



Metropolitan Transportation Authority

Long Island Committee Meeting

January 2013

Members

M. Pally, Chair

J. Ballan

F. Ferrer

I. Greenberg

J. Kay

C. Moerdler

D. Paterson

J. Sedore

V. Tessitore, Jr.

C. Wortendyke



Metropolitan Transportation Authority

MEETING AGENDA

LONG ISLAND COMMITTEE

January 28, 2012 – 9:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

APPROVAL OF MINUTES – DEC. 17, 2012

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MTA LONG ISLAND RAILROAD

1. AGENCY PRESIDENTS'/CHIEF'S REPORTS

- LIRR President's Report (no material)
- MTA Capital Construction Report
- MTA Police Report

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2. INFORMATION ITEM

- Annual Strategic Investment Planning Study
- March Timetable Changes and Track Work Program

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3. ACTION ITEM

- 2013 Committee Work Plan

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4. PROCUREMENTS

LIRR Procurements

- Non-Competitive - none
- Competitive
- Ratifications - none

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MTA CC Procurements

- Non-Competitive - none
- Competitive
- Ratifications - none

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5. STATUS OF OPERATIONS

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6. FINANCIAL & RIDERSHIP REPORT

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7. CAPITAL PROGRAM REPORT

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Date of next meeting: **Monday, March 11, 2013 at 9:30 AM**

Minutes of the Regular Meeting
Long Island Committee
Monday, December 17, 2012
Meeting held at
347 Madison Avenue
New York, New York 10017
8:30 a.m.

The following members were present:

Hon. Joseph J. Lhota, Chairman and CEO, MTA
Hon. Mitchell H. Pally, Co-Chairman of the Committee
Hon. James L. Sedore, Jr., Co-Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Norman Brown
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. David A. Paterson
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

The following members were absent:

Hon. Andrew M. Saul, Vice Chairman, MTA
Hon. Jeffrey A. Kay

Representing Long Island Rail Road: Helena E. Williams, Michael Gelormino, Mark Young

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Chief Michael Coan

The members met jointly as the Metro-North Committee and the Long Island Committee. Co-Chairman Sedore called the joint meeting to order. The Committee observed a moment of silence for the victims in Newtown, Connecticut whose lives were ended too soon and for the first responders whose lives will be forever changed.

There were four public speakers. Orrin Getz of Rockland County complimented the MTA, Metro-North and LIRR for their restoration of service after Superstorm Sandy. His other comments concerning a Metro-North matter are contained in the Metro-North minutes of this day.

George Haikalis of The Institute for Rational Urban Mobility asked MTA to look at fire safety issues in the event of an emergency evacuation from an East Side Access deep cavern station. He stated that MTA should review the benefits, risks and costs of having the service come into Grand Central Terminal rather than the proposed deep cavern station.

Murray Bodin of Concerned Grandparents expressed his opinion that the MTA needs to change the way it conducts business. He presented Co-Chairman Pally with a Concerned Grandparents membership card.

William Henderson of PCAC expressed his opinion about how Long Island Rail Road reports On-Time Performance data and noted that OTP data reflecting the impacts of unforeseen events could lead to future solutions.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of November 26, 2012. Co-Chairman Sedore stated that there were no changes to the 2012 Work Plan.

MTA METRO-NORTH RAIL ROAD

Comments by Metro-North President Howard Permut and Board Members are contained in the minutes of Metro-North Railroad of this day.

MTA LONG ISLAND RAIL ROAD

President Williams reported that as of Monday morning, December 10th, LIRR returned to full peak period service following repairs to the signal system in two of Amtrak's East River Tunnels that were damaged during Superstorm Sandy. She noted that as of this morning, Line 1 is fully restored including the new signal system. Last weekend, the Line 2 cutover was completed which, with improvements to the temporary signal system on Line 1, allowed the restoration of full A.M. and P.M. service. President Williams noted that while service was restored on four of LIRR's busiest branches within 72 hours of Superstorm Sandy, many trains remained crowded due to capacity issues in the East River Tunnels. While Amtrak initially proposed completing the repairs in mid-January, LIRR asked Amtrak to accelerate that schedule so that we could provide full service throughout the holiday season. President Williams thanked Amtrak for their cooperation and also thanked Mark Epstein of the Commuter Council and Congressman Israel for their support regarding the acceleration of Amtrak's repair schedule. President Williams recognized the outstanding job performed by the signalmen and the management team in LIRR's Signal and Communications Shop in Garden City, which under the direction of Chief Engineer Kevin Tomlinson, rewired from scratch one of our 20-foot long metal signal cases, with Amtrak rewiring the remaining four signal cases. President Williams stated that this was a 24-hour round-the-clock job where we followed a layout that Amtrak provided. While the LIRR is back in full service, President Williams observed that our system is fragile because many of our backup systems in place prior to Superstorm Sandy are not operational. She stated that a lot of work remains in order to restore LIRR's infrastructure to its prior level. She thanked Chairman Lhota for his leadership in Washington regarding the need for funding to restore our system. She observed that this will be a significant undertaking as we examine where improvements can be made in the course of current repairs and, as a separate effort, where we can mitigate against future storms. President Williams reiterated that the LIRR is not only back to full peak service, but also that we added additional trains on the weekend and overnight to provide extra service during the holiday season.

President Williams then addressed comments from several sources concerning the reporting of on-time performance statistics. In November, LIRR announced the use of modified schedules in lieu of regular schedules. She stated that the LIRR worked very hard to produce four pre-programmed modified schedules, which can be loaded into our ADPS System. This improves communication with our customers, which is a key goal of the Railroad. These pre-programmed modified schedules were

developed following the winter of 2010-2011, when severe weather conditions made it very difficult to communicate scheduling information to customers. The schedule used during the month of November offered 3,500 fewer trains than regular weekday schedules. Due to anticipated crowding conditions and reduced tunnel capacity, LIRR also announced a prescheduled delay range of up to 15 minutes. More than 750 trains operated within this delay range. In total more than 2,000 trains operated later than our standard 5 minutes and 59 seconds under the regular OTP analysis. President Williams noted that based on the modified schedules, with the pre-announced delay of 15 minutes, we had an OTP of 91.90%, which is reflected in the Committee Book. She indicated that a handout had been provided which shows that using the 5 minute 59 second standard the OTP is 88.1%. She noted that based on a calculation performed by staff, notwithstanding the fact that we announced the elimination of 3,500 trains, OTP if measured against the normal schedule, with all the trains counted, would have been 71.3%. She stated that the LIRR is keenly aware that the damage from this unprecedented storm created a difficult commuting challenge for our customers. We also recognize the importance of accurate reporting in delay statistics. President Williams said that the Railroad wanted to reflect our performance against the schedule that we told our customers would be in effect, so if you take into account that we told them all the trains would be approximately 15 minutes late, then you would look at the 91.9% figure. If you wanted to measure against the standard performance under normal operating circumstances, which is where we give ourselves 5 minutes and 59 seconds, then you would say that OTP is 88.1%.

President Williams noted that for this time period, a standee report was eliminated from the Operations Report, as the overcrowded trains made it impossible to conduct an accurate standee analysis. She noted that the monthly standee report is a mathematical calculation based on the number of people per train based on our ridership book.

President Williams stated that employee injuries were down 22% year-to-date and the FRA reportable injuries were down 13%. LIRR is very pleased with this safety record. She noted that LIRR employees generally were very conscious of the need for safety throughout Superstorm Sandy, and she highlighted LIRR's Maintenance of Equipment department, which did an outstanding job avoiding injuries. President Williams stated that customer injuries are up slightly (1%) from year to year, but noted that the frequency index is down, which is good news as we are actually safer but had more ridership. She noted that LIRR's ridership had 13 months of consecutive growth until November, which was affected by Superstorm Sandy.

Finally, President Williams brought the Committee up-to-date on a very important project, Wyandanch Rising, in Suffolk County on our main line. She referenced the fact that in June the Board approved a property exchange with the Town of Babylon, to further a transformative transit-oriented development project in Wyandanch, a distressed area where there is an opportunity to bring in a mixed use development. In June, we indicated that the LIRR and the Town of Babylon would enter into a binding agreement concerning the project. President Williams was pleased to say that the LIRR has now signed that MOU, which, through the land swap, preserves commuter parking while providing the developer an opportunity for creating a downtown effect in Wyandanch. She observed that LIRR is very excited about having executed this agreement, which fits into both the County Executive's Connect Long Island Plan and LIRR's double track strategy. She noted that LIRR will continue moving forward with Wyandanch and the double track project.

Committee Member Greenberg asked a question about the on-time performance figures. He stated that it is important to maintain the 5 minutes and 59 seconds window regardless of what happens because that is the standard. He disagreed with changing the OTP standard based on the announcement of

expected 15 minute delays. He noted that passengers, from their perspective, see trains as being late. Committee Member Greenberg asked whether LIRR has ever reported OTP in this manner before when there are delays of 15 minutes throughout the system. President Williams said that this is the first time we are using modified schedules which are pre-programmed. She indicated that normally you would add running time in the schedule so that the customer would not get the sense that the trains are running late, but we were unable to do that with the pre-programmed, modified schedules. For example, to accommodate the Long Beach branch, LIRR using diesel equipment provided a connection in Lynbrook on the Babylon branch which dramatically affected our ability to perform within 5 minutes and 59 seconds on the Babylon branch. President Williams said that she thought it was very important for Long Beach to have that service, but with the use of the pre-programmed modified schedules, it was difficult to add running time into the schedule to reflect the service change. President Williams stated that we believe in our modified schedule system as it makes us more nimble and capable of communicating with our customers. President Williams stated that there may be circumstances in the future where departures from the OTP standard make sense and we will come back to the Board and address what we think may be reasonable. At this point, we will ensure that our annual statistics reflect the 5 minutes and 59 seconds standard. Committee Member Greenberg noted that the use of the 15 minute standard effectively let Amtrak off the hook for their performance after the storm. He expressed his hope that the 5 minutes and 59 seconds standard will be the statistic that is carried forward in our annual numbers. President Williams responded that, as in baseball, we will include a footnote. Committee Member Greenberg asked about the reporting of OTP for the West Hempstead branch weekend service, and President Williams indicated that this statistic is reflective of the one train run late overnight on Fridays. Co-Chairman Pally added that from the discussion of Amtrak's role in repairing the East River Tunnels, and the earlier discussion with regard to Metro-North's West of the Hudson line, it is clear that the Railroads are dependent on other entities such as Amtrak and New Jersey Transit to provide for our commuters. Our service may not be the highest priority to those entities. He noted that this unfortunately impacts our ability to provide service to our commuters in the best way possible, but that we would pursue changing this situation.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu updated the Committee on the progress of the East Side Access project. Excavation and muck removal at Grand Central Terminal's East and West caverns is continuing. MTACC continues to monitor performance to ensure the forecasted substantial completion of this contract is on target for June 2013. Excavation and installation of sub-grade utilities structures is progressing under the new LIRR concourse located in the lower level of Grand Central Terminal.

Construction of the Vent Plant Facilities at 44th, 50th and 55th Streets is proceeding with an expected completion of the 44th Street Facility in the summer of 2013. Steel erection and decking continues at the 50th Street Vent Plant Facility through December. At the 55th Street facility, site mobilization has begun and MTACC is executing a community outreach and participation program which will include signage, fence wraps, and frequent communication with the community during construction.

President Horodniceanu reported that in Queens the catenary structures and steel installations which were targeted for completion in December have been impacted by hurricane Sandy and are now expected to be complete in February 2013. Excavation of the Northern Boulevard Crossing is now complete and the contractor has shifted to waterproofing installation and final concrete operations. Dr. Horodniceanu displayed a PowerPoint presentation to illustrate the excavation sequence of the Northern

Boulevard Crossing and explained that the existing columns are temporary and will be removed once the final stages of support are completed.

Committee Member Ira Greenberg asked whether the final completion date of August 2019 was still on target despite procurement delays. Dr. Horodniceanu explained that MTACC is evaluating what impact the rejection of the CM012 bids will have on the schedule and plans to report to the Board on his findings in January. With respect to the East Side Access project, and a Board member question as to why the alignment of East Side Access required tunneling through bedrock, when this could have been lessened had the plans called for direct entry into Grand Central Terminal, President Williams noted that there had been much discussion about the alignment for the tunnels that pre-dated both Dr. Horodniceanu and herself, if not President Permut. President Williams indicated that from her knowledge of the matter, there were a number of factors involved. First of all, had LIRR gone into the lower level of Grand Central, it would have completely disrupted Metro-North's ability to grow the service that it has grown very successfully. Moreover, there were many issues about the alignment in terms of the subways and the utilities, including Con Edison infrastructure, and the solution was that we had to use the bedrock because it was excellent for drilling to make the connection to Grand Central. President Permut noted that an Environmental Impact Statement and study was conducted which revealed that if Long Island Rail Road trains came into the lower level of Grand Central Terminal, it would decrease Metro-North's capacity and could affect Park Avenue and all the buildings along Park Avenue.

MTA POLICE DEPARTMENT

Chief Coan reported that system-wide, total major felonies were 39% lower in November 2012 than in the comparable period of 2011. Year-to-date November 2012, system-wide, total major felonies were 9% lower than in the comparable period of 2011, robberies were 27% lower and felony assaults were 17% lower. Chief Coan observed that LIRR's alcohol ban put in place in May, on Friday and Saturday evenings from midnight to 5:00 a.m., has brought assaults down 23% on the LIRR side. He stated that this ongoing initiative seems to be very successful.

MTA LONG ISLAND RAIL ROAD

Information Items

There were five LIRR information items.

- 2013 Proposed Committee Work Plan
- Elevator and Escalator Service Report – 3rd Quarter 2012
- Diversity/EEO Report – 3rd Quarter 2012
- January Track Program
- Moynihan Station Development Project Connecting Corridor

Action Item

There was one LIRR action item:

- 2013 Budget & 2013-2016 Financial Plan Adoption

President Williams stated that the Work Plan was included in the Committee Book on page 74. She noted that this is our last meeting jointly with both Railroad Committees until April. That may allow more time at meetings so we may suggest revisions to the Work Plan to give expanded time to some items.

President Williams stated that LIRR's Elevator/Escalator Service Report for the 3rd Quarter is in the Committee Book on page 80. She noted that 7 of the 11 escalators taken out of service for significant repairs were returned to service late in the 3rd Quarter, and that these out of service units contributed to a low availability number. She stated that LIRR has returned two additional units to service in the 4th Quarter, which will be reflected in the 4th Quarter Report. Two units, Copiague and Baldwin, still require extensive work and will probably be returned to service in mid-January. President Williams stated that LIRR is moving forward on a joint procurement for escalator repair services with Metro-North, as President Permut mentioned. President Williams stated that we will try to ensure that we get the highest level of standards, in terms of 24 hour service and reporting by our contractors.

President Williams noted that LIRR's Diversity Report is on page 87 of the Committee Book, which will be discussed at the Diversity Committee today. President Williams is pleased to note that we continue to focus on improving our hiring of female and minority underrepresented categories and we have made some progress as the numbers will show. She indicated that LIRR has done a number of targeted recruitment efforts including attendance at an East Harlem Job Fair, at Hostos Community College and at Harlem Week Economic Development Day. She indicated that LIRR continues to focus on our recruitment of Hispanics, to more effectively achieve diversity. For example, on October 18th, LIRR attended a Latino Job Fair.

President Williams noted that LIRR's Track Program is on page 95 of the Committee Book, reflecting bridge work on the Montauk Branch Bridges in Montauk on North Highway and over the Shinnecock Canal. LIRR will have to take service out in order to perform those repairs. This is a \$19.4 million capital project and it is important that those structures are revitalized.

President Williams then noted that on page 96 of the Committee Book, as information, there is a staff summary with respect to agreements to perform work at Penn Station regarding the Moynihan Station Project. This matter will come up for approval at the Finance Committee. She noted that the Board previously approved a project for expansion of the West End Concourse, and that Moynihan was able to obtain additional funding from the U.S. Department of Transportation, to enable improvements in the connecting corridor near the fare collection area in front of the E train. The important improvements there include making the existing steep ramp ADA-accessible. LIRR is working with New York City Transit on that project, which requires us to take back space currently under lease by Vornado. Moynihan is financing the compensation of Vornado for the loss of space. She indicated that this space currently holds a small HSBC facility, which will be removed as part of this work.

Committee Member Moerdler asked out the availability of LIRR escalators other than those in Penn Station. President Williams reiterated that 7 out of the 11 escalators taken out of service were returned to service in the 3rd Quarter and two more were returned in the 4th Quarter, and that the Copiague and Babylon escalators would return to service in mid-January. She noted that the long term effort on rehabilitation has been successful. With respect to the Diversity Report, Co-Chairman Pally stated that job fairs are a very important source for finding new employees. He noted that the Brentwood Campus of Suffolk Community College can provide an opportunity to locate employees of diverse backgrounds, and President Williams stated LIRR would follow up on this suggestion.

President Williams stated that LIRR's budget is on page 99 of the Committee Book. Upon motion duly made and seconded, the 2013 LIRR Budget and 2013-2016 Financial Plan Adoption was recommended for approval to the Board.

Details of the above items are included in the records of the meeting.

Procurements

There was one LIRR sole source contract award to ENSCO, Inc. in an amount not to exceed \$85,000 for a 36-month period, to provide engineering and technical assistance and replacement parts required to support and maintain the ENSCO Gauge Restraint Measurement System used to measure, record and analyze track geometry characteristics.

There was one competitively bid, Miscellaneous Service contract to Metropolitan Paper Recycling, Inc., in the amount of \$66,908, for scheduled collection and disposal of recyclable mixed office paper from nineteen LIRR locations in Queens and Nassau Counties, for a period of three years.

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

MTA CAPITAL CONSTRUCTION

Procurements

On behalf of MTA Capital Construction, David Cannon introduced four (4) procurement items in the total amount of \$15,982,505; three (3) competitive items and one (1) item for ratification.

The first item was a modification to PS836 to upgrade existing Intergraph software in the amount of \$415,000.

The second item was a modification to CH053 for installation of utilities in and to the south of Microtunnel Run #12 in the amount of \$5,520,000.

The third was a modification to CQ032 for the excavation of an existing sump pit in the Q-Tip area of the Plaza Interlocking in Queens. This was a scope and budget transfer in the amount of \$5,100,000.

The fourth item was a ratification of a modification to CQ031 for the construction of the relocated temporary Tunnel A Reception Pit and all associated work in the amount of \$4,947,505.

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

LIRR Reports on Operations, Finance and Ridership and the Capital Program

The details of these reports are contained in the reports filed with the records of this meeting.

December 17, 2012

Committee Member Greenberg commented on the operating statistics, complimenting Michael Gelormino and President Williams regarding the diesel fleet. He stated that it has been about two years that LIRR has been meeting its goals and deserves to be commended. Committee Member Greenberg also stated that he was anxious to see the November numbers because the diesel fleet was employed more frequently than normal in different areas during that period.

