



**Metropolitan Transportation Authority**

# Long Island Committee Meeting

## October 2014

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### Members

**M. Pally, Chair**

**J. Ballan**

**F. Ferrer, MTA Vice Chairman**

**I. Greenberg**

**J. Kay**

**C. Moerdler**

**J. Molloy**

**J. Sedore**

**V. Tessitore, Jr.**

**C. Wortendyke**

# Long Island Railroad Committee Meeting

347 Madison Avenue  
Fifth Floor Board Room  
New York, New York  
Monday, 10/27/2014  
9:30 - 10:30 AM ET

## 1. PUBLIC COMMENTS PERIOD

### 2. Approval of Minutes - September 22, 2014

*LIRR Minutes 9/22/14 - Page 4*

### 3. 2014 WORK PLAN

*LIRR 2014 WORK PLAN - Page 12*

## 4. AGENCY PRESIDENTS'/CHIEF'S REPORTS

### a. LIRR President's Report (no material)

### b. MTA Capital Construction Report

*MTA Capital Construction Report - Page 15*

### c. MTA Police Report

*September Crime Report - Page 21*

## 5. INFORMATION ITEMS

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

### b. November Track Work Program

*LIRR November Track Work Program - Page 26*

## 6. ACTION ITEM

### a. LIRR Service Enhancements

*LIRR Service Enhancements - Page 29*

## 7. PROCUREMENTS

### a. LIRR Procurements

*LIRR October Procurements - Page 32*

#### i. Non-Competitive

*LIRR Non-Competitive Procurements - Page 36*

#### ii. Competitive

*LIRR Competitive Procurements - Page 38*

#### iii. Ratifications (NONE)

### b. MTA CC Procurements

*MTA CC October Procurements - Page 44*

**i. Non-Competitive (NONE)**

**ii. Competitive**

*MTACC Competitive Procurements - Page 47*

**iii. Ratifications**

*MTACC Ratifications - Page 49*

**8. STATUS OF OPERATIONS**

**a. LIRR Operations Report - September**

*LIRR Operations Report - Page 51*

**b. Enhanced Safety Actions Update**

*LIRR Enhanced Safety Actions Update - Page 63*

**9. FINANCIAL & RIDERSHIP REPORT**

*LIRR Financial & Ridership Rpt - Page 64*

**10. CAPITAL PROGRAM REPORT**

*LIRR Capital Program Report - Page 92*

**Date of next meeting: Joint Meeting with MetroNorth on Monday, November 17, 2014 at 8:30 am**

**Minutes of the Regular Meeting**  
**Meeting of the Long Island Committee**  
Monday, September 22, 2014  
Meeting held at  
347 Madison Avenue  
New York, New York 10017  
9:30 a.m.

**The following members were present:**

Hon. Mitchell H. Pally, Chairman of the Committee  
Hon. Jonathan A. Ballan  
Hon. Ira R. Greenberg  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Vincent Tessitore, Jr.  
Hon. Carl V. Wortendyke

**The following members were not present:**

Hon. Fernando Ferrer  
Hon. Jeffrey Kay  
Hon. James Sedore

**Representing Long Island Rail Road:** Patrick A. Nowakowski, Loretta A. Ebbighausen, Mark Young

**Representing MTA Capital Construction Company:** Michael Horodniceanu, David Cannon

**Representing MTA Police:** Michael Coan

Also attending: Hon. Robert Bickford; Hon. Susan G. Metzger; Hon. Neal Zuckerman

Chairman Pally called the meeting of the Long Island Committee to order.

There were two public speakers. Orrin Goetz advised the Committee of tunnel work planned under the Hudson River which may affect LIRR service and recommended that LIRR investigate the use of New Jersey Transit dual mode locomotives for through-service. Murray Bodin suggested that the Board look at the issue of train announcements and the use of train horns at stations.

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

### **MTA LONG ISLAND RAIL ROAD**

LIRR President Patrick A. Nowakowski reported that ridership for the month of June was LIRR's highest in six years and that July's ridership even surpassed June's. This occurred despite July being a month where there was a potential work stoppage. The LIRR continues to see excellent commutation and non-commutation ridership growth.

President Nowakowski further reported that LIRR had an excellent summer season with service to the Hamptons and Montauk. The Hampton Reserve, for the second straight year, sold out every weekend for the entire summer season. The overall ridership on the Montauk branch was up 6.5% for the month. In August, the LIRR surpassed 2013 ridership by approximately 4%.

Chairman Pally commented on the concern over standees and customers not using the middle seats on the Ronkonkoma branch. Board Member Moerdler asked whether there would be a useful purpose in changing the configuration of the seating on the trains. Board Member Greenberg suggested that LIRR address the problem by looking at higher capacity equipment.

President Nowakowski then discussed the New York Islanders' move from the Nassau Coliseum to Brooklyn's Barclay Center. He said that LIRR has been meeting with the leadership of the Barclay Center to review the LIRR service plan for the September 26, 2014 pre-season game and to enhance the LIRR service plan for next year. He noted that this is a good growth market for LIRR, which will be working closely with the Barclay Center to ensure that fans can depend on LIRR to get them to and from Brooklyn.

President Nowakowski then discussed the six escalator repair projects on the Babylon branch and the importance that LIRR maintain a state of good repair to improve reliability throughout the system.

Chairman Pally opened the floor for questions regarding the President's report.

There was discussion concerning the planned redevelopment of the Nassau Coliseum by developer Bruce Ratner. Board Member Moerdler expressed his concern about the difficulty of moving the public in and out of a facility during sporting events and suggested that LIRR begin early to coordinate with new management to improve the process. Chairman Pally responded that the general public cannot travel to the Nassau Coliseum by mass transit and he has had conversations with Mr. Ratner and the County to encourage them to reopen the lines that run near the Coliseum. Chairman Pally said that the County and the developer will have to take the lead in that regard and Board Member Moerdler suggested that LIRR take the lead. Chairman Pally said that he would support the LIRR if it wanted to put \$100,000,000 in its next Capital Plan for improvements to the line.

President Nowakowski reiterated that LIRR has been meeting with the Barclays group and have established good relationships. He said that we intend to work very hard with them so that when the New York Islanders move to the Barclay Center next year, we can provide good service. President Nowakowski addressed the service challenges related to Barclay's service, as well as making connection enhancements at Jamaica.

President Nowakowski then responded to Board Member Moerdler's concern about Belmont. He said LIRR continues to work very closely with the Belmont leadership, and has a plan going forward for 2015 to do better in moving trains in and out of Belmont Park. With respect to concerns raised by Board Member Ballan, President Nowakowski stated that the railroad will take one of the tracks out of service on the Hempstead line where trains will be parked. He explained that when the race breaks, the railroad can utilize a "wye" connection, that is when one train comes in from the east and one comes in from the west. He also reported that LIRR has had discussions with Belmont about lengthening the platforms. He would be happy to brief the Committee when plans have been finalized. President Nowakowski also stated that this project is not included in the request for additional 2015-2019 Capital Program funding, but will be funded from currently available sources. There was additional discussion concerning providing sufficient transportation access to sporting events.

Board Member Moerdler noted the potential utility of dual powered equipment, as referenced by one of the public speakers, in the service to the four Stations under development in the Bronx.

President Nowakowski responded to a question by Board Member Moerdler regarding meetings with the individual Unions to try to encourage a collegial relationship notwithstanding the problems that occurred over the summer. President Nowakowski stated the railroad has had some discussions with the individual Unions as they came in to sign their finalized contracts and that the railroad continues to engage the Unions.

President Nowakowski then responded to a question by Board Member Moerdler regarding transit oriented development. He stated that he was very pleased with the amount of transit-oriented development projects that are taking place on Long Island. He further stated that he has met with Rockville Centre officials regarding plans for transit-oriented development there. President Nowakowski also referred to the Wyandanch project, the tremendous amount of expansion in Ronkonkoma and transit oriented development at Huntington Station. He added that in Suffolk, the County Executive has plans for transit oriented development led by the County. LIRR has included funding in the 2015-19 Capital Program request for Republic Station and for Elmhurst Station. President Nowakowski said there is development going on throughout the territory and that the railroad is working with those leadership teams to move those projects move forward. He said that there are going to be key challenges as we go forward, particularly on the Port Jefferson and Huntington lines and that the railroad will be working very closely with the government officials and the community.

### **MTA CAPITAL CONSTRUCTION**

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

In Manhattan, the 44<sup>th</sup> Street Vent Plant Facility contract (CM004) construction work was completed in September. At the 50<sup>th</sup> Street Vent Plant Facility (CM013) the public space opened last week. Dr. Horodniceanu presented a few slides of the space which is located on 50<sup>th</sup> Street, between Park Avenue and Madison Avenue, includes a waterfall and tables and is open from 8am to dusk.

The 55<sup>th</sup> Street Vent Plant Facility contract (CM013A) is targeted to achieve its first milestone in October and to turn over beneficial occupancy of the Lower Fan Room and Facility & Traction Power Station to the Systems contractor. The Manhattan South Structures contractor (CM005) completed the escalator/cavern connections and invert slabs in Wellways 1 through 4. The Manhattan North Structures contractor (CM006) is performing concrete and waterproofing work in the west side structures at 50<sup>th</sup> and 55<sup>th</sup> Streets and in the 63<sup>rd</sup> Street tunnel.

The GCT Station Caverns contract (CM007) is expected to be advertised in November. For the GCT Concourse and Facilities Fit-Out contract (CM014B), MTA Capital Construction has received 10 proposals which are currently under review and award of that contract is targeted for November.

In Queens, commissioning of the 12kv ductbank under the Harold Structures contract (CH053) started in August and is expected to be completed by the end of the year. In addition, construction of the open-cut section of the new storm sewer system under another Harold Structures contract (CH054) was completed in August and mining for two micro-tunnels for the trenchless construction portion of the storm sewer began in September. Also, Signal Bridge 30 was erected in August under the Harold Structures – Part 3 contract (CH057A).

Commissioner Ira Greenberg asked about the lost time injury on the East Side Access Project. Dr. Horodniceanu explained that the loss time injury rate of 2.2% is cumulative from the beginning of the project. Commissioner Greenberg requested a month-by-month analysis. Dr. Horodniceanu advised that the lost time injury rate monthly breakdown is already being analyzed and will be presented to the board at a future date.

Commissioner Greenberg also mentioned that in his neighborhood there is work being done at night, which is disturbing to the residents. Dr. Horodniceanu stated that MTA Capital Construction is looking into the availability of more advanced sound barriers but explained that the work must be done at nights and on weekends when the railroad is able to run less trains.

Commissioner Charles Moerdler asked whether MTA Capital Construction is handling the waterproofing work being performed on Vanderbilt Avenue and Dr. Horodniceanu confirmed that that is not an MTA Capital Construction project.

### **MTA POLICE DEPARTMENT**

Chief Coan reported for the month of August there were 20 incidents compared to 18 in 2013. There were four robberies compared to three during the prior period, with one arrest. Year-to-date there were 21 robberies with 12 arrests. Last month three of those robberies were in Wyandanch. He stated that the MTA Police Department has an initiative in that area. The other incident was in Massapequa, where an arrest was made.

Chief Coan reported that there were no incidents at the U.S. Open or the concerts at Forest Hills Stadium. The MTA Police Department is now preparing for the New York Islander game on September 26<sup>th</sup> and for the upcoming basketball season.

Chief Coan responded to Board Member Moerdler's question about potential downsides of transit-oriented development, and said that he does not believe there will be any adverse impact on railroad activity.

### **MTA LONG ISLAND RAIL ROAD**

#### **Information Items**

There were five LIRR information items:

- 2015 Preliminary Budget (Public Comment)
- 2014 Mid-Year Forecast
- Diversity/EEO Report – 2<sup>st</sup> Q 2014
- Elevator & Escalator Service Report - 2<sup>st</sup> Q 2014
- 2014 Fall Track Work Program

President Nowakowski noted that the statistics on elevator and escalators continue to be positive. He then reported on the 2014 Fall Track Work Program. There will be adjustments to the construction schedule which will involve weekend disruptions in service, particularly on the Port Washington branch and on the main line on the Babylon branch. He said that the work on the surface switches and interlocking is critical in maintaining the railroad's good state of repair.

Board Member Moerdler asked the Committee to take a look at the statistics regarding the Diversity report, showing that Blacks have not done very well of the Officials and Administrative categories.

President Nowakowski responded to Board Member Moerdler's inquiry regarding the increase in employee injuries. He said that the numbers are all year-to-date numbers and that the railroad reviews each month independently. Lori Ebbighausen, LIRR Chief Safety Officer, discussed the safety issues pertaining to LIRR's physically demanding and challenging work environment. She reported that many of the lost time injuries are due to soft tissue injuries. She stated that LIRR is taking a behavior based approach to decreasing employee injuries and that the railroad is finishing a series of videos to heighten employee safety awareness.

Board Member Moerdler requested that LIRR obtain monthly or bi-monthly data to see if there is a trend in any of these categories and if so, what can be done. President Nowakowski responded to Board Member Zuckerman regarding his request for data on the type of injuries being reported, and stated that he would like to work on this with Board Member Vincent Tessitore. President Nowakowski said that there has been an increase in Conductors' injuries. President Nowakowski said that he would like to focus on a safety committee approach, working collectively with safety experts and the Unions to proactively reduce employee injuries.

Board Member Tessitore stated his concerns regarding the Railroads' elimination of restricted duty, despite the fact that Union collective bargaining agreements allow for it. He said that with restricted duty, the amount of lost time is reduced. He suggested that Labor Relations and the MTA take a look at the restricted duty provisions that were in place and possibly reinstitute them.

Lori Ebbighausen responded to Board Member Tessitore's concerns regarding employee same day accident reporting. She indicated that reporting an accident as quickly as possible enables us to immediately correct any hazardous conditions and investigate incidents to prevent re-occurrence. She said that LIRR policies do not preclude an employee from reporting an injury at any time.

### **Procurements**

There were two LIRR procurement items:

- Approval of the award of four separate competitively bid three-year Miscellaneous Service contracts for LIRR and MTAPD, in the combined not-to-exceed amount of \$8,117,656 (\$7,708,986 for LIRR, \$408,670 for MTAPD) to ADCO General Service Corp. and Site Services Group, for snow removal services.

- Approval of the award of two separate competitively bid three-year Miscellaneous Service contracts (with options for two additional years), for LIRR and MTA Bridges & Tunnels, in the combined not-to-exceed amount of \$609,170 (\$575,572 for LIRR and \$33,598 for B&T) to Eagle Building Services, for on-call installation and repair of bird control systems.

In response to a question by Board Member Moerdler, Chief Procurement Officer Dennis Mahon clarified that there was a single awardee of the bird control system contract, and that firm was the low bidder for both LIRR and MTA B&T work.

Details of the above procurement item 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 item was approved for recommendation to the Board.

### **MTA CAPITAL CONSTRUCTION**

#### **Procurements**

One procurement item was presented to the Committee for approval. Details of the item are set forth below and in the Staff Summary, a copy of which is on file with the record of this meeting.

The procurement item is as follows:

- 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 in the amount of \$22,250,000.

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

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. There was additional discussion concerning the increase in customer injuries during the past year and injuries related to train doors.

**Adjournment**

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

Respectfully submitted,

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

Richard L. Gans  
Secretary



## **2014 Long Island Rail Road Committee Work Plan**

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### **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

#### October 2014

2015 Preliminary Budget (Public Comment)

#### November 2014 (Joint Meeting with MNR)

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

Committee Chair & Members  
 Administration/Diversity  
 Customer Services  
 Service Planning

#### December 2014

ESA Readiness Update  
 2015 Final Proposed Budget  
 2015 Proposed Committee Work Plan

President  
 Management & Budget  
 Committee Chair & Members

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

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## 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

### **OCTOBER 2014**

#### 2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

### **NOVEMBER 2014** (Joint Meeting with MNR)

#### Review Committee Charter

Annual review of LIRR/LI Bus Committee Charter for Committee revision/approval.

#### Diversity & EEO Report– 3<sup>rd</sup> 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 – 3<sup>rd</sup> 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**

#### East Side Access (ESA)

The Committee will be briefed on the status of the East Side Access Project.

#### 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 October 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	\$630,338,337
Construction	\$8,036,910,326	\$8,036,910,326	\$3,875,184,031
Project Management	\$1,036,168,644	\$1,036,168,644	\$589,197,740
Real Estate	\$182,076,230	\$182,076,230	\$114,068,967
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
<b>Total Project Cost</b>	<b>\$10,177,771,010</b>	<b>\$10,177,771,010</b>	<b>\$5,208,789,075</b>

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

### Major Milestones and Forecasts

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

### Current Issues/Highlights

- **Manhattan South Structures (CM005):** The north half of the West Cavern (Milestone #3) is scheduled for completion at the end of October, approximately 2.5 months ahead of schedule. Contractor has commenced construction of the GCT 1 & 2 East Wye intermediate slab in October.
- **Manhattan North Structures (CM006):** Contractor continues concrete and waterproofing work in the west side structures at 50th and 55th streets. Contractor continues to progress smoothing shotcrete and waterproofing at GCT 5 West Wye, GCT 4 Crossover, GCT 4 West Wye and the Cross Flue.
- **55<sup>th</sup> Street Vent Plant Facility (CM013A):** This contract reached its first milestone at the end of September with completion of the Lower Fan Room and Facility & Traction Power Station. The Lower Fan Room is ready to be turned over to the Manhattan North Structures (CM006) contractor.
- **GCT Concourse and Facilities Fit-out (CM014B):** Technical and cost proposal evaluations are ongoing.

- **Plaza Substation and Queens Structures (CQ032):** Work continues on the Plaza Interlocking structure, Early Access Chamber and Bellmouth backfill. Rehabilitation work continues in the eastbound 63<sup>rd</sup> Street tunnel. Contractor will begin mobilization of construction for the Yard Service Building in late October/early November.
- **Harold Structures (CH053):** Commissioning of the new 12kV feeder system is expected to continue until the end of the year. Work also continues on the installation of conduits, ductbanks and equipment pads for the MG Signal Power Separation. At the 43<sup>rd</sup> Street Main Line 4 Bridge, the approach slabs are under construction and the structure is being waterproofed. Substantial completion is scheduled for spring 2015.
- **Harold Structures (CH054A):** Work continues on the installation of the 12kV feeder system and the trenchless section of the new storm sewer. Substantial completion is scheduled for February 2015.
- **Harold Structures-Part 3 (CH057A):** Contractor has commenced drilling of soldier piles for the Westbound Bypass. Demolition of Signal Tower 14 has commenced.
- **System Package 4 – Traction Power Procurement and Installation (CS084):** Low bidder package under review.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - October 2014

Expenditures thru September 2014; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,264.8	\$ 3,875.2
Design	\$ 720.6	\$ 666.0	\$ 630.3
Project Management	\$ 1,036.2	\$ 661.1	\$ 589.2
Real Estate	\$ 182.1	\$ 116.5	\$ 114.1
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 6,708.4</b>	<b>\$ 5,208.8</b>

† 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
<b>Manhattan Construction</b>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$57.2	\$52.0	\$5.3	\$35.5	Nov-2011	Nov-2011	Apr-2013	Mar-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.2	\$1.7	\$29.4	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$223.4	\$207.3	\$16.1	\$79.7	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
<b>Queens Construction</b>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$238.9	\$213.4	\$25.5	\$121.8	Aug-2011	Aug-2011	Aug-2014	Feb-2016
<b>Harold Construction</b>								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$316.5	\$294.9	\$21.7	\$250.6	Jan-2008	Jan-2008	Feb-2011	Apr-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.3	\$104.4	\$21.9	\$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	Jan-2016	N/A	Apr-2018
<b>Systems Contracts</b>								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$605.4	\$333.6	\$271.8**	\$7.3	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.

