.741)	(2.8)
Fuel	17.548	17.275	0.273	1.6	0.000	0.000	0.000	-	17.548	17.275	0.273	1.6
Insurance	13.552	13.557	(0.005)	(0.0)	2.787	2.303	0.484	17.4	16.339	15.860	0.479	2.9
Claims	2.010	1.279	0.731	36.4	0.000	0.000	0.000	-	2.010	1.279	0.731	36.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	37.755	34.298	3.457	9.2	8.573	6.615	1.957	22.8	46.328	40.913	5.414	11.7
Professional Service Contracts	17.059	15.247	1.812	10.6	2.024	4.226	(2.202)	*	19.083	19.472	(0.389)	(2.0)
Materials & Supplies	71.152	62.124	9.028	12.7	30.054	22.422	7.632	25.4	101.206	84.547	16.659	16.5
Other Business Expenses	7.297	4.776	2.521	34.5	0.309	0.520	(0.211)	(68.3)	7.606	5.296	2.310	30.4
Total Non-Labor Expenses	\$228.546	\$212.519	\$16.027	7.0	\$44.017	\$36.308	\$7.709	17.5	\$272.563	\$248.827	\$23.736	8.7
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	\$804.998	\$768.490	\$36.508	4.5	\$147.955	\$141.542	\$6.413	4.3	\$952.953	\$910.032	\$42.921	4.5
Depreciation	\$194.252	\$192.732	1.520	0.8	\$0.000	\$0.000	\$0.000	-	\$194.252	\$192.732	\$1.520	0.8
Other Post Employment Benefits	40.337	40.720	(0.382)	(0.9)	0.000	0.000	0.000	-	40.337	40.720	(0.382)	(0.9)
Environmental Remediation	2.767	2.767	0.000	0.0	0.000	0.000	0.000	-	2.767	2.767	0.000	0.0
Total Expenses	\$1,042.354	\$1,004.709	\$37.645	3.6	\$147.955	\$141.542	\$6.413	4.3	\$1,190.309	\$1,146.251	\$44.058	3.7
Net Surplus/(Deficit)	(\$639.659)	(\$599.635)	\$40.024	6.3	(\$0.000)	\$0.000	\$0.000	-	(\$639.659)	(\$599.635)	\$40.024	6.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$194.252	\$192.732	(\$1.520)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$194.252	\$192.732	(\$1.520)	(0.8)
Operating/Capital	(15.670)	(9.240)	6.430	41.0	0.000	0.000	0.000	-	(15.670)	(9.240)	6.430	41.0
Other Cash Adjustments	38.188	35.052	(3.135)	(8.2)	0.000	0.000	0.000	-	38.188	35.052	(3.135)	(8.2)
Total Cash Conversion Adjustments	\$216.769	\$218.544	\$1.775	0.8	\$0.000	\$0.000	\$0.000	-	\$216.769	\$218.544	\$1.775	0.8
Net Cash Surplus/(Deficit)	(\$422.890)	(\$381.091)	\$41.799	9.9	(\$0.000)	\$0.000	\$0.000	0.0	(\$422.890)	(\$381.091)	\$41.799	9.9

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS

July 2014					Year-to-Date July 2014		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.065	0.1	Higher ridership \$0.056 and yield per passenger \$0.009.	2.395	0.6	Higher ridership \$2.376 and yield per passenger \$0.019.
Other Operating Revenue	Non Reimb.	(0.353)	(9.3)	Lower advertising and timing of miscellaneous income.	(0.016)	(0.1)	Lower advertising, partially offset by higher rental revenue and timing of miscellaneous income and FEMA recovery.
Capital & Other Reimbursements	Reimb.	(1.778)	(6.5)	Primarily due to timing of project activity.	(6.413)	(4.3)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	2.635	6.6	Primarily lower headcount and rates.	9.662	3.7	Primarily lower headcount and rates.
	Reimb.	1.341	14.4	Primarily due to vacant positions and timing of project activity and other reimbursements.	4.183	8.9	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	0.452	4.6	Lower unscheduled service, weather-related overtime and rates, partially offset by higher maintenance overtime and vacancy/absentee coverage.	1.584	2.6	Lower vacancy/absentee coverage, weather-related overtime, rates and unscheduled service, partially offset by higher maintenance and scheduled service overtime.
	Reimb.	(0.545)	(34.7)	Mainly due to charges for East Rail Yard and East Side Access projects.	(2.841)	(29.3)	Higher due to East Rail Yard, East Side Access and other capital project activity.
Health and Welfare	Non Reimb.	0.488	6.1	Vacant positions.	1.570	2.8	Vacant positions.
	Reimb.	(0.108)	(6.6)	Primarily due to timing of project activity.	(0.675)	(7.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.336	6.9	Fewer retirees/beneficiaries.	0.802	2.4	Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS

July 2014				Year-to-Date July 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.	0.712	5.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	2.674	2.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.712)	(29.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.674)	(19.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.925	7.6	Lower Railroad Retirement Taxes, partially offset by higher FELA payments.	4.235	5.8	Lower Railroad Retirement Taxes, partially offset by higher FELA payments.
	Reimb.	0.255	13.0	Primarily due to timing of project activity.	0.663	6.6	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.208	2.1	Primarily timing of electric facility expenses.	(1.791)	(2.9)	Primarily due to accrual adjustments.
	Reimb.	(0.029)	(46.1)	Eastern Rail Yard and VD Yard timing of invoice.	0.050	18.3	Due to the billing schedule of Eastern Rail Yard and VD Yard.
Fuel	Non Reimb.	0.285	10.9	Lower diesel fuel consumption.	0.273	1.6	Lower diesel fuel consumption.
Insurance	Non Reimb.	0.020	1.0		(0.005)	(0.0)	
	Reimb.	0.149	25.3	Force Account Insurance associated with project activity.	0.484	17.4	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.257	69.2	Decrease in non-employee reserves.	0.731	36.4	Primarily due to timing of invoices/payments.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS

July 2014				Year-to-Date July 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.005	14.9	Timing of payments and activities for elevator/escalator maintenance, communications and security services/systems, partially offset by higher vegetation management payments/accruals.	3.457	9.2	Timing of payments for elevator/escalator maintenance, security services/systems, toilet servicing and general maintenance, partially offset by timing of payments for vegetation management, communications and non revenue vehicle maintenance.
	Reimb.	0.143	11.5	Primarily due to timing of project activity.	1.957	22.8	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.926	24.7	Primarily timing of activities and payments for various IT related expenses and other professional services.	1.812	10.6	Primarily due to delay in WMDS (wayside maintenance diagnostic system) and timing of payments and activities for IT related expenses and various other professional services, partially offset by higher planning studies consultants.
	Reimb.	(1.063)	*	Primarily due to timing of project activity.	(2.202)	*	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.645	24.3	Primarily due to lower material usage for MU and Diesel fleet modifications, M-7 and C-3 running repair, delay/scope change of M-7 propulsion startup, lower chargeouts within the Wheel Shop and timing of non-revenue vehicle deliveries.	9.028	12.7	Primarily due to lower material usage for MU and Diesel fleet modifications, M-7 and diesel fleet running repair, delay/scope change of M-7 propulsion startup, lower chargeouts within the Wheel Shop and timing of non-revenue vehicle deliveries, partially offset by high chargeouts of pool material.
	Reimb.	2.448	49.9	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.	7.632	25.4	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.

TABLE 3

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS**

July 2014				Year-to-Date July 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.	0.135	10.5	Primarily due to timing of invoices.	2.521	34.5	Primarily due to timing of invoices.
	Reimb.	(0.107)	*	Primarily due to timing of project activity.	(0.211)	(68.3)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	1.562	5.6	Revised estimate based on certain capital assets being fully depreciated.	1.520	0.8	Revised estimate based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.231)	(4.0)	Primarily due to timing of payments.	(0.382)	(0.9)	Primarily due to timing of payments.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
July 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$61.498	\$62.868	\$1.370	2.2	\$389.850	\$390.693	\$0.843	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.673	1.617	(1.056)	(39.5)	27.425	25.976	(1.449)	(5.3)
Capital & Other Reimbursements	25.405	23.449	(1.956)	(7.7)	130.314	123.451	(6.863)	(5.3)
Total Receipts	\$89.576	\$87.935	(\$1.641)	(1.8)	\$547.589	\$540.119	(\$7.470)	(1.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$51.084	\$44.137	\$6.947	13.6	\$311.400	\$291.964	\$19.436	6.2
Overtime	10.748	10.580	0.168	1.6	71.003	71.278	(0.275)	(0.4)
Health and Welfare	9.580	9.633	(0.053)	(0.6)	65.984	64.481	1.503	2.3
OPEB Current Payment	4.905	4.709	0.196	4.0	34.185	33.337	0.848	2.5
Pensions	16.572	16.524	0.048	0.3	102.525	102.607	(0.082)	(0.1)
Other Fringe Benefits	12.032	10.431	1.601	13.3	82.842	76.509	6.333	7.6
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$104.921	\$96.013	\$8.908	8.5	\$667.939	\$640.177	\$27.762	4.2
<i>Non-Labor:</i>								
Electric Power	\$10.034	\$8.840	\$1.194	11.9	\$68.138	\$66.068	\$2.070	3.0
Fuel	2.666	1.989	0.677	25.4	18.468	17.522	0.946	5.1
Insurance	3.133	0.034	3.099	98.9	19.570	14.579	4.991	25.5
Claims	0.267	0.113	0.154	57.7	0.981	0.703	0.278	28.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.667	7.743	1.924	19.9	50.525	43.338	7.187	14.2
Professional Service Contracts	5.099	3.002	2.097	41.1	20.829	19.294	1.535	7.4
Materials & Supplies	14.023	11.751	2.272	16.2	103.222	99.874	3.348	3.2
Other Business Expenses	1.341	1.271	0.070	5.2	7.632	7.301	0.331	4.3
Total Non-Labor Expenditures	\$46.230	\$34.742	\$11.488	24.8	\$289.365	\$268.679	\$20.686	7.1
<i>Other Expenditure Adjustments:</i>								
Other	\$1.965	\$1.848	\$0.117	6.0	\$13.175	\$12.743	\$0.432	3.3
Total Other Expenditure Adjustments	\$1.965	\$1.848	\$0.117	6.0	\$13.175	\$12.743	\$0.432	3.3
Total Expenditures	\$153.116	\$132.603	\$20.513	13.4	\$970.479	\$921.598	\$48.881	5.0
Cash Timing and Availability Adjustment	0.000	1.790	1.790	-	0.000	0.388	0.388	-
Net Cash Deficit (excludes opening balance)	(\$63.540)	(\$42.878)	\$20.662	32.5	(\$422.890)	(\$381.091)	\$41.799	9.9
Subsidies								
MTA	63.540	42.352	(21.188)	(33.3)	405.949	362.230	(43.719)	(10.8)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	July 2014			Year-to-Date as of July 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.370	2.2	Higher advance sales impact \$1.442, higher ridership \$0.056, and higher yields \$0.009, partially offset by lower Metrocard/AirTrain sales \$(0.137).	0.843	0.2	Higher ridership \$2.376 and higher yields \$0.019, partially offset by lower advance sales impact \$(1.142) and lower Metrocard/AirTrain sales \$(0.410).
Other Operating Revenue	(1.056)	(39.5)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue.	(1.449)	(5.3)	Primarily the timing of miscellaneous revenue, intercompany receipts and freight revenue, partially offset by the timing of rental revenue.
Capital and Other Reimbursements	(1.956)	(7.7)	Timing of activity and reimbursement for capital and other reimbursements.	(6.863)	(5.3)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	6.947	13.6	Primarily due to lower headcount and rates.	19.436	6.2	Primarily due to lower headcount and rates.
Overtime	0.168	1.6	Primarily lower unscheduled service, rates, and weather-related overtime, partially offset by higher maintenance, vacancy/absentee coverage and project overtime.	(0.275)	(0.4)	Primarily higher project and maintenance overtime, partially offset by lower weather-related overtime, rates and vacancy/absentee coverage.
Health and Welfare	(0.053)	(0.6)	Primarily due to the timing of payments.	1.503	2.3	Lower headcount and the timing of payments.
OPEB Current Payment	0.196	4.0	Primarily fewer retirees/beneficiaries, partially offset by the timing of payments.	0.848	2.5	Primarily fewer retirees/beneficiaries.
Other Fringe Benefits	1.601	13.3	Primarily lower Railroad Retirement payments and the timing of FELA and Railroad Unemployment Insurance payments, partially offset by higher payments for safety shoes.	6.333	7.6	Primarily lower Railroad Retirement payments and the timing of FELA and Railroad Unemployment Insurance payments, partially offset by higher safety shoe payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	July 2014			Year-to-Date as of July 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	1.194	11.9	Primarily due to lower traction rates and the timing of payments.	2.070	3.0	Primarily due to the timing of payments, partially offset by higher traction consumption and rates.
Fuel	0.677	25.4	Primarily due to lower fuel consumption and the timing of payments.	0.946	5.1	Primarily due to the timing of payments and lower fuel consumption, partially offset by higher rates.
Insurance	3.099	98.9	Timing of payments.	4.991	25.5	Timing of payments.
Claims	0.154	57.7	Timing of payment for claims.	0.278	28.4	Timing of payment for claims.
Maintenance and Other Operating Contracts	1.924	19.9	Timing of payments and activities.	7.187	14.2	Timing of payments and activities.
Professional Service Contracts	2.097	41.1	The timing of MTA Chargeback and other consulting service payments.	1.535	7.4	The timing of MTA Chargeback and other consulting service payments.
Materials and Supplies	2.272	16.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.	3.348	3.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.070	5.2	Primarily due to the timing of payments.	0.331	4.3	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.117	6.0	Lower Metrocard/AirTrain pass through payments.	0.432	3.3	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) July 2014 (\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$2.468	\$3.773	\$1.305	52.9	\$14.803	\$13.251	(\$1.552)	(10.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.136)	(1.838)	(0.702)	(61.8)	(0.223)	(1.656)	(1.434)	*
Capital & Other Reimbursements	(1.943)	(2.121)	(0.178)	(9.1)	(17.641)	(18.091)	(0.450)	(2.6)
Total Receipts	(\$0.611)	(\$0.186)	\$0.425	69.5	(\$3.061)	(\$6.496)	(\$3.435)	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	(\$1.651)	\$1.320	\$2.971	*	(\$0.501)	\$5.090	\$5.590	*
Overtime	0.572	0.833	0.261	45.7	0.027	1.009	0.982	*
Health and Welfare	(0.000)	(0.433)	(0.433)	*	(0.548)	0.059	0.608	*
OPEB Current Payment	0.000	(0.140)	(0.140)	-	(0.147)	(0.102)	0.045	30.8
Pensions	(0.000)	0.048	0.048	*	13.476	13.393	(0.083)	(0.6)
Other Fringe Benefits	2.102	2.522	0.420	20.0	0.144	1.579	1.435	*
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	\$1.022	\$4.151	\$3.128	*	\$12.451	\$21.029	\$8.578	68.9
<i>Non-Labor:</i>								
Electric Power	\$0.095	\$1.109	\$1.014	*	(\$5.694)	(\$1.883)	\$3.811	66.9
Fuel	(0.042)	0.350	0.392	*	(0.920)	(0.247)	0.673	73.1
Insurance	(0.592)	2.338	2.930	*	(3.231)	1.281	4.512	*
Claims	0.104	0.001	(0.103)	(98.7)	1.029	0.576	(0.453)	(44.0)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.659)	(0.883)	0.776	46.8	(4.197)	(2.424)	1.773	42.2
Professional Service Contracts	(0.520)	1.714	2.234	*	(1.746)	0.179	1.925	*
Materials & Supplies	1.770	(1.051)	(2.821)	*	(2.016)	(15.328)	(13.312)	*
Other Business Expenses	(0.034)	0.009	0.043	*	(0.026)	(2.005)	(1.979)	*
Total Non-Labor Expenditures	(\$0.877)	\$3.588	\$4.465	*	(\$16.802)	(\$19.852)	(\$3.050)	(18.2)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.965)	(\$1.848)	\$0.117	6.0	(\$13.175)	(\$12.743)	\$0.432	3.3
Total Other Expenditure Adjustments	(\$1.965)	(\$1.848)	\$0.117	6.0	(\$13.175)	(\$12.743)	\$0.432	3.3
Total Expenditures before Depreciation	(\$1.820)	\$5.891	\$7.710	*	(\$17.526)	(\$11.566)	\$5.960	34.0
Depreciation Adjustment	\$27.749	\$26.187	(\$1.562)	(5.6)	\$194.252	\$192.732	(\$1.520)	(0.8)
Other Post Employment Benefits	5.765	5.996	0.231	4.0	40.337	40.720	0.382	0.9
Environmental Remediation	0.167	0.167	(0.000)	(0.0)	2.767	2.767	(0.000)	(0.0)
Total Expenditures	\$31.861	\$38.240	\$6.379	20.0	\$219.830	\$224.652	\$4.822	2.2
Cash Timing and Availability Adjustment	0.000	1.790	1.790	-	0.000	0.388	0.388	-
Total Cash Conversion Adjustments	\$31.250	\$39.844	\$8.594	27.5	\$216.769	\$218.544	\$1.775	0.8