Adjournment

Upon motion duly made and seconded, the Committee unanimously 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 2013

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>Budget</u>	<u>Last Reported EAC</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$ 671,029,378	\$ 671,029,379	\$ 671,029,378	\$590,453,174
Construction	6,442,835,778	6,442,835,777	6,442,835,778	3,032,630,446
Project Management	762,816,530	762,816,530	762,816,530	469,125,537
Real Estate	166,318,314	166,318,314	166,318,314	106,653,397
Rolling Stock*	202,000,000	202,000,000	202,000,000	0
Total Project Cost	\$ 8,245,000,000	\$ 8,245,000,000	\$ 8,245,000,000	\$ 4,198,862,554

* An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan pending completion of a simulation of opening day service and fleet need.

Major Milestones and Forecasts

	<u>Original Schedule</u>	<u>Previous Month Schedule</u>	<u>Current Month Schedule</u>
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	February 2013	February 2013
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	August 2019	August 2019

Current Issues/Highlights

- Overall project safety statistics showed a steady downward trend throughout 2012 – starting at a rate above 2.70 incidents per 200,000 work-hours and ending below 2.50. While this rate is still above the national average, it does reflect a 10% improvement and we expect that this trend will continue in 2013.
- With excavation in the Manhattan caverns and tunnels winding down, the contractor is in the process of removing the conveyor belts along the alignment including the crusher and the vertical and stacker conveyors in Queens. All remaining blasting will be completed by the end of March.
- In Queens, the contractor for the tunnel boring and structures contract (CQ031) is expected to complete work on the Yard Lead cross passage by the end of January; keeping substantial completion on target for February. The Contractor also has started the demobilization process by removing temporary surface equipment and facilities near the open-cut. In addition, sections of

the open-cut have been turned-over to the follow-on contractor (CQ032) to perform waterproofing and concrete activities on the Yard Lead Track trench.

- Work on the Northern Boulevard Crossing (CQ039) is progressing. The contractor has completed the installation of steel ring girders within the new tunnel and has poured the final tunnel invert. All concrete work is to be completed in April. Substantial completion is scheduled for the spring.
- Following the impacts from Superstorm Sandy, Amtrak has returned to full levels of support allowing work to resume towards the first signal cutover at the F2 Interlocking as well as supporting the catenary and 12 kV ductbank installations. ESA continues to work with LIRR on a major track outage scheduled for the summer of 2013. Additional information will be presented at future meetings
- Following the cancellation of the CM012 bid, an alternate strategy is being developed.
- The first System Package (CS179) is in negotiation.
- Proposals for the signal equipment for the new tunnels (VS086) were received earlier in the month and they are currently under review. Two proposals were received.
- ESA is participating in the MTA Small Business Mentoring Program (SBMP). The first of two identified projects will be advertised by the end of the month.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - January 2013

Expenditures thru December 2012; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.8	\$ 3,032.6
Design	\$ 671.0	\$ 590.5
Project Management	\$ 762.8	\$ 469.1
Real Estate	\$ 166.3	\$ 106.7
Rolling Stock [†]	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,198.9

[†] An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan pending completion of a simulation of opening day service and fleet need.

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2012 Reforecast Award Date	Actual/ Forecast Award Date**	Planned Completion at Award*	Forecast Completion**
Manhattan Construction								
CM009: Manhattan Tunnel Excavation & Lining <i>Dragados Judlau, JV</i>	\$413.4	\$411.8	\$1.6	\$375.5	Jul-2006	Jul-2006	Oct-2012	May-2013
CM019: GCT Concourse Civil & Structural <i>Dragados Judlau, JV</i>	\$793.9	\$772.3	\$21.5	\$713.3	Apr-2008	Apr-2008	Oct-2012	May-2013
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$46.5	\$43.7	\$2.9	\$10.6	Nov-2011	Nov-2011	Apr-2013	Oct-2013
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.0	\$2.8	\$0.3	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM012: Manhattan Struct Pt 2 & Cavern MEP & Finishes	<i>In Procurement</i>				Nov-2012	TBD	N/A	TBD
Queens Construction								
CQ031: Queens Bored Tunnel & Structures <i>Granite-Traylor-Frontier, JV</i>	\$767.8	\$765.1	\$2.7	\$678.0	Sep-2009	Sep-2009	Sep-2012	Feb-2013
<i>Notes: Contract includes \$11M of Regional Investments scope. Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CQ039: Northern Blvd Crossing <i>Schiavone Construction / Kiewit</i>	\$102.1	\$98.4	\$3.7	\$69.9	Feb-2010	Feb-2010	Oct-2011	May-2013
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$187.7	\$171.1	\$16.6	\$17.9	Aug-2011	Aug-2011	Aug-2014	May-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$267.8	\$201.7	\$66.1	\$135.4	Jan-2008	Jan-2008	Feb-2011	Mar-2014
<i>Note: Budget includes funding for scope not yet contractually obligated but not available for contingency.</i>								
CH058: Harold Structures - Part 3: Eastbound Reroute	<i>In Design</i>				Oct-2013	Jan-2014	N/A	Feb-2017
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection	<i>In Procurement</i>				Sep-2012	Apr-2013	N/A	Jun-2018 ¹⁾
Systems Package 2: Trackwork and Traction Power	<i>In Procurement</i>				Apr-2013	Jul-2013	N/A	Jun-2018 ¹⁾
Systems Package 3: Signal Equipment	<i>In Procurement</i>				Mar-2013	May-2013	N/A	Jun-2018 ¹⁾

*Planned Completion at Award dates for contracts CM009, CM019, and CH053 are adjusted to the 2009 re-baseline plan.

**Project reforecasting is being finalized and contract milestones and budgets are being adjusted.

1) Integrated Systems Testing complete June 2018.

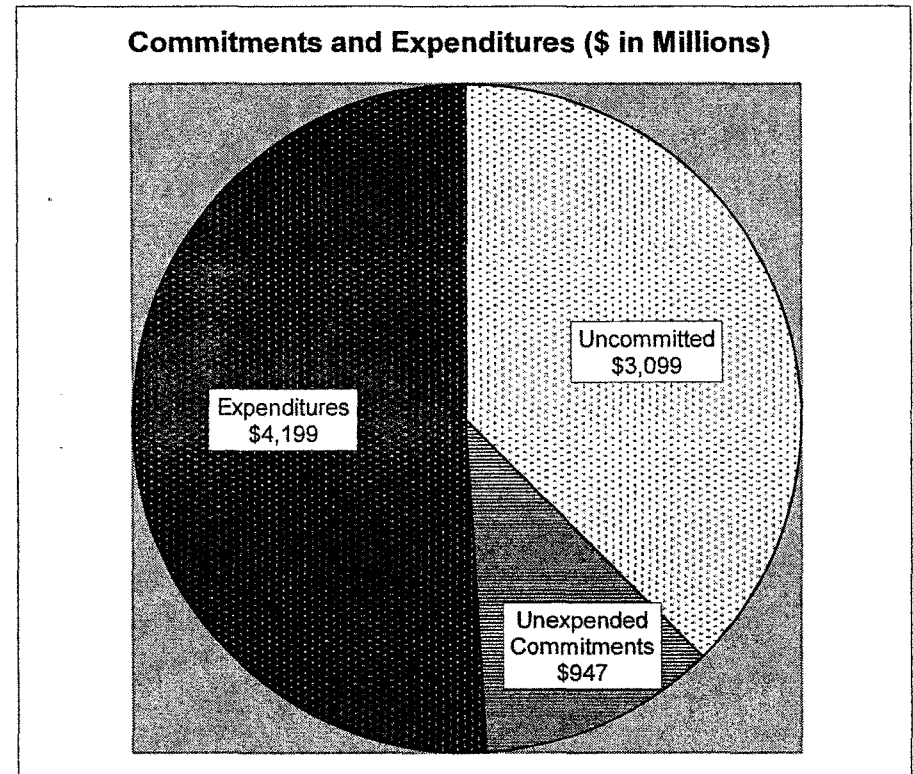
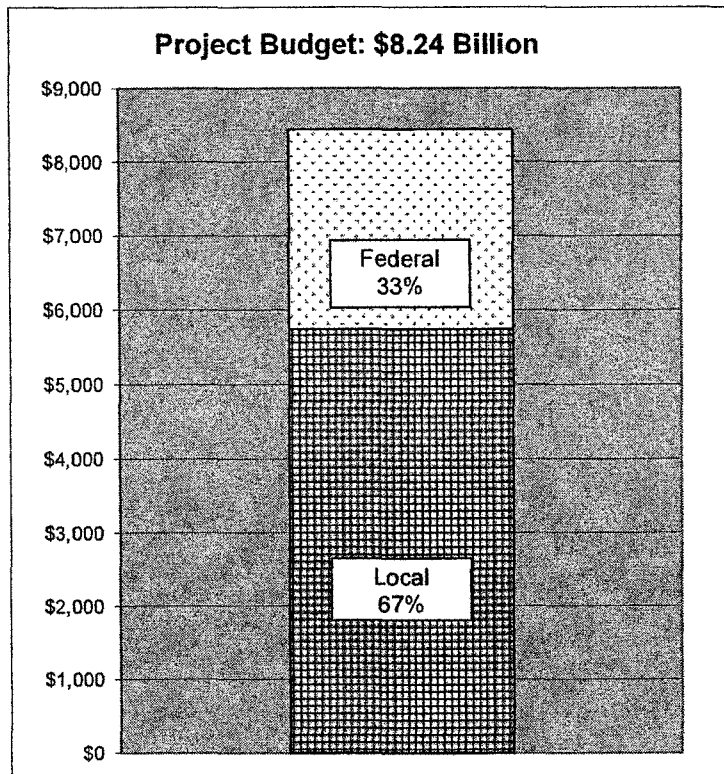
East Side Access Status

Report to the Railroad Committee - January 2013

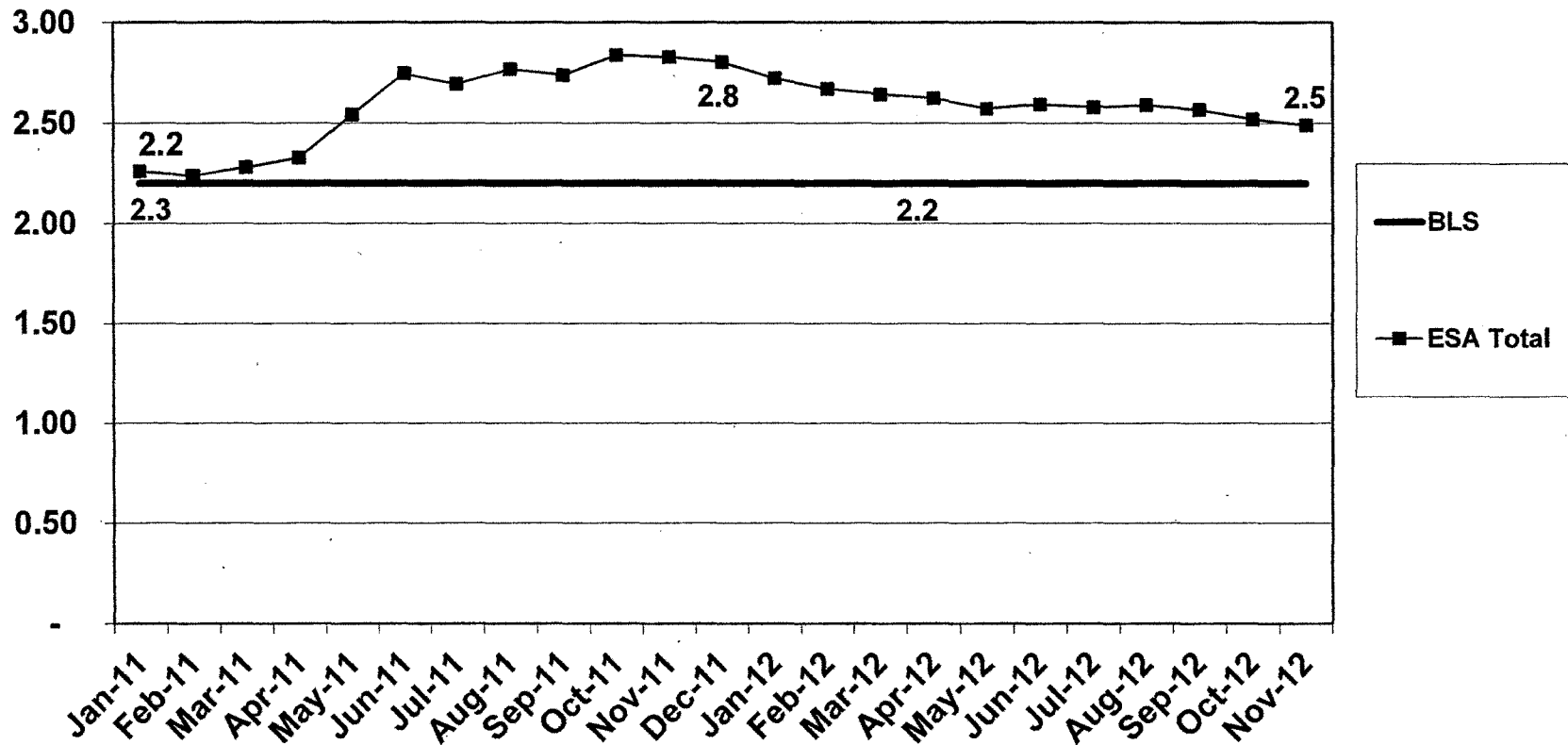
(data thru December 2012)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	747	785	785	1,498	35	1,426
2005-2009	2,683	839	1,845	1,176	2,649	34	2,250
2010-2014	3,154	3,346	5	-	842	2,312	365
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,743	\$ 2,699	\$ 2,025	\$ 5,146	\$ 3,098	\$ 4,199

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



Lost Time Injury Rate East Side Access Project, 2011-2012 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
System Wide

December 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	6	0	0%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	21	24	-3	-13%
GLA	0	1	-1	-100%
Total Major Felonies	29	32	-3	-9%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	1	2	-1	-50%
Robbery	55	73	-18	-25%
Felony Assault	36	42	-6	-14%
Burglary	13	7	6	86%
Grand Larceny	229	238	-9	-4%
GLA	5	10	-5	-50%
Total Major Felonies	339	372	-33	-9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

December 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	2	1	50%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	13	11	2	18%
GLA	0	0	0	0%
Total Major Felonies	18	14	4	29%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	2	-2	-100%
Robbery	22	39	-17	-44%
Felony Assault	26	32	-6	-19%
Burglary	1	3	-2	-67%
Grand Larceny	121	116	5	4%
GLA	0	1	-1	-100%
Total Major Felonies	170	193	-23	-12%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Metro North Railroad

December 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	7	13	-6	-46%
GLA	0	1	-1	-100%
Total Major Felonies	8	18	-10	-56%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	19	22	-3	-14%
Felony Assault	8	8	0	0%
Burglary	12	3	9	300%
Grand Larceny	95	117	-22	-19%
GLA	5	9	-4	-44%
Total Major Felonies	139	159	-20	-13%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

December 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	0	1	100%
GLA	0	0	0	0%
Total Major Felonies	3	0	3	100%

Year to Date 2012 vs. 2011

	2012	2011	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	14	12	2	17%
Felony Assault	2	2	0	0%
Burglary	0	1	-1	-100%
Grand Larceny	13	5	8	160%
GLA	0	0	0	0%
Total Major Felonies	30	20	10	50%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
December 2012

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	3	1	2
Fel. Assault	2	2	0	0
Burglary	0	0	0	0
Grand Larceny	21	13	7	1
GLA	0	0	0	0
Total	29	18	8	3
Crimes Per Day	0.94	0.58	0.26	0.10



MTA Police Department
Arrest Summary: Department Totals

1/4/2013
3:16:28PM

1/1/2012 to 12/31/2012

Arrest Classification	Total Arrests
Rape	1
Robbery	47
Felony Assault	39
Burglary	12
Grand Larceny	57
Aggravated Harassment	6
Aggravated Unlicensed Operator	32
Assault-Misdemeanor	47
Breach of Peace	13
Child Endangerment	3
Criminal Contempt	3
Criminal Impersonation	7
Criminal Mischief	41
Criminal Possession Stolen Property	13
Criminal Tampering	2
Criminal Trespass	39
Disorderly Conduct	13
Drug Offenses	35
DUI Offenses	16
Falsely Reporting an Incident	9
Forgery	28
Fraud	6
Graffiti	6
Harassment	7
Make Terrorist Threat	1
Menacing	13
NYC Admin Code	1
Obstruct Government	4
Petit Larceny	114
Public Lewdness	81
Reckless Endangerment	8
Resisting Arrest	73
Sex Offenses	16
Theft of Services	70
VTL Offenses	3
Warrant Arrest	49
Weapons Offenses	8

Arrest Totals

923



Long Island Rail Road

INFORMATION

ITEMS



Long Island Rail Road

**STRATEGIC INVESTMENTS AND
PLANNING STUDIES**

STATUS UPDATE

January 2013

LONG ISLAND COMMITTEE

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Overview

The strategic direction of the LIRR is to initiate actions and projects which will result in "Improving the Railroad Today." Our goal is to focus on improvements that will benefit today's commuter while at the same time continue with our planned long term projects to improve efficiency and effectiveness, expand the system and improve capacity. The LIRR is moving aggressively to complete projects needed as part of the preparation for opening day of East Side Access, now scheduled for 2019. The ESA delay will allow the railroad to concentrate on projects needed for East Side Access Opening Day operations and will benefit customers in advance of ESA initiation.

Projects such as Double Track from Farmingdale to Ronkonkoma, Infrastructure and Capacity Improvements on the Main Line, Transit Oriented Development (TOD), Positive Train Control (PTC), and opportunities for parking expansion are all ones that will have immediate benefit to customers once completed. These initiatives are the most strategic and critical projects currently being planned and initiated by the railroad to benefit ESA initiation but will also offer significant benefits to customers when initiated in advance of ESA.

The objective of the Double Track project, scheduled for Design award and Phase I Construction in 2013, is to construct a Full Double Track on the Long Island Rail Road's Main Line between Farmingdale and Ronkonkoma- all on existing LIRR property. The Double Track Project which has attracted broad governmental, labor and business community support is the key to improving service reliability and on-time performance and increasing service during off-peak and weekend periods. It will boost economic revitalization and TOD efforts in Wyandanch, Republic Hub and Ronkonkoma, and strengthen the attractiveness of MacArthur Airport as a regional asset. It will allow communities along the Main Line to more fully benefit from the East Side Access project when initiated as well as serve as a catalyst for Long Island's economic renaissance through job creation and workforce development.

This project is expected to generate 272 direct construction jobs and over 1,000 indirect jobs in a variety of industries. Additionally the railroad, working in collaboration with Suffolk County and potentially Nassau County, will use this project to assist local small businesses (MBEs/WBEs) to develop the necessary tools and experience to succeed in the bidding process and construction of larger public projects such as Double Track.

In order to be ready for the initiation of East Side Access service (being constructed by MTA Capital Construction Company), the LIRR is improving infrastructure on Long Island to allow our customers to be able to take full advantage of this significant expansion in travel options for Long Island which ESA represents. The projects in the chart below represent a total of \$787.9 million which will provide commuter rail improvements for the residents of Long Island while also providing a significant and timely boost to local and regional economies which are currently experiencing a lack of investments.