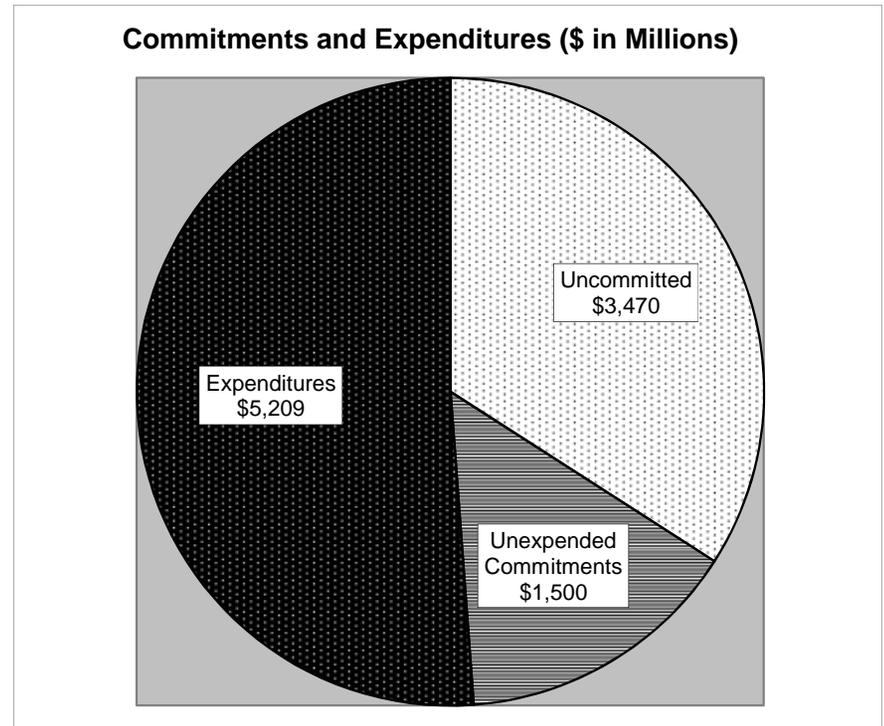
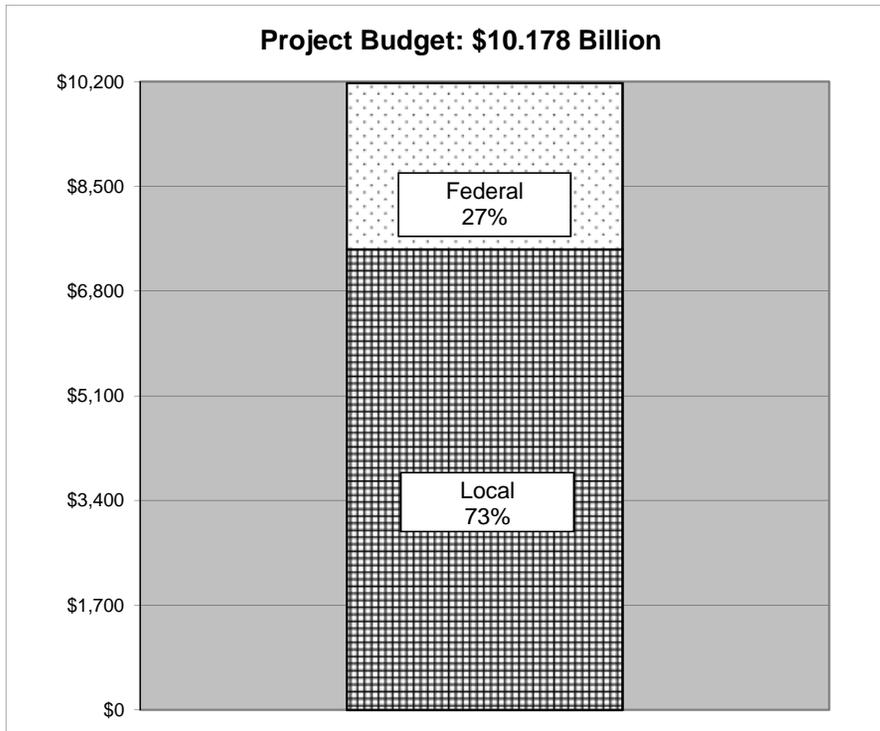
\*\* Remaining contingency includes \$238.48M for unawarded options and associated contingency.

# East Side Access Status

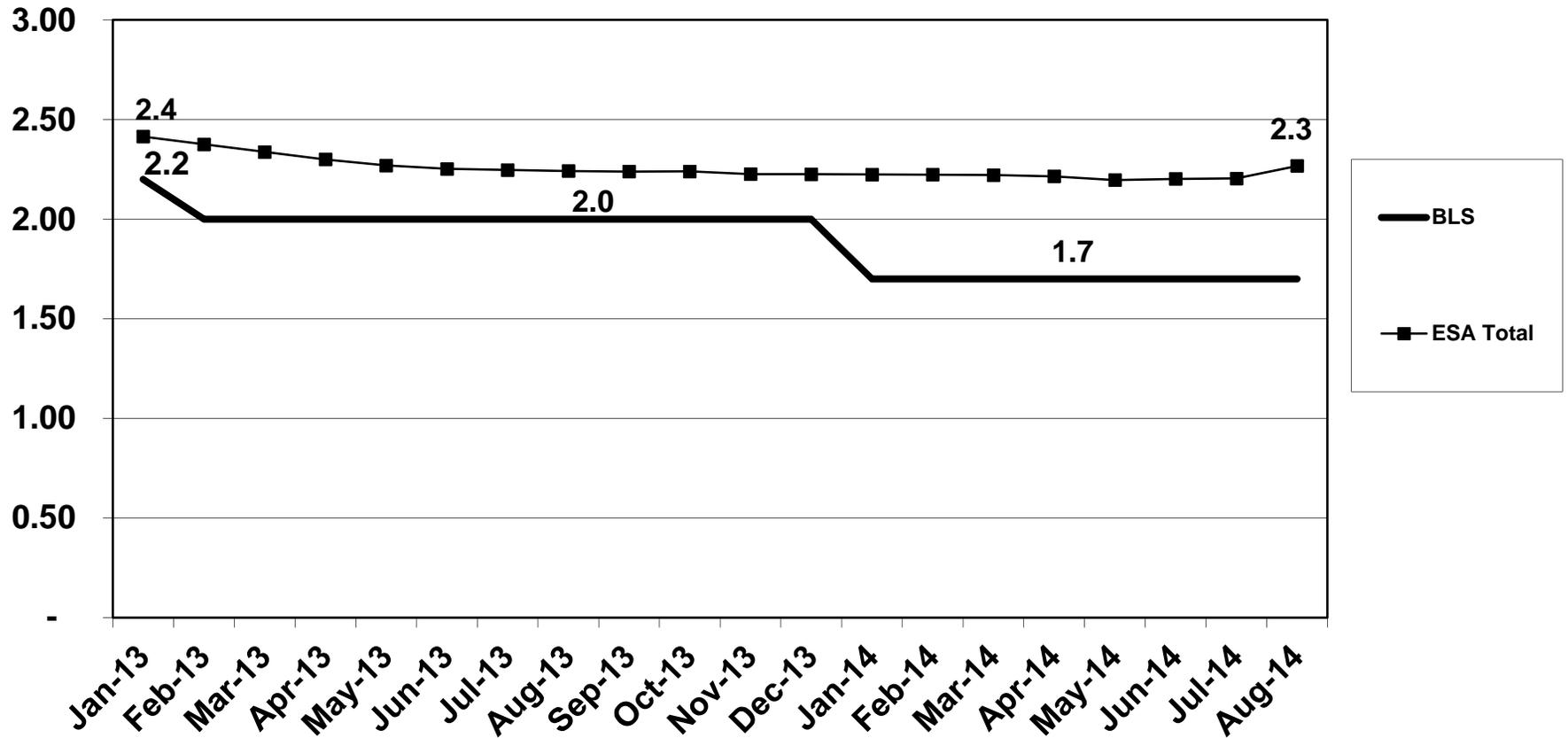
## Report to the Railroad Committee - October 2014

data thru September 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	1	1,505
2005-2009	2,683	838	-	1,845	1,176	2,675	8	2,536
2010-2014	3,232	3,228	-	5	5	2,343	889	1,010
2015-2019	2,572		2,572	-	-	-	2,572	-
<b>Total</b>	<b>\$ 10,178</b>	<b>\$ 4,907</b>	<b>\$ 2,572</b>	<b>\$ 2,699</b>	<b>\$ 2,030</b>	<b>\$ 6,708</b>	<b>\$ 3,469</b>	<b>\$ 5,209</b>



## 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

### September 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	11	13	-2	-15%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	14	13	1	8%

### Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	0	0	0%
Robbery	23	13	10	77%
Felony Assault	17	13	4	31%
Burglary	4	4	0	0%
Grand Larceny	94	96	-2	-2%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	139	127	12	9%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**System Wide**

**September 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>250%</b>
<b>Felony Assault</b>	<b>2</b>	<b>3</b>	<b>-1</b>	<b>-33%</b>
<b>Burglary</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>18</b>	<b>20</b>	<b>-2</b>	<b>-10%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>29</b>	<b>28</b>	<b>1</b>	<b>4%</b>

**Year to Date 2014 vs. 2013**

	<b>2014</b>	<b>2013</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Rape</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Robbery</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>61%</b>
<b>Felony Assault</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>0%</b>
<b>Burglary</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>178</b>	<b>176</b>	<b>2</b>	<b>1%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>6</b>	<b>-4</b>	<b>-67%</b>
<b>Total Major Felonies</b>	<b>274</b>	<b>250</b>	<b>24</b>	<b>10%</b>

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*

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

	<b>Systemwide</b>	<b>LIRR</b>	<b>MNRR</b>	<b>SIRT</b>
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	7	2	1	4
<b>Fel. Assault</b>	2	1	0	1
<b>Burglary</b>	2	0	2	0
<b>Grand Larceny</b>	18	11	7	0
<b>GLA</b>	0	0	0	0
<b>Total</b>	<b>29</b>	<b>14</b>	<b>10</b>	<b>5</b>
<b>Crimes Per Day</b>	<b>0.97</b>	<b>0.47</b>	<b>0.33</b>	<b>0.17</b>



# MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 9/30/2014

Arrest Classification	Total Arrests	
	2014	2013
Murder	0	2
Robbery	43	35
Felony Assault	23	34
Burglary	9	10
Grand Larceny	50	56
Grand Larceny Auto	2	1
Aggravated Harassment	1	2
Aggravated Unlicensed Operator	31	44
Assault-Misdemeanor	48	52
Breach of Peace	8	6
Child Endangerment	1	3
Conspiracy	0	12
Criminal Contempt	4	6
Criminal Impersonation	2	9
Criminal Mischief	24	34
Criminal Possession Stolen Property	9	22
Criminal Tampering	0	2
Criminal Trespass	14	29
Disorderly Conduct	2	9
Drug Offenses	39	18
DUI Offenses	11	13
Falsely Reporting an Incident	4	7
Forgery	81	16
Fraud	6	7
Graffiti	8	3
Harassment	6	5
Identity Theft	0	1
Issue a Bad Check	0	1
Make Terrorist Threat	1	0
Menacing	7	14
Obstruct Government	4	10
Panhandling	1	0
Petit Larceny	79	71
Public Lewdness	34	23
Reckless Endangerment	7	7
Resisting Arrest	41	57
Sex Offenses	8	7
Stalking	2	1
Theft of Services	102	70
Unlawful Imprisonment/Kidnapping	0	1
Unlawful Surveillance	2	1
VTL Offenses	2	4
Warrant Arrest	39	30
Weapons Offenses	7	4
Unauthorized Use Vehicle	0	1
<b>Total Arrests</b>	<b>762</b>	<b>740</b>



**Long Island Rail Road**

# **INFORMATION**

# **ITEMS**

# Staff Summary



Subject <b>NOVEMBER TRACK WORK PROGRAMS</b>						Date <b>OCTOBER 27, 2014</b>			
Department <b>PRESIDENT</b>						Vendor Name			
Department Head Name <b>PATRICK A. NOWAKOWSKI</b>						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		x		3	President 		Sr. VP Op. (vacant)
						2	Executive VP 		
						1	VP Mktg & P 		

**PURPOSE:**

This is to inform the Long Island Committee of the MTA Long Island Rail Road’s plan to adjust schedules beginning November 17, 2014 through March 2, 2015. Projects supported during this time include Track and switch surfacing, rail replacement prep work and switch replacement. Continuing projects include East Side Access work in Harold interlocking, Atlantic Avenue tunnel lighting work, Massapequa Station replacement, Long Beach Branch Sandy restoration, West Side Yard Overbuild, Jamaica Capacity Improvements and Vanderbilt (VD) Yard construction.

**NOVEMBER 17 TIMETABLE CHANGE**

*Fall Construction Activities*

- Port Washington Branch – Shea Yard Switch Replacement – One of two main tracks will be out of service midday weekdays between Woodside and Bayside for Switch replacement in Shea Yard.
- Port Jefferson Branch – Divide Interlocking to Amott Interlocking - Continuous Welded Rail (CWR) Layout - One of two main tracks will be out of service midday weekday between Hicksville and Syosset for prep work for installation of Continuous Welded Rail (CWR).
- Babylon Branch – Rocky Interlocking to Port Interlocking Track Surfacing – One of two main tracks will be out of service starting weekday overnights between Valley Stream and Freeport for Track Surfacing.
- Atlantic Branch – Brook to East New York – VD Yard West Portal Work – One of two main tracks will be out of service on weekends between Atlantic Terminal and East New York for work on the West Portal for VD Yard.

*Track Work Programs*

- Port Jefferson Branch – Divide Interlocking to Amott Interlocking CWR Layout – One of two main tracks will be out of service between Hicksville and Syosset on the Port Jefferson Branch for a period of 48 hours on the weekend of November 1 – 2, 2014 and for 24 hours on Saturday November 8, 2014 for layout of CWR.

- Far Rockaway Branch – Far Rockaway Switch Repair – Single main track will be out of service for a 10 hour period on Sunday November 9, 2014 for repair to a switch in Far Rockaway due to storm damage during the torrential rains experienced during the month of August 2014.

## **DISCUSSION**

### *Fall Construction Activities*

- Port Washington Branch – Shea Yard Switch Replacement – Switch replacement in Shea Yard will require one of two main tracks to be out of service between Woodside and Bayside midday weekdays. As a result, midday off-peak trains will have their schedules adjusted between 1 and 3 minutes earlier/later to accommodate this work.
- Port Jefferson Branch - Divide Interlocking to Amott Interlocking CWR Layout - Continuous Welded Rail Layout will require one of two main tracks to be out of service between Hicksville and Syosset midday weekdays. As a result, three Huntington and two Port Jefferson trains will have their schedules adjusted between 1 and 4 minutes earlier/later to accommodate this work.
- Babylon Branch – Rocky Interlocking to Port Interlocking Track Surfacing – Track surfacing will require one of two main tracks to be out of service between Rockville Centre and Freeport overnight weeknights. As a result, Babylon train schedules and their connecting train schedules, in the overnight period, have been adjusted between four and 13 minutes earlier/later. In addition, trains traveling through the work zone have been given one minute extra running time in order to comply with a speed restriction through the work zone.
- Atlantic Branch – Brook Interlocking to East New York Interlocking – VD Yard West Portal Work – Work will begin on the new west portal for VD yard requiring one of two main tracks to be out of service between Atlantic Terminal and East New York on weekends. As a result, after having been restored to normal from previous track work, weekend trains are adjusted between one and six minutes earlier/later and six overnight weekend trains are adjusted between 16 minutes earlier and eight minutes later. In addition, four early morning weekday trains are adjusted between five minutes earlier and six minutes later to accommodate this work.

### *Fall Construction Activities*

- Port Jefferson Branch – Divide Interlocking to Amott Interlocking CWR Layout – One of two main tracks will be out of service between Hicksville and Syosset on the Port Jefferson Branch for a period of 48 hours on the weekend of November 1 – 2, 2014 and for 24 hours on Saturday November 8, 2014 for layout of CWR. During these track outages, 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.
- Far Rockaway Branch – Far Rockaway Switch Repair – Single main track will be out of service for a 10- hour period on Sunday November 9, 2014 for repair to a switch in Far Rockaway due to storm damage during the torrential rains experienced during the month of August 2014. Eastbound customers will board buses at Valley Stream for station stops Gibson through Far Rockaway. Eastbound customers will arrive at their final destination up to 34 minutes later. Westbound customers will board buses at stations Far Rockaway through Gibson for Valley Stream Station or Jamaica Station where train service will resume. Westbound customers will board buses at their stations up to 47 minutes later for Valley Stream.

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

## **IMPACT ON FUNDING**

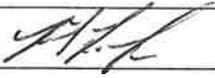
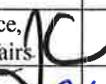
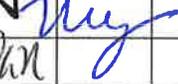
Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.



# Long Island Rail Road

## **ACTION ITEM**

## Staff Summary

<b>Subject</b> LIRR Service Investments						<b>Date</b> October 2, 2014			
<b>Department</b> Chief Transportation Officer						<b>Vendor Name</b> N/A			
<b>Department Head Name</b> Robert Free						<b>Contract Number</b> N/A			
<b>Department Head Signature</b> 						<b>Contract Manager Signature</b> N/A			
<b>Project Manager Name</b> N/A									
<b>Board Action</b>						<b>Internal Approval</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LIRR Comm.	10/27	x			1	VP Customer Service, Mktg. & Public Affairs 		
2	MTA Fin. Comm.	10/27	x			2	VP Mgmt. & Finance 		
3	MTA Board	10/29	x			3	President 		

### Purpose

To obtain Board approval of a proposal to restore weekend and holiday service on the West Hempstead Branch.

### Discussion

As part of its service investments, the LIRR proposed restoring weekend and holiday train service on the West Hempstead Branch, effective Saturday, November 22, 2014. Weekend/holiday service would operate every two hours between West Hempstead and Penn Station/Atlantic Terminal, with connecting service at Valley Stream and Jamaica Station. Currently, no West Hempstead Branch trains operate on Saturdays, Sundays or Holidays.

The MTA held a public hearing on the proposed changes on September 15, 2014 at Malverne Village Hall. Board Members are being provided with the comments made by the public.

A service equity analysis, conducted in accordance with Federal Transit Administration guidance materials on Title VI of the Civil Rights Act of 1964 and Environmental Justice, found that the restoration of weekend and holiday service on the West Hempstead Branch would not result in a disproportionate impact on either minority or below-poverty populations.

### Budget impact

The net cost is as submitted to the Board as part of the July Financial Plan.

### Recommendation

That the Board adopt the attached Resolution and approve the restoration of weekend and holiday train service on the West Hempstead Branch, and also approve the Title VI and Environmental Justice analysis.

**The Long Island Rail Road Company**  
**BOARD RESOLUTION**

**WHEREAS**, in a Staff Summary dated October 2, 2014, the Long Island Rail Road has recommended the following action:

- To restore weekend and holiday service on the West Hempstead branch.

**WHEREAS**, a public hearing, as required by MTA Board-adopted Service Change Guidelines, was held on the proposed change on September 15, 2014 and a summary of public comments was provided to Board Members;

**WHEREAS**, upon a review of the Staff Summary and the documents provided to Board Members, the Board has determined that:

- The proposed change would provide increased service on the West Hempstead branch;
- The funding for the proposed change is included in the July Financial Plan.

