



**Metropolitan Transportation Authority**

# **Long Island Committee Meeting**

## **December 2014**

---

### **Members**

**M. Pally, Chair**

**J. Ballan**

**F. Ferrer, MTA Vice Chairman**

**I. Greenberg**

**J. Kay**

**C. Moerdler**

**J. Molloy**

**J. Sedore**

**V. Tessitore, Jr.**

**C. Wortendyke**

**N. Zuckerman**

# **Long Island Rail Road Committee Meeting**

**347 Madison Ave. - 5th Floor Board Room**

**New York, NY 10017**

**Monday, 12/15/2014**

**9:30 - 10:30 AM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. Approval of Minutes - November 17, 2014**

*LIRR Minutes - November 17, 2014 - Page 4*

## **3. 2014 WORK PLAN**

*LIRR 2014 WORK PLAN - Page 11*

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

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

### **b. MTA Capital Construction Report**

*MTA CC Report - Page 14*

### **c. MTA Police Report**

*MTA Police Report - Page 20*

## **5. INFORMATION ITEM**

### **a. LIRR 2015 Proposed Committee Work Plan**

*Proposed 2015 LIRR Work Plan - Page 25*

## **6. ACTION ITEMS**

### **a. 2015 Final Proposed Budget**

*LIRR 2015 Final Proposed Budget and 2015-2018 Financial Plan Adoption - Page 33*

### **b. MTACC Building Repairs to 50 Vanderbilt Avenue**

*MTACC Action Item - 50 Vanderbilt Avenue - Page 46*

## **7. PROCUREMENTS**

### **a. LIRR Procurements**

*LIRR Procurements - Page 48*

#### **i. Non-Competitive**

*LIRR Non-Competitive Procurements - Page 52*

#### **ii. Competitive**

*LIRR Competitive Procurements - Page 54*

#### **iii. Ratifications (No Items)**

### **b. MTA CC Procurements**

*MTACC Procurements - Page 63*

**i. Non-Competitive (No Items)**

**ii. Competitive**

*MTACC Competitive Procurements - Page 66*

**iii. Ratifications**

*MTACC Ratifications - Page 68*

**8. STATUS OF OPERATIONS**

**a. LIRR Operations Report - November**

*Status of Operations Report - Page 72*

**b. Enhanced Safety Actions Update**

*Enhanced Safety Actions Memo - Page 84*

**9. FINANCIAL & RIDERSHIP REPORT**

*Financial & Ridership Report - Page 85*

**10. CAPITAL PROGRAM REPORT**

*Capital Program Report - Page 115*

**Date of Next Meeting: Tuesday, January 20, 2015 at 9:30 AM**

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

Monday, November 17, 2014

Meeting held at

347 Madison Avenue

New York, New York 10017

8:30 a.m.

**The following members were present:**

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

**The following members were not present:**

Hon. Jeffrey A. Kay  
Hon. Andrew M. Saul  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

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

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

**Representing MTA Police:** Michael Coan

The Board Members met jointly as the Metro-North Committee and the Long Island Committees. Co-Chairman James L. Sedore called the meeting to order.

There were two public speakers; only one spoke on matters relevant to LIRR. Murray Bodin said that railroad commuters need more information regarding the arrival of trains and criticized the rules concerning the sounding of train horns approaching stations.

Upon motion duly made and seconded, the minutes of the October 27, 2014 LIRR Committee meeting were approved. There were no changes to the Work Plan.

### **MTA METRO-NORTH RAILROAD**

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

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

LIRR President Patrick A. Nowakowski reported on extra holiday service on Thanksgiving Eve, Thanksgiving Day and Black Friday. LIRR will be charging off peak fares on Black Friday. Between Thanksgiving and Christmas, LIRR will run half-hourly enhanced service on the Long Beach branch and additional service on the Babylon and Huntington branches.

President Nowakowski reported on LIRR construction work. LIRR has a tie renewal program scheduled for the West Hempstead Branch. The work will start on December 1<sup>st</sup> and end on December 19<sup>th</sup>. During this construction, busing will be available during mid-day hours.

President Nowakowski then discussed the LIRR and MTACC collaboration on East Side Access. Preparatory work has been completed for the first of six cutovers of a new signal for Harold Interlocking. The work is scheduled to start on December 6<sup>th</sup>. During this construction, two of the four tracks will be out of service.

President Nowakowski then discussed the Customer Satisfaction Survey, which will be reported at the Finance Committee Meeting. He said that LIRR continues to receive a high customer satisfaction rating. President Nowakowski then discussed the third-quarter Diversity/EEO Report. There were no substantive changes from the past quarter. There was a slight improvement in the Hispanic and Asian categories and a slight decrease in the employment of women.

President Nowakowski then discussed the Committee Charter, which is on this month's agenda. He stated that there were no proposed changes to the Charter. President Nowakowski reported on the availability of elevator/escalator service. LIRR shows 95.5% availability of elevators and 97.1% availability of escalators.

President Nowakowski reported on continued growth in ridership. During the month of October, LIRR ridership increased by 3% compared to October 2013. Year-to-date there is a 3% increase in ridership compared to 2013.

President Nowakowski responded to Board Member Charles G. Moerdler's inquiry regarding safety. He agreed that there is an increase in customer and employee injuries. There was discussion concerning outdoor stairways being exposed to weather.

President Nowakowski reported on LIRR Operations. During the month of October, on-time performance was 92.6%, and year-to-date OTP is 92.1%. Regarding mean distance between failures for rail fleets, LIRR continues to exceed goals in all categories. President Nowakowski also reported that the M-7 fleet has had a very good year regarding budget.

President Nowakowski then presented the Standee Report, which is consistent with prior months. This report changes every six months when passenger counts are completed.

President Nowakowski then discussed the Safety Report, noting that injuries were up in October. He reported that LIRR is working with Labor Relations and Safety and that each injury is analyzed and investigated. He reported that the LIRR has increased Safety Department resources.

Loretta Ebbighausen, Chief Safety Officer, reported on LIRR's safety performance. She stated that LIRR's numbers are not where they should be and that LIRR recognizes the various challenges regarding safety performance. She discussed that safety performance deals with two basic elements; unsafe acts and unsafe conditions. Chief Safety Officer Ebbighausen said that LIRR is engaging in new safety activities with its labor partners as well as with its employees.

In response to a question by Board Member Moerdler, President Nowakowski said that LIRR has a working joint committee between labor and management regarding safety issues. President Nowakowski then discussed the Confidential Close Call Reporting System with the Federal Railroad Administration ("FRA"). Chief Safety Officer Ebbighausen said that each operating department has longstanding safety committees which meet regularly. She said that the agenda of those meetings is under review to redirect the focus to correspond to current trends. President Nowakowski then responded to Board Member Ira R. Greenberg's inquiry regarding the increase in passenger injuries, noting that the statistics are affected by the new requirement to report passengers who faint on trains as part of the FRA safety statistics. Chief Safety Officer Ebbighausen said that the most passenger injuries occur at Penn Station and that LIRR is engaging with customers to determine the cause.

President Nowakowski responded to Board Member Moerdler's inquiry regarding improvements at Penn Station. He said that he recently participated in a walk-through of Penn Station and that LIRR is looking, with Amtrak, at all the suggestions for improvement. Chairman Mitchell H. Pally observed that in Penn Station, there are a variety of things under Amtrak's control and few places under LIRR's control.

President Nowakowski then discussed the standee issues on the Huntington, Babylon and Port Washington branches, in response to Board Member Ira R. Greenberg's concerns. He noted that on the Huntington Branch there is only one track to store trains and there is a grade crossing in close proximity to the station. He also said that because of the constricted area, there is no margin of error and no ability to be flexible. He added that LIRR is increasing holiday service on the Babylon branch, which runs every half-hour and that Babylon service is as robust as possible during rush hours.

### **MTA CAPITAL CONSTRUCTION**

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

The Manhattan South Structures Contract (CM005) is progressing well. The contractor is ahead of schedule. The Manhattan North Structures Contractor (CM006) has incurred delays and MTACC has asked the contractor to mitigate those delays.

MTA Capital Construction is reviewing proposals for the Concourse and Facilities Fit-Out Contract (CM014B) and expects to present that contract to the Board for approval in January 2015.

A Notice of Award and Notice to Proceed was issued to E-J Electrical Installation Company for the Systems Package 4 – Traction Power Procurement and Installation Contract (CS084). E-J Electrical Installation Company was the low bidder on that contract at \$71,284,884.

Dr. Horodniceanu gave a short presentation providing details of the incident that occurred on October 30, 2014, when the F-Line subway roof was penetrated during dewatering work at 23<sup>rd</sup> Street and 41<sup>st</sup> Avenue in Queens. MTA Capital Construction's investigation concluded that Tutor Perini, the Contractor responsible for the dewatering work, did not have adequate controls in place for the dewatering operation. Tutor Perini has acknowledged responsibility and has since reorganized their East Side Access management to provide the proper controls. MTA Capital Construction is also working with the Construction Manager, Jacobs LiRo, to correct lapses on its part.

Board Member Charles Moerdler congratulated Dr. Horodniceanu on the opening of the Fulton Center and also on the quick and efficient investigation into the CQ032 incident.

Board Member Jonathan A. Ballan asked Dr. Horodniceanu how the CQ032 incident could have happened with the checks and balances that were supposed to be in place. Dr. Horodniceanu attributed the incident to human error, a failure on the part of both the contractor and construction manager. Board Member Ballan suggested that future hiring of contractors should consider incidents of this sort. Dr. Horodniceanu explained that contractors' safety records are evaluated as part of the contract approval process. Board Member Ballan expressed concern over the financial ramifications of the incident. Dr. Horodniceanu explained that physical repairs are Tutor Perini's responsibility and insurance will provide coverage for claims.

Board Member Carl V. Wortendyke questioned how the well points had been located. Dr. Horodniceanu replied that the well points had been land-surveyed but that the drill was not in

the identified location. In addition, proper protocol required the drill to stop after it hit something, which did not happen here. Both of these issues have been addressed.

Board Member Ira Greenberg asked what changes MTA Capital Construction is implementing to improve its safety ratings. Dr. Horodniceanu responded that MTA Capital Construction's numbers are low as compared to the Federal numbers but that it continues to work with contractors to change their culture to prioritize safety. In addition, safety records are part of the evaluation criteria MTA Capital Construction considers when awarding new contracts using the Request for Proposals method.

### **MTA POLICE DEPARTMENT**

Chief Coan reported that for the month of October, LIRR was up seven incidents: 33 in 2014 compared to 26 in 2013. Regarding felonies, there were 18 in 2014 compared to 11 in 2013. There were three robberies in 2014 compared to two in 2014. There were 13 larcenies in 2014 compared to nine in 2014. Regarding the robberies, two arrests were made, one in Amityville and one in Ronkonkoma. There is one case opened in Copiague. Of the 13 larcenies, seven occurred between October 7<sup>th</sup> and October 30<sup>th</sup>. MTA Police Department made an arrest of a suspect with 10 prior arrests who was at the time out on bail, after which the incidents stopped.

### **MTA METRO-NORTH RAILROAD**

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

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

#### **Information Items**

There were six LIRR information items:

- 2015 Preliminary Budget (Public Comment- No Materials)
- Review of Committee Charter
- Customer Satisfaction Survey
- Diversity/EEO Report – 3<sup>rd</sup> Q 2014
- Elevator & Escalator Service Report – 3<sup>rd</sup> Q 2014
- 2014 LIRR Holiday Schedule

President Nowakowski discussed the LIRR Information Items in his Opening Remarks to the Committee.

### **MTA METRO-NORTH RAILROAD**

The Metro-North action item is included in the minutes of Metro-North Railroad of this day.

### **MTA METRO-NORTH RAILROAD**

#### **Procurements**

The Metro-North procurement items are included in the minutes of Metro-North Railroad of this day. Among the procurements approved for Metro-North were: a request for additional funding for an All-Agency Temporary Personnel Services Agreement with New York State Industries for the Disabled, in the estimated amount of \$4,350,000; and, as part of joint Railroad procurement, award of a contract in the not-to-exceed amount of \$16,698,528 to 4D Security Solutions for the Design, Manufacture, Assembly and Delivery of an On-Board Video Camera Recording System.

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

#### **Procurements**

The following procurements were presented to the Committees:

- On behalf of LIRR, Metro-North and New York City Transit, approval to issue a Sole Source Omnibus award to Ansaldo STS USA, Inc., in an aggregate not-to-exceed amount of \$14,800,000, over a 36-month period for engineering services and parts to support the Agencies' current inventory of Original Equipment Manufacturer-provided wayside switch and signal systems and automatic speed control systems.
- Approval to award a competitively bid personal service contract to HARSCO Rail, in the not-to-exceed amount of \$59,578, for Derailment Investigation and Prevention Training Seminars, for a period of three-years, with two one-year options.
- Approval to award a competitively bid personal service contract to Phoenix Environmental Labs, Inc., in the not-to-exceed amount of \$170,374, for as-needed Laboratory Testing Services, for a period of three years.

### **MTA CAPITAL CONSTRUCTION**

#### **Procurements**

No procurement items were presented to the Committee for approval.

**LIRR Reports on Operations, Enhanced Safety Action 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.

Discussions concerning these agenda items are reflected above in the minutes. There was discussion between President Nowakowski and Board Member Moerdler regarding the provision of additional information with respect to claims.

**Adjournment**

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

Respectfully submitted,

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

Richard L. Gans  
Secretary

## 2014 Long Island Rail Road Committee Work Plan

---

### **I. RECURRING AGENDA ITEMS**

#### Responsibility

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

### **II. SPECIFIC AGENDA ITEMS**

#### Responsibility

#### December 2014

ESA Readiness Update	President
2015 Final Proposed Budget	Management & Budget
2015 Proposed Committee Work Plan	Committee Chair & Members

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

---

## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2014 Work Plan**

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

#### **Information Items (if any)**

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

#### **Action Items (if any)**

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

#### **Procurements**

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

#### **Police Activity Report**

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

#### **Report on Operations/Safety**

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

#### **Monthly Financial & Ridership Report**

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

#### **Capital Program Progress Report**

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

## **II. SPECIFIC AGENDA ITEMS**

### **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 December 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	\$630,428,926
Construction	\$8,036,910,326	\$8,036,910,326	\$3,982,960,822
Project Management	\$1,036,168,644	\$1,036,168,644	\$601,469,058
Real Estate	\$182,076,230	\$182,076,230	\$114,090,743
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>\$5,328,949,550</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	July 2015
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	December 2022	December 2022

### Current Issues/Highlights

- **Manhattan South Structure (CM005):** Contractor has completed the arch lining at the wellway connections to the GCT West Cavern and the 37<sup>th</sup> Street Air Wye Invert. Work continues in GCT 1&2 East & West Wyes, Tail Track 1 and Access Tunnel 1.
- **Manhattan North Structures (CM006):** Contractor has begun waterproofing and drainage installations in the Westbound 1 running tunnel in preparation for planned invert pours in December. Installation of waterproofing and rebar has commenced in GCT 5 West Wye and GCT 4 West Wye, respectively.
- **55<sup>th</sup> Street Vent Plant Facility (CM013A):** Contractor has started installing the final lining in the Cavern Arch. Plenum construction continues.
- **Plaza Substation and Queens Structures (CQ032):** Work continues in the eastbound 63<sup>rd</sup> Street tunnel with the installation of fiberglass conduit, rebar, trough and duct bench. In the Plaza, installation of fiberglass conduit continues to extend along the South Exterior Wall above the pump room. Decking installation continues to progress at the Early Access Chamber (EAC). Support of Excavation (SOE) installation has begun for the Yard Service Building.

- **Harold Structures (CH053):** Contractor has completed construction of manholes for Microtunnel Runs 2, 3 and 4 for the LIRR G02 Substation and commenced pulling feeder cables through Run 4. Work continues on construction of manholes for Run 1. Contractor completed Component Tests of the new 12KV C3 Feeder. Contractor also is developing the final C3 Feeder Commissioning test procedure with Amtrak.
- **Harold Structures (CH054A):** Contractor completed mining approximately 750 linear feet of Microtunnel under Queens Boulevard for the new Storm Sewer system through the Harold Interlocking. Work on the remaining manholes for the Storm Sewer system is in progress and scheduled to finish in December 2014. Contractor has progressed work on the 12KV S1, S2 and S3 Feeders system.
- **Harold Structures-Part 3 (CH057A):** Contractor continues installation of soldier piles for the Westbound Bypass (WBY) West Approach support of excavation. Contractor has completed approximately 40% of piles for the WBY West Approach through November. Demolition of the steel structure of the existing Amtrak Signal Tower 14 was completed in November. Demolition of Tower 14 foundation, which requires a concurrent outage of mainline track Line 4 is scheduled for December.

# East Side Access Active and Future Construction Contracts

## Report to the Railroad Committee - December 2014

Expenditures thru November 2014; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,390.3	\$ 3,983.0
Design	\$ 720.6	\$ 666.0	\$ 630.4
Project Management	\$ 1,036.2	\$ 670.1	\$ 601.5
Real Estate	\$ 182.1	\$ 116.5	\$ 114.1
Rolling Stock†	\$ 202.0	\$ -	\$ -
<b>Total</b>	<b>\$ 10,177.8</b>	<b>\$ 6,842.9</b>	<b>\$ 5,328.9</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.

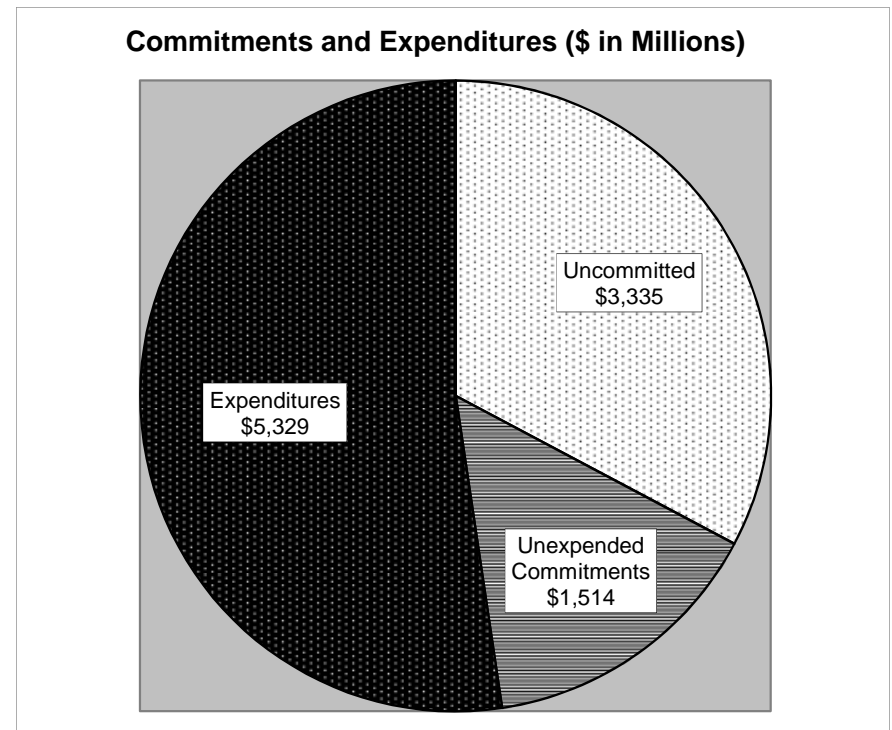
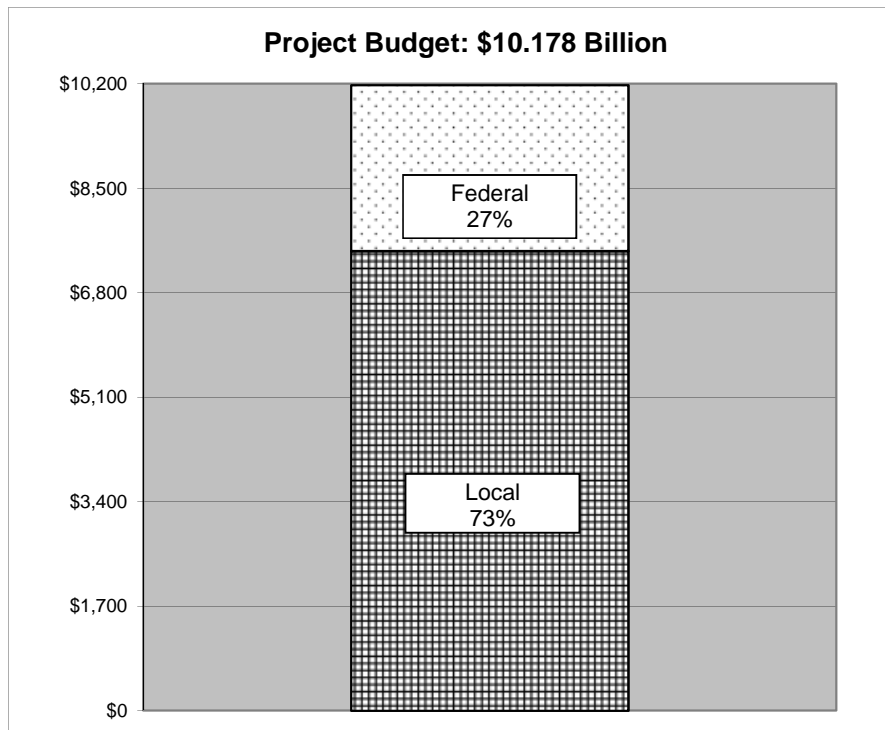
	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Project Description								
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work Yonkers Contracting	\$57.6	\$51.5	\$6.1	\$40.5	Nov-2011	Nov-2011	Apr-2013	May-2015
CM013A: 55th St Vent Facility SCC-JPP, JV	\$58.9	\$57.2	\$1.7	\$33.6	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures Michels Corp.	\$250.1	\$207.3	\$42.8	\$102.1	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures Frontier Kemper Constructors, Inc.	\$340.3	\$294.2	\$46.1	\$4.0	Mar-2014	Mar-2014	Nov-2016	Nov-2016
CM014B: GCT Concourse & Cavern Fit-Out		In Procurement			Dec-2014	Feb-2015	N/A	Aug-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out		In Design			Jul-2015	Jan-2016	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction Tutor Perini Corporation	\$239.0	\$215.8	\$23.2	\$141.2	Aug-2011	Aug-2011	Aug-2014	Feb-2016
Harold Construction								
CH053: Harold Structures (Part 1) Tutor Perini Corporation	\$316.5	\$294.9	\$21.7	\$253.6	Jan-2008	Jan-2008	Feb-2011	May-2015
CH057A: Harold Structures - Part 3: West Bound Bypass Harold Structures JV	\$126.3	\$104.4	\$21.9	\$10.2	Nov-2013	Nov-2013	Feb-2016	Aug-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		In Design (Repackaging)			Nov-2014	May-2015	N/A	Feb-2017
CH058: Harold Structures - Part 3: Eastbound Reroute		In Design			Jul-2015	Feb-2016	N/A	Feb-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) Tutor Perini Corporation	\$605.4	\$333.6	\$271.8**	\$7.3	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Tunnel Systems (CS284)		In Design (Repackaging)			TBD	TBD	N/A	TBD
Systems Package 3: Signal Equipment (VS086) Ansaldo STS USA Inc.	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) E-J Electrical Installation Company	\$78.4	\$71.2	\$7.1	\$0.0	Sep-2014	Oct-2014	Dec-2019	Dec-2019

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

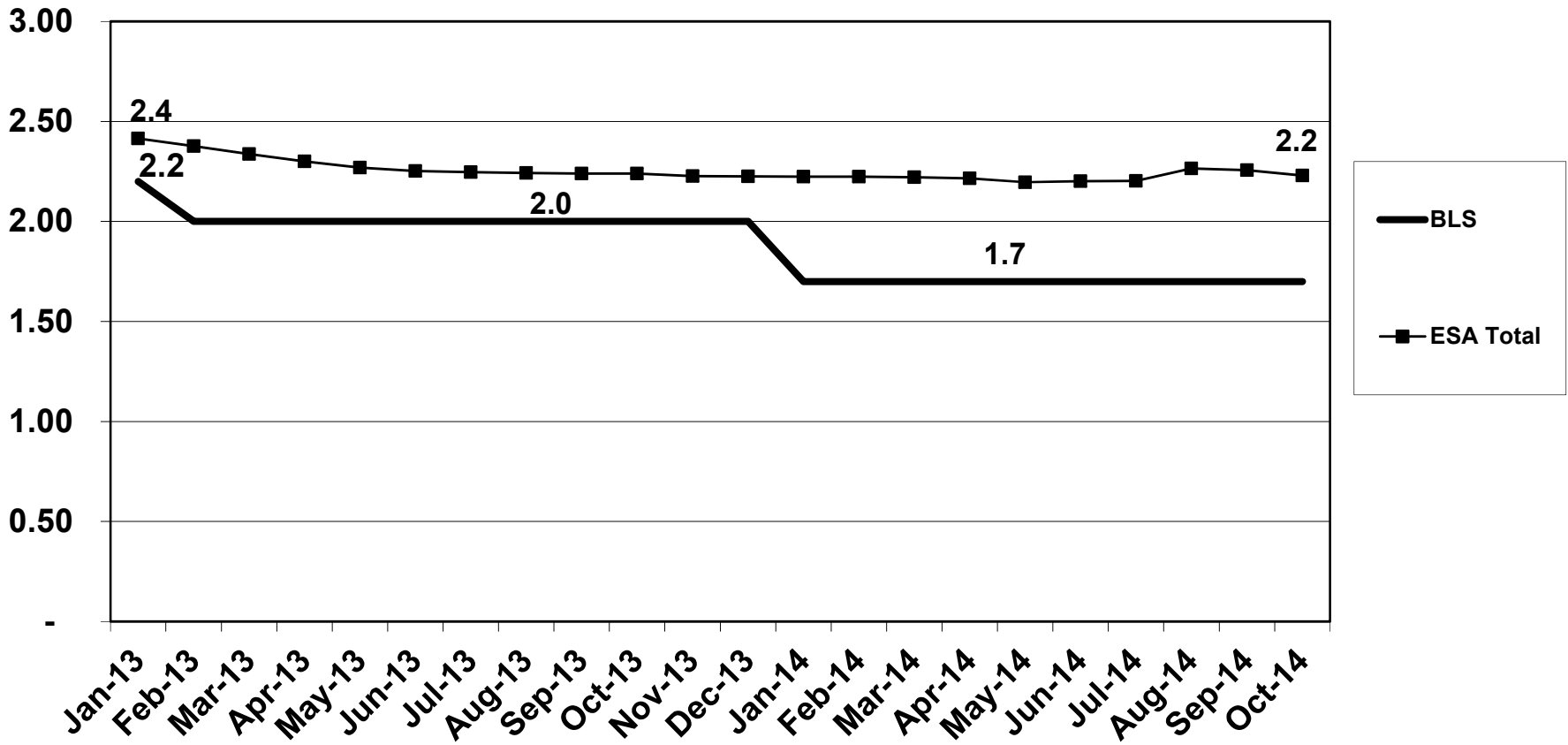
\*\* Remaining contingency includes \$238.48M for unawarded options and associated contingency.