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

	July 2014						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	32,803	\$1.717	32,639	\$1.696	164	\$0.021	212,603	\$10.948	216,713	\$11.123	(4,110)	(\$0.175)
					0.5%	1.2%					-1.9%	-1.6%
<u>Unscheduled Service</u>	12,335	\$0.704	2,090	\$0.296	10,245	\$0.408	79,286	\$4.529	72,672	\$4.324	6,614	\$0.205
					83.1%	58.0%					8.3%	4.5%
<u>Programmatic/Routine Maintenance</u>	51,279	\$2.480	62,503	\$3.038	(11,225)	(\$0.558)	334,036	\$15.878	375,231	\$17.935	(41,195)	(\$2.058)
					-21.9%	-22.5%					-12.3%	-13.0%
<u>Unscheduled Maintenance</u>	492	\$0.023	350	\$0.016	142	\$0.007	3,687	\$0.168	6,666	\$0.303	(2,979)	(\$0.135)
					28.9%	28.9%					-80.8%	-80.8%
<u>Vacancy/Absentee Coverage</u>	77,131	\$3.820	86,458	\$4.088	(9,327)	(\$0.267)	347,785	\$17.153	332,437	\$16.103	15,348	\$1.050
					-12.1%	-7.0%					4.4%	6.1%
<u>Weather Emergencies</u>	6,505	\$0.405	737	\$0.036	5,768	\$0.369	191,821	\$9.988	166,382	\$8.414	25,440	\$1.574
					88.7%	91.1%					13.3%	\$0.158
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000		
<u>Other</u> ³	2,240	\$0.597	1,884	\$0.125	356	\$0.473	13,186	\$2.661	11,792	\$1.538	1,394	\$1.123
					15.9%	79.1%					10.6%	*
NON-REIMBURSABLE OVERTIME	182,784	\$9.747	186,660	\$9.295	(3,875)	\$0.452	1,182,405	\$61.324	1,181,892	\$59.740	513	\$1.584
					-2.1%	4.6%					0.0%	2.6%
REIMBURSABLE OVERTIME	29,733	\$1.573	35,610	\$2.118	(5,877)	(\$0.545)	186,281	\$9.706	231,016	\$12.547	(44,736)	(\$2.841)
					-19.8%	-34.7%					-24.0%	-29.3%
TOTAL OVERTIME	212,518	\$11.320	222,270	\$11.413	(9,752)	(\$0.093)	1,368,685	\$71.030	1,412,908	\$72.287	(44,223)	(\$1.257)
					-4.6%	-0.8%					-3.2%	-1.8%

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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

NON-REIMBURSABLE OVERTIME

REIMBURSABLE OVERTIME

TOTAL OVERTIME

July 2014			July Year-to-Date		
Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
Hours	\$		Hours	\$	
164	\$0.021		(4,110)	(\$0.175)	Unfavorable due to added flagging tours in the crew book and higher than projected Yardmaster crew book overtime.
0.5%	1.2%		-1.9%	-1.6%	
10,245	\$0.408	Lower than forecasted outside of assignment penalty payments.	6,614	\$0.205	Lower than forecasted outside of assignment penalty payments and weather-related incidents.
83.1%	58.0%		8.3%	4.5%	
(11,225)	(\$0.558)	Attributed to corrective measures for track rail inspections, replacement of defective rails and general maintenance needs.	(41,195)	(\$2.058)	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.
-21.9%	-22.5%		-12.3%	-13.0%	
142	\$0.007		(2,979)	(\$0.135)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.
28.9%	28.9%		-80.8%	-80.8%	
(9,327)	(\$0.267)	Primarily due to open jobs in Maintenance of Equipment. There are an average of 17.5 open jobs in this department. Availability in Customer Services and Transportation departments are lower than projected.	15,348	\$1.050	Primarily due to lower tours for Train and Engine and less coverage needs than expected.
-12.1%	-7.0%		4.4%	6.1%	
5,768	\$0.369	Lower than forecasted weather related expenses.	25,440	\$1.574	Lower than forecasted weather related expenses.
88.7%	91.1%		13.3%	15.8%	
356	\$0.473	Due to favorable variance between actual and forecasted wage rates including double-time payments.	1,394	\$1.123	Due to favorable variance between actual and forecasted wage rates including double-time payments.
15.9%	79.1%		10.6%	*	
(3,875)	\$0.452		513	\$1.584	
-2.1%	4.6%		0.0%	2.6%	
(5,877)	(\$0.545)	Mainly due to charges for the East Rail Yard and East Side Access projects.	(44,736)	(\$2.841)	Attributed to various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.
-19.8%	-34.7%		-24.0%	-29.3%	
(9,752)	(\$0.093)		(44,223)	(\$1.257)	
-4.6%	-0.8%		-3.2%	-1.8%	

* 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
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JULY 2014

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	14	4
Procurement & Logistics (excl. Stores)	83	79	4
Human Resources	32	31	1
Sr VP Administration	2	2	0
Strategic Investments	31	27	4
President	4	5	(1)
VP & CFO	5	3	2
Information Technology	164	145	19
Controller	46	43	3
Management & Budget	19	18	1
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	27	36	(9)
Market Dev. & Public Affairs	70	71	(1)
Gen. Counsel & Secretary	30	30	0
Diversity Management	2	2	0
System Safety/Training	91	72	19
Security	12	11	1
Sr VP Operations/Service Planning	24	24	-
Total Administration	672	626	46
Operations			
Train Operations	2,048	2,036	12
Customer Services	308	299	9
Total Operations	2,356	2,335	21
Maintenance			
Engineering	1,764	1,707	57
Equipment	2,018	1,991	27
Procurement (Stores)	93	93	-
Total Maintenance	3,875	3,791	84
Engineering/Capital			
Department of Project Management	148	122	26
Total Engineering/Capital	148	122	26
Baseline Total Positions	7,051	6,874	177
<i>Non-Reimbursable</i>	6,065	6,003	62
<i>Reimbursable</i>	986	871	115
Total Full-Time	7,051	6,874	177
Total Full-Time-Equivalents	-	-	-

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JULY 2014**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 62 positions due to lower heads in the Equipment Department and Train Service along with vacancies company-wide.
REIMBURSABLE POSITIONS - Favorable 115 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JULY 2014

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	336	309	27
Professional, Technical, Clerical	336	317	19
Operational Hourlies			-
Total Administration	672	626	46
Operations			
Managers/Supervisors	326	311	15
Professional, Technical, Clerical	177	180	(3)
Operational Hourlies	1,853	1,844	9
Total Operations	2,356	2,335	21
Maintenance			
Managers/Supervisors	763	698	65
Professional, Technical, Clerical	278	260	18
Operational Hourlies	2,834	2,833	1
Total Maintenance	3,875	3,791	84
Engineering/Capital			
Managers/Supervisors	113	88	25
Professional, Technical, Clerical	35	34	1
Operational Hourlies	-	-	-
Total Engineering/Capital	148	122	26
Total Positions			
Managers/Supervisors	1,538	1,406	132
Professional, Technical, Clerical	826	791	35
Operational Hourlies	4,687	4,677	10
Total Positions	7,051	6,874	177

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	July 2014				Year-to-Date July 2014			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.946	3.948	0.002	0.1%	27.405	27.483	0.078	0.3%
Weekly	0.195	0.219	0.024	12.4%	1.117	1.146	0.029	2.6%
Total Commutation	4.141	4.167	0.026	0.6%	28.522	28.630	0.107	0.4%
One-Way Full Fare	0.776	0.796	0.020	2.6%	4.629	4.699	0.070	1.5%
One-Way Off-Peak	1.748	1.692	(0.056)	-3.2%	10.042	10.054	0.012	0.1%
All Other	0.954	0.971	0.017	1.8%	5.729	5.850	0.120	2.1%
Total Non-Commutation	3.478	3.459	(0.019)	-0.5%	20.400	20.602	0.202	1.0%
Total	7.619	7.626	0.007	0.1%	48.922	49.232	0.310	0.6%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
July 2014