**WHEREAS**, the Board of the LIRR has considered the analysis of this major change prepared in accordance with Title VI and Environmental Justice requirements, and has considered impacts of this proposed change upon riders of commuter rail services, including minority and low-income users of such services;

**NOW, THEREFORE, IT IS RESOLVED** that the Board approves the service change described in such Staff Summary and the Title VI and Environmental Justice analysis associated with such service change, and authorizes the President or his designee to implement such change at such time deemed practicable.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**October 29, 2014**

# Staff Summary

<b>Subject</b> Request for Authorization to Award Various Procurements						<b>Date</b> October 29, 2014			
<b>Department</b> Procurement & Logistics									
<b>Department Head Name</b> Dennis L. Mahon, Chief Procurement & Logistics Officer									
<b>Department Head Signature</b> 									
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	LI Committee	10.27.14	x			X	President <i>PAR</i>		VP & Chief Financial Officer
2	MTA Board	10.29.14	x			X	Sr. VP-Administration <i>JAM</i>		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**

Schedules Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$270,268
<b>SUBTOTAL:</b>	2	\$270,268

**LIRR proposes to award Competitive Procurements in the following categories:**

Schedules Requiring Two-Thirds Vote

Schedule C: Competitive Requests for Proposals	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$26,755,000
<b>SUBTOTAL:</b>	3	\$27,361,662

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$606,662
<b>SUBTOTAL:</b>	3	\$27,361,662

**LIRR proposes to award Ratifications in the following categories:**

	<u># of Actions</u>	<u>\$ Amount</u>
	None	
<b><u>TOTAL:</u></b>	<b><u>5</u></b>	<b><u>\$27,631,930</u></b>

**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.

**OCTOBER 2014**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF NON-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)

- |    |                            |                      |                                      |
|----|----------------------------|----------------------|--------------------------------------|
| 1. | <b>Basin Haulage, Inc.</b> | <b>\$210,268.33</b>  | <i><u>Staff Summary Attached</u></i> |
|    | <b>Sole Source</b>         | <b>Not-to-Exceed</b> |                                      |
|    | <b>Contract No. TBD</b>    |                      |                                      |

LIRR requests MTA Board approval to award a sixty (60) month, sole source miscellaneous service contract in the amount of \$210,268.33 to Basin Haulage, Inc. for rubbish removal services to be provided at LIRR's Bethpage facility. This is a renewal contract and is in accordance with the existing facility lease agreement with the building owner.

- |    |                                  |                      |  |
|----|----------------------------------|----------------------|--|
| 2. | <b>Heidelberg USA, Inc.</b>      | <b>\$60,000</b>      |  |
|    | <b>Two-Year Contract</b>         | <b>Not-To-Exceed</b> |  |
|    | <b>Contract No. 141125GS1SAN</b> |                      |  |

LIRR requests MTA Board approval to award a sole source Miscellaneous Service renewal contract to Heidelberg USA, Inc. ("Heidelberg") for maintenance and repair of Heidelberg Print Shop equipment. The LIRR Print shop utilizes five different pieces of Heidelberg equipment. Heidelberg USA is the only authorized provider of parts and service for their equipment. This renewal contract will be for a twenty-four (24) month term, from December 1, 2014, through November 30, 2016. The Railroad explored whether there were opportunities to "piggy-back" existing contracts with other MTA agencies rather than solicit a renewal contract and found that those Agencies that have a print shop do not have Heidelberg equipment. The required OEM manufactured products appear on the New York State Approved Exemption/Exclusion list. The not-to-exceed contract value is based on Heidelberg's Published rates, projected repair and maintenance hours and related parts. The bid price schedule is based on fixed hourly rates, and discounts off manufacturer's list pricing for parts. Heidelberg uses published, non-negotiable rates, the same rates offered to all NY State Agencies. Heidelberg's 2014 - 2016 rates increased an average of 7.5% from the previous two contracts, both having rates which remained unchanged since 2010, are within the PPI index of 8.9% and therefore determined to be fair & reasonable. Funding for this contract is included in LIRR's operating budget.

**Schedule G: Miscellaneous Service Contracts**

**Staff Summary**



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Basin Haulage, Inc. (Maspeth, NY)
<b>Description</b> Rubbish removal from LIRR, Bethpage, NY facility
<b>Contract Term (including Options, if any)</b> December 1, 2014 – November 30, 2019
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

<b>Contact Number</b> TBD	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$210,268.33 NTE
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering, John Collins	
<b>Contract Manager :</b> Donald Riker	

**Discussion:**

The LIRR requests MTA Board approval to award a sixty (60) month, sole source, miscellaneous service contract to Basin Haulage, Inc. (Basin) in the not-to-exceed amount of \$210,268.33, for rubbish removal services to be performed at LIRR’s Bethpage, NY employee facility. This sixty (60) month renewal contract replaces the existing 38 month contract which expires on November 30, 2014, and is co-terminus with the November 30, 2019 lease end date.

LIRR’s Structures Department occupies the facility located at 610 Hicksville Road, Bethpage, NY pursuant to a fifteen year lease agreement with the building’s owner, Steel B, LLC (the “landlord”). The original term of the Lease was from December 2, 1999, through November 30, 2014. On February 24, 2014, the LIRR exercised an option to extend the lease an additional five (5) years, through November 30, 2019. The Lease states “Tenant agrees to utilize the services of the garbage collector designated by Landlord, provided the garbage collector’s rates are competitive”. In accordance with this provision, Basin, who continues to be the Landlord’s designated garbage collector, is to continue to provide these services under this successor contract for a sixty (60) month period from December 1, 2014, through November 30, 2019, with no changes in services. DDCR has established 0%/0% goals for this procurement.

Basin has proposed a monthly cost of \$3,504.48 for this contract including, \$109.98 per month for a 6 cubic yard container, picked up once per week; \$147.00 per month for a 8 cubic yard container, picked up once per week; and \$3,247.50 per month for a 20 cubic yard container, picked up twice per week. Basin’s proposed monthly rate of \$3,504.48, for this sixty (60) month renewal, is unchanged from the current contract, and 3.5% lower than the internal cost estimate of \$3,631.88, based upon recent competitive bids from other rubbish removers who perform the same work at other LIRR owned locations. Based on the above, the proposed rates are considered fair and reasonable.

A Contractor Data Base search revealed no adverse findings for Basin. The LIRR’s Operating Budget will fund this Contract.

**OCTOBER 2014**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

**Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
 (Staff Summaries required for items requiring Board approval)

- |           |                              |                         |                               |
|-----------|------------------------------|-------------------------|-------------------------------|
| <b>3.</b> | <b>Ansaldo-STC USA, Inc.</b> | <b>\$1,855,000</b>      | <i>Staff Summary Attached</i> |
|           | <b>Competitive RFP</b>       | <b>Firm Fixed Price</b> |                               |
|           | <b>Contract No. 6152</b>     |                         |                               |

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Ansaldo-STC USA, Inc. in the amount of \$1,855,000 to Design and Build the Signal Hut System for the Massapequa Pocket Track. This new Signal Hut will provide the necessary signal system for the interlocking to control the movement of trains into and out of the pocket track.

- |           |                                            |                         |                               |
|-----------|--------------------------------------------|-------------------------|-------------------------------|
| <b>4.</b> | <b>Railroad Construction Company, Inc.</b> | <b>\$24,900,000</b>     | <i>Staff Summary Attached</i> |
|           | <b>Competitive RFP</b>                     | <b>Firm Fixed Price</b> |                               |
|           | <b>Contract No. 6151</b>                   |                         |                               |

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Railroad Construction Company, Inc. (“Railroad Construction”), in the amount of \$24,900,000 for the installation of a double-ended pocket track, the replacement of 115 year old, structurally deteriorated Colonial Road Bridge, and improved drainage beneath the bridge. This work will take place on the Port Washington Branch, in the Town of North Hempstead, Nassau County. These construction improvements will enable the Railroad to provide reliable service, now and in the future, and improve the safety of LIRR infrastructure on the Port Washington Branch and the local community. The contract is scheduled to begin in November 2014 and attain Substantial Completion in December 2016.

**Schedule F: Personal Service Contracts**

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

- |           |                                    |                      |
|-----------|------------------------------------|----------------------|
| <b>5.</b> | <b>Strategic Planning Partners</b> | <b>\$606,662</b>     |
|           | <b>Competitive RFP</b>             | <b>Not-to-Exceed</b> |
|           | <b>Contract No. 141101GS7-SA-N</b> |                      |

Long Island Rail Road requests MTA Board approval to award a competitively solicited Personal Services Contract to Strategic Planning Partners (SPP) for a Security Protocol and Document Control Consultant for the West Side yard Overbuild Project for a period of two years, with two one-year options, in a total not-to-exceed amount of \$606,662. Under the terms of this contract the full time, on-site Security Protocol and Document Control Consultant (“Consultant”) will facilitate all security matters of the West Side Yard Overbuild (“Overbuild”) which include classifying security sensitive information and ensuring its confidentiality. The Consultant will be responsible for security

submissions, procedural review for classifying security sensitive information and the distribution of the documentation. Additional responsibilities include oversight and supervision of the Overbuild Developer to ensure that confidentiality of the information is maintained. This includes records management and maintenance of the database of all non-disclosure related documents, as well as all records pertaining to the access, preservation, use, reproduction, disposal and transmission of all material containing MTA Security Sensitive information. The Consultant shall be the liaison between LIRR Office of Security and the Overbuild Developer and oversee the performance of the project's contract. The Consultant shall report on progress, non-conformance issues, and incidents having either actual or potential impact to the security of confidential information and its maintenance.

The MTA Department of Diversity and Civil Rights established 0%/0% M/WBE goals for this procurement. The 2-Step RFP was advertised on the MTA website, in the NYS Contract Reporter and the New York Post. Seven firms responded to the Phase 1 – Request For Expression of Interest resulting in the release of the RFP to six firms. Four firms submitted Technical and Cost Proposals, as follows: Systra, \$1,703,348; Brian McCabe \$905,600; SPP, \$606,662; Summit Security Services (Summit), \$539,000. SPP was deemed to be the technically qualified firm by the TEC. Summit was ranked number 2 overall. Oral presentations were conducted by SPP and Summit on September 3<sup>rd</sup> and 5<sup>th</sup>, 2014. Subsequent to the oral presentations the TEC unanimously selected SPP as the overall preferred consultant. SPP's burdened hourly rate is \$55.08/Hr. as opposed to Summit's \$55.63/Hr. SPP's proposed Other Direct Costs, Overhead and fee is currently being reviewed by MTA Audit. Funding for this work will be reimbursed through ERY Construction Agreement.

Staff Summary



Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics Dept. Dennis L. Mahon, Chief Procurement Officer <i>[Signature]</i> 10/27/14					
Division & Division Head Name: Long Island Railroad Richard Oakley, Acting Vice President DPM Signature & Date <i>[Signature]</i> 10/9/14					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	10.27.14			
2	MTA Board	10.29.14			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Ansaldo – STS USA, Inc.	Contract Number 6152
Description: Design – Build of a Signal Hut System for Massapequa Pocket Track	
Total Amount \$ 1,855,000	
Contract Term (including Options, if any) November 1, 2014 through June 30, 2015	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative:**

**I. PURPOSE/RECOMMENDATION:**

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Ansaldo-STs USA, Inc. (“ASUP”) in the amount of \$ 1,855,000 to Design and Build the Signal Hut System for the Massapequa Pocket Track. This new Signal Hut will provide the necessary signal system for the interlocking to control the movement of trains into and out of the pocket track.

**II. DISCUSSION:**

This RFP requires the vendor to finalize the design of Signal Hut equipment, fabricate and deliver this equipment to LIRR, and assist LIRR forces with installation. The vendor must create the software necessary to interface the equipment to LIRR’s Signal System, and assist in commissioning the Massapequa Pocket Track signal system.

Solicitation and Competitiveness Concerns

On June 19<sup>th</sup>, 2014 The LIRR published an Advertisement for a Request for Proposal (“RFP”) in the NY State Contract Reporter, the New York Post and the MTA Web Site, and sent a notice of the advertisement for this RFP to the following suppliers:

- 1) Alstom, Inc. (Alstom)
- 2) Ansaldo-STs USA, Inc. (ASUI)
- 3) GE Transportation Systems (GETS)
- 4) Siemens Rail Systems, Inc. (SRS)
- 5) Thales, TSL

## Staff Summary

Due to past consolidation in the industry, and the fact that a service-proven system meeting Federal Railroad Administration approval is required for reasons of safety and reliability, proposers on similar, recent LIRR and Metro-North procurements have been limited to Alstom, ASUI and/or GETS. SRS and Thales may not currently have compliant systems, but potentially have the resources and expertise to develop such systems.

On August 7, 2014, one proposer, ASUI, responded to LIRR's Request for Proposal.

Following receipt of the single proposal, LIRR canvassed the other firms who have proposed on other similar projects. Neither Alstom nor GETS indicated that the specifications for this project were exclusionary or required proprietary knowledge which they do not possess. Rather, both firms cited business reasons for not proposing, such as their existing backlog of work. In an effort to achieve greater competition, LIRR will arrange senior-level meetings with Alstom, GETS, SRS and Thales TSL to encourage their participation in future LIRR signal equipment procurements.

### Review of ASUI's Proposal

A Technical Evaluation Committee reviewed ASUI's proposal to determine compliance with LIRR's specifications set forth in the RFP. The Evaluation Criteria consisted of clear understanding of design architecture (processors, software and signal hut) objectives, conformance with the technical specifications; and ability to meet the mission critical project schedule. Following exchange of questions and vendor responses, the Evaluation Committee determined that ASUI met all LIRR technical requirements.

As ASUI was the only respondent to the RFP, as per its procurement procedures, LIRR entered into negotiations with ASUI.

Following these negotiations, the LIRR requested that ASUI submit a Best and Final Offer. ASUI submitted a BAFO on September 18, 2014 with a price of \$1,855,000. As a result of the negotiations, the BAFO price provided by ASUI is deemed to be fair and reasonable price

### **III. D/M/WBE INFORMATION:**

MTA's Department of Diversity and Civil Rights has set Disadvantaged Business Enterprise Goals of 4.0% for this Project due to the limited ability to sub-contract materials and services for this project. ASUI has committed to meeting this goal.

### **IV. IMPACT ON FUNDING:**

This contract will be funded by a Federal Transit Administration Grant and LIRR's 2010 to 2014 Capital Program Budget (PN-TV).

### **V. ALTERNATIVES:**

None. The LIRR lacks sufficient manpower and expertise to design and fabricate a signal system capable of achieving FRA approval and therefore must procure these requirements from a qualified 3<sup>rd</sup> party.

Staff Summary



<b>Item Number:</b> 4					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics dept. Dennis L. Mahon, Chief Procurement Officer <i>[Signature]</i>					
<b>Division &amp; Division Head Name:</b> Long Island Railroad Richard Oakley, Acting Vice President DPM					
Signature & Date <i>[Signature]</i> 10/9/14					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	10.27.14			
2	MTA Board	10.29.14			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
<b>Vendor Name</b> Railroad Construction Company Inc.	<b>Contract Number</b> 6151
<b>Description:</b> Design – Build of Improvements to Colonial Road Bridge and Installation of a Pocket Track on the Port Washington Branch	
<b>Total Amount</b> \$24,900,000	
<b>Contract Term (including Options, if any)</b> November 1, 2014 through December 30, 2016	
<b>Options(s) included in Total Amount:</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative:**

**I. PURPOSE/RECOMMENDATION:**

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Railroad Construction Company, Inc. (“Railroad Construction”), in the amount of \$24,900,000 for the installation of a double-ended pocket track, the replacement of 115 year old, structurally deteriorated Colonial Road Bridge, and improved drainage beneath the bridge. This work will take place on the Port Washington Branch, in the Town of North Hempstead, Nassau County. These construction improvements will enable the Railroad to provide reliable service, now and in the future, and improve the safety of LIRR infrastructure on the Port Washington Branch and the local community. The contract is scheduled to begin in November 2014 and attain Substantial Completion in December 2016.

**II. DISCUSSION:**

The contract requires Railroad Construction to utilize the Design-Build Documents dated December 20, 2013 along with the additional reference documents to advance the design from approximately the 60% level to the 100% Final Design. The contractor shall assume the responsibility of Designer of Record.

Upon approval of the final design, the Contractor shall provide all services, labor, material, equipment and facilities required to complete the Work identified in the Contract Documents. The Contractor will be provided with a total of six weekend outages during 2015 and 2016 to support various stages of construction.

In January 2014 the LIRR advertised in the New York State Contract Reporter a Request for Expression of Interest (“RFEI”) for this project. Six (6) Companies submitted their response on February 12, 2014. The LIRR invited four (4) of these companies to meet with the LIRR’s Project team to discuss their responses. Information obtained from these discussions and written responses were used to improve the Technical Specifications and Statement of Work.

## Staff Summary



The LIRR then advertised a Request for Proposal (“RFP”) in the NY State Contract Reporter, the New York Post and the MTA Web Site, and sent copies of the RFP to all six (6) companies that submitted responses to the RFEI.

On June 26, 2014, six (6) proposers responded to the LIRR’s Request for Proposal. They were:

- 1) Halmar International, LLC
- 2) Judlau-Grace Joint Venture
- 3) Northeast – Remsco Inc.
- 4) Picone-Bove-Schiavone, Joint Venture.
- 5) Posillico Civil, Inc.
- 6) Railroad Construction Company, Inc.

A Technical Evaluation Committee reviewed each proposal based upon criteria set forth in the RFP. Contractors’ experience, proposed construction methods with respect to the physical constraints of working within the Railroad Right-of-Way, the proposed schedule, and required LIRR support were taken into consideration as part of the initial technical evaluation.

Oral discussions were then held with all six proposers. Specific technical questions were prepared for each proposer based upon the need for clarifications of their individual technical proposals. Additional information discussed included the number of track outages, and work trains needed for material deliveries so as to determine the amount of related LIRR support required.

Best and Final Proposals were submitted on September 5, 2014. Railroad Construction submitted a BAFO price of \$24,900,000. It was determined that Railroad Construction provides the best technical approach and the lowest price of the six proposers. Railroad Construction was the lowest, in addition a savings of approximately \$775,000 in support costs resulting from a reduction of five months in the completion schedule.

### **III. D/M/WBE INFORMATION:**

MTA’s department of Diversity and Civil Rights has set Disadvantaged Small Business Enterprise Goals of 17.0% for this Project. A review of DDCR’s records indicates this firm has not had previous goal assignments and there is no comparative information available to determine past performance on goal attainment.

### **IV. IMPACT ON FUNDING:**

This contract will be funded by a Federal Transit Administration Grant and LIRR’s 2010 to 2014 Capital Program Budget (PN-TW and PN-BC)

### **V. ALTERNATIVES:**

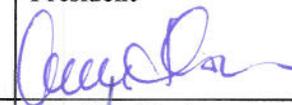
The LIRR currently lacks sufficient manpower and in house design expertise to complete the design and construction of the Pocket Track and Bridge Replacement. Therefore we must hire a third party contractor with design/build expertise in Bridge replacement and development of retaining walls.

**LONG ISLAND RAILROAD COMMITTEE**

**BOARD PROCUREMENT PACKAGE**

**OCTOBER 2014**

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Law and Procurement					
<b>Department Head Name</b> Evan M. Eisland					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Long Island Railroad Committee	10/27/14	X		
2	Board	10/29/14	X		

<b>Date:</b> October 8, 2014			
<b>Vendor Name</b> Michels Corporation			
<b>Contract Number</b> CM005			
<b>Contract Manager Name</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
4	President 	3	Interim Executive Vice President AD
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:**

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I Modifications to Purchase and Public Work Contracts	1	\$26,700,000
<b>SUBTOTAL</b>	<b>1</b>	<b>\$26,700,000</b>

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

**Schedules Requiring Majority Vote:**

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K Ratification of Completed Procurement Action	1	\$ 2,132,500
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ 2,132,500</b>
<b>TOTAL</b>		<b>\$28,832,500</b>

**Budget Impact:**

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

**Recommendation:**

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

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

**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)**

- |           |                                                                           |                     |                                      |
|-----------|---------------------------------------------------------------------------|---------------------|--------------------------------------|
| <b>1.</b> | <b>Michels Corporation<br/>Contract No. CM005<br/>Modification No. 12</b> | <b>\$26,700,000</b> | <b><u>Staff Summary Attached</u></b> |
|-----------|---------------------------------------------------------------------------|---------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC is requesting Board approval of a contract modification for the installation of the structural concrete walls in the lower level of the Main GCT Station Caverns for the East Side Access Project. This is a scope and budget transfer.

Item Number: 1

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

<b>Contract Number</b> CM005	<b>AWO/Modification #</b> 12
<b>Original Amount:</b>	\$ 200,602,743
<b>Prior Modifications:</b>	\$ 6,699,152
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 207,301,895
<b>This Request</b>	\$ 26,700,000
<b>% of This Request to Current Amount:</b>	12.9%
<b>% of Modifications (including This Request) to Original Amount:</b>	16.6%

**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 walls in the lower level of the Main GCT Station Caverns for the East Side Access Project. This is a scope and budget transfer.