# **East Side Access Status** **Report to the Railroad Committee - December 2014** *data thru November 2014*

MTA Capital Program \$ in Millions	Budgeted	Funding Sources				Status of Commitments		
		Local Funding	Future Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ -	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	-	785	785	1,533	0	1,510
2005-2009	2,683	838	-	1,845	1,176	2,679	4	2,557
2010-2014	3,232	3,228	-	5	5	2,473	759	1,104
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>\$ 6,843</b>	<b>\$ 3,335</b>	<b>\$ 5,329</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**

#### **November 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>0</b>	<b>2</b>	<b>-2</b>	<b>-100%</b>
<b>Felony Assault</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Burglary</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>86%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>17</b>	<b>9</b>	<b>8</b>	<b>89%</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>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>26</b>	<b>17</b>	<b>9</b>	<b>53%</b>
<b>Felony Assault</b>	<b>21</b>	<b>13</b>	<b>8</b>	<b>62%</b>
<b>Burglary</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>50%</b>
<b>Grand Larceny</b>	<b>121</b>	<b>112</b>	<b>9</b>	<b>8%</b>
<b>Grand Larceny Auto</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Total Major Felonies</b>	<b>175</b>	<b>147</b>	<b>28</b>	<b>19%</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department**

### **System Wide**

#### **November 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>3</b>	<b>6</b>	<b>-3</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>100%</b>
<b>Burglary</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>100%</b>
<b>Grand Larceny</b>	<b>21</b>	<b>17</b>	<b>4</b>	<b>24%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Total Major Felonies</b>	<b>33</b>	<b>24</b>	<b>9</b>	<b>38%</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>58</b>	<b>40</b>	<b>18</b>	<b>45%</b>
<b>Felony Assault</b>	<b>34</b>	<b>27</b>	<b>7</b>	<b>26%</b>
<b>Burglary</b>	<b>22</b>	<b>10</b>	<b>12</b>	<b>120%</b>
<b>Grand Larceny</b>	<b>223</b>	<b>214</b>	<b>9</b>	<b>4%</b>
<b>Grand Larceny Auto</b>	<b>2</b>	<b>7</b>	<b>-5</b>	<b>-71%</b>
<b>Total Major Felonies</b>	<b>339</b>	<b>300</b>	<b>39</b>	<b>13%</b>

# INDEX CRIME REPORT

## Per Day Average

### November 2014

	Systemwide	LIRR	MNRR	SIRT
<b>Murder</b>	0	0	0	0
<b>Rape</b>	0	0	0	0
<b>Robbery</b>	3	0	2	1
<b>Fel. Assault</b>	5	2	3	0
<b>Burglary</b>	4	2	2	0
<b>Grand Larceny</b>	21	13	7	1
<b>GLA</b>	0	0	0	0
<b>Total</b>	33	17	14	2
<b>Crimes Per Day</b>	1.10	0.57	0.47	0.07



# MTA Police Department

## Arrest Summary: Department Totals

1/1/2014 to 11/30/2014

Arrest Classification	Total Arrests	
	2014	2013
Murder	0	2
Robbery	52	44
Felony Assault	30	34
Burglary	10	10
Grand Larceny	66	65
Grand Larceny Auto	3	1
Aggravated Harassment	2	2
Aggravated Unlicensed Operator	34	47
Assault-Misdemeanor	53	62
Breach of Peace	10	9
Child Endangerment	1	3
Conspiracy	0	12
Criminal Contempt	4	6
Criminal Impersonation	2	10
Criminal Mischief	28	41
Criminal Possession Stolen Property	15	26
Criminal Tampering	0	3
Criminal Trespass	22	39
Disorderly Conduct	2	10
Drug Offenses	48	30
DUI Offenses	12	16
Failure to Appear	0	1
Falsely Reporting an Incident	4	9
Forgery	87	22
Fraud	6	8
Graffiti	10	5
Harassment	6	5
Identity Theft	0	1
Issue a Bad Check	0	2
Make Terrorist Threat	1	0
Menacing	8	16
Obstruct Government	4	10
Panhandling	1	0
Petit Larceny	97	92
Public Lewdness	38	24
Reckless Endangerment	7	8
Resisting Arrest	48	65
Sex Offenses	11	10
Stalking	2	1
Theft of Services	132	89
Unlawful Imprisonment/Kidnapping	0	2
Unlawful Surveillance	2	1
VTL Offenses	2	4
Warrant Arrest	52	35
Weapons Offenses	7	7
Unauthorized Use Vehicle	0	1
<b>Total Arrests</b>	<b>919</b>	<b>890</b>



**Long Island Rail Road**

# **INFORMATION**

## **ITEM**

## Proposed 2015 Long Island Rail Road Committee Work Plan

---

### **I. RECURRING AGENDA ITEMS**

#### **Responsibility**

Approval of Minutes	Committee Chair & Members
2015 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
Transportation	
Mechanical	
Safety	
Financial	
Ridership	
Capital Program Report	

### **II. SPECIFIC AGENDA ITEMS**

#### **Responsibility**

#### **January 2015**

Approval of 2015 Committee Work Plan	Committee Chair & Members
--------------------------------------	---------------------------

#### **February 2015**

Adopted Budget/Financial Plan 2015	Management & Budget
2014 Annual Operating Results	Operations
2014 Annual Fleet Maintenance Report	Operations
Bi-Annual Report on PTC	President/Sr. Staff
Diversity/EEO Report – 4 <sup>th</sup> Q 2014	Administration/Diversity

#### **March 2015**

Annual Strategic Investments & Planning Study	Strategic Investments
2015 Spring Schedule Change	Service Planning
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
Bi-Annual Report on East Side Access	President/Sr. Staff

#### **April 2015 (Joint Meeting with MNR)**

Final Review of 2014 Operating Results	Management & Budget
Annual Inventory Report	Procurement
Annual Elevator/Escalator Report	Customer Service
2014 Annual Ridership/Marketing Plan Report	Finance/Marketing

#### **May 2015**

Diversity/EEO Report – 1 <sup>st</sup> Q 2015	Administration/Diversity
2015 Summer Schedule Change	Service Planning

June 2015

Penn Station Retail Development

MTA Real Estate

July 2015

Environmental Audit

Corporate Safety

2015 Fall Construction Schedule Change

Service Planning

September 2015

2016 Preliminary Budget (Public Comment)

Management & Budget

2015 Mid-Year Forecast

President/Sr. Staff

Bi-Annual Report on M-9 Procurement

President/Sr. Staff

Bi-Annual Report on East Side Access

Administration/Diversity

Diversity/EEO Report – 2<sup>nd</sup> Q 2015

October 2015

2016 Preliminary Budget (Public Comment)

President/Sr. Staff

Bi-Annual Report on PTC

November 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)

Committee Chair & Members

Review of Committee Charter

Administration/Diversity

Diversity/EEO Report – 3<sup>rd</sup> Q 2015

Service Planning

2015 Holiday Schedule

December 2015

2016 Final Proposed Budget

Management & Budget

2016 Proposed Committee Work Plan

Committee Chair & Members

# LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

---

## DETAILED SUMMARY

### I. RECURRING AGENDA ITEMS

#### **Approval of Minutes**

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

#### **2015 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.

### **PERFORMANCE SUMMARIES**

#### **Report on Transportation**

A monthly report will be given highlighting key operating performance statistics and indicators.

#### **Report on Mechanical**

A monthly report will be given highlighting key fleet performance statistics and indicators.

#### **Report on Safety**

A monthly report will be given highlighting key safety performance statistics and indicators.

#### **Financial Report**

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast.

#### Ridership Report

A monthly report will be provided that compares actual monthly ticket sales, ridership and revenues against 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**

### **JANUARY 2015**

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2015 that will address initiatives to be reported on throughout the year.

### **FEBRUARY 2015**

#### Adopted Budget/Financial Plan 2015

The Agency will present its revised 2015 Financial Plan. These plans will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget.

#### 2014 Annual Operating Results

A review of the prior year's performance of railroad service will be provided to the Committee.

#### 2014 Annual Fleet Maintenance Report

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

#### Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

#### Diversity & EEO Report– 4<sup>th</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.

### **MARCH 2015**

#### Annual Strategic Investments & Planning Study

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

#### 2015 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2015.

#### Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

#### Bi-Annual Report on East Side Access

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

### **APRIL 2015 (Joint Meeting with MNR)**

#### Final Review of 2014 Operating Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

#### Annual Inventory Report

The Agency will present its annual report on Inventory.

#### Annual Elevator/Escalator Report

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

#### 2014 Annual Ridership/Marketing Plan Report

A report will be presented to the Committee on Agency ridership trends during 2013 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

### **MAY 2015**

#### Diversity & EEO Report– 1<sup>st</sup> Quarter 2015

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.

#### 2015 Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the summer of 2015.

### **JUNE 2015**

#### Penn Station Retail Development

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

### **JULY 2015**

#### Environmental Audit Report

The Committee will be briefed on the results of the 2015 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

## **SEPTEMBER 2015**

### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

### 2015 Mid-Year Forecast

The agency will provide the 2015 Mid-Year Forecast financial information for revenue and expense by month.

### Bi-Annual Report on M-9 Procurement

The committee will be briefed on the status of the M-9 procurement, including design, fabrication and delivery status, plus budget and schedule performance.

### Bi-Annual Report on East Side Access

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

### Diversity & EEO Report– 2<sup>nd</sup> Quarter 2015

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.

### 2015 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2015.

## **OCTOBER 2015**

### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

### Bi-Annual Report on PTC

The Committee will be briefed on the status of PC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008. Highlights to include cost of PTC along with operation and implementation risks.

## **NOVEMBER 2015 (Joint Meeting with MNR)**

### 2016 Preliminary Budget

Public comment will be accepted on the 2016 Budget.

### Review Committee Charter

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

### Diversity & EEO Report– 3<sup>rd</sup> Quarter 2015

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.

### Holiday Schedule

The Committee will be informed of Agency's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

**DECEMBER 2015**2016 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2016.


Proposed 2016 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2016 that will address initiatives to be reported throughout the year.





**Long Island Rail Road**

**ACTION ITEM**


<b>Subject</b> LIRR 2015 Budget and 2015-2018 Financial Plan Adoption	<b>Date</b> December 1, 2014
<b>Department</b> Office of Management & Budget	<b>Vendor Name</b>
<b>Department Head Name</b> Gerard E. Ring	<b>Contract Number</b>
<b>Department Head Signature</b> 	<b>Contract Manager Name</b>
<b>Project Manager Name</b>	<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
3	President 		VP Svc Png Tech & CPM
	Exec Vice President		VP Mkt Dev & Public Affairs
	Sr. VP Operations		General Counsel
	VP Labor Relations	2	VP & CFO 

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Exec Dir Mgmt & Budget 						

**Purpose**  
 To secure MTA Board adoption of the MTA Long Island Rail Road's (LIRR) 2014 November Forecast, 2015 Final Proposed Budget, and the Four-Year Financial Plan for 2015 – 2018.

**Discussion**  
 The 2015 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain the Long Island Rail Road's commitment to provide safe, reliable and efficient commuter rail service to the metropolitan New York region. Achievement of its most important goal – the provision of safe transportation services to its customers, employees and members of the local community is made possible through investments in new and existing initiatives. These safety initiatives, some of which are described below, were driven by recommendations from recently completed reviews by the Federal Railroad Administration (FRA), the National Transportation Safety Board (NTSB), Transportation Technology Center Inc. (TTCI), the MTA Blue Ribbon Panel on safety and on-going reviews by LIRR management. The cost of these proposed safety investments as well as new service and service support investments are excluded from LIRR's November 2015-2018 Financial Plan; however, they have been incorporated as part of the MTA consolidated Financial Plan. Achieving an efficient operation remains a priority. The LIRR's focus on reliability centered maintenance for rolling stock to ensure maximum fleet availability, and on careful maintenance of the right-of way to maintain a state of good repair remains steadfast. In addition, the baseline projections, outlined below, reflect both continued financial savings from past non-service related budget reduction initiatives and new or enhanced reduction initiatives. LIRR's baseline budget also excludes the estimated impacts from projected fare increases, unidentified MTA efficiencies, MTA re-estimates and policy actions. These impacts will be presented as part of MTA consolidated materials.

The 2015 Final Proposed Budget includes funding for new and enhanced investments and initiatives in support of these goals as follows:

- **Safety (included in the MTA consolidated Financial Plan)**
  - Quarterly Safety Stand-Downs - Safety sessions/discussions will be conducted with staff across the LIRR to stress the importance of safety and to provide an opportunity for employees to share how they are experiencing safety.
  - Confidential Close Call Reporting System - A collaborative effort between Management, Labor Organizations and the Federal Railroad Administration, this system will provide a mechanism for employees to confidentially report close calls that could have resulted in operating and safety incidents.
  - Rail Resource Management Training – These sessions are designed to instruct management and represented employees on how to work effectively as teams to mitigate human factor accidents.
  - Dedicated Accident Investigation Unit – This Unit is tasked with conducting investigations of major accidents and incidents.
  - Rail Joint Elimination Initiative – The LIRR will address an estimated 3,000 rail joints that exist in continuous welded rail portions of the LIRR.
  - Wheel Impact Load Detection and Measurement System – This system will provide axle load, tonnage and defective wheel information to Engineering personnel and alert LIRR personnel in the event of excessive wheel force striking the rail.
  - Cameras and Recording Devices – The installation of cameras and recording devices on-board rolling stock equipment will facilitate analysis and investigation of incidents.
- **Customer Focus (included in the MTA consolidated Financial Plan)**
  - Additional Off-Peak Service – These investments will provide more frequent and reliable service while supporting emerging markets and leisure travel.
  - Additional Peak Train Capacity – The additional capacity will rebalance consist length during peak travel to accommodate ridership growth along some of the LIRR's busiest branches.
  - Improve Signage System-Wide – This initiative will establish a multi-year program to implement a unified system of signs that enhances customer circulation and improves the overall experience of station users.
- **Financial Performance**
  - The LIRR has developed more sophisticated staffing models to strike a more efficient balance between straight time and overtime usage.
  - The LIRR is conducting a comprehensive review of internal controls governing overtime utilization and the Financial Plan assumes future savings from this initiative.
  - The LIRR is reviewing third party contractual spending trends with a goal of identifying future savings opportunities.

This November Plan also reflects the financial impact of the recent settlement with several LIRR labor unions, following the pattern established in the LIRR union coalition settlement, and the assumption that all other unions will follow the same pattern.

#### **2014 November Forecast - Baseline**

Non-Reimbursable/Reimbursable expenses for the 2014 November Forecast before non-cash liability adjustments total \$1,774.1 million. This is comprised of \$1,511.1 million of Non-Reimbursable expenses and \$263.0 million of Reimbursable expenses. Total Non-Reimbursable/Reimbursable revenue for the 2014 November Forecast is \$968.7 million. This is comprised of \$705.7 million of Non-Reimbursable revenue and \$263.0 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2014 November Forecast of \$705.7 million includes Farebox Revenue projections of \$655 million. This is based on a projected annual ridership of 85.1 million customers, which is a 2% increase over 2013. The Forecast also assumes \$50.8 million in other revenue from advertising, rental fees, special services and reimbursement for Sandy related costs.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2014 November Forecast totals \$1,511.1 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2014 November Forecast increases to \$1,919.9 million. The cash adjustments for non-cash items and timing of expenses/receipts total \$410.9 million. The resulting Net Cash Deficit is projected to be \$803.3 million in 2014.

Total Non-Reimbursable headcount is 6,131 positions. Total Reimbursable headcount is 877 positions.

### **2015 Final Proposed Budget - Baseline**

Non-Reimbursable/Reimbursable expenses for the 2015 Final Proposed Budget before non-cash liability adjustments are \$1,829.5 million, comprised of \$1,492.2 million of Non-Reimbursable expenses and \$337.3 million of Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2015 Final Proposed Budget is \$1,048.8 million, comprised of \$711.4 million of Non-Reimbursable revenue and \$337.3 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2015 Final Proposed Budget of \$711.4 million includes Passenger Revenue projections of \$662.5 million and \$48.9 million in other revenue from advertising, rental fees, and special services. The Farebox revenue is based on a projected annual ridership of 86.1 million passengers, which is a 1.2% increase over 2014. Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2015 Final Proposed Budget total \$1,492.2 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2014 Final Proposed Budget increases to \$1,911.4 million. Cash adjustments for non-cash items and timing of expenses/receipts total \$400.1 million. The resulting Net Cash Deficit is projected to be \$799.9 million in 2015.

The Non-Reimbursable expense budget, before non-cash liability adjustments, of \$1,492.2 million is comprised of \$1,051.0 million in labor expenses (payroll and benefits), which represent 70 percent of total expenses. The balance of the expenses are non-payroll and are related to the operation and maintenance of the fleet and infrastructure, with expenses allocated for electric power and fuel of \$136.0 million, materials & supplies of \$143.2 million, professional and maintenance services contracts of \$116.1 million and all other costs of \$45.9 million.

Total Non-Reimbursable headcount is 6,225 positions of which approximately 90 percent are in the operating departments. Total Reimbursable headcount is 947 positions. The increase in headcount over the 2014 November Forecast is attributable to several initiatives (operating and capital).

### **Budget Reduction Initiatives**

Tighter management control and increased oversight of non-payroll budgets and improved inventory control result in savings of \$7.7 million in 2015 and \$7.2 million every year thereafter.

### **Impact on Funding**

The 2014 November Forecast, 2015 Final Proposed Budget and the Four-Year Financial Plan 2015 – 2018, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

### **Recommendation**

It is recommended that the MTA Board adopt the MTA Long Island Rail Road's 2014 November Forecast, the 2015 Final Proposed Budget and the Four-Year Financial Plan for 2015 – 2018.

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>						
	<b>2013</b>	<b>2014</b>	<b>2015</b>			
	<b>Actual</b>	<b>November Forecast</b>	<b>Final Proposed Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Operating Revenue</b>						
Farebox Revenue	\$632.089	\$654.949	\$662.533	\$667.468	\$671.381	\$673.667
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	60.624	50.797	48.902	48.157	47.970	48.672
Capital and Other Reimbursements	-	-	-	-	-	-
<b>Total Revenue</b>	<b>\$692.713</b>	<b>\$705.746</b>	<b>\$711.435</b>	<b>\$715.625</b>	<b>\$719.351</b>	<b>\$722.339</b>
<b>Operating Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$429.086	\$564.278	\$517.549	\$525.926	\$535.888	\$570.944
Overtime	92.924	128.504	108.411	103.952	107.238	109.531
Health and Welfare	92.601	93.193	92.580	95.956	101.966	112.522
OPEB Current Payment	81.978	58.563	61.807	64.261	67.802	71.565
Pensions	178.457	180.416	178.307	180.610	182.017	184.855
Other Fringe Benefits	113.174	120.783	126.776	129.503	134.016	143.022
Reimbursable Overhead	(24.184)	(27.313)	(34.455)	(32.649)	(27.391)	(27.063)
<b>Total Labor Expenses</b>	<b>\$964.036</b>	<b>\$1,118.424</b>	<b>\$1,050.975</b>	<b>\$1,067.559</b>	<b>\$1,101.536</b>	<b>\$1,165.376</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$99.630	\$108.756	\$107.497	\$111.926	\$119.951	\$125.897
Fuel	28.610	29.252	28.507	27.820	28.413	29.234
Insurance	20.038	23.472	25.674	28.089	30.685	33.564
Claims	5.569	3.863	4.229	4.303	4.370	4.370
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	50.891	61.316	77.550	71.598	76.242	75.586
Professional Service Contracts	28.274	32.528	38.594	31.556	33.063	37.108
Materials & Supplies	96.339	121.300	143.195	139.007	144.666	146.977
Other Business Expenses	13.214	12.226	15.956	16.546	16.778	22.505
<b>Total Non-Labor Expenses</b>	<b>\$342.566</b>	<b>\$392.713</b>	<b>\$441.202</b>	<b>\$430.845</b>	<b>\$454.168</b>	<b>\$475.241</b>
<b><u>Other Expenses Adjustments:</u></b>						
Other	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,306.601</b>	<b>\$1,511.137</b>	<b>\$1,492.177</b>	<b>\$1,498.404</b>	<b>\$1,555.704</b>	<b>\$1,640.617</b>
Depreciation	332.978	333.377	343.332	346.750	350.202	353.689
OPEB Obligation	44.804	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	(13.524)	3.600	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,670.859</b>	<b>\$1,919.894</b>	<b>\$1,911.442</b>	<b>\$1,923.306</b>	<b>\$1,984.058</b>	<b>\$2,073.981</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$978.146)</b>	<b>(\$1,214.148)</b>	<b>(\$1,200.007)</b>	<b>(\$1,207.681)</b>	<b>(\$1,264.707)</b>	<b>(\$1,351.642)</b>
<b><u>Cash Conversion Adjustments</u></b>						
Depreciation	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
Operating/Capital	(18.363)	(13.525)	(36.660)	(10.592)	(10.227)	(13.247)
Other Cash Adjustment	44.907	91.034	93.474	91.020	89.065	91.305
<b>Total Cash Conversion Adjustments</b>	<b>\$359.522</b>	<b>\$410.886</b>	<b>\$400.146</b>	<b>\$427.178</b>	<b>\$429.040</b>	<b>\$431.747</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$618.624)</b>	<b>(\$803.262)</b>	<b>(\$799.861)</b>	<b>(\$780.503)</b>	<b>(\$835.667)</b>	<b>(\$919.895)</b>