Projects	Cost	Construction Begins
Jamaica Capacity Improvements (phase 1)	\$283 M	October 2013
Mid Suffolk Train Storage Yard	\$79.2 M	January 2016
Great Neck Pocket Track and Colonial Road Bridge	\$36.1 M	September 2013
Massapequa Pocket Track	\$19.6 M	March 2013
Port Washington Yard Track Extensions	\$14.1 M	January 2016
M9 Rail Car Procurements	\$355.9 M	July 2013 (contract award)
TOTAL	\$787.9 M	

The procurement of new M9 and M9A cars will enable the LIRR to purchase cars for ESA Opening Day Service, M-3 Replacements and ridership growth. Funding is allocated in the 2010-2014 Capital Program for the first 236 cars and 2015 -2019 program for the remaining option cars. Two RFPs will be issued in series; the first for a base order of 76 M9 Cars for M-3 replacements and up to 600 M9 Option Cars for LIRR and Metro-North Railroad and the second for 160 M9A Cars identified in the Full Funding Grant Agreement (FFGA) for ESA service. It is critical for the LIRR to proceed with the M9A car procurement during the M9 design process to ensure that the M9 and M9A cars are interoperable.

LIRR's Signal Strategy includes a unified approach of installing Positive Train Control (PTC) along with the upgrade of current Dark, Absolute Block Signal (ABS) and Controlled Manual Block (CMB) signal systems to Automatic Speed Control (ASC). LIRR has operated some territories, notably Speonk to Montauk and Ronkonkoma to Greenport, for over 174 years without signalization. Signalization plans include the installation of an ASC signal system from Speonk to Montauk (45 miles of Dark Territory) and Ronkonkoma to Yaphank (10 miles of Dark Territory). Additionally, the existing ABS/CMB signaling is currently overdue for SOGR replacement. LIRR looks to upgrade ABS and CMB signal territory to Automatic Speed Control (ASC) territory. These signal upgrades, in addition to PTC are important components to a comprehensive signal improvement plan. While the ABS/CMB Signal Modernization Projects have independent utility, there are compelling reasons to undertake this work as soon as practical as part of the PTC Project. The ABS/CMB Signal Modernization Project will leverage existing infrastructure and available digital electronic microprocessors, thus implementing a cost effective, reliable system. The remaining dark territory will be Yaphank to Greenport, and its signalization effort is currently included in the later part of the LIRR's 2015-2034 Twenty Year Needs.

The most significant event in 2012 was Superstorm Sandy which occurred on Monday, October 29. On that date, the New York region suffered the devastating effects of Hurricane Sandy. For the Long Island Rail Road, damage and storm-related impacts were most pronounced in four key areas: West Side Yard, the East River Tunnels, Long Island City Yard, and on the Long Beach Branch.

Prior to the storm, trains and equipment were stored out of harm's way and notwithstanding the unprecedented and widespread damage to our infrastructure, we were able to resume service to many of our customers within 48 hours. Due to the extent of the damage, LIRR was not able to return to its higher pre-storm levels of frequent train service. However, on October 31 hourly service between Jamaica and Atlantic Terminal and Jamaica and Penn was restored, and on November 1, limited hourly service from both Ronkonkoma and Great Neck to Penn was added. On November 2, the Babylon, Ronkonkoma, Huntington and Port Washington branches resumed hourly service and by November 5, service was established on all branches except for Long Beach. Long Beach Branch service was restored on Nov 14 with hourly diesel service and on November 26 with electric service. Due to the reduction in East River Tunnel capacity, branch line services were provided at approximately 83% of normal service levels. The LIRR and Amtrak coordinated on restoration of the signal system with LIRR signal workers assisting Amtrak in rehabilitating the signal system. The LIRR returned to regular timetable service on December 10, 2012.

Of significance in the management of our response to the storm, both before and after, was the effective use of social networking channels to effectively communicate with our customers. Using this new media, the railroad was able to keep millions of riders informed of conditions and schedules that sometimes shifted by the minute, using tools that included Facebook, Twitter, Flickr and YouTube. Customers, who were sometimes critical of the railroad, sympathized and even praised communication efforts that, if not perfect, were viewed as improved.

Subsequent to the storm and restoration of service, the LIRR has initiated a number of initiatives to:

- Assess, quantify and estimate the damage sustained,
- Identify Hurricane Sandy restoration projects estimated to cost \$267 million. These projects were included in a proposed 2013 Capital Plan Amendment. The restoration projects include:
 - Western Rail Yards (West Side Yard and Long Island City Yard)
 - Replacement of selected traction power substations
 - Repair and replacement of Long Beach Branch power, signal and communications systems
 - East River Tunnels and adjacent infrastructure restoration
 - Line structure improvements
 - Infrastructure and other system upgrades such as roofs, shelter sheds and generators at various locations
- Propose a comprehensive grouping of mitigation initiatives to protect the railroad in future storms of similar ferocity and intensity as well as other natural occurrences.

Work on post-Sandy recovery projects will be coordinated with active and upcoming LIRR capital projects as well as major operating-funded maintenance efforts. An implementation strategy is currently being developed, and it will focus on an examination of resources required, including LIRR forces, materials and equipment, and track outages, while also working to minimize impacts on LIRR customers and local communities.

Additionally, the railroad has engaged the services of consultants to study the effects of the hurricane on our infrastructure, to evaluate causes and make recommendations for infrastructure replacement and or rehabilitative work. These recommendations will be critical to ensure long term operational reliability in the sections of our territory which were hit heaviest by Superstorm Sandy.

The LIRR continues to coordinate through the MTA with FEMA and the FTA to seek funding for the projects mentioned above. A \$60 billion bill is currently being considered by Congress and will provide relief to areas which were affected by Superstorm Sandy. LIRR's request is for \$267 million for capital projects, \$10.2 million for operating revenue loss, \$13.5 million for labor and overtime costs and \$3 million for materials all relating to storm preparation activities and initial post storm service recovery efforts.

Prior to Superstorm Sandy, the LIRR had posted thirteen consecutive months of ridership growth. However, Superstorm Sandy resulted in the need to suspend service starting Sunday, October 27 and impacted key New York City employment areas. As a result, October ridership was below the prior year's ridership by slightly over 8%. Still, the silver lining was the fact that heading into October 2012, the LIRR saw an increase in commutation ticket sales of 2.7 percent, indicating that absent the storm the LIRR would have seen the continuation of the growth pattern.

In late September 2012, the new Nets Arena (Barclays Entertainment Center) opened in Brooklyn in close proximity to our Flatbush Avenue Station. This opening of the Nets Arena presented an excellent opportunity for the LIRR to provide service to the arena during sporting and other entertainment events. Because there is very limited parking in the area, the public has been encouraged to use public transportation including the LIRR. As a result, the LIRR has initiated an enhanced late night service with eastbound trains departing the Flatbush Avenue Station every 15-25 minutes after an event. Already, LIRR's Brooklyn ridership is up during events at the Arena -60% of the people who bought concert tickets from zip codes within the LIRR service territory took the LIRR to and from the event, 1,000 customers for each of the Jay-Z concerts and 3,500 customers for the Barbara Streisand concerts. Preliminary results for ridership growth to and from basketball games are encouraging - with estimated event ridership during the Knicks/Nets matchup in December being 3,792 westbound arrivals and 4,837 eastbound departures.

Development of the Barclays Arena results in the LIRR being the transportation mode of choice for Long Island residents who travel to enjoy professional NBA Basketball (and potentially Hockey) in New York City, both at Penn and Flatbush Avenue Stations (Knicks @MSG and Nets @Barclays). Both basketball and entertainment venues are mere steps away from our terminals at Penn Station and Flatbush Avenue. This presents a new opportunity for ridership increases for LIRR on the Atlantic Branch especially in off peak periods.

Another emerging initiative which will rejuvenate the regional economy is the beginning of construction activities in the Hudson Yards Overbuild project. This multi-billion dollar mega residential, commercial and office development which sits above the LIRR West Side train yard (WSY) in midtown Manhattan will be instrumental in the emergence of a third Central Business District in Manhattan. Ground breaking for the first section of the development occurred in December 2012 and construction is expected to continue well into the future. In order to facilitate this development, the LIRR will relocate some train storage capacity and

Extraordinary Interior Cleaning (EIC) operations from WSY to Shea Yard. New yard storage tracks and temporary EIC platforms, as well as construction of a new ADA elevator and general station rehabilitation for passengers at METS-Willets Point (Shea Station), will be part of this project. Other developments planned or underway for this area include the Brookfield development and development of the Farley Post Office building into a major transportation hub for Amtrak as well as other retail and hotel development. The first phase of Farley, the widening and extension of the LIRR's West End Concourse, is currently underway as is the extension of the Number 7 subway line from Times Square to the proximity of the Western Rail Yards.

Additionally, the proposed expansion of Penn Station through Amtrak's Gateway Project will one day provide significant relief to overcrowded train operations at Penn Station and provide critical additional track space for additional train service from current providers and potential new users including Metro North Railroad into Penn Station. A critical section of the Gateway Tunnel under the LIRR's West Side Yards has been identified for construction as part of the Hudson Yards Overbuild Project.

An Origin & Destination (O&D) study was initiated in 2012 to document customer ridership patterns. The purpose of this project is to update information about ridership patterns in our service territory as well as to augment the MTA's regional transit ridership forecasting models which are used to support the development of new starts and network expansion transit projects. The LIRR uses various data sources to produce its regional ridership forecasts. Journey to work information, which is modeled with other economic and demographic data, is a key input to the forecasting model. Information from this O&D study will supplement the model with up to date information regarding the originating and destination zip codes of our riders which in turn will allow us to more accurately plan and schedule service. One specific objective of this study will be acquiring travel information that will inform decision-making on the reopening of the Elmhurst Station on the Port Washington Branch. As part of the study, the residents of Elmhurst will be surveyed regarding travel patterns and needs; based on their response a decision regarding the reopening of the station at some point in the future can be made.

Customer counts as part of the O&D Study began in the summer of 2012, with the vendor performing onboard counts on selected Friday/Saturday/Sunday trains which are primarily utilized for summer recreational trips, namely on the Montauk, Greenport and Long Beach Branches. In September and October of 2012, onboard customer counts were undertaken on weekday and weekend Ronkonkoma Branch trains. For all westbound trains counted as part of the O&D, vendor staff also distributed travel survey forms for customers to complete, which provides insight on various aspects of the customer's trip. This includes survey questions on station access, ticket type, frequency of LIRR travel, trip purpose, and numerous other aspects pertaining to regional travel on the LIRR. However, onboard customer counts have been suspended since late October 2012 due to Superstorm Sandy and modified LIRR service during the storm repair and recovery period. Onboard customer counts are scheduled to resume in January 2013.

The *Quiet Car* pilot program was launched in late 2011 and expanded in June 2012. The program continues now as a part of our normal operations after receiving significant positive customer feedback. Under this program, morning and evening rush hour single level electric trains will have a designated quiet car; customers seeking a quiet environment during their

commute, free of cell-phone conversations, sound from other electronic devices and loud conversations, can utilize the first car on westbound AM peak trains and the last car on eastbound PM peak trains which are designated as quiet cars. The program is voluntary in nature with customers self-monitoring. The pilot is being continued in response to customer feedback as part of the LIRR's renewed commitment to customer service.

The LIRR is in the midst of an ambitious project to revolutionize the way customers purchase tickets and train crews validate those tickets. The New Fare Payment System, which will be in place by the end of 2014 at both the LIRR and Metro-North commuter railroads, will allow customers to go beyond the purchase of paper tickets at stations and vending machines and allow them to use mobile devices, bar-coded/electronic tickets and contactless "smartcards." The intent is for the New Fare Payment System to be interoperable throughout the MTA.

The LIRR's plans for the next 24 months will build upon its success to date in piloting various fare collection and validation systems. For the last two years the LIRR has deployed handheld devices on a limited number of trains that, for the first time ever, accept credit card and pinless debit cards for onboard sales in addition to cash. At the start of summer 2013 the number of these devices will be expanded from 19 to approximately 50. By the Fourth Quarter of 2013, the LIRR will begin the roll-out of devices system-wide, which will also accept contactless "smartcards."

For the 2012 US Open Golf Tournament, the LIRR tested a system whereby customers could pre-purchase bar-coded tickets online and train personnel could validate them at Farmingdale Station where the event was held. Building on this successful pilot, the railroads will work with a third-party to develop and introduce an application that will allow customers to purchase electronic tickets using their mobile devices and present these devices to train crews for validation. A print-at-home feature will also be available. The LIRR expects to introduce this new application by the end of 2013.

SECTION I

Asset Categories

1. Rolling Stock

MTA Long Island Rail Road currently has a fleet of 836 M-7 EMU cars, 170 M-3 EMU cars, 45 locomotives, 134 bi-level coaches, and a fleet of work locomotives and other maintenance rolling stock. Rolling stock investments play a crucial role in the customer experience by improving on-time performance while providing a safe, reliable, and comfortable passenger environment. To ensure this, the LIRR is proceeding with the procurement of new fleet cars that will allow us to reduce costly maintenance and repair needs of the M-3 electric fleet. These aging cars will become more difficult to maintain in the near future.

Ongoing:

The procurement of the M9/M9A cars will enable the LIRR to purchase cars for ESA Opening Day service, M-3 replacement and ridership growth using funds provided under two MTA Capital Programs, as follows:

- Funding in the amount of \$1.1B (\$715M - MTACC and \$356M - LIRR) in the 2010-2014 program for the first 236 cars and 2015 -2019 program for the remaining option cars;
- Two RFPs will be issued in series; the first for a base order of 76 M-9 cars for M-3 replacements and up to 600 M-9 option cars, and the second for 160 interoperable M-9A cars identified in the Full Funding Grant Agreement (FFGA) for ESA service; and
- The railroads (MNR and LIRR as part of this joint M9 procurement) took steps to increase car builder participation and competition by proactively reaching out to, and meeting with, potential car builders and major suppliers prior to release of RFP. The goal of increased competition is to make pricing more competitive.

2. Stations

The Long Island Rail Road operates 11 rail branches and serves customers at 124 stations in Nassau and Suffolk Counties and New York City. Maintaining the stations throughout the system is not only vital to preserving safe, convenient access to the system, but it is also important because stations play an integral role in defining the communities they serve across Long Island and neighborhoods in Queens and Brooklyn.

This work focuses on component needs like staircases, elevators, escalators, lighting, platforms and canopies. Investments are prioritized to improve the customer experience as cost effectively as feasible by addressing the most deficient components based upon asset inspection, condition assessments and structural engineering standards. By rehabilitating or upgrading those components most in need of repair, like the platforms at Massapequa and Wantagh, the LIRR addresses safety concerns and avoids more extensive future capital needs.

In addition, the parking program improves access to the system and works with communities to identify and discuss parking expansion opportunities to meet growth demands.

Completed:**LIRR / Sutphin Boulevard Underpass Rehabilitation - \$1.20M (LIRR portion)**

The rehabilitation and upgrade on the east side of the LIRR Sutphin Boulevard underpass, through improvements to the area's aesthetics, utilization, and safety, has been completed. The LIRR worked jointly with the Greater Jamaica Development Corporation [GJDC] throughout all phases of the Jamaica Downtown/Hub revitalization project. This work effort revamped the underpass and is part of a 3-phase project that focuses on the Jamaica Hub which allows passengers to transfer among the LIRR, the MTA's E/J/Z subway lines, as well as the Air Train to JFK. The project work scope included the demolition of the LIRR's existing print shop, commissary, locker room facilities, and loading dock. The GJDC contractor constructed a new 500 kilowatt emergency generator as well as new commissary facilities, loading dock, sidewalk, lighting, and glass-front retail shops. An anticipated increase in pedestrian traffic flow, along with better lighting and enhanced functionality, will bolster economic activities and opportunities in this prime location in Jamaica. In support of this project, LIRR met all schedule and budget commitments. Beneficial use was achieved in June 2012.

Ongoing:**Jamaica Capacity Improvements Phase I - \$332.83M**

Phase I encompasses design and construction for Jamaica Capacity Improvements to support ESA Opening Day service. Work includes construction of a new Jamaica platform for cross-borough scoot service, removal and installation of switches, realignment of track, reconfiguration of Johnson Avenue Train Yard, construction of freight bypass track, and modifications to the existing signal system. Design completion is scheduled for July 2014.

Jamaica Station Building Rehabilitation - \$8.50M

The exterior of the existing 1913 Jamaica Station headquarters building requires rehabilitation. The work includes concrete and granite repairs, waterproofing, painting, as well as replacement and repairs to the canopy roof, terra cotta units, windows, exterior doors, and exterior lights. Beneficial use is scheduled for May 2013.

New Elevators at Flushing Main Street - \$8.29M

This is for the design and construction of two new elevators, one for each platform, to provide ADA accessibility from ground level to the platforms at the Flushing Main Street Station. Scope includes furnishing and installing two new elevators, elevator shafts, machine rooms, pits, vestibules, and associated equipment. Platform improvements include railings and lighting. The LIRR has included an option for an overpass to improve access to both westbound and eastbound tracks. Design completion is scheduled for August 2013.

New Atlantic Terminal Elevator - \$3.4M

This is for the construction of a second Atlantic Terminal ADA-compliant elevator for vertical circulation of customers between LIRR station platforms and street level. The scope of work consists of a new elevator, elevator shaft, machine room, and associated site improvements. Gannett/Fleming was awarded design on September 2, 2010. Design was completed in December 2011 and construction was initiated in August 2012. Beneficial use is scheduled for March 2014.

Forest Hills Station Ramp – \$2.0M

This project involves the repair/replacement (as needed) of platform ramp sections to improve an access way that is as ADA compliant as possible, relocation of light fixtures that impede passage on ramps, and replacement of railing system with new ADA complaint railings. The project is underway. Design and construction is being performed by LIRR forces.

New Elevators – Queens Village Station - \$8.5M

This project provides for the construction of two new elevators at Queens Village Station, one each serving the eastbound and westbound platforms. The new elevators will be aesthetically integrated into the existing platform and station building structures. This project also includes the replacement of platform lighting and platform railings. Design was awarded to Dewberry-Goodkind in February 2010. Design was completed in June of 2011. Construction contract was awarded to Prude Construction Corporation in December 2011. Currently, the railings are completed. Beneficial use is scheduled for mid-2013.

Massapequa Platform Replacement – \$20.3M

This project replaces the station platform and rehabilitates the substructure. The work will involve the demolition and reconstruction of platform, waiting room, canopy, platform lighting, communications and security systems as well as drainage, stairway and elevator improvements. Design was awarded to AECOM in November 2011 and was completed in November 2012. LIRR will be seeking construction bids in early 2013 for construction to begin in the second quarter of 2013.

3. Track

MTA Long Island Rail Road has 594 miles of main line track and 107 miles of yard track. The LIRR utilizes a cyclical track replacement program, informed by routine inspections to assess condition, to maintain safety and reliability by keeping the track infrastructure in good repair and complying with all Federal Railroad Administration (FRA) track standards.

Track investments are prioritized based upon the condition of the track components, while advancing a more frequent replacement cycle for segments of track in the busiest track areas of the LIRR network. Scheduled replacement of track elements lessens the operating impact by greatly reducing the need for emergency track repairs, thus avoiding service suspensions.