		MONTH			VARIANCE	
		Actual 2014	Mid-Year Forecast	Actual 2013	vs. Forecast	vs. 2013
Farebox Operating Ratio						
	Standard ⁽¹⁾	52.3%	46.5%	52.5%	5.8%	-0.2%
	Adjusted ⁽²⁾	62.8%	55.6%	64.3%	7.1%	-1.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.87	\$16.74	\$14.79	\$1.87	(\$0.08)
	Adjusted ⁽²⁾	\$13.07	\$14.83	\$12.80	\$1.76	(\$0.27)
Passenger Revenue/Passenger ⁽³⁾		\$7.78	\$7.78	\$7.76	\$0.00	\$0.02
		YEAR-TO-DATE			VARIANCE	
		Actual 2014	Mid-Year Forecast	Actual 2013	vs. Forecast	vs. 2013
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.7%	45.9%	47.9%	2.8%	0.8%
	Adjusted ⁽²⁾	59.9%	56.2%	62.0%	3.7%	-2.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.80	\$16.78	\$15.71	\$0.98	(\$0.09)
	Adjusted ⁽²⁾	\$13.74	\$14.65	\$13.52	\$0.91	(\$0.22)
Passenger Revenue/Passenger ⁽³⁾		\$7.70	\$7.70	\$7.53	\$0.00	\$0.17

(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

JULY 2014

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

July

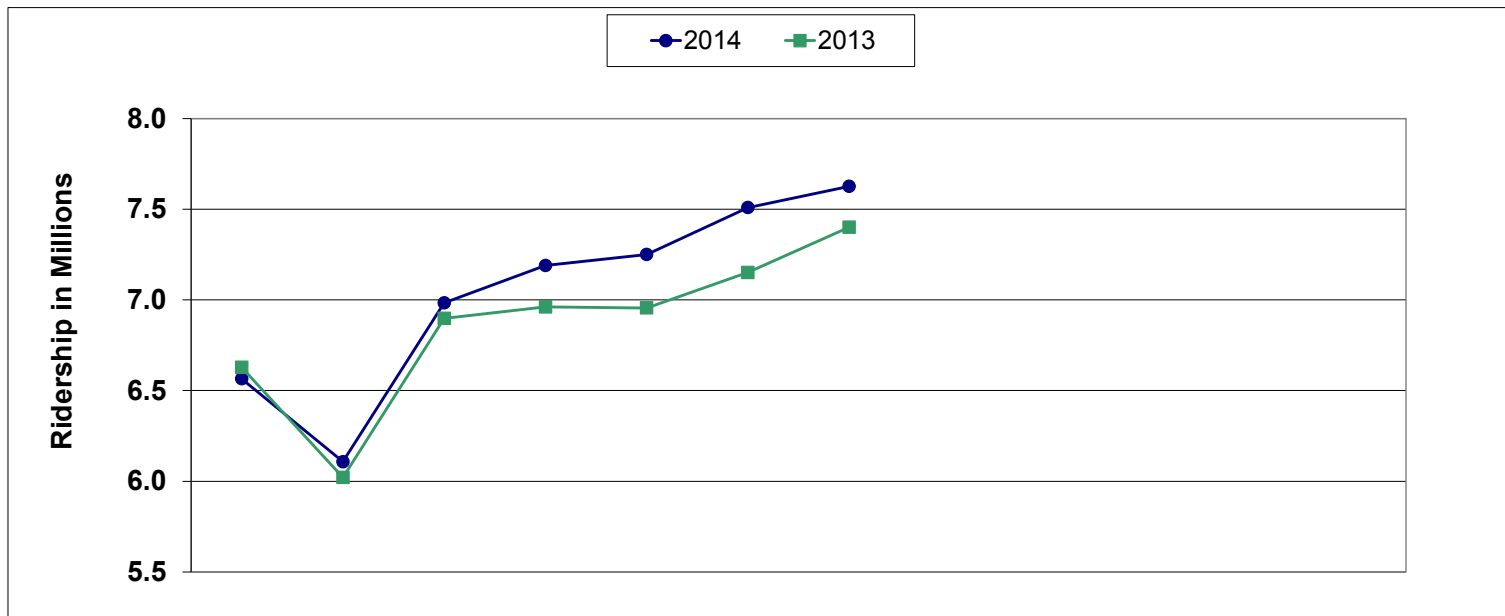
- July 2014 total ridership was 7.626 million vs. 7.401 million in July 2013 resulting in an increase of 224,988 passengers, or a 3.0% increase compared to July 2013. July's ridership marked the highest ridership in six years, since July 2008.
- July 2014 commutation ridership was 4.167 million vs. 4.086 million in July 2013 resulting in an increase of 81,325 passengers, or an increase of 2.0%.
- July 2014 non-commutation ridership was 3.5 million vs. 3.3 million in July 2013, an increase of 143,663 passengers, or an increase of 4.3%. commutation ridership.
- July 2014 revenue was \$59.1 million vs. \$57.3 million, an increase of \$1,842,899 or an increase of 3.2% compared to July 2013.

Year-To-Date

- 2014 YTD total ridership was 49.2 million vs. 48.0 million in 2013, an increase of 1,215,364 or a 2.5% increase compared to 2013, and 0.6% above mid-year forecast.
- 2014 YTD commutation ridership was 28.6 million vs. 28.0 million in 2013, an increase of 625,640 or a 2.2% increase compared to 2013, and 0.4% above mid-year forecast.
- 2014 YTD non-commutation ridership was 20.6 million vs. 20.0 million in 2013, an increase of 589,724 or an increase of 2.9% compared to 2013, and 1.0% above mid-year forecast.
- 2014 YTD revenue was \$377.4 million vs. \$360.0 million in 2013, an increase of \$17,404,096 or an increase of 4.8% compared to 2013 and 0.6% above mid-year forecast.

JULY RIDERSHIP

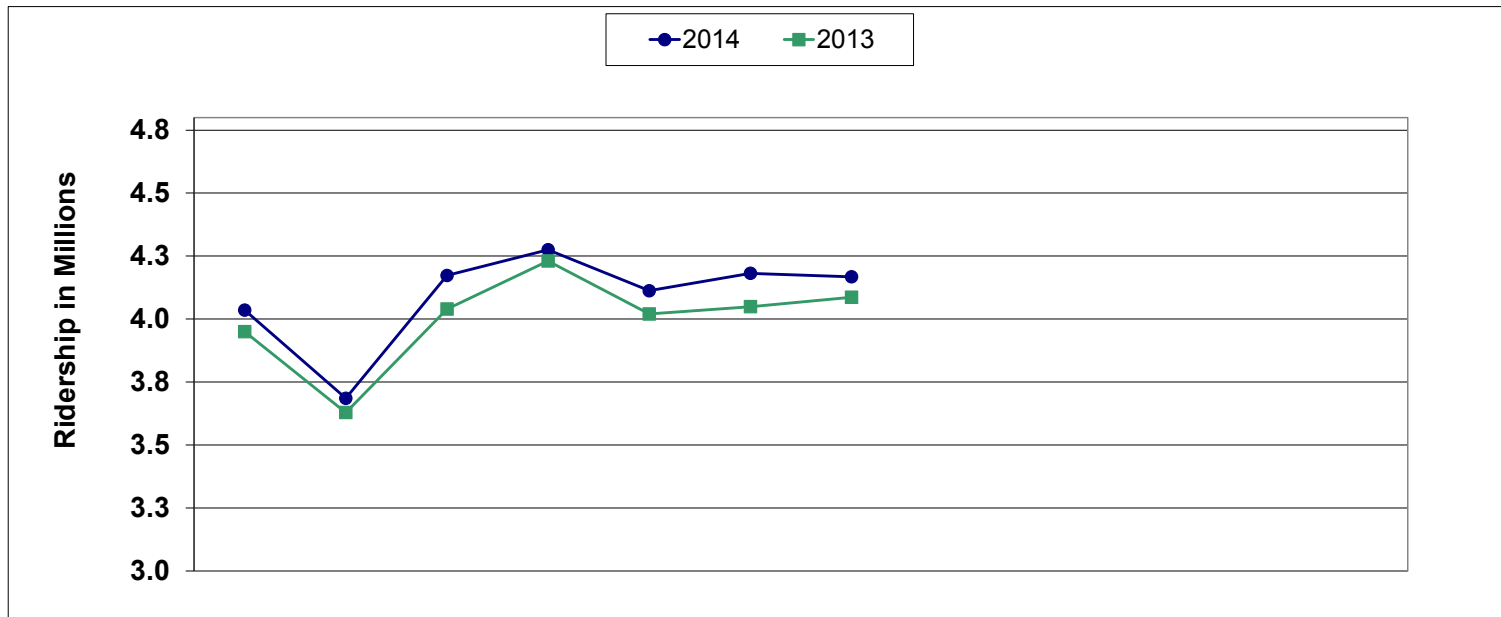
- July's Total Ridership was 3.0% above '13 and 0.1% above Mid Year Forecast.



	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	7.5	7.6						49.2
2013	6.6	6.0	6.9	7.0	7.0	7.2	7.4						48.0
PCT CHG.	-0.9%	1.4%	1.2%	3.3%	4.2%	5.0%	3.0%						2.5%

JULY COMMUTATION RIDERSHIP

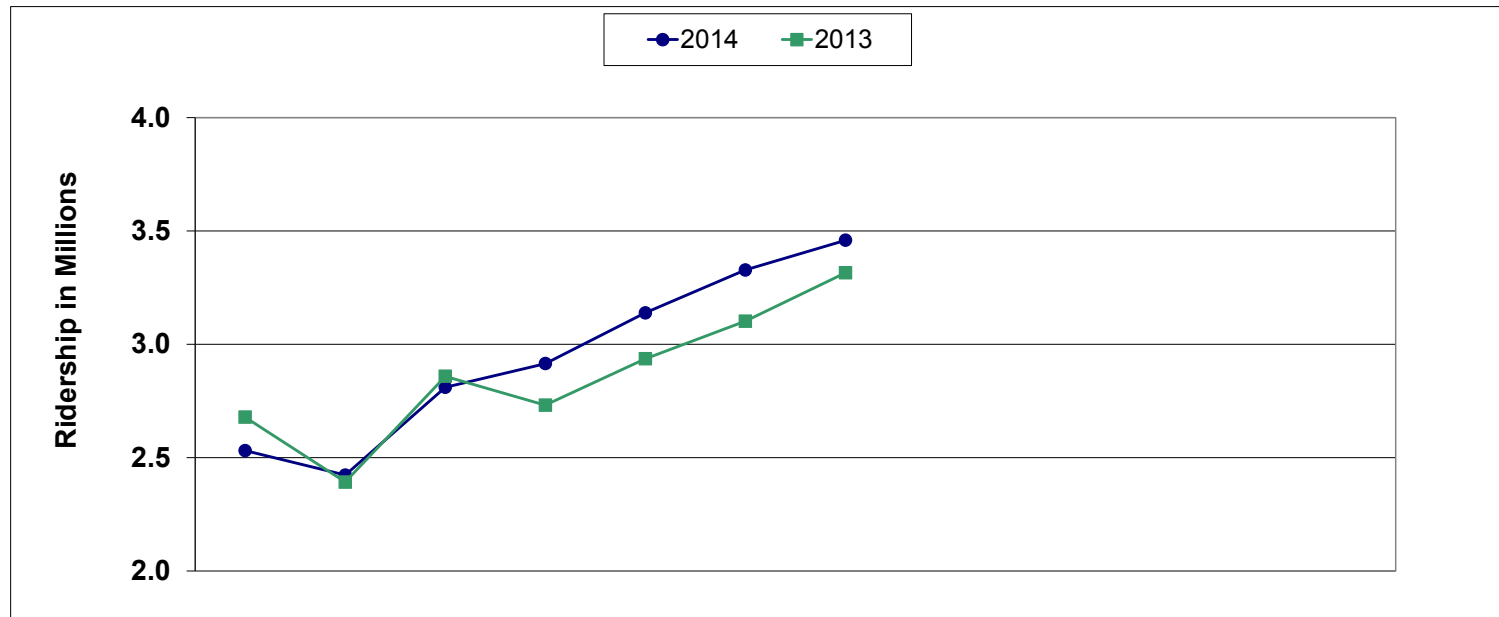
- July's Commutation Ridership was 2.0% above '13 and 0.6% above Mid Year Forecast.



