



Metropolitan Transportation Authority

Long Island Committee Meeting

January 2015

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 Committee Meeting

347 Madison Avenue, 5th Floor

New York, New York

Tuesday, 1/20/2015

9:30 - 10:30 AM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES - December 15, 2014

LIRR Minutes - December 15, 2014 - Page 3

3. AGENCY PRESIDENTS'/CHIEF'S REPORTS

a. LIRR President's Report (no material)

b. MTA Capital Construction Report

MTA Capital Construction Report - Page 10

c. MTA Police Report

December LIRR Crime Report - Page 16

4. ACTION ITEM

a. LIRR 2015 Committee Work Plan

LIRR 2015 Committee Work Plan - Page 21

5. PROCUREMENTS

a. LIRR Procurements - No Items

b. MTA CC Procurements

MTACC Procurements - Page 29

i. Non-Competitive (No Items)

ii. Competitive (No Items)

iii. Ratifications

MTACC Ratifications - Page 32

6. STATUS OF OPERATIONS

Status of Operations Report - Page 34

a. Enhanced Safety Action Update

Enhanced Safety Actions Memo - Page 46

7. FINANCIAL & RIDERSHIP REPORT

Financial & Ridership Report - Page 47

8. CAPITAL PROGRAM REPORT

Capital Program Report - Page 77

Date of Next Meeting: February 23, 2015

Joint Meeting with Metro-North Railroad at 8:30 am

**Minutes of the Regular Meeting
Meeting of the Long Island Committee
Monday, December 15, 2014
held at
347 Madison Avenue
New York, New York 10017
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chair, Long Island Committee
Hon. Jonathan A. Ballan
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. John J. Molloy
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke
Hon. Neal Zuckerman

The following members were not present:

Hon. Jeffrey A. Kay
Hon. Charles G. Moerdler
Hon. James L. Sedore, Jr.

Representing Long Island Rail Road: Patrick A. Nowakowski, Loretta Ebbighausen,
Mark Young, Robert Free, Dennis Mahon, Gerard Ring

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

Also present: Hon. Robert C. Bickford

Chairman Mitchell H. Pally called the meeting to order.

There was one public speaker. Murray Bodin spoke concerning the usefulness of On Time Performance statistics and the sounding of train horns at crossings.

Upon motion duly made and seconded, the minutes of the November 17, 2014 LIRR Committee meeting were approved. Board Members Ballan and Wortendyke were not present for the vote on the minutes. There were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD

LIRR President Patrick A. Nowakowski reported on LIRR organizational changes circulated to all concerned on December 5, 2014. David Kubicek will join LIRR, effective December 29, 2014, as Senior Vice President - Operations, succeeding Michael Gelormino. Mr. Kubicek has worked at Dallas Area Rapid Transit, Metro Rail in Los Angeles, and Washington Metropolitan Area Transit Authority, where he served as Chief Mechanical Officer and Deputy General Manager. Mr. Kubicek will be responsible for Transportation, Maintenance of Equipment and Stations.

Also effective December 29, 2014, Bruce Pohlot will join LIRR as Senior Vice President - Engineering. He served most recently as Chief Engineer for Amtrak. Mr. Pohlot will be responsible for Engineering, Department of Program Management, Maintenance of Way, East Side Access and Special Projects. The elevator/escalator group will join Maintenance of Way as part of these changes.

Edward Dumas is joining the LIRR as Vice President of Market Development and Public Affairs, effective December 22, 2014, replacing Joe Calderone, who is retiring. Mr. Dumas joined the MTA in February 2014, previously serving in senior positions in Suffolk County Government and at the Long Island Power Authority.

President Nowakowski reported on the Harold Interlocking cutover which took place during the weekend of December 5-7, 2015; the first of six such cutovers. LIRR experienced minimal service disruptions implementing this cutover. President Nowakowski commended all LIRR employees who were involved in the successful upgrade. The second cutover project is scheduled to be performed in 11 months.

President Nowakowski discussed service enhancements during the holiday season. Additional trains will be departing Penn Station on Christmas Eve and New Year's Eve. Additional westbound trains will be added on New Year's Eve for those traveling to the City and there will be additional trains to Atlantic Terminal for the New Year's Eve Elton John concert at the Barclays Center. On January 1st, additional early morning eastbound service will be added from Penn Station and Atlantic Terminal.

President Nowakowski discussed the Ellison Avenue Bridge Design-Build Contract, which is on the agenda for approval. He stated that the contract required very close coordination with the Town of Westbury and the NYS Department of Transportation; New York State Senator Jack Martins was an advocate for this project.

President Nowakowski reported on the Ronkonkoma Mid-Suffolk Yard Expansion Project, another part of the East Side Access effort. The yard will be enlarged by 100%. The public process will begin in January. A kick-off meeting was held with Suffolk County Executive Steven Bellone and other local officials and the community has been very supportive to help move this project forward.

President Nowakowski then discussed ridership. During the month of November, LIRR ridership was up 2.7% compared to November 2013. It appears that LIRR will finish 2014 with a 3% overall ridership increase compared to 2013.

MTA CAPITAL CONSTRUCTION

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

In Queens, the Harold Structures (CH054A) contractor completed mining for a new Storm Sewer System. The Harold Structures-Part 3 (CH057A) contractor is continuing with the installation of soldier piles for the Westbound Bypass West Approach support of excavation. The contractor had completed approximately 40% of the piles through November. The Harold Structures (CH053) contractor completed construction of manholes for Microtunnel Runs 2, 3 and 4 and began pulling feeder cables through Run 4.

The Manhattan South Structures (CM005) contractor is progressing slightly ahead of schedule. The Manhattan North Structures (CM006) contractor is slightly behind schedule but the contractor is working with MTA Capital Construction in an effort to mitigate the delay. The 55th Vent Plant Facility (CM013A) contractor has started installing the final lining in the Cavern Arch and is expected to achieve substantial completion in the spring of 2015.

MTA POLICE DEPARTMENT

Chief Coan reported that for the month of November, LIRR was up eight incidents, 17 compared to nine in 2013. There were no robberies. The increase was driven by 13 larcenies, an increase of six compared to 2013. Three arrests were made, two in Penn Station and one in Huntington. Of the 13 larcenies, nine victims were asleep at the time their property was taken; in the other four incidents, the property was unattended at the time of the theft.

MTA LONG ISLAND RAIL ROAD

Information Items

There was one LIRR information item:

- LIRR 2015 Proposed Committee Work Plan

President Nowakowski discussed that operational statistics, train performance, vehicle performance, safety, financial ridership and capital programs are reported in the Committee Book every month. As LIRR moves to the 2015 Agenda, LIRR will continue to provide those monthly reports that will be included in the Committee's package.

President Nowakowski outlined LIRR's direction regarding future Committee Work Plans. He stated that he would like LIRR to give the Committee a presentation of special projects and issues that need a periodic update. MTA Chairman and Chief Executive Officer Thomas Prendergast asked that both railroads coordinate with NYCT so that all three rail properties address the same issues in the same way. President Nowakowski stated that a recommended Work Plan will be provided to the Committee for their vote in January.

President Nowakowski then discussed LIRR's on-time performance reporting and its goal for 2015. He stated that all LIRR branch lines currently have exactly the same goal, which is not a realistic reflection of each line's operational constraints. President Nowakowski said that he has asked his team to look at LIRR's on-time performance for the last three to four years and to prepare a "stretch" goal for 2015, taking into account known projects on a branch-by-branch basis. In January, LIRR will come back to the Committee with an on-time performance reporting proposal for 2015.

Action Item

There was one LIRR Action Item:

- 2015 Final Proposed Budget

Mark Young and Gerard Ring presented a PowerPoint summarizing the highlights of Proposed 2015 Budget for LIRR.

Chief Safety Officer Loretta Ebbighausen responded to Board Member Ira R. Greenberg's question regarding the Rail Resource Management Training Program. This training is based on the concept of crew resource management that was propounded by NASA and implemented in the airline industry. The program focuses on ensuring effective employee communication regarding the technical aspects of crew work and on establishing standard operating procedures and training. Ms. Ebbighausen said that this program includes train crews and was started by LIRR as a management focus. Responding to Board Member Greenberg's question on crew fitness, Ms. Ebbighausen said that LIRR encourages crews to talk to each other to understand their daily capabilities.

Chief Procurement Officer Dennis Mahon responded to Board Member Greenberg's question regarding Metro-North's Obstructive Sleep Apnea/Sleep Disorder Pilot program procurement, noting LIRR's ability to join in this contract.

Chief Financial Officer Mark Young responded to Chairman Mitchell H. Pally's question about the new fare collection process and its integration in the Financial Plan. Mr. Young

explained that in prior financial plans, LIRR set aside funding for this initiative, and that the current Financial Plan does not include enhanced revenue projections based on this initiative.

Upon motion duly made and seconded, this item was recommended for approval to the Board. A staff summary setting forth the details of the above item is filed with the minutes of this meeting.

MTA CAPITAL CONSTRUCTION

There was one MTACC Action Item:

- MTACC Building Repairs to 50 Vanderbilt Avenue

Upon motion duly made and seconded, this item was recommended for approval to the Board. A staff summary setting forth the details of the above item is filed with the minutes of this meeting.

MTA LONG ISLAND RAIL ROAD

Procurements

The following procurements were presented to the Committee:

- Approval to award a Sole Source Public Works contract to Simplex Grinnell LP 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.
- Pursuant to a competitive Request for Proposal, approval to award a Public Works Contract to Mass Electric Construction Company 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, to replace equipment damaged by Superstorm Sandy.
- Pursuant to a competitive Request for Proposal, approval to award a Firm Fixed Price contract to Posillico Civil Inc. in the amount of \$7,073,000 to provide Design-Build Services for the Ellison Avenue Bridge Replacement Project.
- Pursuant to a competitive Request for Proposal, approval to award a Public Works 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 (21,5000 half-ties).

- Pursuant to a competitive Request for Proposal, LIRR, on behalf of itself, NYCT and SIRTOA, approval to award a Miscellaneous Service Contract to HILO Materials Handling Group in the estimated quantity amount of \$8,846,758, to provide material handling equipment maintenance and repair services for a period of five years.
- Pursuant to a competitive Request for Proposal, approval to exercise a two-year option to the competitively negotiated Personal Services contract with Staples Marketing LLC, 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.

Upon motion duly made and seconded, these procurement items were recommended for approval to the Board. Staff summaries setting forth the details of the above items are filed with the minutes of this meeting.

MTA CAPITAL CONSTRUCTION

Procurements

Three procurement items were presented to the Committee for approval. Details of the items are set forth below and in the staff summaries, copies of which are on file with the record of this meeting as follows:

1. Modification to Contract CQ032 for the construction of a duct bench in the Yard Lead Tunnel. This is a scope and budget transfer in the amount of \$6,525,000.
2. Ratification of a modification to Contract CM014A to incorporate revisions to the Supervisory Control and Data Acquisition System in the amount of \$2,799,000.
3. Ratification of a modification to Contract CQ032 for the final two stages of the re-bracing and construction of the Early Access Chamber in the amount of \$2,400,000.

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

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.

There was discussion between President Nowakowski and Board Member Greenberg regarding on-time performance (OTP). President Nowakowski said that while LIRR reports on-time performance on a branch-by-branch basis, the OTP goal is the same for every branch, although each has a number of unique characteristics. President Nowakowski said that LIRR's goals should be restructured in a way that recognizes and accounts for branch differences.

There was discussion between President Nowakowski and Board Member Greenberg regarding the Harold Interlocking cutover. President Nowakowski said that although the cutover weekend project went very well, there were some bugs which needed to be resolved, which took approximately three days.

There was discussion among Chief Safety Officer Loretta Ebbighausen, Board Member Greenberg and Board Member Jonathan A. Ballan regarding train door passenger accidents. Ms. Ebbighausen stated that while customer behavior is a factor in these types of incidents, LIRR is working with train crews to address this problem.

Adjournment

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

Respectfully submitted,



Richard L. Gans
Secretary

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access January 2015

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	\$631,722,499
Construction	\$8,036,910,326	\$8,036,910,326	\$4,081,381,227
Project Management	\$1,036,168,644	\$1,036,168,644	\$610,826,005
Real Estate	\$182,076,230	\$182,076,230	\$114,216,153
Rolling Stock*	\$202,000,000	\$202,000,000	\$0
Total Project Cost	\$10,177,771,010	\$10,177,771,010	\$5,438,145,884

* 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 is completing punch list associated with Milestone #1 - Escalator/Cavern Connections and Milestone #3 - North End of West Cavern. Both Milestones are planned to be achieved in January. Work continues to progress in other areas including GCT 1/2, 38th Street Ventilation Facility, Tunnel Connectors between GCT 1/2 and Caverns, and Access Tunnel 2.
- **Manhattan North Structures (CM006):** Work continues to progress on Westbound 1 tunnel inverts, 50th and 55th Street structures and GCT 4 West Wye.
- **55th Street Vent Plant Facility (CM013A):** Contractor completed the final lining of the cavern arch and has commenced with waterproofing activities in the shaft. Contractor also continues to complete construction of the Air Plenum.
- **GCT Concourse and Facilities Fit-Outs (CM014A):** Temporary fire alarm cable and SCADA conduit installation are ongoing. Contractor has completed construction of the Shaft 2 roof slab.