The work under the CM005 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.

Following the rejection of all bids received under CM012R, a decision was made to divide the work into several new contract packages - CM005, CM006 & CM007. CM005 is currently under construction and anticipated to be substantially complete in the first quarter of 2016. CM006 was awarded on March 31<sup>st</sup> 2014 and is currently performing contract work. CM007, however, is currently being packaged and it is anticipated to be out for bid in the 4<sup>th</sup> quarter of 2014. Part of the scope of work from CM007 is to install the concrete walls of the Main 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 CM005 Contractor. Michels is currently performing contract work in the main caverns and can provide the resources needed to complete the reinforcing steel, cast in place concrete, and plumbing work required to complete the installation of the lower level cavern walls from the invert to the mezzanine level.

The portion of the scope to be transferred under this modification includes:

1. Installation of the reinforcing steel and cast in place lower level walls from invert to mezzanine level.
2. Installation of embedded plumbing elements within the lower level walls.
3. Installation of the horizontal waterproofing at the top of wall at the GCT East and West Caverns.
4. Installation of the invert slab of Access Tunnel #2
5. Installation of the invert slab of the East and West lobbies of the 45<sup>th</sup> Street Cross Passage Elevators.
6. Reinstallation of the Access walkways at each of the elevator shafts for future access for Contract CM014B.

Other than the installation of the structural concrete lining at the North Back of House which is a new Contract Modification under CM006, there is no other work being performed in the GCT Caverns prior to April 2016, when CM007 is scheduled to begin site work. Performing this work now will not interfere with the CM006 Contract work nor 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.

The Contractor submitted a combined proposal of \$31,207,536 and the MTA combined estimate was for \$24,319,934. Negotiations were held and the parties agreed to a cost of \$26,700,000 for this complete scope of work which is deemed to be fair and reasonable. The budget for this work will be transferred from Contract CM007. There shall be no extensions of time awarded for this change order. The Substantial and Final Completion Dates will remain the same.

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

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

<b>2.</b>	<b>Michels Corporation Contract No. CM005 Modification No. 8</b>	<b>\$ 2,132,500</b>	<b><u>Staff Summary Attached</u></b>
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Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board ratify a retroactive contract modification for the creation of three new unit items for surface preparation and replenishment of Bid item No. 5.

**Item Number 2**

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

<b>Contract Number</b> CM005	<b>AWO/Modification #</b> 8
<b>Original Amount:</b>	\$ 200,602,743
<b>Prior Modifications:</b>	\$ 6,699,152
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 207,301,895
<b>This Request</b>	\$ 2,132,500
<b>% of This Request to Current Amount:</b>	1.0%
<b>% of Modifications (including This Request) to Original Amount:</b>	4.4%

**Discussion:**

In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC request the Board ratify retroactive Modification No. 8 for the creation of three new unit items for surface preparation and replenishment of Bid Item No. 5.

This Contract is for the construction of the Manhattan South Structures in the lower level of Grand Central Station for the East Side Access (ESA) project. The Contract requires that all surfaces be prepared prior to the installation of waterproofing. This includes the removal of all projecting protrusions greater than 1/2-inch, cutting and patching of rock bolts, and the application of additional shotcrete or concrete hand patching to achieve the specified smoothness required for the installation of the waterproofing materials. This work is included within Bid Item No.5 in the Contract, however the \$750,000 budget for this item has been exhausted because additional areas, beyond those anticipated in the contract documents, require surface preparation.

In order to manage this work more efficiently, three new unit price payment items have been created. Bid Item 10A for Rock Bolt Cutting and Patching; 10B for Hand Patching; and 10C for Shotcrete Smoothing. In addition, Bid Item No. 5 has been modified to address only remediation work on the existing structures not covered under the new bid items.

The unit rates for Bid Items 10A-C were negotiated. For Bid Item 10A, MTACC’s estimate was \$343/EA and the Contractor proposed \$152/EA. Following negotiations the parties agreed to a unit price for Bid Item 10A of \$152/EA which is considered fair and reasonable. The total quantity for this item is estimated at 1,500 bolts resulting in a total dollar amount for this item of \$227,700. For Bid Item 10B, MTACC’s estimate was \$85.31/SF and the Contractor proposed \$113.24/SF. Following negotiations the parties agreed to a unit price for Bid Item 10B of \$83.81/SF which is considered fair and reasonable. The total quantity for this item is estimated at 500 SF resulting in a total dollar amount for this item of \$41,905. For Bid Item 10C, MTACC’s estimate was \$2,284.35/CY and the Contractor proposed \$56.09/SF. Following negotiations the parties agreed to a unit price for Bid Item 10C of \$2,461.16/CY which is considered fair and reasonable. The total quantity for this item is estimated at 472.5 CY resulting in a total dollar amount for this item of \$1,162,898.

Bid Item 5 remains an allowance item which is paid on a time and material basis. Based on estimates of remaining work within this bid item this allowance will be replenished in the amount of \$700,000. The sum of the three new unit price bid items and the replenishment to Bid Item No. 5 totals \$2,132,500 which is the amount for which Board approval is sought under this Modification.

In order to maintain the current construction schedule, the President approved a retroactive memorandum on September 4, 2014 and the Contractor was directed to proceed with the work.



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# LONG ISLAND RAIL ROAD

The graphic features the words "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif font with a white drop shadow. The text is centered within a rectangular frame. The background of the frame is a grid of dotted lines. A stylized, dotted outline of the state of New York is overlaid on the grid, with the text positioned over the central and lower portions of the state.

# MONTHLY OPERATING REPORT

## September 2014

**Patrick Nowakowski**  
President

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10/27/14 \*\*\*\*\*

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Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	Sept	Sept	Sept	Sept
<b>On Time Performance</b> <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	<b>System</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.0%</b>	<b>92.0%</b>	<b>94.0%</b>	<b>93.5%</b>
		AM Peak		94.5%	91.9%	93.3%	92.3%
		PM Peak		86.1%	86.6%	92.8%	90.5%
		<b>Total Peak</b>		<b>90.5%</b>	<b>89.4%</b>	<b>93.0%</b>	<b>91.4%</b>
		Off Peak Weekday		93.6%	92.3%	94.1%	94.0%
		Weekend		95.0%	94.6%	95.0%	95.0%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.5%</b>	<b>91.4%</b>	<b>93.3%</b>	<b>92.9%</b>
		AM Peak		94.5%	92.8%	94.8%	92.0%
		PM Peak		83.0%	82.7%	94.2%	90.1%
		<b>Total Peak</b>		<b>89.1%</b>	<b>88.1%</b>	<b>94.6%</b>	<b>91.1%</b>
		Off Peak Weekday		94.0%	92.4%	91.5%	93.4%
		Weekend		94.7%	94.4%	95.3%	94.6%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.1%</b>	<b>95.7%</b>	<b>97.4%</b>	<b>96.6%</b>
		AM Peak		95.2%	91.9%	94.6%	92.5%
		PM Peak		91.5%	93.4%	97.2%	93.2%
		<b>Total Peak</b>		<b>93.6%</b>	<b>92.6%</b>	<b>95.8%</b>	<b>92.9%</b>
		Off Peak Weekday		94.3%	96.0%	97.9%	97.4%
	Weekend		98.3%	98.0%	97.8%	98.5%	
<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>91.7%</b>	<b>89.5%</b>	<b>92.7%</b>	<b>92.4%</b>	
	AM Peak		95.9%	92.0%	91.3%	92.8%	
	PM Peak		84.0%	83.2%	89.3%	88.4%	
	<b>Total Peak</b>		<b>90.2%</b>	<b>87.7%</b>	<b>90.3%</b>	<b>90.7%</b>	
	Off Peak Weekday		90.7%	88.1%	92.0%	91.7%	
	Weekend		94.3%	92.9%	95.2%	94.8%	
<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.7%</b>	<b>94.8%</b>	<b>97.4%</b>	<b>96.5%</b>	
	AM Peak		97.6%	95.4%	97.5%	95.2%	
	PM Peak		91.0%	90.8%	96.1%	94.0%	
	<b>Total Peak</b>		<b>94.5%</b>	<b>93.2%</b>	<b>96.8%</b>	<b>94.7%</b>	
	Off Peak Weekday		95.6%	94.9%	97.7%	96.8%	
	Weekend		97.0%	96.2%	97.3%	97.7%	
<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>95.1%</b>	<b>93.6%</b>	<b>95.3%</b>	<b>95.1%</b>	
	AM Peak		97.2%	93.5%	95.0%	93.0%	
	PM Peak		89.6%	90.1%	95.5%	93.7%	
	<b>Total Peak</b>		<b>93.6%</b>	<b>91.9%</b>	<b>95.2%</b>	<b>93.3%</b>	
	Off Peak Weekday		95.0%	92.8%	96.1%	95.1%	
	Weekend		97.4%	97.1%	93.9%	97.2%	
<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>91.4%</b>	<b>89.1%</b>	<b>92.0%</b>	<b>90.6%</b>	
	AM Peak		92.3%	89.1%	92.5%	92.1%	
	PM Peak		86.4%	84.7%	91.7%	88.0%	
	<b>Total Peak</b>		<b>89.2%</b>	<b>86.8%</b>	<b>92.1%</b>	<b>90.1%</b>	
	Off Peak Weekday		93.8%	90.9%	94.1%	93.0%	
	Weekend		89.2%	88.0%	88.9%	86.6%	
<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.9%</b>	<b>92.7%</b>	<b>92.7%</b>	<b>92.8%</b>	
	AM Peak		95.9%	93.0%	91.4%	93.8%	
	PM Peak		85.7%	84.7%	86.7%	87.0%	
	<b>Total Peak</b>		<b>91.2%</b>	<b>89.1%</b>	<b>89.2%</b>	<b>90.7%</b>	
	Off Peak Weekday		97.2%	94.0%	93.0%	93.1%	
	Weekend		94.4%	95.1%	96.5%	95.2%	

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	Sept	Sept	Sept	Sept
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>91.7%</b>	<b>88.0%</b>	<b>93.3%</b>	<b>91.2%</b>
	AM Peak		95.2%	87.4%	93.1%	90.7%
	PM Peak		83.7%	82.7%	95.0%	87.1%
	<b>Total Peak</b>		<b>89.8%</b>	<b>85.2%</b>	<b>94.0%</b>	<b>89.0%</b>
	Off Peak Weekday		90.3%	85.8%	92.3%	90.5%
	Weekend		96.8%	95.5%	94.3%	95.5%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>91.2%</b>	<b>93.4%</b>	<b>94.2%</b>	<b>94.1%</b>
	AM Peak		89.2%	91.7%	91.9%	90.9%
	PM Peak		83.7%	86.9%	91.1%	90.6%
	<b>Total Peak</b>		<b>86.4%</b>	<b>89.3%</b>	<b>91.5%</b>	<b>90.7%</b>
	Off Peak Weekday		91.7%	93.5%	94.5%	94.9%
	Weekend		95.6%	97.5%	97.1%	97.1%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.1%</b>	<b>90.4%</b>	<b>92.5%</b>	<b>91.4%</b>
	AM Peak		94.7%	89.4%	90.6%	91.2%
	PM Peak		89.9%	90.3%	92.3%	91.5%
	<b>Total Peak</b>		<b>92.4%</b>	<b>89.8%</b>	<b>91.4%</b>	<b>91.3%</b>
	Off Peak Weekday		93.6%	90.4%	92.8%	90.9%
	Weekend		93.4%	91.4%	93.3%	92.4%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.6%</b>	<b>94.8%</b>	<b>94.5%</b>	<b>95.3%</b>
	AM Peak		95.2%	95.5%	92.0%	94.3%
	PM Peak		84.9%	88.4%	89.2%	90.1%
	<b>Total Peak</b>		<b>89.6%</b>	<b>91.6%</b>	<b>90.5%</b>	<b>92.0%</b>
	Off Peak Weekday		97.5%	96.7%	96.8%	97.2%
	Weekend		100.0%	85.0%	100.0%	97.6%
<b>Operating Statistics</b>	<b>Trains Scheduled</b>		<b>20,298</b>	<b>183,451</b>	<b>19,894</b>	<b>179,012</b>
	<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated		-12.1	-12.3	-12.6	-13.2
	<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated		231	2,515	234	2,229
	<b>Trains Canceled</b>		52	667	36	784
	<b>Trains Terminated</b>		39	416	27	461
	<b>Percent of Scheduled Trips Completed</b>		99.6%	99.4%	99.7%	99.3%
<b>Consist Compliance</b> <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.4%			
	PM Peak		98.2%			
	<b>Total Peak</b>		98.8%			



**OPERATING REPORT  
FOR MONTH OF SEPTEMBER 2014**

Categories Of Delay		August	2014 Data		2013 Data		YTD 2013 Vs 2014
			September	YTD Thru September	September	YTD Thru September	
Late Train Incidents	<b>National Rail Passenger Corp</b>	31	82	968	52	1,671	(703)
	<b>Capital Programs</b>	17	20	285	151	282	3
	<b>Engineering</b>	128	410	1,832	231	1,454	378
	<b>Penn Station Central Control</b>	30	13	175	30	184	(9)
	<b>Maintenance of Equipment</b>	113	80	1,252	68	1,208	44
	<b>** Other / Miscellaneous</b>	168	159	1,842	184	1,632	210
	<b>Public</b>	686	562	5,423	348	3,818	1,605
	<b>Transportation</b>	59	38	363	57	447	(84)
	<b>Vandalism</b>	-	13	106	16	163	(57)
	<b>Weather and Environmental</b>	188	4	2,011	12	632	1,379
	<b>Maintenance of Way (Sched.)</b>	30	31	410	36	223	187

\* **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
9/1	Mon	Heavy holiday loading							13			13		
9/2	Tues	Medical assistance for a customer on train 412 at Penn Station	13						9			22		
9/3	Wed	Track defect west of Lynbrook Station	49	3	1				6			55	3	1
9/3	Wed	Broken rail in Harold Interlocking				54	7		19	2	8	73	9	8
9/4	Thurs	Train 152 struck debris				25	5	4	11	2		36	7	4
9/4	Thurs	Track circuit failure east of Sayville	8	1						1		8	2	
9/8	Mon	Train 2740 struck debris				14			1			15		
9/11	Thurs	Broken rail west of Nostrand Ave.				5		2	3	1	1	12		
9/11	Thurs	Customer fell to track level west of track 6 in Jamaica				1			12			13		
9/13	Sat	Track circuit failure in Dunton Interlocking							13		2	13		2
9/13	Sat	Motor vehicle on tracks east of Westbury Station							10			10		
9/15	Mon	Loss of third rail power in Queens Interlocking				19	3		7			26	3	
9/17	Wed	Medical assistance for customer on train 2078 at Jamaica Station				9			3			12		
9/17	Wed	Track condition west of Dunton Interlocking				4			14			18		
9/18	Thurs	Broken rail west of Douglaston Station				6	4		7			13	4	
9/18	Thurs	Train 619 with equipment trouble west of St. James Station							8		3	8		3
9/24	Wed	Amtrak related track condition in Line 2, Penn Station	6			19	2		16			41	2	
9/26	Fri	Tipped third rail in Harold Interlocking				34	3		16			50	3	
9/29	Mon	Switch trouble in Brook Interlocking				23	7		10			33	7	
9/30	Tues	Train 2014 struck an unauthorized person on track level at Woodside Station							22	1	1	22	1	1
<b>TOTAL FOR MONTH</b>			76	4	1	213	31	6	200	7	15	493	41	19
												<b>553</b>		

# Long Island Rail Road

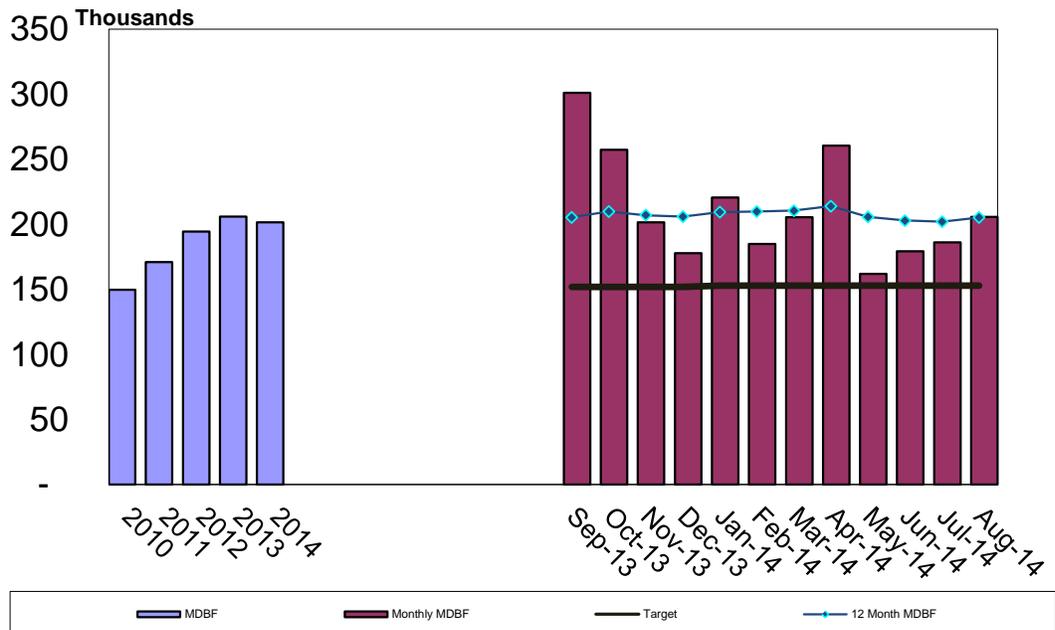
## MEAN DISTANCE BETWEEN FAILURES

	2014 Data							2013 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month MDBF Rolling Avg (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
<b>Mean</b>	M-3	150	55,000	78,323	7	95,634	94,222	67,491	9	91,362
<b>Distance</b>	M-7	836	355,000	478,143	11	455,547	477,343	361,721	14	441,503
<b>Between Failures</b>	DM	21	18,000	42,035	2	24,617	25,365	20,752	4	23,420
	DE	24	18,000	47,421	2	24,560	26,138	13,377	7	16,722
	C-3	134	75,000	73,294	11	74,476	80,407	188,543	4	109,806
	Diesel	179	45,000	65,677	15	53,910	57,420	62,055	15	57,137
<b>Fleet</b>	<b>1,165</b>	<b>153,000</b>	<b>205,848</b>	<b>33</b>	<b>196,861</b>	<b>205,258</b>	<b>173,746</b>	<b>38</b>	<b>197,449</b>	

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

### ALL FLEETS Mean Distance Between Failure

2010 - 2014





Standee Report

East Of Jamaica

			2014 Data September	
			AM Peak	PM Peak
<b>Daily</b> Average	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	4	34
			<b>Total Standees</b>	<b>34</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	60	0
		Add'l Standees	0	11
			<b>Total Standees</b>	<b>11</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
			<b>Total Standees</b>	<b>0</b>
	<b>Long Beach Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	9	0
			<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	11	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	1	0
			<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	5	28
			<b>Total Standees</b>	<b>28</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	7	14
			<b>Total Standees</b>	<b>14</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
			<b>Total Standees</b>	<b>0</b>
			<b>System Wide PEAK</b>	<b>86</b>

**Definitions**

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

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

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

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

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



Standee Report

West Of Jamaica

		2014 Data September	
		AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0
		Add'l Standees	36
		<b>Total Standees</b>	<b>36</b>
	<b>Far Rockaway Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0
		Add'l Standees	68
		<b>Total Standees</b>	<b>68</b>
	<b>Hempstead Branch</b>	Program Standees	0
		Add'l Standees	24
		<b>Total Standees</b>	<b>24</b>
	<b>Long Beach Branch</b>	Program Standees	18
		Add'l Standees	2
		<b>Total Standees</b>	<b>20</b>
	<b>Montauk Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0
		Add'l Standees	28
		<b>Total Standees</b>	<b>28</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0
		Add'l Standees	14
		<b>Total Standees</b>	<b>14</b>
	<b>West Hempstead Branch</b>	Program Standees	0
		Add'l Standees	0
		<b>Total Standees</b>	<b>0</b>
		<b>System Wide PEAK</b>	<b>172</b>