	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	4.2	4.2						28.6
2013	3.9	3.6	4.0	4.2	4.0	4.0	4.1						28.0
PCT CHG.	2.2%	1.6%	3.3%	1.1%	2.3%	3.3%	2.0%						2.2%

JULY NON-COMMUTATION RIDERSHIP

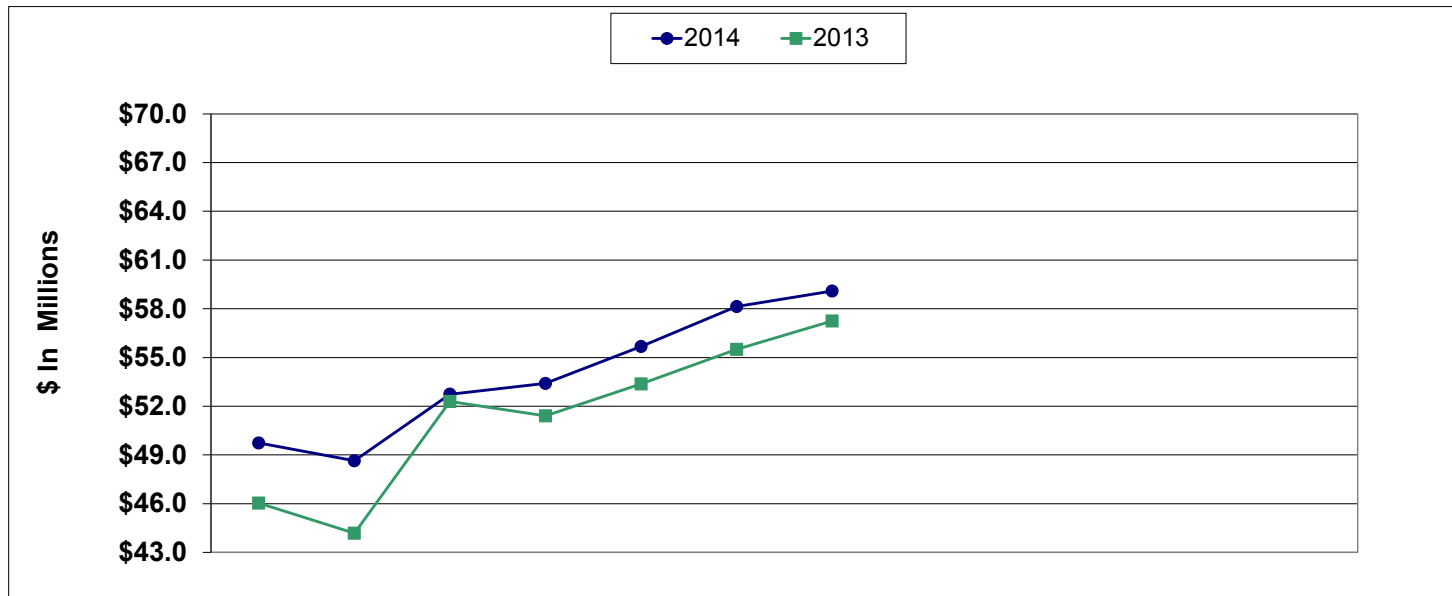
- July's Non-Commutation Ridership was 4.3% above '13 and -0.5% below Mid Year Forecast.



	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	3.3	3.5						20.6
2013	2.7	2.4	2.9	2.7	2.9	3.1	3.3						20.0
PCT CHG.	-5.5%	1.3%	-1.7%	6.7%	6.9%	7.3%	4.3%						2.9%

JULY REVENUE

- July's Total Revenue was 3.2% above '13 and 0.1% above Mid Year Forecast.



	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	\$58.1	\$59.1						\$377.4
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5	\$57.3						\$360.0
PCT CHG.	8.1%	10.1%	0.9%	3.9%	4.3%	4.8%	3.2%						4.8%

*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	JULY 2014	JULY 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,167,387	4,086,062	81,325	2.0%
NON-COMMUTATION RIDERSHIP	3,458,721	3,315,058	143,663	4.3%
TOTAL RIDERSHIP	7,626,108	7,401,120	224,988	3.0%

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

TICKET TYPE/SERVICE	JULY 2014	JULY 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	28,629,502	28,003,862	625,640	2.2%
NON-COMMUTATION RIDERSHIP	20,602,133	20,012,409	589,724	2.9%
TOTAL RIDERSHIP	49,231,635	48,016,271	1,215,364	2.5%

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

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

REVENUE	JULY 2014	JULY 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,841,677	\$27,299,900	\$541,777	2.0%
NON-COMMUTATION REVENUE	\$31,254,008	\$29,952,887	\$1,301,122	4.3%
TOTAL REVENUE	\$59,095,685	\$57,252,786	\$1,842,899	3.2%

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

REVENUE	JULY 2014	JULY 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$197,319,098	\$188,701,333	\$8,617,765	4.6%
NON-COMMUTATION REVENUE	\$180,122,520	\$171,336,189	\$8,786,332	5.1%
TOTAL REVENUE	\$377,441,619	\$360,037,522	\$17,404,096	4.8%



Long Island Rail Road

Monthly Financial Report

June 2014

MTA LONG ISLAND RAIL ROAD

June Ridership and Financial Report

Executive Summary

Ridership

- During the month of June, total ridership was 7.5 million, which was 5.0% higher than June 2013 (adjusted for same number of work days) and 2.0% above the forecast.
 - Ridership through June was 41.6 million. This was 2.4% higher than 2013 (adjusted for same number of calendar work days) and 0.7% higher than the 2014 forecast.
 - Through June 2014, commutation ridership was 2.3% higher than 2013 (work day adjusted) and 0.3% higher than the 2014 forecast.
 - Through June 2014, non-commutation ridership was 2.7% higher than 2013 and 1.3% above the forecast.
-

Revenues

- Farebox revenue through June totaling \$318.3 million was \$2.3 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$140.1 million was \$4.3 million lower than forecast due to vacant positions and timing of project activity.
- In summary, total LIRR revenue of \$458.5 million was \$2.0 million lower than the forecast.

Expenses

- Through June, total expenses of \$975.4 million were \$29.9 million less than forecast.
- Straight-time payroll spending was \$9.9 million less than forecast due to the existence of vacant positions and lower rates. At the end of June, 101 of 6,977 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime hours worked was 3.0%, or 34,500 hours higher than the forecast primarily as a result of reimbursable, which was 38,900 hours over forecast, and maintenance, which were 30,000 over forecast. This was partially offset by lower vacancy/absentee coverage, which was 24,700 below forecast, and weather-related, which were 19,700 below forecast.
- Year-to-date overtime hours increased by 13.3% in 2014 compared to 2013 due to weather, maintenance and reimbursable overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through June, the Adjusted Farebox Operating Ratio was 59.4%, which is favorable to forecast due to lower expenses and higher revenue.
- Through June, the Adjusted Cost per Passenger was \$13.87, which is lower than forecast due to lower expenses and higher ridership.
- Through June, the Revenue per Passenger was \$7.68, which is on forecast.

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

REVENUE

Year-to-date June **Total Revenues** (including Capital and Other Reimbursements) of \$458.5 were \$(2.0) million or (0.4)% unfavorable to forecast. The month of June of \$83.6 was unfavorable to forecast by \$(3.0) million or (3.5)%.

- **Y-T-D Farebox Revenues** were \$2.3 favorable to forecast. The month was \$1.0 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$0.3 favorable to forecast. The month was \$0.4 favorable due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(4.6) unfavorable to forecast. The month was \$(4.4) unfavorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date June **Total Expenses** (including depreciation and other) of \$975.4 were favorable to the forecast by \$29.9 or 3.0%. The total expenses for the month of \$160.8 were favorable to forecast by \$17.6 or 9.8%.

Labor Expenses, \$13.4 favorable Y-T-D; \$4.3 favorable for the month.

- **Payroll**, \$9.9 favorable Y-T-D; \$2.7 favorable for the month (primarily vacant positions and lower rates).
- **Overtime**, \$(1.2) unfavorable Y-T-D; \$0.4 favorable for the month (primarily lower weather-related overtime, vacancy/absentee coverage and unscheduled service, partially offset by higher right-of-way maintenance and project activity).
- **Health & Welfare**, \$0.5 favorable Y-T-D; \$0.2 favorable for the month (vacant positions).
- **OPEB Current Payment**, \$0.5 favorable Y-T-D; \$0.2 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$3.7 favorable Y-T-D; \$0.8 favorable for the month (lower FELA Indemnity payments/reserve adjustments and lower Railroad Retirement Taxes).

Non-Labor Expenses, \$16.7 favorable Y-T-D; \$13.4 favorable for the month.

- **Electric Power**, \$(1.9) unfavorable Y-T-D; \$0.5 favorable for the month (lower consumption and accrual adjustments, partially offset by higher rates).
- **Fuel**, on forecast Y-T-D; \$0.2 favorable for the month (primarily lower consumption).
- **Insurance**, \$0.3 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Claims**, \$0.5 favorable Y-T-D; \$0.2 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$4.3 favorable Y-T-D; \$2.4 favorable for the month (primarily timing of capital project activity, elevator maintenance, communications, general maintenance and non-revenue vehicle repairs, partially offset by timing of vegetation management).
- **Professional Services**, \$(0.2) unfavorable Y-T-D; \$0.5 favorable for the month (primarily timing of project activity, legal fees and data center charges).
- **Materials and Supplies**, \$11.6 favorable Y-T-D; \$7.4 favorable for the month (primarily timing of project activity, lower miscellaneous inventory adjustments, delayed rolling stock modifications and lower running repair).
- **Other Business Expenses**, \$2.3 favorable Y-T-D; \$2.0 favorable for the month (reversal of accrual related to Superstorm Sandy East River Tunnel expenses).

Depreciation and Other, \$(0.2) unfavorable Y-T-D; \$(0.1) unfavorable for the month (unfavorable Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.1%, 1.2 percentage points above year-to-date May. The Farebox Operating Ratio for the month of May of 54.6% was 7.9 percentage points above the forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 59.4%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
June 2014
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$57.143	\$58.137	\$0.994	1.7	\$0.000	\$0.000	\$0.000	-	\$57.143	\$58.137	\$0.994	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	3.851	4.208	0.357	9.3	0.000	0.000	0.000	-	3.851	4.208	0.357	9.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	25.689	21.297	(4.392)	(17.1)	25.689	21.297	(4.392)	(17.1)
Total Revenue	\$60.994	\$62.345	\$1.351	2.2	\$25.689	\$21.297	(\$4.392)	(17.1)	\$86.683	\$83.642	(\$3.041)	(3.5)
Expenses												
<i>Labor:</i>												
Payroll	\$36.924	\$35.267	\$1.657	4.5	\$7.498	\$6.481	\$1.017	13.6	\$44.422	\$41.748	\$2.674	6.0
Overtime	7.532	6.976	0.556	7.4	1.543	1.693	(0.150)	(9.7)	9.075	8.668	0.407	4.5
Health and Welfare	8.099	7.847	0.252	3.1	1.346	1.415	(0.069)	(5.1)	9.445	9.262	0.183	1.9
OPEB Current Payment	4.905	4.716	0.189	3.8	0.000	0.000	0.000	-	4.905	4.716	0.189	3.8
Pensions	14.614	14.102	0.512	3.5	1.958	2.470	(0.512)	(26.1)	16.572	16.572	0.000	0.0
Other Fringe Benefits	10.227	9.617	0.610	6.0	1.621	1.390	0.231	14.2	11.848	11.008	0.840	7.1
Reimbursable Overhead	(2.398)	(2.255)	(0.143)	(5.9)	2.398	2.255	0.143	5.9	0.000	0.000	0.000	-
Total Labor Expenses	\$79.903	\$76.269	\$3.634	4.5	\$16.364	\$15.704	\$0.660	4.0	\$96.267	\$91.973	\$4.294	4.5
<i>Non-Labor:</i>												
Electric Power	\$9.558	\$9.076	\$0.482	5.0	\$0.062	\$0.002	\$0.060	97.5	\$9.620	\$9.078	\$0.542	5.6
Fuel	2.591	2.413	0.178	6.9	0.000	0.000	0.000	-	2.591	2.413	0.178	6.9
Insurance	1.951	1.976	(0.025)	(1.3)	0.490	0.370	0.120	24.5	2.441	2.347	0.094	3.9
Claims	0.371	0.152	0.219	58.9	0.000	0.000	0.000	-	0.371	0.152	0.219	58.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.253	4.417	1.836	29.4	1.911	1.344	0.567	29.7	8.164	5.762	2.402	29.4
Professional Service Contracts	3.084	2.679	0.405	13.1	0.249	0.133	0.116	46.5	3.333	2.812	0.521	15.6
Materials & Supplies	13.838	9.348	4.490	32.4	6.590	3.706	2.884	43.8	20.428	13.054	7.374	36.1
Other Business Expenses	1.419	(0.629)	2.048	*	0.023	0.038	(0.015)	(65.0)	1.442	(0.591)	2.033	*
Total Non-Labor Expenses	\$39.065	\$29.434	\$9.631	24.7	\$9.325	\$5.593	\$3.732	40.0	\$48.390	\$35.027	\$13.363	27.6
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$118.968	\$105.703	\$13.265	11.1	\$25.689	\$21.297	\$4.392	17.1	\$144.657	\$127.000	\$17.657	12.2
Depreciation	\$27.749	\$27.762	(\$0.013)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$27.749	\$27.762	(\$0.013)	(0.0)
Other Post Employment Benefits	5.765	5.849	(0.084)	(1.5)	0.000	0.000	0.000	-	\$5.765	5.849	(0.084)	(1.5)
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	\$152.649	\$139.481	\$13.168	8.6	\$25.689	\$21.297	\$4.392	17.1	\$178.338	\$160.778	\$17.560	9.8
Net Surplus/(Deficit)	(\$91.655)	(\$77.137)	\$14.518	15.8	\$0.000	\$0.000	\$0.000	-	(\$91.655)	(\$77.137)	\$14.518	15.8
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.749	\$27.762	\$0.013	0.0	\$0.000	\$0.000	\$0.000	-	\$27.749	\$27.762	\$0.013	0.0
Operating/Capital	(4.023)	(1.241)	2.781	69.1	0.000	0.000	0.000	-	(4.023)	(1.241)	2.781	69.1
Other Cash Adjustments	14.502	30.765	16.264	*	0.000	0.000	0.000	-	14.502	30.765	16.264	*
Total Cash Conversion Adjustments	\$38.228	\$57.287	\$19.059	49.9	0.000	\$0.000	\$0.000	-	\$38.228	\$57.287	\$19.059	49.9
Net Cash Surplus/(Deficit)	(\$53.427)	(\$19.850)	\$33.577	62.8	\$0.000	\$0.000	\$0.000	-	(\$53.427)	(\$19.850)	\$33.577	62.8