- **Plaza Substation and Queens Structures (CQ032):** Contractor has completed the roof structure in the Q-Tip section of the Plaza and the CO6 slab in the Early Access Chamber. Work continues on backfilling the Bellmouth and pouring the bench in the eastbound 63rd Street tunnel. The Yard Service Building Support of Excavation (SOE) has been completed.
- **Harold Structures (CH053):** Contractor has completed the construction of manholes for Microtunnel Run 1 and continued cable pulls for Microtunnel Runs 1-4. Cable pulls for Run 4 were completed in December and pulls for Run 3 are on-going. Cable pulls and equipment testing for the new Amtrak Carwash Feeder are progressing. The procedure for the final Functionality Test of the 12KV C3 Feeder cable commissioning was submitted in December and is currently under Amtrak review.
- **Harold Structures (CH054A):** Contractor continued to work on the remaining three manholes for the Storm Sewer system in December and is scheduled to complete all remaining work for the Storm Sewer system in January. Work has progressed on the S1 and S2 Feeders. Contractor is also performing cable pulls at Substation 44 and through Microtunnel Run 13 along with associated cable testing and splicing, and setting the steel frame work for new pothead installation. The remaining S3 Feeder work is contingent on power outages at Substation 44 and this work is currently scheduled for January.
- **Harold Structures-Part 3 (CH057A):** Contractor continues installation of soldier piles for the Westbound Bypass (WBY) West Approach support of excavation. Contractor has completed 63% of piles for the WBY West Approach through December. All piles, west of the Queens Boulevard Bridge, with the exception of four piles impacted by the B-915 catenary structure, have been completed. Contractor also demolished the existing Amtrak Signal Tower 14 foundation during the scheduled Line 4 track outage in December.
- **Grand Central Terminal Caverns and Track (CM007):** This contract was advertised for bid on December 19, 2014. The work involves the construction of concrete structures and fit-out for the new LIRR GCT Station caverns and track work throughout the ESA tunnel system.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - January 2015

Expenditures thru December 2014; \$s in million

	Budget	Committed	Expenditures
Construction	\$ 8,036.9	\$ 5,401.5	\$ 4,081.4
Design	\$ 720.6	\$ 661.0	\$ 631.7
Project Management	\$ 1,036.2	\$ 670.1	\$ 610.8
Real Estate	\$ 182.1	\$ 116.5	\$ 114.2
Rolling Stock†	\$ 202.0	\$ -	\$ -
Total	\$ 10,177.8	\$ 6,849.1	\$ 5,438.1

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2014 Replan Award Date	Actual/ Forecast Award Date	Planned Completion at Award*	Forecast Completion
Manhattan Construction								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$57.6	\$51.6	\$6.0	\$42.5	Nov-2011	Nov-2011	Apr-2013	May-2015
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.9	\$57.2	\$1.7	\$36.0	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$250.1	\$236.1	\$14.1	\$124.4	Jul-2013	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures <i>Frontier Kemper Constructors, Inc.</i>	\$340.3	\$316.5	\$23.8	\$31.5	Mar-2014	Mar-2014	Nov-2016	Nov-2016
CM014B: GCT Concourse & Cavern Fit-Out		<i>In Procurement</i>			Dec-2014	Feb-2015	N/A	Aug-2019
CM007: Manhattan Cavern Structure & Facilities Fit-Out		<i>In Procurement</i>			Jul-2015	Nov-2015	N/A	Jul-2019
Queens Construction								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$239.0	\$216.4	\$22.6	\$145.0	Aug-2011	Aug-2011	Aug-2014	Mar-2016
Harold Construction								
CH053: Harold Structures (Part 1) <i>Tutor Perini Corporation</i>	\$316.5	\$295.6	\$21.0	\$257.8	Jan-2008	Jan-2008	Feb-2011	May-2015
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$126.3	\$104.4	\$21.9	\$12.0	Nov-2013	Nov-2013	Feb-2016	Aug-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		<i>In Design (Repackaging)</i>			Nov-2014	Jul-2015	N/A	Mar-2017
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			Jul-2015	Feb-2016	N/A	Feb-2019
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection (CS179) <i>Tutor Perini Corporation</i>	\$605.4	\$333.6	\$271.8**	\$10.7	Mar-2014	Mar-2014	Dec-2019	Dec-2019
Systems Package 2: Tunnel Systems (CS284)		<i>In Design (Repackaging)</i>			TBD	TBD	N/A	TBD
Systems Package 3: Signal Equipment (VS086) <i>Ansaldo STS USA Inc.</i>	\$21.8	\$19.9	\$1.9	\$0.0	Jun-2014	Jun-2014	Dec-2019	Dec-2019
Systems Package 4: Traction Power (CS084) <i>E-J Electrical Installation Company</i>	\$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.

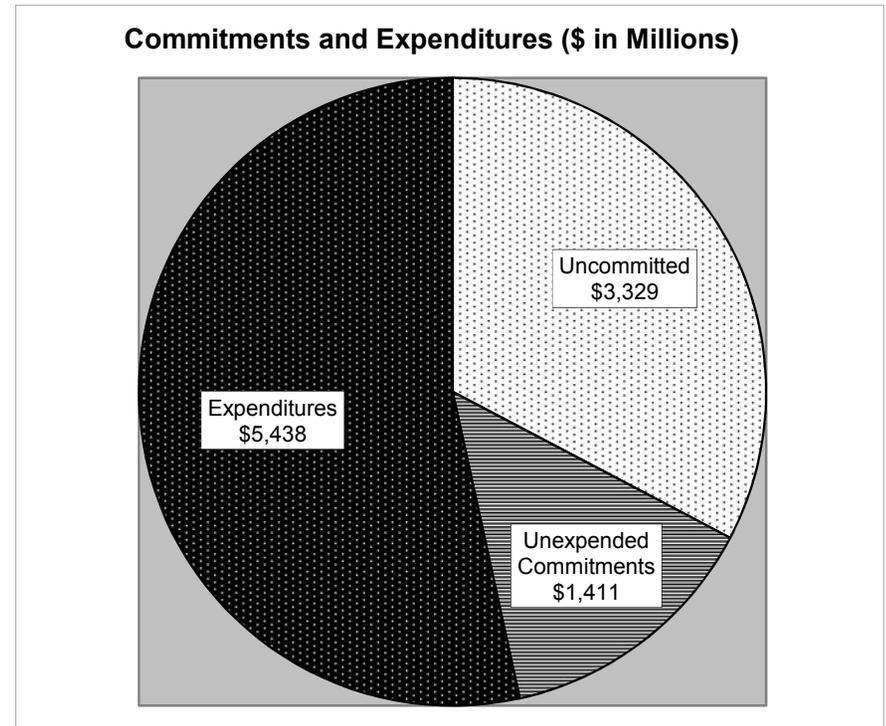
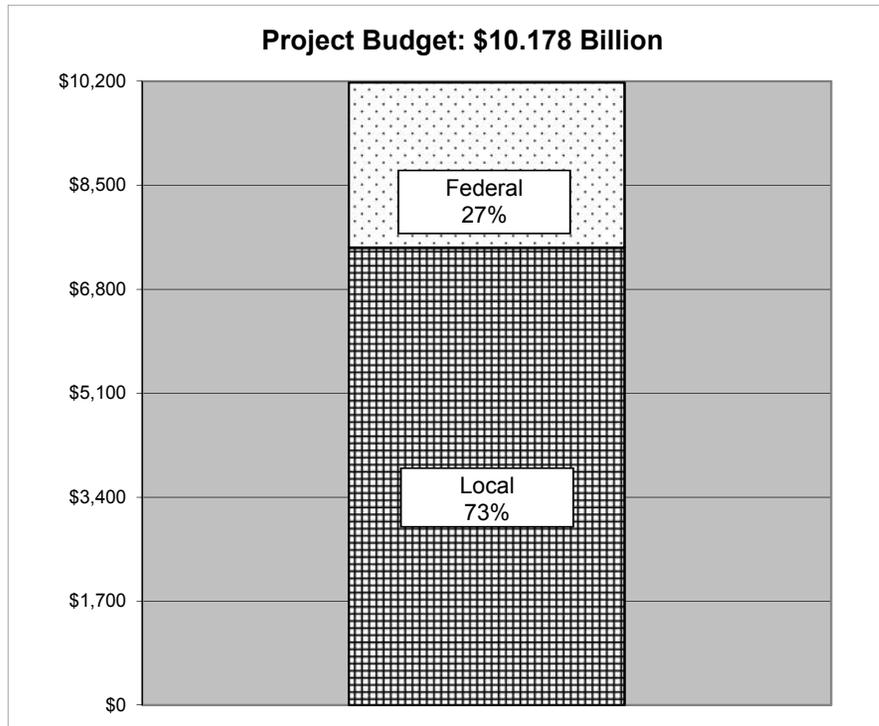
** Remaining contingency includes \$238.48M for unawarded options and associated contingency.

East Side Access Status

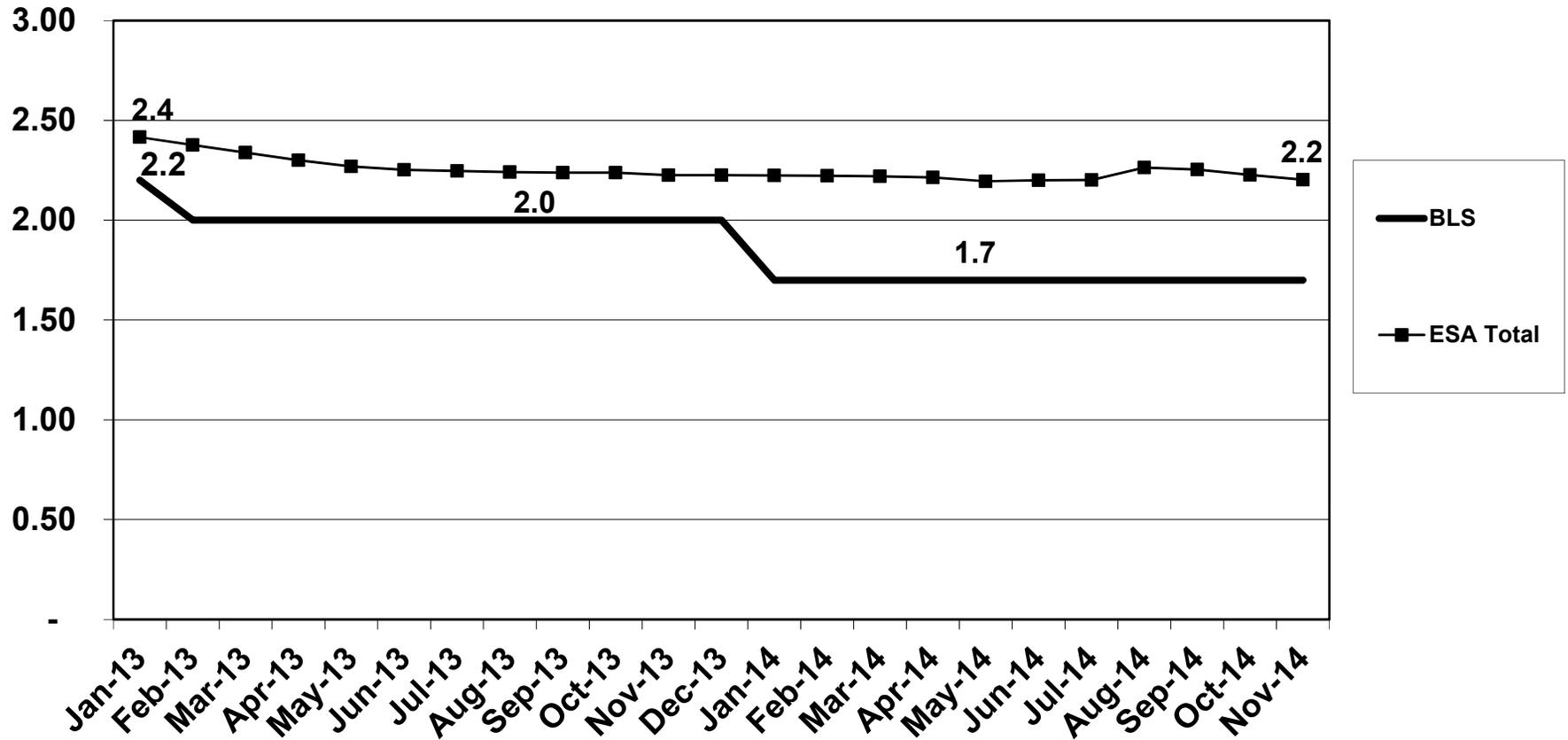
Report to the Railroad Committee - January 2015

data thru December 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	1,511
2005-2009	2,683	838	-	1,845	1,176	2,680	3	2,567
2010-2014	3,232	3,228	-	5	5	2,479	753	1,202
2015-2019	2,572		2,572	-	-	-	2,572	-
Total	\$ 10,178	\$ 4,907	\$ 2,572	\$ 2,699	\$ 2,030	\$ 6,849	\$ 3,329	\$ 5,438



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

December 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	3	1	2	200%
Burglary	1	0	1	100%
Grand Larceny	8	10	-2	-20%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	12	3	25%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	0	0	0%
Robbery	29	18	11	61%
Felony Assault	24	14	10	71%
Burglary	5	4	1	25%
Grand Larceny	129	122	7	6%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	188	159	29	18%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

System Wide

December 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	4	2	50%
Felony Assault	4	1	3	300%
Burglary	1	0	1	100%
Grand Larceny	17	25	-8	-32%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	28	30	-2	-7%

Year to Date 2014 vs. 2013

	2014	2013	Diff	% Change
Murder	0	1	-1	-100%
Rape	0	1	-1	-100%
Robbery	64	44	20	45%
Felony Assault	38	28	10	36%
Burglary	21	10	11	110%
Grand Larceny	240	239	1	0%
Grand Larceny Auto	2	7	-5	-71%
Total Major Felonies	365	330	35	11%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
December 2014

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	3	2	1
Fel. Assault	4	3	1	0
Burglary	1	1	0	0
Grand Larceny	17	8	9	0
GLA	0	0	0	0
Total	28	15	12	1
Crimes Per Day	0.90	0.48	0.39	0.03



MTA Police Department Arrest Summary: Department Totals

1/1/2014 to 12/31/2014

Arrest Classification	Total Arrests	
	2014	2013
Murder	0	2
Robbery	58	47
Felony Assault	33	35
Burglary	10	10
Grand Larceny	67	68
Grand Larceny Auto	3	1
Aggravated Harassment	4	2
Aggravated Unlicensed Operator	34	50
Assault-Misdemeanor	56	64
Breach of Peace	10	12
Child Endangerment	1	3
Conspiracy	0	14
Criminal Contempt	4	6
Criminal Impersonation	2	10
Criminal Mischief	29	45
Criminal Possession Stolen Property	15	26
Criminal Tampering	0	3
Criminal Trespass	25	39
Disorderly Conduct	2	11
Drug Offenses	49	32
DUI Offenses	12	17
Failure to Appear	0	1
Falsely Reporting an Incident	4	9
Forgery	89	23
Fraud	6	8
Graffiti	10	6
Harassment	6	6
Identity Theft	0	1
Issue a Bad Check	0	2
Make Terrorist Threat	1	0
Menacing	8	16
Obstruct Government	6	11
Panhandling	1	0
Petit Larceny	103	94
Public Lewdness	38	24
Rail Road Rules & Regulations	1	0
Reckless Endangerment	7	8
Resisting Arrest	52	69
Sex Offenses	12	10
Stalking	2	1
Theft of Services	139	101
Unlawful Imprisonment/Kidnapping	0	2
Unlawful Surveillance	2	1
VTL Offenses	2	4
Warrant Arrest	54	36
Weapons Offenses	7	9
Unauthorized Use Vehicle	0	1
Total Arrests	964	940



Long Island Rail Road

ACTION ITEM

Proposed 2015 Long Island Rail Road Committee Work Plan

<u>I. RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
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	
<u>II. SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>January 2015</u>	
Approval of 2015 Committee Work Plan	Committee Chair & Members
<u>February 2015 (Joint Meeting with MNR)</u>	
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 th Q 2014	Administration/Diversity
<u>March 2015</u>	
Annual Strategic Investments & Planning Study	Strategic Investments
2015 Spring Schedule Change	Service Planning
Annual Elevator/Escalator Report	Engineering
Bi-Annual Report on East Side Access	President/Sr. Staff
<u>April 2015 (Joint Meeting with MNR)</u>	
Final Review of 2014 Operating Results	Management & Budget
Annual Inventory Report	Procurement
Bi-Annual Report on M-9 Procurement	President/Sr. Staff
2014 Annual Ridership/Marketing Plan Report	Finance/Marketing
<u>May 2015</u>	
Diversity/EEO Report – 1 st Q 2015	Administration/Diversity
2015 Summer Schedule Change	Service Planning

June 2015 (Joint Meeting with MNR)

Penn Station Retail Development

MTA Real Estate

July 2015

Environmental Audit
2015 Fall Construction Schedule Change

Corporate Safety
Service Planning

September 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)
2015 Mid-Year Forecast
Bi-Annual Report on M-9 Procurement
Bi-Annual Report on East Side Access
Diversity/EEO Report – 2nd Q 2015

Management & Budget
President/Sr. Staff
President/Sr. Staff
Administration/Diversity

October 2015

2016 Preliminary Budget (Public Comment)

November 2015 (Joint Meeting with MNR)

2016 Preliminary Budget (Public Comment)
Review of Committee Charter
Diversity/EEO Report – 3rd Q 2015
Bi-Annual Report on PTC
2015 Holiday Schedule

Committee Chair & Members
Administration/Diversity
President/Sr. Staff
Service Planning

December 2015

2016 Final Proposed Budget
2016 Proposed Committee Work Plan

Management & Budget
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 (Joint Meeting with MNR)

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– 4th 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– 1st 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 (Joint Meeting with MNR)

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 (Joint Meeting with MNR)

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– 2nd 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– 3rd 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 RAILROAD COMMITTEE

BOARD PROCUREMENT PACKAGE

JANUARY 2015

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Rail Road Committee	1/20/15	X		
2	Board	1/21/15	X		

Date: January 9, 2015			
Vendor Name Various			
Contract Number Various			
Contract Manager Name			
Internal Approvals			
	Approval		Approval
4	President <i>AD for MTH</i>	3	Interim Executive Vice President <i>AD</i>
2	Vice President, Program Controls <i>JDA</i>	1	Chief Procurement Officer <i>JME</i>

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 a Ratification in the following category:

Schedules Requiring Majority Vote:

Schedule K Ratification of Completed Procurement Actions

	<u># of Actions</u>	<u>\$ Amount</u>
	1	\$ 1,511,740
SUBTOTAL	1	\$ 1,511,740
TOTAL	1	\$ 1,511,740

Budget Impact:

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

Recommendation:

That the modifications be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

MTA Capital Construction Company

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2015

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)

1.	Tutor Perini Corporation	\$1,511,740	<u>Staff Summary Attached</u>
	Contract No. CS179		
	Modification No. 1		

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board ratify a retroactive contract modification to operate and maintain the temporary power supply equipment at Madison Yard and the 2nd Avenue Vent Facility.