Furthering efforts to increase efficiencies and promote cross-agency collaboration, following a February 2010 CPOC track presentation, it was determined that NYCT, MNR and the LIRR have common themes within their track programs and should conduct an inter-agency review for efficiency improvements. The MTA Independent Engineer Consultant coordinated an inter-agency review of their respective track program. The goal for each agency was to identify at least 10% savings in total track program efficiency improvements.

Agency track program spending varies widely due to significant differences in infrastructure needs and operational constraints; however, the agencies have been working cooperatively to pursue new efficiencies through a variety of measures including:

- Increasing track access

- Optimizing asset renewals
- Minimizing support services / work rule initiatives.

As an example of improved efficiencies resulting from the cross-agency track review process, we are currently undertaking a program to improve manpower efficiencies and achieve a significant saving by using a "GreenRock" technology in the replacement of half ties in the Atlantic Avenue viaduct. This is expected to save the railroad in excess of \$26M over the 2010-2014 Capital Program. These track investments ensure on-time, cost effective and reliable service, continuing to provide the valuable transportation service that is critical to our region's economy and quality of life.

The MTA agencies will continue to share information and develop new ways to improve the efficiency of track and other work along the right-of-way.

In addition, the LIRR will advance a number of system improvement initiatives in key locations designed to expand service for customers, increase train turn-around capability on some of the railroad's busiest branches, and prepare for East Side Access Opening Day service needs. These projects include the extension of the Great Neck pocket track and Colonial Road highway bridge replacement, additional information for both is included in Section II of this report under the Port Washington Branch Improvements section.

Completed:

Jamaica Interlocking Reconfiguration Study –\$7.12M

This was a study to confirm the feasibility of a proposed package of investments needed to increase service capacity at Jamaica Station and ready the LIRR to deliver planned service levels to both Penn Station and GCT when ESA commences in 2018, and in future years as service grows. Elements of this investment incorporate state of good repair and cyclical normal replacement needs of track, signals and communications, and infrastructure in the Jamaica plant. The proposed investments include:

- Installation of a new Platform F
- Reconfiguration of Hall Interlocking with E-Yard Extension
- Reconfiguration of Jay Interlocking
- Extension of Jamaica Platforms.

Jamaica Reconfiguration Study involves:

- Survey base map of all tracks
- Track alignments for Platform F, Hall East, Johnson Avenue Yard, E-Yard, Beaver Interlocking, Met Interlocking and Jamaica West
- Operations simulations
- Construction schedule, cost estimates
- Draft final report under review.

For more details on Jamaica Improvements Study, please see Section II of this report.

Merrick and Bellmore Direct Fixation - \$16.50M

Replacement of the existing Direct Fixation Fastening System on the double track between Merrick and Bellmore on the Babylon Branch is complete. This project included a survey of the existing track geometry and the concrete deck, localized concrete deck repairs, replacement or enlargement of the existing plinths, as well as the installation of new direct

fixation fasteners on the concrete viaducts supporting the two tracks between Merrick and Bellmore. Beneficial use was achieved in August 2012.

2012 Track Program - \$51.8M

Track Program Elements	2012 Goal	2012 Results (Nov.2012)
Mechanized Wood Ties (Each)	23,100	25,893
Grade Crossing Rehabilitation (Each)	23	23
Surfacing (Miles)	66	90
Field Welds - Boutet (Each)	687	732
Hand Ties (Each)	5,824	6,182
Switches	10	9

Ongoing:

Double Track Main Line Farmingdale- Ronkonkoma- \$ 138.00M

This is the design for a new 13 mile track parallel to the existing single track between Farmingdale and Ronkonkoma. Design will include construction elements of the second track and associated infrastructure modifications that will improve the function and operation of the Main Line Branch. Preliminary design includes environmental assessments, survey, general layout, track alignment of all track and wayside elements. Upon completion of the 30% design in April 2013, the LIRR will issue a design/build contract for construction of Phase I of the second track from Ronkonkoma to Central Islip.

Atlantic Branch Half-Ties - \$14.00M

This project involves the rehabilitation of approximately 10,000 linear feet of track structure at selected locations. Design/study effort includes evaluation of half-tie replacement options in one or more test block segments, testing and prioritization of locations for rehabilitation, design of track structure repairs, development of standard specifications and track details for construction. Upon completion of design/study, track structure rehabilitation will commence with half-tie replacement in the prioritized locations. Design completion is scheduled for March 2013.

ROW – Fencing - \$8.0M

This project will construct high security fencing along the LIRR right-of-way to enhance safety and security in the communities which the LIRR serves. Through this project, approximately three miles of high security fencing will be installed annually, at locations to be identified based upon a listing of priority sites.

4. Line Structures

LIRR Line Structures are comprised of 640 bridges, 30 viaducts and 4 tunnels which allow for railroad travel across the region's waterways, highway crossings, and dense urban and suburban areas. As a system with 177 years of service, many structures are in need of investment to address structural deficiencies. The LIRR's bridge and viaduct strategy is based upon condition ratings established through regular inspections and prioritized to first address red flag elements which, if not repaired, could result in adverse service impacts, such as slow zones and load reductions. Through a combined mix of capital and operating solutions, the LIRR cost-effectively preserves safe structural conditions in support of on-time performance and system reliability goals.

Completed:**Rehabilitation of Queens Boulevard Bridge - \$23.09M**

This project provided for the below deck rehabilitation of Queens Boulevard bridge. Work included new bearings and bridge seats, abutment repairs, concrete and steel repairs, and column repairs. Design was by Jacobs Civil Consultants; construction was performed by Contractor.

- RFQ advertised in June 2011
- Construction began in October 2011
- A segment of this project also included above deck work such as waterproofing, drainage and minor structural repairs, which was performed by Force Account. This phase began in March 2011 with beneficial use achieved in October 2011.

Ongoing:**Woodhaven Blvd Bridge Rehabilitation - \$11.0M**

This rehabilitation project includes new bearings and bridge seats as well as repair of abutments, concrete decks, piers, and structural steel. Above-deck work includes waterproofing and drainage installation. Beneficial use is scheduled for November 2013.

East River Tunnel Rehabilitation - \$77.3M

Built by the Pennsylvania Railroad in 1910, the East River Tunnels are 4 single-track railroad tunnels that extend from the eastern end of Pennsylvania Station under 32nd and 33rd Streets in Manhattan and cross under the East River to Long Island City in Queens. The tracks carry LIRR and Amtrak trains traveling to and from Penn Station and points to the north and east. The tracks also carry New Jersey Transit trains deadheading to Sunnyside Yard. They are also part of Amtrak's Northeast Corridor - trains traveling between New York City and Boston.

Each tunnel, which is about 13,000 feet long, has a drainage system that runs along the majority of the length of the tunnel just below the track ballast. The objective of this Amtrak-led project is to upgrade and rehabilitate the track and drainage systems in the tunnels. All four tunnels will be renewed by removing and replacing the track and drainage systems with new track and ballast, new welded rail, impedance bonds and I joints. The project will clean the drainage system and install new covers. The removal and replacement of third rail for the entire length of all four tunnels is also included.

At the completion of this project, the track structure and drainage system will be completely rehabilitated, reducing ponding water and bringing the entire track structure into a state of good repair. It will result in improved reliability for trains operating into Penn Station.

The work will span multiple capital programs and be completed in six years. In February 2012 MTA approved the LIRR Gates package and programmed \$24.277M for Amtrak work to be performed in the 2012-2014 Capital Program. The current progress (as of December 2012) is:

- ERT 1 - 33% complete
- ERT 2 - 0% Complete
- ERT 3 - 15% complete
- ERT 4 - 18% complete

On average, Amtrak has completed the rehabilitation of 420 linear feet of track per 55 hour weekend. Total project budget is \$77.3M, LIRR's portion is \$53.0M. Amtrak and LIRR are currently analyzing any damage to work already performed by flooding from Superstorm Sandy.

Infrastructure Improvements at Colonial Road - \$3.0M

This project provides for the environmental review and design of three infrastructure improvements: a 12-car extension to an existing pocket track; the replacement of Colonial Road Bridge; and improvements to the right-of way and track drainage. A contract for environmental review and design was awarded to HNTB Consultant (Signal design to be performed by Engineering).

- Environmental Review commenced in March 2011
- Draft Environmental Assessment report is under development.

For more details on Port Washington Branch Improvements including Colonial Road Improvements and Great Neck Pocket Track Extensions, please see Section II of this report.

Shinnecock Canal, North Highway, & Montauk Highway Bridges Rehabilitation- \$26.2M

The rehabilitation of Shinnecock Canal, North Highway, and Montauk Highway Bridges, located on the Montauk Branch in Hampton Bays, New York are included in this project. The scope of work includes the repair of steel superstructure bridge elements including beams, bracing, lattice straps etc., installation of ground anchors, repair of concrete cracks/spalls at abutments and cap beams; expansion joint replacement; bearing and bearing seat replacement; painting; applying protective coatings to concrete surfaces; installing ballast retainers; bridge deck waterproofing; raising bridge heights over roadways to improve vertical roadway clearances; track resurfacing and site improvements. Construction contract was awarded in September 2011 to the Conti Group. Some project support by LIRR forces is required.

East River Tunnel Ventilation - \$194.9 M

This project encompasses construction of the ventilation facilities and shafts for the East River Tunnels at Long Island City (LIC) and First Avenue, Manhattan. The project includes new ventilation structures with 680,000 cubic feet per minute bi-directional fans that are SCADA controlled to ventilate all four East River Tunnels, new concrete shaft liners, new wider staircases for simultaneous emergency access and egress, and new communications facilities. LIC also includes a new LIRR traction power substation. The LIC construction contract was awarded to Granite Halmar in December 2002 and was completed in August 2009. First Avenue construction contract was awarded to Slattery/Skanska in November 2004 with beneficial use forecasted for first quarter of 2013.

5. Communications

The communication system transmits information between trains and operational control centers including train dispatchers, train crews, tower operators and others involved in the movement of trains, while also providing information to LIRR customers. This asset category also includes crucial safety and security systems, such as intrusion alarms and fire detection alerts. By investing in the communication infrastructure, including

rehabilitation/replacement of assets based upon functionality, condition and technological obsolescence, the LIRR is able to ensure that the vital communication service, which contributes to safety, on-time performance and customer satisfaction, continues.

Completed:

Fiber Optic Network –\$70.1M

This project continued the installation of new fiber optic cable at various locations: Jamaica to Riverhead, Hicksville to Babylon, Speonk to Southampton, Southampton to Montauk, Flatbush to East New York, Woodside to Jamaica, LIC to Penn Station (Amtrak forces), LIRR Simulator Building to MOW Repair Shop, Mineola to Oyster Bay, Hillside Support Facility to Mineola, Valley to Far Rock, Riverhead to MP 86 (Mattituck), Divide to Huntington; and the installation of SONET/ATM equipment. Contract for the installation was awarded to Nortel in March 2008.

- Completed 202 Comm Node Sites – January 2009
- Completed installation of fiber optic cable from LIC to Penn Station (Amtrak forces) – December 2010
- Completed installation from Riverhead to Mile Post 86 (Mattituck)
- All 1,160,958 LF of fiber optic cable has been installed through December 2011.

Beneficial use was achieved in April 2012. This upgrades the current communication system network from copper to fiber optic cable and will enhance system reliability and improve communications to customers.

Ongoing:

Communication Pole Replacement –\$7.0M

This project involves the replacement of selected communication line poles, crossarms, and associated hardware along the ROW on the Oyster Bay, Port Washington and Central branches. Construction by LIRR forces began in April 2010.

- Since inception, 210 of 500 poles have been installed along Oyster Bay, Main Line, Montauk, Central, Port Jefferson and Port Washington branches.
- A minimum of 100 poles were scheduled for replacement in 2012, 128 were actually replaced.

Improved Radio Coverage –\$15.3M

This project includes:

- Retrofit of 13 radio receiver sites with P25 narrow band FCC- compliant equipment, which was completed in 2011
- Design of 5 radio monopole sites - Little Neck, Northport, Sea Cliff, Medford and Huntington
- Construction of 4 radio monopole sites, which was completed in 2011
- Planning and construction for site 5 is underway
- A construction contract was awarded to Pro Com in July 2010
- Monopole at Medford and Northport were successfully installed and equipment installation was completed in July 2011
- Retrofit at PSNY was completed in March 2011; West Side Yard retrofit is underway.

6. Signal

Signal assets allow the safe operation of trains system-wide, at high speeds in close proximity – currently 713 scheduled trains each weekday. Operational failures in signal system elements would compromise service levels and reliability, so capital investments are programmed based on regular inspections and testing according to FRA mandate to measure functionality and performance. Previous investments have modernized high traffic interlockings in Queens and Valley Stream, going from 1930s relay technology to 21st century microprocessor technology, greatly diminishing train delays and service disruptions due to signal failures, improving reliability and on-time performance. This work continues with both additional planned microprocessor upgrades and an emphasis on normal component replacement. The signals program of work includes investments to comply with the Rail Safety Improvement Act of 2008, which requires installation of Positive Train Control (PTC) by December 31, 2015. Finally, Centralized Train Control is a key strategic initiative for the LIRR that will generate significant operating efficiencies by consolidating separate tower dispatching activities into a central train control operation, allowing better management of dispatch operations based on “real time” information.

Ongoing:

Signal Power Motor Generator Replacement - \$2.0M

This project entails the replacement of signal power motor generators and associated power and control components. The work includes an upgrade to select control circuits to send more information to the new SCADA system. Locations include Deer Park, Ronkonkoma, Winfield, and Seaford. Beneficial use is scheduled for January 2014.

Signal Normal Replacement Program (2010-2014) - \$15.0M

This project provides for the replacement of selected signal system equipment that has reached the end of its useful life. Construction is by LIRR forces. Installations to date include:

- 40 batteries on the following branches: Far Rockaway, Hempstead, Central , and Main Line (Divide to Greenport)
- 20 switch machines: Lower Montauk, Main Line, West Side Yard, Port Washington, Rocky Interlocking
- 13 signal position lights: Central Branch, Lower Montauk, Jamaica, Main Line
- 43.1K signal cable (lf): Main Line (Jamaica to Queens), Oyster Bay Branch
- 30 relays: Main Line (Divide).

Work continues with additional quantities to be included in 2012-2014 as follows:

- 30 batteries
- 33 switch machines
- 12 signal position lights
- 17K signal cable (lf)
- 16 crossing gate mechanisms

Positive Train Control - \$323.9M

The objective of this project is the planning, design and implementation of a Positive Train Control (PTC) system on all main line tracks to comply with the Rail Safety Improvement Act of 2008. The PTC System will be designated to prevent train-to-train collisions, overspeed derailments, incursions into established work zone limits, and the movement of a train through an improperly aligned switch.

- The planning phase includes implementation plan, development plan, safety plan, and conceptual design efforts. Contract was awarded to Systra/AECOM in July 2009.
- The design phase includes development of design criteria for wayside, onboard, radio communications, back office and system integration as well as preliminary installation of wayside and onboard equipment.
- The implementation phase includes the development and manufacture of PTC equipment, as well as additional installations, overall system integration, development testing commissions and training.
- Project Implementation Plan was approved by the Federal Railroad Administration in August 2012
- Federal Railroad Administration granted approval of a LIRR Main Line Track Exclusion from Ronkonkoma to Greenport on October 1, 2012.

7. **Shops & Yards**

Currently, the Long Island Rail Road operates 25 shops and yards. These assets ensure proper storage, cleaning, inspection, repair and maintenance of the fleet in support of the Reliability Centered Maintenance (RCM) Program. Increased fleet availability results in the full operation of scheduled service and fewer "short trains," enabling LIRR to meet the car requirement needed for rush hour operations.

Section II contains additional information on Strategic Investments in Yards.

Completed:

RCM Shop Design and Construction - \$46.5M

This project accomplished an upgrade of the LIRR's existing maintenance facilities at the Hillside Maintenance Complex (HMC), Hillside Support Facility (HSF), West Side Yard, Richmond Hill and Morris Park. These facilities were reconfigured to accommodate the future workload of Reliability Centered Maintenance (RCM) and an expanded fleet. Key elements included shop expansions, reductions and relocations. The project provides for removing obsolete and outdated equipment, relocating selected shop equipment and installing new equipment.

- Force account work continued with punch list items
- Beneficial use was achieved in March 2012.

Babylon Train Wash - \$25.5M, (ARRA Funded)

A new train wash facility located west of the LIRR Babylon Yard was constructed including a new train wash enclosure, equipment control building, and train wash equipment. Beneficial use was achieved in April 2012.

Ongoing:

Shop Reconfiguration - \$10.40M (Phases 3 & 4)

Phases 3 & 4 continue upgrades at the Hillside Maintenance Complex, Richmond Hill and West Side Yard. Both West Side and Richmond Hill are part of the Mentoring Program. Key elements of work include expansions, shop reductions, and shop relocations. Construction of Phases 3 & 4 was awarded to Skanska in March of 2011.

8. Power

Train service within the LIRR's electric territory relies upon a network of infrastructure, which includes 108 substations/breaker houses, and 328 miles of third rail system-wide to deliver the traction power supply necessary for train operations. This infrastructure includes substations, cable, third rail, protection board, and numerous other elements. Investments in power infrastructure are critically important in order to provide reliable electric train service. Without the needed voltage to operate peak period service, LIRR trains would be stalled, causing costly delays and forcing the cancellation of trains. In addition, this asset includes tunnel lighting, station platform lighting, and other assets, which provide power to communications, signals and station operations. These power system components ensure safety of LIRR customers and employees and provide the support necessary to operate other critical railroad systems.

The long-term goal of the LIRR power strategy is to minimize operating cost impacts by addressing components necessary to maintain the system and ensure its reliability and safety. To prioritize these component life cycle investments, asset condition inspections are performed.

Completed:

Demolition and Construction of 6 Substations - \$61.3M

The project provided for the replacement of substation components with modular substation facilities at Nassau Blvd., Little Neck, Rockville Centre, Lindenhurst, Bellaire and Merrick. The final substation for Rockville Centre was delivered in October 2011 and beneficial use was achieved in August of 2012.

Ongoing:

Penn Station – Third Rail & Signals - \$9.63M

The scope of the project includes the replacement of the remaining 9.6 miles of conventional third rail in the East River Tunnel (ERT) and Harold Interlocking with composite third rail.

Additional Power Projects \$ 43.0M

The cyclical normal replacement investments in power components include substation battery replacement, cable, switches, protection boards, power lines, pole replacement, relay controls and motor generators. Work on these system elements is primarily performed by LIRR forces and spans the 2010-2014 time period.

9. Environmental

The LIRR continues to comply with environmental mandates through investigation, delineation and remediation activities at various locations system wide.

Ongoing:

Substations Environmental Remediation - \$10.2M

- Continued investigation and remediation of contamination at 20 substations in Nassau, Suffolk, and Queens counties
- Completed site investigation and contracted Clean Venture to perform soil remediation at the Group A sites (5 substations) in November 2008
- Completed site investigation and submitted Remedial Action Work Plans (RAWP) to the NYSDEC for Group B sites (6 substations)

- As of July 2011, the NYSDEC has tentatively approved the RAWPs for 5 of the 6 sites
- Completed site investigation of Group C sites (9 substations) in January 2011.