**Definitions**

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

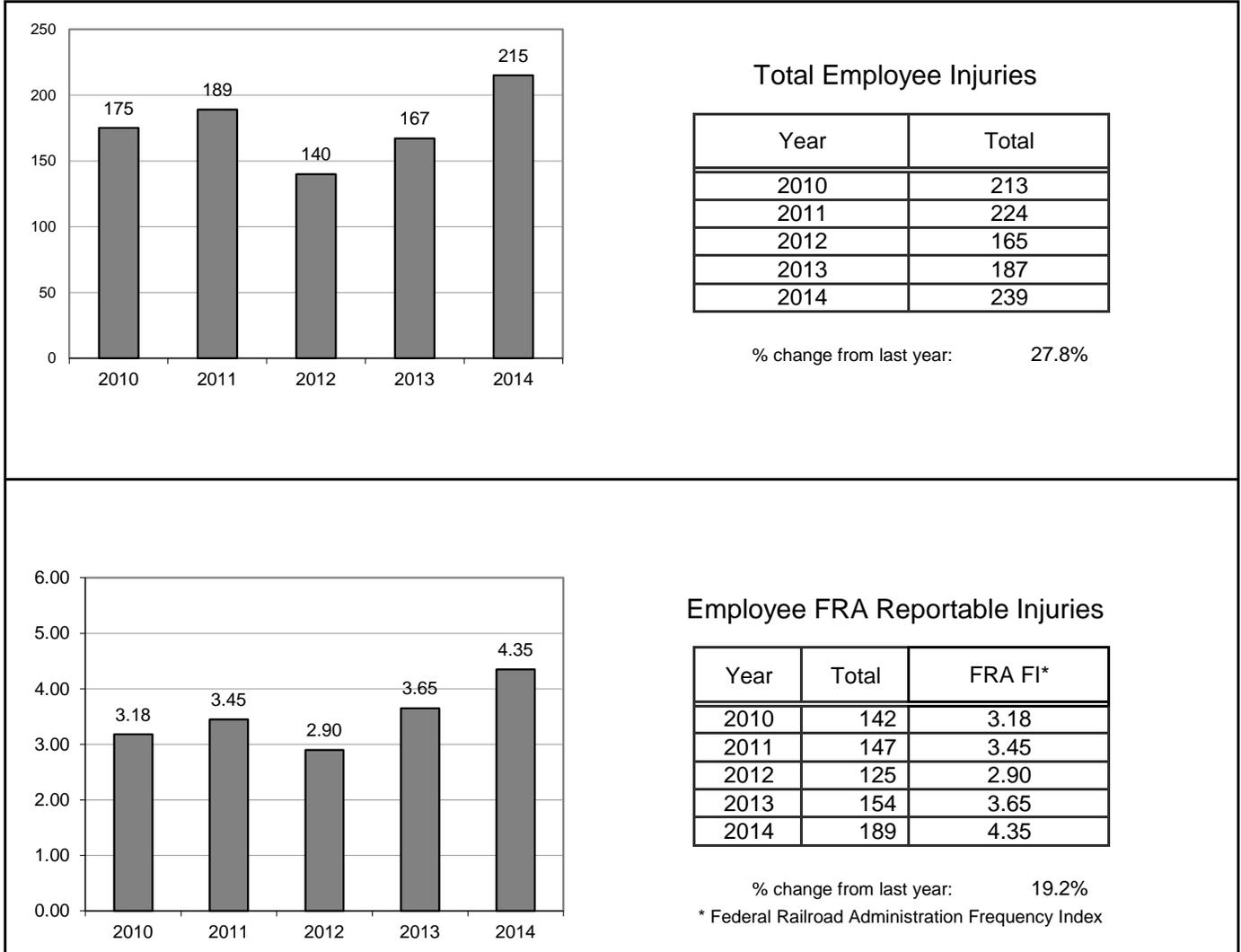
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**Note:** These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

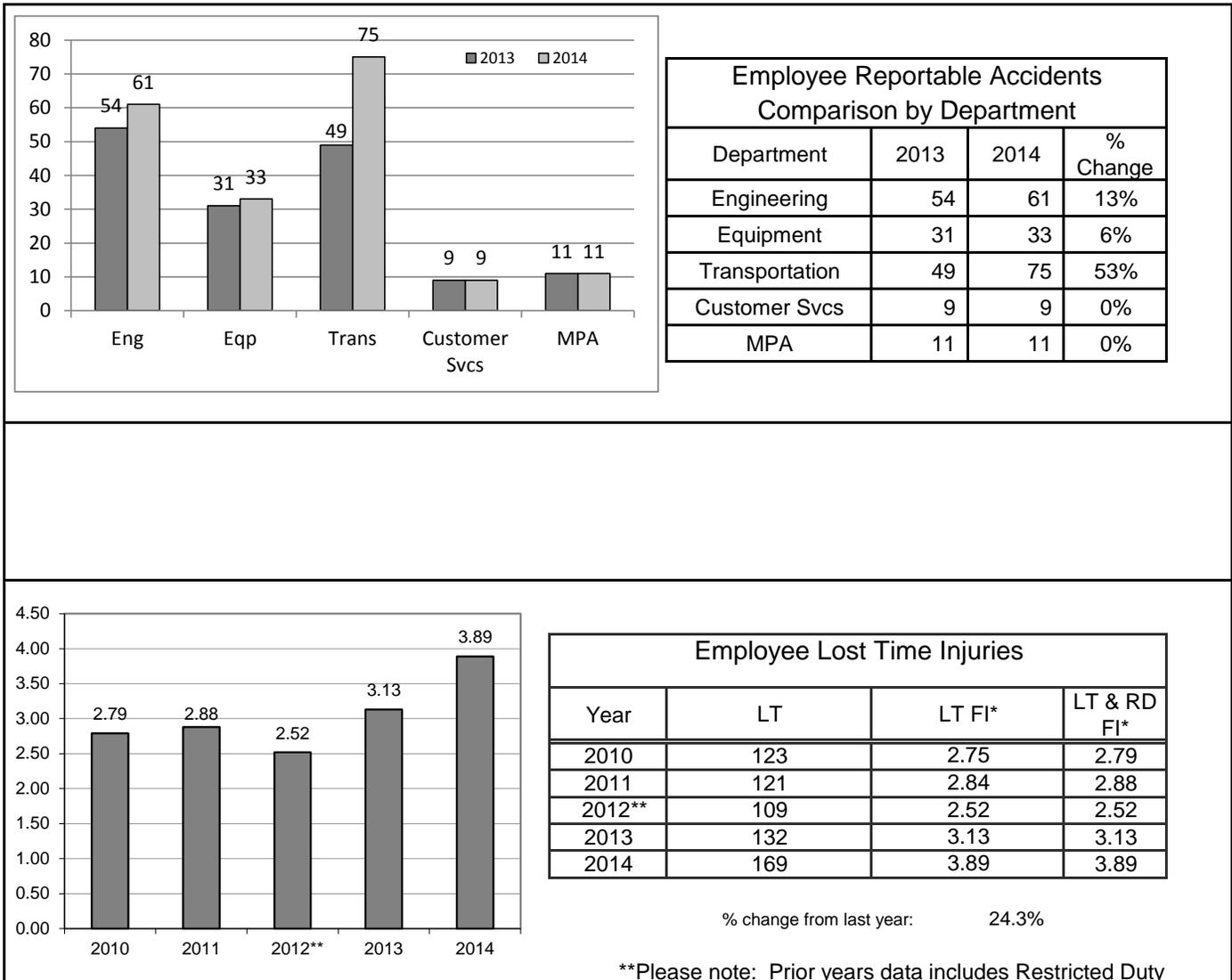
Holidays and Special Events for which there are special equipment programs are not included.

## MTA Long Island Rail Road Summary of Employee Injuries through August 2014



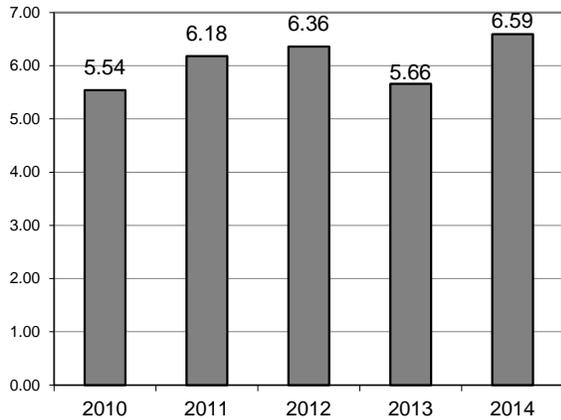
\* - Injuries per 200,000 hours worked

## MTA Long Island Rail Road Summary of Employee Injuries through August 2014



\* - Injuries per 200,000 hours worked

## MTA Long Island Rail Road Summary of Customer Injuries through August 2014

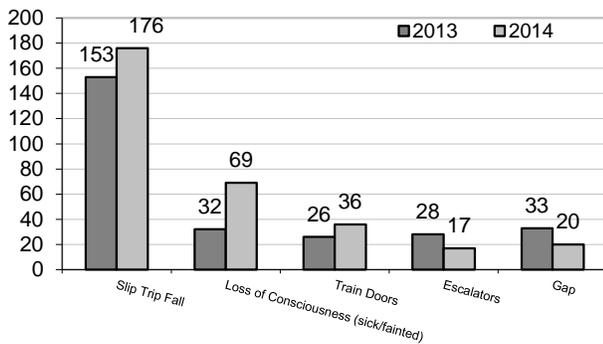


Total Customer Injuries

Year	Total	FI**
2010	301	5.54
2011	329	6.18
2012	356	6.36
2013	313	5.66
2014	373	6.59

% change from last year: 16.4%

\*\*Injuries per 1,000,000 rides

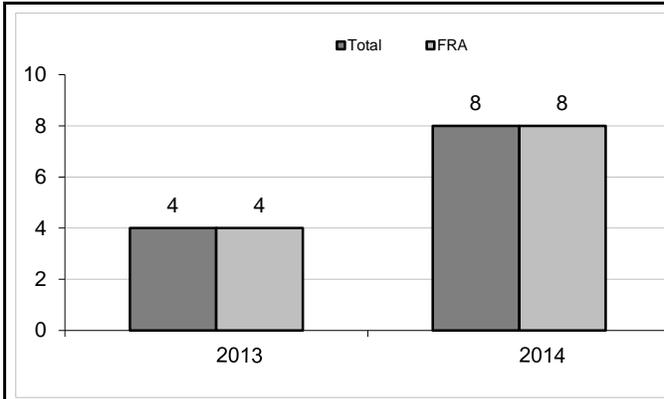


Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	153	32	26	28	33
2014	176	69	36	17	20

## MTA Long Island Rail Road

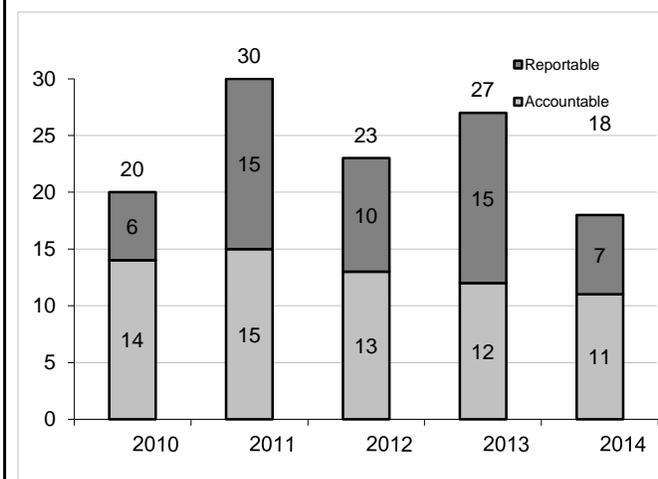
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through August 2014



**Contractor Injuries**

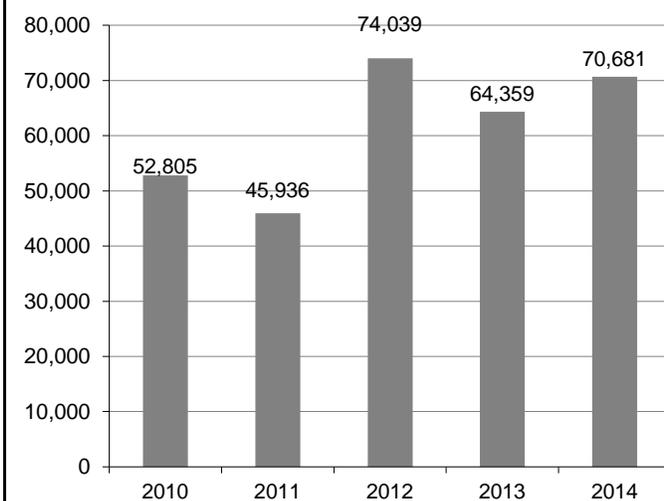
Year	Total	FRA Rpt.
2013	4	4
2014	8	8

% change from last year: 100.0%



**Train Accidents**

Year	Accountable	Reportable
2010	14	6
2011	15	15
2012	13	10
2013	12	15
2014	11	7



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

**Total Participants**

Year	Total
2010	52,805
2011	45,936
2012	74,039
2013	64,359
2014	70,681

# Memorandum



## Long Island Rail Road

**Date:** October 27, 2014

**To:** Members of the LIRR Operating Committee

**From:** Patrick A. Nowakowski, President

**Re:** Enhanced Safety Action Update

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

- Our September 29th Corporate Quarterly Safety Stand-Down was attended by over 4,200 employees. The focus of the Stand-Down was hazard identification, including a focus on unsafe acts and unsafe conditions. To assist employees to proactively manage their safety and to ensure a safe work environment, checklists were provided. The next Stand-Down in conjunction with a Safety, Health, and Wellness Fair will be conducted in November 2014.
- The Federal Railroad Administration (FRA) is reviewing our required request for waivers which are needed to begin the Confidential Close Call Reporting Program. The Implementing Memorandum of Understanding is being finalized with our labor organizations.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
<b>Alerters</b>	M3 software installation began week of October 6 <sup>th</sup> . Diesel software having minor revision made by Ansaldo for delivery by November. General Notice was issued and Maintenance Instructions are complete and being distributed before installation.
<b>Speed Compliance</b>	For the period 9/1/14 through 9/30/14, there were 122 Radar Observations. 78 different LIRR Engineers and two NYAR Engineers were observed. Twenty-three 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.
<b>Emergency Order 29</b>	<ul style="list-style-type: none"><li>▪ All critical curves were completed as scheduled by 3/1/14.</li><li>▪ Work is progressing on identified tangent track segments. Six of the eight identified segments are completed. The final two are in progress.</li></ul>
<b>PTC</b>	The Systems Integrator has progressed Conceptual Design, working through System Requirements and preparing for Preliminary Design. Radio Frequency and some PTC hardware design elements are lagging. Corrective actions are being developed. Pilot implementation remains on schedule.



# **Long Island Rail Road**

## **Monthly Financial Report**

**August 2014**

# MTA LONG ISLAND RAIL ROAD

## August Ridership and Financial Report

### Executive Summary

#### Ridership

- During the month of August, total ridership was 7.4 million, which was 3.8% higher than August 2013 (adjusted for same number of work days) and 2.7% above the forecast.
  - Ridership through August was 56.6 million. This was 2.7% higher than 2013 (adjusted for same number of calendar work days) and 0.9% higher than the 2014 forecast.
  - Through August 2014, commutation ridership was 2.2% higher than 2013 (work day adjusted) and 0.3% higher than the 2014 forecast.
  - Through August 2014, non-commutation ridership was 3.4% higher than 2013 and 1.8% above the forecast.
- 

#### Revenues

- Farebox revenue through August totaling \$435.8 million was \$4.1 million above the forecast due to higher ridership.
- Capital & Other Revenue of \$194.1 million was \$10.2 million lower than forecast due to vacant positions and timing of project activity.
- In summary, total LIRR revenue of \$629.9 million was \$6.1 million lower than the forecast.

#### Expenses

- Through August, total expenses of \$1,417.9 million were \$73.8 million less than forecast.
- Straight-time payroll spending was \$16.7 million less than forecast due to the existence of vacant positions, lower rates and the timing of retroactive wage adjustments. At the end of August, 180 of 7,044 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime hours worked was 2.8%, or 43,150 hours higher than the forecast primarily as a result of reimbursable, which was 55,800 hours over forecast, and maintenance, which were 35,500 over forecast. This was partially offset by lower vacancy/absentee coverage, which was 19,425 below forecast, and weather-related, which were 31,200 below forecast.
- Year-to-date overtime hours increased by 12.0% in 2014 compared to 2013 due to weather, maintenance and reimbursable overtime.
- Other variances are primarily timing related.

#### Financial Performance Measures

- Through August, the Adjusted Farebox Operating Ratio was 53.0%, which is favorable to forecast due to lower expenses and higher revenue.
- Through August, the Adjusted Cost per Passenger was \$15.55, which is lower than forecast due to lower expenses and higher ridership.
- Through August, the Revenue per Passenger was \$7.72, which is on forecast.

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

**REVENUE**

Year-to-date August **Total Revenues** (including Capital and Other Reimbursements) of \$629.9 were \$(6.1) million or (1.0)% unfavorable to forecast. The month of August of \$83.3 was unfavorable to forecast by \$(2.1) million or (2.4)%.

- **Y-T-D Farebox Revenues** were \$4.1 favorable to forecast. The month was \$1.7 favorable to forecast due to higher ridership.
- **Y-T-D Other Operating Revenues** were on forecast. The month was on forecast.
- **Y-T-D Capital and Other Reimbursements** were \$(10.2) unfavorable to forecast. The month was \$(3.8) unfavorable due to timing of project activity.

**OPERATING EXPENSES**

Year-to-date August **Total Expenses** (including depreciation and other) of \$1,417.9 were favorable to the forecast by \$73.8 or 4.9%. The total expenses for the month of \$271.7 were favorable to forecast by \$29.7 or 9.9%.

**Labor Expenses**, \$35.0 favorable Y-T-D; \$15.8 favorable for the month.

- **Payroll**, \$16.7 favorable Y-T-D; \$2.9 favorable for the month (primarily vacant positions, timing of retro wage rate accruals and lower rates, partially offset by increase in reserves for vacation pay and sick leave buyout as a result of the new labor rate agreements).
- **Overtime**, \$(2.5) unfavorable Y-T-D; \$(1.2) unfavorable for the month (primarily higher accrual for retro wage adjustment, higher right-of-way maintenance and project activity, partially offset by lower weather-related overtime, rolling stock maintenance and absentee coverage).
- **Health & Welfare**, \$1.1 favorable Y-T-D; \$0.3 favorable for the month (vacant positions).
- **OPEB Current Payment**, \$1.0 favorable Y-T-D; \$0.2 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$18.6 favorable Y-T-D; \$13.7 favorable for the month (lower Railroad Retirement Taxes and the timing of Railroad Retirement Tax accruals for the retro wage adjustment, partially offset by lower FELA Indemnity payments/reserve adjustments).

**Non-Labor Expenses**, \$36.2 favorable Y-T-D; \$12.5 favorable for the month.

- **Electric Power**, \$(0.5) unfavorable Y-T-D; \$1.3 favorable for the month (lower rates and consumption).
- **Fuel**, \$0.6 favorable Y-T-D; \$0.3 favorable for the month (primarily lower consumption).
- **Insurance**, \$0.6 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Claims**, on forecast Y-T-D; \$(0.7) unfavorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$7.0 favorable Y-T-D; \$1.6 favorable for the month (primarily timing of elevator maintenance, security related expenses, communications, vegetation management and general maintenance, partially offset by timing of non-revenue vehicle maintenance).
- **Professional Services**, \$1.7 favorable Y-T-D; \$2.1 favorable for the month (primarily timing of IT software and hardware, lower outside services and MTA chargebacks).
- **Materials and Supplies**, \$24.0 favorable Y-T-D; \$7.3 favorable for the month (primarily timing of project activity, delayed rolling stock modifications and lower running repair).
- **Other Business Expenses**, \$2.8 favorable Y-T-D; \$0.5 favorable for the month (primarily timing of accruals for mobility tax related to the retro wage adjustments).