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

REIMBURSABLE						
	2013 <u>Actual</u>	2014 <u>November Forecast</u>	2015 <u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<b>Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	226.717	262.957	337.317	287.870	270.391	271.525
<b>Total Revenue</b>	<b>\$226.717</b>	<b>\$262.957</b>	<b>\$337.317</b>	<b>\$287.870</b>	<b>\$270.391</b>	<b>\$271.525</b>
<b>Expenses</b>						
<u><b>Labor:</b></u>						
Payroll	\$66.903	\$84.192	\$107.871	\$103.021	\$98.954	\$99.111
Overtime	18.339	20.806	23.719	18.570	16.355	15.823
Health and Welfare	14.429	17.082	19.890	18.501	17.387	17.250
OPEB Current Payment	-	-	-	-	-	-
Pensions	21.752	27.184	28.493	26.990	25.495	25.368
Other Fringe Benefits	14.516	18.335	23.954	22.281	20.940	20.775
Reimbursable Overhead	24.184	27.313	34.455	32.649	27.391	27.063
<b>Total Labor Expenses</b>	<b>\$160.123</b>	<b>\$194.912</b>	<b>\$238.382</b>	<b>\$222.012</b>	<b>\$206.522</b>	<b>\$205.390</b>
<u><b>Non-Labor:</b></u>						
Electric Power	\$0.240	\$0.544	\$0.746	\$0.494	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	3.511	5.010	7.639	6.573	6.184	6.130
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	15.507	12.165	15.712	11.656	11.125	10.753
Professional Service Contracts	6.628	5.449	6.846	2.089	1.576	1.247
Materials & Supplies	40.135	44.215	67.685	44.928	44.873	47.895
Other Business Expenses	0.572	0.662	0.307	0.118	0.111	0.110
<b>Total Non-Labor Expenses</b>	<b>\$66.594</b>	<b>\$68.045</b>	<b>\$98.935</b>	<b>\$65.858</b>	<b>\$63.869</b>	<b>\$66.135</b>
<u><b>Other Expenses Adjustments:</b></u>						
Other	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$226.717</b>	<b>\$262.957</b>	<b>\$337.317</b>	<b>\$287.870</b>	<b>\$270.391</b>	<b>\$271.525</b>
Depreciation	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$226.717</b>	<b>\$262.957</b>	<b>\$337.317</b>	<b>\$287.870</b>	<b>\$270.391</b>	<b>\$271.525</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

<b>NON-REIMBURSABLE / REIMBURSABLE</b>						
	<b>2013 Actual</b>	<b>2014 November Forecast</b>	<b>2015 Final Proposed Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Revenue</b>						
Farebox Revenue	\$632.089	\$654.949	\$662.533	\$667.468	\$671.381	\$673.667
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	60.624	50.797	48.902	48.157	47.970	48.672
Capital and Other Reimbursements	226.717	262.957	337.317	287.870	270.391	271.525
<b>Total Revenue</b>	<b>\$919.430</b>	<b>\$968.703</b>	<b>\$1,048.752</b>	<b>\$1,003.495</b>	<b>\$989.742</b>	<b>\$993.864</b>
<b>Expenses</b>						
<b><u>Labor:</u></b>						
Payroll	\$495.989	\$648.470	\$625.420	\$628.947	\$634.842	\$670.055
Overtime	111.263	149.310	132.130	122.522	123.593	125.354
Health and Welfare	107.030	110.275	112.470	114.457	119.353	129.772
OPEB Current Payment	81.978	58.563	61.807	64.261	67.802	71.565
Pensions	200.208	207.600	206.800	207.600	207.512	210.223
Other Fringe Benefits	127.690	139.118	150.730	151.784	154.956	163.797
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$1,124.158</b>	<b>\$1,313.336</b>	<b>\$1,289.357</b>	<b>\$1,289.571</b>	<b>\$1,308.058</b>	<b>\$1,370.766</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$99.871	\$109.300	\$108.243	\$112.420	\$119.951	\$125.897
Fuel	28.610	29.252	28.507	27.820	28.413	29.234
Insurance	23.549	28.482	33.313	34.662	36.869	39.694
Claims	5.569	3.863	4.229	4.303	4.370	4.370
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	66.398	73.481	93.262	83.254	87.367	86.339
Professional Service Contracts	34.903	37.977	45.440	33.645	34.639	38.355
Materials & Supplies	136.474	165.515	210.880	183.935	189.539	194.872
Other Business Expenses	13.786	12.888	16.263	16.664	16.889	22.615
<b>Total Non-Labor Expenses</b>	<b>\$409.160</b>	<b>\$460.758</b>	<b>\$540.137</b>	<b>\$496.703</b>	<b>\$518.037</b>	<b>\$541.376</b>
<b><u>Other Expenses Adjustments:</u></b>						
Other	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$1,533.318</b>	<b>\$1,774.094</b>	<b>\$1,829.494</b>	<b>\$1,786.274</b>	<b>\$1,826.095</b>	<b>\$1,912.142</b>
Depreciation	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
OPEB Obligation	44.804	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	(13.524)	3.600	2.000	2.000	2.000	2.000
<b>Total Expenses</b>	<b>\$1,897.575</b>	<b>\$2,182.851</b>	<b>\$2,248.759</b>	<b>\$2,211.176</b>	<b>\$2,254.449</b>	<b>\$2,345.506</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$978.145)</b>	<b>(\$1,214.148)</b>	<b>(\$1,200.007)</b>	<b>(\$1,207.681)</b>	<b>(\$1,264.707)</b>	<b>(\$1,351.642)</b>
<b><u>Cash Conversion Adjustments</u></b>						
Depreciation	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
Operating/Capital	(18.363)	(13.525)	(36.660)	(10.592)	(10.227)	(13.247)
Other Cash Adjustment	44.907	91.034	93.474	91.020	89.065	91.305
<b>Total Cash Conversion Adjustments</b>	<b>\$359.522</b>	<b>\$410.886</b>	<b>\$400.146</b>	<b>\$427.178</b>	<b>\$429.040</b>	<b>\$431.747</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$618.623)</b>	<b>(\$803.262)</b>	<b>(\$799.861)</b>	<b>(\$780.503)</b>	<b>(\$835.667)</b>	<b>(\$919.895)</b>

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>						
	<b>2013</b>	<b>2014</b>	<b>2015</b>			
	<b>Actual</b>	<b>November Forecast</b>	<b>Final Proposed Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Receipts</b>						
Farebox Revenue	\$653.417	\$679.402	\$685.033	\$689.968	\$693.881	\$696.167
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	81.051	45.534	41.527	40.069	39.600	40.064
Capital and Other Reimbursements	183.429	264.173	294.148	270.368	253.143	251.088
<b>Total Receipts</b>	<b>\$917.897</b>	<b>\$989.109</b>	<b>\$1,020.708</b>	<b>\$1,000.405</b>	<b>\$986.624</b>	<b>\$987.319</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$487.527	\$647.615	\$611.667	\$614.888	\$620.783	\$655.684
Overtime	109.737	149.310	132.130	122.522	123.593	125.354
Health and Welfare	106.481	110.824	112.470	114.457	119.353	129.772
OPEB Current Payment	56.831	58.710	61.807	64.261	67.802	71.565
Pensions	215.052	194.006	206.800	207.600	207.512	210.223
Other Fringe Benefits	117.619	141.580	149.730	150.784	153.956	162.797
GASB Account	12.593	5.733	-	-	-	0.753
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$1,105.839</b>	<b>\$1,307.778</b>	<b>\$1,274.604</b>	<b>\$1,274.512</b>	<b>\$1,292.999</b>	<b>\$1,356.148</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$114.363	\$114.902	\$108.243	\$112.420	\$119.951	\$125.897
Fuel	27.639	30.428	28.507	27.820	28.413	29.234
Insurance	20.973	30.031	33.067	34.357	37.520	39.357
Claims	3.676	2.313	2.625	2.666	2.702	2.702
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	57.712	88.192	93.262	83.254	87.367	86.339
Professional Service Contracts	31.842	37.880	41.057	29.053	29.827	33.313
Materials & Supplies	138.408	145.375	201.557	178.779	185.240	190.213
Other Business Expenses	12.949	13.722	15.147	15.547	15.772	21.511
<b>Total Non-Labor Expenditures</b>	<b>\$407.560</b>	<b>\$462.843</b>	<b>\$523.465</b>	<b>\$483.896</b>	<b>\$506.792</b>	<b>\$528.566</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	23.190	21.750	22.500	22.500	22.500	22.500
<b>Total Other Expenditure Adjustments</b>	<b>\$23.190</b>	<b>\$21.750</b>	<b>\$22.500</b>	<b>\$22.500</b>	<b>\$22.500</b>	<b>\$22.500</b>
<b>Total Expenditures</b>	<b>\$1,536.590</b>	<b>\$1,792.371</b>	<b>\$1,820.569</b>	<b>\$1,780.908</b>	<b>\$1,822.291</b>	<b>\$1,907.214</b>
Cash Timing and Availability Adjustment	0.069	-	-	-	-	-
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$618.624)</b>	<b>(\$803.262)</b>	<b>(\$799.861)</b>	<b>(\$780.503)</b>	<b>(\$835.667)</b>	<b>(\$919.895)</b>

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

<b>CASH FLOW ADJUSTMENTS</b>						
	<b>2013</b>	<b>2014</b>	<b>2015</b>			
	<b>Actual</b>	<b>November Forecast</b>	<b>Final Proposed Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Receipts</b>						
Farebox Revenue	\$21.328	\$24.453	\$22.500	\$22.500	\$22.500	\$22.500
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	20.427	(5.263)	(7.375)	(8.088)	(8.370)	(8.608)
Capital and Other Reimbursements	(43.288)	1.216	(43.169)	(17.502)	(17.248)	(20.437)
<b>Total Receipts</b>	<b>(\$1.533)</b>	<b>\$20.406</b>	<b>(\$28.044)</b>	<b>(\$3.090)</b>	<b>(\$3.118)</b>	<b>(\$6.545)</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$8.462	\$0.855	\$13.753	\$14.059	\$14.059	\$14.371
Overtime	1.526	-	-	-	-	-
Health and Welfare	0.549	(0.549)	-	-	-	-
OPEB Current Payment	25.147	(0.147)	-	-	-	-
Pensions	(14.844)	13.594	-	-	-	-
Other Fringe Benefits	10.071	(2.462)	1.000	1.000	1.000	1.000
GASB Account	(12.593)	(5.733)	-	-	-	(0.753)
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$18.319</b>	<b>\$5.558</b>	<b>\$14.753</b>	<b>\$15.059</b>	<b>\$15.059</b>	<b>\$14.618</b>
<b><u>Non-Labor:</u></b>						
Electric Power	(\$14.492)	(\$5.602)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.971	(1.176)	-	-	-	-
Insurance	2.576	(1.549)	0.246	0.305	(0.651)	0.337
Claims	1.893	1.550	1.604	1.637	1.668	1.668
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.687	(14.711)	-	-	-	-
Professional Service Contracts	3.062	0.097	4.383	4.592	4.812	5.042
Materials & Supplies	(1.934)	20.140	9.323	5.156	4.299	4.659
Other Business Expenditures	0.836	(0.834)	1.116	1.117	1.117	1.104
<b>Total Non-Labor Expenditures</b>	<b>\$1.599</b>	<b>(\$2.085)</b>	<b>\$16.672</b>	<b>\$12.807</b>	<b>\$11.245</b>	<b>\$12.810</b>
<b><u>Other Expenditures Adjustments:</u></b>						
Other	(23.190)	(21.750)	(22.500)	(22.500)	(22.500)	(22.500)
<b>Total Other Expenditures Adjustments</b>	<b>(\$23.190)</b>	<b>(\$21.750)</b>	<b>(\$22.500)</b>	<b>(\$22.500)</b>	<b>(\$22.500)</b>	<b>(\$22.500)</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>(\$4.805)</b>	<b>\$2.129</b>	<b>(\$19.119)</b>	<b>\$2.276</b>	<b>\$0.686</b>	<b>(\$1.617)</b>
Depreciation Adjustment	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
OPEB Obligation	44.804	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	(13.524)	3.600	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	0.069	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$359.522</b>	<b>\$410.886</b>	<b>\$400.146</b>	<b>\$427.178</b>	<b>\$429.040</b>	<b>\$431.747</b>

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Ridership/(Utilization)**  
(\$ in millions)

	<b>2013 Actual</b>	<b>2014 November Forecast</b>	<b>2015 Final Proposed Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b><u>RIDERSHIP</u></b>						
Monthly	46.197	46.902	47.373	47.728	47.829	48.127
Weekly	1.892	1.984	1.999	2.013	2.025	2.031
<b>Total Commutation</b>	<b>48.089</b>	<b>48.886</b>	<b>49.372</b>	<b>49.741</b>	<b>49.853</b>	<b>50.158</b>
One-Way Full Fare	8.027	8.197	8.281	8.341	8.390	8.415
One-Way Off Peak	17.461	17.834	18.125	18.256	18.363	18.417
All Other	9.807	10.149	10.302	10.397	10.456	10.532
<b>Total Commutation</b>	<b>35.295</b>	<b>36.179</b>	<b>36.708</b>	<b>36.995</b>	<b>37.209</b>	<b>37.363</b>
<b>Total Ridership</b>	<b>83.384</b>	<b>85.065</b>	<b>86.080</b>	<b>86.735</b>	<b>87.062</b>	<b>87.521</b>
<b><u>FAREBOX REVENUE</u></b>						
<b>Baseline Total Farebox Revenue</b>	<b>\$632.089</b>	<b>\$654.949</b>	<b>\$662.533</b>	<b>\$667.468</b>	<b>\$671.381</b>	<b>\$673.667</b>

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**2014 Budget Reduction Summary**  
(\$ in millions)

		Favorable/(Unfavorable)									
		Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018
<u>Administration</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Administration		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Customer Convenience/Amenities</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Customer Convenience/Amenities		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Maintenance		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Revenue Enhancement		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Safety		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Security		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>											
None		—	0.000	—	0.000	—	0.000	—	0.000	—	0.000
Subtotal Service Support		-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>											
	#REF!		3.223		2.710		2.721		2.713		2.710
Inventory/Material Management (Nov Plan)		—	0.000	—	5.000	—	4.500	—	4.500	—	4.500
Subtotal Other		-	3.223	-	7.710	-	7.221	-	7.213	-	7.210
<b>Agency Submission</b>		-	<b>\$3.223</b>	-	<b>\$7.710</b>	-	<b>\$7.221</b>	-	<b>\$7.213</b>	-	<b>\$7.210</b>

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

<b>FUNCTION/DEPARTMENT</b>	<b>2013 Actual</b>	<b>2014 November Forecast</b>	<b>2015 Final Proposed Budget</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
<b>Administration</b>						
Executive VP	6	5	5	5	5	5
Labor Relations	17	18	18	18	18	18
Procurement & Logistics (excl. Stores)	85	82	83	83	80	80
Human Resources	35	32	32	32	32	38
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	26	32	34	34	34	34
President	4	4	4	4	4	4
VP & CFO	3	5	5	5	5	5
Information Technology	146	164	165	165	165	165
Controller	41	46	46	46	46	46
Management and Budget	17	19	21	21	21	21
Process Re-Engineering	7	7	7	7	7	7
VP - East Side Access & Special Projects	29	28	28	28	28	28
Market Dev. & Public Affairs	61	70	70	70	70	70
Gen. Counsel & Secretary	30	31	31	31	31	31
Diversity Management	2	2	2	2	2	2
Security	5	12	13	13	13	13
System Safety	18	22	24	24	24	24
Training	53	52	49	49	49	49
Sr VP Operations/ Serv. Planning	21	24	25	25	25	27
<b>Total Administration</b>	<b>608</b>	<b>657</b>	<b>664</b>	<b>664</b>	<b>661</b>	<b>669</b>
<b>Operations</b>						
Train Operations	1,972	2,077	2,074	2,068	2,049	2,203
Customer Service	296	298	298	296	295	295
<b>Total Operations</b>	<b>2,268</b>	<b>2,375</b>	<b>2,372</b>	<b>2,364</b>	<b>2,344</b>	<b>2,498</b>
<b>Maintenance</b>						
Engineering	1,642	1,715	1,810	1,697	1,721	1,755
Equipment	2,008	2,015	2,081	2,085	2,035	2,035
Procurement (Stores)	91	93	93	93	93	93
<b>Total Maintenance</b>	<b>3,741</b>	<b>3,823</b>	<b>3,984</b>	<b>3,875</b>	<b>3,849</b>	<b>3,883</b>
<b>Engineering/Capital</b>						
Department of Project Management	110	153	153	153	153	153
<b>Total Engineering/Capital</b>	<b>110</b>	<b>153</b>	<b>153</b>	<b>153</b>	<b>153</b>	<b>153</b>
<b>Total Baseline Positions</b>	<b>6,727</b>	<b>7,008</b>	<b>7,172</b>	<b>7,055</b>	<b>7,006</b>	<b>7,202</b>
<i>Non-Reimbursable</i>	6,136	6,131	6,225	6,280	6,289	6,489
<i>Reimbursable</i>	591	877	947	775	717	713
<i>Total Full-Time</i>	6,727	7,008	7,172	7,055	7,006	7,202
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

**MTA LONG ISLAND RAIL ROAD**  
**November Financial Plan 2015-2018**  
**Total Positions by Function and Occupation**

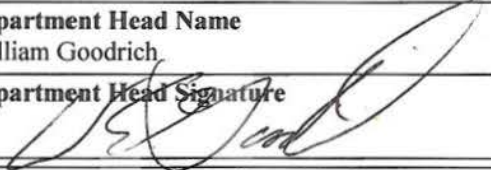
FUNCTION/OCCUPATIONAL GROUP		2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
<b>Administration</b>							
	Managers/Supervisors	301	330	337	337	336	344
	Professional, Technical, Clerical	307	327	327	327	325	325
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Administration</b>	<b>608</b>	<b>657</b>	<b>664</b>	<b>664</b>	<b>661</b>	<b>669</b>
<b>Operations</b>							
	Managers/Supervisors	317	305	307	307	305	304
	Professional, Technical, Clerical	166	183	184	182	181	178
	Operational Hourlies	1,785	1,887	1,881	1,875	1,858	2,016
	<b>Total Operations</b>	<b>2,268</b>	<b>2,375</b>	<b>2,372</b>	<b>2,364</b>	<b>2,344</b>	<b>2,498</b>
<b>Maintenance</b>							
	Managers/Supervisors	693	758	774	740	743	754
	Professional, Technical, Clerical	257	291	286	286	286	289
	Operational Hourlies	2,791	2,774	2,924	2,849	2,820	2,840
	<b>Total Maintenance</b>	<b>3,741</b>	<b>3,823</b>	<b>3,984</b>	<b>3,875</b>	<b>3,849</b>	<b>3,883</b>
<b>Engineering/Capital</b>							
	Managers/Supervisors	85	116	114	114	114	114
	Professional, Technical, Clerical	25	37	39	39	39	39
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>110</b>	<b>153</b>	<b>153</b>	<b>153</b>	<b>153</b>	<b>153</b>
<b>Public Safety</b>							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>							
	Managers/Supervisors	1,396	1,509	1,532	1,498	1,498	1,516
	Professional, Technical, Clerical	755	838	836	834	831	831
	Operational Hourlies	4,576	4,661	4,805	4,724	4,678	4,856
	<b>Total Baseline Positions</b>	<b>6,727</b>	<b>7,008</b>	<b>7,172</b>	<b>7,055</b>	<b>7,006</b>	<b>7,202</b>

**LONG ISLAND RAILROAD COMMITTEE**

**ACTION ITEM**

**DECEMBER 2014**

# Staff Summary

<b>Subject</b> Design and Construction of Building Repairs to 50 Vanderbilt Avenue						<b>Date</b> December 1, 2014	
<b>Department</b> East Side Access						<b>Vendor Name</b> The Yale Club	
<b>Department Head Name</b> William Goodrich						<b>Contract Number</b>	
<b>Department Head Signature</b> 							

Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LIRR Committee	12/15/14	X			1	Sr. VP & General Counsel	3	President
2	MTA Board	12/17/14	X			2	Interim EVP AD		

## Purpose:

To seek MTA Board authorization to reimburse the Yale Club of New York City, a New York not-for-profit corporation, having an address at 50 Vanderbilt Avenue, New York for a not-to-exceed amount of \$455,000 to compensate the owner for the design, construction and construction management of facade work to the owner's property.

## Background:

The MTA Capital Construction (MTACC) East Side Access (ESA) Project on occasion, when circumstances require, entered into agreements with property owners to minimize potential impacts and consequential damages associated with project related work to privately owned buildings located adjacent to the project's construction site. These agreements occasionally involve cooperative agreements with the building owner to cover the owner's costs for design and/or construction and consultant oversight to assist MTA Capital Construction and its contractors through all phases of project related work.

## Discussion

In order to facilitate construction of a new ventilation facility at 44<sup>th</sup> Street between Vanderbilt and Madison Avenues, ESA demolished an existing structure immediately adjacent to the Yale Club. In its place a new ventilation building was constructed which is shorter than the previous structure. This height differential exposed portions of the Yale Club's exterior wall which previously abutted and was covered by the demolished building. The ESA contractor applied a temporary waterproofing to the building during construction of the ventilation facility. However the building requires permanent building repairs and waterproofing. The building repairs required include repair to cracked and spalling brickwork and installation of miscellaneous steel, masonry and other surface preparations to waterproof the exposed structure. The work may also include providing protection for the ventilation building necessitated by the execution of this work.

MTACC determined that the Yale Club performing the required work is the most cost-effective solution allowing for less costly access to the affected areas by the property owner as well as lower oversight related costs. The construction work is estimated at not-to-exceed \$445,000. Because the property owner has no in-house expertise to review the design or oversee the construction, the Yale Club will retain their engineering consultants, RAND Engineering, to prepare design drawings, expedite the necessary work permits, and perform construction management. This work is estimated not-to-exceed \$10,000.

## Alternatives

The alternative is for MTACC to issue a change order to an existing contract to perform the work. This is not recommended because it would likely cost more and take longer to perform the work and add potential delays to the contractor's existing schedule.

## Impact on Funding

The work will be funded from the MTA's 2010-2014 Capital Plan.

## Recommendation

MTACC recommends that the Board approve reimbursement to the Yale Club of New York City for a not-to-exceed amount of \$455,000 to compensate the owner for the design review, construction and construction management of building repairs to the owner's property.

**LONG ISLAND RAIL ROAD**

**PROCUREMENTS**

**FOR**

**BOARD ACTION**

**December 17, 2014**

# Staff Summary



Subject : Request for Authorization to Award Various Procurements						Date December 17, 2014			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	12.15.14				X	President		VP & CFO
2	MTA Board	12.17.14				X	Sr. VP-Administration		VP, Gen. Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

## PURPOSE:

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

## DISCUSSION:

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

### Schedules Requiring Two-Thirds Vote

Schedule A:	Non-Competitive Purchases and Public Work Contracts	<u># of Actions</u>	<u>\$ Amount</u>
		1	\$0.344M
	<b>SUBTOTAL:</b>	1	\$0.344M

**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>
		3	\$27.822M

### Schedules Requiring Majority Vote

Schedule G:	Miscellaneous Service Contracts	<u># of Actions</u>	<u>\$ Amount</u>
Schedule H:	Mods to Personal & Miscellaneous Service Contracts	1	\$8.847M
		1	\$0.300M
	<b>SUBTOTAL:</b>	5	\$36.969M

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

<u># of Actions</u>	<u>\$ Amount</u>
None	

**TOTAL:                      6                      \$37.313M**

**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.

**DECEMBER 2014**

**MTA LONG ISLAND RAIL ROAD**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

*Procurements Requiring Two-Thirds Vote*

**Schedule A: Non-Competitive Purchases and Public Work Contracts**

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

- |           |   |  |                                      |
|-----------|---|--|--------------------------------------|
| <b>1.</b> | <b>Simplex Grinnell, LP</b><br><b>Sole Source</b><br><b>Contract No. 141103GS6-SS-N</b> | <b>\$343,800</b><br><b>Not-to-Exceed</b> | <i><u>Staff Summary Attached</u></i> |
|-----------|---|--|--------------------------------------|

Long Island Rail Road requests MTA Board approval to award a sole source, Public Works contract to Simplex Grinnell, LP (Simplex Grinnell) for a three year period in the not-to-exceed amount of \$343,800, to provide all labor, materials, and equipment necessary for the testing, inspection, maintenance and repairs of the Fire Alarm Detection and Command System located throughout the Long Island Rail Road's Hillside Maintenance Complex.

## Schedule A Non-Competitive Purchases and Public Works

### Staff Summary



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Simplex Grinnell, LP (New York City)
<b>Description</b> Fire Alarm & Detection System Maintenance and Repair Services
<b>Contract Term (including Options, if any)</b> January 1, 2015 – December 31, 2017
<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> 141103GS6-SS-N	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$343,800 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, Dennis Varley	
<b>Contract Manager :</b> Louis R. Drago	

#### Discussion:

Long Island Rail Road requests MTA Board approval to award a sole source, Public Works contract to Simplex Grinnell, LP (Simplex Grinnell) for a three year period in the not-to-exceed amount of \$343,800, to provide all labor, materials, and equipment necessary for the testing, inspection, maintenance and repairs of the Fire Alarm Detection and Command System (FAD&CS) located throughout the Long Island Rail Road's Hillside Maintenance Complex (HMC).