Morris Park Environmental Study - \$8.6M

This entails the continued remediation of petroleum impacted soil and groundwater at Morris Park. A construction and operation contract was awarded to Franklin Co. in December 2006.

- The Contractor continues to operate and maintain the petroleum remediation system.
- Beneficial use is scheduled for May 2013.

Yaphank Landfill Remediation - \$2.2M

This entails the investigation and remedial design of the LIRR landfill, located in Yaphank.

- Design will be performed by a 3rd party consultant.
- Upon NYSDEC approval of the preferred remedial alternative and agreement with affected adjacent property owners, a remedial design will be prepared.
- A contract is expected to be awarded by May 2013.

LIC Yard Remediation - \$1.2M

This project involves the remediation of the residual groundwater contamination at the Long Island City Passenger Yard. Site investigation was completed in January of 2009.

- DEC has given the approval to proceed and a contract for supplemental investigation and design of remediation scheme has been awarded to Gannet Fleming.

Richmond Hill Yard Remediation - \$1.0M

This project provides for investigation and remedial design of the Richmond Hill Yard. Phase I supplemental investigation was completed in February 2009.

- DEC is in the process of approving a work plan for remediation
- A contract for supplemental investigation and design of remediation scheme has been awarded to TRC Designers.

Holban Yard - \$0.9M

This project provides for investigation and remediation of the Maintenance of Way (M of W) Shop area located at Holban Yard.

- The initial site investigation and subsequent supplemental site investigation are complete. The contamination, now duly delineated, is limited to a small area. Three drywalls have been remediated. A remedial action work plan for the remaining contaminations was submitted to NYSDEC and is currently under review/negotiation.

SECTION II

Strategic and Critical Projects

The LIRR is continuing to prepare for the most significant service expansion in over 100 years – the initiation of service to Grand Central Terminal. While MTA Capital Construction Company is progressing the construction effort to complete this important link, the LIRR must undertake five important readiness projects. Notwithstanding the fact that these projects are planned for ESA initiation, they each offer immediate service reliability and enhancement possibilities as soon as they are completed and in advance of ESA Opening Day service. The projects are described below.

1. East Side Access Readiness

Jamaica Capacity Improvements Project

This project encompasses the infrastructure investments proposed for Jamaica to allow increased throughput for train service to two Manhattan terminals. It will also provide the infrastructure necessary to operate a high frequency cross-borough scoot service between Jamaica and Atlantic Terminal.

The 30% design submission is expected in February 2013 with construction starting in October 2013.

Port Washington Branch Improvements

This project will increase capacity on the Port Washington Branch with the extension of two existing tracks in Port Washington.

Port Washington Tracks

- Extend two tracks in Port Washington to accommodate 18 additional train cars. Design starts in January 2014.
- Cost of the project is \$12.1M (Design \$2M).
- Work with local municipality on Environmental Review and property acquisition.

Infrastructure Investments at Colonial Road Bridge

- The construction of the Great Neck Pocket Track will allow for turning train equipment, operational flexibility and provide new opportunities for express services. Additionally, the LIRR will replace a 115 year old bridge.
- Design starts in September 2013.
- The cost of this project is \$36.1M.

Mid Suffolk Yard

Additional yard capacity on the east end of electrified territory is necessary to support increased levels of service associated with ESA. The LIRR needs to construct a new train storage yard in mid-Suffolk to address electric train storage needs along the Main Line. Preliminary analysis supports use of material lay-down area adjacent to existing yard.

The yard will:

- have adequate capacity to accommodate additional train storage;
- allow the LIRR to increase service on this heavily traveled branch;
- increase seating availability and service reliability; and
- support increased service frequency to two Manhattan terminals from Main Line stations.

Massapequa Pocket Track

This project is designed to provide a pocket track in the vicinity of Massapequa to allow for mid-branch train starts and express service to two Manhattan terminals from stations along the Babylon Branch. The project will design and construct a new pocket or "turning" track east of the Massapequa station.

- Facilitate additional mid-branch train starts
- Improve service and seating availability for customers at central Babylon Branch stations
- Design and construction - \$19.6M, with design underway in December 2011 and construction scheduled to begin in March 2013

2. Penn Station

Gateway Project

LIRR is working with our partners AMTRAK and New Jersey Transit, and in the future Metro-North, to increase capacity at Penn Station and promote new service opportunities without diminishing LIRR service. Amtrak is taking the lead in developing strategies to expand Penn capacity under their Gateway project. Future ridership projections for LIRR indicate that new capacity is required to meet the demands of LIRR customers. LIRR is participating with Amtrak, New Jersey Transit and Metro-North Railroad in a utilization study that indicates inadequate future capacity for all three existing carriers and the addition of a new carrier.

Penn Station Vision Study

The LIRR, Amtrak and New Jersey Transit are engaged in a process to develop a vision for the transformation of Penn Station into a world-class rail facility with improved functionality, customer amenities and convenience. The vision is to develop a master plan for PSNY improvements and provide a method to transform the existing Penn Station through a set of interim, short, and long term enhancements to implement the vision. The approach is to design a station that is passenger-friendly, easy to traverse, iconic in appearance, and meets the future needs of the region including possible Penn Access by Metro-North Railroad. Some specific goals of the study include:

- Improving commuter circulation within the station,
- Providing intuitive wayfinding with the introduction of daylight into the lower levels and the use of unified signage,
- Optimizing retail,
- Establishing an urban presence at street level that integrates the station with the city fabric.

Specifically, the Penn Station Vision Study partnership currently underway is close to finalizing recommendations for improvements which will re-vision Penn Station as a singular, functional, passenger-friendly rail station with a primary focus on the passenger experience. Some of the initial recommendations include the following:

- Internal modifications to concourses and corridors to facilitate easier circulation of passengers;
- A coordinated (LIRR, Amtrak, NJT) signage scheme to unify directional and other signs throughout the terminal;

- Innovative street level initiatives to improve access and passenger convenience to the 33rd Street corridor;
- Improved street level access at the four corners of 7 and 8 Avenues to tie the station to the City grid and improve access to the station; and
- A rearrangement of retail, customer service and railroad support functions within the terminal.

The Penn Station Vision Study team which includes LIRR, New Jersey Transit, MTA Planning and MTA Real Estate, is coordinating its efforts with feedback and advice from NYC Departments of Transportation and City Planning, as well as other key stakeholders. The railroads anticipate commencing some early action initiatives from the Penn Station Vision Study and the LIRR is in the early stages of preparing these projects to be included in the 2015-2019 Capital Program.

3. Main Line Corridor (MLC) – Near Term Capacity Improvements

LIRR is undertaking near term improvements in Mineola, Westbury, and Hicksville to address critical state of good repair needs, and offer immediate operational and service reliability benefits, such as increased local track capacity and improved ability to recover from incidents. These include the following:

Ellison Avenue Bridge

Ellison Avenue Bridge is a two-lane highway bridge above the ROW in the Village of Westbury. The bridge deck is at the end of its useful life and requires complete rehabilitation. These investments will bring the structure into a state of good repair and support the future build-out of the MLC Third Track.

Hicksville North Siding and Station Improvements

The LIRR will construct and signal a new track extension and connect the existing north siding with station track #1, using new track to create a longer north siding with signalization to speed train movement through Hicksville. These investments will increase capacity to stage more peak period trains from Hicksville; permit greater service frequency along the Main Line between Hicksville and Queens during peak service periods; and provide an alternative for routing through Hicksville in case of maintenance, construction, or service disruption.

Hicksville Station Improvements

The current Hicksville station was built in 1961, and has undergone 50 years of usage, including platform deterioration resulting from high utilization, winter weather and freeze-thaw cycles. Hicksville is the second busiest train station on Long Island, serving as a true hub station, with over 16,000 passenger trips each weekday. The station is the eastern gateway to the MLC, and serves customers from the Huntington/Port Jefferson Branch, Ronkonkoma Branch, and the Central Branch which connects Hicksville with Babylon Station and the Montauk Branch. Platforms and platform-level amenities are well past their useful life and have deteriorated such that replacement is the best option. These investments will bring the station components and platforms into a state of good repair; improve the customer environment; and support community economic development and TOD efforts ensuring a state of good repair.

Hicksville Supervisory Control and Remote Terminal Units (RTU) Renewal & Upgrades

The project entails the design, furnishing and installation of a new supervisory control system at Divide Tower (located immediately east of Hicksville Station), and upgrading the associated RTU's. Benefits of the project include:

- Replacing the existing proprietary control system installed approximately 25 years ago with a modern signal system that is easier to maintain
- Replacing existing single RTU's with redundant Programmable Logic Controller (PLC) technology thereby improving reliability
- Construction occurring in coordination with other Hicksville near term investments ensuring a state of good repair.

Oyster Bay Branch Scoot Service with Mineola Drainage Improvements

The LIRR is planning a scoot operation on the Oyster Bay Branch that begins/ends in Mineola. The purpose of the shuttle is twofold: 1) increase service frequency on the Oyster Bay Branch, and 2) free-up local capacity on the Main Line. LIRR would initiate the conceptual design effort to confirm track alignment, operability and scheduling benefits, and land acquisition parameters. Benefits of the project include:

- More frequent Oyster Bay Branch service;
- Increase operating slots along the MLC by eliminating slow moving diesel trains from entering/exiting the Main Line at Mineola; and
- Better drainage in the vicinity of the Mineola Station, which will improve service reliability and safety.

A preliminary design effort is currently underway.

4. Transit Oriented Development (TOD)

The LIRR supports TOD by participating in a number of smart growth and transformational initiatives throughout Long Island. While the LIRR does not provide the lead in these initiatives, it offers guidance and support. Below are four examples in varying stages of development in which LIRR serves as a stakeholder.

Wyandanch

As a key stakeholder, the LIRR is participating in one of the most exciting and "transformative" TOD initiatives on Long Island – **Wyandanch Rising** – a development project that will transform the most economically distressed area on Long Island into a vibrant mixed-use development.

In this regard, the LIRR and Town of Babylon have recently entered into a formal agreement (dated November 30, 2012) that allows for the transfer of property and the eventual construction of a new LIRR intermodal parking facility at the Wyandanch Station. The intermodal facility will serve as the centerpiece of the Town's efforts to redevelop and revitalize downtown Wyandanch. It will provide additional parking capacity to accommodate ridership growth associated with planned service to Grand Central Terminal.

As part of this initiative, the Town of Babylon has selected a master developer that will transform an economically distressed downtown area into a transit-oriented, pedestrian friendly, environmentally sustainable location. The Town has received federal and state

grants toward this initiative and is one of three communities in New York State to be named a Brownfield Opportunity Area (BOA) Spotlight Community. The Town has already acquired numerous land parcels in the area and plans to install water and sewer lines as part of this revitalization effort.

The Wyandanch Rising initiative was also selected as “transformative” project by the Long Island Regional Economic Development Council and as a result will receive NYS funds for infrastructure improvements.

The Town and LIRR are coordinating on conceptual design plans for a new intermodal parking facility and new station building for the Wyandanch Station.

Ronkonkoma

As a key stakeholder, the LIRR is working with the Town of Brookhaven and Town of Islip to transform the area around the station into a mixed-use, transit oriented development, leveraging the LIRR station and the nearby Long Island MacArthur Airport. The vision includes new residential development, retail, restaurants, and new office space. The Town of Brookhaven identified a master developer in December 2011.

As part of this TOD initiative, the LIRR will be working with the Town of Brookhaven to explore parking expansion opportunities at the Ronkonkoma Station. This effort would support existing parking demand and provide additional parking capacity to accommodate ridership growth associated with planned service to Grand Central Terminal.

The Ronkonkoma Hub Project was selected as a “transformative” project by the Long Island Regional Economic Development Council and, as a result, will receive NYS funds for infrastructure improvements.

Hicksville

As a key stakeholder, the LIRR is actively participating with the Town of Oyster Bay and Hicksville Chamber of Commerce (COC) on a downtown revitalization/TOD initiative for downtown Hicksville. This initiative will:

- Build upon the community’s assets (including the train station)
- Identify potential TOD opportunities to create growth and development opportunities
- Identify sustainable land-use/transportation solutions, as they relate to station access and intermodal connectivity.

West Hempstead

The LIRR, Town of Hempstead and a private developer have worked collaboratively on a Transit Oriented Development (TOD) initiative immediately adjacent to the West Hempstead train station. Specifically, the project entailed demolition of a dilapidated hotel and construction of a 4-story, 150-unit rental apartment building (Alexan at West Hempstead Station). The developer leased a vacant parcel owned by LIRR adjacent to the development site to support the new construction project. The hotel was demolished in May 2011; construction of new apartment complex began in summer 2011 and was completed in November 2012.

5. **LIRR Mentoring Program**

The MTA and its operating agencies, as part of a New York State initiative, are currently in Year-3 (July 2012 – July 2013) of the Small Business Mentoring Program. The Program seeks to assist small businesses to develop tools, experience, and credit-worthiness to succeed in the bidding process and construction of larger public works projects.

The LIRR is actively participating in the third year of the mentoring program and has a goal of \$3.375M worth of projects to be awarded under the program to pre-qualified small businesses. The planned construction projects for this program include the following:

- Lawrence, Laurelton, & Merillon Avenue parking
- Ronkonkoma parking garage – structural repairs & painting
- Queens Village waiting room
- HSF Misc. elevator upgrades
- Ronkonkoma employee facility – roof repairs
- HVAC at Jamaica Facility – 4th Floor
- Holban Yard remediation
- Bridge painting

In the first two years of the Mentoring Program, the LIRR had a dollar commitment goal of \$3.75M of projects to be awarded to small businesses. At the end of that period, the LIRR exceeded the goal with fourteen (14) projects awarded for a total of \$5.45M.

SECTION III Capital Program

Launched in the summer of 2010, the MTA's Project Gates review process is utilized for review and examination of each capital project before that project is approved for initiation. Gates is an evolving process and subsequent versions of this report will reflect the latest development. The current review process requires that key analytic criteria be met at various stages or "Gates" in a project's lifecycle, including project initiation, project design, project award, and completion. Various analytic tools are brought to bear, such as review of the project's impact on an agency's operating budget, review of alternatives and their impact on schedule and budget, and for certain large, complex projects, detailed risk assessments. Each Gate helps to ensure that the project's benefits are being delivered at the lowest cost. Only when it is demonstrated that the project's net benefits are positive is the project allowed to go forward.

1. Gate Status

LIRR Gate Status Project Description		Project Budget \$M	TYPE (Design/ Const)	Date Submitted to MTA	MTA Gate 1 Approval Date	
Gate Approved Projects						
2005-2009 Capital Program	L5020428	Forest Hills Station - Ramp	2.00	Cons	Dec-10	Jan-11
	L502042D	New Elevators- Queens Village Station	8.46	Cons	Jan-11	Feb-11
	L50401B8	Queens Blvd Bridge	23.1	Cons	Oct-10	Nov-10
	L50601Y1	Port Washington Yard Reconfiguration - Des	2.00	Des	May-11	Jun-11
	L50601Y2	Ronkonkoma Land Purchase	12.80		Mar-11	Apr-11
	L50206VF	Penn Station Vision Study	1.57	Study	Jun-11	Aug-11
	L502042E	New Elevators - Flushing Main St	8.50	Cons	Aug-11	Sept-11
	L50204UK	Smart Card Pilot	1.00	Studies	Nov-11	Dec-11
	L50601Y3	Jamaica Headquarters Building	8.50	Cons	Jun-11	Sept-11
	L5020427	Atlantic Terminal Elevator	3.43	Cons	Feb/10	Mar/10
2005-2009 Capital Program	L30209EC	Little Neck Station Platform Improvements	1.30	Cons	Nov/10	Dec/10
	L40905FT	Locust Manor Stairs and Platform Shelter Rehab	0.65	Cons	May/11	Jun/11
	L50204V4	Escalator Replacement Program	9.7	Cons	May/12	Jun/12
	L50304TT	Ellison Avenue Bridge Reconstruction	39.2	Cons	Jun/11	Jul/12
	L50304TQ	Hicksville North Siding	37.7	Cons	Jun/11	Jul/12
	L50304TY	Oyster Bay Br Improvements & Mineola Drainage	65.7	Cons	Jun/11	Jul/12
	L50304TR	Hicksville Station Improvements	55.1	Cons	Jun/11	Jul/12
	L50402TS	Supervisory Control & Remote Terminal Units	13.8	Cons	Jun/11	Jul/12
	L50601YD	Wheel Spur Yard	5.82	Cons	Jul/12	Aug/12
	L509048A	Electric Substation Remediation	10.3	Cons	Jan/11	Feb/11
	L509048K	Morris Park Environmental Study	8.6	Study	Jan/11	Feb/11

	LIRR Gate Status Project Description	Project Budget \$M	TYPE (Design/ Const)	Date Submitted to MTA	MTA Gate 1 Approval Date	
2010-2014 Capital Program	L60204UC	Massapequa Station Platform Replacement	20.3	Cons	Dec-10	Mar-11
	L60301TA	2010 Annual Track Program	57.4	Cons	Mar-10	Apr-10
	L60301TB	2011 Annual Track	55.10	Cons	Jan-11	Feb-11
	L60301TF	Construction Equipment	7.0	Cons	Oct-10	Oct-10
	L60301TH	Merrick/ Bellmore Direct Fixation	14.2	Cons	Apr-11	Jul-11
	L60301TL	ROW - Fencing	8.0	Cons	Sep-10	Oct-10
	L60301TN	ROW - Track Stability / Retaining Walls	1.10	Cons	Jan-11	Feb-11
	L60304TV	Massapequa Pocket Track	19.6	Cons	Jan-11	Feb-11
	L60401BE	Construct 3 Montauk Branch Bridges	19.39	Cons	Sep-10	Oct-10
	L60401BF	Atlantic Ave Viaduct - Phase IIB	26.31	Cons	Oct-10	Nov-10
	L60401BG	Bridge Painting Program	5.20	Cons	May-11	Jun-11
	L60501L2	PBX Wayside Phone Replace Phase I	10.5	Cons	Mar-11	Apr-11
	L60501L3	Comm. Pole Line/Copper Plant Repl	7.00	Cons	Nov-10	Dec-10
	L60502LB	Signal Normal Replacement Program	15.0	Cons	Oct-10	Nov-10
	L60701AK	Signal Power Line Replacement	3.00	Cons	Sep-10	Oct-10
2010-2014 Capital Program	L60701AL	Power Pole Line Replacement	3.00	Cons	Sep-10	Oct-10
	L60701AN	Third Rail Feeder Cable Upgrade	2.50	Cons	Sep-10	Oct-10
	L60701AP	Negative Reactor Upgrade	4.00	Cons	Oct-10	Nov-10
	L60904N3	Substation Chlordane Remediation	8.5	Des	Mar-11	Mar-11
	L60304TU	Jam Capacity Improvements Phase I	332.8	Cons	Apr-11	Jul-11
	L60501L4	Radio Coverage Improvements	10.3	Cons	Oct-11	Dec-11
	L60501L7	Atlantic Av Tunnel Cable	5.1	Cons	Mar-11	Apr-11
	L60401BH	Woodhaven Boulevard Bridge	11.0	Cons	Oct-11	Oct-11
	L60604YT	Employee Facilities Renewal	10.0	Cons	Jul-11	Aug-11
	L60204UH	Elevator Replacement Program	5.0	Cons	Nov-11	Feb/12
	L60301TG	Atlantic Branch 1/2 Ties	14.0	Cons	Sep-11	Dec-11
	L60301TC	2012 Annual Track Program	51.8	Cons	Dec-11	Feb/12
	L60401BF	Atlantic Av Viaduct - Phase IIB-Nostrand Ave Stn	2.37	Des	Sep-11	Nov-11
	L60501L1	Fiber Optic Network	10.0	Cons	Jan/12	Mar/12
	L60501L2	PBX Wayside Phone Replace Phase I	10.5	Cons	Mar/11	Apr/11
	L60501LF	Centralized train Control –Movement Bureau	13.1	Cons	May/12	Jun/12
	L60701AQ	Substation Repl. – Richmond Hill & Pt. Wash	34.3	Cons	Oct/12	Nov/12
	L60204UC	Wantagh Station Platform Replacement	21.2	Cons	Dec/10	Mar/11
	L60204UE	ESA/GCT Support	15.5	Cons	May/12	Jun/12
	L60204UF	METS- Willets Point	2.0	Des	Jul/11	Jul/12
	L60206U1	Intermodal Facility Development	40.0	Cons	May/12	Jul/12
	L60604YT	Employee Facilities Renewal	10.0	Cons	Jul/11	Aug/11
	L60301TM	ERT Tunnel Track Replacement	28.0	Cons	Feb/12	Feb/12
	L60304TX	Second Track – Farm to KO	138.0	Cons	Apr/12	Jul/12
	L60401BB	Bridge Program	24.6	Cons	Mar/12	Mar/12



Staff Summary

Subject MARCH TIMETABLE CHANGE/TRACK WORK PROGRAM						Date JANUARY 21, 2013			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELOMINO <i>M. G. (JG)</i>						Contract Number			
Department Head Signature						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	1/21/13				4	President <i>H</i>	1	Sr. VP Op. <i>B</i>
						3	Executive VP <i>ape</i>		
						2	VP Mktg & PA <i>SC</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning March 4, 2013, through May 19, 2013. Service improvements as well as several construction projects are supported during this time period. Continuing projects include East Side Access work in Harold interlocking and Atlantic Ave. tunnel lighting work.