Item Number 1

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Systems Facilities Package No. 1	
Contract Term (including Options, if any) Temporary	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, W. Goodrich, P.E.	

Contract Number CS179	AWO/Modification # 1
Original Amount:	\$ 333,588,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 333,588,000
This Request	\$ 1,511,740
% of This Request to Current Amount:	% 0.45
% of Modifications (including This Request) to Original Amount:	% 0.45

Discussion:

The work under this contract includes the design, procurement and installation of communication, fire detection, tunnel ventilation, facility power, signal power, tunnel lighting and SCADA systems for the East Side Access (ESA) project. In accordance with Articles IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to the contract to operate and maintain the temporary power supply equipment at Madison Yard and the 2nd Avenue Vent Facility.

This modification is to provide round-the-clock services of an electrician crew to maintain the temporary power supply equipment within Madison Yard and at 2nd Avenue. Temporary power is required during construction in order to run ESA life and safety systems such as ventilation fans, lights and alarms within Madison Yard and the tunnels and cavern. Temporary power was originally maintained by the CM009 and CM019 contractor and the plan was to hand-over that scope of work to CM012. With the repackaging of CM012, however, it became necessary to determine which contracts were best suited to handle this scope of work. MTACC has determined that the most efficient solution at this time, until the CM014B contractor is mobilized and on-site, is to add the work to the CS179 Contract which already includes some temporary power maintenance.

The Contractor submitted a cost proposal in the amount of \$1,442,295 for this work, while MTACC's estimate was \$1,404,914. However, both the estimate and the proposal failed to consider a recent change to Local 3 Union work rules which increased the crew size required to perform this work. After adjusting for the increased crew size, negotiations were held and the parties agreed to a cost of \$1,511,740 which is considered to be fair and reasonable. The duration of the work is from October 24, 2014 through June 29, 2015 at which time it is anticipated that future Contract CM014B will take over. There is no time impact to the CS179 Contract associated with this modification.

To ensure continuous maintenance of temporary power, a retroactive memorandum was approved by the MTACC President and on October 24, 2014, and the Contractor was directed to proceed with a not-to-exceed amount of \$428,565. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. A large, bold, black text "MONTHLY OPERATING REPORT" is centered within the grid. A dotted line graph is overlaid on the grid, showing a sharp upward trend from the bottom left towards the top right.

MONTHLY OPERATING REPORT

December 2014

Patrick Nowakowski
President

01/20/15 *****



**OPERATING REPORT
FOR MONTH OF DECEMBER 2014**

Performance Summary			2014 Data			2013 Data	
			Annual	YTD thru		YTD thru	
			Goal	Dec	Dec	Dec	Dec
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	90.9%	92.0%	93.4%	93.5%
		AM Peak		88.9%	91.5%	91.3%	91.8%
		PM Peak		82.6%	86.5%	89.9%	90.6%
		Total Peak		85.8%	89.1%	90.7%	91.3%
		Off Peak Weekday		91.7%	92.4%	94.1%	94.0%
		Weekend		95.9%	94.8%	95.2%	95.2%
	Babylon Branch	Overall	95.1%	90.1%	91.4%	92.4%	92.7%
		AM Peak		87.8%	92.3%	93.0%	91.8%
		PM Peak		80.7%	82.9%	83.5%	89.4%
		Total Peak		84.5%	87.9%	88.7%	90.7%
		Off Peak Weekday		91.6%	92.4%	93.1%	93.2%
		Weekend		96.1%	94.5%	96.0%	94.8%
	Far Rockaway Branch	Overall	95.1%	94.4%	95.6%	96.2%	96.7%
		AM Peak		88.4%	91.4%	92.2%	92.4%
		PM Peak		90.4%	93.2%	92.8%	94.3%
		Total Peak		89.3%	92.2%	94.3%	93.2%
		Off Peak Weekday		95.6%	96.1%	96.1%	97.3%
		Weekend		97.0%	98.1%	98.2%	98.7%
	Huntington Branch	Overall	95.1%	89.4%	89.6%	92.6%	92.5%
		AM Peak		90.3%	91.6%	91.4%	92.1%
	PM Peak		79.9%	82.9%	90.1%	88.2%	
	Total Peak		85.3%	87.4%	90.8%	90.2%	
	Off Peak Weekday		87.3%	88.1%	91.4%	92.0%	
	Weekend		96.2%	93.6%	95.5%	95.0%	
Hempstead Branch	Overall	95.1%	95.3%	95.1%	96.3%	96.4%	
	AM Peak		95.5%	95.3%	95.7%	94.9%	
	PM Peak		88.4%	90.8%	94.7%	94.1%	
	Total Peak		92.1%	93.2%	95.2%	94.5%	
	Off Peak Weekday		95.9%	95.2%	95.9%	96.7%	
	Weekend		97.1%	96.5%	97.9%	97.7%	
Long Beach Branch	Overall	95.1%	92.7%	93.7%	97.1%	95.3%	
	AM Peak		90.9%	93.3%	93.7%	92.9%	
	PM Peak		90.1%	90.4%	97.8%	94.5%	
	Total Peak		90.5%	91.9%	95.7%	93.6%	
	Off Peak Weekday		92.3%	93.1%	97.5%	95.3%	
	Weekend		95.9%	97.0%	97.8%	97.3%	
Montauk Branch	Overall	95.1%	91.3%	89.9%	91.9%	90.8%	
	AM Peak		90.3%	89.5%	88.7%	91.0%	
	PM Peak		86.0%	85.3%	86.1%	88.3%	
	Total Peak		88.2%	87.4%	87.4%	89.7%	
	Off Peak Weekday		91.7%	91.7%	94.4%	93.0%	
	Weekend		94.0%	89.0%	91.6%	87.9%	
Oyster Bay Branch	Overall	95.1%	92.5%	92.8%	93.4%	92.8%	
	AM Peak		89.0%	92.8%	93.2%	93.7%	
	PM Peak		83.3%	84.8%	88.1%	86.9%	
	Total Peak		86.4%	89.1%	90.8%	90.5%	
	Off Peak Weekday		93.8%	94.2%	93.5%	93.2%	
	Weekend		98.9%	94.9%	96.5%	95.4%	

Performance Summary		2014 Data			2013 Data	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
Port Jefferson Branch	Overall	95.1%	88.0%	88.0%	90.1%	91.3%
	AM Peak		85.2%	86.9%	91.1%	90.1%
	PM Peak		81.2%	82.8%	88.4%	87.6%
	Total Peak		83.3%	85.0%	89.8%	88.9%
	Off Peak Weekday		86.6%	86.0%	88.3%	90.6%
	Weekend		97.2%	95.5%	93.6%	95.6%
Port Washington Branch	Overall	95.1%	88.8%	93.0%	94.4%	94.3%
	AM Peak		89.7%	91.6%	88.1%	90.4%
	PM Peak		75.8%	86.3%	87.7%	90.7%
	Total Peak		82.6%	88.9%	87.9%	90.6%
	Off Peak Weekday		89.7%	93.2%	96.4%	95.3%
	Weekend		94.3%	97.1%	97.2%	97.2%
Ronkonkoma Branch	Overall	95.1%	90.1%	90.3%	89.5%	91.2%
	AM Peak		83.1%	88.4%	87.3%	90.2%
	PM Peak		85.5%	89.6%	93.8%	92.1%
	Total Peak		84.2%	89.0%	90.3%	91.1%
	Off Peak Weekday		91.8%	90.6%	91.0%	90.8%
	Weekend		95.8%	91.5%	85.3%	92.1%
West Hempstead Branch	Overall	95.1%	90.1%	94.3%	94.4%	95.2%
	AM Peak		95.5%	95.1%	92.4%	94.0%
	PM Peak		73.5%	87.1%	90.5%	90.2%
	Total Peak		83.5%	90.8%	91.3%	91.9%
	Off Peak Weekday		94.3%	96.6%	96.2%	97.1%
	Weekend		92.0%	92.3%	100.0%	94.6%
Operating Statistics	Trains Scheduled		21,079	245,400	20,777	240,422
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-11.5	-12.1	-11.3	-12.7
	Trains Over 15 min. Late excluding trains canceled or terminated		294	3,223	198	2,796
	Trains Canceled		54	843	39	879
	Trains Terminated		40	520	25	531
	Percent of Scheduled Trips Completed		99.6%	99.4%	99.7%	99.4%
Consist Compliance <i>(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)</i>	AM Peak		99.5%			
	PM Peak		98.0%			
	Total Peak		98.8%			



**OPERATING REPORT
FOR MONTH OF DECEMBER 2014**

Categories Of Delay		2014 Data			2013 Data		YTD 2013 Vs 2014
		November	December	YTD Thru December	December	YTD Thru December	
Late Train Incidents	National Rail Passenger Corp	148	236	1,458	85	1,844	(386)
	Capital Programs	20	138	447	1	287	160
	Engineering	57	111	2,280	263	1,809	471
	Penn Station Central Control	23	57	265	21	237	28
	Maintenance of Equipment	143	104	1,598	134	1,464	134
	** Other / Miscellaneous	95	255	2,409	108	1,972	437
	Public	714	790	7,520	579	4,546	2,974
	Transportation	57	52	495	71	575	(80)
	Vandalism	3	74	247	45	238	9
	Weather and Environmental	152	58	2,284	56	1,217	1,067
	Maintenance of Way (Sched.)	28	36	575	11	290	285

* **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
12/1	Mon	Train 2815 struck the bench wall in Line 4, Penn Station	52		1				14			66		1
12/1	Mon	Train 862 requiring medical assistance in Woodside				10			4			14		
12/3	Wed	Train 2094 with a debris strike east of Westbury Station				29	1		13			42	1	
12/4	Thurs	Inappropriate action of console operator in Harold Interlocking				14			1			15		
12/5	Fri	Track circuit failure at Harold Interlocking							21			21		
12/5	Fri	1730 with a possible trespasser strike west of New Hyde Park				30	6	1	18	4		48	10	1
12/5	Fri	Slow weather loading system wide				7			4			11		
12/8	Mon	Signal trouble in Harold Interlocking	9			29	7		43	1				
12/9	Tue	Train 27 struck debris in Babylon	35		1							35		1
12/9	Tue	Amtrak related signal trouble in Harold Interlocking	15		2				7			22		2
12/9	Tue	Slow weather loading system wide	4			9			15			28		
12/10	Wed	Slow weather loading system wide				5			8			13		
12/10	Wed	Signal trouble in Harold Interlocking	2						12			14		
12/11	Thurs	Switch trouble in JO Interlocking	8				1		2			10	1	
12/11	Thurs	Train 1718 struck debris east of Westbury Station				9		1	6			15		1
12/13	Sat	Heavy holiday loading system wide							11			11		
12/13	Sat	Train 8068 requiring medical assistance in Penn Station							12			12		
12/14	Sun	Scheduled track work program between Shea and Bay Interlocking							21			21		
12/22	Mon	Amtrak related track condition in line 3	43		6				37			80		6
12/22	Mon	Account car on tracks at West Broadway crossing				4	1	1	4	2		8	3	1
12/22	Mon	Heavy loading system wide	7			3			3			13		
12/23	Tue	Amtrak related code trouble in Line 3 up to F				38	2		2			40	2	
12/23	Tue	Heavy unloading system wide				7			7			14		
12/24	Wed	Heavy holiday loading system wide				1			25			26		
12/24	Wed	Heavy holiday unloading				8			8	1		17		
12/24	Wed	F Interlocking Signal trouble				22			4			26		
12/26	Fri	Train 2099 struck debris east of Deer Park Station	9						1			10		
12/30	Tues	Train 440 with a trespasser strike at Murray Hill Station				4	3		4	1	1	8	4	1
12/31	Wed	Heavy holiday loading system wide				2			15			17		
12/31	Wed	Heavy holiday unloading system wide				3			8			11		
TOTAL FOR MONTH			184	0	10	234	21	3	330	9	1	668	21	14
												703		

Long Island Rail Road

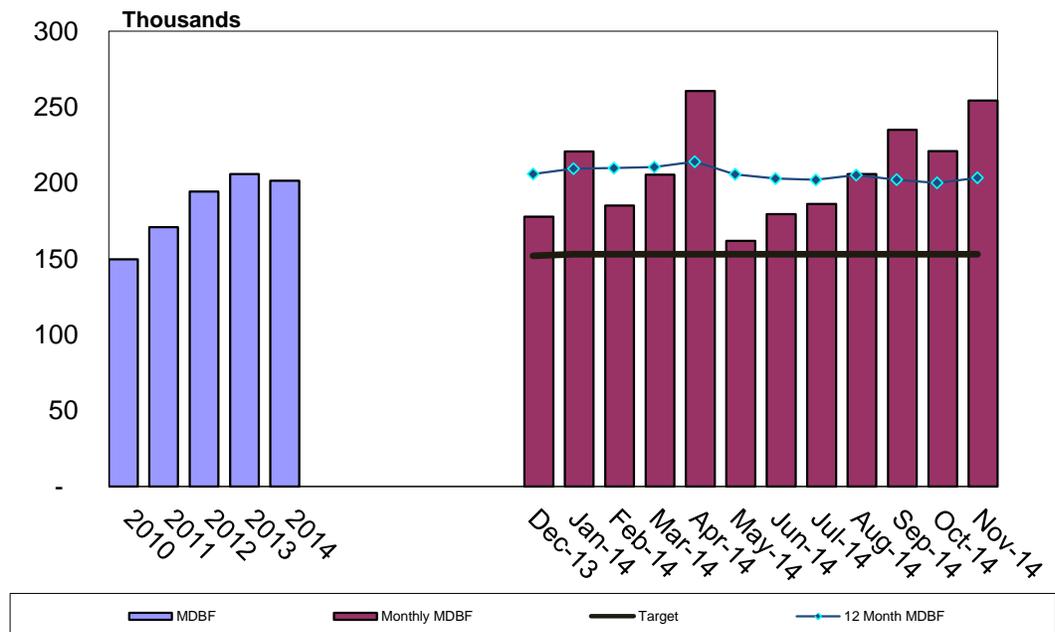
MEAN DISTANCE BETWEEN FAILURES

	2014 Data							2013 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)	12 month MDBF Rolling Avg (miles)	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)
Mean	M-3	150	55,000	96,792	5	97,092	94,348	117,478	4	93,623
Distance	M-7	836	355,000	457,101	11	482,760	485,331	381,739	13	463,593
Between Failures	DM	21	18,000	20,816	3	23,441	22,852	16,882	4	25,388
	DE	24	18,000	92,472	1	25,643	24,762	29,272	3	19,780
	C-3	134	75,000	138,080	5	80,877	79,667	93,996	7	110,162
	Diesel	179	45,000	93,924	9	56,666	55,417	58,094	14	61,950
Fleet	1,165		153,000	254,296	25	206,149	203,441	201,478	31	208,999