The HMC FAD&CS is a proprietary, large scale, campus style platform provided by Simplex Grinnell. Accordingly, Simplex Grinnell is the only contractor that can maintain and modify the system. The HMC campus consists of six buildings where the FAD&CS are inter-connected through a network of nodes, sensors and panels. The campus continually undergoes renovations, and alterations requiring modifications and upgrades to the FAD&CS. Network system programming and software updates are routinely performed during maintenance, testing & inspection of the system. Due to the proprietary nature of the system, only Simplex Grinnell has access to the required software and hardware. The scope of work for this contract has been significantly reduced from the previous contract, leaving in only the required critical elements. LIRR advertised its intent to award this sole source contract to Simplex Grinnell in the NYS Contract Reporter, NY Post and on the MTA Website. No other contractors expressed an interest in competing for this work.

Simplex had proposed a total price of \$632,654, which included all scheduled inspection, testing and maintenance, emergency, non-emergency repairs, as well as parts and materials. Simplex Grinnell's labor and material prices are as published in the current New York State Office of General Services Contract PT63104. LIRR's internal estimate of \$586,443 is \$46,211, or 7.3% less than the proposed price.

MTA Audit, in conjunction with LIRR Procurement determined that Simplex Grinnell's proposed price is for full-coverage, which includes non-scheduled emergency or non-emergency repairs, parts and materials. MTA Audit recommended removing the on-call emergency and non-emergency repairs, parts and material costs from the price, reducing the overall proposed price to \$418,750, versus a revised estimate of \$396,443. Upon further evaluation, MTA Audit recommended \$295,479 as a supported price, including an escalation factor of 6.28% for years two and three. The total MTA Audit recommended amount of \$295,479 was further negotiated with the vendor to \$290,800, plus a mutually accepted contingency of \$53,000 for emergency and non-emergency repairs, to be billed in accordance with OGS rates as authorized, resulting in a final negotiated price of \$343,800.

This negotiated price is \$52,643 or 13.2% less than the revised estimate. Simplex Grinnell has certified that all prices offered for this procurement are equal to or less than the prices listed on the NYS OGS contract. The final negotiated price of \$343,800 is deemed to be fair and reasonable. The prices will remain fixed for the three year term of the contract.

All appropriate due diligence has been performed revealing no adverse information. Funding for this contract is included in LIRR's Operating Budget.

**DECEMBER 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 only required for items estimated to be greater than \$1 million)

2. **Mass Electric Construction Co.                      \$4,966,500                      (Staff Summary Attached)**  
**Competitive RFP**  
**Contract No. 6126**

Pursuant to a competitive Request for Proposal, Long Island Rail Road requests MTA approval to award a Public Works Contract to Mass Electric Construction Company (MECC) in the amount of \$4,966,500 (Base Work and one Abatement Option) to provide Design-Build Services for A/C Switchgear in the First Avenue Substation, located in Manhattan. As a result of Superstorm Sandy, LIRR sustained an unprecedented amount of storm related damage requiring the replacement of the AC Switchgear. Approximately 18 inches of storm water flooded the AC Switchgear during the storm. The overall goal of this project is to replace the damaged equipment which provides traction power for LIRR train services in the four East River Tunnels between Penn Station and Long Island City.

3. **Posillico Civil, Inc.                                      \$7,073,000                      (Staff Summary Attached)**  
**Competitive RFP**  
**Contract No. 6167**

Pursuant to a competitive Request for Proposal, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Posillico Civil Inc. ("Posillico"), in the amount of \$7,073,000 to provide Design-Build Services for the Ellison Avenue Bridge Replacement Project. The Ellison Avenue Bridge is a roadway bridge over LIRR's Main Line, which was originally constructed by the LIRR as an overpass in 1896, and was rebuilt in 1941 as a two-lane roadway bridge with pedestrian sidewalks on both sides. The roadway deck of the Bridge is in poor condition and is in need of replacement. The existing 3-span bridge (including piers and abutments) will be completely demolished and replaced with a wider single span steel bridge. The contract is scheduled to begin in January 2015 and attain Substantial Completion in 2016.

4. **Railworks Transit, Inc.                                  \$15,782,000                      (Staff Summary Attached)**  
**Competitive RFP**  
**Contract No. 6158**

Pursuant to a competitive Request for Proposal ("RFP"), LIRR requests approval to award a Public Work Contract to Railworks Transit, Inc. in the amount of \$15,782,000 to provide construction services for the Atlantic Branch (between Jamaica and Brooklyn) Half-Tie Replacement project (21,500 half-ties). This RFP was advertised in the New York State Contract Reporter, N.Y. Post, and the MTA webpage on October 2, 2014, and additional six firms deemed capable of performing this work were sent notifications of the solicitation.

Procurements Requiring Majority Vote

**Schedule G: Miscellaneous Service Contracts**

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

5. **HILO Materials Handling Group** **\$2,124,658-LIRR** *Staff Summary Attached*  
**Competitive RFP** **\$6,705,323-NYCT**  
**LIRR Contract No.: 150201GS4-L-Y** **\$ 16,777-SIRTOA**  
**\$8,846,758-Estimated Quantity**

Pursuant to a competitive Request for Proposal, Long Island Rail Road, on behalf of itself, New York City Transit (NYCT), and Staten Island Rapid Transit Operating Authority (SIRTOA), (“the Agencies”) requests MTA Board approval to award a competitively negotiated Miscellaneous Service Contract to HILO Materials Handling Group (“HILO”), in the estimated quantity amount of \$8,846,758 (\$2,124,658-LIRR, \$6,705,323-NYCT, and \$16,777-SIRTOA), to provide material handling equipment maintenance and repair services for a period of five years. This contract is a renewal of a five-year joint-agency contract.

**Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts**

(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold require for Board approval)

6. **Staples Marketing LLC.** **\$300,000**  
**Two-Year Option** **Not-to-Exceed**  
**Contract No. 40000596**

Pursuant to a competitive Request for Proposal, LIRR requests MTA Board approval to exercise a two year option to the competitively negotiated Personal Services contract with Staples Marketing LLC (“Staples”), in the not to exceed amount of \$300,000 for the development and implementation of a Marketing Campaign to increase public transportation usage throughout Nassau County. The original two year contract was approved by the November 2012 MTA Board in a total not-to-exceed amount of \$300,000 based on a two year Federal Congestion Mitigation and Air Quality Improvement (CMAQ) grant. The grant was awarded to MTA to invest in projects in Nassau County targeting the reduction of air pollutants from personal transportation related sources, such as automobiles. The CMAQ grant has been renewed for another two years, allowing LIRR to exercise the option. All appropriate due diligence has been performed revealing no adverse information.

# Schedule C Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

## Staff Summary



## Long Island Rail Road

<b>Item Number:</b> 2					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
<b>Division &amp; Division Head Name:</b> Special Projects, Lori Katzman					
Division Head Signature & Date					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.15.14	X		
2	MTA Board	12.17.14	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President	3	VP/CFO		
5	Executive VP	2	<del>Sr. VP/Operations</del>		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/ Administration		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract Number</b>
Mass Electric Construction Co.	6126
<b>Description</b> Design-Build Services for the Replacement of the 1 <sup>st</sup> Ave Substation AC Switchgear	
<b>Total Amount</b> \$4,966,500 \$4,950,000 Base Work and one Abatement Option (\$16,500)	
<b>Contract Term (including Options, if any)</b> 26 months (Base Work)	
<b>Options(s) included in Total Amount:</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Sandy	

### Narrative

#### I. PURPOSE/RECOMMENDATION:

Pursuant to a competitive Request for Proposal ("RFP"), Long Island Rail Road requests MTA approval to award a Public Works Contract to Mass Electric Construction Company (MECC) in the amount of \$4,966,500 (Base Work and one Abatement Option) to provide Design-Build Services for A/C Switchgear in the First Avenue Substation, located in Manhattan. As a result of Superstorm Sandy, LIRR sustained an unprecedented amount of storm related damage requiring the replacement of the AC Switchgear. Approximately 18 inches of storm water flooded the AC Switchgear during the storm. The overall goal of this project is to replace the damaged equipment which provides traction power for LIRR train services in the four East River Tunnels between Penn Station and Long Island City. LIRR proceeded with this solicitation under the authority granted by the MTA Board at its November 13, 2013 meeting ("Post-Super Storm Sandy Projects"), which issued omnibus approval to use the competitive RFP process pursuant to Section 1265-a of the Public Authorities Law to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives.

#### II. DISCUSSION:

Based upon a 30% conceptual design completed under a separate contract, MECC shall complete the design, and furnish and install the AC Switchgear including all necessary equipment/accessories required to integrate new AC Switchgear with the existing equipment. On July 11, 2013, LIRR publicly advertised a "Request for Qualifications" for this contract in the New York State Contract Reporter, N.Y. Post, and on the MTA website, as a way to identify qualified vendors who would be asked to propose on this work. Responses were submitted by five firms: MECC; L.K. Comstock; E-J Electrical; Hawkeye; and Myers Controlled Power Corp. All firms were deemed qualified based on their construction/design experience and proposed key personnel. However, Hawkeye subsequently withdrew their RFQ response based on the inability to provide adequate resources during their merger with another firm.

## **Staff Summary**



On April 4, 2014, the development of the Conceptual Design (30%) and project specifications were completed by a third party design contract. On July 16, 2014, this RFP was sent to the four qualified firms as well as publicly advertised. Proposals were received from two firms: L.K. Comstock (\$10,818,150) and MECC (\$5,242,000).

MECC's proposal, which conformed entirely to LIRR requirements, was found to be superior when evaluated against the RFP technical criteria, which included technical approach, qualifications and experience of the project team, planning and scheduling, and corporate qualifications. L.K. Comstock's proposal was evaluated as technically lacking because the approach was broad and provided limited detail. Further, L.K. Comstock's proposed staff did not meet the requirements as well as MECC's staff. L.K. Comstock's schedule provided limited detail and was inconsistent throughout the technical proposal.

However, both firms were invited to provide oral presentations, and subsequently Best and Final Offers (BAFOs). BAFO pricing was as follows: MECC - \$5,142,000, L.K. Comstock - \$8,608,150.

Based on the final technical and cost evaluations, MECC was determined to be the top-ranked firm. A second BAFO was requested from MECC and received in the amount of \$5,073,500 vs. the LIRR estimate of \$4,999,743. Negotiations were held and the parties agreed to a final price of \$4,966,500, which is 0.99% below the LIRR estimate and considered fair and reasonable. All appropriate due diligence has been performed revealing no adverse information.

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

The Department of Diversity and Civil Rights has assigned a 17% DBE goal, which MECC has agreed to meet. The final participation plan has been reviewed and approved by DDCR. MECC has achieved its MBE/WBE/DBE goals on previous MTA contracts.

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

This contract will be funded by LIRR's Capital Budget supported by federal Superstorm Sandy funds.

### **V. ALTERNATIVES:**

LIRR does not have the ability to undertake the design build services for the replacement of the new First Avenue Substation AC Switchgear with in-house forces.

## Staff Summary



Long Island Rail Road

Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics dept. Dennis L. Mahon, Chief Procurement Officer <i>[Signature]</i>					
Division & Division Head Name: Program Management Richard Oakley <i>[Signature]</i> Signature & Date					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.15.14	X		
2	MTA Board	12.17.14	X		
<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 <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/ Administration <i>[Signature]</i>		

<b>SUMMARY INFORMATION</b>	
Vendor Name Posillico Civil Inc.	Contract Number 6167
Description: Design – Build Services for Ellison Avenue Bridge Replacement Project	
Total Amount \$7,073,000	
Contract Term (including Options, if any) 575 consecutive calendar days	
Options(s) included in Total Amount:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION:**

Pursuant to a competitive Request for Proposal ("RFP"), Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Posillico Civil Inc. ("Posillico"), in the amount of \$7,073,000 to provide Design-Build Services for the Ellison Avenue Bridge Replacement Project.

**II. DISCUSSION:**

The Ellison Avenue Bridge is a roadway bridge over LIRR's Main Line, which was originally constructed by the LIRR as an overpass in 1896, and was rebuilt in 1941 as a two-lane roadway bridge with pedestrian sidewalks on both sides. The bridge is located above LIRR's Main Line at Mile Post 21.0, north of Old Country Road and between the Carle Place and Westbury Train Stations. The roadway deck of the Bridge is in poor condition and is in need of replacement. As part of the awarded contract requirement the selected firm will be required to complete the final design of the bridge with specific design details and construct the new pre-stressed concrete members, bridge deck, bridge seats, and abutments. The existing 3-span bridge (including piers and abutments) will be completely demolished and replaced with a wider single span steel bridge to accommodate a future third track as part of Main Line Corridor Improvements. In addition, the bridge will be constructed to accommodate additional vertical clearance (19'-6") for potential future freight train service. The contract is scheduled to begin in January 2015 and attain Substantial Completion in 2016.

The contract requires Posillico to utilize the Design-Build Documents along with the additional reference documents to advance the design from approximately the 30% level to the 100% Final Design level. The contractor shall assume the responsibility of Designer of Record.

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

## Staff Summary



At its April 2014 meeting, the MTA Board approved the use of the RFP method to procure this design-build contract. Hence, in September 2014 LIRR advertised this RFP in the New York State Contract Reporter, the New York Post, and the MTA website, as well as alerting eleven (11) companies who might have been interested in this type of work about the solicitation.

On October 20, 2014, three proposers responded to the LIRR's RFP: Posillico Civil; Picone-Bove JV, and Peter Scalamandre & Sons Inc.

A Technical Evaluation Committee reviewed each proposal based upon criteria set forth in the RFP. The Technical Evaluation Criteria consisted of Contractors' Corporate Qualifications and Experience, Qualifications and Experience of Project Team (including Key Personnel), as well as the proposed Technical Approach, and Contract Planning and Scheduling.

Oral discussions were then held with all three proposers. A request for "Best and Final Offer" was prepared for each vendor, with specific technical questions based upon the need for clarifications of their individual technical proposals.

Best and Final Proposals were submitted by all three firms. Posillico submitted a BAFO price of \$7,073,000 (compared to Scalamandre's price of \$7,177,713 and Picone-Bove's price of \$7,500,000). It was determined that Posillico's approach had a better design/construction phase services (CPS) structure with significantly more CPS hours as recommended for design/build delivery since their Design Consultant is the Engineer of Record, and a better quality approach utilizing NYSDOT qualified third party inspectors for quality control of the concrete fabricator. Posillico's proposed schedule was roughly equal to Scalamandre's, but Posillico proposes to open the bridge to traffic one month earlier than Scalamandre. (Picone's schedule was approximately 40% longer than that of the other two proposers.) LIRR analysis of Posillico's price breakdown found that the proposed price is comprehensive, and fair and reasonable against the LIRR estimate of \$7,889,015. Hence, the TEC unanimously concurred that the contract should be awarded to Posillico. All appropriate due diligence has been performed, revealing no adverse information.

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

MTA's Department of Diversity and Civil Rights has set 10% MBE and 10% WBE goals for this contract, which Posillico meets. Posillico Civil, Inc. has not completed any MTA contracts; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time.

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

This contract will be funded by LIRR's 2005 to 2009 Capital Program Budget under Project PN-TT.

### **V. ALTERNATIVES:**

The LIRR currently lacks sufficient manpower and in house design expertise to complete the design and construction of the Ellison Avenue Bridge Replacement. Therefore we must hire a third party contractor with design-build expertise in bridge replacement.

# Schedule C Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

## Staff Summary



<b>Item Number: 4</b>					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
<b>Division &amp; Division Head Name:</b> Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.15.14	X		
2	MTA Board	12.17.14	X		
<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>	<del>2</del>	<del>Sr. VP/Operations</del>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/ Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
<b>Vendor Name</b>	<b>Contract Number</b>
Railworks Transit, Inc.	6158
<b>Description</b> Atlantic Branch Half-Tie Replacement	
<b>Total Amount</b> \$15,782,000	
<b>Contract Term (including Options, if any)</b> 20 months	
<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 checked="" 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:	

### I. PURPOSE/RECOMMENDATION:

Pursuant to a competitive Request for Proposal ("RFP"), LIRR requests approval to award a Public Work Contract to Railworks Transit, Inc. in the amount of \$15,782,000 to provide construction services for the Atlantic Branch (between Jamaica and Brooklyn) Half-Tie Replacement project (21,500 half-ties).

### II. DISCUSSION:

At its May 2014 meeting, the MTA Board approved the use of the RFP method to solicit this contract. This RFP was advertised in the New York State Contract Reporter, N.Y. Post, and the MTA webpage on October 2, 2014, and in addition six firms deemed capable of performing this work were sent notifications of the solicitation. Proposals were submitted by four firms (Delta Railroad Construction, Inc.; J-Track LLC; Kiewit Infrastructure Co.; and Railworks Transit, Inc.), with pricing ranging from \$15,782,000 to \$47,329,633.

One firm was eliminated from further consideration as its cost proposal was well outside the competitive range. After an initial technical evaluation of the remaining proposals, based on the technical evaluation criteria of Technical Approach and Corporate/Staff Qualifications, one firm was rated technically inadequate and the remaining two firms (Kiewit and Railworks) were short-listed. Technical follow-up was conducted with the two remaining firms. The price differential between the two firms based on their initial proposals was in excess of \$4M. Consequently, negotiations were only conducted with the lowest priced firm. Railworks' final price after negotiations of \$15,782,000 was determined to be fair and reasonable. Railworks' responsibility has been reviewed and the firm has been found to be a responsible vendor. Based on the final evaluation (combining technical and cost), it is the recommendation of LIRR that Railworks be awarded this contract for the price of \$15,782,000.

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

The Department of Diversity and Civil Rights has assigned this contract a 17% DBE goal, which Railworks has agreed to meet. Railworks has achieved previous M/W/DBE goals on recent MTA contracts.

## Staff Summary



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

Funding for the full project has been identified and is included in LIRR's 2010 – 2014 Capital Budget under Project PN-TG. The initial funding was based on replacing 25% of the half-ties in Atlantic Avenue tunnel representing the ties in the worst condition followed by subsequent phases of life cycle replacements in future capital programs. Upon completion of the project design, and based on a more thorough condition assessment, it was determined that it was necessary to replace 50% of the ties to achieve a state of good repair. This approach eliminates the need for additional replacements in the foreseeable future and the associated support costs, track outages and service diversions. The additional funding for the increased scope is included in the 2010-2014 Capital Plan.

### **V. ALTERNATIVES:**

LIRR in-house forces are not available to perform all of the construction work associated with the half-tie replacement program. Hence, the only alternative to retaining a third-party vendor is to not undertake the work. This is not a viable alternative, as this project is required to achieve a "state of good repair" in the Atlantic Tunnel, and to ensure the safety of train traffic therein.

## Staff Summary



Item Number: 5

<b>Vendor Name (&amp; Location)</b> HILO Materials Handling Group (Hauppauge, N.Y.)
<b>Description</b> Joint Agency Procurement of Preventive Maintenance and Repair of Material Handling Equipment
<b>Contract Term (including Options, if any)</b> February 1, 2015 – January 31, 2020
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" 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: Sole Source

<b>Contact Number</b> 150201GS4-L-Y	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$8,846,758 Estimated Quantity	
<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> Stores, Elvin Vazquez	
<b>Contract Manager :</b> Donald Riker	

**Discussion:**

Pursuant to a competitive Request for Proposal (“RFP”), Long Island Rail Road, on behalf of itself, New York City Transit (NYCT), and Staten Island Rapid Transit Operating Authority (SIRTOA), (“the Agencies”) requests MTA Board approval to award a competitively negotiated Miscellaneous Service Contract to HILO Materials Handling Group (“HILO”), in the estimated quantity amount of \$8,846,758 (\$2,124,658-LIRR, \$6,705,323-NYCT, and \$16,777-SIRTOA), to provide material handling equipment maintenance and repair services for a period of five years. This contract is a renewal of a five-year joint-agency contract.

The LIRR publicly advertised this RFP in the NYS Contract Reporter, the New York Post, El Diario and on the MTA website. The Department of Diversity and Civil Rights had assigned a 10% MBE and 10% WBE goals for this contract, which was competitively solicited using an RFP process on an E-Procurement platform, managed by Government Sourcing Group. The E-Procurement platform is the MTA Board approved competitive process for soliciting and receiving proposals electronically, as well as competitively negotiating on-line, in real-time. A pre-proposal conference was conducted on August 2014. Two addendums were issued in response to questions on the RFP requirements. Prospective proposers downloaded the RFP documents directly from the internet-based web site, submitted all requests for clarification and uploaded their technical and cost proposals to the platform. Three proposers responded to the LIRR’s Request for Proposal; HILO, Crown Lift Trucks (the incumbent), and Transervice Lease Corp (Transervice).

The Technical Evaluation Committee (TEC) reviewed each proposal based upon criteria set forth in the RFP, resulting in all three firms being invited to oral presentations. Subsequent to the oral presentations, Transervice withdrew their proposal due on their inability to meet all the requirements of the technical scope of work, including providing required off-site work space.

Live negotiations were conducted electronically on October 24, 2014 in the presence of the TEC through Government Sourcing Group’s E-Procurement Platform. The live negotiation provided an opportunity for the two remaining firms to submit “real-time” revised pricing. HILO’s Best and Final Offer of \$8,846,758 was \$1,032,486, or 10.4% less than Crown’s total of \$9,879,244. HILO’s price is considered fair and reasonable as the 9.72% increase over the previous contract total represents a 1.64% compounded annual increase over the six year period the current contract has been in effect. The TEC voted HILO’s proposal technically superior and more cost efficient than Crown’s. HILO has proposed 20% MBE and has been granted a full waiver of the WBE 10% goal. All due diligence has been performed revealing no adverse information. Each Agency’s Operating Budget will fund these contracts.

**LONG ISLAND RAILROAD COMMITTEE**  
**BOARD PROCUREMENT PACKAGE**  
**DECEMBER 2014**

## Staff Summary



<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 Rail Road Committee	12/15/14	X		
2	Board	12/17/14	X		

<b>Date:</b> December 3, 2014			
<b>Vendor Name</b> Various			
<b>Contract Number</b> Various			
<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 to award various contract modifications and to inform the Long Island Railroad Committee of these procurement actions.

### DISCUSSION

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

#### Schedules Requiring Majority Vote:

Schedule I Modifications to Purchase and Public Work Contracts

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 6,525,000
<b>SUBTOTAL</b>	1	\$ 6,525,000

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

#### Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	2	\$ 5,199,400
<b>SUBTOTAL</b>	2	\$ 5,199,400

<b>TOTAL</b>	3	\$11,724,400
--------------	---	--------------

### 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.

**DECEMBER 2014**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote**

**Schedule I. Modifications To Purchase and Public Work Contracts**

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

- |    |  |                    |                                      |
|----|--|--------------------|--------------------------------------|
| 1. | <b>Tutor Perini Corporation<br/>Contract No. CQ032<br/>Modification No. 58</b> | <b>\$6,525,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC is requesting Board approval to modify the Contract for the construction of a duct bench in the Yard Lead Tunnel ("YLT"). This is a scope and budget transfer.

## Item Number 1

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)	<b>Contract Number</b> CQ032	<b>AWO/Modification #</b> 58
<b>Description</b> Plaza Substation and Queens Structures for the ESA Project	<b>Original Amount:</b> \$ 147,377,000	
<b>Contract Term (including Options, if any)</b> 1,653 days	<b>Prior Modifications:</b> \$ 68,975,317	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b> \$ -0-	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 216,352,317	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b> \$ 6,525,000	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 3%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 51%	

**Discussion:**

The work under this Contract is for the structural and architectural rehabilitation to existing facilities along the existing 63<sup>rd</sup> Street Tunnel as well as construction of Plaza Interlocking and Facility Power Substation B10 for the East Side Access ("ESA") Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval to modify the Contract to add the construction of a duct bench in the Yard Lead Tunnel ("YLT"). This is a scope and budget transfer.

The construction of a duct bench (from STA 1181+89 to STA 1225+10) in the YLT was originally planned as part of the future CS284 Contract. However, the CS179 Contractor is scheduled to begin the installation of cables in conduits and troughs of the duct bench in the YLT in June 2015 so the duct benches must be constructed sooner.

The work cannot be added to the CS179 Contract because that contract does not have duct bench civil work in its scope and the Contractor will not be mobilized in the YLT in time to perform this work. Conversely, the CQ032 Contractor is currently mobilized on-site in the YLT, is performing duct bench work under its Contract and can complete the work in time so that the CS179 Contractor can begin its installation work in the YLT.

MTACC's estimate for the Work is \$6,444,889. The Contractor submitted a cost proposal in the amount of \$7,390,430. Negotiations were held and the parties agreed to the amount of \$6,525,000 which is considered to be fair and reasonable. There is no time impact to the Contract. The budget for this work will be transferred from CS284.