MARCH 4 TIMETABLE CHANGE*Service Improvements*

- Ronkonkoma branch – Three new westbound trains will be added from Farmingdale station to Penn Station between 10 am and 12 pm on weekdays. This new service will provide half hourly service during this time period and assist with crowding conditions on post am peak Ronkonkoma branch trains.
- West Hempstead branch – After meetings with town, county and state representatives, it was determined that pre-budgetary am peak service patterns were preferred by customers using West Hempstead branch. AM peak trains will return to 2010 service patterns to meet that request.
- Atlantic branch – Overnight service will be restored until 2am both weeknights and weekends. Eight trains will be added to the schedule to allow for half hourly service both eastbound and westbound at Atlantic Terminal. This service improvement is a direct result of the Barclays Arena and the large volume of late night customers we have experienced since its opening last Fall.
- Montauk branch – The 4:30 PM train from Hunterspoint to Montauk has been restored to operate each weekday. This train operated on summer Fridays only as a result of budgetary reductions in 2010. As a result of the restoration of this train, the stopping pattern of the summer service 4:06 pm train to Montauk has also been restored. The Hampton Bays and Amagansett stops will be removed and those stations will be accommodated by the 4:30 pm train.
- Montauk branch – Three trains will be added to the schedule to close an evening service gap. This added service provides hourly weeknight opportunities through midnight for customers traveling as far east as Patchogue.
- Long Beach branch – The 6:09 AM train to Atlantic Terminal that was removed in 2010 due to budgetary issues is restored. In addition the 5:40 pm train from Atlantic terminal to Long Beach is restored. The

- additional stops added to surrounding trains to accommodate this service reduction have also been removed.
- Port Jefferson branch – The 5:12 pm train from Hunterspoint Ave. has been restored. This train was altered in 2010 to originate in Huntington. This restoration allows for the removal of the added stops from the 5:06 pm train to Huntington. This train will again be an express train with its first stop being Syosset.

Construction Activities

- Montauk branch Third Rail Replacement – Single track outage midday weekdays between Freeport and Wantagh.
- Oyster Bay branch Mechanized Ties– Midday weekday single-track outage Mineola to Locust Valley.
- Montauk branch Direct Fixation – Weekend single track outage Wantagh to Amityville.
- Projects completed and schedules restored
 - Montauk branch Third Rail Replacement Wantagh – Amityville.
 - Atlantic branch various overnight construction projects

DISCUSSION

MARCH 4 TIMETABLE CHANGES

Construction Projects

- Montauk branch Third Rail replacement – Midday weekday one of two main tracks will be out of service between Freeport and Wantagh for Third Rail replacement. This work will cause schedule adjustments of between 4 and 13 minutes to both eastbound and westbound trains to Babylon. Express service during the midday period will be cancelled and customers traveling east of Babylon will be impacted by up to 15 minutes in additional travel time due to the cancellation of the express service. Trains will also require 1 minute of additional running time to travel through the work zone.
- Oyster Bay branch Mechanized Ties – One of two main tracks midday weekdays will be out of service between Mineola and Locust Valley to support a mechanized tie program. One eastbound and one westbound train are canceled. The remaining trains are adjusted between 4 and 14 minutes to allow this work to be completed.
- Montauk branch Direct Fixation – One of two main tracks will be out of service between Wantagh and Amityville on weekends. Babylon trains will be adjusted between 1 and 15 minutes. Minor adjustments are also required to Ronkonkoma, Long Beach and Montauk trains to accommodate this work.

TRACK WORK PROGRAMS

- Main Line Concrete Tie replacement between Jamaica and Queens Village on the Main Line will require two of four main tracks to be out of service for fifty- four hours on two weekends in March 2013, March 9-10, 23-24. This reduction in capacity will require three eastbound trains to be held in Jamaica station for three minutes each to allow for other trains to be re-routed to the two remaining Main Line tracks. Eastbound customers on Hempstead branch trains traveling to Queens Village and Hollis will detrain and board buses at Jamaica. Those customers will experience up to 16 minutes of additional travel time.

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

IMPACT ON FUNDING

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

ACTION ITEMS



2013 Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes 2013 Committee Work Plan Agency President's/Chief's Reports Information Items (if any) Action Items (if any) Procurements Performance Summaries Status of Operations/Safety Financial/Ridership Capital Program Report	Committee Chair & Members Committee Chair & Members President/Senior Staff Procurement & Logistics Sr. VP - Operations VP & CFO Dept. of Program Management
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>January 2013</u>	
Approval of 2013 Committee Work Plan Annual Strategic Investment Planning Study	Committee Chair & Members Strategic Investments
<u>March 2013</u>	
Adopted Budget/Financial Plan 2013 2012 Annual Operating Results Elevator & Escalator Service Report-4 th Quarter 2012 2013 Spring/Summer Schedule Change Diversity/EEO Report - 4 th Quarter 2012	Management & Budget Operations System Safety Service Planning Administration/Diversity
<u>April 2013 (Joint Meeting with MNR)</u>	
Final Review of 2012 Operating Results 2012 Annual Ridership Report Annual Inventory Report	Management & Budget Market Development Procurement
<u>June 2013</u>	
RCM Fleet Maintenance Diversity/EEO Report - 1 st Quarter 2013 Elevator & Escalator Service Report-1 st Quarter 2013	Operations Administration/Diversity System Safety
<u>July 2013</u>	
Environmental Audit Penn Station Retail Development	System Safety MTA Real Estate

September 2013

2013 Final Mid-Year Forecast	Management & Budget
2014 Preliminary Operating Budget	Management & Budget
Diversity/EEO Report – 2 nd Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-2 nd Quarter 2013	System Safety
2013 Fall Construction Schedule Change	Service Planning

November 2013 (Joint Meeting with MNR)

2014 Preliminary Budget (Public Comment)	
Positive Train Control	President
Annual Committee Charter Review	Committee Chair & Members
Holiday Schedule	Service Planning

December 2013

2014 Final Proposed Budget	Management & Budget
2014 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-3 rd Quarter 2013	System Safety

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.

2013 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. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

Police Activity Report

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

Report on Operations

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

Safety

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

Monthly Financial & Ridership Report

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

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

Detailed Summary

JANUARY 2013

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2013 that will address initiatives to be reported on throughout the year.

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.

MARCH 2013

Adopted Budget/Financial Plan 2013

A presentation will be provided to the Committee on a revised Agency 2012-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2012-2016 reflecting the out-year impacts of changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2013 by category.

2012 Annual Operating Results

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

Elevator & Escalator Service Report – 4th Quarter 2012

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

Diversity & EEO Report– 4th Quarter 2012

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.

2013 Spring/Summer Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the spring and summer of 2013.

APRIL 2013 (Joint Meeting with MNR)

Final Review of 2012 Operating Budget Results

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

2012 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2012 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

Annual Inventory Report

A report will be provided to the Committee on the Agency's inventory activity during the prior year.

JUNE 2013

RCM Fleet Maintenance

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

Diversity & EEO Report – 1st Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Elevator & Escalator Service Report– 1st Quarter 2013

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

JULY 2013

Environmental Audit

The Committee will be briefed on the results of the Agency's 2013 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as plans to ensure compliance.

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.

SEPTEMBER 2013

2013 Final Mid-Year Forecast

Agency will provide the Committee with the 2013 Mid-Year Forecast financial information for revenue and expense by month.

2014 Preliminary Operating Budget

Agency will present highlights of the 2014 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2014 Preliminary Operating Budget.

Diversity & EEO Report - 2nd Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Elevator & Escalator Service Report- 2nd Quarter 2013

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

2013 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2013.

NOVEMBER 2013 (Joint Meeting with MNR)

2014 Preliminary Operating Budget

Public comment will be accepted on the Agency's 2014 Preliminary Operating Budget.

Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided to the committee. The status of PTC, including activities to date and the current strategy to meet critical milestones identified in the Rail Safety Improvement Act of 2008 will be discussed. Highlights to include cost of PTC along with operational and implementation risks.

Annual Committee Charter Review

The Committee will review and assess the adequacy of the Committee Charter.

Holiday Schedule

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

DECEMBER 2013

2014 Final Proposed Operating Budget

The Committee will recommend action to the MTA Board on the Final Proposed Operating Budget for 2014.

Proposed 2014 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

Diversity & EEO Report - 3rd Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to LIRR's Equal Employment Opportunity and Diversity efforts, such as composition of the agency's workforce, new hires, and discrimination complaints. In alternating quarters, the report will include additional information on diversity initiatives.

Elevator & Escalator Service Report- 3rd Quarter 2013

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

LONG ISLAND RAIL ROAD

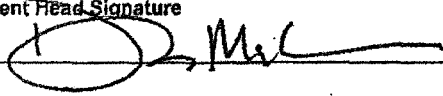

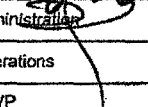
PROCUREMENTS

FOR

BOARD ACTION

January 30, 2013



Subject Request for Authorization to Award Various Procurements						Date January 30, 2013			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	1.28.13				X	President 		VP & Chief Financial Officer
2	MTA Board	1.30.13				X	Sr. VP-Administration 		VP, General Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

PURPOSE:

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

DISCUSSION:

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

of Actions

of Actions

NONE

LIRR proposes to award Competitive Procurements in the following categories:

of Actions

of Actions

Schedules Requiring Two-Thirds Vote

Schedule B:	Competitive Requests for Proposals (Solicitation of Pur & Public Wk Contracts)	1	\$TBD
Schedule C:	Competitive Requests for Proposals (Award of Pur & Public Wk Contracts)	1	\$2,225,000

Schedules Requiring Majority Vote

Schedule F:	Competitive Requests for Proposals (Award of Pur & Public Wk Contracts)	1	\$1,704,780
Schedule G:	Miscellaneous Service Contracts	1	\$11,250,000
SUBTOTAL:		4	\$15,179,780

LIRR proposes to award Ratifications in the following categories:

NONE

TOTAL:**4****\$15,179,780**

BUDGET IMPACT:

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

RECOMMENDATION:

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

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JANUARY 2013

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | TBD
Competitive Bid
Contract No. TBD | \$TBD | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

LIRR, on behalf of itself, MNR and B&T, requests that the MTA Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that it is therefore in the public interest to use the Request for Proposal (RFP) process, pursuant to Section 1265-a of the Public Authorities Law, to award a lease agreement to furnish and install an Automated Vehicle Location and Monitoring System into the LIRR's and MNR's fleet of highway vehicles. Once awarded, the Agency's individual Operating budgets will fund these contracts.

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries only required for items estimated to be greater than \$1 million)

- | | | | |
|----|--|--------------------|-------------------------------|
| 2. | Environmental, LLC
Competitive
Contract No. TBD | \$2,225,000 | <u>Staff Summary Attached</u> |
|----|--|--------------------|-------------------------------|

LIRR, on behalf of itself and Metro-North Railroad (MNR) ("Railroads"), requests, subject to successful completion of negotiations with the vendor and finalization of radio frequency testing, MTA Board approval to award a contract to Environmental LLC ("ENL") in an amount of \$2,225,000 to purchase the FCC license for 150 kHz of Radio Spectrum, comprised of twelve (12) channels, each with a bandwidth of 12.5 kHz. This license is required to support the Railroads' federally mandated Positive Train Control (PTC) Projects in the four counties north and west of New York City (Dutchess and Orange Counties in New York and Fairfield and New Haven Counties in Connecticut) in which Metro-North operates ("Northern Trackage Areas"). This award will supplement the Radio Spectrum license previously acquired by MTA in 2012 to support the Railroads' PTC Projects in all of the LIRR territory and a portion of the MNR territory. This contract will be funded by each agency's Capital Budget, apportioned evenly.

Procurements Requiring Majority Vote

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

- | | | | |
|----|--|--|-------------------------------|
| 3. | Intralogue Solutions, Inc.
Ten-Year Contract
Contract No. TBD | \$1,704,780
Not-to-Exceed | <u>Staff Summary Attached</u> |
|----|--|--|-------------------------------|

LIRR request Board approval to award a ten-year, competitively negotiated Personal Services Contract to Intralogic Solutions, Inc., in the not-to-exceed amount of \$1,704,780 including options, in order to develop, implement, validate and maintain a software integration system for the centralized Jamaica Incident Command Center (ICC) for LIRR's Situation Room. The ICC will effectively control the deployment of resources utilizing all current available technologies within the MTA Incident Response System, consistent with the National Incident Management System model at the LIRR. This contract will be funded through MTA Near-Term Security funds.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

- | | | | |
|----|------------------------------|----------------------|-------------------------------|
| 4. | Fifteen Bus Companies | \$11,250,000 | <u>Staff Summary Attached</u> |
| | Competitive | Not-to-Exceed | |
| | Contract No. TBD | | |

LIRR request MTA Board approval to award estimated quantity contracts to fifteen bus companies, who will provide LIRR with scheduled and emergency bus services over a three-year contract term. Each bus company will be awarded separate blanket contracts for both scheduled and emergency services, with the aggregate not-to-exceed amount of all contracts totaling \$11,250,000. Under these contracts, LIRR will order services on an as-needed basis, with no minimum obligations or expenditures. This contract will be funded by LIRR's Operating Budget and in some instances Federal funding may be utilized.

Staff Summary



Long Island Rail Road

Page 1 of 1

Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Div Head Name: Procurement & Logistics, D. Mahon					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee				
2	MTA Board				
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Automated Vehicle and Location Management System	
Total Amount \$TBD	
Contract Term (including Options, if any) June 2012 thru May 2022	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

On behalf of itself, MNR and B&T (the "Agencies"), LIRR requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a lease agreement to furnish and install an Automated Vehicle Location and Monitoring System (AVLM) into the Agencies fleet of highway vehicles.

II. DISCUSSION:

LIRR requires a renewal contract and MNR and B&T require a new contract for the leasing of an AVLM system that will improve the capability to identify vehicle location and use, accident investigation recording, vehicle usage and reports, company commutation usage, vehicle idling times, preventative and maintenance history, and be capable of reporting in both real time and historical information.

The utilization of the RFP process will allow the agencies to better assess which contractors are capable of offering an AVLM System that meets the requirements of the technical scope of work and provides the best user friendly on line displays and reporting capabilities. Additionally, the RFP process gives the agencies the ability to negotiate and evaluate factors other than price alone, such as experience with this type of project, past performance, and qualifications. The MTA Board previously authorized use of the RFP process in connection with LIRR's current AVLM System contract.

III. D/M/WBE INFORMATION:

MTA Department of Diversity and Civil Rights has determined 0% M/WBE goals for this contract.

IV. IMPACT ON FUNDING:

This contract will be funded by the Agencies' Operating Budgets

Staff Summary



Long Island Rail Road

Page 1 of 3

Item Number 2						SUMMARY INFORMATION	
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon						Vendor Name	
Department Head Signature & Date <i>[Signature]</i>						Contract Number	
Division & Division Head Name: Chief Engineer, Kevin Tomlinson						Environmental LLC	
Division Head Signature & Date <i>MG for KT</i>						TBD	
Description							
Procurement of Radio Frequencies in Support of Positive Train Control Project							
Total Amount							
\$2,225,000							
Contract Term (including Options, if any)							
N/A							
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No							
Procurement Type							
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive							
Solicitation Type							
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:							
Funding Source							
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:							

Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Committee	01.28.13		X	
2	LIRR Committee	01.28.13	X		
3	MTA Board	01.30.13	X		

Internal Approvals			
Order	Approval	Order	Approval
1	President <i>[Signature]</i>	4	SVP of Administration <i>[Signature]</i>
2	Executive Vice President <i>[Signature]</i>	5	VP, Chief Financial Officer <i>[Signature]</i>
3	SVP, Operations <i>[Signature]</i>	6	VP, Gen'l Counsel & Sec'y <i>[Signature]</i>

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR, on behalf of itself and Metro-North Railroad (MNR) ("Railroads"), requests, subject to successful completion of negotiations with the vendor and finalization of radio frequency testing, MTA Board approval to award a contract to Environmental LLC ("ENL") in an amount of \$2,225,000 to purchase the FCC license for 150 kHz of Radio Spectrum, comprised of twelve (12) channels, each with a bandwidth of 12.5 kHz. This license is required to support the Railroads' federally mandated Positive Train Control (PTC) Projects in the four counties north and west of New York City (Dutchess and Orange Counties in New York and Fairfield and New Haven Counties in Connecticut) in which Metro-North operates ("Northern Trackage Areas"). This award will supplement the Radio Spectrum license previously acquired by MTA in 2012 to support the Railroads' PTC Projects in all of the LIRR territory and a portion of the MNR territory.

II. DISCUSSION:

On October 16, 2008, Congress passed the Rail Safety Improvement Act of 2008 (the PTC Act) which required, among other things, the development of an implementation plan by April 2010 for the installation of PTC on all commuter railroad Main-Line tracks (as defined in the PTC Act) and full implementation of PTC on main line track segments (except those exempt by regulation) by December 31, 2015. PTC encompasses technologies designed to automatically stop or slow a train before certain incidents occur. In particular, PTC is designed to prevent train-to-train collisions, derailments caused by excessive speed, unauthorized incursions by trains onto sections of track where repairs are being made, and movement of a train through a track switch left in the wrong position. Additionally, temporary speed restrictions are required to be applied for highway-rail grade crossing malfunctions.