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

ALL FLEETS Mean Distance Between Failure

2010 - 2014





Standee Report

East Of Jamaica

			2014 Data December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	22
			1	22
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Huntington Branch	Program Standees	60	0
		Add'l Standees	4	12
			64	12
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
			1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	4	0
			4	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	6	109
			6	109
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	8	34
			8	34
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
			0	0
System Wide PEAK			83	177

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

		2014 Data December	
		AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0
		Add'l Standees	23
		Total Standees	23
	Far Rockaway Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Huntington Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	44
	Hempstead Branch	Program Standees	0
		Add'l Standees	1
		Total Standees	28
	Long Beach Branch	Program Standees	18
		Add'l Standees	11
		Total Standees	0
	Montauk Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Oyster Bay Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Port Jefferson Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
	Port Washington Branch	Program Standees	0
		Add'l Standees	6
		Total Standees	109
	Ronkonkoma Branch	Program Standees	0
		Add'l Standees	9
		Total Standees	33
	West Hempstead Branch	Program Standees	0
		Add'l Standees	0
		Total Standees	0
		System Wide PEAK	68
			255

Definitions

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

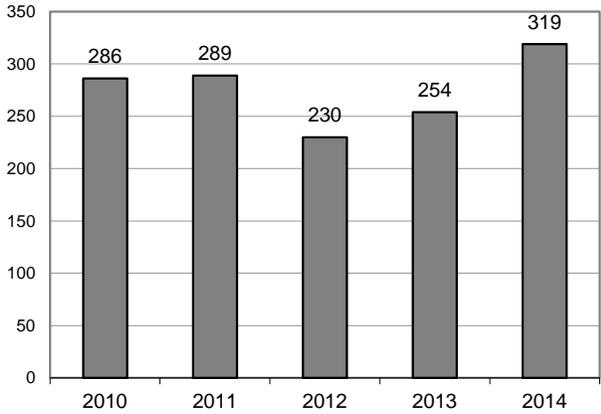
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"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

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

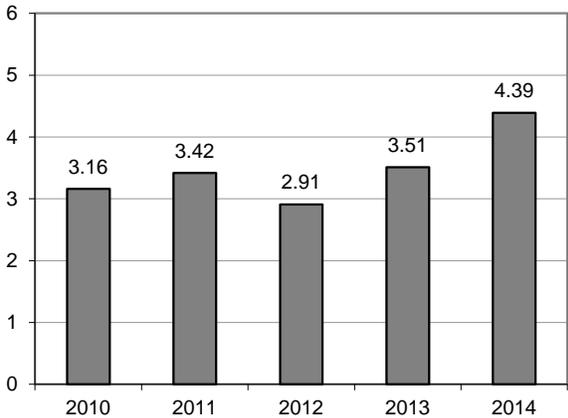
MTA Long Island Rail Road Summary of Employee Injuries through November 2014



Total Employee Injuries

Year	Total
2010	286
2011	289
2012	230
2013	254
2014	319

% change from last year: 25.6%



Employee FRA Reportable Injuries

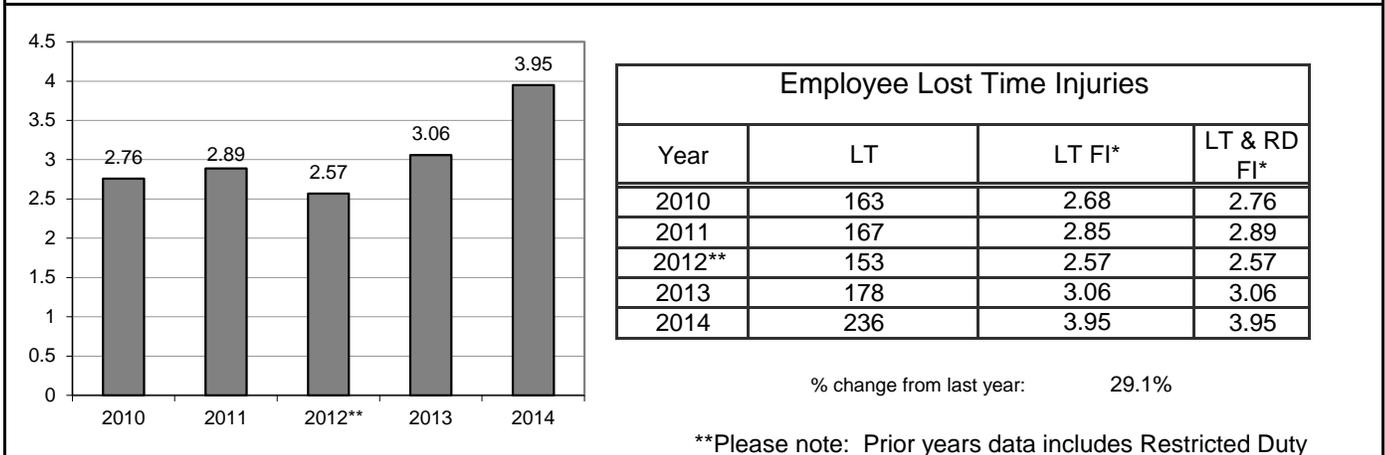
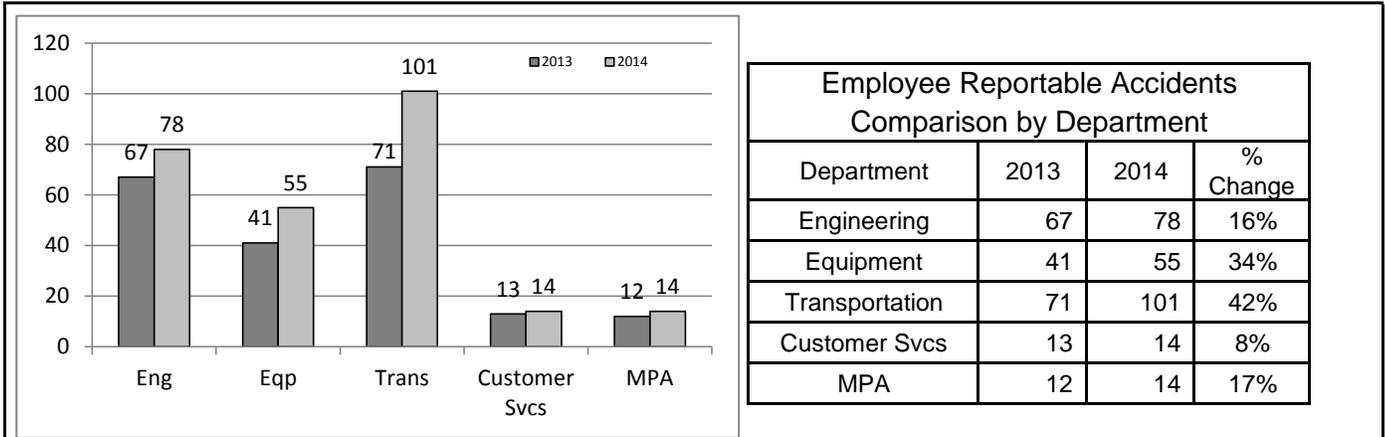
Year	Total	FRA FI*
2010	192	3.16
2011	200	3.42
2012	173	2.91
2013	204	3.51
2014	262	4.39

% change from last year: 25.1%

* Federal Railroad Administration Frequency Index

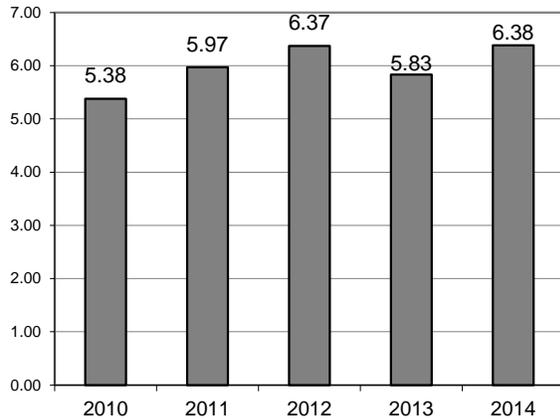
* - Injuries per 200,000 hours worked

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



* - Injuries per 200,000 hours worked

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

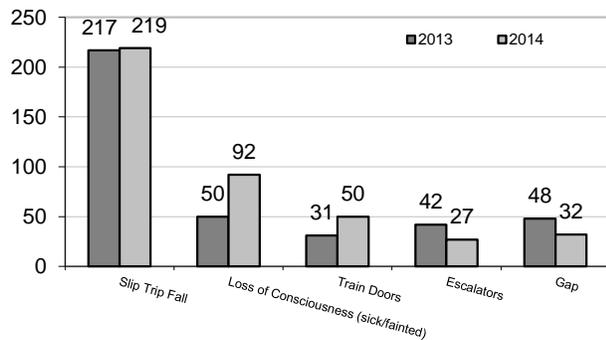


Total Customer Injuries

Year	Total	FI**
2010	401	5.38
2011	441	5.97
2012	477	6.37
2013	444	5.83
2014	499	6.38

% change from last year: 9.4%

**Injuries per 1,000,000 rides

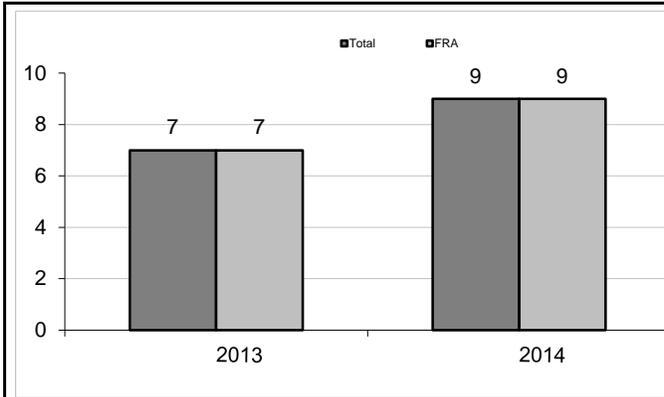


Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Loss of Consciousness (sick/fainted)	Train Doors	Escalators	Gap
2013	217	50	31	42	48
2014	219	92	50	27	32

MTA Long Island Rail Road

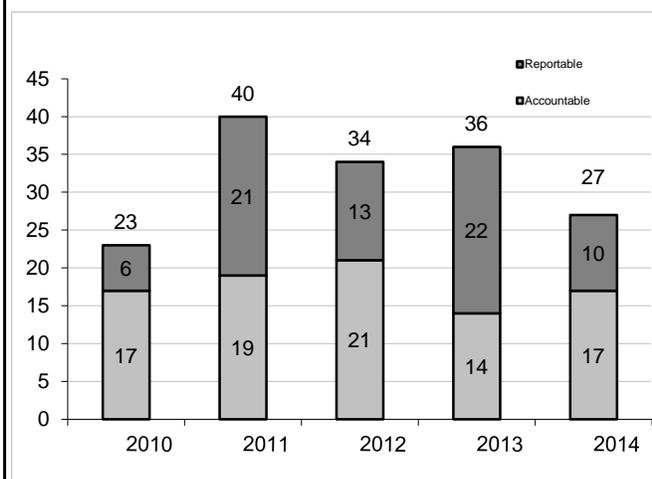
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. through November 2014



Contractor Injuries

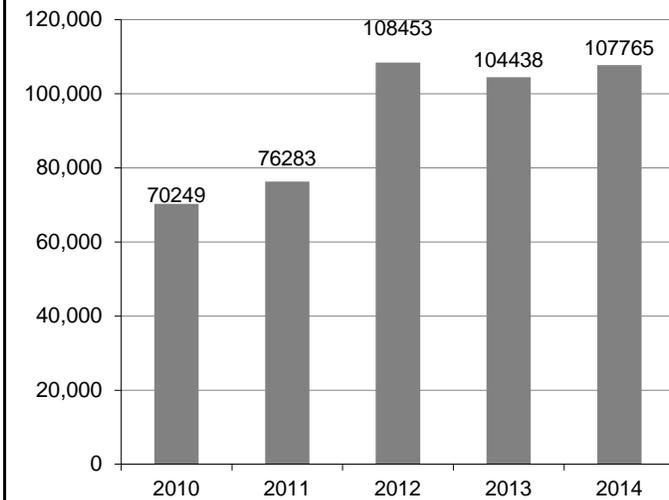
Year	Total	FRA Rpt.
2013	7	7
2014	9	9

% change from last year: 28.6%



Train Accidents

Year	Accountable	Reportable
2010	17	6
2011	19	21
2012	21	13
2013	14	22
2014	17	10



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

Total Participants

Year	Total
2010	70,249
2011	76,283
2012	108,453
2013	104,438
2014	107,765

Memorandum



Long Island Rail Road

Date: January 2015

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 first Corporate Quarterly Safety Stand-Down for 2015 will be conducted at the end of March.
- Our Implementing Memorandum of Understanding is being finalized with our labor partners. We are waiting for final FRA approval of waivers.
- The following progress was made on speed compliance enhancements and Positive Train Control (PTC):

Action Item	Status
Alerters	Installation is complete on all fleets.
Speed Compliance	For the period 12/1/14 through 12/31/14, there were 111 Radar Observations. 89 different LIRR Engineers and 1 NYAR Engineer were observed. Thirty-three event recorder downloads were analyzed. All results indicate compliance. <i>Please note:</i> There is a seven day window for radar observations to be entered into our Efficiency Testing System. Numbers are subject to change.
Emergency Order 29	<ul style="list-style-type: none">▪ All critical curves were completed as scheduled by 3/1/14.▪ Work is progressing on tangent track segments. Six of the eight identified segments are completed. The final two are in progress. 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.
PTC	The Systems Integrator (SI) is progressing Preliminary Design. Communications design elements are lagging. Additional resources have been obtained by the SI as part of mitigation. Radio compliance testing in process. First Article Inspection (FAI) for Transponder brackets has been completed.