DECEMBER 2014

**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)**

- |    |  |                    |                                      |
|----|--|--------------------|--------------------------------------|
| 2. | <b>Yonkers Contracting Company</b><br><b>Contract No. CM014A</b><br><b>Modification No. 27</b> | <b>\$2,799,400</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board ratify a retroactive contract modification to incorporate revisions to the Contract Work associated with the Supervisory Control and Data Acquisition (SCADA) System as well as an extension of time and impact costs resulting from delays caused by the SCADA related revisions to the Contract Work and from the installation of a temporary fire alarm system in unit substation B30.

- |    |  |                    |                                      |
|----|--|--------------------|--------------------------------------|
| 3. | <b>Tutor Perini Corporation</b><br><b>Contract No. CQ032</b><br><b>Modification No. 50</b> | <b>\$2,400,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board ratify a retroactive contract modification to revise Stages 3 and 4, the final stages of the Re-bracing for the Early Access Chamber.

## Item Number 2

Page 1 of 2

<b>Vendor Name (&amp; Location)</b> Yonkers Contracting Company, Inc. (Yonkers, New York)	
<b>Description</b> GCT Concourse and Facilities Fit-Out for the ESA Project	
<b>Contract Term (including Options, if any)</b>  841 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 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.	

Contract Number	AWO/Modification #
CM014A	27
<b>Original Amount:</b>	
	\$ 43,502,000
<b>Prior Modifications:</b>	
	\$ 8,019,389
<b>Prior Budgetary Increases:</b>	
	\$ -0-
<b>Current Amount:</b>	
	\$ 51,521,389
<b>This Request</b>	
	\$ 2,799,400
<b>% of This Request to Current Amount:</b>	
	5.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	
	25%

**Discussion:**

The work under this Contract is for the facility fit-out of the lower portion of the new Long Island Railroad ("LIRR") Concourse located in the lower level of Grand Central Station for the East Side Access ("ESA") project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board ratification of a modification to incorporate revisions to the Contract scope of work associated with the Supervisory Control and Data Acquisition (SCADA) System, impact costs associated with delays caused by the SCADA-related revisions to the Contract scope of work, and for the installation of a temporary fire alarm system in unit substation B30.

The SCADA system enables the LIRR to monitor and control facilities remotely. In May 2012, after the construction portion of the work on this Contract began, MTACC discovered that the design for the SCADA System was outdated. The main issue was that the multifunction relays specified to control the facility power equipment (transformers and breakers) did not communicate with the SCADA System's existing protocol. Alternate solutions were evaluated including using the specified relays with an alternate communications protocol and utilizing a memory mapping communication protocol; but neither proved workable. Ultimately, a new relay was selected, however, the selected relay required extensive bench testing to confirm it was acceptable. Bench testing began in October 2012 and was completed in December 2012.

The selected relay affected other parts of the SCADA system design including its interfaces and connections to other devices. To avoid additional delays, the MTACC President approved a retroactive memorandum and the Contractor was directed to proceed with shop drawings reviewed by LIRR and Con Edison. It took approximately 8 months after the bench test (until August 2013) to finalize the redesign with the designer, Con Edison, MTACC and LIRR.

Negotiations to address the additional work, delay and impact costs associated with the SCADA redesign came to an impasse. As a result, on July 29, 2013, MTACC executed Unilateral Modification No. 8, which granted a 308 day extension of time but deferred issues of compensability for a subsequent negotiation.

During this same period, MTACC completed a separate Modification for a required fire alarm system that was not included in the original contract documents. For safety reasons, Metro North Railroad ("MNR") required that MTACC install a fire alarm system to tie into MNR's fire control panel to notify MNR in the event of an incident in the ESA Concourse area in the B30 Substation to be constructed and energized under this contract. MTACC did not become aware of this safety requirement until after the original substantial completion date. A separate modification will be issued for the cost of materials and installation of the fire alarm system but the issue of time and associated impact costs are included in this modification.

The Contractor submitted a proposal for 420 excusable and compensable days for the SCADA issues and 146 excusable and compensable days for the fire alarm system for a total of 566 excusable and compensable days. MTACC prepared a revised Time Impact Analysis which established a total of 502 days of excusable delay (including the 308 days granted by Modification 8) and 220 days of compensable delay. Of the 220 days of compensable delay, 164 days were attributable to SCADA and 56 days were attributable to the fire alarm system. The Contractor's proposal sought impact costs for 566 compensable days of \$6,005,278. MTACC's estimate of impact costs for 220 compensable days was \$2,242,900. Negotiations were held, and the parties agreed to an extension of 502 excusable days (including the 308 granted by Modification 8) of which 220 are compensable, and impact costs for the 220 compensable days in the amount of \$2,242,500.

For the direct costs (purchase, fabrication and installation) associated with the revised SCADA system, the contractor proposed \$614,121 while MTACC's estimate was \$767,262. Negotiations on these costs resulted in an agreed to lump sum of \$556,500.

Thus, the total cost for this Modification is \$2,799,400.

Please note that the issues addressed in this Modification have been referred to the Cost Recovery Panel to perform an error and omission analysis.

**Item Number 3**

<b>Vendor Name (&amp; Location)</b> Tutor Perini Corporation (Peekskill, New York)	<b>Contract Number</b> CQ032	<b>AWO/Modification #</b> 50
<b>Description</b> Plaza Substation and Queens Structures for the ESA Project	<b>Original Amount:</b> \$ 147,377,000	
<b>Contract Term (including Options, if any)</b> 1,653 days	<b>Prior Modifications:</b> \$ 68,975,317	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b> \$ -0-	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 216,352,317	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request</b> \$ 2,400,000	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 1%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> East Side Access, W. Goodrich, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b> 48%	

**Discussion:**

The work under this Contract is for the structural and architectural rehabilitation of existing facilities within the 63<sup>rd</sup> Street Tunnel as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board ratification of a modification to revise Stages 3 and 4, the final stages of the Re-Bracing for the Early Access Chamber.

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

This work of removing bracing and constructing the EAC is being performed in 4 stages. The first two stages were addressed in previous modifications. This modification is for the final two stages, Stages 3 & 4, which includes, among other work, placement of concrete, construction of exterior walls and the north wall of stair 1, construction of the remainder of slab C07, and the removal of portions of the Level 2 bracing slab.

The Contractor submitted a cost proposal for the additional work for Stage 3 & 4, in the amount of \$5,446,400 while MTACC's estimate is \$2,284,541. Negotiations were held and the parties agreed to a cost of \$2,400,000 which is considered to be fair and reasonable.

Please note that the issues addressed in this Modification have been referred to the Cost Recovery Panel to perform an errors and omission analysis.

In order to prevent further delays to this Contract, the President approved a retroactive memorandum on November 18, 2014 and the Contractor was directed to proceed with the work.



---

---

# LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A diagonal line of dots runs from the bottom-left to the top-right. The text "MONTHLY OPERATING REPORT" is centered over the grid in a large, bold, black, sans-serif font.

## MONTHLY OPERATING REPORT

## November 2014

Patrick Nowakowski  
President

---

12/15/14 \*\*\*\*\*

---

<b>Performance Summary</b>			<b>2014 Data</b>			<b>2013 Data</b>	
			Annual	YTD thru		YTD thru	
			Goal	Nov	Nov	Nov	Nov
<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>92.7%</b>	<b>92.1%</b>	<b>92.1%</b>	<b>93.5%</b>
		AM Peak		89.6%	91.8%	85.5%	91.9%
		PM Peak		88.5%	86.8%	90.2%	90.7%
		<b>Total Peak</b>		<b>89.1%</b>	<b>89.4%</b>	<b>87.7%</b>	<b>91.3%</b>
		Off Peak Weekday		93.1%	92.5%	92.7%	94.0%
		Weekend		95.6%	94.7%	96.0%	95.2%
	<b>Babylon Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>91.4%</b>	<b>91.5%</b>	<b>90.4%</b>	<b>92.8%</b>
		AM Peak		89.0%	92.7%	86.7%	91.7%
		PM Peak		83.7%	83.1%	86.2%	89.9%
		<b>Total Peak</b>		<b>86.5%</b>	<b>88.2%</b>	<b>86.5%</b>	<b>90.9%</b>
		Off Peak Weekday		92.6%	92.5%	91.5%	93.2%
		Weekend		95.5%	94.3%	93.7%	94.7%
	<b>Far Rockaway Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.3%</b>	<b>95.8%</b>	<b>96.3%</b>	<b>96.7%</b>
		AM Peak		90.4%	91.7%	86.4%	92.4%
		PM Peak		95.3%	93.5%	96.1%	94.0%
		<b>Total Peak</b>		<b>92.6%</b>	<b>92.5%</b>	<b>90.8%</b>	<b>93.2%</b>
		Off Peak Weekday		96.5%	96.1%	96.9%	97.5%
		Weekend		98.8%	98.2%	99.8%	98.7%
	<b>Huntington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>91.5%</b>	<b>89.7%</b>	<b>91.5%</b>	<b>92.5%</b>
		AM Peak		89.5%	91.7%	84.7%	92.2%
		PM Peak		88.7%	83.2%	87.1%	88.1%
		<b>Total Peak</b>		<b>89.1%</b>	<b>87.6%</b>	<b>85.9%</b>	<b>90.2%</b>
		Off Peak Weekday		88.2%	88.1%	92.8%	92.1%
		Weekend		96.3%	93.4%	94.4%	94.9%
	<b>Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>96.2%</b>	<b>95.1%</b>	<b>94.7%</b>	<b>96.4%</b>
		AM Peak		94.7%	95.3%	89.0%	94.8%
		PM Peak		94.2%	91.0%	92.2%	94.0%
		<b>Total Peak</b>		<b>94.5%</b>	<b>93.3%</b>	<b>90.5%</b>	<b>94.4%</b>
		Off Peak Weekday		96.9%	95.2%	95.1%	96.8%
		Weekend		96.5%	96.4%	97.4%	97.7%
	<b>Long Beach Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.7%</b>	<b>93.8%</b>	<b>94.2%</b>	<b>95.1%</b>
		AM Peak		90.8%	93.5%	87.5%	92.8%
		PM Peak		93.8%	90.5%	96.4%	94.2%
		<b>Total Peak</b>		<b>92.2%</b>	<b>92.0%</b>	<b>91.7%</b>	<b>93.5%</b>
		Off Peak Weekday		94.5%	93.1%	93.4%	95.1%
		Weekend		97.3%	97.1%	98.4%	97.3%
	<b>Montauk Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>92.4%</b>	<b>89.8%</b>	<b>89.1%</b>	<b>90.7%</b>
		AM Peak		90.1%	89.5%	84.4%	91.2%
		PM Peak		87.3%	85.2%	88.0%	88.5%
		<b>Total Peak</b>		<b>88.7%</b>	<b>87.3%</b>	<b>86.2%</b>	<b>89.9%</b>
		Off Peak Weekday		95.0%	91.7%	88.8%	92.8%
		Weekend		91.4%	88.7%	92.5%	87.6%
	<b>Oyster Bay Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.8%</b>	<b>92.8%</b>	<b>91.6%</b>	<b>92.8%</b>
		AM Peak		94.0%	93.1%	89.3%	93.7%
		PM Peak		88.6%	84.9%	84.2%	86.8%
		<b>Total Peak</b>		<b>91.5%</b>	<b>89.4%</b>	<b>86.9%</b>	<b>90.5%</b>
		Off Peak Weekday		94.5%	94.2%	91.6%	93.2%
		Weekend		95.0%	94.6%	97.5%	95.3%

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	Nov	Nov	Nov	Nov
<b>Port Jefferson Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>88.4%</b>	<b>88.0%</b>	<b>89.6%</b>	<b>91.4%</b>
	AM Peak		84.9%	87.0%	79.4%	90.0%
	PM Peak		87.2%	83.0%	90.0%	87.5%
	<b>Total Peak</b>		<b>86.0%</b>	<b>85.1%</b>	<b>84.3%</b>	<b>88.9%</b>
	Off Peak Weekday		84.9%	86.0%	87.9%	90.9%
	Weekend		95.7%	95.3%	97.9%	95.8%
<b>Port Washington Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>93.5%</b>	<b>93.4%</b>	<b>94.1%</b>	<b>94.2%</b>
	AM Peak		91.2%	91.8%	84.7%	90.6%
	PM Peak		85.0%	87.3%	91.8%	91.0%
	<b>Total Peak</b>		<b>88.1%</b>	<b>89.5%</b>	<b>88.4%</b>	<b>90.8%</b>
	Off Peak Weekday		93.2%	93.5%	96.1%	95.2%
	Weekend		98.4%	97.4%	96.5%	97.2%
<b>Ronkonkoma Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>89.8%</b>	<b>90.3%</b>	<b>89.3%</b>	<b>91.3%</b>
	AM Peak		83.6%	88.9%	80.8%	90.5%
	PM Peak		91.1%	90.0%	93.0%	92.0%
	<b>Total Peak</b>		<b>87.2%</b>	<b>89.5%</b>	<b>86.5%</b>	<b>91.1%</b>
	Off Peak Weekday		91.8%	90.5%	87.9%	90.8%
	Weekend		89.4%	91.2%	95.4%	92.7%
<b>West Hempstead Branch</b>	<b>Overall</b>	<b>95.1%</b>	<b>94.9%</b>	<b>94.7%</b>	<b>93.7%</b>	<b>95.3%</b>
	AM Peak		95.8%	95.1%	92.0%	94.1%
	PM Peak		88.6%	88.4%	87.5%	90.2%
	<b>Total Peak</b>		<b>91.9%</b>	<b>91.5%</b>	<b>89.6%</b>	<b>92.0%</b>
	Off Peak Weekday		96.4%	96.7%	96.3%	97.2%
	Weekend		95.7%	92.7%	83.3%	94.1%
<b>Operating Statistics</b>		<b>Trains Scheduled</b>	<b>19,837</b>	<b>224,321</b>	<b>19,782</b>	<b>219,645</b>
<b>Avg. Delay per Late Train (min)</b> excluding trains canceled or terminated			-12.3	-12.2	-10.7	-12.8
<b>Trains Over 15 min. Late</b> excluding trains canceled or terminated			222	2,929	193	2,598
<b>Trains Canceled</b>			35	789	27	840
<b>Trains Terminated</b>			29	480	26	506
<b>Percent of Scheduled Trips Completed</b>			99.7%	99.4%	99.7%	99.4%
<b>Consist Compliance</b> (Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
		AM Peak	99.4%			
		PM Peak	98.2%			
		<b>Total Peak</b>	<b>98.8%</b>			



**OPERATING REPORT  
FOR MONTH OF NOVEMBER 2014**

Categories Of Delay		2014 Data			2013 Data		YTD 2013 Vs 2014
		October	November	YTD Thru November	November	YTD Thru November	
Late Train Incidents	<b>National Rail Passenger Corp</b>	104	148	1,220	102	1,844	(624)
	<b>Capital Programs</b>	4	20	309	-	287	22
	<b>Engineering</b>	281	57	2,170	152	1,809	361
	<b>Penn Station Central Control</b>	10	23	208	28	237	(29)
	<b>Maintenance of Equipment</b>	127	143	1,522	192	1,464	58
	<b>** Other / Miscellaneous</b>	188	95	2,125	121	1,864	261
	<b>Public</b>	586	714	6,723	371	4,546	2,177
	<b>Transportation</b>	40	57	460	77	575	(115)
	<b>Vandalism</b>	64	3	173	5	238	(65)
	<b>Weather and Environmental</b>	55	152	2,218	483	1,161	1,057
	<b>Maintenance of Way (Sched.)</b>	101	28	539	25	290	249

\* **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
11/2	Sun	High winds							21			21		
11/6	Thurs	Signal trouble in Line 2, Penn Station	14		4							14		4
11/7	Fri	Low adhesion system wide	1			4			7			12		
11/12	Wed	AM185 with equipment trouble in Line 2, Penn Station	42		5				5			47		5
11/12	Wed	Motor vehicle fouling tracks west of Smithtown Station	9						3			12		
11/13	Thurs	Fire Department activity east of Merillon Avenue							30	2	1	30	2	1
11/14	Fri	Passenger strike at Woodside				22	2	1	2			24	2	1
11/14	Fri	Police activity at Freeport				7	1		6			13	1	
11/17	Mon	No. 501 with Equipment trouble at Mineola	38	1					9			47	1	
11/18	Tue	No. 2819 heavy loading	12						1			13		
11/19	Wed	Track circuit failure in C Interlocking				18	5		14	1	4	32	6	4
11/20	Thurs	Train 2009 with a trespasser strike at Beth Interlocking	22	12					5		2	27	12	2
11/21	Fri	Train 1001 - Miscommunication between crew and tower operations	20									20		
11/24	Mon	Low adhesion system wide	7			12			19			38		
11/24	Mon	Customer injury requiring assistance on Train 115				9			11		1	20		1
11/26	Wed	Heavy holiday loading				19			18			37		
11/26	Wed	Heavy holiday unloading				11			23			34		
TOTAL FOR MONTH			165	13	9	102	8	1	174	3	8	441	24	18
			483											

# Long Island Rail Road

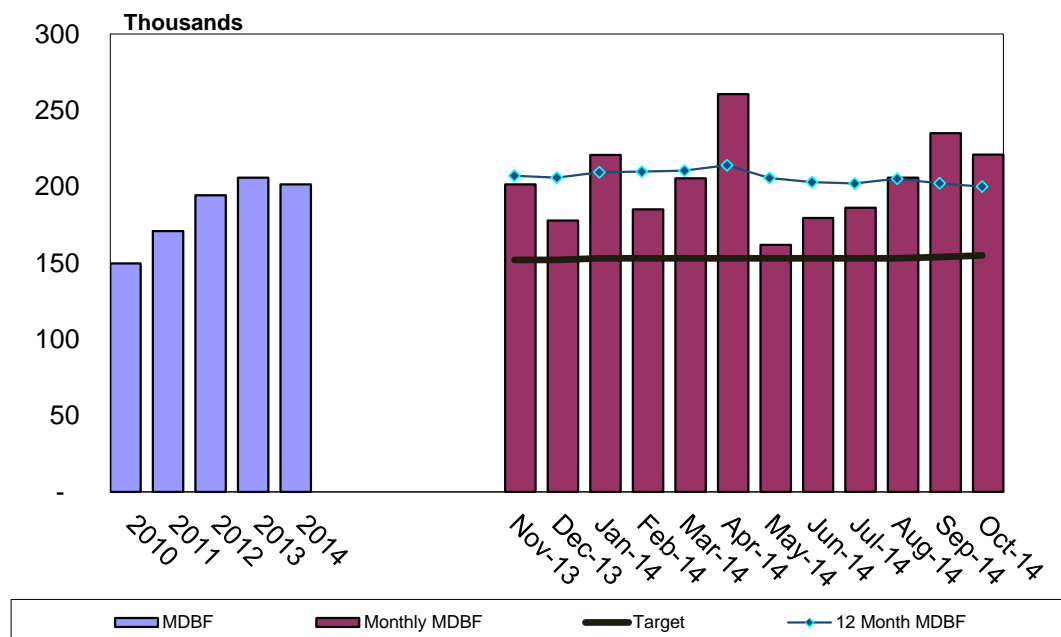
## MEAN DISTANCE BETWEEN FAILURES

	2014 Data							2013 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month MDBF Rolling Avg (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
<b>Mean Distance Between Failures</b>	M-3	150	55,000	75,216	8	97,119	95,528	89,874	7	92,108
	M-7	836	355,000	665,829	8	485,423	477,299	572,577	9	473,824
	DM	21	18,000	17,002	4	23,687	22,408	41,288	2	26,604
	DE	24	18,000	25,502	4	23,884	23,854	45,035	2	19,174
	C-3	134	75,000	107,017	7	77,802	77,923	122,171	6	112,018
	Diesel	179	45,000	61,276	15	54,608	53,840	90,567	10	62,347
	<b>Fleet</b>	<b>1,165</b>	<b>153,000</b>	<b>220,887</b>	<b>31</b>	<b>202,445</b>	<b>200,051</b>	<b>257,230</b>	<b>26</b>	<b>209,768</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**

East Of Jamaica			2014 Data	
			November	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	28
		Total Standees	0	28
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	18	1
		Total Standees	78	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	2
		Total Standees	1	2
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	18	38
		Total Standees	18	38
Ronkonkoma Branch	Program Standees	0	0	
	Add'l Standees	0	20	
	Total Standees	0	20	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			101	90

**Definitions**

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

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

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

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

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

## OPERATING REPORT FOR MONTH OF NOVEMBER 2014

### Standee Report

#### West Of Jamaica

			2014 Data November	
			AM Peak	PM Peak
<b>Daily Average</b>	<b>Babylon Branch</b>	Program Standees	0	0
		Add'l Standees	14	58
		<b>Total Standees</b>	<b>14</b>	<b>58</b>
	<b>Far Rockaway Branch</b>	Program Standees	0	0
		Add'l Standees	5	0
		<b>Total Standees</b>	<b>5</b>	<b>0</b>
	<b>Huntington Branch</b>	Program Standees	0	0
		Add'l Standees	23	40
		<b>Total Standees</b>	<b>23</b>	<b>40</b>
	<b>Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	49
		<b>Total Standees</b>	<b>0</b>	<b>49</b>
	<b>Long Beach Branch</b>	Program Standees	18	0
		Add'l Standees	0	2
		<b>Total Standees</b>	<b>18</b>	<b>2</b>
	<b>Montauk Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Oyster Bay Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Jefferson Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
	<b>Port Washington Branch</b>	Program Standees	0	0
		Add'l Standees	18	38
		<b>Total Standees</b>	<b>18</b>	<b>38</b>
	<b>Ronkonkoma Branch</b>	Program Standees	0	0
		Add'l Standees	0	16
		<b>Total Standees</b>	<b>0</b>	<b>16</b>
	<b>West Hempstead Branch</b>	Program Standees	0	0
		Add'l Standees	0	0
		<b>Total Standees</b>	<b>0</b>	<b>0</b>
<b>System Wide PEAK</b>			<b>76</b>	<b>204</b>

#### Definitions

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

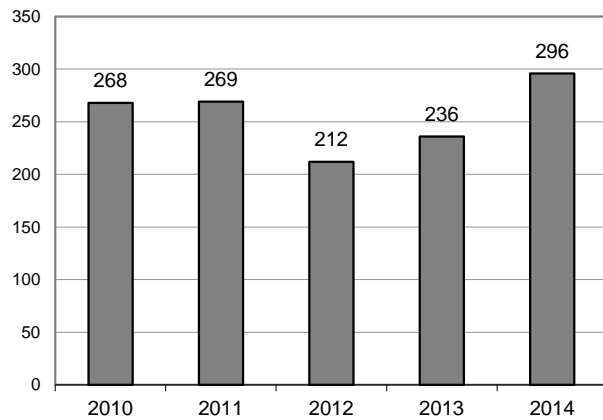
"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**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.