The implementation of PTC by the Railroads will require an extensive communications infrastructure to support the transmission of train control based data communications. Critical to these communication needs is sufficient radio spectrum to support the wireless radio needs of both Railroads in all the counties in which they operate. Because system interoperability is required among all railroads using a right of way, the Railroads must utilize a data radio common to the freights and to Amtrak, within a range of frequencies from 217 MHz to 222 MHz (the "Interoperable Range").

Radio spectrum licenses are granted by the Federal Communications Commission ("FCC"). A limited number of licenses exist covering the Railroads' operating areas which are in private hands, and in certain limited areas and in certain spectrum ranges the FCC

Staff Summary



still holds the licenses. Accordingly, there was limited competition for the necessary PTC spectrum. The utilization of the RFP process allowed the Railroads to better assess the vendors that are available to provide the spectrum that the Railroads require for PTC implementation. Additionally, the RFP process allowed the Railroads to negotiate directly with the license holders and evaluate terms other than price, such as technical suitability of the proposed spectrum for the Railroads' operational requirements.

The Railroads advertised the original RFP on January 31, 2011 in the New York State Contract Reporter and on February 10, 2011 in the NY Post. The initial RFP was sent to seven (7) firms and only three (3) proposals were received. On November 16, 2011 the MTA Board approved the acquisition of 500 kHz of spectrum (40 12.5 kHz channels) from Americom Network, Inc. ("Americom") covering all of LIRR's operating territory (New York, Kings, Queens, Nassau and Suffolk) and a portion of MNR's operating territory (New York, Westchester, Putnam, Bronx and Rockland).

On June 22, 2012, the Railroads issued a supplemental RFP soliciting proposals to acquire radio spectrum for the balance of the MNR territory. The Railroads advertised the supplemental RFP on June 22, 2012 in the New York State Contract Reporter and in the NY Post. The RFP was sent to 14 firms and three (3) proposals were received from Cornerstone SMR, Inc., ("Cornerstone"), Maritime Communications/Land Mobile, LLC ("MC/LM") and a joint venture consisting of Intelligent Transportation & Monitoring Wireless LLC, Skybridge Spectrum Foundation and Environmental LLC (collectively "Sky Tel"). The initial submittal deadline for proposals was July 18, 2012. This deadline was extended to July 27, 2012.

The following criteria in descending order of importance were used by the Railroads as a basis for their selection:

- A. Conformity of the offered spectrum licenses with the requirements of the Railroads as stated in this Supplemental RFP, including geographical and technical factors, as well as the total number and configuration of channels offered.
- B. Price and other commercial terms offered by a proposer.
- C. Likelihood that the licenses offered may be transferred to the Railroads expeditiously and without impediment.
- D. Compliance with all the other requirements of the RFP.

The Railroads reviewed the proposals and determined that the Cornerstone proposal was non responsive in that it did not meet the technical requirements of the Supplemental RFP. Although the MC/LM Proposal met some but not all of the technical requirements of the Supplemental RFP, MC/LM was deemed non responsive due to the fact that the MC/LM Licenses are subject to various challenges before the FCC as to their validity, and since any transfer by MC/LM likely would be subject to numerous legal challenges and also require the approval of the Bankruptcy Court. The Selection Committee determined to enter into negotiations directly with Skytel. The Skytel joint venture was determined to be a responsive and a responsible proposer.

It is noted that the Americom license purchase was for spectrum in the 218 – 219 MHz range, sometimes referred to as IVDS (Interactive Video Data Service). The current purchase is for a spectrum license in the 217 – 220 MHz range, sometimes referred to as AMTS (Automated Maritime Telecommunications System).

Skytel offered to transfer FCC license(s) for 150 kHz of spectrum in the Interoperable Range covering the Northern Trackage Areas and certain buffer areas. Skytel's initial proposal price was between two and three times the agreed upon price, however as a result of negotiations they agreed upon \$2.225 million for the sale of certain AMTS B-block channels held by Environmental LLC ("ENL") and from a certain channel swap by ENL and another License owner. As is typical in such transactions, the sale by ENL is conditional on satisfactory interference analysis to ensure that the use of the radio frequencies will not conflict with adjacent site based licensees or co-channel users and FCC approval of the transfer of the license and necessary waivers related to the use of the spectrum to support PTC; however, it is anticipated that the FCC will approve this transfer and the required waivers in the normal course. The transaction will not close, and the purchase price will not be fully paid, until receipt of required FCC approvals (10% of the purchase price will be placed in escrow pending closing of the transaction). The Railroads have solicited an appraisal from a firm with experience in valuing FCC licenses, and this appraisal supports the conclusion that ENL's offered price is fair and reasonable (the agreed upon price is significantly less than the appraised value.) Radio Spectrum is valued at an average price value per megahertz per unit of the total population in the area served by the license being acquired ("MHz/pop"). We note that for the purchase of the 12 AMTS channels (.015 MHz) from ENL for the Northern Trackage Areas, the cost is approximately \$1.59 per MHz/pop. For the purchase of 40 IVDS channels (.500 MHz) from Americom, for the remainder of the Railroads' operating territory, the purchase price of \$7.250 million

Staff Summary



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represented a cost of approximately \$0.86 per MHz/ pop. Our evaluation consultant advises that because there has been significantly more activity in the transfer of AMTS licenses in recent years, that the cost we are paying is at or even below the current market averages for sales of spectrum in that range. The higher price of the AMTS Spectrum is attributable to several factors, including the FCC narrow band policy, which makes the AMTS band attractive to utility, gas and oil companies as a solution to the narrow banding requirements and the fact that the AMTS Spectrum is less congested and more suitable for wide-area communication systems.

It is noted that the Railroads previously filed a request with the FCC for the direct allocation of vacant IVDS radio spectrum in the interoperable range currently held by the FCC in the Northern Trackage Areas and for additional buffer areas needed to prevent PTC system interference from adjoining areas, without having to participate in the customary auction process. In fact, that application has been pending for more than two years, and the FCC has advised all railroads seeking radio spectrum for PTC use that they should look to the private market and not expect any direct allocation from the FCC. Accordingly, at this time we do not expect the FCC to grant the request.

The Railroads are finalizing contract terms with ENL, and performing final radio interference testing to confirm the adequacy of this spectrum for PTC needs. In the event the Railroads determine there are areas of additional coverage needed for PTC purposes after the completion of this purchase, the Railroads may need to acquire small amounts of additional radio spectrum in the Interoperable Range either from the FCC, ENL or others.

III. D/M/WBE INFORMATION:

No Goals were assigned to this contract.

IV. IMPACT ON FUNDING:

This contract will be funded by each agency's Capital Budget, apportioned evenly.

V. ALTERNATIVES:

The Railroads do not possess the necessary spectrum required to implement PTC in the Northern Trackage Areas. Other passenger and freight railroads in the region do not have spectrum sufficient for the Railroads' needs. The PTC Implementation Plans filed by the Railroads in April 2010 and approved by the Federal Railroad Administration assume the acquisition of radio spectrum to support the Railroads' PTC communications infrastructure needs. If the Railroads do not procure spectrum for the Northern Trackage Areas, they will be unable to comply with the federal government's PTC mandate. Completing the spectrum purchase at this time will enable the Railroads to complete the design of radio and system design elements that require identification of the specific range of spectrum to be utilized.

Schedule F: Personal Service Contracts

Staff Summary



Long Island Rail Road

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Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Security, Robert Murphy					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee				
2	MTA Board				
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Intralogue Solutions Inc.	TBD
Description	
Integration of Software into Centralized Incident Command Center for Situation Room	
Total Amount	
\$1,704,780 NTE	
Contract Term (including Options, if any)	
February 1, 2013 - December 31, 2023	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Near Term Sec	

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a competitively negotiated Personal Service Contract to Intralogic Solutions, Inc. in the not-to-exceed amount of \$1,704,780 to initiate, implement, validate, integrate, and maintain system software into a centralized Incident Command Center (ICC) for LIRR's Situation Room. The centralized Incident Command Center (ICC) within the Situation Room will provide the ability to initiate and control the deployment of resources utilizing all currently available technologies within the MTA Incident Response System (IRS) and consistent with the National Incident Management System (NIMS) model at the LIRR. The system will streamline the information flow during planned and unplanned events and during major disruptions and have the ability to leverage existing systems and data feeds wherever possible, thereby ensuring the system can be used effectively during any incident scenario. The target solution will include all MTA agencies and external public safety subdivisions (Police, Fire, EMS, OEM, etc.), on a local level, as well as state and federal, where available. The initial deployment will include LIRR's Penn Station, Atlantic Terminal, and Jamaica Station and provide MTA Police access and input during incident management scenarios.

II. DISCUSSION:

This request is for the defined work in the Technical Statement of Work (TSOW) for a Centralized Command Center for LIRR's Situation Room and for ten (10) years of maintenance, upgrades, and additional station integrations. A Request for Qualifications (RFQ) was sent to twenty-three qualified firms who had been awarded contracts under the New York State Office of General Services (NYSOGS) Contract 77201, Award 20191 for Security Systems & Solutions. Of the twenty-three companies, eight companies requested a copy of the RFQ, with two companies, A+ Technology & Security Solutions ("A+") and Intralogic Solutions, Inc., ("Intralogue") responding. After the Technical Evaluation Committee (TEC) reviewed the qualifications of the respondents, both companies provided oral presentations resulting in the TEC's determination that both were qualified to participate in the Request for Proposal (RFP). By the proposal due date, A+ and Intralogic provided proposals that were evaluated by the TEC using the criteria of (1) technical proposal contents and approach, (2) technical ability and relevant experience of the proposer, and (3) price. At the proposal evaluation meeting the TEC concluded that the A+ technical approach seemed to require significantly more customization than the Intralogic approach, that A+ as a company had less relevant experience, and that their proposal included a subcontractor with railroad experience but not software integration experience. Upon completion of the technical evaluation, the proposal

Staff Summary



Long Island Rail Road

Page 2 of 2

pricing was distributed to the TEC members who found the proposed NTE price from A+ of \$5,005,122 to be significantly higher than Intralogic's NTE price of \$1,956,255 and confirmed the TEC comment that the A+ approach required more customization. By the conclusion of the meeting, the TEC rated Intralogic's proposal higher on both technical and price and unanimously voted to eliminate A+ from the competition and to proceed with a request for a best and final offer from Intralogic Solutions.

As a result of LIRR's request for a Best and Final Offer (BAFO), Intralogic responded with a BAFO offer that reduced their proposal by \$153,875 or 7.9% from \$1,956,255 to \$1,802,380. Upon rate review by MTA Audit and subsequent negotiations, Intralogic's price was further reduced to \$1,704,780, which is 6.7% less than LIRR's estimate, and therefore deemed fair and reasonable.

III. D/M/WBE INFORMATION:

LIRR's contract will utilize the terms and conditions of NYSOGS Contract 77201, Award 20191 for Security Systems & Solutions, including its requirement to establish MBE and WBE goals of 4%.

IV. IMPACT ON FUNDING:

This contract will be funded by MTA Near Term Security Funds

V. ALTERNATIVES:

LIRR does not possess the necessary skills required to develop, implement and maintain this required software system thereby requiring the services of a qualified third party.

VI. FUTURE TASKS:

Future tasks for integrating upgrades and additional stations are included as options in this contract award

Schedule G: Miscellaneous Service Contracts

Staff Summary



Long Island Rail Road

Item Number: 4

Vendor Name (& Location) Fifteen Bus Companies (Eastern & Western Suffolk, Nassau, Queens, and Kings Counties)	
Description Scheduled & Emergency Bus Service	
Contract Term (including Options, if any) March 1, 2013 – February 29, 2016	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	

Contact Number 0000722-1004538	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$11,250,000.00 Not To Exceed	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Service Planning/Tim Keller, Transportation/Vincent Campasano	
Contract Manager: Donald Riker	

Discussion:

LIRR requests MTA Board approval to award estimated quantity contracts to fifteen bus companies, who will provide LIRR with Scheduled and Emergency Bus Services over a three-year contract term. Firms will be awarded separate contracts for Scheduled and Emergency services, with the aggregate not-to-exceed amount of all contracts totaling \$11,250,000.00. Under these contracts, LIRR will order services on an as-needed basis, with no minimum obligation or expenditures. Each company will be called out using established protocols based on available resources that differ by location, vehicle type and quantity.

The proposed contracts are renewals of existing contracts, which were advertised in the New York Contract Reporter on 11/9/12 and in the New York Post on 11/15/12. Copies of the RFP were mailed to thirty-two bus companies. LIRR received 15 proposals, which were evaluated based on the following criteria: Price, Experience, Responsiveness, and Technical Qualifications.

As a result of the evaluation, the following fifteen bus companies met the criteria and are therefore being recommended for award:

ACME Bus Corp.
Alert Coach Lines, Inc.
Baumann & Sons Buses, Inc.
Huntington Coach Corp.
Coastal Charter Service, Corp.
Elite Transport
Long Island Limousine Service Corp.

We Transport, Inc.
Suffolk Transportation Service, Inc.
Veterans Transportation Co., Inc.
Independent Coach
Paradise Travel, Inc.
Coachman Luxury Transport
Ground Transportation
Trans Eagle Transportation

The Scheduled Bus Service prices offered in the proposals were, on average, 8.66% higher than prices in our current contracts awarded in 2008. These increases are due primarily to the recent, unprecedented increase in fuel cost these last three years. Crude oil prices have escalated from \$44.60/barrel in December 2008 to \$86.73/barrel in December 2012, resulting in substantially higher fuel cost. LIRR determined the increases in prices offered are fair and reasonable. The negotiated prices offered in the proposals for Emergency Bus Service were on average 8.35% higher than the prices in our current contracts, which were also awarded three years ago. LIRR has determined that the increase in the prices offered over the last 3 years is deemed fair and reasonable. All fifteen bus companies who submitted proposals were found to be responsive and responsible and are being awarded as-needed, requirements type contracts.

As with the previous contracts, LIRR will make call-outs for schedule service in sequence starting with the company with the lowest price for the required type of service. If the lowest-priced company is not available to provide the services, LIRR will call other companies in ascending order of price, until a company confirms that it can provide the service. For emergency services, lowest price

Schedule G: Miscellaneous Service Contracts

Staff Summary



and proximity to the emergency will determine who will be awarded the service. In some instances, such as a winter storm, several companies may be required to provide services for the same emergency.

The total estimated not-to-exceed amount is based on LIRR's estimated expenditures during the three-year term, and is allocated as \$6,000,000 for Scheduled Services and \$5,250,000 for Emergency Services. This is an 18.8% increase from the previous contracts. The increase is attributed to forecasted projects such as additional track work programs which will be larger than the traditional programs for which we provide service. This includes the Surfacing and Switch Replacement from Amityville to Babylon, among others and will be planned during the term of the contract.

Some bus companies may be selected more than others due to more favorable availability and/or pricing. As a result, LIRR will reallocate money between the blanket purchase orders over the contract term, as required and determined by actual usage. However, the total funding over the contract term will not exceed the total approved amount without further Board approval.

This contract will be funded by LIRR's Operating Budget and in some instances Federal funding may be utilized.

LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE
JANUARY 30, 2013

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature 					
Project Manager Name David K. Cannon					
Board Action					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	1/28/13	X		
2	Board	1/30/13	X		

Date January 17, 2013			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President	X	Chief Financial Officer
	Executive Vice President		Chief Procurement Officer

PURPOSE

To obtain (i) Board approval to award various contracts/contract modifications and purchase orders and, (ii) Board ratification of the procurement actions listed below as reviewed by the Long Island Committee.

DISCUSSION

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

Schedules Requiring Majority Vote

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

	# of Actions	\$ Amount
	1	\$59,242,511
	6	\$10,699,217
TOTAL	7	\$69,941,728

Responsibility/Responsiveness and Compliance

The contractors/consultants noted on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

Budget Impact:

The purchases/contracts/modifications will result in obligating MTA Capital Construction capital funds in the amount listed. Funds are available in the current capital budget for this purpose.

Recommendation:

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

MTA Capital Construction Company
BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

JANUARY 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule H. Modifications To Personal and Miscellaneous Service Contracts

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

- | | | | |
|----|---|---------------------|--------------------------------------|
| 1. | URS Corporation – New York
Contract No. 98-0001-01
Modification No. 30 | \$59,242,511 | <u>Staff Summary Attached</u> |
|----|---|---------------------|--------------------------------------|

Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval for a modification to Contract 98-0001-01 in order to continue services through 2013.

Schedule I. Modifications To Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K)

- | | | | |
|----|---|------------------|--------------------------------------|
| 2. | Dragados/Judlau Joint Venture
Joint Venture
Contract No. CM009
Modification No. 35 | \$310,760 | <u>Staff Summary Attached</u> |
|----|---|------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to Contract CM009 for the reconciliation of unit quantities associated with TBM payment items.

- | | | | |
|----|---|------------------|--------------------------------------|
| 3. | Dragados/Judlau Joint Venture
Joint Venture
Contract No. CM009
Modification No. 43 | \$301,023 | <u>Staff Summary Attached</u> |
|----|---|------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to Contract CM009 for pipe connections to existing fire standpipes.

- | | | | |
|----|--|------------------|--------------------------------------|
| 4. | Granite-Traylor-Frontier Joint Venture
Contract No. CQ031
Modification No. 77 | \$595,000 | <u>Staff Summary Attached</u> |
|----|--|------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to Contract CQ031 to perform additional utility work near Harold Access Bridge.

- | | | | |
|----|--|--------------------|--------------------------------------|
| 5. | Tutor Perini Corporation
Contract No. CQ032
Modification No. 22 | \$3,607,434 | <u>Staff Summary Attached</u> |
|----|--|--------------------|--------------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to Contract CQ032 for the installation of a waterproofing substrate to the existing open cut slurry walls of Plaza Interlocking.

Procurements Requiring Majority Vote (Continued)

- | | | | |
|----|---|-------------|-------------------------------|
| 6. | Tutor Perini Corporation
Contract No. CH053
Modification No. 97 | \$4,350,000 | <u>Staff Summary Attached</u> |
|----|---|-------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to Contract CH053 for the installation of additional catenary structures.

- | | | | |
|----|--|-------------|-------------------------------|
| 7. | Tutor Perini Corporation
Contract No. CH054A
Modification No. 28 | \$1,535,000 | <u>Staff Summary Attached</u> |
|----|--|-------------|-------------------------------|

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to Contract CH054A the installation of 60 Cycle Power to various Central Instrument Huts (CIHs).