Long Island Rail Road

Monthly Financial Report

November 2014

MTA LONG ISLAND RAIL ROAD

November Ridership and Financial Report

Executive Summary

Ridership

- During the month of November, total ridership was 6.7 million, which was 2.7% higher than November 2013 (adjusted for same number of work days) and 1.8% above the forecast.
 - Ridership through November was 78.3 million. This was 2.9% higher than 2013 (adjusted for same number of calendar work days) and 1.3% higher than the 2014 forecast.
 - Through November 2014, commutation ridership was 2.5% higher than 2013 (work day adjusted) and 1.0% higher than the 2014 forecast.
 - Through November 2014, non-commutation ridership was 3.6% higher than 2013 and 1.8% above the forecast.
-

Revenues

- Farebox revenue through November totaling \$601.9 million was \$6.1 million above the forecast due to higher ridership, partially offset by lower yield per passenger.
- Capital & Other Revenue of \$292.6 million was \$1.4 million higher than forecast due to capital and other reimbursements associated with retroactive wage adjustments and timing of capital activity, partially offset by other operating revenue and vacant reimbursable positions.
- In summary, total LIRR revenue of \$894.5 million was \$7.5 million higher than the forecast.

Expenses

- Through November, total expenses of \$1,931.4 million were \$98.3 million less than forecast.
- Straight-time payroll spending was \$10.6 million less than forecast due to the existence of vacant positions and lower rates. At the end of November, 157 of 7,058 positions were vacant. These vacancies consisted primarily of management/supervisory.
- Year-to-date overtime hours worked was 3.8%, or 81,400 hours higher than the forecast primarily as a result of reimbursable, which was 88,000 hours over forecast, and maintenance, which were 72,200 over forecast. This was partially offset by lower weather-related, which was 47,300 below forecast, vacancy/absentee coverage, which were 24,850 below forecast, and unscheduled service, which was 21,000 below forecast.
- Year-to-date overtime hours increased by 10.2% in 2014 compared to 2013 due to weather, maintenance and reimbursable overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through November, the Adjusted Farebox Operating Ratio was 54.9%, which is favorable to forecast due to lower expenses and higher revenue.
- Through November, the Adjusted Cost per Passenger was \$14.96, which is lower than forecast due to lower expenses and higher ridership.
- Through November, the Revenue per Passenger was \$7.72, which is slightly lower than forecast.

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

REVENUE

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$894.5 were \$7.5 million or 0.8% favorable to forecast. The month of November of \$83.5 was favorable to forecast by \$2.6 million or 3.2%.

- **Y-T-D Farebox Revenues** were \$6.1 favorable to forecast. The month was \$0.2 favorable to forecast due to higher ridership, partially offset by lower yield per passenger.
- **Y-T-D Other Operating Revenues** were \$(1.0) unfavorable to forecast. The month was \$(0.1) unfavorable to forecast due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$2.4 favorable to forecast. The month was \$2.5 favorable due to timing of capital activity.

OPERATING EXPENSES

Year-to-date November **Total Expenses** (including depreciation and other) of \$1,931.4 were favorable to the forecast by \$98.3 or 4.8%. The total expenses for the month of \$155.0 were favorable to forecast by \$18.6 or 10.7%.

Labor Expenses, \$22.9 favorable Y-T-D; \$4.6 favorable for the month.

- **Payroll**, \$10.6 favorable Y-T-D; \$3.5 favorable for the month (primarily vacant positions).
- **Overtime**, \$(8.1) unfavorable Y-T-D; \$(0.7) 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; on forecast for the month.
- **OPEB Current Payment**, \$1.7 favorable Y-T-D; \$0.2 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$17.9 favorable Y-T-D; \$1.5 favorable for the month (lower FELA Indemnity payments).

Non-Labor Expenses, \$69.1 favorable Y-T-D; \$12.6 favorable for the month.

- **Electric Power**, \$3.9 favorable Y-T-D; \$1.9 favorable for the month (lower rates and consumption).
- **Fuel**, \$1.5 favorable Y-T-D; \$0.3 favorable for the month (lower rates and consumption).
- **Insurance**, \$1.0 favorable Y-T-D; \$0.1 favorable for the month (timing).
- **Claims**, on forecast Y-T-D; \$0.2 favorable for the month (timing).
- **Maintenance and Other Operating Contracts**, \$12.7 favorable Y-T-D; \$2.3 favorable for the month (primarily timing of security related expenses, vegetation management, elevator/escalator maintenance, communications and general maintenance).
- **Professional Services**, \$8.4 favorable Y-T-D; \$2.4 favorable for the month (primarily timing of IT software, hardware, maintenance and data charges, lower outside services and MTA chargebacks).
- **Materials and Supplies**, \$37.4 favorable Y-T-D; \$5.3 favorable for the month (primarily delayed rolling stock modifications, reliability centered maintenance activity and lower running repair).
- **Other Business Expenses**, \$4.2 favorable Y-T-D; \$0.1 favorable for the month (primarily timing).

Depreciation and Other, \$6.3 favorable Y-T-D; \$1.3 favorable for the month (favorable depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 45.5%, 0.8 percentage points above year-to-date October. The Farebox Operating Ratio for the month of November of 54.9% was 9.8 percentage points above the forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 54.9%. 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
November 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
Revenue												
Farebox Revenue	\$54.259	\$54.487	\$0.228	0.4	\$0.000	\$0.000	\$0.000	-	\$54.259	\$54.487	\$0.228	0.4
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.871	3.754	(0.117)	(3.0)	0.000	0.000	0.000	-	3.871	3.754	(0.117)	(3.0)
Capital & Other Reimbursements	0.000	0.000	0.000	-	22.788	25.287	2.499	11.0	22.788	25.287	2.499	11.0
Total Revenue	\$58.130	\$58.241	\$0.111	0.2	\$22.788	\$25.287	\$2.499	11.0	\$80.918	\$83.528	\$2.610	3.2
Expenses												
<i>Labor:</i>												
Payroll	\$39.523	\$35.701	\$3.822	9.7	\$7.117	\$7.444	(\$0.327)	(4.6)	\$46.640	\$43.145	\$3.495	7.5
Overtime	8.522	8.546	(0.024)	(0.3)	1.565	2.201	(0.636)	(40.6)	10.087	10.747	(0.660)	(6.5)
Health and Welfare	7.601	7.230	0.371	4.9	1.290	1.647	(0.357)	(27.7)	8.891	8.876	0.015	0.2
OPEB Current Payment	4.905	4.657	0.248	5.1	0.000	0.000	0.000	-	4.905	4.657	0.248	5.1
Pensions	14.692	13.646	1.046	7.1	1.880	2.925	(1.045)	(55.6)	16.572	16.572	0.000	0.0
Other Fringe Benefits	7.370	5.812	1.558	21.1	1.553	1.605	(0.051)	(3.3)	8.923	7.417	1.507	16.9
Reimbursable Overhead	(2.500)	(2.629)	0.129	5.2	2.500	2.629	(0.129)	(5.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$80.113	\$72.964	\$7.149	8.9	\$15.905	\$18.451	(\$2.546)	(16.0)	\$96.018	\$91.414	\$4.604	4.8
<i>Non-Labor:</i>												
Electric Power	\$7.927	\$5.996	\$1.931	24.4	\$0.062	\$0.087	(\$0.025)	(40.4)	\$7.989	\$6.083	\$1.906	23.9
Fuel	2.376	2.079	0.297	12.5	0.000	0.000	0.000	-	2.376	2.079	0.297	12.5
Insurance	2.057	1.946	0.111	5.4	0.426	0.409	0.017	3.9	2.483	2.355	0.128	5.2
Claims	0.371	0.143	0.228	61.5	0.000	0.000	0.000	-	0.371	0.143	0.228	61.5
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.012	4.522	2.490	35.5	1.237	1.436	(0.198)	(16.0)	8.249	5.958	2.292	27.8
Professional Service Contracts	4.310	1.753	2.557	59.3	0.336	0.538	(0.202)	(60.2)	4.646	2.291	2.355	50.7
Materials & Supplies	11.733	6.869	4.864	41.5	4.799	4.317	0.482	10.0	16.532	11.186	5.346	32.3
Other Business Expenses	1.206	1.115	0.091	7.6	0.023	0.049	(0.026)	*	1.229	1.164	0.065	5.3
Total Non-Labor Expenses	\$36.992	\$24.422	\$12.570	34.0	\$6.883	\$6.836	\$0.047	0.7	\$43.875	\$31.259	\$12.616	28.8
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$117.105	\$97.386	\$19.719	16.8	\$22.788	\$25.287	(\$2.499)	(11.0)	\$139.893	\$122.673	\$17.220	12.3
Depreciation	\$27.749	\$26.260	\$1.489	5.4	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.260	\$1.489	5.4
Other Post Employment Benefits	5.765	5.908	(0.143)	(2.5)	0.000	0.000	0.000	-	\$5.765	5.908	(0.143)	(2.5)
Environmental Remediation	0.167	0.167	0.000	0.0	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.0
Total Expenses	\$150.786	\$129.721	\$21.065	14.0	\$22.788	\$25.287	(\$2.499)	(11.0)	\$173.574	\$155.008	\$18.566	10.7
Net Surplus/(Deficit)	(\$92.656)	(\$71.480)	\$21.176	22.9	\$0.000	\$0.000	\$0.000	-	(\$92.656)	(\$71.480)	\$21.176	22.9
<i>Cash Conversion Adjustments</i>												
Depreciation	\$27.749	\$26.260	(\$1.489)	(5.4)	\$0.000	\$0.000	\$0.000	-	\$27.749	\$26.260	(\$1.489)	(5.4)
Operating/Capital	(3.647)	(2.143)	1.503	41.2	0.000	0.000	0.000	-	(3.647)	(2.143)	1.503	41.2
Other Cash Adjustments	18.156	9.172	(8.984)	(49.5)	0.000	0.000	0.000	-	18.156	9.172	(8.984)	(49.5)
Total Cash Conversion Adjustments	\$42.258	\$33.288	(\$8.970)	(21.2)	\$0.000	\$0.000	\$0.000	-	\$42.258	\$33.288	(\$8.970)	(21.2)
Net Cash Surplus/(Deficit)	(\$50.398)	(\$38.192)	\$12.206	24.2	\$0.000	\$0.000	\$0.000	-	(\$50.398)	(\$38.192)	\$12.206	24.2

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$595.825	\$601.934	\$6.109	1.0	\$0.000	\$0.000	\$0.000	-	\$595.825	\$601.934	\$6.109	1.0
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	42.514	41.524	(0.990)	(2.3)	0.000	0.000	0.000	-	42.514	41.524	(0.990)	(2.3)
Capital & Other Reimbursements	0.000	0.000	0.000	-	248.628	251.032	2.404	1.0	248.628	251.032	2.404	1.0
Total Revenue	\$638.340	\$643.458	\$5.119	0.8	\$248.628	\$251.032	\$2.404	1.0	\$886.968	\$894.490	\$7.523	0.8
Expenses												
<i>Labor:</i>												
Payroll	\$511.698	\$499.408	\$12.290	2.4	\$79.160	\$80.872	(\$1.712)	(2.2)	\$590.858	\$580.280	\$10.578	1.8
Overtime	115.170	115.062	0.108	0.1	16.376	24.590	(8.214)	(50.2)	131.546	139.652	(8.106)	(6.2)
Health and Welfare	87.615	85.403	2.212	2.5	14.755	16.154	(1.398)	(9.5)	102.370	101.557	0.814	0.8
OPEB Current Payment	53.658	51.942	1.716	3.2	0.000	0.000	0.000	-	53.658	51.942	1.716	3.2
Pensions	160.176	154.342	5.834	3.6	22.110	27.945	(5.834)	(26.4)	182.286	182.287	(0.000)	0.0
Other Fringe Benefits	126.897	108.047	18.850	14.9	17.008	17.928	(0.920)	(5.4)	143.905	125.975	17.930	12.5
Reimbursable Overhead	(25.864)	(25.455)	(0.409)	(1.6)	25.864	25.455	0.409	1.6	0.000	0.000	0.000	-
Total Labor Expenses	\$1,029.350	\$988.749	\$40.601	3.9	\$175.273	\$192.943	(\$17.670)	(10.1)	\$1,204.623	\$1,181.692	\$22.932	1.9
<i>Non-Labor:</i>												
Electric Power	\$97.178	\$93.347	\$3.831	3.9	\$0.519	\$0.496	\$0.023	4.4	\$97.697	\$93.843	\$3.854	3.9
Fuel	27.523	25.984	1.539	5.6	0.000	0.000	0.000	-	27.523	25.984	1.539	5.6
Insurance	21.465	21.354	0.111	0.5	4.850	4.001	0.848	17.5	26.315	25.356	0.959	3.6
Claims	3.494	3.449	0.045	1.3	0.000	0.000	0.000	-	3.494	3.449	0.045	1.3
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	64.749	53.961	10.788	16.7	13.650	11.732	1.918	14.1	78.399	65.693	12.706	16.2
Professional Service Contracts	34.209	24.301	9.908	29.0	3.840	5.369	(1.530)	(39.8)	38.049	29.671	8.378	22.0
Materials & Supplies	118.176	95.125	23.051	19.5	50.091	35.723	14.368	28.7	168.267	130.848	37.418	22.2
Other Business Expenses	12.822	8.288	4.534	35.4	0.405	0.767	(0.362)	(89.3)	13.227	9.055	4.172	31.5
Total Non-Labor Expenses	\$379.616	\$325.811	\$53.805	14.2	\$73.355	\$58.089	\$15.265	20.8	\$452.971	\$383.900	\$69.070	15.2
Other Expense Adjustments												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,408.966	\$1,314.560	\$94.406	6.7	\$248.628	\$251.032	(\$2.404)	(1.0)	\$1,657.594	\$1,565.592	\$92.002	5.6
Depreciation	\$305.248	\$297.639	7.609	2.5	\$0.000	\$0.000	\$0.000	-	\$305.248	\$297.639	\$7.609	2.5
Other Post Employment Benefits	63.398	64.274	(0.877)	(1.4)	0.000	0.000	0.000	-	63.398	64.274	(0.877)	(1.4)
Environmental Remediation	3.433	3.904	(0.470)	(13.7)	0.000	0.000	0.000	-	3.433	3.904	(0.470)	(13.7)
Total Expenses	\$1,781.045	\$1,680.377	\$100.668	5.7	\$248.628	\$251.032	(\$2.404)	(1.0)	\$2,029.673	\$1,931.409	\$98.264	4.8
Net Surplus/(Deficit)	(\$1,142.705)	(\$1,036.919)	\$105.787	9.3	\$0.000	\$0.000	\$0.000	-	(\$1,142.705)	(\$1,036.919)	\$105.787	9.3
<i>Cash Conversion Adjustments</i>												
Depreciation	\$305.248	\$297.639	(\$7.609)	(2.5)	\$0.000	\$0.000	\$0.000	-	\$305.248	\$297.639	(\$7.609)	(2.5)
Operating/Capital	(29.887)	(13.498)	16.389	54.8	0.000	0.000	0.000	-	(29.887)	(13.498)	16.389	54.8
Other Cash Adjustments	206.483	179.335	(27.148)	(13.1)	0.000	0.000	0.000	-	206.483	179.335	(27.148)	(13.1)
Total Cash Conversion Adjustments	\$481.844	\$463.477	(\$18.368)	(3.8)	\$0.000	\$0.000	\$0.000	-	\$481.844	\$463.477	(\$18.368)	(3.8)
Net Cash Surplus/(Deficit)	(\$660.861)	(\$573.442)	\$87.419	13.2	\$0.000	\$0.000	\$0.000	0.0	(\$660.861)	(\$573.442)	\$87.419	13.2

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

November 2014				Year-to-Date November 2014			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.228	0.4	Higher ridership \$0.983, partially offset by lower yield per passenger \$(0.755).	6.109	1.0	Higher ridership \$8.025, partially offset by lower yield per passenger \$(1.916).
Other Operating Revenue	Non Reimb.	(0.117)	(3.0)	Primarily due to lower rental revenue and timing of miscellaneous revenue, partially offset by timing of freight revenue.	(0.990)	(2.3)	Primarily due to lower rental revenue and timing of advertising revenue.
Capital & Other Reimbursements	Reimb.	2.499	11.0	Timing of capital project activity	2.404	1.0	Retroactive wage adjustments being allocated to the capital program, partially offset by timing of capital project activity.
Expenses							
Payroll	Non Reimb.	3.822	9.7	Primarily due to wage rates and vacant positions.	12.290	2.4	Primarily timing of retro wage rate accruals and vacant positions.
	Reimb.	(0.327)	(4.6)	Primarily due to timing of project activity.	(1.712)	(2.2)	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.	(0.024)	(0.3)	Lower vacancy/absentee coverage, weather-related overtime and unscheduled service, partially offset by higher routine maintenance overtime.	0.108	0.1	Lower weather-related overtime, vacancy/absentee coverage and unscheduled service, partially offset by higher maintenance, retroactive pay accrual and scheduled service.
	Reimb.	(0.636)	(40.6)	Higher due to East Side Access, East Rail Yard and other capital project activity.	(8.214)	(50.2)	Higher due to retro wage adjustments, East Rail Yard, East Side Access and other capital project activity.
Health and Welfare	Non Reimb.	0.371	4.9	Vacant positions.	2.212	2.5	Vacant positions.
	Reimb.	(0.357)	(27.7)	Primarily due to timing of project activity.	(1.398)	(9.5)	Primarily due to impact of retro wage adjustments, partially offset by timing of project activity.