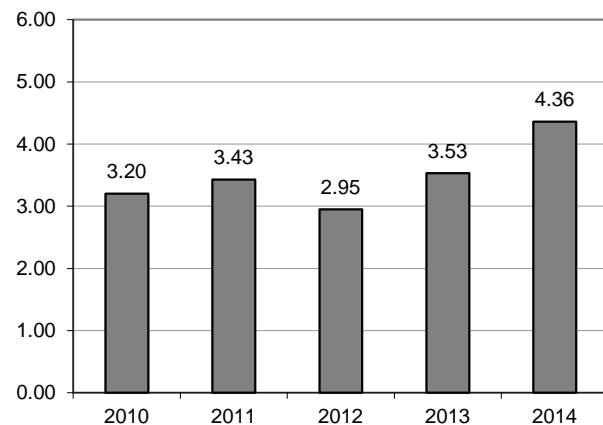
## MTA Long Island Rail Road Summary of Employee Injuries through October 2014



Total Employee Injuries

Year	Total
2010	268
2011	269
2012	212
2013	236
2014	296

% change from last year: 25.4%



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2010	179	3.20
2011	183	3.43
2012	160	2.95
2013	188	3.53
2014	240	4.36

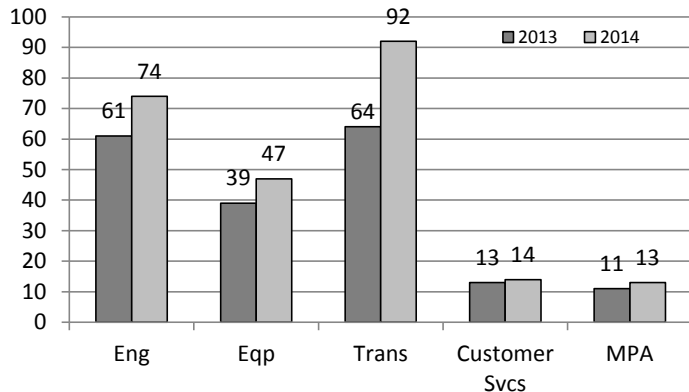
% change from last year: 23.5%

\* Federal Railroad Administration Frequency Index

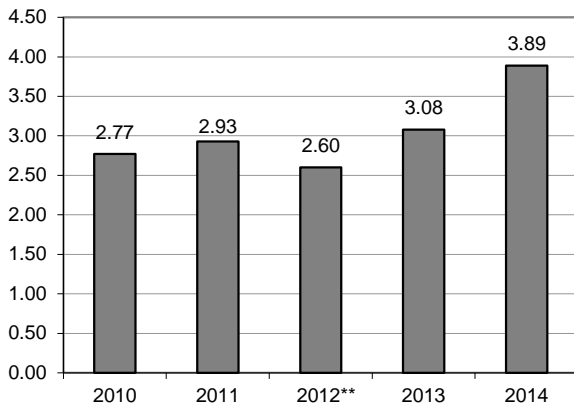
\* - Injuries per 200,000 hours worked

**OPERATING REPORT  
FOR MONTH OF NOVEMBER 2014**

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



Employee Reportable Accidents Comparison by Department			
Department	2013	2014	% Change
Engineering	61	74	21%
Equipment	39	47	21%
Transportation	64	92	44%
Customer Svcs	13	14	8%
MPA	11	13	18%



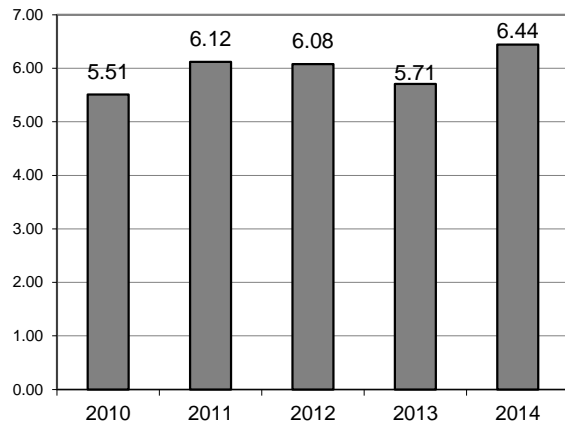
Employee Lost Time Injuries			
Year	LT	LT FI*	LT & RD FI*
2010	152	2.72	2.77
2011	154	2.89	2.93
2012**	141	2.60	2.60
2013	164	3.08	3.08
2014	214	3.89	3.89

% change from last year: 26.3%

\*\*Please note: Prior years data includes Restricted Duty

\* - Injuries per 200,000 hours worked

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

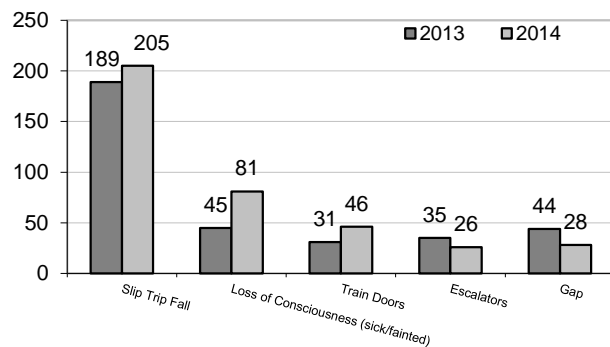


Total Customer Injuries

Year	Total	FI**
2010	375	5.51
2011	410	6.12
2012	421	6.08
2013	397	5.71
2014	461	6.44

% change from last year: 12.8%

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



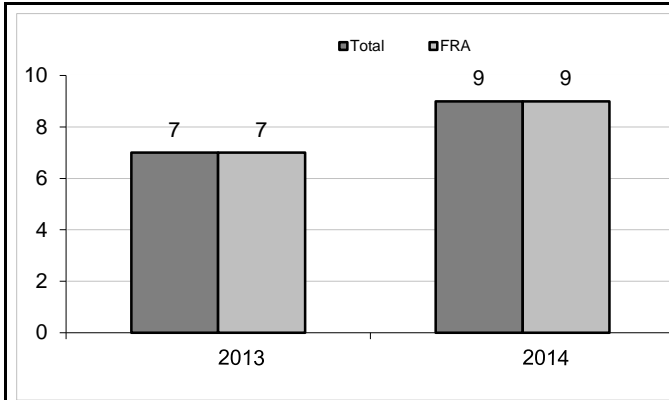
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	189	45	31	35	44
2014	205	81	46	26	28

**OPERATING REPORT  
FOR MONTH OF NOVEMBER 2014**

## MTA Long Island Rail Road

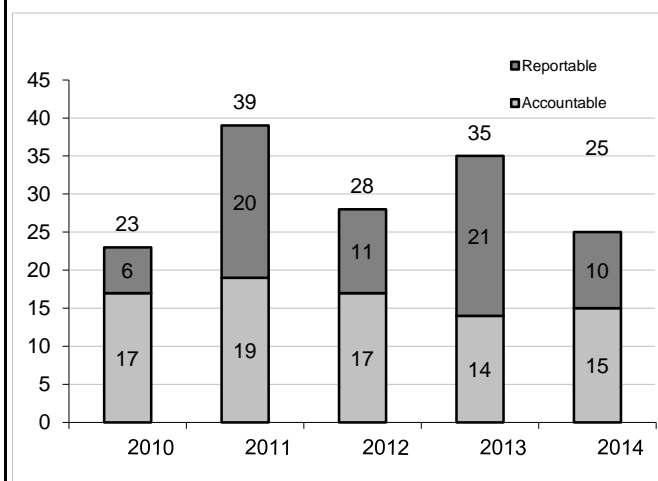
### Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through October 2014



#### Contractor Injuries

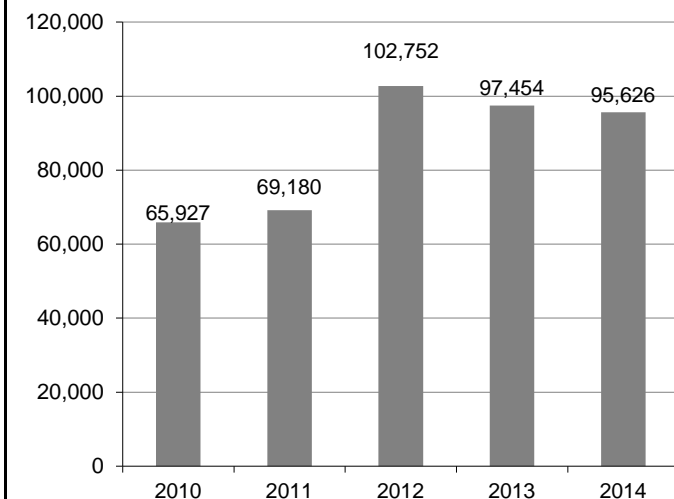
Year	Total	FRA Rpt.
2013	7	7
2014	9	9

% change from last year: 28.6%



#### Train Accidents

Year	Accountable	Reportable
2010	17	6
2011	19	20
2012	17	11
2013	14	21
2014	15	10



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

#### Total Participants

Year	Total
2010	65,927
2011	69,180
2012	102,752
2013	97,454
2014	95,626

# Memorandum



## Long Island Rail Road

**Date:** December 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 final Corporate Quarterly Safety Stand-Down was conducted Monday, November 24<sup>th</sup> in conjunction with a Safety, Health, and Wellness Fair. Over 4,100 employees participated during the day.
- As required for implementation of the Confidential Close Call Reporting System Program, the Federal Railroad Administration (FRA) published our Request for Waivers in the Federal Register on October 20<sup>th</sup>. The public comment period closes December 4<sup>th</sup>. 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 is under way with 35 pairs having the revision. Diesel installation has begun with three C-3s and two locomotives having the new software. Fleet installation is on schedule, to be completed by the end of the year. The General Notice was issued and Maintenance Instructions are complete.
<b>Speed Compliance</b>	For the period 11/1/14 through 11/30/14, there were 121 Radar Observations. 94 different LIRR Engineers and 1 NYAR Engineer were observed. Forty-two 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. Of the final two, one is slated for completion by the end of the first Quarter 2015; and the second, tied to East Side Access, is currently projected for completion by September 2016.</li></ul>
<b>PTC</b>	The Systems Integrator (SI) is progressing Preliminary Design. Radio Frequency and some PTC design elements are lagging. Additional resources are being obtained by the SI as part of mitigation. Current communications subcontractor/supplier scope will be performed by other vendors. Pilot implementation and improved delivery rates remain on schedule.



# **Long Island Rail Road**

## **Monthly Financial Report**

**October 2014**

# **MTA LONG ISLAND RAIL ROAD**

## **October Ridership and Financial Report**

### **Executive Summary**

#### **Ridership**

- During the month of October, total ridership was 7.7 million, which was 3.1% higher than October 2013 (adjusted for same number of work days) and 3.1% above the forecast.
  - Ridership through October was 71.6 million. This was 3.0% higher than 2013 (adjusted for same number of calendar work days) and 1.3% higher than the 2014 forecast.
  - Through October 2014, commutation ridership was 2.5% higher than 2013 (work day adjusted) and 0.9% higher than the 2014 forecast.
  - Through October 2014, non-commutation ridership was 3.7% higher than 2013 and 1.9% above the forecast.
- 

#### **Revenues**

- Farebox revenue through October totaling \$547.4 million was \$5.9 million above the forecast due to higher ridership
- Capital & Other Revenue of \$263.5 million was \$1.0 million lower than forecast due to other operating revenue, vacant positions and timing of project activity, partially offset by capital and other reimbursements associated with retroactive wage adjustments.
- In summary, total LIRR revenue of \$811.0 million was \$4.9 million higher than the forecast.

#### **Expenses**

- Through October, total expenses of \$1,776.4 million were \$79.7 million less than forecast.
- Straight-time payroll spending was \$7.1 million less than forecast due to the existence of vacant positions and lower rates. At the end of October, 173 of 7,063 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime hours worked was 3.6%, or 69,500 hours higher than the forecast primarily as a result of reimbursable, which was 78,575 hours over forecast, and maintenance, which were 54,030 over forecast. This was partially offset by lower weather-related, which was 43,100 below forecast, and vacancy/absentee coverage, which were 20,070 below forecast.
- Year-to-date overtime hours increased by 11.0% in 2014 compared to 2013 due to weather, maintenance and reimbursable overtime.
- Other variances are primarily timing related.

#### **Financial Performance Measures**

- Through October, the Adjusted Farebox Operating Ratio was 53.9%, which is favorable to forecast due to lower expenses and higher revenue.
- Through October, the Adjusted Cost per Passenger was \$15.16, which is lower than forecast due to lower expenses and higher ridership.
- Through October, the Revenue per Passenger was \$7.68, which is slightly lower than forecast.

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

**REVENUE**

Year-to-date October **Total Revenues** (including Capital and Other Reimbursements) of \$811.0 were \$4.9 million or 0.6% favorable to forecast. The month of October of \$82.4 was unfavorable to forecast by \$(1.2) million or 1.4%.

- **Y-T-D Farebox Revenues** were \$5.9 favorable to forecast. The month was \$1.2 favorable to forecast due to higher ridership, partially offset by lower yield per passenger.
- **Y-T-D Other Operating Revenues** were \$(0.9) unfavorable to forecast. The month was \$(0.5) unfavorable to forecast due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(0.1) unfavorable to forecast. The month was \$(1.9) unfavorable due to timing of capital activity.

**OPERATING EXPENSES**

Year-to-date October **Total Expenses** (including depreciation and other) of \$1,776.4 were favorable to the forecast by \$79.7 or 4.3%. The total expenses for the month of \$165.4 were favorable to forecast by \$15.4 or 8.5%.

**Labor Expenses**, \$18.3 favorable Y-T-D; \$3.0 favorable for the month.

- **Payroll**, \$7.1 favorable Y-T-D; \$2.6 favorable for the month (primarily vacant positions).
- **Overtime**, \$(7.4) unfavorable Y-T-D; \$(0.4) unfavorable for the month (primarily capital project activity and higher right-of-way maintenance, partially offset by lower weather-related overtime and vacancy/absentee coverage.)
- **Health & Welfare**, \$0.8 favorable Y-T-D; \$(0.7) unfavorable for the month (represented employee health contribution was assumed to begin in October. Actual contribution will begin in November).
- **OPEB Current Payment**, \$1.5 favorable Y-T-D; \$0.3 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$16.4 favorable Y-T-D; \$1.2 favorable for the month (lower Railroad Retirement Taxes and FELA Indemnity payments).

**Non-Labor Expenses**, \$56.5 favorable Y-T-D; \$11.0 favorable for the month.

- **Electric Power**, \$1.9 favorable Y-T-D; \$1.9 favorable for the month (lower rates and consumption).
- **Fuel**, \$1.2 favorable Y-T-D; \$0.4 favorable for the month (lower rates and consumption).
- **Insurance**, \$0.8 favorable Y-T-D; \$0.1 favorable for the month (Force Account Insurance).
- **Claims**, \$(0.2) unfavorable Y-T-D; \$0.1 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$10.4 favorable Y-T-D; \$2.2 favorable for the month (primarily timing of security related expenses, vegetation management, elevator/escalator maintenance, communications and general maintenance).
- **Professional Services**, \$6.0 favorable Y-T-D; \$2.8 favorable for the month (primarily timing of IT software, hardware, maintenance and data charges, lower outside services and MTA chargebacks).
- **Materials and Supplies**, \$32.1 favorable Y-T-D; \$3.2 favorable for the month (primarily timing of project activity, delayed rolling stock modifications and lower running repair, partially offset by miscellaneous inventory adjustments).
- **Other Business Expenses**, \$4.1 favorable Y-T-D; \$0.2 favorable for the month (primarily timing).

**Depreciation and Other**, \$4.9 favorable Y-T-D; \$1.4 favorable for the month (favorable depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 44.7%, 0.6 percentage points above year-to-date September. The Farebox Operating Ratio for the month of October of 50.6% was 6.8 percentage points above the forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 53.9%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**October 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	\$54.524	\$55.714	\$1.189	2.2	\$0.000	\$0.000	\$0.000	-	\$54.524	\$55.714	\$1.189	2.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.583	3.063	(0.519)	(14.5)	0.000	0.000	0.000	-	3.583	3.063	(0.519)	(14.5)
Capital & Other Reimbursements	0.000	0.000	0.000	-	25.431	23.579	(1.851)	(7.3)	25.431	23.579	(1.851)	(7.3)
<b>Total Revenue</b>	<b>\$58.107</b>	<b>\$58.777</b>	<b>\$0.670</b>	<b>1.2</b>	<b>\$25.431</b>	<b>\$23.579</b>	<b>(\$1.851)</b>	<b>(7.3)</b>	<b>\$83.538</b>	<b>\$82.357</b>	<b>(\$1.181)</b>	<b>(1.4)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$43.154	\$41.335	\$1.819	4.2	\$8.077	\$7.255	\$0.822	10.2	\$51.231	\$48.590	\$2.641	5.2
Overtime	8.663	8.440	0.223	2.6	1.901	2.565	(0.664)	(35.0)	10.564	11.005	(0.441)	(4.2)
Health and Welfare	7.412	7.926	(0.514)	(6.9)	1.488	1.632	(0.144)	(9.7)	8.900	9.558	(0.657)	(7.4)
OPEB Current Payment	4.905	4.630	0.275	5.6	0.000	0.000	0.000	-	4.905	4.630	0.275	5.6
Pensions	14.425	13.649	0.776	5.4	2.146	2.922	(0.776)	(36.1)	16.571	16.572	(0.000)	(0.0)
Other Fringe Benefits	8.230	7.180	1.050	12.8	1.792	1.615	0.177	9.9	10.022	8.796	1.227	12.2
Reimbursable Overhead	(2.702)	(2.703)	0.001	0.0	2.702	2.703	(0.001)	(0.0)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$84.087</b>	<b>\$80.456</b>	<b>\$3.631</b>	<b>4.3</b>	<b>\$18.106</b>	<b>\$18.693</b>	<b>(\$0.587)</b>	<b>(3.2)</b>	<b>\$102.193</b>	<b>\$99.149</b>	<b>\$3.044</b>	<b>3.0</b>
<i>Non-Labor:</i>												
Electric Power	\$7.995	\$6.097	\$1.898	23.7	\$0.062	\$0.087	(\$0.026)	(41.3)	\$8.057	\$6.185	\$1.872	23.2
Fuel	2.459	2.021	0.438	17.8	0.000	0.000	0.000	-	2.459	2.021	0.438	17.8
Insurance	1.952	1.946	0.006	0.3	0.542	0.418	0.124	23.0	2.494	2.364	0.131	5.2
Claims	0.371	0.303	0.068	18.3	0.000	0.000	0.000	-	0.371	0.303	0.068	18.3
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	6.921	4.795	2.126	30.7	1.477	1.377	0.100	6.8	8.398	6.171	2.226	26.5
Professional Service Contracts	5.091	2.540	2.551	50.1	0.349	0.075	0.273	78.4	5.440	2.615	2.825	51.9
Materials & Supplies	11.534	10.345	1.189	10.3	4.870	2.877	1.994	40.9	16.404	13.222	3.183	19.4
Other Business Expenses	1.239	0.987	0.252	20.4	0.024	0.052	(0.028)	*	1.263	1.039	0.224	17.7
<b>Total Non-Labor Expenses</b>	<b>\$37.562</b>	<b>\$29.033</b>	<b>\$8.529</b>	<b>22.7</b>	<b>\$7.324</b>	<b>\$4.887</b>	<b>\$2.438</b>	<b>33.3</b>	<b>\$44.886</b>	<b>\$33.919</b>	<b>\$10.967</b>	<b>24.4</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>\$121.649</b>	<b>\$109.489</b>	<b>\$12.160</b>	<b>10.0</b>	<b>\$25.431</b>	<b>\$23.579</b>	<b>\$1.851</b>	<b>7.3</b>	<b>\$147.080</b>	<b>\$133.069</b>	<b>\$14.011</b>	<b>9.5</b>
<i>Depreciation</i>												
Depreciation	\$27.749	\$26.205	\$1.544	5.6	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.205	\$1.544	5.6
Other Post Employment Benefits	5.765	5.935	(0.170)	(3.0)	0.000	0.000	0.000	-	\$5.765	5.935	(0.170)	(3.0)
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.0
<b>Total Expenses</b>	<b>\$155.330</b>	<b>\$141.797</b>	<b>\$13.533</b>	<b>8.7</b>	<b>\$25.431</b>	<b>\$23.579</b>	<b>\$1.851</b>	<b>7.3</b>	<b>\$180.761</b>	<b>\$165.376</b>	<b>\$15.384</b>	<b>8.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$97.223)</b>	<b>(\$83.020)</b>	<b>\$14.203</b>	<b>14.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$97.223)</b>	<b>(\$83.020)</b>	<b>\$14.203</b>	<b>14.6</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.749	\$26.205	(\$1.544)	(5.6)	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.205	(\$1.544)	(5.6)
Operating/Capital	(3.347)	(0.986)	2.361	70.6	0.000	0.000	0.000	-	(3.347)	(0.986)	2.361	70.6
Other Cash Adjustments	(3.992)	(2.361)	1.631	40.9	0.000	0.000	0.000	-	(3.992)	(2.361)	1.631	40.9
<b>Total Cash Conversion Adjustments</b>	<b>\$20.411</b>	<b>\$22.859</b>	<b>\$2.448</b>	<b>12.0</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$20.411</b>	<b>\$22.859</b>	<b>\$2.448</b>	<b>12.0</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$76.812)</b>	<b>(\$60.161)</b>	<b>\$16.651</b>	<b>21.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$76.812)</b>	<b>(\$60.161)</b>	<b>\$16.651</b>	<b>21.7</b>

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$541.567	\$547.447	\$5.880	1.1	\$0.000	\$0.000	\$0.000	-	\$541.567	\$547.447	\$5.880	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	38.643	37.770	(0.873)	(2.3)	0.000	0.000	0.000	-	38.643	37.770	(0.873)	(2.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	225.840	225.745	(0.095)	(0.0)	225.840	225.745	(0.095)	(0.0)
<b>Total Revenue</b>	<b>\$580.210</b>	<b>\$585.217</b>	<b>\$5.007</b>	<b>0.9</b>	<b>\$225.840</b>	<b>\$225.745</b>	<b>(\$0.095)</b>	<b>(0.0)</b>	<b>\$806.050</b>	<b>\$810.963</b>	<b>\$4.913</b>	<b>0.6</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$472.175	\$463.707	\$8.468	1.8	\$72.043	\$73.428	(\$1.385)	(1.9)	\$544.218	\$537.135	\$7.083	1.3
Overtime	106.648	106.516	0.132	0.1	14.811	22.389	(7.578)	(51.2)	121.459	128.904	(7.446)	(6.1)
Health and Welfare	80.014	78.173	1.841	2.3	13.465	14.507	(1.042)	(7.7)	93.479	92.680	0.799	0.9
OPEB Current Payment	48.753	47.285	1.468	3.0	0.000	0.000	0.000	-	48.753	47.285	1.468	3.0
Pensions	145.484	140.695	4.789	3.3	20.231	25.020	(4.789)	(23.7)	165.715	165.715	(0.000)	0.0
Other Fringe Benefits	119.527	102.235	17.292	14.5	15.454	16.323	(0.868)	(5.6)	134.981	118.558	16.424	12.2
Reimbursable Overhead	(23.364)	(22.826)	(0.538)	(2.3)	23.364	22.826	0.538	2.3	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$949.237</b>	<b>\$915.785</b>	<b>\$33.452</b>	<b>3.5</b>	<b>\$159.368</b>	<b>\$174.492</b>	<b>(\$15.124)</b>	<b>(9.5)</b>	<b>\$1,108.605</b>	<b>\$1,090.277</b>	<b>\$18.328</b>	<b>1.7</b>
<i>Non-Labor:</i>												
Electric Power	\$89.251	\$87.351	\$1.900	2.1	\$0.457	\$0.409	\$0.048	10.5	\$89.708	\$87.760	\$1.948	2.2
Fuel	25.147	23.905	1.242	4.9	0.000	0.000	0.000	-	25.147	23.905	1.242	4.9
Insurance	19.408	19.409	(0.001)	(0.0)	4.424	3.593	0.832	18.8	23.832	23.001	0.831	3.5
Claims	3.123	3.306	(0.183)	(5.9)	0.000	0.000	0.000	-	3.123	3.306	(0.183)	(5.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	57.737	49.439	8.298	14.4	12.413	10.296	2.116	17.1	70.150	59.736	10.414	14.8
Professional Service Contracts	29.899	22.549	7.350	24.6	3.504	4.831	(1.328)	(37.9)	33.403	27.380	6.023	18.0
Materials & Supplies	106.443	88.256	18.187	17.1	45.292	31.406	13.886	30.7	151.735	119.662	32.073	21.1
Other Business Expenses	11.616	7.173	4.443	38.2	0.382	0.718	(0.336)	(87.8)	11.998	7.891	4.107	34.2
<b>Total Non-Labor Expenses</b>	<b>\$342.624</b>	<b>\$301.389</b>	<b>\$41.235</b>	<b>12.0</b>	<b>\$66.472</b>	<b>\$51.253</b>	<b>\$15.219</b>	<b>22.9</b>	<b>\$409.096</b>	<b>\$352.642</b>	<b>\$56.454</b>	<b>13.8</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>\$1,291.861</b>	<b>\$1,217.174</b>	<b>\$74.687</b>	<b>5.8</b>	<b>\$225.840</b>	<b>\$225.745</b>	<b>\$0.095</b>	<b>0.0</b>	<b>\$1,517.701</b>	<b>\$1,442.919</b>	<b>\$74.782</b>	<b>4.9</b>
Depreciation	\$277.499	\$271.379	\$6.120	2.2	\$0.000	\$0.000	\$0.000	-	\$277.499	\$271.379	\$6.120	2.2
Other Post Employment Benefits	57.633	58.366	(0.734)	(1.3)	0.000	0.000	0.000	-	57.633	58.366	(0.734)	(1.3)
Environmental Remediation	3.267	3.737	(0.470)	(14.4)	0.000	0.000	0.000	-	3.267	3.737	(0.470)	(14.4)
<b>Total Expenses</b>	<b>\$1,630.259</b>	<b>\$1,550.656</b>	<b>\$79.603</b>	<b>4.9</b>	<b>\$225.840</b>	<b>\$225.745</b>	<b>\$0.095</b>	<b>0.0</b>	<b>\$1,856.099</b>	<b>\$1,776.401</b>	<b>\$79.698</b>	<b>4.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,050.049)</b>	<b>(\$965.439)</b>	<b>\$84.611</b>	<b>8.1</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,050.049)</b>	<b>(\$965.439)</b>	<b>\$84.611</b>	<b>8.1</b>
<i>Cash Conversion Adjustments</i>												
Depreciation	\$277.499	\$271.379	(\$6.120)	(2.2)	\$0.000	\$0.000	\$0.000	-	\$277.499	\$271.379	(\$6.120)	(2.2)
Operating/Capital	(26.240)	(11.354)	14.886	56.7	0.000	0.000	0.000	-	(26.240)	(11.354)	14.886	56.7
Other Cash Adjustments	188.327	170.163	(18.164)	(9.6)	0.000	0.000	0.000	-	188.327	170.163	(18.164)	(9.6)
<b>Total Cash Conversion Adjustments</b>	<b>\$439.586</b>	<b>\$430.188</b>	<b>(\$9.398)</b>	<b>(2.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$439.586</b>	<b>\$430.188</b>	<b>(\$9.398)</b>	<b>(2.1)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$610.463)</b>	<b>(\$535.250)</b>	<b>\$75.213</b>	<b>12.3</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(\$610.463)</b>	<b>(\$535.250)</b>	<b>\$75.213</b>	<b>12.3</b>

TABLE 3

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

October 2014					Year-to-Date October 2014		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.189	2.2	Higher ridership \$1.687, partially offset by lower yield per passenger \$(0.498).	5.880	1.1	Higher ridership \$7.060, partially offset by lower yield per passenger \$(1.180).
Other Operating Revenue	Non Reimb.	(0.519)	(14.5)	Primarily due to timing of advertising and rental revenues.	(0.873)	(2.3)	Primarily due to timing of advertising and rental revenues.
Capital & Other Reimbursements	Reimb.	(1.851)	(7.3)	Timing of capital project activity	(0.095)	(0.0)	Timing of capital project activity, partially offset by retroactive wage adjustments being allocated to the capital program.
Expenses							
Payroll	Non Reimb.	1.819	4.2	Primarily due to wage rates and vacant positions.	8.468	1.8	Primarily timing of retro wage rate accruals and vacant positions.
	Reimb.	0.822	10.2	Primarily due to vacant positions and timing of project activity and other reimbursements.	(1.385)	(1.9)	Primarily due to retroactive wage adjustments being allocated to the capital program, partially offset by vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	0.223	2.6	Lower vacancy/absentee coverage, weather-related overtime and unscheduled service, partially offset by higher routine maintenance overtime and retroactive pay.	0.132	0.1	Lower weather-related overtime, vacancy/absentee coverage and unscheduled service, partially offset by higher maintenance, retroactive pay accrual and scheduled service.
	Reimb.	(0.664)	(35.0)	Higher due to East Side Access, East Rail Yard and other capital project activity.	(7.578)	(51.2)	Higher due to retro wage adjustments, East Rail Yard, East Side Access and other capital project activity.
Health and Welfare	Non Reimb.	(0.514)	(6.9)	Primarily due to represented employee health contribution was assumed to begin in October. Actual contribution will begin in November. This is partially offset by vacant positions.	1.841	2.3	Primarily due to vacant positions, partially offset by timing of represented health contribution.
	Reimb.	(0.144)	(9.7)	Primarily due to timing of project activity.	(1.042)	(7.7)	Primarily due to impact of retro wage adjustments, partially offset by timing of project activity.