**Depreciation and Other**, \$2.6 favorable Y-T-D; \$1.4 favorable for the month (favorable depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 43.9%, 4.8 percentage points below year-to-date July due to Retro Wage Adjustments made in August. The Farebox Operating Ratio for the month of August of 26.8% was 3.8 percentage points above the forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 53.0%. 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**  
**August 2014**  
(\$ 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
<b>Revenue</b>												
Farebox Revenue	\$56.640	\$58.314	\$1.674	3.0	\$0.000	\$0.000	\$0.000	-	\$56.640	\$58.314	\$1.674	3.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.857	3.891	0.034	0.9	0.000	0.000	0.000	-	3.857	3.891	0.034	0.9
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.820	21.046	(3.774)	(15.2)	24.820	21.046	(3.774)	(15.2)
<b>Total Revenue</b>	<b>\$60.496</b>	<b>\$62.205</b>	<b>\$1.709</b>	<b>2.8</b>	<b>\$24.820</b>	<b>\$21.046</b>	<b>(\$3.774)</b>	<b>(15.2)</b>	<b>\$85.316</b>	<b>\$83.251</b>	<b>(\$2.065)</b>	<b>(2.4)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$124.867	\$123.081	\$1.786	1.4	\$7.630	\$6.557	\$1.074	14.1	\$132.497	\$129.638	\$2.859	2.2
Overtime	27.539	28.112	(0.573)	(2.1)	1.568	2.188	(0.621)	(39.6)	29.107	30.301	(1.194)	(4.1)
Health and Welfare	8.192	7.836	0.356	4.4	1.373	1.479	(0.106)	(7.7)	9.565	9.315	0.250	2.6
OPEB Current Payment	4.905	4.711	0.194	4.0	0.000	0.000	0.000	-	4.905	4.711	0.194	4.0
Pensions	14.578	13.970	0.608	4.2	1.993	2.602	(0.609)	(30.5)	16.571	16.572	(0.000)	(0.0)
Other Fringe Benefits	27.862	14.347	13.515	48.5	1.654	1.461	0.192	11.6	29.516	15.808	13.707	46.4
Reimbursable Overhead	(2.451)	(2.413)	(0.038)	(1.6)	2.451	2.413	0.038	1.6	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$205.492</b>	<b>\$189.645</b>	<b>\$15.847</b>	<b>7.7</b>	<b>\$16.669</b>	<b>\$16.700</b>	<b>(\$0.031)</b>	<b>(0.2)</b>	<b>\$222.161</b>	<b>\$206.345</b>	<b>\$15.816</b>	<b>7.1</b>
<i>Non-Labor:</i>												
Electric Power	\$9.600	\$8.326	\$1.274	13.3	\$0.062	\$0.050	\$0.012	19.3	\$9.662	\$8.376	\$1.286	13.3
Fuel	2.684	2.395	0.289	10.8	0.000	0.000	0.000	-	2.684	2.395	0.289	10.8
Insurance	1.952	1.961	(0.009)	(0.4)	0.487	0.393	0.094	19.4	2.439	2.353	0.086	3.5
Claims	0.371	1.111	(0.740)	*	0.000	0.000	0.000	-	0.371	1.111	(0.740)	*
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	6.428	4.865	1.563	24.3	1.153	1.115	0.038	3.3	7.581	5.980	1.600	21.1
Professional Service Contracts	3.853	2.370	1.483	38.5	0.778	0.126	0.652	83.8	4.631	2.496	2.135	46.1
Materials & Supplies	10.906	6.614	4.292	39.4	5.647	2.617	3.030	53.7	16.553	9.231	7.322	44.2
Other Business Expenses	1.580	1.069	0.511	32.3	0.024	0.045	(0.021)	(90.7)	1.604	1.114	0.489	30.5
<b>Total Non-Labor Expenses</b>	<b>\$37.374</b>	<b>\$28.711</b>	<b>\$8.663</b>	<b>23.2</b>	<b>\$8.151</b>	<b>\$4.346</b>	<b>\$3.805</b>	<b>46.7</b>	<b>\$45.525</b>	<b>\$33.056</b>	<b>\$12.469</b>	<b>27.4</b>
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$242.866</b>	<b>\$218.355</b>	<b>\$24.511</b>	<b>10.1</b>	<b>\$24.820</b>	<b>\$21.046</b>	<b>\$3.774</b>	<b>15.2</b>	<b>\$267.686</b>	<b>\$239.401</b>	<b>\$28.285</b>	<b>10.6</b>
Depreciation	\$27.749	\$26.238	\$1.511	5.4	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.238	\$1.511	5.4
Other Post Employment Benefits	5.765	5.854	(0.089)	(1.5)	0.000	0.000	0.000	-	\$5.765	5.854	(0.089)	(1.5)
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$276.547</b>	<b>\$250.614</b>	<b>\$25.933</b>	<b>9.4</b>	<b>\$24.820</b>	<b>\$21.046</b>	<b>\$3.774</b>	<b>15.2</b>	<b>\$301.367</b>	<b>\$271.660</b>	<b>\$29.707</b>	<b>9.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$216.051)</b>	<b>(\$188.409)</b>	<b>\$27.642</b>	<b>12.8</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$216.051)</b>	<b>(\$188.409)</b>	<b>\$27.642</b>	<b>12.8</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.749	\$26.238	(\$1.511)	(5.4)	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.238	(\$1.511)	(5.4)
Operating/Capital	(4.277)	(0.101)	4.175	97.6	0.000	0.000	0.000	-	(4.277)	(0.101)	4.175	97.6
Other Cash Adjustments	132.352	98.247	(34.105)	(25.8)	0.000	0.000	0.000	-	132.352	98.247	(34.105)	(25.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$155.825</b>	<b>\$124.384</b>	<b>(\$31.441)</b>	<b>(20.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$155.825</b>	<b>\$124.384</b>	<b>(\$31.441)</b>	<b>(20.2)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$60.226)</b>	<b>(\$64.025)</b>	<b>(\$3.799)</b>	<b>(6.3)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$60.226)</b>	<b>(\$64.025)</b>	<b>(\$3.799)</b>	<b>(6.3)</b>

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 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
<b>Revenue</b>												
Farebox Revenue	\$431.686	\$435.756	\$4.070	0.9	\$0.000	\$0.000	\$0.000	-	\$431.686	\$435.756	\$4.070	0.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	31.505	31.523	0.017	0.1	0.000	0.000	0.000	-	31.505	31.523	0.017	0.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	172.778	162.588	(10.190)	(5.9)	172.778	162.588	(10.190)	(5.9)
<b>Total Revenue</b>	<b>\$463.191</b>	<b>\$467.278</b>	<b>\$4.087</b>	<b>0.9</b>	<b>\$172.778</b>	<b>\$162.588</b>	<b>(\$10.190)</b>	<b>(5.9)</b>	<b>\$635.969</b>	<b>\$629.866</b>	<b>(\$6.103)</b>	<b>(1.0)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$388.949	\$377.501	\$11.448	2.9	\$54.449	\$49.191	\$5.258	9.7	\$443.398	\$426.692	\$16.706	3.8
Overtime	88.863	87.853	1.010	1.1	11.273	14.735	(3.461)	(30.7)	100.136	102.587	(2.451)	(2.4)
Health and Welfare	64.709	62.783	1.926	3.0	10.291	11.073	(0.782)	(7.6)	75.000	73.855	1.144	1.5
OPEB Current Payment	38.943	37.947	0.996	2.6	0.000	0.000	0.000	-	38.943	37.947	0.996	2.6
Pensions	116.929	113.646	3.283	2.8	15.644	18.926	(3.282)	(21.0)	132.573	132.572	0.001	0.0
Other Fringe Benefits	100.869	83.119	17.750	17.6	11.633	10.777	0.855	7.4	112.502	93.896	18.605	16.5
Reimbursable Overhead	(17.318)	(17.233)	(0.085)	(0.5)	17.318	17.233	0.085	0.5	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$781.944</b>	<b>\$745.616</b>	<b>\$36.328</b>	<b>4.6</b>	<b>\$120.607</b>	<b>\$121.934</b>	<b>(\$1.327)</b>	<b>(1.1)</b>	<b>\$902.551</b>	<b>\$867.550</b>	<b>\$35.001</b>	<b>3.9</b>
<i>Non-Labor:</i>												
Electric Power	\$71.773	\$72.289	(\$0.516)	(0.7)	\$0.335	\$0.271	\$0.063	18.9	\$72.108	\$72.561	(\$0.453)	(0.6)
Fuel	20.232	19.670	0.562	2.8	0.000	0.000	0.000	-	20.232	19.670	0.562	2.8
Insurance	15.504	15.517	(0.013)	(0.1)	3.274	2.696	0.578	17.7	18.778	18.213	0.565	3.0
Claims	2.381	2.390	(0.009)	(0.4)	0.000	0.000	0.000	-	2.381	2.390	(0.009)	(0.4)
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	44.183	39.163	5.020	11.4	9.726	7.731	1.996	20.5	53.909	46.894	7.016	13.0
Professional Service Contracts	20.912	17.617	3.295	15.8	2.803	4.351	(1.549)	(55.3)	23.715	21.968	1.747	7.4
Materials & Supplies	82.058	68.738	13.320	16.2	35.701	25.039	10.662	29.9	117.759	93.778	23.982	20.4
Other Business Expenses	8.877	5.845	3.032	34.2	0.331	0.565	(0.234)	(70.8)	9.208	6.410	2.798	30.4
<b>Total Non-Labor Expenses</b>	<b>\$265.920</b>	<b>\$241.230</b>	<b>\$24.690</b>	<b>9.3</b>	<b>\$52.171</b>	<b>\$40.653</b>	<b>\$11.517</b>	<b>22.1</b>	<b>\$318.091</b>	<b>\$281.883</b>	<b>\$36.208</b>	<b>11.4</b>
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$1,047.864</b>	<b>\$986.845</b>	<b>\$61.019</b>	<b>5.8</b>	<b>\$172.778</b>	<b>\$162.588</b>	<b>\$10.190</b>	<b>5.9</b>	<b>\$1,220.642</b>	<b>\$1,149.433</b>	<b>\$71.209</b>	<b>5.8</b>
Depreciation	\$222.000	\$218.970	3.030	1.4	\$0.000	\$0.000	\$0.000	-	\$222.000	\$218.970	\$3.030	1.4
Other Post Employment Benefits	46.101	46.574	(0.473)	(1.0)	0.000	0.000	0.000	-	46.101	46.574	(0.473)	(1.0)
Environmental Remediation	2.935	2.933	0.002	0.1	0.000	0.000	0.000	-	2.935	2.933	0.002	0.1
<b>Total Expenses</b>	<b>\$1,318.901</b>	<b>\$1,255.322</b>	<b>\$63.578</b>	<b>4.8</b>	<b>\$172.778</b>	<b>\$162.588</b>	<b>\$10.190</b>	<b>5.9</b>	<b>\$1,491.678</b>	<b>\$1,417.910</b>	<b>\$73.768</b>	<b>4.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$855.709)</b>	<b>(\$788.044)</b>	<b>\$67.665</b>	<b>7.9</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$855.709)</b>	<b>(\$788.044)</b>	<b>\$67.665</b>	<b>7.9</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$222.000	\$218.970	(\$3.030)	(1.4)	\$0.000	\$0.000	\$0.000	-	\$222.000	\$218.970	(\$3.030)	(1.4)
Operating/Capital	(19.947)	(9.342)	10.605	53.2	0.000	0.000	0.000	-	(19.947)	(9.342)	10.605	53.2
Other Cash Adjustments	170.540	133.300	(37.240)	(21.8)	0.000	0.000	0.000	-	170.540	133.300	(37.240)	(21.8)
<b>Total Cash Conversion Adjustments</b>	<b>\$372.593</b>	<b>\$342.928</b>	<b>(\$29.666)</b>	<b>(8.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$372.593</b>	<b>\$342.928</b>	<b>(\$29.666)</b>	<b>(8.0)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$483.116)</b>	<b>(\$445.116)</b>	<b>\$38.000</b>	<b>7.9</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$483.116)</b>	<b>(\$445.116)</b>	<b>\$38.000</b>	<b>7.9</b>

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

August 2014				Year-to-Date August 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
<b>Revenue</b>							
Farebox Revenue	Non Reimb.	1.674	3.0	Higher ridership \$1.547 and yield per passenger \$0.127.	4.070	0.9	Higher ridership \$3.897 and yield per passenger \$0.173.
Other Operating Revenue	Non Reimb.	0.034	0.9	Timing of other operating revenue	0.017	0.1	Timing of other operating revenue
Capital & Other Reimbursements	Reimb.	(3.774)	(15.2)	Primarily due to timing of project activity.	(10.190)	(5.9)	Primarily due to timing of project activity.
<b>Expenses</b>							
Payroll	Non Reimb.	1.786	1.4	Primarily vacant positions, timing of retro wage rate accruals and lower rates, partially offset by increase in reserves for vacation pay and sick leave buyout as a result of the new labor rate agreements.	11.448	2.9	Primarily vacant positions, timing of retro wage rate accruals and lower rates, partially offset by increase in reserves for vacation pay and sick leave buyout as a result of the new labor rate agreements.
	Reimb.	1.074	14.1	Primarily due to vacant positions and timing of project activity and other reimbursements.	5.258	9.7	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.573)	(2.1)	Primarily due to higher contractual retroactive pay accrual, partially offset by lower weather-related overtime, maintenance overtime and vacancy/absentee coverage.	1.010	1.1	Lower vacancy/absentee coverage and weather-related overtime, partially offset by higher maintenance and contractual retroactive pay accruals.
	Reimb.	(0.621)	(39.6)	Due to higher charges for East Rail Yard and East Side Access projects.	(3.461)	(30.7)	Higher due to East Rail Yard, East Side Access and other capital project activity.
Health and Welfare	Non Reimb.	0.356	4.4	Vacant positions.	1.926	3.0	Vacant positions.
	Reimb.	(0.106)	(7.7)	Primarily due to timing of project activity.	(0.782)	(7.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.194	4.0	Fewer retirees/beneficiaries.	0.996	2.6	Fewer retirees/beneficiaries.

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

August 2014				Year-to-Date August 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.	0.608	4.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	3.283	2.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.609)	(30.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(3.282)	(21.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	13.515	48.5	Lower Railroad Retirement Taxes and the timing of Railroad Retirement Tax accruals for the Retro Wage adjustment, partially offset by lower FELA Indemnity payments/reserve adjustments.	17.750	17.6	Lower Railroad Retirement Taxes and the timing of Railroad Retirement Tax accruals for the Retro Wage adjustment, partially offset by lower FELA Indemnity payments/reserve adjustments.
	Reimb.	0.192	11.6	Primarily due to timing of project activity.	0.855	7.4	Primarily due to timing of project activity.
Electric Power	Non Reimb.	1.274	13.3	Lower rates and consumption	(0.516)	(0.7)	Primarily due to accrual adjustments, partially offset by lower rates.
	Reimb.	0.012	19.3	Eastern Rail Yard and VD Yard.	0.063	18.9	Eastern Rail Yard and VD Yard.
Fuel	Non Reimb.	0.289	10.8	Lower diesel fuel consumption.	0.562	2.8	Lower diesel fuel consumption, partially offset by higher rates.
Insurance	Non Reimb.	(0.009)	(0.4)		(0.013)	(0.1)	
	Reimb.	0.094	19.4	Force Account Insurance associated with project activity.	0.578	17.7	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.740)	*	Primarily due to timing of settlement payouts.	(0.009)	(0.4)	Primarily due to timing of invoices/payments.

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

August 2014				Year-to-Date August 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.	1.563	24.3	Timing of payments and activities for elevator/escalator maintenance, communications and security services/systems and vegetation management, partially offset by higher non-revenue vehicle repair payments/accruals.	5.020	11.4	Timing of payments for elevator/escalator maintenance, security services/systems and general maintenance contracts, partially offset by timing of payments for vegetation management, non revenue vehicle maintenance and HVAC.
	Reimb.	0.038	3.3	Primarily due to timing of project activity.	1.996	20.5	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.483	38.5	Primarily timing of activities and payments for various IT related expenses and other professional services.	3.295	15.8	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.	0.652	83.8	Primarily due to timing of project activity.	(1.549)	(55.3)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.292	39.4	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, timing of non-revenue vehicle deliveries and reclaims greater than chargeouts for pool material.	13.320	16.2	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.	3.030	53.7	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.	10.662	29.9	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.

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

August 2014				Year-to-Date August 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.	0.511	32.3	Primarily timing of accruals for mobility tax related to the Retro Wage Adjustments	3.032	34.2	Prior period accrual reversals for Superstorm Sandy and timing of accruals for mobility tax related to the retro wage adjustments, partially offset by higher bad debt expenses.
	Reimb.	(0.021)	(90.7)	Primarily due to timing of project activity.	(0.234)	(70.8)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	1.511	5.4	Revised estimate based on certain capital assets being fully depreciated.	3.030	1.4	Revised estimate based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.089)	(1.5)	Primarily due to timing of payments.	(0.473)	(1.0)	Primarily due to timing of payments.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
August 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$59.107	\$57.453	(\$1.654)	(2.8)	\$448.957	\$448.145	(\$0.812)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.596	2.955	0.359	13.8	30.021	28.931	(1.090)	(3.6)
Capital & Other Reimbursements	24.800	24.691	(0.109)	(0.4)	155.114	148.142	(6.972)	(4.5)
<b>Total Receipts</b>	<b>\$86.503</b>	<b>\$85.098</b>	<b>(\$1.405)</b>	<b>(1.6)</b>	<b>\$634.092</b>	<b>\$625.217</b>	<b>(\$8.875)</b>	<b>(1.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$46.735	\$43.264	\$3.471	7.4	\$358.135	\$335.228	\$22.907	6.4
Overtime	10.240	9.034	1.206	11.8	81.243	80.311	0.932	1.1
Health and Welfare	9.565	17.900	(8.335)	(87.1)	75.549	82.381	(6.832)	(9.0)
OPEB Current Payment	4.905	8.726	(3.821)	(77.9)	39.090	42.063	(2.973)	(7.6)
Pensions	16.572	16.530	0.042	0.3	119.097	119.137	(0.040)	(0.0)
Other Fringe Benefits	14.069	11.411	2.658	18.9	96.911	87.920	8.991	9.3
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	-
<b>Total Labor Expenditures</b>	<b>\$102.086</b>	<b>\$106.864</b>	<b>(\$4.778)</b>	<b>(4.7)</b>	<b>\$770.025</b>	<b>\$747.041</b>	<b>\$22.984</b>	<b>3.0</b>
<i>Non-Labor:</i>								
Electric Power	\$9.647	\$9.044	\$0.603	6.3	\$77.785	\$75.112	\$2.673	3.4
Fuel	2.726	2.233	0.493	18.1	21.194	19.755	1.439	6.8
Insurance	1.828	6.026	(4.198)	*	21.398	20.605	0.793	3.7
Claims	0.267	0.322	(0.055)	(20.7)	1.248	1.025	0.223	17.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.238	7.792	1.446	15.7	59.763	51.129	8.634	14.4
Professional Service Contracts	3.952	1.936	2.016	51.0	24.781	21.229	3.552	14.3
Materials & Supplies	13.741	11.982	1.759	12.8	116.963	111.857	5.106	4.4
Other Business Expenses	1.279	1.100	0.179	14.0	8.911	8.401	0.510	5.7
<b>Total Non-Labor Expenditures</b>	<b>\$42.678</b>	<b>\$40.434</b>	<b>\$2.244</b>	<b>5.3</b>	<b>\$332.043</b>	<b>\$309.113</b>	<b>\$22.930</b>	<b>6.9</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.965	\$1.851	\$0.114	5.8	\$15.140	\$14.594	\$0.546	3.6
<b>Total Other Expenditure Adjustments</b>	<b>\$1.965</b>	<b>\$1.851</b>	<b>\$0.114</b>	<b>5.8</b>	<b>\$15.140</b>	<b>\$14.594</b>	<b>\$0.546</b>	<b>3.6</b>
<b>Total Expenditures</b>	<b>\$146.729</b>	<b>\$149.150</b>	<b>(\$2.421)</b>	<b>(1.6)</b>	<b>\$1,117.208</b>	<b>\$1,070.748</b>	<b>\$46.460</b>	<b>4.2</b>
Cash Timing and Availability Adjustment	0.000	0.027	0.027	-	0.000	0.414	0.414	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$60.226)</b>	<b>(\$64.025)</b>	<b>(\$3.799)</b>	<b>(6.3)</b>	<b>(\$483.116)</b>	<b>(\$445.116)</b>	<b>\$38.000</b>	<b>7.9</b>
<b>Subsidies</b>								
MTA	60.226	64.309	4.083	6.8	466.175	426.539	(39.636)	(8.5)