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$316.016	\$318.346	\$2.330	0.7	\$0.000	\$0.000	\$0.000	-	\$316.016	\$318.346	\$2.330	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	23.840	24.176	0.336	1.4	0.000	0.000	0.000	-	23.840	24.176	0.336	1.4
Capital & Other Reimbursements	0.000	0.000	0.000	-	120.610	115.972	(4.638)	(3.8)	120.610	115.972	(4.638)	(3.8)
Total Revenue	\$339.856	\$342.522	\$2.666	0.8	\$120.610	\$115.972	(\$4.638)	(3.8)	\$460.466	\$458.494	(\$1.972)	(0.4)
Expenses												
<i>Labor:</i>												
Payroll	\$223.945	\$216.918	\$7.027	3.1	\$37.522	\$34.679	\$2.843	7.6	\$261.467	\$251.597	\$9.870	3.8
Overtime	51.577	50.445	1.132	2.2	8.133	10.429	(2.296)	(28.2)	59.710	60.874	(1.164)	(1.9)
Health and Welfare	48.572	47.490	1.082	2.2	7.283	7.851	(0.568)	(7.8)	55.855	55.340	0.515	0.9
PEB Current Payment	29.133	28.667	0.466	1.6	0.000	0.000	0.000	-	29.133	28.667	0.466	1.6
Pensions	88.157	86.194	1.963	2.2	11.273	13.235	(1.962)	(17.4)	99.430	99.429	0.001	0.0
Other Fringe Benefits	60.842	57.533	3.309	5.4	8.010	7.602	0.408	5.1	68.852	65.135	3.717	5.4
Reimbursable Overhead	(12.025)	(11.982)	(0.043)	(0.4)	12.025	11.982	0.043	0.4	0.000	0.000	0.000	-
Total Labor Expenses	\$490.201	\$475.264	\$14.937	3.0	\$84.246	\$85.778	(\$1.532)	(1.8)	\$574.447	\$561.042	\$13.405	2.3
<i>Non-Labor:</i>												
Electric Power	\$52.106	\$54.105	(\$1.999)	(3.8)	\$0.211	\$0.131	\$0.080	37.9	\$52.317	\$54.236	(\$1.919)	(3.7)
Fuel	14.924	14.936	(0.012)	(0.1)	0.000	0.000	0.000	-	14.924	14.936	(0.012)	(0.1)
Insurance	11.600	11.625	(0.025)	(0.2)	2.198	1.863	0.335	15.2	13.798	13.488	0.310	2.2
Claims	1.639	1.164	0.475	29.0	0.000	0.000	0.000	-	1.639	1.164	0.475	29.0
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	30.993	28.541	2.452	7.9	7.327	5.512	1.815	24.8	38.320	34.053	4.267	11.1
Professional Service Contracts	13.307	12.421	0.886	6.7	1.198	2.336	(1.138)	(95.0)	14.505	14.757	(0.252)	(1.7)
Materials & Supplies	60.265	53.882	6.383	10.6	25.148	19.964	5.184	20.6	85.413	73.847	11.566	13.5
Other Business Expenses	6.015	3.629	2.386	39.7	0.282	0.387	(0.105)	(37.3)	6.297	4.016	2.281	36.2
Total Non-Labor Expenses	\$190.849	\$180.303	\$10.546	5.5	\$36.364	\$30.194	\$6.170	17.0	\$227.213	\$210.497	\$16.716	7.4
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	\$681.050	\$655.567	\$25.483	3.7	\$120.610	\$115.972	\$4.638	3.8	\$801.660	\$771.539	\$30.121	3.8
Depreciation	\$166.502	\$166.545	(0.043)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$166.502	\$166.545	(\$0.043)	(0.0)
Other Post Employment Benefits	34.571	34.723	(0.152)	(0.4)	0.000	0.000	0.000	-	34.571	34.723	(0.152)	(0.4)
Environmental Remediation	2.602	2.600	0.002	0.1	0.000	0.000	0.000	-	2.602	2.600	0.002	0.1
Total Expenses	\$884.725	\$859.436	\$25.289	2.9	\$120.610	\$115.972	\$4.638	3.8	\$1,005.335	\$975.408	\$29.927	3.0
Net Surplus/(Deficit)	(\$544.869)	(\$516.913)	\$27.956	5.1	(\$0.000)	\$0.000	\$0.000	-	(\$544.869)	(\$516.913)	\$27.956	5.1
<i>Cash Conversion Adjustments</i>												
Depreciation	\$166.502	\$166.545	\$0.043	0.0	\$0.000	\$0.000	\$0.000	-	\$166.502	\$166.545	\$0.043	0.0
Operating/Capital	(12.089)	(8.747)	3.342	27.6	0.000	0.000	0.000	-	(12.089)	(8.747)	3.342	27.6
Other Cash Adjustments	31.106	20.902	(10.204)	(32.8)	0.000	0.000	0.000	-	31.106	20.902	(10.204)	(32.8)
Total Cash Conversion Adjustments	\$185.519	\$178.700	(\$6.819)	(3.7)	\$0.000	\$0.000	\$0.000	-	\$185.519	\$178.700	(\$6.819)	(3.7)
Net Cash Surplus/(Deficit)	(\$359.350)	(\$338.213)	\$21.137	5.9	\$120.610	\$0.000	\$0.000	0.0	(\$359.350)	(\$338.213)	\$21.137	5.9

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS

June 2014					Year-to-Date June 2014		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.994	1.7	Higher ridership \$1.135, partially offset by lower yield per passenger \$(0.141).	2.330	0.7	Higher ridership \$2.316 and yield per passenger \$0.014.
Other Operating Revenue	Non Reimb.	0.357	9.3	Higher rental and timing of freight and miscellaneous income.	0.336	1.4	Higher rental, timing of miscellaneous income and FEMA recovery.
Capital & Other Reimbursements	Reimb.	(4.392)	(17.1)	Primarily due to timing of project activity.	(4.638)	(3.8)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	1.657	4.5	Primarily lower headcount and rates.	7.027	3.1	Primarily lower headcount and rates.
	Reimb.	1.017	13.6	Primarily due to vacant positions and timing of project activity and other reimbursements.	2.843	7.6	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	0.556	7.4	Lower vacancy/absentee coverage, weather-related and rates, partially offset by higher maintenance overtime.	1.132	2.2	Lower vacancy/absentee coverage, weather-related and rates, partially offset by higher maintenance, scheduled and unscheduled service overtime.
	Reimb.	(0.150)	(9.7)	Mainly due to charges for East Rail Yard and East Side Access projects.	(2.296)	(28.2)	Attributed to various components for East Rail Yard and East Side Access, and also increased flagged tours and Queens bridge cost.
Health and Welfare	Non Reimb.	0.252	3.1	Vacant positions.	1.082	2.2	Vacant positions.
	Reimb.	(0.069)	(5.1)	Primarily due to timing of project activity.	(0.568)	(7.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.189	3.8	Fewer retirees/beneficiaries.	0.466	1.6	Fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS

June 2014				Year-to-Date June 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.	0.512	3.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	1.963	2.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.512)	(26.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(1.962)	(17.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0.610	6.0	Lower FELA indemnity payments and Railroad Retirement Taxes.	3.309	5.4	Lower FELA indemnity payments and Railroad Retirement Taxes.
	Reimb.	0.231	14.2	Primarily due to timing of project activity.	0.408	5.1	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.482	5.0	Primarily due to decrease in consumption and accrual adjustments, partially offset by higher rates.	(1.999)	(3.8)	Primarily due to higher rates, consumption and accrual adjustments.
	Reimb.	0.060	97.5	Eastern Rail Yard and VD Yard timing of invoice.	0.080	37.9	Eastern Rail Yard and VD Yard timing of invoice.
Fuel	Non Reimb.	0.178	6.9	Lower diesel fuel consumption.	(0.012)	(0.1)	
Insurance	Non Reimb.	(0.025)	(1.3)	Timing	(0.025)	(0.2)	Timing
	Reimb.	0.120	24.5	Force Account Insurance associated with project activity.	0.335	15.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.219	58.9	Decrease in non-employee reserves.	0.475	29.0	Primarily due to timing of invoices/payments.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS

June 2014				Year-to-Date June 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.836	29.4	Timing of payments and activities for elevator/escalator maintenance, general maintenance, communications and security services/systems, partially offset by higher vegetation management payments/accruals.	2.452	7.9	Timing of payments for elevator/escalator maintenance, security services/systems and general maintenance, partially offset by timing of payments for vegetation management, communications and non revenue vehicle maintenance.
	Reimb.	0.567	29.7	Primarily due to timing of project activity.	1.815	24.8	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.405	13.1	Primarily timing of activities and payments for various IT related expenses and other professional services.	0.886	6.7	Primarily due to delay in WMDS (wayside maintenance diagnostic system) and timing of payments and activities for IT related expenses and various other professional services, partially offset by higher planning studies consultants.
	Reimb.	0.116	46.5	Primarily due to timing of project activity.	(1.138)	(95.0)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.490	32.4	Primarily due to lower material usage for MU and Diesel fleet modifications, M-7 and C-3 running repair, delay/scope change of M-7 propulsion startup, lower chargeouts within the Wheel Shop and timing of non-revenue vehicle deliveries.	6.383	10.6	Primarily due to lower material usage for MU and Diesel fleet modifications, M-7 and diesel fleet running repair, delay/scope change of M-7 propulsion startup, lower chargeouts within the Wheel Shop and timing of non-revenue vehicle deliveries, partially offset by high chargeouts of pool
	Reimb.	2.884	43.8	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.	5.184	20.6	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL: ACCRUAL BASIS

June 2014				Year-to-Date June 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.	2.048	*	Primarily due to an accrual reversal for Superstorm Sandy related expenses.	2.386	39.7	Primarily due to an accrual reversal for Superstorm Sandy related expenses.
	Reimb.	(0.015)	(65.0)	Primarily due to timing of project activity.	(0.105)	(37.3)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(0.013)	(0.0)		(0.043)	(0.0)	
Other Post Employment Benefits	Non Reimb.	(0.084)	(1.5)	Primarily due to timing of payments.	(0.152)	(0.4)	Primarily due to timing of payments.
Environmental Remediation	Non Reimb.	0.000	0.2		0.002	0.1	