TABLE 3

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

October 2014				Year-to-Date October 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
OPEB Current Payment	Non Reimb.	0.275	5.6	Fewer retirees/beneficiaries.	1.468	3.0	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	0.776	5.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	4.789	3.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(0.776)	(36.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(4.789)	(23.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	1.050	12.8	Lower FELA payments and lower Railroad Retirement Taxes.	17.292	14.5	Lower Railroad Retirement taxes due to vacant positions, lower Railroad Retirement tax rate accrued for retroactive wage adjustments and lower FELA payments.
	Reimb.	0.177	9.9	Primarily due to timing of project activity.	(0.868)	(5.6)	Primarily due to impact of retro wage adjustments, partially offset by timing of project activity.
Electric Power	Non Reimb.	1.898	23.7	Lower rates and consumption.	1.900	2.1	Lower rates, partially offset by higher consumption.
	Reimb.	(0.026)	(41.3)	Eastern Rail Yard and VD Yard.	0.048	10.5	Eastern Rail Yard and VD Yard.
Fuel	Non Reimb.	0.438	17.8	Lower consumption.	1.242	4.9	Primarily lower diesel fuel consumption, partially offset by higher rates.
Insurance	Non Reimb.	0.006	0.3		(0.001)	(0.0)	
	Reimb.	0.124	23.0	Force Account Insurance associated with project activity.	0.832	18.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.068	18.3	Primarily due to timing.	(0.183)	(5.9)	Primarily due to timing of invoices/payments.

TABLE 3

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

October 2014				Year-to-Date October 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.	2.126	30.7	Primarily timing of elevator/escalator maintenance, security related expenses, communications, and charges previously accrued for police presence at crossings where track maintenance was taking place were reversed out in October, partially offset by higher maintenance expenses for non-revenue vehicle repairs.	8.298	14.4	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.	0.100	6.8	Primarily due to timing of project activity.	2.116	17.1	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	2.551	50.1	Primarily timing of IT software, hardware, maintenance and data charges.	7.350	24.6	Primarily due to delay in WMDS (wayside maintenance diagnostic system), timing of payments and activities for IT related expenses and various other professional services, partially offset by higher planning studies consultants.
	Reimb.	0.273	78.4	Primarily due to timing of project activity.	(1.328)	(37.9)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	1.189	10.3	Primarily due to lower material usage for MU and Diesel fleet modifications, M-7 and C-3 running repair, delay/scope change of M-7 propulsion startup, lower chargeouts within the Wheel Shop, timing of non-revenue vehicle deliveries and reclaims greater than chargeouts for pool material.	18.187	17.1	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, Motor shop delays with M-3 Trucks and M-7 3rd line motors, lower chargeouts within the Wheel Shop and timing of non-revenue vehicle deliveries, partially offset by high chargeouts of pool material.
	Reimb.	1.994	40.9	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.	13.886	30.7	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.

TABLE 3

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

October 2014				Year-to-Date October 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.	0.252	20.4	Timing of miscellaneous expenses.	4.443	38.2	Prior period accrual reversals for Superstorm Sandy, timing of accruals for mobility tax related to the retro wage adjustments and other miscellaneous expenses, partially offset by higher bad debt, lower property restitution, and higher debit/credit card fee expenses.  Primarily due to timing of project activity.
	Reimb.	(0.028)	*		(0.336)	(87.8)	
Depreciation	Non Reimb.	1.544	5.6	Revised estimate based on certain capital assets being fully depreciated.	6.120	2.2	Revised estimate based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.170)	(3.0)	Primarily due to timing of payments.	(0.734)	(1.3)	Primarily due to timing of payments.
Environmental Remediation	Non Reimb.	0.000	0.0		(0.470)	(14.4)	Primarily timing.

Table 4

<b>MTA LONG ISLAND RAIL ROAD</b> <b>JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST</b> <b>CASH RECEIPTS and EXPENDITURES</b> <b>October 2014</b> (\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$56.513	\$59.658	\$3.145	5.6	\$563.293	\$566.994	\$3.701	0.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.322	2.150	(0.172)	(7.4)	36.063	33.545	(2.518)	(7.0)
Capital & Other Reimbursements	25.207	33.055	7.848	31.1	206.591	202.197	(4.394)	(2.1)
<b>Total Receipts</b>	<b>\$84.042</b>	<b>\$94.863</b>	<b>\$10.821</b>	<b>12.9</b>	<b>\$805.947</b>	<b>\$802.737</b>	<b>(\$3.210)</b>	<b>(0.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$56.773	\$46.021	\$10.752	18.9	\$458.337	\$419.969	\$38.368	8.4
Overtime	13.106	12.133	0.973	7.4	102.620	101.173	1.447	1.4
Health and Welfare	8.900	18.343	(9.443)	*	94.028	101.351	(7.323)	(7.8)
OPEB Current Payment	4.905	8.601	(3.696)	(75.3)	48.900	51.405	(2.505)	(5.1)
Pensions	16.572	16.563	0.009	0.1	152.241	152.250	(0.009)	(0.0)
Other Fringe Benefits	11.623	13.133	(1.510)	(13.0)	119.058	111.136	7.922	6.7
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$111.879</b>	<b>\$114.795</b>	<b>(\$2.916)</b>	<b>(2.6)</b>	<b>\$975.184</b>	<b>\$937.285</b>	<b>\$37.899</b>	<b>3.9</b>
<i>Non-Labor:</i>								
Electric Power	\$8.038	\$7.962	\$0.076	0.9	\$95.348	\$92.086	\$3.262	3.4
Fuel	2.511	3.007	(0.496)	(19.8)	26.213	24.319	1.894	7.2
Insurance	3.102	2.336	0.766	24.7	26.836	24.841	1.995	7.4
Claims	0.267	0.108	0.159	59.6	1.782	2.600	(0.818)	(45.9)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	10.055	9.364	0.691	6.9	79.319	65.851	13.468	17.0
Professional Service Contracts	5.959	3.221	2.738	45.9	34.310	28.014	6.296	18.3
Materials & Supplies	15.780	11.215	4.565	28.9	146.770	133.813	12.957	8.8
Other Business Expenses	1.298	1.193	0.105	8.1	11.578	10.617	0.961	8.3
<b>Total Non-Labor Expenditures</b>	<b>\$47.010</b>	<b>\$38.406</b>	<b>\$8.604</b>	<b>18.3</b>	<b>\$422.156</b>	<b>\$382.141</b>	<b>\$40.015</b>	<b>9.5</b>
<i>Other Expenditure Adjustments:</i>								
Other	\$1.965	\$1.853	\$0.112	5.7	\$19.070	\$18.262	\$0.808	4.2
<b>Total Other Expenditure Adjustments</b>	<b>\$1.965</b>	<b>\$1.853</b>	<b>\$0.112</b>	<b>5.7</b>	<b>\$19.070</b>	<b>\$18.262</b>	<b>\$0.808</b>	<b>4.2</b>
<b>Total Expenditures</b>	<b>\$160.854</b>	<b>\$155.054</b>	<b>\$5.800</b>	<b>3.6</b>	<b>\$1,416.410</b>	<b>\$1,337.688</b>	<b>\$78.722</b>	<b>5.6</b>
Cash Timing and Availability Adjustment	0.000	0.031	0.031	-	0.000	(0.299)	(0.299)	-
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$76.812)</b>	<b>(\$60.161)</b>	<b>\$16.651</b>	<b>21.7</b>	<b>(\$610.463)</b>	<b>(\$535.250)</b>	<b>\$75.213</b>	<b>12.3</b>
<b>Subsidies</b>								
MTA	76.812	60.157	(16.655)	(21.7)	593.522	516.386	(77.136)	(13.0)

**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	October 2014			Year-to-Date as of October 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
<b>Receipts</b>						
Farebox Revenue	3.145	5.6	Higher advance sales impact \$2.147 and higher ridership \$1.687, partially offset by lower yields \$(0.498) and lower Metrocard/AirTrain sales \$(0.191).	3.701	0.7	Higher ridership \$7.060, partially offset by lower advance sales impact \$(1.269), lower yields \$(1.180) and lower Metrocard/AirTrain sales \$(0.910).
Other Operating Revenue	(0.172)	(7.4)	Primarily due to the timing of rental revenue.	(2.518)	(7.0)	Primarily lower FEMA reimbursement, the timing of miscellaneous revenue, freight revenue and intercompany receipts, partially offset by the timing of rental revenue.
Capital and Other Reimbursements	7.848	31.1	Timing of activity and reimbursement for capital and other reimbursements.	(4.394)	(2.1)	Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>						
Labor:						
Payroll	10.752	18.9	Primarily due to lower headcount and rates.	38.368	8.4	Primarily due to lower headcount and rates.
Overtime	0.973	7.4	Primarily lower vacancy/absentee coverage, rates, weather-related overtime, and unscheduled service, partially offset by higher maintenance and project overtime.	1.447	1.4	Primarily lower weather-related overtime, vacancy/absentee coverage, rates and unscheduled service, partially offset by higher maintenance, project, and scheduled service overtime.
Health and Welfare	(9.443)	*	Primarily due to the timing of payments.	(7.323)	(7.8)	Primarily due to the timing of payments, partially offset by lower headcount.
OPEB Current Payment	(3.696)	(75.3)	Primarily due to the timing of payments.	(2.505)	(5.1)	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	October 2014			Year-to-Date as of October 31, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	(1.510)	(13.0)	Primarily the timing of FELA payments and payments for meals and safety shoes, partially offset by lower Railroad Retirement payments.	7.922	6.7	Primarily lower Railroad Retirement payments and the timing of FELA payments, partially offset by meal and safety shoe payments.
Non-Labor:						
Electric Power	0.076	0.9	Primarily due to lower traction power rates, partially offset by the timing of payments.	3.262	3.4	Primarily due to lower traction rates and the timing of payments, partially offset by higher traction usage.
Fuel	(0.496)	(19.8)	Primarily due to the timing of payments, partially offset by lower revenue fuel consumption and rates.	1.894	7.2	Primarily due to lower revenue fuel consumption and the timing of payments, partially offset by higher rates.
Insurance	0.766	24.7	Timing of payments.	1.995	7.4	Timing of payments.
Claims	0.159	59.6	Timing of claim payments.	(0.818)	(45.9)	Timing of claim payments.
Maintenance and Other Operating Contracts	0.691	6.9	Timing of payments and activities.	13.468	17.0	Timing of payments and activities.
Professional Service Contracts	2.738	45.9	Primarily the timing of payments and activities for consulting services.	6.296	18.3	Primarily the timing of payments and activities for consulting services.
Materials and Supplies	4.565	28.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.	12.957	8.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.105	8.1	Primarily due to the timing of payments.	0.961	8.3	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.112	5.7	Lower Metrocard/AirTrain pass through payments.	0.808	4.2	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)								
October 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	\$1.989	\$3.945	\$1.956	98.4	\$21.726	\$19.547	(\$2.179)	(10.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.261)	(0.914)	0.347	27.5	(2.580)	(4.225)	(1.644)	(63.7)
Capital & Other Reimbursements	(0.224)	9.476	9.699	*	(19.249)	(23.548)	(4.299)	(22.3)
<b>Total Receipts</b>	<b>\$0.504</b>	<b>\$12.506</b>	<b>\$12.002</b>	<b>*</b>	<b>(\$0.103)</b>	<b>(\$8.226)</b>	<b>(\$8.123)</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	(\$5.542)	\$2.569	\$8.111	*	\$85.881	\$117.166	\$31.284	36.4
Overtime	(2.542)	(1.128)	1.414	55.6	18.839	27.732	8.893	47.2
Health and Welfare	0.000	(8.786)	(8.786)	*	(0.549)	(8.671)	(8.122)	*
OPEB Current Payment	0.000	(3.971)	(3.971)	-	(0.147)	(4.120)	(3.973)	*
Pensions	(0.001)	0.008	0.009	*	13.474	13.465	(0.009)	(0.1)
Other Fringe Benefits	(1.601)	(4.338)	(2.737)	*	15.923	7.422	(8.502)	(53.4)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>(\$9.686)</b>	<b>(\$15.646)</b>	<b>(\$5.960)</b>	<b>(61.5)</b>	<b>\$133.421</b>	<b>\$152.992</b>	<b>\$19.571</b>	<b>14.7</b>
<i>Non-Labor:</i>								
Electric Power	\$0.019	(\$1.778)	(\$1.797)	*	(\$5.640)	(\$4.326)	\$1.314	23.3
Fuel	(0.052)	(0.986)	(0.934)	*	(1.066)	(0.414)	0.652	61.2
Insurance	(0.608)	0.027	0.635	*	(3.004)	(1.840)	1.163	38.7
Claims	0.104	0.195	0.091	87.5	1.341	0.706	(0.635)	(47.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.657)	(3.192)	(1.535)	(92.6)	(9.169)	(6.115)	3.054	33.3
Professional Service Contracts	(0.519)	(0.606)	(0.087)	(16.7)	(0.907)	(0.635)	0.273	30.1
Materials & Supplies	0.624	2.007	1.382	*	4.965	(14.151)	(19.115)	*
Other Business Expenses	(0.035)	(0.154)	(0.119)	*	0.420	(2.725)	(3.145)	*
<b>Total Non-Labor Expenditures</b>	<b>(\$2.124)</b>	<b>(\$4.487)</b>	<b>(\$2.363)</b>	<b>*</b>	<b>(\$13.060)</b>	<b>(\$29.500)</b>	<b>(\$16.439)</b>	<b>*</b>
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.965)	(\$1.853)	\$0.112	5.7	(\$19.070)	(\$18.262)	\$0.808	4.2
<b>Total Other Expenditure Adjustments</b>	<b>(\$1.965)</b>	<b>(\$1.853)</b>	<b>\$0.112</b>	<b>5.7</b>	<b>(\$19.070)</b>	<b>(\$18.262)</b>	<b>\$0.808</b>	<b>4.2</b>
<b>Total Expenditures before Depreciation</b>	<b>(\$13.774)</b>	<b>(\$21.986)</b>	<b>(\$8.211)</b>	<b>(59.6)</b>	<b>\$101.291</b>	<b>\$105.231</b>	<b>\$3.940</b>	<b>3.9</b>
Depreciation Adjustment	\$27.749	\$26.205	(\$1.544)	(5.6)	\$277.499	\$271.379	(\$6.120)	(2.2)
Other Post Employment Benefits	5.765	5.935	0.170	3.0	57.633	58.366	0.734	1.3
Environmental Remediation	0.167	0.167	(0.000)	(0.0)	3.267	3.737	0.470	14.4
<b>Total Expenditures</b>	<b>\$19.907</b>	<b>\$10.322</b>	<b>(\$9.585)</b>	<b>(48.1)</b>	<b>\$439.689</b>	<b>\$438.713</b>	<b>(\$0.976)</b>	<b>(0.2)</b>
Cash Timing and Availability Adjustment	0.000	0.031	0.031	-	0.000	(0.299)	(0.299)	-
<b>Total Cash Conversion Adjustments</b>	<b>\$20.411</b>	<b>\$22.859</b>	<b>\$2.448</b>	<b>12.0</b>	<b>\$439.586</b>	<b>\$430.188</b>	<b>(\$9.398)</b>	<b>(2.1)</b>

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

	October 2014						October 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>	31,474	\$1.629	34,392	\$1.772	(2,918)	(\$0.144)	291,564	\$15.082	303,534	\$15.620	(11,969)	(\$0.538)
					-9.3%	-8.8%					-4.1%	-3.6%
<u>Unscheduled Service</u>	8,476	\$0.488	4,169	\$0.246	4,306	\$0.242	104,633	\$5.983	88,429	\$5.182	16,204	\$0.801
					50.8%	49.6%					15.5%	13.4%
<u>Programmatic/Routine Maintenance</u>	43,785	\$2.129	55,789	\$2.764	(12,004)	(\$0.635)	478,218	\$22.861	532,248	\$25.659	(54,029)	(\$2.798)
					-27.4%	-29.8%					-11.3%	-12.2%
<u>Unscheduled Maintenance</u>	571	\$0.026	286	\$0.013	285	\$0.013	5,140	\$0.235	7,880	\$0.359	(2,740)	(\$0.124)
					49.9%	49.9%					-53.3%	-53.0%
<u>Vacancy/Absentee Coverage</u>	61,090	\$3.033	44,052	\$2.197	17,038	\$0.835	539,775	\$26.706	519,710	\$25.310	20,066	\$1.396
					27.9%	27.5%					3.7%	5.2%
<u>Weather Emergencies</u>	7,206	\$0.441	586	\$0.029	6,620	\$0.412	211,847	\$11.238	168,755	\$8.537	43,092	\$2.701
					91.9%	93.4%					20.3%	24.0%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000		
<u>Other</u> <sup>3</sup>	1,905	\$0.917	2,067	\$1.418	(161)	(\$0.501)	18,918	\$24.544	20,468	\$25.848	(1,550)	(\$1.304)
					-8.5%	-54.7%					-8.2%	*
<b>NON-REIMBURSABLE OVERTIME</b>	154,507	\$8.663	141,342	\$8.440	13,165	\$0.223	1,650,097	\$106.648	1,641,023	\$106.516	9,073	\$0.132
					8.5%	2.6%					0.5%	0.1%
<b>REIMBURSABLE OVERTIME</b>	36,196	\$1.901	48,147	\$2.565	(11,951)	(\$0.664)	283,500	\$14.811	362,077	\$22.389	(78,576)	(\$7.578)
					-33.0%	-35.0%					-27.7%	-51.2%
<b>TOTAL OVERTIME</b>	<b>190,702</b>	<b>\$10.564</b>	<b>189,489</b>	<b>\$11.005</b>	<b>1,214</b>	<b>(\$0.441)</b>	<b>1,933,597</b>	<b>\$121.459</b>	<b>2,003,100</b>	<b>\$128.904</b>	<b>(69,503)</b>	<b>(\$7.446)</b>
					0.6%	-4.2%					-3.6%	-6.1%

<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)

**NON-REIMBURSABLE OVERTIME**

Scheduled Service

(2,918) (\$0.144)  
-9.3% -8.8%

Unfavorable due to added flagging tours in the crew book and higher than projected Yardmaster crew book overtime.

Unscheduled Service

4,306 \$0.242  
50.8% 49.6%

Lower than forecasted outside of assignment penalty payments.

Programmatic/Routine Maintenance

(12,004) (\$0.635)  
-27.4% -29.8%

Higher than anticipated general maintenance needs, third rail tie changing, laying of rail bolted joints and installation of timber, track ties and field welding.

Unscheduled Maintenance

285 \$0.013  
49.9% 49.9%

Due to favorable availability in Maintenance of Equipment and lower relief day tours for Train and Engine.

Vacancy/Absentee Coverage

17,038 \$0.835  
27.9% 27.5%

Due to favorable availability in Maintenance of Equipment and lower relief day tours for Train and Engine.

Weather Emergencies

6,620 \$0.412  
91.9% 93.4%

Lower than forecasted weather related expenses.

Safety/Security/Law Enforcement

Other

(161) (\$0.501)  
-8.5% -54.7%

Due to contractual retroactive pay.

**NON-REIMBURSABLE OVERTIME**

**13,165 \$0.223**  
8.5% 2.6%

**REIMBURSABLE OVERTIME**

(11,951) (\$0.664)  
-33.0% -35.0%

Due to various components of East Side Access, East Rail yard, increased flagging tours and interlocking surfacing.