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

November 2014				Year-to-Date November 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.	0.248	5.1	Fewer retirees/beneficiaries.	1.716	3.2	Fewer retirees/beneficiaries.
Pensions	Non Reimb.	1.046	7.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	5.834	3.6	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb.	(1.045)	(55.6)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.	(5.834)	(26.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	1.558	21.1	Lower FELA payments and lower Railroad Retirement Taxes.	18.850	14.9	Lower Railroad Retirement taxes due to vacant positions, lower Railroad Retirement tax rate accrued for retroactive wage adjustments and lower FELA payments.
	Reimb.	(0.051)	(3.3)	Primarily due to timing of project activity.	(0.920)	(5.4)	Primarily due to impact of retro wage adjustments, partially offset by timing of project activity.
Electric Power	Non Reimb.	1.931	24.4	Lower rates and consumption.	3.831	3.9	Lower rates, partially offset by higher consumption.
	Reimb.	(0.025)	(40.4)	Eastern Rail Yard and VD Yard.	0.023	4.4	Eastern Rail Yard and VD Yard.
Fuel	Non Reimb.	0.297	12.5	Lower rates and consumption.	1.539	5.6	Primarily lower diesel fuel consumption, partially offset by higher rates.
Insurance	Non Reimb.	0.111	5.4	Lower liability insurance.	0.111	0.5	Lower liability insurance.
	Reimb.	0.017	3.9	Force Account Insurance associated with project activity.	0.848	17.5	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.228	61.5	Primarily due to timing.	0.045	1.3	Primarily due to timing of invoices/payments.

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

November 2014				Year-to-Date November 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.	2.490	35.5	Primarily timing of elevator/escalator maintenance, security related expenses, communications, and vegetation management expenses.	10.788	16.7	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.	(0.198)	(16.0)	Primarily due to timing of project activity.	1.918	14.1	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	2.557	59.3	Primarily timing of IT software, hardware, maintenance and data charges.	9.908	29.0	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.	(0.202)	(60.2)	Primarily due to timing of project activity.	(1.530)	(39.8)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	4.864	41.5	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.	23.051	19.5	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.	0.482	10.0	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.	14.368	28.7	Primarily due to timing of project activity, timing of payments for project material and delivery of non-revenue vehicles.

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

November 2014				Year-to-Date November 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.	0.091	7.6	Timing of miscellaneous expenses.	4.534	35.4	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.
	Reimb.	(0.026)	*		(0.362)	(89.3)	
Depreciation	Non Reimb.	1.489	5.4	Revised estimate based on certain capital assets being fully depreciated.	7.609	2.5	Revised estimate based on certain capital assets being fully depreciated.
Other Post Employment Benefits	Non Reimb.	(0.143)	(2.5)	Primarily due to timing of payments.	(0.877)	(1.4)	Primarily due to timing of payments.
Environmental Remediation	Non Reimb.	0.000	0.0		(0.470)	(13.7)	Primarily timing.

Table 4

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST								
CASH RECEIPTS and EXPENDITURES								
November 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$56.247	\$51.895	(\$4.352)	(7.7)	\$619.540	\$618.889	(\$0.651)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.611	2.069	(0.542)	(20.8)	38.674	35.614	(3.060)	(7.9)
Capital & Other Reimbursements	27.297	17.692	(9.605)	(35.2)	233.888	219.890	(13.998)	(6.0)
Total Receipts	\$86.155	\$71.656	(\$14.499)	(16.8)	\$892.102	\$874.393	(\$17.709)	(2.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$45.511	\$41.652	\$3.859	8.5	\$503.848	\$461.621	\$42.227	8.4
Overtime	10.086	10.191	(0.105)	(1.0)	112.706	111.364	1.342	1.2
Health and Welfare	8.891	0.146	8.745	98.4	102.919	101.497	1.422	1.4
OPEB Current Payment	4.905	0.670	4.235	86.3	53.805	52.075	1.730	3.2
Pensions	16.572	16.570	0.002	0.0	168.813	168.821	(0.008)	(0.0)
Other Fringe Benefits	8.823	7.804	1.019	11.6	127.881	118.940	8.941	7.0
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$94.788	\$77.032	\$17.756	18.7	\$1,069.972	\$1,014.317	\$55.655	5.2
<i>Non-Labor:</i>								
Electric Power	\$7.970	\$6.517	\$1.453	18.2	\$103.318	\$98.603	\$4.715	4.6
Fuel	2.428	0.435	1.993	82.1	28.641	24.754	3.887	13.6
Insurance	0.000	0.194	(0.194)	-	26.836	25.036	1.800	6.7
Claims	0.267	0.118	0.149	55.7	2.049	2.718	(0.669)	(32.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.907	5.726	4.181	42.2	89.226	71.577	17.649	19.8
Professional Service Contracts	3.977	1.514	2.463	61.9	38.287	29.528	8.759	22.9
Materials & Supplies	13.987	11.425	2.562	18.3	160.757	145.238	15.519	9.7
Other Business Expenses	1.264	1.154	0.110	8.7	12.842	11.771	1.071	8.3
Total Non-Labor Expenditures	\$39.800	\$27.084	\$12.716	32.0	\$461.956	\$409.225	\$52.731	11.4
<i>Other Expenditure Adjustments:</i>								
Other	\$1.965	\$1.798	\$0.167	8.5	\$21.035	\$20.059	\$0.976	4.6
Total Other Expenditure Adjustments	\$1.965	\$1.798	\$0.167	8.5	\$21.035	\$20.059	\$0.976	4.6
Total Expenditures	\$136.553	\$105.914	\$30.639	22.4	\$1,552.963	\$1,443.602	\$109.361	7.0
Cash Timing and Availability Adjustment	0.000	(3.934)	(3.934)	-	0.000	(4.233)	(4.233)	-
Net Cash Deficit (excludes opening balance)	(\$50.398)	(\$38.192)	\$12.206	24.2	(\$660.861)	(\$573.442)	\$87.419	13.2
Subsidies								
MTA	50.398	38.193	(12.205)	(24.2)	643.920	554.579	(89.341)	(13.9)

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	November 2014			Year-to-Date as of November 30, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(4.352)	(7.7)	Lower advance sales impact \$(4.367), lower yields \$(0.755) and lower Metrocard/AirTrain sales \$(0.213), partially offset by higher ridership \$0.983.	(0.651)	(0.1)	Lower advance sales impact \$(5.637), lower yields \$(1.916) and lower Metrocard/AirTrain sales \$(1.123), partially offset by higher ridership \$8.025.
Other Operating Revenue	(0.542)	(20.8)	Primarily due to the timing of intercompany receipts and miscellaneous revenue.	(3.060)	(7.9)	Primarily lower FEMA reimbursement, the timing of miscellaneous revenue, intercompany receipts and freight revenue, partially offset by the timing of rental revenue.
Capital and Other Reimbursements	(9.605)	(35.2)	Timing of activity and reimbursement for capital and other reimbursements.	(13.998)	(6.0)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.859	8.5	Primarily due to lower headcount and rates.	42.227	8.4	Primarily due to lower headcount and rates.
Overtime	(0.105)	(1.0)	Primarily higher project and routine maintenance overtime, partially offset by lower vacancy/absentee coverage, rates and weather-related overtime.	1.342	1.2	Primarily lower weather-related overtime, vacancy/absentee coverage, rates and unscheduled service, partially offset by higher project, maintenance and scheduled service overtime.
Health and Welfare	8.745	98.4	Primarily due to the timing of payments.	1.422	1.4	Primarily due to lower headcount.
OPEB Current Payment	4.235	86.3	Primarily due to the timing of payments.	1.730	3.2	Primarily due to 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	November 2014			Year-to-Date as of November 30, 2014		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.019	11.6	Primarily the timing of FELA payments and lower Railroad Retirement payments, partially offset by higher payments for meals and safety shoes.	8.941	7.0	Primarily lower Railroad Retirement payments and the timing of FELA payments, partially offset by higher meal and safety shoe payments.
Non-Labor:						
Electric Power	1.453	18.2	Primarily due to lower traction power rates and the timing of payments.	4.715	4.6	Primarily due to lower traction rates and the timing of payments, partially offset by higher traction power consumption.
Fuel	1.993	82.1	Primarily due to the timing of payments, lower rates and fuel consumption.	3.887	13.6	Primarily due to the timing of payments and lower diesel fuel consumption, partially offset by higher rates.
Insurance	(0.194)	-	Timing of payments.	1.800	6.7	Timing of payments.
Claims	0.149	55.7	Timing of payments.	(0.669)	(32.7)	Higher claim payments.
Maintenance and Other Operating Contracts	4.181	42.2	Timing of payments and activities.	17.649	19.8	Timing of payments and activities.
Professional Service Contracts	2.463	61.9	Primarily the timing of payments and activities for consulting services.	8.759	22.9	Primarily the timing of payments and activities for consulting services.
Materials and Supplies	2.562	18.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.	15.519	9.7	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.110	8.7	Primarily due to the timing of payments.	1.071	8.3	Primarily due to the timing of and lower payments.
Other Expenditure Adjustments	0.167	8.5	Lower Metrocard/AirTrain pass through payments.	0.976	4.6	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD								
JULY FINANCIAL PLAN - 2014 MID-YEAR FORECAST								
CASH CONVERSION (CASH FLOW ADJUSTMENTS)								
November 2014								
(\$ in millions)								
	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$1.988	(\$2.591)	(\$4.580)	*	\$23.715	\$16.955	(\$6.759)	(28.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(1.260)	(1.686)	(0.425)	(33.8)	(3.840)	(5.910)	(2.070)	(53.9)
Capital & Other Reimbursements	4.509	(7.594)	(12.104)	*	(14.740)	(31.143)	(16.403)	*
Total Receipts	\$5.237	(\$11.871)	(\$17.109)	*	\$5.134	(\$20.097)	(\$25.232)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$1.129	\$1.493	\$0.365	32.3	\$87.010	\$118.659	\$31.649	36.4
Overtime	0.001	0.556	0.555	*	18.840	28.288	9.448	50.2
Health and Welfare	(0.000)	8.731	8.731	*	(0.549)	0.060	0.609	*
OPEB Current Payment	0.000	3.987	3.987	-	(0.147)	(0.133)	0.014	9.2
Pensions	(0.000)	0.001	0.002	*	13.473	13.466	(0.008)	(0.1)
Other Fringe Benefits	0.100	(0.387)	(0.487)	*	16.024	7.035	(8.989)	(56.1)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$1.230	\$14.382	\$13.152	*	\$134.651	\$167.374	\$32.723	24.3
<i>Non-Labor:</i>								
Electric Power	\$0.019	(\$0.434)	(\$0.453)	*	(\$5.621)	(\$4.760)	\$0.861	15.3
Fuel	(0.052)	1.645	1.697	*	(1.118)	1.231	2.349	*
Insurance	2.483	2.160	(0.322)	(13.0)	(0.521)	0.320	0.841	*
Claims	0.104	0.025	(0.079)	(76.4)	1.445	0.731	(0.714)	(49.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.658)	0.232	1.889	*	(10.827)	(5.884)	4.943	45.7
Professional Service Contracts	0.669	0.777	0.109	16.2	(0.238)	0.143	0.381	*
Materials & Supplies	2.545	(0.239)	(2.784)	*	7.510	(14.390)	(21.900)	*
Other Business Expenses	(0.035)	0.010	0.045	*	0.385	(2.716)	(3.101)	*
Total Non-Labor Expenditures	\$4.075	\$4.175	\$0.100	2.5	(\$8.985)	(\$25.325)	(\$16.340)	*
<i>Other Expenditure Adjustments:</i>								
Other	(\$1.965)	(\$1.798)	\$0.167	8.5	(\$21.035)	(\$20.059)	\$0.976	4.6
Total Other Expenditure Adjustments	(\$1.965)	(\$1.798)	\$0.167	8.5	(\$21.035)	(\$20.059)	\$0.976	4.6
Total Expenditures before Depreciation	\$3.340	\$16.759	\$13.419	*	\$104.631	\$121.990	\$17.359	16.6
Depreciation Adjustment	\$27.749	\$26.260	(\$1.489)	(5.4)	\$305.248	\$297.639	(\$7.609)	(2.5)
Other Post Employment Benefits	5.765	5.908	0.143	2.5	63.398	64.274	0.877	1.4
Environmental Remediation	0.167	0.167	(0.000)	(0.0)	3.433	3.904	0.470	13.7
Total Expenditures	\$37.021	\$49.094	\$12.073	32.6	\$476.710	\$487.807	\$11.097	2.3
Cash Timing and Availability Adjustment	0.000	(3.934)	(3.934)	-	0.000	(4.233)	(4.233)	-
Total Cash Conversion Adjustments	\$42.258	\$33.288	(\$8.970)	(21.2)	\$481.844	\$463.477	(\$18.368)	(3.8)