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
June 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$59.611	\$59.823	\$0.212	0.4	\$328.352	\$327.825	(\$0.527)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.584	2.483	(0.101)	(3.9)	24.752	24.358	(0.394)	(1.6)
Capital & Other Reimbursements	24.784	30.862	6.078	24.5	104.909	100.001	(4.908)	(4.7)
Total Receipts	\$86.979	\$93.168	\$6.189	7.1	\$458.013	\$452.184	(\$5.829)	(1.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$42.339	\$39.204	\$3.135	7.4	\$260.316	\$247.827	\$12.489	4.8
Overtime	9.075	8.826	0.249	2.7	60.255	60.698	(0.443)	(0.7)
Health and Welfare	9.446	0.160	9.286	98.3	56.404	54.848	1.556	2.8
OPEB Current Payment	4.905	0.571	4.334	88.4	29.280	28.629	0.651	2.2
Pensions	16.572	16.624	(0.052)	(0.3)	85.953	86.084	(0.131)	(0.2)
Other Fringe Benefits	11.869	9.827	2.042	17.2	70.810	66.078	4.732	6.7
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$94.206	\$75.211	\$18.995	20.2	\$563.018	\$544.164	\$18.854	3.3
<i>Non-Labor:</i>								
Electric Power	\$9.604	\$8.644	\$0.960	10.0	\$58.104	\$57.228	\$0.876	1.5
Fuel	2.633	2.618	0.015	0.6	15.802	15.534	0.268	1.7
Insurance	2.871	0.031	2.840	98.9	16.437	14.545	1.892	11.5
Claims	0.267	0.130	0.137	51.4	0.714	0.590	0.124	17.4
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.690	5.193	4.497	46.4	40.858	35.595	5.263	12.9
Professional Service Contracts	2.655	3.530	(0.875)	(33.0)	15.730	16.292	(0.562)	(3.6)
Materials & Supplies	15.222	12.969	2.253	14.8	89.199	88.123	1.076	1.2
Other Business Expenses	1.293	1.134	0.159	12.3	6.291	6.030	0.261	4.1
Total Non-Labor Expenditures	\$44.235	\$34.250	\$9.985	22.6	\$243.135	\$233.936	\$9.199	3.8
<i>Other Expenditure Adjustments:</i>								
Other	\$1.965	\$1.856	\$0.109	5.6	\$11.210	\$10.895	\$0.315	2.8
Total Other Expenditure Adjustments	\$1.965	\$1.856	\$0.109	5.6	\$11.210	\$10.895	\$0.315	2.8
Total Expenditures	\$140.406	\$111.316	\$29.090	20.7	\$817.363	\$788.996	\$28.367	3.5
Cash Timing and Availability Adjustment	0.000	(1.702)	(1.702)	-	0.000	(1.402)	(1.402)	-
Net Cash Deficit (excludes opening balance)	(\$53.427)	(\$19.850)	\$33.577	62.8	(\$359.350)	(\$338.213)	\$21.137	5.9
Subsidies								
MTA	53.427	20.376	(33.051)	(61.9)	342.409	319.878	(22.531)	(6.6)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	June 2014			Year-to-Date as of June 30, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	0.212	0.4	Higher ridership \$1.135, partially offset by lower advance sales impact \$(0.642), lower yields \$(0.141) and lower Metrocard/AirTrain sales \$(0.140).	(0.527)	(0.2)	Lower advance sales impact \$(2.584) and lower Metrocard/AirTrain sales \$(0.273), partially offset by higher ridership \$2.316 and higher yields \$0.014.
Other Operating Revenue	(0.101)	(3.9)	Primarily due to the timing of miscellaneous revenue, partially offset by the timing of a FEMA reimbursement.	(0.394)	(1.6)	Primarily the timing of miscellaneous revenue, intercompany receipts and freight revenue, partially offset by the timing of rental revenue.
Capital and Other Reimbursements	6.078	24.5	Timing of activity and reimbursement for capital and other reimbursements.	(4.908)	(4.7)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.135	7.4	Primarily due to lower headcount and rates.	12.489	4.8	Primarily due to lower headcount and rates.
Overtime	0.249	2.7	Primarily lower weather-related overtime, vacancy/absentee coverage and rates, partially offset by higher maintenance and project overtime.	(0.443)	(0.7)	Primarily higher project and maintenance overtime, partially offset by lower weather-related overtime, vacancy/absentee coverage and rates.
Health and Welfare	9.286	98.3	Primarily due to an early payment in a prior month.	1.556	2.8	Lower headcount and the timing of payments.
OPEB Current Payment	4.334	88.4	Primarily due to an early payment in a prior month.	0.651	2.2	Primarily fewer retirees/beneficiaries.
Other Fringe Benefits	2.042	17.2	Primarily the timing of FELA payments and lower Railroad Retirement payments.	4.732	6.7	Primarily lower Railroad Retirement payments and the timing of FELA payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	June 2014			Year-to-Date as of June 30, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	0.960	10.0	Primarily due to timing of payments and lower traction consumption, partially offset by higher rates.	0.876	1.5	Primarily due to the timing of payments, partially offset by higher rates.
Fuel	0.015	0.6		0.268	1.7	Primarily due to the timing of payments and lower diesel fuel consumption, partially offset by higher rates.
Insurance	2.840	98.9	Timing of payments.	1.892	11.5	Timing of payments.
Claims	0.137	51.4	Timing of payment for claims.	0.124	17.4	Timing of payment for claims.
Maintenance and Other Operating Contracts	4.497	46.4	Timing of payments and activities.	5.263	12.9	Timing of payments and activities.
Professional Service Contracts	(0.875)	(33.0)	Primarily the timing of MTA Chargeback payments.	(0.562)	(3.6)	Primarily the timing of MTA Chargeback payments.
Materials and Supplies	2.253	14.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	1.076	1.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.159	12.3	Primarily due to the timing of payments.	0.261	4.1	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.109	5.6	Lower Metrocard/AirTrain pass through payments.	0.315	2.8	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) June 2014 (\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$2.468	\$1.686	(\$0.782)	(31.7)	\$12.336	\$9.479	(\$2.857)	(23.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.267)	(1.724)	(0.457)	(36.1)	0.912	0.182	(0.730)	(80.1)
Capital & Other Reimbursements	(0.905)	9.565	10.470	*	(15.701)	(15.971)	(0.270)	(1.7)
Total Receipts	\$0.296	\$9.526	\$9.230	*	(\$2.453)	(\$6.310)	(\$3.857)	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$2.083	\$2.544	\$0.461	22.2	\$1.151	\$3.769	\$2.618	*
Overtime	0.000	(0.158)	(0.158)	-	(0.545)	0.176	0.721	*
Health and Welfare	(0.001)	9.102	9.103	*	(0.549)	0.492	1.041	*
OPEB Current Payment	0.000	4.145	4.145	-	(0.147)	0.038	0.185	*
Pensions	0.000	(0.052)	(0.052)	-	13.477	13.345	(0.132)	(1.0)
Other Fringe Benefits	(0.021)	1.181	1.202	*	(1.958)	(0.943)	1.015	51.9
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	\$2.061	\$16.762	\$14.701	*	\$11.429	\$16.878	\$5.449	47.7
<i>Non-Labor:</i>								
Electric Power	\$0.016	\$0.433	\$0.417	*	(\$5.787)	(\$2.992)	\$2.795	48.3
Fuel	(0.042)	(0.205)	(0.163)	*	(0.878)	(0.598)	0.280	31.9
Insurance	(0.430)	2.316	2.746	*	(2.639)	(1.057)	1.582	59.9
Claims	0.104	0.023	(0.081)	(78.3)	0.925	0.575	(0.350)	(37.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.526)	0.568	2.094	*	(2.538)	(1.541)	0.997	39.3
Professional Service Contracts	0.678	(0.718)	(1.396)	*	(1.225)	(1.535)	(0.310)	(25.3)
Materials & Supplies	5.206	0.085	(5.121)	(98.4)	(3.786)	(14.277)	(10.491)	*
Other Business Expenses	0.149	(1.724)	(1.873)	*	0.006	(2.014)	(2.020)	*
Total Non-Labor Expenditures	\$4.155	\$0.778	(\$3.377)	(81.3)	(\$15.922)	(\$23.440)	(\$7.518)	(47.2)
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.965)	(\$1.856)	\$0.109	5.6	(\$11.210)	(\$10.895)	\$0.315	2.8
Total Other Expenditure Adjustments	(\$1.965)	(\$1.856)	\$0.109	5.6	(\$11.210)	(\$10.895)	\$0.315	2.8
Total Expenditures before Depreciation	\$4.251	\$15.684	\$11.433	*	(\$15.703)	(\$17.457)	(\$1.754)	(11.2)
Depreciation Adjustment	\$27.749	\$27.762	\$0.013	0.0	\$166.502	\$166.545	\$0.043	0.0
Other Post Employment Benefits	5.765	5.849	0.084	1.5	34.571	34.723	0.152	0.4
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	2.602	2.600	(0.002)	(0.1)
Total Expenditures	\$37.932	\$49.462	\$11.530	30.4	\$187.972	\$186.412	(\$1.560)	(0.8)
Cash Timing and Availability Adjustment	0.000	(1.702)	(1.702)	-	0.000	(1.402)	(1.402)	-
Total Cash Conversion Adjustments	\$38.228	\$57.287	\$19.059	49.9	\$185.519	\$178.700	(\$6.819)	(3.7)

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

	June 2014						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	15,117	\$0.803	16,819	\$0.890	(1,702)	(\$0.086)	179,800	\$9.231	184,074	\$9.427	(4,274)	(\$0.196)
					-11.3%	-10.8%					-2.4%	-2.1%
<u>Unscheduled Service</u>	13,709	\$0.757	10,380	\$0.604	3,329	\$0.153	66,952	\$3.825	70,582	\$4.029	(3,631)	(\$0.204)
					24.3%	20.2%					-5.4%	-5.3%
<u>Programmatic/Routine Maintenance</u>	47,050	\$2.238	59,178	\$2.821	(12,128)	(\$0.583)	282,758	\$13.397	312,728	\$14.897	(29,970)	(\$1.500)
					-25.8%	-26.1%					-10.6%	-11.2%
<u>Unscheduled Maintenance</u>	465	\$0.021	197	\$0.009	268	\$0.012	3,195	\$0.145	6,316	\$0.287	(3,121)	(\$0.142)
					57.6%	57.6%					-97.7%	-98.1%
<u>Vacancy/Absentee Coverage</u>	56,430	\$2.784	48,935	\$2.425	7,495	\$0.359	270,654	\$13.332	245,979	\$12.015	24,675	\$1.318
					13.3%	12.9%					9.1%	9.9%
<u>Weather Emergencies</u>	8,105	\$0.478	74	\$0.004	8,031	\$0.473	185,316	\$9.583	165,645	\$8.378	19,671	\$1.206
					99.1%	99.1%					10.6%	\$0.126
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000		
<u>Other</u> ³	1,917	\$0.451	1,244	\$0.222	673	\$0.229	10,946	\$2.063	9,908	\$1.413	1,038	\$0.650
					35.1%	50.7%					9.5%	*
NON-REIMBURSABLE OVERTIME	142,793	\$7.532	136,827	\$6.976	5,966	\$0.556	999,620	\$51.577	995,232	\$50.445	4,388	\$1.132
					4.2%	7.4%					0.4%	2.2%
REIMBURSABLE OVERTIME	29,852	\$1.543	31,681	\$1.693	(1,829)	(\$0.150)	156,529	\$8.133	195,406	\$10.429	(38,877)	(\$2.296)
					-6.1%	-9.7%					-24.8%	-28.2%
TOTAL OVERTIME	172,645	\$9.075	168,508	\$8.668	4,137	\$0.407	1,156,149	\$59.710	1,190,638	\$60.874	(34,489)	(\$1.164)
					2.4%	4.5%					-3.0%	-1.9%

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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME