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

**Table 5**

Generic Revenue or Expense Category	August 2014		Reason for Variance	Year-to-Date as of August 31, 2014		Reason for Variance
	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	(1.654)	(2.8)	Lower advance sales impact \$(3.154) and lower Metrocard/AirTrain sales \$(0.174), partially offset by higher ridership \$1.547 and higher yields \$0.127.	(0.812)	(0.2)	Lower advance sales impact \$(4.297) and lower Metrocard/AirTrain sales \$(0.585), partially offset by higher ridership \$3.897 and higher yields \$0.173.
Other Operating Revenue	0.359	13.8	Primarily due to the timing of intercompany receipts and miscellaneous revenue, partially offset by the timing of rental revenue.	(1.090)	(3.6)	Primarily the timing of miscellaneous revenue, freight revenue and intercompany receipts, partially offset by the timing of rental revenue and a FEMA reimbursement.
Capital and Other Reimbursements	(0.109)	(0.4)	Timing of activity and reimbursement for capital and other reimbursements.	(6.972)	(4.5)	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	3.471	7.4	Primarily due to lower headcount and rates.	22.907	6.4	Primarily due to lower headcount and rates.
Overtime	1.206	11.8	Primarily lower weather-related overtime, rates, maintenance, vacancy/absentee coverage and unscheduled service, partially offset by higher project overtime.	0.932	1.1	Primarily lower weather-related overtime, rates, vacancy/absentee coverage and unscheduled service, partially offset by higher project, maintenance and scheduled service overtime.
Health and Welfare	(8.335)	(87.1)	Primarily due to the timing of payments.	(6.832)	(9.0)	Primarily due to the timing of payments, partially offset by lower headcount.
OPEB Current Payment	(3.821)	(77.9)	Primarily due to the timing of payments.	(2.973)	(7.6)	Primarily due to the timing of payments, partially offset by fewer retirees/beneficiaries.

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

**Table 5**

Generic Revenue or Expense Category	August 2014			Year-to-Date as of August 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	2.658	18.9	Primarily lower Railroad Retirement payments and the timing of FELA payments, partially offset by the timing of Railroad Unemployment Insurance payments and higher payments for meals and safety shoes.	8.991	9.3	Primarily lower Railroad Retirement payments and the timing of FELA payments, partially offset by meal and safety shoe payments.
Non-Labor:						
Electric Power	0.603	6.3	Primarily due to lower traction consumption and rates.	2.673	3.4	Primarily due to the timing of payments and lower rates.
Fuel	0.493	18.1	Primarily due to lower revenue fuel consumption and the timing of payments.	1.439	6.8	Primarily due to the timing of payments and lower revenue fuel consumption, partially offset by higher rates.
Insurance	(4.198)	*	Timing of payments.	0.793	3.7	Timing of payments.
Claims	(0.055)	(20.7)	Timing of claim payments.	0.223	17.9	Timing of claim payments.
Maintenance and Other Operating Contracts	1.446	15.7	Timing of payments and activities.	8.634	14.4	Timing of payments and activities.
Professional Service Contracts	2.016	51.0	Primarily the timing of payments and activities for consulting services.	3.552	14.3	The timing of MTA Chargeback and other consulting service payments.
Materials and Supplies	1.759	12.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	5.106	4.4	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.179	14.0	Primarily due to the timing of payments.	0.510	5.7	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.114	5.8	Lower Metrocard/AirTrain pass through payments.	0.546	3.6	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)**  
**August 2014**  
(\$ in millions)

	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$2.467	(\$0.861)	(\$3.329)	*	\$17.271	\$12.390	(\$4.881)	(28.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.261)	(0.936)	0.325	25.8	(1.484)	(2.592)	(1.108)	(74.6)
Capital & Other Reimbursements	(0.020)	3.645	3.665	*	(17.664)	(14.446)	3.218	18.2
<b>Total Receipts</b>	<b>\$1.187</b>	<b>\$1.848</b>	<b>\$0.661</b>	<b>55.7</b>	<b>(\$1.877)</b>	<b>(\$4.649)</b>	<b>(\$2.772)</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$85.762	\$86.374	\$0.612	0.7	\$85.263	\$91.464	\$6.201	7.3
Overtime	18.867	21.267	2.400	12.7	18.893	22.276	3.383	17.9
Health and Welfare	0.000	(8.585)	(8.585)	*	(0.549)	(8.526)	(7.977)	*
OPEB Current Payment	0.000	(4.014)	(4.014)	-	(0.147)	(4.116)	(3.969)	*
Pensions	(0.001)	0.041	0.042	*	13.476	13.435	(0.041)	(0.3)
Other Fringe Benefits	15.447	4.398	(11.049)	(71.5)	15.591	5.977	(9.614)	(61.7)
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	-
<b>Total Labor Expenditures</b>	<b>\$120.075</b>	<b>\$99.481</b>	<b>(\$20.594)</b>	<b>(17.2)</b>	<b>\$132.526</b>	<b>\$120.510</b>	<b>(\$12.017)</b>	<b>(9.1)</b>
<i>Non-Labor:</i>								
Electric Power	\$0.015	(\$0.668)	(\$0.683)	*	(\$5.677)	(\$2.551)	\$3.126	55.1
Fuel	(0.042)	0.161	0.203	*	(0.962)	(0.086)	0.876	91.1
Insurance	0.611	(3.672)	(4.284)	*	(2.620)	(2.392)	0.228	8.7
Claims	0.104	0.789	0.685	*	1.133	1.365	0.232	20.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.657)	(1.811)	(0.154)	(9.3)	(5.854)	(4.236)	1.618	27.6
Professional Service Contracts	0.679	0.561	(0.119)	(17.5)	(1.066)	0.739	1.805	*
Materials & Supplies	2.812	(2.752)	(5.564)	*	0.796	(18.079)	(18.876)	*
Other Business Expenses	0.325	0.014	(0.310)	(95.6)	0.297	(1.991)	(2.287)	*
<b>Total Non-Labor Expenditures</b>	<b>\$2.847</b>	<b>(\$7.378)</b>	<b>(\$10.225)</b>	<b>*</b>	<b>(\$13.952)</b>	<b>(\$27.230)</b>	<b>(\$13.278)</b>	<b>(95.2)</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.965)	(\$1.851)	\$0.114	5.8	(\$15.140)	(\$14.594)	\$0.546	3.6
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.965)</b>	<b>(\$1.851)</b>	<b>\$0.114</b>	<b>5.8</b>	<b>(\$15.140)</b>	<b>(\$14.594)</b>	<b>\$0.546</b>	<b>3.6</b>
<b>Total Expenditures before Depreciation</b>	<b>\$120.957</b>	<b>\$90.251</b>	<b>(\$30.706)</b>	<b>(25.4)</b>	<b>\$103.434</b>	<b>\$78.685</b>	<b>(\$24.749)</b>	<b>(23.9)</b>
Depreciation Adjustment	\$27.749	\$26.238	(\$1.511)	(5.4)	\$222.000	\$218.970	(\$3.030)	(1.4)
Other Post Employment Benefits	5.765	5.854	0.089	1.5	46.101	46.574	0.473	1.0
Environmental Remediation	0.167	0.167	(0.000)	(0.0)	2.935	2.933	(0.002)	(0.1)
<b>Total Expenditures</b>	<b>\$154.638</b>	<b>\$122.510</b>	<b>(\$32.128)</b>	<b>(20.8)</b>	<b>\$374.470</b>	<b>\$347.162</b>	<b>(\$27.308)</b>	<b>(7.3)</b>
Cash Timing and Availability Adjustment	0.000	0.027	0.027	-	0.000	0.414	0.414	-
<b>Total Cash Conversion Adjustments</b>	<b>\$155.825</b>	<b>\$124.384</b>	<b>(\$31.441)</b>	<b>(20.2)</b>	<b>\$372.593</b>	<b>\$342.928</b>	<b>(\$29.666)</b>	<b>(8.0)</b>

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

	August 2014						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u> <sup>1</sup>	15,117	\$0.809	17,381	\$0.888	(2,264)	(\$0.079)	227,720	\$11.757	234,094	\$12.011	(6,374)	(\$0.255)
					-15.0%	-9.8%					-2.8%	-2.2%
<u>Unscheduled Service</u>	8,445	\$0.487	6,880	\$0.359	1,565	\$0.128	87,731	\$5.016	79,552	\$4.683	8,179	\$0.332
					18.5%	26.3%					9.3%	6.6%
<u>Programmatic/Routine Maintenance</u>	46,514	\$2.245	40,852	\$1.993	5,662	\$0.252	380,550	\$18.123	416,083	\$19.928	(35,533)	(\$1.805)
					12.2%	11.2%					-9.3%	-10.0%
<u>Unscheduled Maintenance</u>	437	\$0.020	291	\$0.013	146	\$0.007	4,124	\$0.188	6,957	\$0.316	(2,833)	(\$0.129)
					33.4%	33.4%					-68.7%	-68.6%
<u>Vacancy/Absentee Coverage</u>	72,307	\$3.578	68,232	\$3.349	4,075	\$0.229	420,092	\$20.731	400,669	\$19.452	19,424	\$1.279
					5.6%	6.4%					4.6%	6.2%
<u>Weather Emergencies</u>	7,033	\$0.439	1,304	\$0.068	5,729	\$0.370	198,854	\$10.427	167,636	\$8.482	31,218	\$1.945
					81.5%	84.4%					15.7%	18.7%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Other</u> <sup>3</sup>	1,912	\$19.962	4,757	\$21.442	(2,845)	(\$1.480)	15,098	\$22.623	16,549	\$22.980	(1,451)	(\$0.357)
					*	-7.4%					-9.6%	*
<b>NON-REIMBURSABLE OVERTIME</b>	151,765	\$27.539	139,697	\$28.112	12,067	(\$0.573)	1,334,169	\$88.863	1,321,539	\$87.853	12,630	\$1.010
					8.0%	-2.1%					0.9%	1.1%
<b>REIMBURSABLE OVERTIME</b>	29,897	\$1.568	40,942	\$2.188	(11,044)	(\$0.621)	216,178	\$11.274	271,958	\$14.735	(55,780)	(\$3.461)
					-36.9%	-39.6%					-25.8%	-30.7%
<b>TOTAL OVERTIME</b>	<b>181,662</b>	<b>\$29.107</b>	<b>180,639</b>	<b>\$30.301</b>	<b>1,023</b>	<b>(\$1.194)</b>	<b>1,550,347</b>	<b>\$100.137</b>	<b>1,593,497</b>	<b>\$102.587</b>	<b>(43,150)</b>	<b>(\$2.451)</b>
					0.6%	-4.1%					-2.8%	-2.4%

<sup>1</sup> Includes Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> 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)

	August 2014			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(2,264)	(\$0.079)		(6,374)	(\$0.255)	Unfavorable due to added flagging tours in the crew book and higher than projected Yardmaster crew book overtime.
	-15.0%	-9.8%		-2.8%	-2.2%	
<u>Unscheduled Service</u>	1,565	\$0.128	Lower than forecasted outside of assignment penalty payments.	8,179	\$0.332	Lower than forecasted outside of assignment penalty payments and weather-related incidents.
	18.5%	26.3%		9.3%	6.6%	
<u>Programmatic/Routine Maintenance</u>	5,662	\$0.252	Due to less rolling stock repairs than anticipated, partially offset by higher than anticipated corrective measures for track rail inspections, replacement of defective rails and general maintenance needs.	(35,533)	(\$1.805)	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.
	12.2%	11.2%		-9.3%	-10.0%	
<u>Unscheduled Maintenance</u>	146	\$0.007		(2,833)	(\$0.129)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.
	33.4%	33.4%		-68.7%	-68.6%	
<u>Vacancy/Absentee Coverage</u>	4,075	\$0.229	Due to lower tours for Train and Engine, partially offset by open jobs in Maintenance of Equipment. There are an average of 19.3 open jobs in this department.	19,424	\$1.279	Primarily due to lower tours for Train and Engine and less coverage needs than expected.
	5.6%	6.4%		4.6%	6.2%	
<u>Weather Emergencies</u>	5,729	\$0.370	Lower than forecasted weather related expenses.	31,218	\$1.945	Lower than forecasted weather related expenses.
	81.5%	84.4%		15.7%	18.7%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(2,845)	(\$1.480)	Due to contractual retroactive pay.	(1,451)	(\$0.357)	Due to contractual retroactive pay.
	*	-7.4%		-9.6%	*	
<b>NON-REIMBURSABLE OVERTIME</b>	<b>12,067</b>	<b>(\$0.573)</b>		<b>12,630</b>	<b>\$1.010</b>	
	8.0%	-2.1%		0.9%	1.1%	
<b>REIMBURSABLE OVERTIME</b>	(11,044)	(\$0.621)	Mainly due to charges for the East Rail Yard and East Side Access projects.	(55,780)	(\$3.461)	Attributed to various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.
	-36.9%	-39.6%		-25.8%	-30.7%	
<b>TOTAL OVERTIME</b>	<b>1,023</b>	<b>(\$1.194)</b>		<b>(43,150)</b>	<b>(\$2.451)</b>	
	0.6%	-4.1%		-2.8%	-2.4%	

\* Exceeds 100%

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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 AUGUST 2014**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
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	28	3
President	4	5	(1)
VP & CFO	5	3	2
Information Technology	164	145	19
Controller	46	43	3
Management & Budget	19	19	0
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	28	36	(8)
Market Dev. & Public Affairs	70	69	1
Gen. Counsel & Secretary	31	30	1
Diversity Management	2	2	0
System Safety/Training	91	72	19
Security	12	11	1
Sr VP Operations/Service Planning	24	24	-
<b>Total Administration</b>	<b>674</b>	<b>626</b>	<b>48</b>
<b>Operations</b>			
Train Operations	2,059	2,038	21
Customer Services	308	294	14
<b>Total Operations</b>	<b>2,367</b>	<b>2,332</b>	<b>35</b>
<b>Maintenance</b>			
Engineering	1,753	1,704	49
Equipment	2,009	1,989	20
Procurement (Stores)	93	93	-
<b>Total Maintenance</b>	<b>3,855</b>	<b>3,786</b>	<b>69</b>
<b>Engineering/Capital</b>			
Department of Project Management	148	120	28
<b>Total Engineering/Capital</b>	<b>148</b>	<b>120</b>	<b>28</b>
<b>Baseline Total Positions</b>	<b>7,044</b>	<b>6,864</b>	<b>180</b>
<i>Non-Reimbursable</i>	<b>6,046</b>	<b>5,996</b>	<b>50</b>
<i>Reimbursable</i>	<b>998</b>	<b>868</b>	<b>130</b>
<b>Total Full-Time</b>	<b>7,044</b>	<b>6,864</b>	<b>180</b>
<b>Total Full-Time-Equivalents</b>			

**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 AUGUST 2014**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 50 positions due to lower heads in the Equipment Department and Train Service along with vacancies company-wide.
<b>REIMBURSABLE POSITIONS</b> - Favorable 130 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 AUGUST 2014**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	338	310	28
Professional, Technical, Clerical	336	316	20
Operational Hourlies			-
<b>Total Administration</b>	<b>674</b>	<b>626</b>	<b>48</b>
<b>Operations</b>			
Managers/Supervisors	326	288	38
Professional, Technical, Clerical	177	194	(17)
Operational Hourlies	1,864	1,850	14
<b>Total Operations</b>	<b>2,367</b>	<b>2,332</b>	<b>35</b>
<b>Maintenance</b>			
Managers/Supervisors	763	686	77
Professional, Technical, Clerical	280	271	9
Operational Hourlies	2,812	2,829	(17)
<b>Total Maintenance</b>	<b>3,855</b>	<b>3,786</b>	<b>69</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	113	85	28
Professional, Technical, Clerical	35	35	-
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>148</b>	<b>120</b>	<b>28</b>
<b>Total Positions</b>			
Managers/Supervisors	1,540	1,369	171
Professional, Technical, Clerical	828	816	12
Operational Hourlies	4,676	4,679	(3)
<b>Total Positions</b>	<b>7,044</b>	<b>6,864</b>	<b>180</b>

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

RIDERSHIP	August 2014				Year-to-Date August 2014			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.637	3.607	(0.030)	-0.8%	31.042	31.090	0.048	0.2%
Weekly	0.234	0.246	0.012	5.2%	1.351	1.393	0.041	3.1%
Total Commutation	3.871	3.853	(0.018)	-0.5%	32.393	32.483	0.090	0.3%
One-Way Full Fare	0.750	0.799	0.050	6.7%	5.378	5.498	0.120	2.2%
One-Way Off-Peak	1.683	1.773	0.089	5.3%	11.725	11.827	0.101	0.9%
All Other	0.899	0.974	0.075	8.4%	6.628	6.824	0.195	2.9%
Total Non-Commutation	3.332	3.546	0.215	6.4%	23.731	24.148	0.417	1.8%
Total	7.203	7.399	0.197	2.7%	56.124	56.631	0.507	0.9%

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

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2014</u>	<u>Mid-Year Forecast</u>	<u>Actual 2013</u>	<u>vs. Forecast</u>	<u>vs. 2013</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	26.8%	23.0%	54.1%	3.8%	-27.3%
	Adjusted <sup>(2)</sup>	30.5%	26.0%	67.0%	4.4%	-36.5%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$29.52	\$34.31	\$14.37	\$4.79	(\$15.16)
	Adjusted <sup>(2)</sup>	\$27.60	\$32.25	\$12.32	\$4.65	(\$15.28)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.91	\$7.90	\$7.77	\$0.01	\$0.14
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2014</u>	<u>Mid-Year Forecast</u>	<u>Actual 2013</u>	<u>vs. Forecast</u>	<u>vs. 2013</u>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	43.9%	40.6%	48.7%	3.3%	-4.8%
	Adjusted <sup>(2)</sup>	53.0%	48.8%	62.6%	4.3%	-9.6%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$17.59	\$19.03	\$15.53	\$1.43	(\$2.06)
	Adjusted <sup>(2)</sup>	\$15.55	\$16.91	\$13.36	\$1.36	(\$2.19)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.72	\$7.72	\$7.56	(\$0.00)	\$0.16

(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

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.