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

	November 2014						November Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	34,263	\$1.753	35,234	\$1.814	(972)	(\$0.061)	325,827	\$16.834	338,838	\$17.434	(13,011)	(\$0.600)
					-2.8%	-3.5%					-4.0%	-3.6%
<u>Unscheduled Service</u>	9,571	\$0.550	4,814	\$0.407	4,757	\$0.143	114,204	\$6.533	93,243	\$5.589	20,961	\$0.944
					49.7%	26.0%					18.4%	14.4%
<u>Programmatic/Routine Maintenance</u>	44,468	\$2.169	60,074	\$2.984	(15,606)	(\$0.815)	522,687	\$25.030	592,321	\$28.643	(69,635)	(\$3.612)
					-35.1%	-37.6%					-13.3%	-14.4%
<u>Unscheduled Maintenance</u>	443	\$0.022	270	\$0.014	173	\$0.009	5,583	\$0.257	8,150	\$0.373	(2,567)	(\$0.116)
					39.1%	39.1%					-46.0%	-45.0%
<u>Vacancy/Absentee Coverage</u>	54,948	\$2.746	49,436	\$2.447	5,512	\$0.299	594,724	\$29.452	569,867	\$27.757	24,856	\$1.695
					10.0%	10.9%					4.2%	5.8%
<u>Weather Emergencies</u>	5,737	\$0.368	1,531	\$0.083	4,206	\$0.285	217,584	\$11.606	170,286	\$8.620	47,298	\$2.986
					73.3%	77.5%					21.7%	25.7%
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000		
<u>Other</u> ³	1,903	\$0.914	1,714	\$0.798	190	\$0.115	20,822	\$25.457	22,182	\$26.647	(1,360)	(\$1.189)
					10.0%	12.6%					-6.5%	*
NON-REIMBURSABLE OVERTIME	151,334	\$8.522	153,073	\$8.546	(1,739)	(\$0.024)	1,801,431	\$115.170	1,794,888	\$115.062	6,543	\$0.108
					-1.1%	-0.3%					0.4%	0.1%
REIMBURSABLE OVERTIME	29,672	\$1.565	39,592	\$2.201	(9,919)	(\$0.636)	313,173	\$16.376	401,111	\$24.590	(87,938)	(\$8.214)
					-33.4%	-40.6%					-28.1%	-50.2%
TOTAL OVERTIME	181,007	\$10.087	192,665	\$10.747	(11,658)	(\$0.660)	2,114,604	\$131.546	2,195,999	\$139.652	(81,395)	(\$8.106)
					-6.4%	-6.5%					-3.8%	-6.2%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

	November 2014			November Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(972)	(\$0.061)		(13,011)	(\$0.600)	Unfavorable due to added flagging tours in the crew book and higher than projected Yardmaster crew book overtime.
	-2.8%	-3.5%		-4.0%	-3.6%	
<u>Unscheduled Service</u>	4,757	\$0.143	Lower than forecasted outside of assignment penalty payments.	20,961	\$0.944	Lower than forecasted outside of assignment penalty payments and weather-related incidents.
	49.7%	26.0%		18.4%	14.4%	
<u>Programmatic/Routine Maintenance</u>	(15,606)	(\$0.815)	Higher than anticipated general maintenance needs including timber installation, field welding, laying of rail bolted joints, spot surfacing, third rail tie changing and divide concrete ties.	(69,635)	(\$3.612)	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.
	-35.1%	-37.6%		-13.3%	-14.4%	
<u>Unscheduled Maintenance</u>	173	\$0.009		(2,567)	(\$0.116)	Attributed to New York & Atlantic Railway equipment train derailment at Jamaica on 05/14/14.
	39.1%	39.1%		-46.0%	-45.0%	
<u>Vacancy/Absentee Coverage</u>	5,512	\$0.299	Due to lower than forecasted straight-time availability coverage in Maintenance of Equipment and lower relief day tours for Train and Engine.	24,856	\$1.695	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.
	10.0%	10.9%		4.2%	5.8%	
<u>Weather Emergencies</u>	4,206	\$0.285	Lower than forecasted weather related expenses.	47,298	\$2.986	Lower than forecasted weather related expenses.
	73.3%	77.5%		21.7%	25.7%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	190	\$0.115		(1,360)	(\$1.189)	Due to contractual retroactive pay.
	10.0%	12.6%		-6.5%	*	
NON-REIMBURSABLE OVERTIME	(1,739)	(\$0.024)		6,543	\$0.108	
	-1.1%	-0.3%		0.4%	0.1%	
REIMBURSABLE OVERTIME	(9,919)	(\$0.636)	Due to various components of East Side Access, East Rail yard, second track, increased flagging tours and annual track program.	(87,938)	(\$8.214)	Primarily due to retroactive wage adjustments and various components of East Side Access, East Rail yard, increased flagging tours and Queens bridge costs.
	-33.4%	-40.6%		-28.1%	-50.2%	
TOTAL OVERTIME	(11,658)	(\$0.660)		(81,395)	(\$8.106)	
	-6.4%	-6.5%		-3.8%	-6.2%	

* Exceeds 100%

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

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

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	15	3
Procurement & Logistics (excl. Stores)	83	82	1
Human Resources	32	31	1
Sr VP Administration	2	2	0
Strategic Investments	32	28	4
President	4	5	(1)
VP & CFO	5	2	3
Information Technology	164	145	19
Controller	46	41	5
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	78	13
Security	12	12	0
Sr VP Operations/Service Planning	24	23	1
Total Administration	675	621	54
Operations			
Train Operations	2,057	2,022	35
Customer Services	299	297	2
Total Operations	2,356	2,319	37
Maintenance			
Engineering	1,741	1,729	12
Equipment	2,041	2,004	37
Procurement (Stores)	93	95	(2)
Total Maintenance	3,875	3,828	47
Engineering/Capital			
Department of Project Management	152	133	19
Total Engineering/Capital	152	133	19
Baseline Total Positions	7,058	6,901	157
<i>Non-Reimbursable</i>	6,146	5,995	151
<i>Reimbursable</i>	912	906	6
Total Full-Time	7,058	6,901	157
Total Full-Time-Equivalents			

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 NOVEMBER 2014**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 151 positions due to vacant positions in the Equipment Department and Train Service along with vacancies company-wide.
REIMBURSABLE POSITIONS - Favorable 6 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 NOVEMBER 2014**

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	339	300	39
Professional, Technical, Clerical	336	321	15
Operational Hourlies			-
Total Administration	675	621	54
Operations			
Managers/Supervisors	328	285	43
Professional, Technical, Clerical	165	186	(21)
Operational Hourlies	1,863	1,848	15
Total Operations	2,356	2,319	37
Maintenance			
Managers/Supervisors	763	708	55
Professional, Technical, Clerical	280	273	7
Operational Hourlies	2,832	2,847	(15)
Total Maintenance	3,875	3,828	47
Engineering/Capital			
Managers/Supervisors	117	98	19
Professional, Technical, Clerical	35	35	-
Operational Hourlies	-	-	-
Total Engineering/Capital	152	133	19
Total Positions			
Managers/Supervisors	1,547	1,391	156
Professional, Technical, Clerical	816	815	1
Operational Hourlies	4,695	4,695	(0)
Total Positions	7,058	6,901	157

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

RIDERSHIP	November 2014				Year-To-Date November 2014			
	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%	Mid-Year	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.506	3.576	0.070	2.0%	42.834	43.214	0.379	0.9%
Weekly	0.122	0.136	0.014	11.5%	1.796	1.858	0.062	3.5%
Total Commutation	3.628	3.713	0.084	2.3%	44.630	45.072	0.442	1.0%
One-Way Full Fare	0.641	0.643	0.002	0.3%	7.410	7.582	0.171	2.3%
One-Way Off-Peak	1.491	1.487	(0.004)	-0.2%	16.127	16.229	0.102	0.6%
All Other	0.803	0.839	0.036	4.5%	9.066	9.391	0.325	3.6%
Total Non-Commutation	2.934	2.969	0.035	1.2%	32.604	33.202	0.598	1.8%
Total	6.563	6.681	0.119	1.8%	77.234	78.274	1.040	1.3%

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

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>Actual 2014</u>	<u>Mid-Year Forecast</u>	<u>Actual 2013</u>	<u>vs. Forecast</u>	<u>vs. 2013</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.9%	45.1%	53.4%	9.8%	1.5%
	Adjusted ⁽²⁾	68.1%	54.9%	66.9%	13.1%	1.2%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.90	\$18.40	\$14.99	\$3.50	\$0.09
	Adjusted ⁽²⁾	\$12.81	\$16.13	\$12.76	\$3.32	(\$0.04)
Passenger Revenue/Passenger ⁽³⁾		\$8.18	\$8.29	\$8.00	(\$0.11)	\$0.18

		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>Actual 2014</u>	<u>Mid-Year Forecast</u>	<u>Actual 2013</u>	<u>vs. Forecast</u>	<u>vs. 2013</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	45.5%	41.6%	49.3%	3.9%	-3.8%
	Adjusted ⁽²⁾	54.9%	50.0%	62.7%	4.9%	-7.8%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.97	\$18.63	\$15.42	\$1.66	(\$1.55)
	Adjusted ⁽²⁾	\$14.96	\$16.52	\$13.26	\$1.56	(\$1.70)
Passenger Revenue/Passenger ⁽³⁾		\$7.72	\$7.74	\$7.60	(\$0.02)	\$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)
NOVEMBER 2014 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	638.3	642.3	643.5	5.1	0.8	1.2	0.2
Total Expenses before Non-Cash Liability Adjs	1,409.0	1,377.2	1,314.6	94.4	6.7	62.6	4.5
Depreciation	305.2	303.7	297.6	7.6	2.5	6.1	2.0
OPEB Obligation	63.4	63.8	64.3	(0.9)	(1.4)	(0.5)	(0.8)
Environmental Remediation	3.4	3.4	3.9	(0.5)	(13.7)	(0.5)	(13.7)
Total Expenses	1,781.0	1,748.1	1,680.4	100.7	5.7	67.8	3.9
Net Surplus/(Deficit)	(1,142.7)	(1,105.9)	(1,036.9)	105.8	9.3	69.0	6.2

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
NOVEMBER 2014 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$1.2	0.2	Growth in commutation ridership, \$1.9 and non commutation ridership \$0.2, offset by timing of advertising and timing of miscellaneous revenue, \$(0.8).
Total Expenses	\$67.8	3.9	Lower payroll rates and vacant positions, lower health & welfare expenses (including OPEB Current), lower overtime, timing of Railroad Retirement payments associated with RWA, lower electric and train power rates and lower fuel consumption, timing of escalator and elevator maintenance expenses, lower payments for maintenance related to security systems, lower various professional service contracts and miscellaneous expenses, prior period accrual reversals for Superstorm Sandy, lower chargeouts of running repair material in the Car and Support Shops and lower usage of material due to delays in various fleet modification initiatives, partially offset by timing of claims expenses, IT related expenses, HVAC maintenance 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

NOVEMBER 2014

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

November

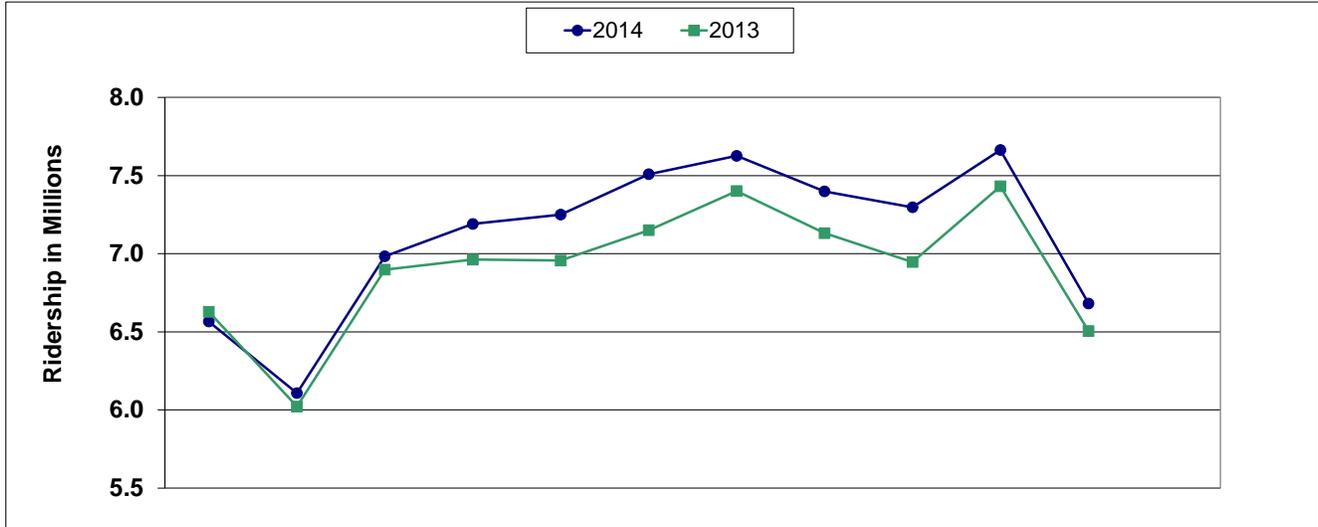
- November 2014 total ridership was 6.681 million vs. 6.505 million in November 2013 (calendar adjusted for one less work day this year), resulting in an increase of 176,510 passengers, or a 2.7% increase compared to November 2013.
- November 2014 commutation ridership was 3.713 million vs. 3.624 million in November 2013 (calendar adjusted), resulting in an increase of 88,293 passengers, or an increase of 2.4%.
- November 2014 non-commutation ridership was 2.969 million vs. 2.881 million in November 2013, an increase of 88,217 passengers, or an increase of 3.1%. Within the Non-Commutation market, all ticket types went up this November compared to last year. Also, performances/games at the Barclays Center and MSG; Thanksgiving Day Parade ridership; and one extra Sunday in November 2014 (compared to November 2013) contributed to higher non-commutation ridership.
- November 2014 revenue was \$54.5 million vs. \$53.2 million, an increase of \$1,305,793 or an increase of 2.5% compared to November 2013.

Year-To-Date

- 2014 YTD total ridership was 78.3 million vs. 76.0 million in 2013, an increase of 2,242,676 or a 2.9% increase compared to 2013, and 1.3% above mid-year forecast.
- 2014 YTD commutation ridership was 45.1 million vs. 44.0 million in 2013, an increase of 1,085,684 or a 2.5% increase compared to 2013, and 1.0% above mid-year forecast.
- 2014 YTD non-commutation ridership was 33.2 million vs. 32.0 million in 2013, an increase of 1,156,992 or an increase of 3.6% compared to 2013, and 1.8% above mid-year forecast.
- 2014 YTD revenue was \$601.9 million vs. \$576.8 million in 2013, an increase of \$25,164,669 or an increase of 4.4% compared to 2013 and 1.0% above mid-year forecast.

NOVEMBER RIDERSHIP

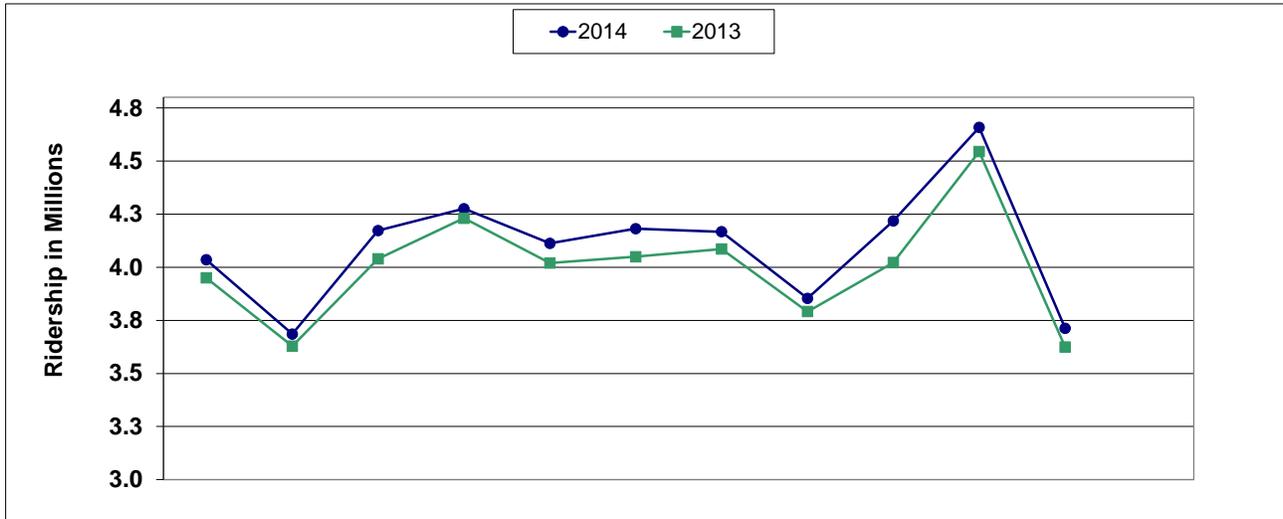
•November's Total Ridership was 2.7% above '13 and 1.8% above Mid Year Forecast.