Scheduled Service

Unscheduled Service

Programmatic/Routine Maintenance

Unscheduled Maintenance

Vacancy/Absentee Coverage

Weather Emergencies

Safety/Security/Law Enforcement

Other

NON-REIMBURSABLE OVERTIME

REIMBURSABLE OVERTIME

TOTAL OVERTIME

June 2014			June Year-to-Date		
Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
Hours	\$		Hours	\$	
(1,702)	(\$0.086)	Unfavorable due to higher than anticipated crew book overtime.	(4,274)	(\$0.196)	Unfavorable due to higher than anticipated crew book and holiday overtime.
-11.3%	-10.8%		-2.4%	-2.1%	
3,329	\$0.153	Lower than forecasted outside of assignment penalty payments.	(3,631)	(\$0.204)	Higher than forecasted outside of assignment penalty payments, weather-related incidents and support of on time performance.
24.3%	20.2%		-5.4%	-5.3%	
(12,128)	(\$0.583)	Attributed to corrective measures for track rail inspections, replacement of defective rails and general maintenance needs.	(29,970)	(\$1.500)	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.
-25.8%	-26.1%		-10.6%	-11.2%	
268	\$0.012		(3,121)	(\$0.142)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.
57.6%	57.6%		-97.7%	-98.1%	
7,495	\$0.359	Primarily due to lower tours for Train and Engine and less coverage needs than expected.	24,675	\$1.318	Primarily due to lower tours for Train and Engine and less coverage needs than expected.
13.3%	12.9%		9.1%	9.9%	
8,031	\$0.473	Lower than forecasted weather related expenses.	19,671	\$1.206	Lower than forecasted weather related expenses.
99.1%	99.1%		10.6%	12.6%	
673	\$0.229	Due to favorable variance between actual and forecasted wage rates including double-time payments.	1,038	\$0.650	Due to favorable variance between actual and forecasted wage rates including double-time payments.
35.1%	50.7%		9.5%	*	
5,966	\$0.556		4,388	\$1.132	
4.2%	7.4%		0.4%	2.2%	
(1,829)	(\$0.150)	Mainly due to charges for the East Rail Yard and East Side Access projects.	(38,877)	(\$2.296)	Attributed to various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.
-6.1%	-9.7%		-24.8%	-28.2%	
4,137	\$0.407		(34,489)	(\$1.164)	
2.4%	4.5%		-3.0%	-1.9%	

* 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
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH JUNE 2014

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	6	6	0
Labor Relations	18	15	3
Procurement & Logistics (excl. Stores)	83	81	2
Human Resources	32	31	1
Sr VP Administration	2	2	0
Strategic Investments	29	27	2
President	4	5	(1)
VP & CFO	2	3	(1)
Information Technology	164	146	18
Controller	46	43	3
Management & Budget	19	18	1
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	39	35	4
Market Dev. & Public Affairs	70	71	(1)
Gen. Counsel & Secretary	30	29	1
Diversity Management	2	2	0
System Safety/Training	74	71	3
Security	12	12	0
Sr VP Operations/Service Planning	24	24	-
Total Administration	663	628	35
Operations			
Train Operations	2,058	2,020	38
Customer Services	309	297	12
Total Operations	2,367	2,317	50
Maintenance			
Engineering	1,703	1,710	(7)
Equipment	2,027	2,007	20
Procurement (Stores)	93	93	-
Total Maintenance	3,823	3,810	13
Engineering/Capital			
Department of Project Management	124	121	3
Total Engineering/Capital	124	121	3
Baseline Total Positions	6,977	6,876	101
<i>Non-Reimbursable</i>	5,979	6,016	(37)
<i>Reimbursable</i>	998	860	138
Total Full-Time	6,977	6,876	101
Total Full-Time-Equivalents	-	-	-

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH JUNE 2014**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (37) positions due to Engineering workforce performing greater maintenance activities and less project activity than originally projected.
REIMBURSABLE POSITIONS - Favorable 138 positions primarily due to the timing of project activity and vacant positions.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH JUNE 2014

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	335	308	27
Professional, Technical, Clerical	328	320	8
Operational Hourlies			-
Total Administration	663	628	35
Operations			
Managers/Supervisors	320	313	7
Professional, Technical, Clerical	178	178	0
Operational Hourlies	1,869	1,826	43
Total Operations	2,367	2,317	50
Maintenance			
Managers/Supervisors	760	696	64
Professional, Technical, Clerical	277	263	14
Operational Hourlies	2,786	2,851	(65)
Total Maintenance	3,823	3,810	13
Engineering/Capital			
Managers/Supervisors	91	88	3
Professional, Technical, Clerical	33	33	-
Operational Hourlies	-	-	-
Total Engineering/Capital	124	121	3
Total Positions			
Managers/Supervisors	1,506	1,405	101
Professional, Technical, Clerical	816	794	22
Operational Hourlies	4,655	4,677	(22)
Total Positions	6,977	6,876	101

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	June 2014				Year-to-Date June 2014			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.957	4.002	0.046	1.2%	23.459	23.535	0.076	0.3%
Weekly	0.175	0.179	0.004	2.4%	0.922	0.927	0.005	0.6%
Total Commutation	4.132	4.181	0.050	1.2%	24.381	24.462	0.081	0.3%
One-Way Full Fare	0.729	0.729	(0.000)	0.0%	3.853	3.903	0.050	1.3%
One-Way Off-Peak	1.576	1.618	0.042	2.7%	8.294	8.362	0.068	0.8%
All Other	0.927	0.981	0.054	5.9%	4.775	4.878	0.103	2.2%
Total Non-Commutation	3.231	3.328	0.096	3.0%	16.922	17.143	0.222	1.3%
Total	7.363	7.509	0.146	2.0%	41.303	41.606	0.303	0.7%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
June 2014

		MONTH			VARIANCE	
		Actual 2014	Mid-Year Forecast	Actual 2013	vs. Forecast	vs. 2013
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.6%	46.7%	53.1%	7.9%	1.5%
	Adjusted ⁽²⁾	67.3%	56.4%	66.9%	10.9%	0.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.24	\$16.70	\$15.00	\$2.46	\$0.76
	Adjusted ⁽²⁾	\$12.34	\$14.69	\$12.87	\$2.35	\$0.53
Passenger Revenue/Passenger ⁽³⁾		\$7.77	\$7.80	\$7.97	(\$0.03)	(\$0.20)
		YEAR-TO-DATE			VARIANCE	
		Actual 2014	Mid-Year Forecast	Actual 2013	vs. Forecast	vs. 2013
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.1%	45.8%	47.1%	2.3%	1.0%
	Adjusted ⁽²⁾	59.4%	56.3%	61.7%	3.1%	-2.3%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.97	\$16.78	\$15.88	\$0.81	(\$0.09)
	Adjusted ⁽²⁾	\$13.87	\$14.62	\$13.65	\$0.76	(\$0.21)
Passenger Revenue/Passenger ⁽³⁾		\$7.68	\$7.68	\$7.49	(\$0.00)	\$0.19

(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

JUNE 2014

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

June

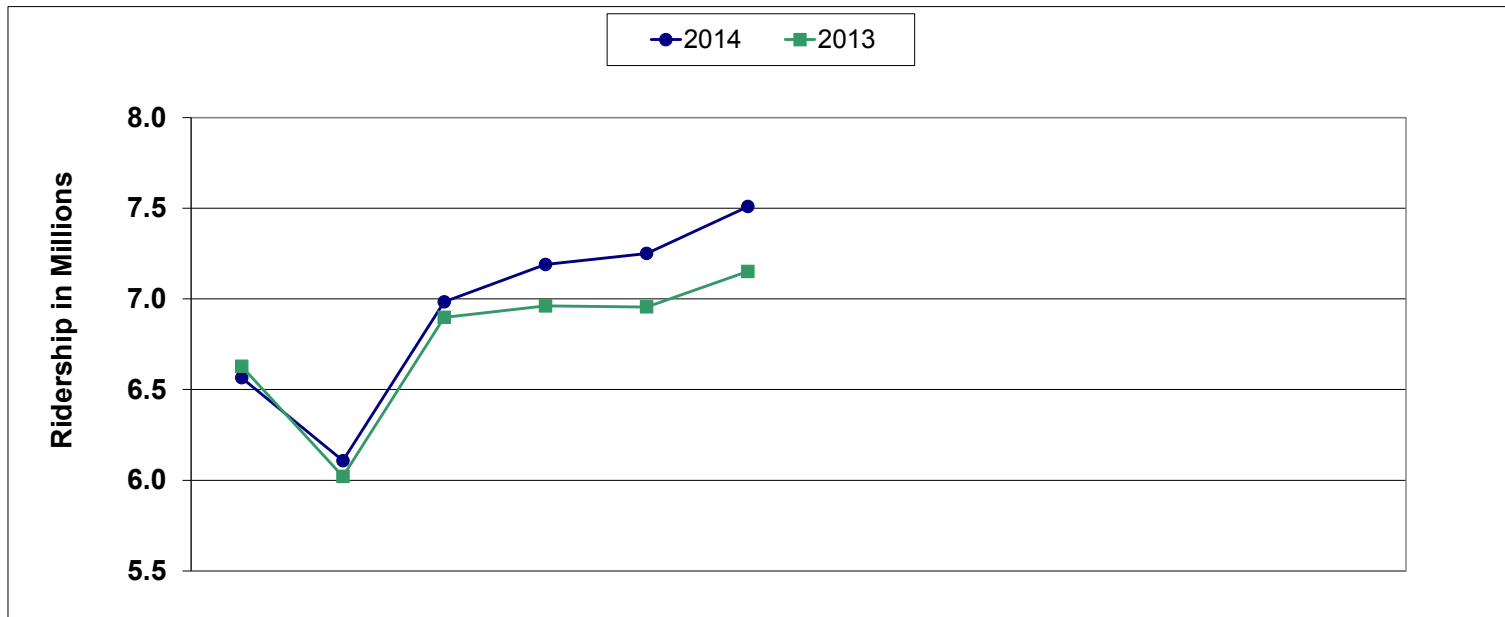
- June 2014 total ridership was 7.509 million vs. 7.151 million in June 2013 (calendar adjusted for one more work day this year), resulting in an increase of 358,078 passengers, or a 5.0% increase compared to June 2013.
- June 2014 commutation ridership was 4.181 million vs. 4.049 million in June 2013 (calendar adjusted), resulting in an increase of 132,322 passengers, or an increase of 3.3%.
- June 2014 non-commutation ridership was 3.328 million vs. 3.102 million in June 2013, an increase of 225,756 passengers, or an increase of 7.3%. Among the factors contributing to the increase in non-commutation ridership were the good weekend weather, which helped the leisure market and the Belmont Stakes Event, which attracted 66,000 customers.
- June 2014 revenue was \$58.1 million vs. \$55.5 million, an increase of \$2,639,203 or an increase of 4.8% compared to June 2013.

Year-To-Date

- 2014 YTD total ridership was 41.6 million vs. 40.6 million in 2013, an increase of 990,376 or a 2.4% increase compared to 2013, and 1.6% above budget.
- 2014 YTD commutation ridership was 24.5 million vs. 23.9 million in 2013, an increase of 544,315 or a 2.3% increase compared to 2013, and 1.2% above budget.
- 2014 YTD non-commutation ridership was 17.1 million vs. 16.7 million in 2013, an increase of 446,061 or an increase of 2.7% compared to 2013, and 2.2% above budget.
- 2014 YTD revenue was \$318.3 million vs. \$302.8 million in 2013, an increase of \$15,561,198 or an increase of 5.1% compared to 2013 and 1.8% above budget.

JUNE RIDERSHIP

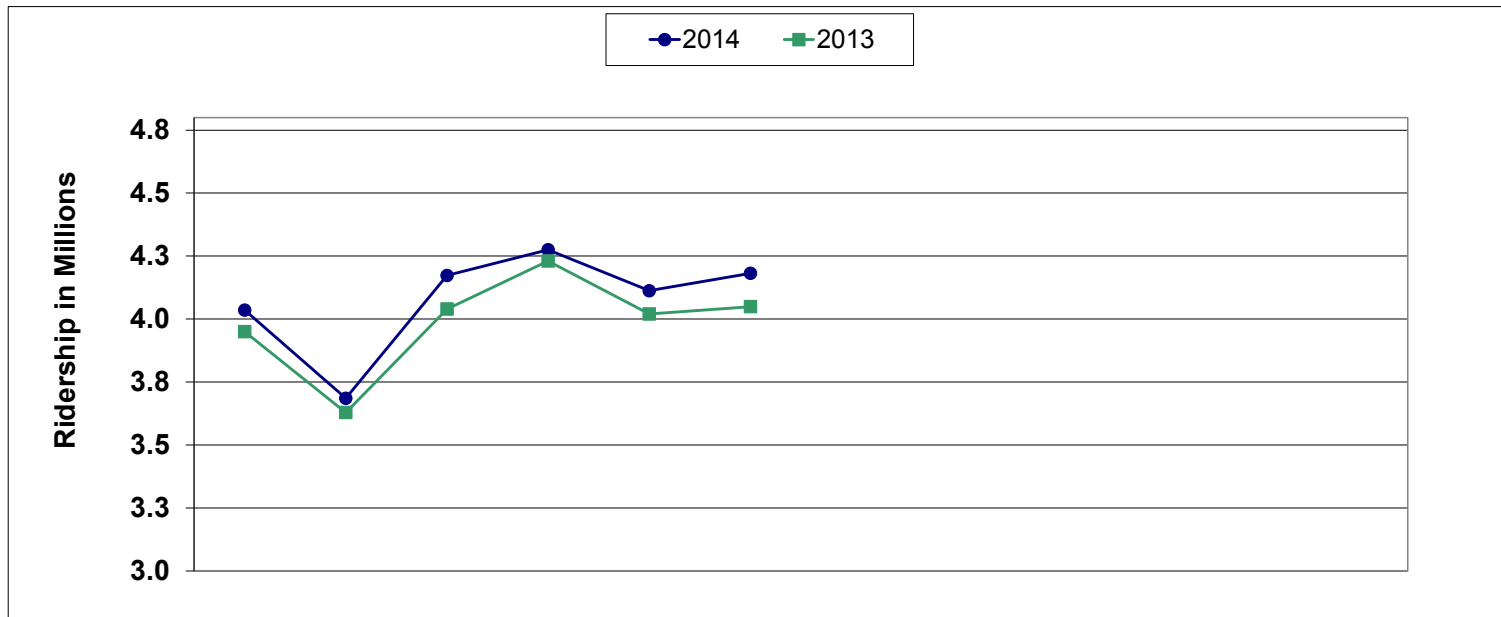
- June's Total Ridership was 5.0% above '13 and 2.5% above Budget.