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**MTA LONG ISLAND RAIL ROAD**

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**MONTHLY RIDERSHIP REPORT**

**AUGUST 2014**

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

## August

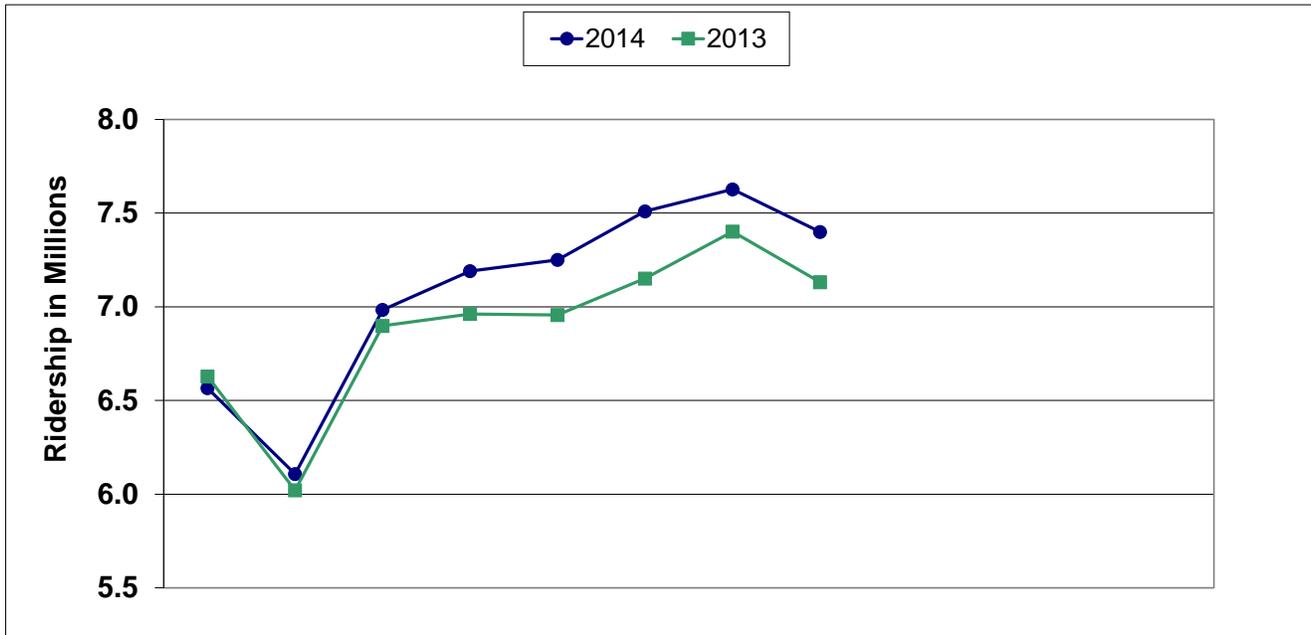
- August 2014 total ridership was 7.399 million vs. 7.131 million in August 2013 (calendar adjusted for one less work day this year), resulting in an increase of 268,360 passengers, or a 3.8% increase compared to August 2013.
- August 2014 commutation ridership was 3.853 million vs. 3.791 million in August 2013 (calendar adjusted), resulting in an increase of 61,818 passengers, or an increase of 1.6%.
- August 2014 non-commutation ridership was 3.5 million vs. 3.3 million in August 2013, an increase of 206,542 passengers, or an increase of 6.2%. The August Non-Commutation ridership is the highest in fourteen years. Factors contributing to this success include: strong Leisure Travel (+20% growth), Beach travel (+18% growth), City Zone travel (+9.9% growth, influenced by US Tennis and two Forest Hills concerts), and Montauk branch travel (6.9% growth). August 2014 included an extra weekend day (Sunday) compared to last year.
- August 2014 revenue was \$58.3 million vs. \$56.3 million, an increase of \$2,034,245 or an increase of 3.6% compared to August 2013.

## Year-To-Date

- 2014 YTD total ridership was 56.6 million vs. 55.1 million in 2013, an increase of 1,483,724 or a 2.7% increase compared to 2013, and 0.9% above mid-year forecast.
- 2014 YTD commutation ridership was 32.5 million vs. 31.8 million in 2013, an increase of 687,458 or a 2.2% increase compared to 2013, and 0.3% above mid-year forecast.
- 2014 YTD non-commutation ridership was 24.1 million vs. 23.4 million in 2013, an increase of 798,266 or an increase of 3.4% compared to 2013, and 1.8% above mid-year forecast.
- 2014 YTD revenue was \$435.8 million vs. \$416.3 million in 2013, an increase of \$19,438,342 or an increase of 4.7% compared to 2013 and 0.9% above mid-year forecast.

# AUGUST RIDERSHIP

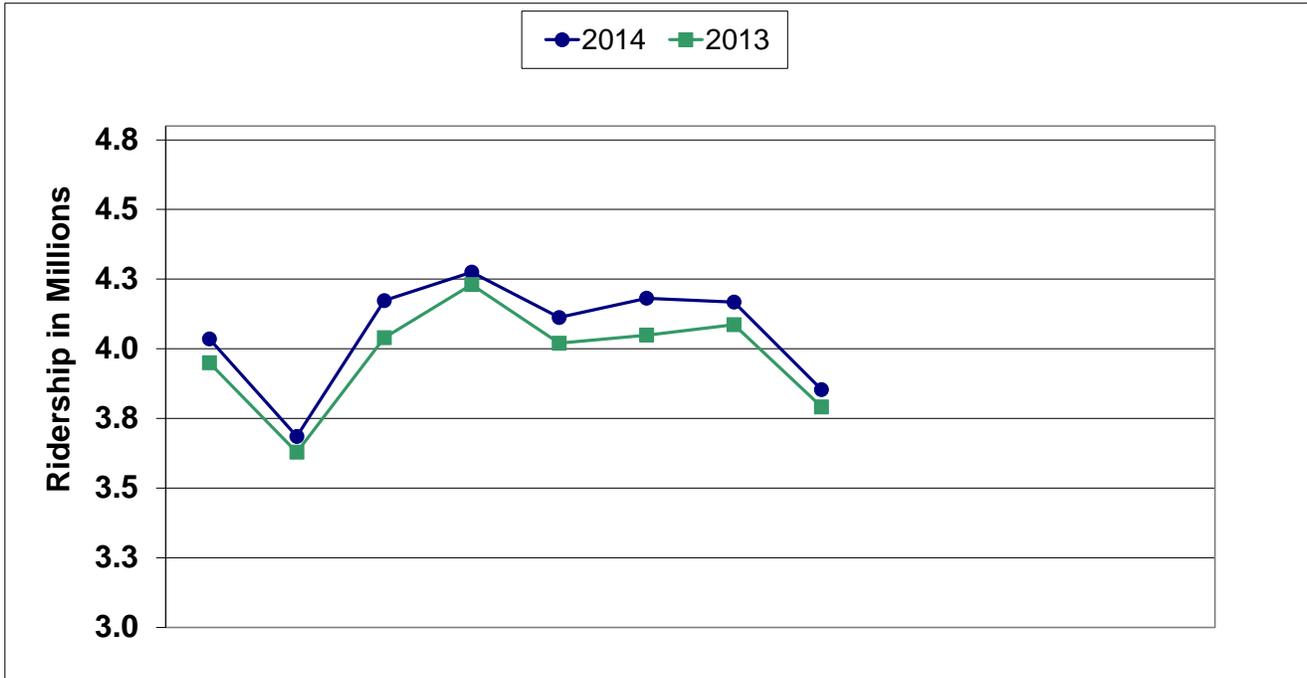
●August's Total Ridership was 3.8% above '13 and 2.7% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2014</b>	6.6	6.1	7.0	7.2	7.3	7.5	7.6	7.4					56.6
<b>2013</b>	6.6	6.0	6.9	7.0	7.0	7.2	7.4	7.1					55.1
<b>PCT CHG.</b>	-0.9%	1.4%	1.2%	3.3%	4.2%	5.0%	3.0%	3.8%					2.7%

# AUGUST COMMUTATION RIDERSHIP

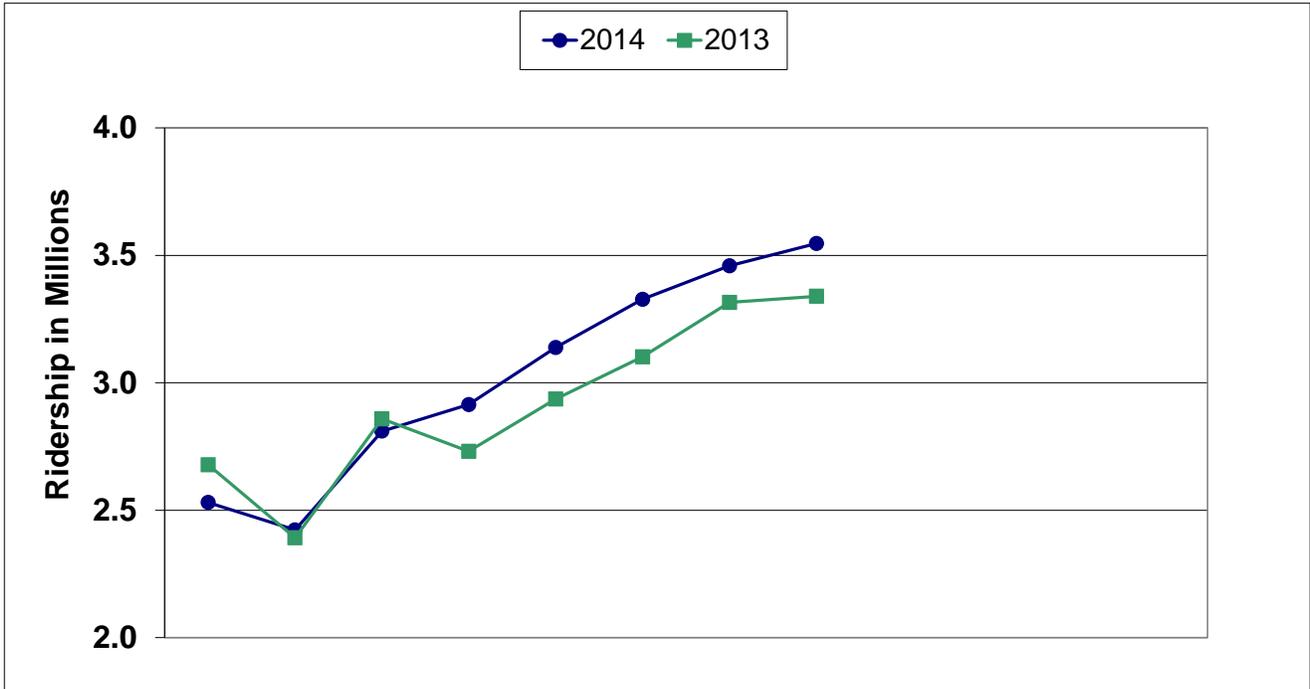
● August's Commutation Ridership was 1.6% above '13 and -0.5% below Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2014</b>	4.0	3.7	4.2	4.3	4.1	4.2	4.2	3.9					32.5
<b>2013</b>	3.9	3.6	4.0	4.2	4.0	4.0	4.1	3.8					31.8
<b>PCT CHG.</b>	2.2%	1.6%	3.3%	1.1%	2.3%	3.3%	2.0%	1.6%					2.2%

# AUGUST NON-COMMUTATION RIDERSHIP

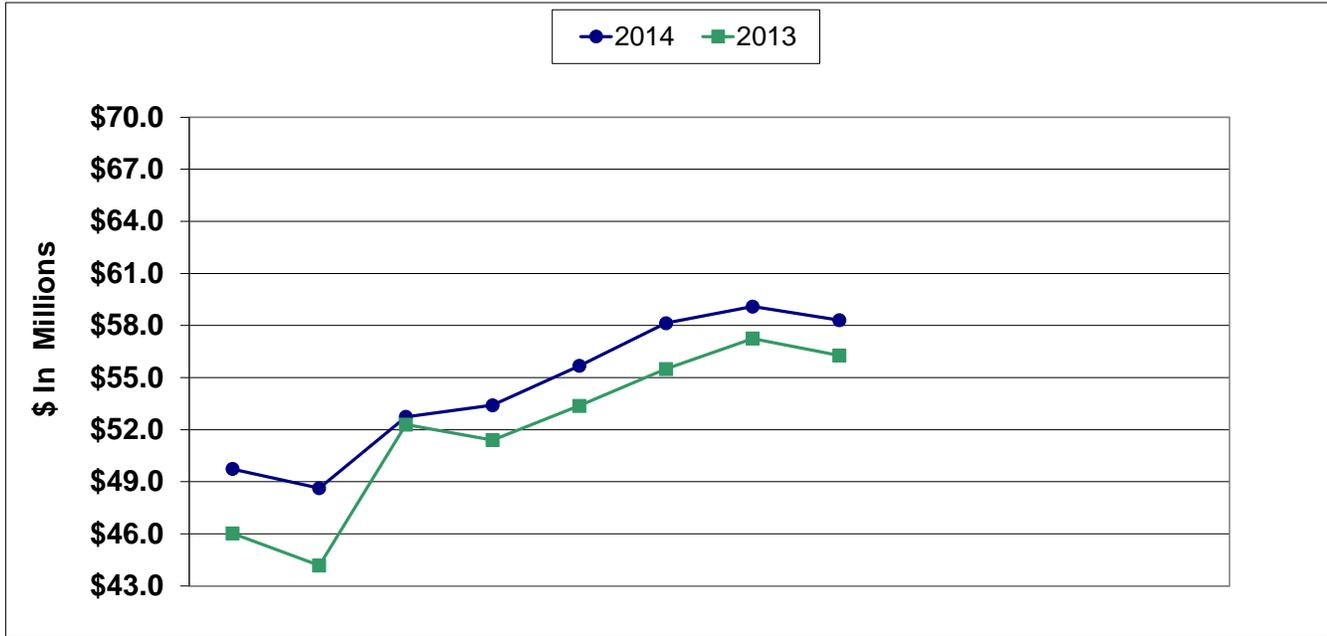
● August's Non-Commutation Ridership was 6.2% above '13 and 6.4% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2014</b>	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5					<b>24.1</b>
<b>2013</b>	2.7	2.4	2.9	2.7	2.9	3.1	3.3	3.3					<b>23.4</b>
<b>PCT CHG.</b>	-5.5%	1.3%	-1.7%	6.7%	6.9%	7.3%	4.3%	6.2%					<b>3.4%</b>

# AUGUST REVENUE

●August's Total Revenue\* was 3.6% above '13 and 3.0% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
<b>2014</b>	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1	\$59.1	\$58.3					\$435.8
<b>2013</b>	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5	\$57.3	\$56.3					\$416.3
<b>PCT CHG.</b>	8.1%	10.1%	0.9%	3.9%	4.3%	4.8%	3.2%	3.6%					4.7%

\*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	AUGUST 2014	AUGUST 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,853,145	3,791,328	61,818	1.6%
NON-COMMUTATION RIDERSHIP	3,546,237	3,339,695	206,542	6.2%
<b>TOTAL RIDERSHIP</b>	<b>7,399,382</b>	<b>7,131,023</b>	<b>268,360</b>	<b>3.8%</b>

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

TICKET TYPE/SERVICE	AUGUST 2014	AUGUST 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	32,482,648	31,795,190	687,458	2.2%
NON-COMMUTATION RIDERSHIP	24,148,370	23,352,104	796,266	3.4%
<b>TOTAL RIDERSHIP</b>	<b>56,631,018</b>	<b>55,147,294</b>	<b>1,483,724</b>	<b>2.7%</b>

\* 2013 ridership numbers were adjusted using 2014 factors.

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

REVENUE	AUGUST 2014	AUGUST 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$26,743,858	\$26,299,909	\$443,949	1.7%
NON-COMMUTATION REVENUE	\$31,570,069	\$29,979,772	\$1,590,297	5.3%
<b>TOTAL REVENUE</b>	<b>\$58,313,927</b>	<b>\$56,279,681</b>	<b>\$2,034,245</b>	<b>3.6%</b>

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

REVENUE	AUGUST 2014	AUGUST 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$224,062,956	\$215,001,242	\$9,061,713	4.2%
NON-COMMUTATION REVENUE	\$211,692,590	\$201,315,961	\$10,376,628	5.2%
<b>TOTAL REVENUE</b>	<b>\$435,755,545</b>	<b>\$416,317,204</b>	<b>\$19,438,342</b>	<b>4.7%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

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

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**HIGHLIGHTS**

**PN-AH: THIRD RAIL REPLACEMENT [SOGR]**

Project Budget: \$10.90M

Milestone: Beneficial Use

Replacement of approximately 89,000 LF of conventional third rail with composite and aluminum rail is complete. This project addresses infrastructure conditions throughout LIRR third rail territory and will facilitate performance levels for present and future fleets and their operating schedules.

**SUTPHIN VIADUCT PAINTING / FIREPROOFING [FSBP]**

Project Budget: \$6.00M

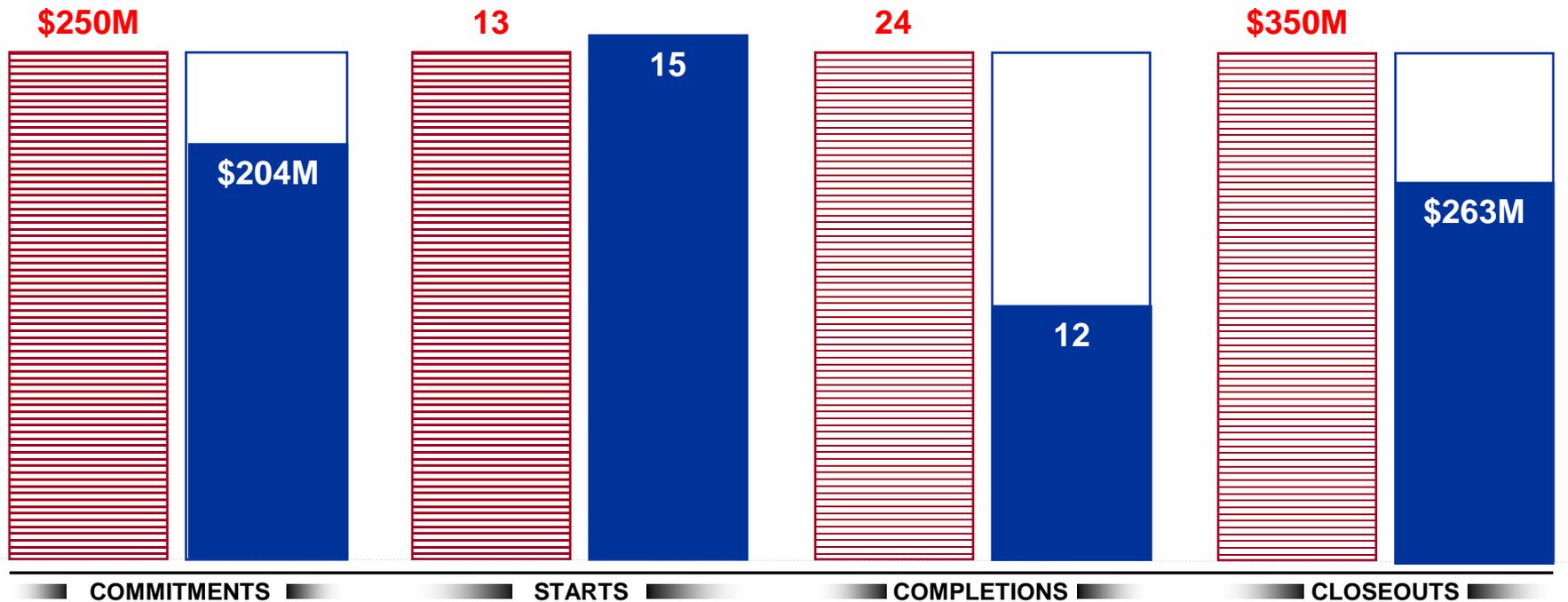
Milestone: Beneficial Use

Painting of the Sutphin Boulevard Viaduct is complete. This project included two Federal Small Business Program Contracts.

**MENTORING ACTIVITIES**

- Hillside UCC Shop Elevators [Under Car Cleaning]: Site work continued.
- Woodside / Merrick Elevator Replacement: Submittals continued. Fabrication commenced.
- Sutphin Viaduct Painting / Fireproofing: Construction work completed.
- 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: Work commenced.
- Sandy Roof Replacement [Hillside] and Shelter Shed Replacement [Westbury]: Procurement continued.

# 2014 LIRR Capital Program Goals



2014 PLAN



ACTUAL as of September 30, 2014



FORECAST through December 31, 2014