	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	6.7		78.3
2013	6.6	6.0	6.9	7.0	7.0	7.2	7.4	7.1	6.9	7.4	6.5		76.0
PCT CHG.	-0.9%	1.4%	1.2%	3.3%	4.2%	5.0%	3.0%	3.8%	5.0%	3.1%	2.7%		2.9%

NOVEMBER COMMUTATION RIDERSHIP

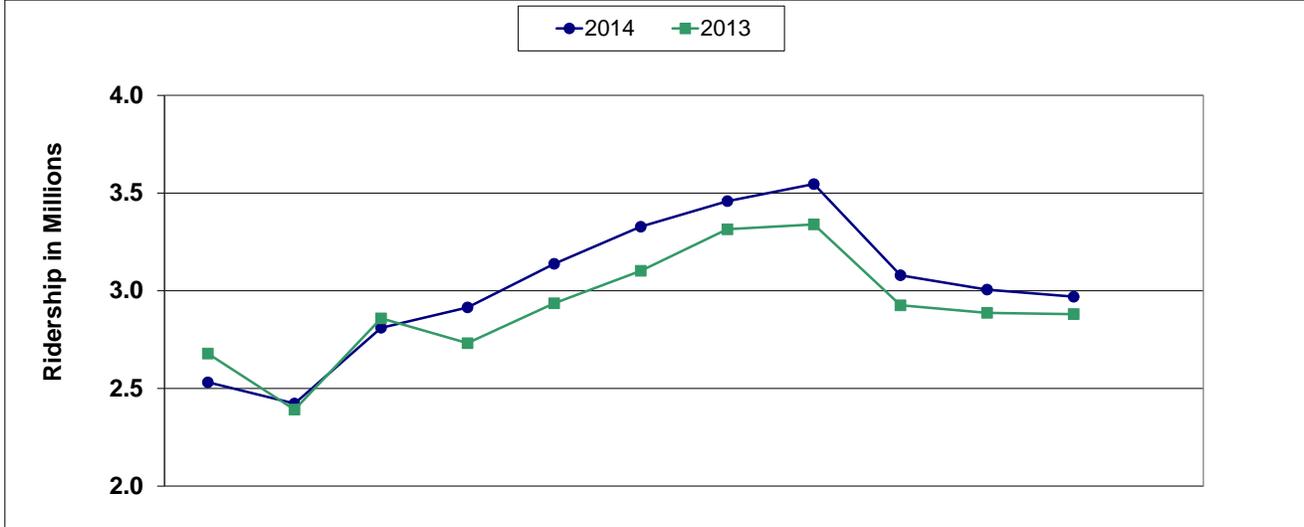
•November's Commutation Ridership was 2.4% above '13 and 2.3% above Mid Year Forecast.



	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	3.7		45.1
2013	3.9	3.6	4.0	4.2	4.0	4.0	4.1	3.8	4.0	4.5	3.6		44.0
PCT CHG.	2.2%	1.6%	3.3%	1.1%	2.3%	3.3%	2.0%	1.6%	4.9%	2.5%	2.4%		2.5%

NOVEMBER NON-COMMUTATION RIDERSHIP

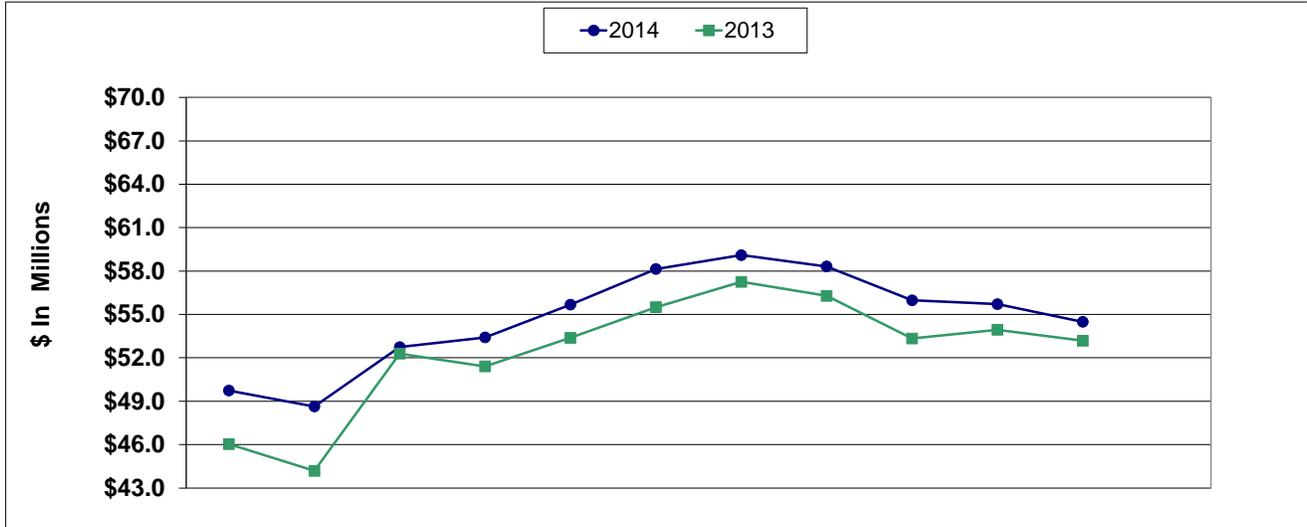
•November's Non-Commutation Ridership was 3.1% above '13 and 1.2% above Mid Year Forecast.



	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	3.0		33.2
2013	2.7	2.4	2.9	2.7	2.9	3.1	3.3	3.3	2.9	2.9	2.9		32.0
PCT CHG.	-5.5%	1.3%	-1.7%	6.7%	6.9%	7.3%	4.3%	6.2%	5.3%	4.1%	3.1%		3.6%

NOVEMBER REVENUE

•November's Total Revenue was 2.5% above '13 and 0.4% 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	\$54.5		\$601.9
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5	\$57.3	\$56.3	\$53.3	\$53.9	\$53.2		\$576.8
PCT CHG.	8.1%	10.1%	0.9%	3.9%	4.3%	4.8%	3.2%	3.6%	5.0%	3.3%	2.5%		4.4%

*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	NOVEMBER 2014	NOVEMBER 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,712,513	3,624,220	88,293	2.4%
NON-COMMUTATION RIDERSHIP	2,968,920	2,880,703	88,217	3.1%
TOTAL RIDERSHIP	6,681,433	6,504,923	176,510	2.7%

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

TICKET TYPE/SERVICE	NOVEMBER 2014	NOVEMBER 2013	CHANGE VS. 2013	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	45,071,765	43,986,081	1,085,684	2.5%
NON-COMMUTATION RIDERSHIP	33,202,125	32,045,133	1,156,992	3.6%
TOTAL RIDERSHIP	78,273,890	76,031,214	2,242,676	2.9%

* 2013 ridership numbers were adjusted using 2014 factors.

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

REVENUE	NOVEMBER 2014	NOVEMBER 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,987,214	\$28,287,083	\$700,131	2.5%
NON-COMMUTATION REVENUE	\$25,499,430	\$24,893,767	\$605,663	2.4%
TOTAL REVENUE	\$54,486,643	\$53,180,850	\$1,305,793	2.5%

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

REVENUE	NOVEMBER 2014	NOVEMBER 2013	CHANGE VS. 2013	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$311,769,963	\$300,017,220	\$11,752,743	3.9%
NON-COMMUTATION REVENUE	\$290,163,954	\$276,752,028	\$13,411,926	4.8%
TOTAL REVENUE	\$601,933,917	\$576,769,248	\$25,164,669	4.4%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

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

HIGHLIGHTS

PN-TE: 2014 ANNUAL TRACK PROGRAM

Project Budget: \$50.93M

Milestone: Beneficial Use

The life cycle replacement and upgrade of selected track structures for 2014 is complete. Track infrastructure renewal included approximately 47,686 mechanized wood ties, 3,026 hand ties, 11,533 concrete ties, 724 field welds, and 12 grade crossings. The Track Program facilitates the LIRR's efforts to maintain a State of Good Repair throughout the railroad's track system.

PN-TG: ATLANTIC BRANCH HALF-TIES

Project Budget: \$29.40M

Milestone: Contract Award

A Contract to replace 21,500 deteriorated wood half-ties ties in the Atlantic tunnel between Jamaica and East New York was awarded to Railworks Transit, Inc. for \$15,782,000. The replacement work addresses ties and track structure through installation of the new half-tie rail fastening system and repair of the deteriorated concrete track bed. This project contributes to the railroad's efforts to maintain track infrastructure in the Atlantic Tunnel in a state of good repair and to ensure the safety of LIRR operations. Project Beneficial Use planned for Fall 2016.

PN-TT: ELLISON AVENUE BRIDGE

Project Budget: \$17.50M

Milestone: Contract Award

A Design-Build Contract for Replacement of the Ellison Avenue Bridge was awarded to Posillico Civil Inc. for \$7,073,000. Ellison Avenue Bridge is a two-lane roadway bridge over the LIRR Main Line between Carle Place and Westbury, with pedestrian sidewalks on both sides. The roadway deck is in poor condition and in need of replacement. The Design-Build construction will maintain the visual sense and character of the adjacent community and comply with NYSDOT vertical clearance requirements of 19'6". Beneficial Use is planned for Summer 2016.

PN-ZM: 1st AVENUE SUBSTATION RESTORATION

Project Budget: \$8.43M

Milestone: Contract Award

A Design-Build Contract for Replacement of the AC Switchgear in the 1st Avenue Substation in Manhattan was awarded to Mass Electric Construction Company for \$4,966,500 for Base Work and an Abatement Option. During Superstorm Sandy, the AC Switchgear was damaged when flooded by approximately 18 inches of water. This project will replace the damaged equipment that provides traction power for LIRR train service in the four East River Tunnels between Penn Station and Long Island City. Demolition and removal of existing switchgear will be sequenced so that substation power for the third rail in the tunnels will be continuously maintained during the project work. Beneficial Use is planned for Summer 2016.

PN-VL: PENN STATION HVAC

Project Budget: \$11.00M

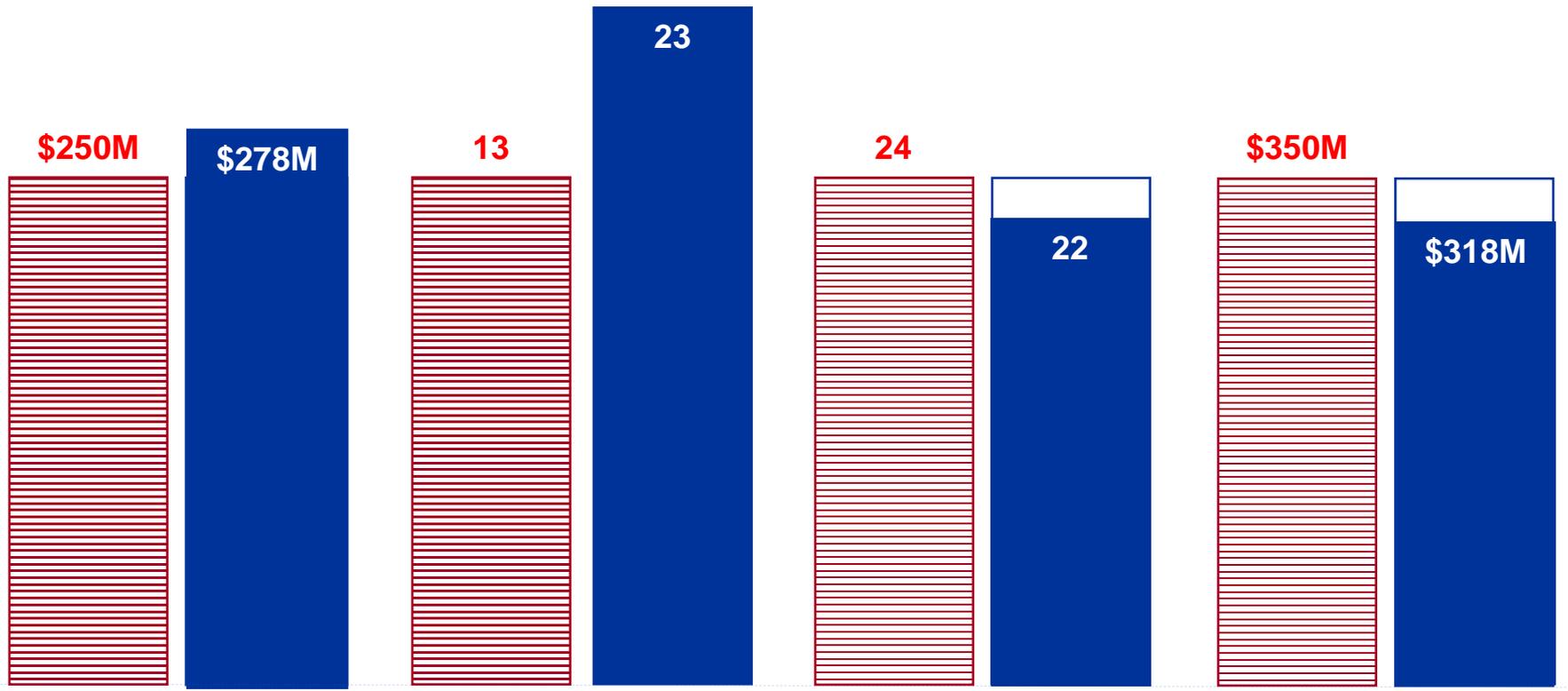
Milestone: Contract Award

A Design Contract for the Design and Replacement of the Penn Station HVAC System was awarded to the New York Power Authority [NYPA] for \$1,401,691. The existing HVAC Plant has reached its useful life and will be replaced. NYPA will evaluate design options that will provide energy savings and accommodate the existing location. Using prequalified firms, NYPA will manage procurement of a Design Consultant. Upon Design Completion, NYPA will manage procurement of a General Contractor, resulting in a turn-key project for the LIRR.

MENTORING ACTIVITIES

- Hillside UCC Shop Elevators [Under Car Cleaning]: Elevator work and punchlist completed.
- Woodside / Merrick Elevator Replacement: Site work at Woodside continued. Work at Merrick commenced.
- 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 continued.

2014 LIRR Capital Program Goals



COMMITMENTS

STARTS

COMPLETIONS

CLOSEOUTS



2014 PLAN



ACTUAL as of December 31, 2014



FORECAST through December 31, 2014