**TOTAL OVERTIME**

**1,214 (\$0.441)**  
0.6% -4.2%

October 2014			October Year-to-Date		
Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
Hours	\$		Hours	\$	
(11,969)	(\$0.538)	Unfavorable due to added flagging tours in the crew book and higher than projected Yardmaster crew book overtime.	(11,969)	(\$0.538)	Unfavorable due to added flagging tours in the crew book and higher than projected Yardmaster crew book overtime.
-4.1%	-3.6%		-4.1%	-3.6%	
16,204	\$0.801	Lower than forecasted outside of assignment penalty payments and weather-related incidents.	16,204	\$0.801	Lower than forecasted outside of assignment penalty payments and weather-related incidents.
15.5%	13.4%		15.5%	13.4%	
(54,029)	(\$2.798)	Attributed to higher than anticipated general maintenance needs, corrective measures for track rail inspections, replacement of defective rails and testing of high security switches, partially offset by lower than anticipated running repair on revenue vehicles.	(54,029)	(\$2.798)	Attributed to higher than anticipated general maintenance needs, corrective measures for track rail inspections, replacement of defective rails and testing of high security switches, partially offset by lower than anticipated running repair on revenue vehicles.
-11.3%	-12.2%		-11.3%	-12.2%	
(2,740)	(\$0.124)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.	(2,740)	(\$0.124)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.
-53.3%	-53.0%		-53.3%	-53.0%	
20,066	\$1.396	Primarily due to lower relief day tours for Train and Engine and less coverage needs than expected, partially offset by Maintenance of Equipment open jobs.	20,066	\$1.396	Primarily due to lower relief day tours for Train and Engine and less coverage needs than expected, partially offset by Maintenance of Equipment open jobs.
3.7%	5.2%		3.7%	5.2%	
43,092	\$2.701	Lower than forecasted weather related expenses.	43,092	\$2.701	Lower than forecasted weather related expenses.
20.3%	24.0%		20.3%	24.0%	
(1,550)	(\$1.304)	Due to contractual retroactive pay.	(1,550)	(\$1.304)	Due to contractual retroactive pay.
-8.2%	*		-8.2%	*	
<b>9,073</b>	<b>\$0.132</b>		<b>9,073</b>	<b>\$0.132</b>	
0.5%	0.1%		0.5%	0.1%	
(78,576)	(\$7.578)	Primarily due to retroactive wage adjustments and various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.	(78,576)	(\$7.578)	Primarily due to retroactive wage adjustments and various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.
-27.7%	-51.2%		-27.7%	-51.2%	
<b>(69,503)</b>	<b>(\$7.446)</b>		<b>(69,503)</b>	<b>(\$7.446)</b>	
-3.6%	-6.1%		-3.6%	-6.1%	

\* 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 OCTOBER 2014**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	5	6	(1)
Labor Relations	18	15	3
Procurement & Logistics (excl. Stores)	83	82	1
Human Resources	32	30	2
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	42	4
Management & Budget	19	19	0
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	28	23	5
Market Dev. & Public Affairs	70	70	0
Gen. Counsel & Secretary	31	30	1
Diversity Management	2	2	0
System Safety/Training	91	76	15
Security	12	12	0
Sr VP Operations/Service Planning	24	23	1
<b>Total Administration</b>	<b>674</b>	<b>620</b>	<b>54</b>
<b>Operations</b>			
Train Operations	2,058	2,026	32
Customer Services	299	295	4
<b>Total Operations</b>	<b>2,357</b>	<b>2,321</b>	<b>36</b>
<b>Maintenance</b>			
Engineering	1,745	1,713	32
Equipment	2,045	2,006	39
Procurement (Stores)	93	97	(4)
<b>Total Maintenance</b>	<b>3,883</b>	<b>3,816</b>	<b>67</b>
<b>Engineering/Capital</b>			
Department of Project Management	149	133	16
<b>Total Engineering/Capital</b>	<b>149</b>	<b>133</b>	<b>16</b>
<b>Baseline Total Positions</b>	<b>7,063</b>	<b>6,890</b>	<b>173</b>
<i>Non-Reimbursable</i>	<b>6,013</b>	<b>5,983</b>	<b>30</b>
<i>Reimbursable</i>	<b>1,051</b>	<b>907</b>	<b>144</b>
<b>Total Full-Time</b>	<b>7,063</b>	<b>6,890</b>	<b>173</b>
<b>Total Full-Time-Equivalents</b>			

Note: Totals may not add due to rounding

**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 OCTOBER 2014**

Explanation of Variances
<b>NON-REIMBURSABLE POSITIONS</b> - Favorable 30 positions due to vacant positions in the Equipment Department and Train Service along with vacancies company-wide.
<b>REIMBURSABLE POSITIONS</b> - Favorable 144 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 OCTOBER 2014**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	338	299	39
Professional, Technical, Clerical	336	321	15
Operational Hourlies			-
<b>Total Administration</b>	<b>674</b>	<b>620</b>	<b>54</b>
<b>Operations</b>			
Managers/Supervisors	328	286	42
Professional, Technical, Clerical	166	186	(20)
Operational Hourlies	1,863	1,849	14
<b>Total Operations</b>	<b>2,357</b>	<b>2,321</b>	<b>36</b>
<b>Maintenance</b>			
Managers/Supervisors	763	697	66
Professional, Technical, Clerical	280	274	6
Operational Hourlies	2,840	2,845	(5)
<b>Total Maintenance</b>	<b>3,883</b>	<b>3,816</b>	<b>67</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	115	98	17
Professional, Technical, Clerical	34	35	(1)
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>149</b>	<b>133</b>	<b>16</b>
<b>Total Positions</b>			
Managers/Supervisors	1,544	1,380	164
Professional, Technical, Clerical	816	816	-
Operational Hourlies	4,703	4,694	9
<b>Total Positions</b>	<b>7,063</b>	<b>6,890</b>	<b>173</b>

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

RIDERSHIP	October 2014				Year-to-Date October 2014			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.374	4.501	0.127	2.9%	39.328	39.638	0.309	0.8%
Weekly	0.160	0.157	(0.003)	-1.9%	1.673	1.722	0.048	2.9%
Total Commutation	4.535	4.658	0.124	2.7%	41.002	41.359	0.357	0.9%
One-Way Full Fare	0.692	0.731	0.038	5.6%	6.770	6.939	0.169	2.5%
One-Way Off-Peak	1.400	1.416	0.016	1.1%	14.636	14.742	0.106	0.7%
All Other	0.807	0.859	0.052	6.5%	8.263	8.552	0.289	3.5%
Total Non-Commutation	2.899	3.006	0.106	3.7%	29.669	30.233	0.564	1.9%
Total	7.434	7.664	0.230	3.1%	70.671	71.592	0.921	1.3%

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

		<b>MONTH</b>			<b>VARIANCE</b>	
		<b>Actual 2014</b>	<b>Mid-Year Forecast</b>	<b>Actual 2013</b>	<b>vs. Forecast</b>	<b>vs. 2013</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	50.6%	43.8%	51.0%	6.8%	-0.4%
	Adjusted <sup>(2)</sup>	60.9%	52.7%	62.1%	8.2%	-1.2%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$14.41	\$16.81	\$14.28	\$2.40	(\$0.13)
	Adjusted <sup>(2)</sup>	\$12.60	\$14.83	\$12.31	\$2.24	(\$0.29)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.30	\$7.36	\$7.29	(\$0.06)	\$0.01
		<b>YEAR-TO-DATE</b>			<b>VARIANCE</b>	
		<b>Actual 2014</b>	<b>Mid-Year Forecast</b>	<b>Actual 2013</b>	<b>vs. Forecast</b>	<b>vs. 2013</b>
Farebox Operating Ratio						
	Standard <sup>(1)</sup>	44.7%	41.2%	48.9%	3.5%	-4.2%
	Adjusted <sup>(2)</sup>	53.9%	49.6%	62.3%	4.3%	-8.4%
Cost Per Passenger						
	Standard <sup>(1)</sup>	\$17.16	\$18.65	\$15.46	\$1.49	(\$1.70)
	Adjusted <sup>(2)</sup>	\$15.16	\$16.56	\$13.31	\$1.40	(\$1.85)
Passenger Revenue/Passenger <sup>(3)</sup>		\$7.68	\$7.69	\$7.56	(\$0.01)	\$0.12

(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.

**MTA LONG ISLAND RAIL ROAD**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2014 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>October Year-to-Date</b>			<b>Favorable(Unfavorable) Variance</b>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	580.2	584.2	585.2	5.0	0.9	1.1	0.2
Total Expenses before Non-Cash Liability Adjs	1,291.9	1,262.5	1,217.2	74.7	5.8	45.3	3.6
Depreciation	277.5	275.7	271.4	6.1	2.2	4.3	1.6
OPEB Obligation	57.6	58.0	58.4	(0.7)	(1.3)	(0.4)	(0.6)
Environmental Remediation	3.3	3.6	3.7	(0.5)	(14.4)	(0.2)	(4.7)
Total Expenses	1,630.3	1,599.8	1,550.7	79.6	4.9	49.1	3.1
<b>Net Surplus/(Deficit)</b>	<b>(1,050.0)</b>	<b>(1,015.6)</b>	<b>(965.4)</b>	<b>84.6</b>	<b>8.1</b>	<b>50.2</b>	<b>4.9</b>

Note: Totals may not add due to rounding

The November Forecast now includes safety and service investment revenues and expenses, captured currently below the line at the MTA level, for consistent comparisons with actual results.

**MTA LONG ISLAND RAIL ROAD**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**OCTOBER 2014 YEAR-TO-DATE**  
**(\$ in millions)**

	<b>Favorable/(Unfavorable)</b>		<b>Variance Explanation</b>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$1.1	0.2	Growth in commutation ridership, \$1.5 and non commutation ridership \$0.3, offset by timing of advertising and lower rentals revenue, \$(0.7).
Total Expenses	\$49.1	3.1	Lower payroll rates and vacant positions, lower health & welfare expenses (including OPEB Current), lower overtime, lower Railroad Retirement taxes due to vacant positions and lower overtime, lower electric power rates, timing of escalator and elevator maintenance expenses, various professional service contracts, prior period accrual reversals for Superstorm Sandy and lower chargeouts of running repair material in the Car and Support Shops, partially offset by timing of claims expense, HVAC maintenance, non-revenue vehicle repairs and miscellaneous inventory adjustments.

The November Forecast now includes safety and service investment revenues and expenses, captured currently below the line at the MTA level, for consistent comparisons with actual results.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

---

---

# **MTA LONG ISLAND RAIL ROAD**

---

---

## **MONTHLY RIDERSHIP REPORT**

**OCTOBER 2014**

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

## **October**

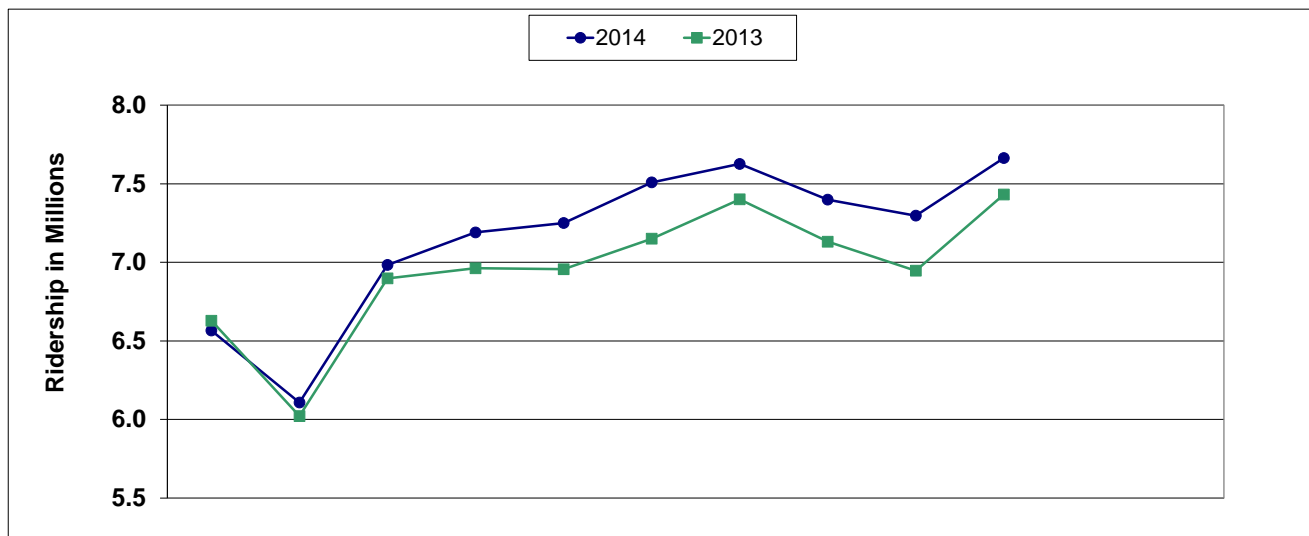
- October 2014 total ridership was 7.664 million vs. 7.432 million in October 2013 , resulting in an increase of 231,993 passengers, or a 3.1% increase compared to October 2013.
- October 2014 commutation ridership was 4.658 million vs. 4.545 million in October 2013 , resulting in an increase of 113,423 passengers, or an increase of 2.5%.
- October 2014 non-commutation ridership was 3.006 million vs. 2.887 million in October 2013, an increase of 118,570 passengers, or an increase of 4.1%. Factors contributing to this success include: Concerts/basketball games at the Barclays Center and MSG, and the Oyster Festival event.
- October 2014 revenue was \$55.7 million vs. \$53.9 million, an increase of \$1,775,009 or an increase of 3.3% compared to October 2013.

## **Year-To-Date**

- 2014 YTD total ridership was 71.6 million vs. 69.5 million in 2013, an increase of 2,066,166 or a 3.0% increase compared to 2013, and 1.3% above mid-year forecast.
- 2014 YTD commutation ridership was 41.4 million vs. 40.4 million in 2013, an increase of 997,391 or a 2.5% increase compared to 2013, and 0.9% above mid-year forecast.
- 2014 YTD non-commutation ridership was 30.2 million vs. 29.2 million in 2013, an increase of 1,098,775 or an increase of 3.7% compared to 2013, and 1.9% above mid-year forecast.
- 2014 YTD revenue was \$547.4 million vs. \$523.66 million in 2013, an increase of \$23,585,876 or an increase of 4.6% compared to 2013 and 1.1% above mid-year forecast.

# OCTOBER RIDERSHIP

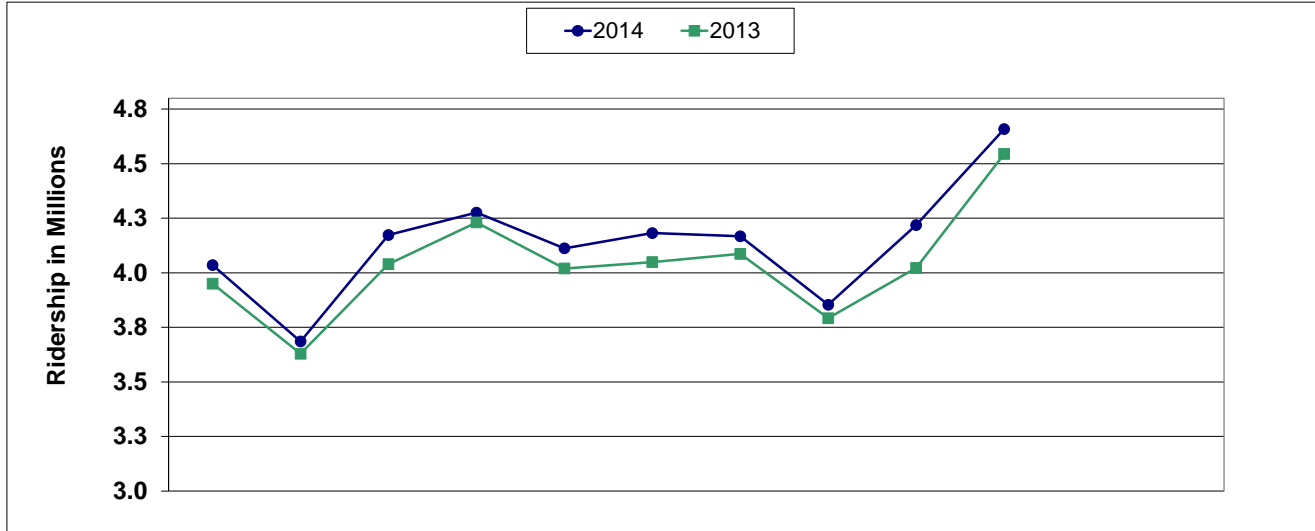
•October's Total Ridership was 3.1% above '13 and 3.1% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	6.6	6.1	7.0	7.2	7.3	7.5	7.6	7.4	7.3	7.7			71.6
2013	6.6	6.0	6.9	7.0	7.0	7.2	7.4	7.1	6.9	7.4			69.5
PCT CHG.	-0.9%	1.4%	1.2%	3.3%	4.2%	5.0%	3.0%	3.8%	5.0%	3.1%			3.0%

# OCTOBER COMMUTATION RIDERSHIP

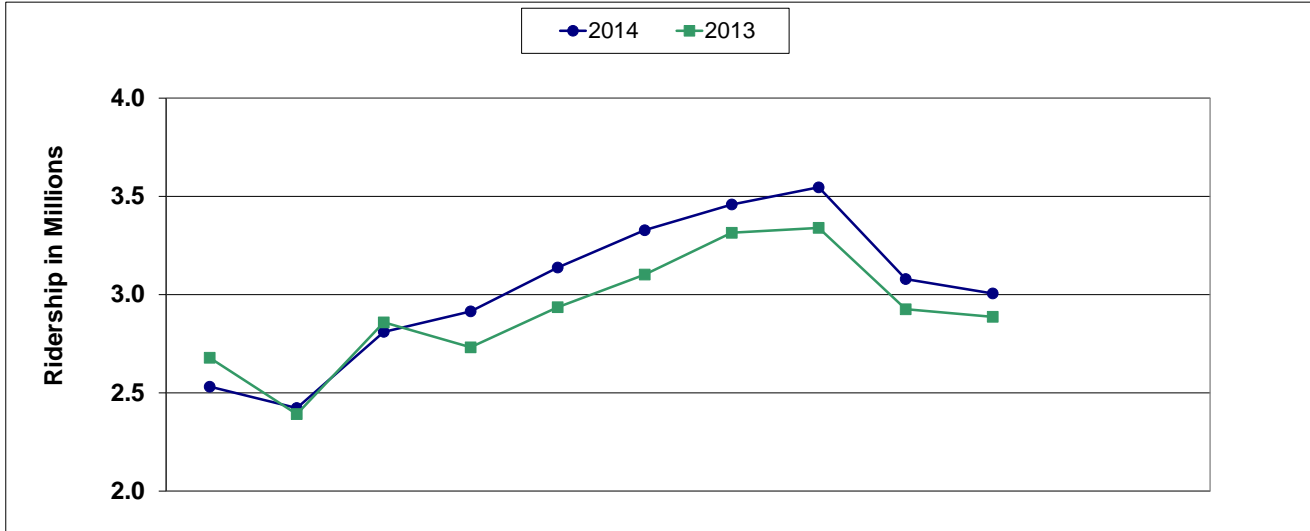
•October's Commutation Ridership was 2.5% above '13 and 2.7% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	4.0	3.7	4.2	4.3	4.1	4.2	4.2	3.9	4.2	4.7			41.4
2013	3.9	3.6	4.0	4.2	4.0	4.0	4.1	3.8	4.0	4.5			40.4
PCT CHG.	2.2%	1.6%	3.3%	1.1%	2.3%	3.3%	2.0%	1.6%	4.9%	2.5%			2.5%

# OCTOBER NON-COMMUTATION RIDERSHIP

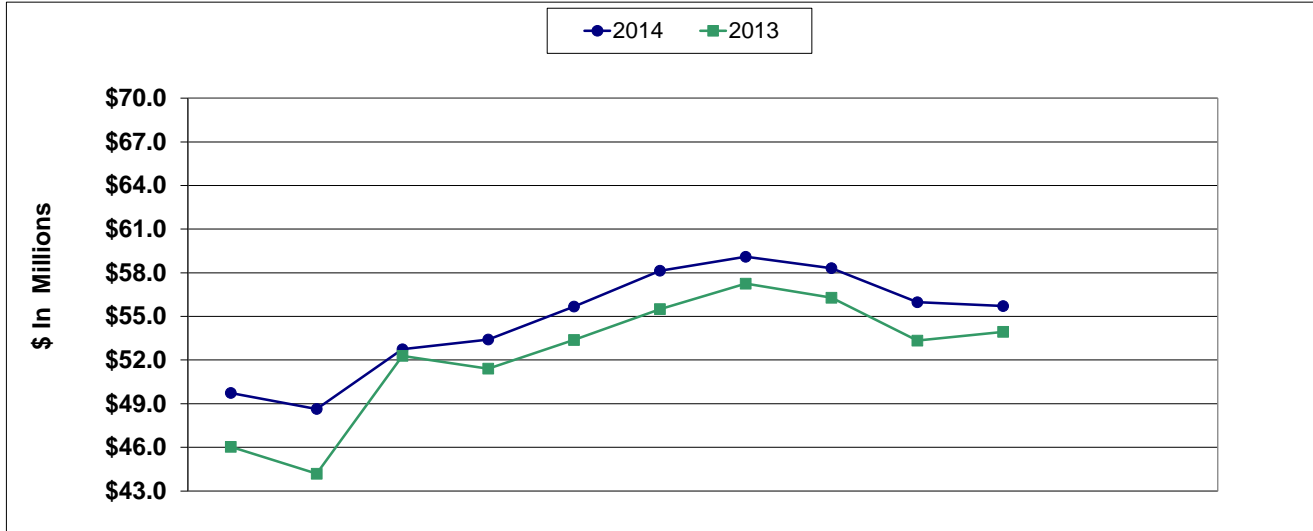
•October's Non-Commutation Ridership was 4.1% above '13 and 3.7% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	2.5	2.4	2.8	2.9	3.1	3.3	3.5	3.5	3.1	3.0			30.2
2013	2.7	2.4	2.9	2.7	2.9	3.1	3.3	3.3	2.9	2.9			29.2
PCT CHG.	-5.5%	1.3%	-1.7%	6.7%	6.9%	7.3%	4.3%	6.2%	5.3%	4.1%			3.7%

# OCTOBER REVENUE

- October's Total Revenue was 3.3% above '13 and 2.2% above Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2014	\$49.7	\$48.6	\$52.7	\$53.4	\$55.7	\$58.1	\$59.1	\$58.3	\$56.0	\$55.7			\$547.4
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5	\$57.3	\$56.3	\$53.3	\$53.9			\$523.6
PCT CHG.	8.1%	10.1%	0.9%	3.9%	4.3%	4.8%	3.2%	3.6%	5.0%	3.3%			4.6%

\*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	OCTOBER 2014	OCTOBER 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,658,302	4,544,879	113,423	2.5%
NON-COMMUTATION RIDERSHIP	3,005,685	2,887,115	118,570	4.1%
<b>TOTAL RIDERSHIP</b>	<b>7,663,987</b>	<b>7,431,994</b>	<b>231,993</b>	<b>3.1%</b>

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

TICKET TYPE/SERVICE	OCTOBER 2014	OCTOBER 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	41,359,253	40,361,861	997,391	2.5%
NON-COMMUTATION RIDERSHIP	30,233,205	29,164,430	1,068,775	3.7%
<b>TOTAL RIDERSHIP</b>	<b>71,592,458</b>	<b>69,526,291</b>	<b>2,066,166</b>	<b>3.0%</b>

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

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

REVENUE	OCTOBER 2014	OCTOBER 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$29,585,817	\$28,909,231	\$676,586	2.3%
NON-COMMUTATION REVENUE	\$26,127,788	\$25,029,366	\$1,098,422	4.4%
<b>TOTAL REVENUE</b>	<b>\$55,713,605</b>	<b>\$53,938,596</b>	<b>\$1,775,009</b>	<b>3.3%</b>

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

REVENUE	OCTOBER 2014	OCTOBER 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$282,782,749	\$271,730,137	\$11,052,613	4.1%
NON-COMMUTATION REVENUE	\$264,664,524	\$251,858,261	\$12,806,263	5.1%
<b>TOTAL REVENUE</b>	<b>\$547,447,273</b>	<b>\$523,588,398</b>	<b>\$23,858,876</b>	<b>4.6%</b>



**Long Island Rail Road**

# **CAPITAL PROGRAM REPORT**

**December 2014**

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

---

**HIGHLIGHTS**

**PN-FT: LOCUST MANOR STATION IMPROVEMENTS**

Project Budget: \$0.65M

Milestone: Beneficial Use

Replacement of two platform staircases and two platform shelters at Locust Manor Station in Queens is complete. The existing concrete stairs on the northwest and southeast ends of the station were replaced with aluminum stairs and railings. The two westbound platform shelters were replaced with prefabricated aluminum and glass structures modified to meet LIRR requirements.

**PN-AE: THIRD RAIL SYSTEM - 2000 MCM CABLE [SOG]**

Project Budget: \$2.50M

Milestone: Beneficial Use

The replacement and upgrade of third rail cables and associated equipment at selected locations is complete. Approximately 8,600 LF of 2000 MCM DC third rail cable systemwide was upgraded and replaced to support present and future service requirements.

**PN-AL: POWER POLE REPLACEMENT [SOG]**

Project Budget: \$3.00M

Milestone: Beneficial Use

Replacement of wood power poles, insulators, and associated hardware at various locations along the Right of Way is complete. 99 wood poles and crossarms, insulators, brackets, ground cables, switches, and mounting hardware were installed in areas that were identified as deteriorated and in need of replacement.

**HILLSIDE MAINTENANCE FACILITY – UCC [UNDER CAR CLEANING] SHOP ELEVATOR**

Budget: \$1.05M

The elevator in the Under Car Cleaning Shop at the Hillside Maintenance Facility was replaced under the Small Business Mentoring Program. This work is part of the LIRR's plan to replace and upgrade elevators and stairs at the Hillside Maintenance Facility.

**MENTORING ACTIVITIES**

- Hillside UCC Shop Elevators [Under Car Cleaning]: Elevator work completed. Punchlist commenced.
- Woodside / Merrick Elevator Replacement: Site work at Woodside continued.
- Jamaica HR Building Improvements: Work continued.
- Harold Tower Rehabilitation: Work continued.
- Sandy Roof Replacement [Hillside] and Shelter Shed Replacement [Westbury]: Procurement continued.
- Long Beach Branch Equipment Platforms: Procurement commenced.

# 2014 LIRR Capital Program Goals