	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	7.5							41.6
2013	6.6	6.0	6.9	7.0	7.0	7.2							40.6
PCT CHG.	-0.9%	1.4%	1.2%	3.3%	4.2%	5.0%							2.4%

JUNE COMMUTATION RIDERSHIP

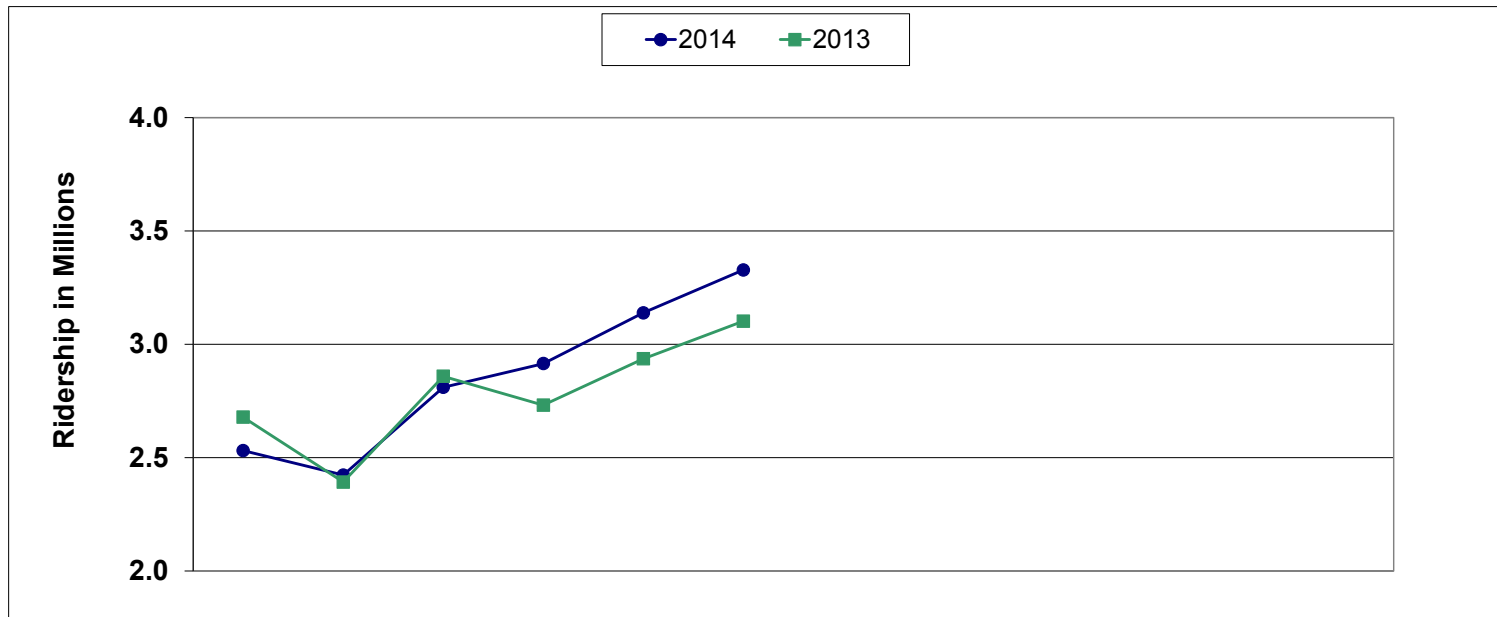
- June's Commutation Ridership was 3.3% above '13 and 1.8% above Budget.



	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	4.2							24.5
2013	3.9	3.6	4.0	4.2	4.0	4.0							23.9
PCT CHG.	2.2%	1.6%	3.3%	1.1%	2.3%	3.3%							2.3%

JUNE NON-COMMUTATION RIDERSHIP

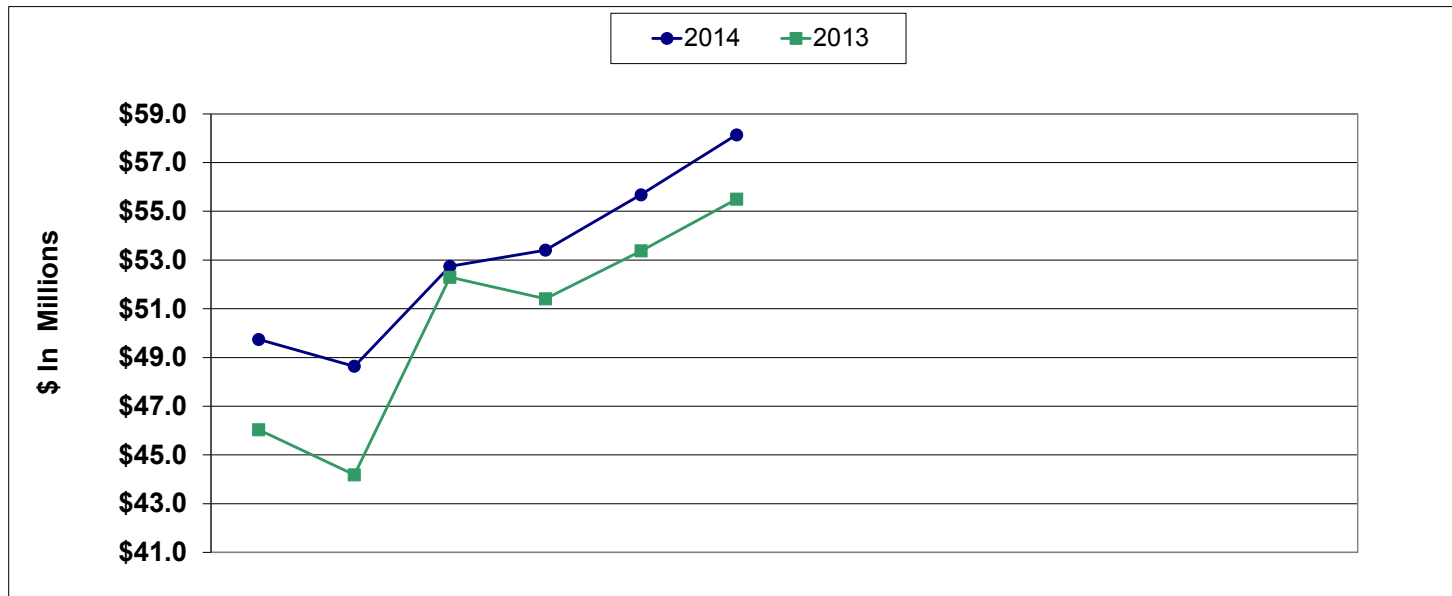
- June's Non-Commutation Ridership was 7.3% above '13 and 3.3% above Budget.



	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	3.3							17.1
2013	2.7	2.4	2.9	2.7	2.9	3.1							16.7
PCT CHG.	-5.5%	1.3%	-1.7%	6.7%	6.9%	7.3%							2.7%

JUNE REVENUE

- June's Total Revenue was 4.8% above '13 and 2.1% above Budget*.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1							\$318.3
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5							\$302.8
PCT CHG.	8.1%	10.1%	0.9%	3.9%	4.3%	4.8%							5.1%

*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	JUNE 2014	JUNE 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,181,432	4,049,111	132,322	3.3%
NON-COMMUTATION RIDERSHIP	3,327,579	3,101,823	225,756	7.3%
TOTAL RIDERSHIP	7,509,011	7,150,934	358,078	5.0%

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

TICKET TYPE/SERVICE	JUNE 2014	JUNE 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	24,462,116	23,917,800	544,315	2.3%
NON-COMMUTATION RIDERSHIP	17,143,412	16,697,351	446,061	2.7%
TOTAL RIDERSHIP	41,605,528	40,615,151	990,376	2.4%

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

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

REVENUE	JUNE 2014	JUNE 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,868,084	\$28,046,303	\$821,782	2.9%
NON-COMMUTATION REVENUE	\$29,268,871	\$27,451,449	\$1,817,421	6.6%
TOTAL REVENUE	\$58,136,955	\$55,497,752	\$2,639,203	4.8%

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

REVENUE	JUNE 2014	JUNE 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$169,477,421	\$161,401,433	\$8,075,988	5.0%
NON-COMMUTATION REVENUE	\$148,868,512	\$141,383,302	\$7,485,210	5.3%
TOTAL REVENUE	\$318,345,934	\$302,784,736	\$15,561,198	5.1%



Long Island Rail Road

CAPITAL PROGRAM REPORT

September 2014

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
JULY & AUGUST 2014**

HIGHLIGHTS

PN-V4 / UD: ESCALATOR REPLACEMENT PROGRAM

Project Budget: \$14.03M

Milestone: Contract Award

A Contract for Replacement of 6 Escalators and Associated Equipment at Rockville Centre, Baldwin, Freeport, Amityville, Copiague, and Lindenhurst on the Babylon Branch was awarded to LoDuca Associates Inc. for \$9,268,586. The new all-weather heavy duty escalators will be equipped with safety enhancements that measure horizontal impact / forces applied to the comb plates at the top and bottom of the escalator, detect obstructions between step and skirt, sense handrail speed variations, and provide remote monitoring capability. The escalators will also have sleep mode technology providing energy usage reductions and prolonged equipment lifespan. Full replacement of the escalators at these 6 stations will improve their long-term durability and improve the customer experience.

PN-ZK / ZL: LONG ISLAND CITY YARD RESILIENCY AND RESTORATION

Project Budget: \$4.20M

Milestone: Contract Award

A Design Contract for the restoration of tracks 9 through 12 in Long Island City Yard, construction of car cleaning platforms and underground utilities, and other yard improvements was awarded to Gannett Fleming for \$838,852. Long Island City Yard is located in western Queens near the Hunterspoint Avenue LIRR Station. This project will include repairs and replacement of underground systems [power, lighting, and communications], third rail traction system to Tracks 9 through 12, switch heaters and other wayside equipment, electrification of Tracks 7 and 8, and a new drainage system.

PN-AQ: PORT WASHINGTON SUBSTATION REPLACEMENT

Project Budget: \$22.50M

Milestone: Contract Award

A Design Contract for 30% Electrical Design for Replacement of the Port Washington Yard Traction Power Substation was awarded to Jacobs Engineering Group for \$548,390. The existing substation will be demolished and replaced with a new prefabricated modular building and new equipment including AC and DC switchgear, signal power motor generator [MG], control cabinets, and associated equipment. This project supports service reliability as well as meeting future traction power demands. Project Beneficial Use is scheduled for the 4th Quarter 2017.

PN-L3: COMMUNICATION POLE REPLACEMENT

Project Budget: \$7.00M

Milestone: Beneficial Use

The removal and replacement of 500 Communication Poles selected through a condition assessment is complete. These poles carry the cable infrastructure including signal cables and fiber optic cables. The system wide replacement of the communication line poles and ancillary hardware along the Right of Way is part of a multi-year state of good repair strategy to replace deteriorated poles and associated equipment.

MENTORING ACTIVITIES

- Hillside UCC Shop Elevators [Under Car Cleaning]: Site work continued.
- Holban Yard: Punchlist work complete.
- Woodside / Merrick Elevator Replacement: Submittals continued.
- Sutphin Overpass Painting / Fireproofing: Punchlist work in progress.
- Jamaica HR Building Improvements: Work continued.
- Harold Tower Rehabilitation: Submittals in progress.
- Hillside UCC Shop and Pump House Roof: Submittals continued.
- HSF Fire Pump and Boiler Tube Replacement: Submittals continued.
- Sandy Roof Replacement [Hillside] and Shelter Shed Replacement [Westbury]: Procurement continued.

2014 LIRR Capital Program Goals

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