Schedule H: Modifications to Personal or Miscellaneous Service Contracts



Capital Construction

Page | 1 of 2

Item Number: 1

Vendor Name (& Location) URS Corporation – New York (New York, NY)	Contract Number 98-0001-01	AWO/Modification # 30
Description Program Management Consultant Services	Original Contract Amount: \$ 28,556,770 Original Option Amount: \$ 135,535,230 Original Board Approved Amount: \$ 164,092,000	
Contract Term (including Options, If any) October 5, 1998 – January 31, 2012	Prior Modifications: \$ 267,640,497 Prior Budgetary Increases: \$ -0-	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Current Amount: \$ 431,732,435	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	This Request \$ 59,242,511	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bld <input checked="" type="checkbox"/> Other: Modification	% of This Request to Current Allocated Amount: 13.7%	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	% of Modifications (including This Request) to Original Board Approved Amount: 199%	
Requesting Dept/Div & Dept/Div Head Name East Side Access, A. Paskoff, P.E.		

Discussion:

The work under this Contract includes program and construction management services along with general conditions work for the East Side Access ("ESA") Project and in support of other MTACC projects. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to increase the Board authorized amount of Contract 98-0001-01, Program Management Services and to modify the Contract in order to continue services through 2013.

For the ESA project, URS provides essential Program Management, Construction Management and General Conditions Services to supplement the MTACC employees dedicated full time to managing the project. For non-ESA projects, URS provides Program Management services.

Program Management services includes design management, procurement and contract administration, project controls including cost and schedule control, systems integration, operational readiness and office administration. With regard to Construction Management, URS provides the staff that serves as the Authorized Representative for designated third party contracts. The CM team also provides project-wide services in support of safety, quality, code compliance, environmental testing and third party coordination. Finally, General Conditions services include construction support typically provided by contractors, such as site access control and security, geotechnical instrumentation, and survey work. These General Conditions services were combined under this contract for better control and efficiency because of the number of contractors occupying the same or adjoining work sites simultaneously and sequentially.

This contract was initially approved by the MTA Board in 1998 with a total value of \$164,092,000 and an initial term of 10 years. The Contract was initially awarded at a cost not-to-exceed \$28,556,770 for Phase I, Preliminary Engineering, but contained options which were intended to be exercised upon the approval of the Environmental Impact Statement and an executed Full Funding Grant Agreement between the MTA and the FTA. The Options were to provide Program Management services for Phase II: Detailed Design; Phase III: Construction; and Phase IV: Start-up, Testing & Closeout. Additional options were for Construction Management and General Conditions services.

In October 2000, the MTA Board approved a modification which extended the preliminary engineering phase, exercised the options for Program Management services for Phases II – IV, extended the overall term under the Contract to December 31, 2011, and increased the Board approved amount from \$164,092,000 to \$207,074,000.

In February 2002, the Board approved the exercise of the remaining options under the Contract for Construction Management services (\$120,693,000) and General Conditions work (\$50,100,000) and established a 15% contingency increasing the total Board approved amount to \$395,971,000. Allocations of the Board approved funding for this Contract have been authorized by Board Approved Contract Modifications in one or two year increments.

In December 2011, the Board approved a one year extension of the contract and increased the Board approved amount by \$35,761,437 for a total of \$431,732,437. At the time of that approval, the Board was informed that the Project was conducting a risk assessment including schedule and cost review, resulting from the recent delays to construction in Manhattan and the initiation of the Amtrak East River Tunnel Rehabilitation project, and that upon completion the MTACC would evaluate management needs and make a determination to either negotiate a modification to the Contract for the continuation of URS services until the new ESA completion date or release a new competitive solicitation.

The results of the risk assessment, presented to the Board in May 2012, revised the Project budget to \$8.24 billion and the revenue service date to August 2019. The budget for project management and construction management services was revised as part of the cost re-baselining effort. As part of that cost re-baselining and thereafter, MTACC has been reevaluating management needs and weighing the pros and cons of extending this Contract versus re-soliciting.

Based on this evaluation, MTACC has concluded that re-soliciting the contract at the height of construction would be too disruptive to MTACC's projects. As noted above, URS provides essential program wide services for ESA and for MTACC and its other projects. These services include cost estimating, scheduling, change control management, design management and review, document control, information technology and office services, as well as staffing and support for essential project wide construction management services including environmental, geotechnical, contract administration, quality, safety, and code compliance. URS also maintains key contracts which include rental of a warehouse, provision of work trains to support contractor needs, maintaining and monitoring instrumentation at the construction site, provision of site security, ground survey, contracts to maintain the information network (switches, servers, etc.) from the central office to each site, copiers, software licenses, etc.

Re-solicitation would likely result in significant turnover of a majority of key staff imbedded at all levels of MTACC and an irreplaceable loss of institutional knowledge. In addition, numerous contracts would need to be transitioned to a new consultant. MTACC estimates that a minimum six month overlap between URS and a new consultant would be required to transition the project which would result in duplicative staff and added costs. Furthermore, MTACC does not believe there would be significant competition for the URS contract because many of the entities that might otherwise be interested are already participating at the design level and would therefore be prevented from providing program and construction management services due to conflicts of interest.

In view of the foregoing, a complete re-solicitation would be disruptive and impractical. However, MTACC has undertaken efforts to both increase competition and control costs. On the competition side, in 2008 MTACC awarded a Construction Management contract to the joint venture of Jacobs/LiRo Construction Management based on a competitive solicitation. The Jacobs/LiRo Joint Venture will provide the Construction Management Services for a large part of the upcoming systems work which will decrease URS's participation in this area. With regard to costs, MTACC has negotiated significant cost saving concessions for 2013 including a minimum 1% reduction to the fixed fee up to 2% for some scope areas. MTACC eliminated all fixed fees on general conditions professional services task orders and reduced the remaining fixed fee on general conditions work by 1%. In regards to annual escalation, MTACC has frozen escalation for the year and in several cases salary rates have been capped or more favorable rates negotiated. Cost savings total approximately \$1.8 million for 2013.

Although the services supplied by URS will be required until the ESA Project is completed, MTACC is seeking to extend the contract for only one year at this time while we continue to evaluate cost savings opportunities, including the redeployment of MTACC personnel as some of our other projects, such as the No. 7 Line and the Fulton Center, near or reach completion. MTACC expects to provide the Board a recommendation, based on our continuing evaluation efforts, on future extensions of the URS Contract at the end of 2013. Of note, through November 2012, URS is meeting its 20% DBE goal.

For services during 2013, the Contractor proposed \$61,500,000 while MTACC's estimate is \$ 59,242,511 and the parties settled on the amount of \$59,242,511 which is considered fair and reasonable. The breakdown of these funds is the following: \$12,788,643 for Project Management services; \$29,503,112 for Construction Management services; \$12,600,000 for General Conditions services; and \$4,350,756 for Task Orders.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 2

Vendor Name (& Location) Dragados/Judlau, JV		Contract Number CM009	AWO/Modification # 35
Description Manhattan Tunnels Excavation		Original Amount: \$ 427,954,000	
Contract Term (including Options, If any) 7/10/06 - 10/29/13		Prior Modifications: \$ (16,142,241)	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A		Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$ 411,811,759	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 310,760	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: .075%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount: -3.7%	

Discussion:

The work under this Contract includes the construction of four tunnels utilizing two 22 foot diameter rock tunnel boring machines (TBM), and includes installation of temporary utilities, excavation of chamber and wyes, TBM (4 drives) excavation of approximately 25,000 linear feet of tunnels and final concrete lining of 11,600 linear feet of the running tunnels. In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for the reconciliation of unit quantities associated with TBM payment items.

There are separate payment items for TBM Tunnel Excavation and Initial Support based on rock type and tunnel lining. The actual TBM excavation lengths encountered differed from the original Contract quantities. This modification, therefore, reconciles Payment Items #3, 4, 7 & 8 to account for the actual excavation lengths. The table below summarizes this reconciliation.

PAYMENT ITEM	DESCRIPTION	Variance from Contract (LF)	Unit Price	Total Value (\$)
3.01	TBM TUNNEL EXC. & INITIAL SUPPORT IN NON PERMANENT LINING AREAS. SC-I AND SC-IE	119	\$ 6,000.00	\$ 716,400
3.02	TBM TUNNEL EXC. & INITIAL SUPPORT IN NON PERMANENT LINING AREAS. SC-II AND SC-II-E	(1,323)	\$ 6,000.00	\$ (7,936,560)
4.01	TBM TUNNEL EXC. & INITIAL SUPPORT IN NON PERMANENT LINING AREAS. SC-III	4	\$ 9,500.00	\$ 38,000
7.01	TBM TUNNEL EXC. & INITIAL SUPPORT IN PERMANENT LINING AREAS. SC-I AND SC-IE	2,642	\$ 6,000.00	\$ 15,854,580
7.02	TBM TUNNEL EXC. & INITIAL SUPPORT IN PERMANENT LINING AREAS. SC-II AND SC-II-E	(707)	\$ 6,000.00	\$ (4,243,920)
8.01	TBM TUNNEL EXC. & INITIAL SUPPORT IN PERMANENT LINING AREAS. SC-III	(686.29)	\$ 6,000.00	\$ (4,117,740)
		49.46		\$ 310,760

The funding for this modification will be transferred from CM009 contingency and there will be no increase in the overall Project Budget. There is no time impact associated with this modification.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 3

Vendor Name (& Location) Dragados/Judlau, JV
Description Manhattan Tunnels Excavation
Contract Term (including Options, if any) 7/10/06 – 10/29/13
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, A. Paskoff, P.E.

Contract Number	AWO/Modification #
CM009	43
Original Amount: \$ 427,954,000	
Prior Modifications: \$ (15,831,481)	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 412,122,519	
This Request \$ 301,023	
% of This Request to Current Amount: .073%	
% of Modifications (including This Request) to Original Amount: -3.6%	

Discussion:

The work under this Contract includes the construction of four tunnels utilizing two 22 foot diameter rock tunnel boring machines (TBM), installation of temporary utilities, excavation of chamber and wyes, TBM (4 drives) excavation of approximately 25,000 linear feet of tunnels and final concrete lining of 11,600 linear feet of the running tunnels. In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification for pipe connections to existing fire standpipes.

In order to have to have a comprehensive full service fire line system for the entire Manhattan portion of the ESA project, the FDNY directed the Contractor to install hard pipe connections to the five (5) existing standpipes in the 63rd Street tunnel that are within the Tunnel ventilation buildings. This work will extend the fire standpipe system to additional areas of the Manhattan tunnels that can be used for all the follow-on Contracts in case of emergency. In addition, FDNY requires these connections in order to increase the main line pressures and flows in the standpipe system.

Dragados/Judlau submitted a proposal for \$376,152 and MTACC estimate was for \$317,789. Negotiations were held and the parties agreed to a price of \$301,023 for the work which is considered to be fair and reasonable. There is no time impact associated with this modification.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 4

Vendor Name (& Location)	
Granite-Traylor-Frontier ("GTF"), Joint Venture	
Description	
Queens Bored Tunnels and Structures	
Contract Term (Including Options, If any)	
42 Months	
Option(s) Included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CQ031	77
Original Amount: \$ 659,200,700.00	
114,619,402	
Prior Modifications:	\$ (includes an option of \$58,400,000)
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 773,820,102
This Request	\$ 595,000
% of This Request to Current Amount:	% .08 %
% of Modifications (including This Request) to Original Amount:	% 17.48%

Discussion:

The work under this contract includes construction of four soft-ground bored tunnels and miscellaneous demolition of surface structures for the East Side Access project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval to modify the contract to perform additional utility work near Harold Access Bridge.

The work under this modification is for the labor, material and equipment to install additional conduits, duct banks and four (4) electrical manholes south of the Harold Access Bridge.

Additional electrical duct banks are required to be installed as a result of changes in the permanent tunnel ventilation system due to the elimination of the planned Three Tunnel Emergency Exit ventilation structure (a value engineering change which has provided savings in excess of \$45M). The additional duct banks will be connected to existing duct banks installed by Contracts CH053 and CQ031 at the B13 Substation and will power new jet fans that will be installed under a future Contract. Assigning this work to the CQ031 Contractor, who will be working in this area for several months during the Construction of the B13 Substation and the Yard Lead Emergency Exit Superstructure will eliminate the potential for interferences and delays from adjacent work under separate contracts.

The Contractor submitted a total cost of \$654,802 for this work, while MTACC's estimate was \$548,257. Negotiations were held and the parties agreed to a cost of \$595,000 which is considered to be fair and reasonable. There is no time impact associated with the modification.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 5

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)
Description Plaza Substation and Queens Structures for the ESA Project
Contract Term (including Options, if any) February 3, 2010 – February 5, 2012 (732 days)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input 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: <i>MTACC</i>
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E. <i>[Signature]</i>

Contract Number	AWO/Modification #
CQ032	22
Original Amount:	\$ 147,377,000
Prior Modifications:	\$ 18,321,782
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 165,698,782
This Request	\$ 3,607,434
% of This Request to Current Amount:	2.18%
% of Modifications (Including This Request) to Original Amount:	14.88%

Discussion:

This Contract is for the structural and architectural rehabilitation to existing facilities along the existing 63rd Street Tunnel including construction of Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract for the installation of a waterproofing substrate to the existing open cut slurry walls of Plaza Interlocking.

The added work under this modification is for shotcrete placement of a waterproofing substrate on the existing open cut slurry walls of the Plaza Interlocking. The waterproofing substrate is necessary as the present condition of the slurry walls constructed under Contract CQ028 is not adequate to receive waterproofing membrane which is to be performed under this Contract (the CQ028 Contractor was terminated for default and MTACC received the full value of the Surety Bond).

This work was originally planned to be performed under this contract, but was removed prior to solicitation because at the time it was believed that moving this work to adjacent on-going Contract CQ031 would allow for earlier placement of the waterproofing substrate. However, the delays on Contract CQ039 (the Northern Blvd Crossing) impeded CQ031's access which prevented the earlier placement of the waterproofing substrate. Accordingly, the work will now be performed in CQ032 as originally planned.

The Contractor submitted a cost proposal in the amount of \$4,108,552. MTACC's estimate was \$3,463,249. Negotiations were held and the parties agreed to \$3,607,434 for the work. The negotiated cost is considered to be fair and reasonable. There is no time impact associated with the modification and the addition of this scope of work will not impact the CQ032's schedule or substantial completion date.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number : 6

Vendor Name (& Location)		Contract Number	AWO/Modification #
Tutor Perini Corporation (Peekskill, New York)		CH053	Mod 97
Description			
Construct Harold Structures Part I for the ESA Project		Original Amount:	\$ 139,280,000
Contract Term (including Options, if any)		Prior Modifications:	\$ 72,025,329
42 Months		Prior Budgetary Increases:	\$ 0
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a		Current Amount:	\$ 211,305,329
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request	\$4,350,000
Funding Source		% of This Request to Current Amount:	2.06%
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other		% of Modifications (including This Request) to Original Amount:	54.84%
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.			

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/AMTRAK right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for the installation of additional catenary structures. This is a scope and budget transfer.

This modification involves the fabrication, delivery and installation of 10 new catenary structures. These new catenary structures must be installed and the associated cabling completed by Amtrak, prior to the removal of existing catenary structures which must be completed prior to construction of the Westbound Bypass (WBP) tunnel. Construction of the WBP tunnel will require a 30-day continuous track outage, which has been scheduled with both LIRR and Amtrak for the period from July 26 through August 28, 2013, to install a concrete slab beneath Lines 2 and 4. In order to take advantage of the scheduled track outage, the catenary work that is the subject of this modification is being transferred from future Contract CH057 into this contract CH053.

The Contractor submitted a cost proposal of \$5,426,606. MTACC's internal estimate was \$4,467,891. Negotiations were held and both parties agreed to \$4,350,000, which is considered fair and reasonable. There is no time impact associated with the modification. Budget for this work is being transferred from the CH057 contract.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 7

Vendor Name (& Location)
Tutor Perini Corporation (Peekskill, New York)
Description
Harold Structures Part 2A
Contract Term (including Options, if any)
28 months
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 checked="" type="checkbox"/> Other: FEMA
Requesting Dept/Div & Dept/Div Head Name:
East Side Access, A. Paskoff, P.E.

Contract Number	AWO/Modification #
CH054A	28
Original Amount:	
\$ 21,777,777	
Prior Modifications:	
\$ 4,073,693	
Prior Budgetary Increases:	
\$ 0	
Current Amount:	
\$ 25,851,470	
This Request:	
\$ 1,535,000	
% of This Request to Current Amount:	
5.94%	
% of Modifications (including This Request) to Original Amount:	
25.75%	

Discussion:

The work under this Contract involves civil construction work consisting of demolition, clearing, grubbing and grading, construction of retaining walls, storm sewers and utility relocation in the Harold Interlocking area for the East Side Access Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for the installation of 60 Cycle Power to various Central Instrument Huts (CIHs).

This modification is for the installation of 60 Cycle Power to the F1, F2 and F2E Central Instrument Huts (CIH's) in the F Interlocking. This work was originally to be performed by Amtrak forces; however, Amtrak does not currently have the necessary resources to perform the work. The CH054A Contractor is mobilized on-site and has the necessary experience and resources to perform the work and can do so in a time frame to support the on-going construction activities.

The Contractor submitted a cost proposal in the amount of \$1,799,989 and the project estimate is \$1,721,892. Negotiations were held and the parties agreed to a cost of \$1,535,000 for the work. The negotiated cost is considered fair and reasonable. There is no time impact associated with this modification. The funding for this modification will be transferred from the ESA Force Account budget.



LONG ISLAND RAIL ROAD

A graphic featuring the words "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a dotted grid pattern. A diagonal dotted line runs from the bottom-left corner to the top-right corner of the frame.

**MONTHLY
OPERATING
REPORT**

December 2012

**Helena E. Williams
President**

01/28/13 *****

Performance Summary			2012 Data			2011 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%	92.8%	94.3%	96.0%	93.7%
		AM Peak		91.0%	94.3%	95.3%	93.2%
		PM Peak		87.9%	91.3%	95.8%	90.5%
		Total Peak		89.6%	92.9%	95.6%	92.0%
		Off Peak Weekday		92.7%	94.2%	95.8%	93.9%
		Weekend		96.3%	96.2%	97.1%	95.7%
	Babylon Branch	Overall	95.1%	92.8%	93.9%	95.6%	93.4%
		AM Peak		93.6%	95.3%	94.7%	93.6%
		PM Peak		86.5%	90.4%	95.8%	90.1%
		Total Peak		90.4%	93.2%	95.2%	92.0%
		Off Peak Weekday		92.3%	93.3%	95.2%	93.2%
		Weekend		96.9%	96.3%	97.4%	96.2%
	Far Rockaway Branch	Overall	95.1%	95.2%	97.0%	98.1%	96.6%
		AM Peak		93.0%	94.9%	98.4%	94.7%
		PM Peak		87.8%	94.2%	95.0%	95.2%
		Total Peak		90.6%	94.6%	96.8%	95.0%
		Off Peak Weekday		95.2%	97.5%	98.0%	97.0%
		Weekend		98.8%	98.5%	99.8%	97.5%
	Huntington Branch	Overall	95.1%	90.6%	93.5%	94.6%	92.5%
		AM Peak		90.2%	93.5%	94.9%	92.8%
		PM Peak		85.1%	88.6%	92.9%	85.5%
		Total Peak		87.7%	91.1%	93.9%	89.2%
		Off Peak Weekday		89.2%	93.1%	93.9%	92.2%
		Weekend		94.0%	96.0%	96.2%	95.7%
	Hempstead Branch	Overall	95.1%	96.8%	97.0%	98.2%	96.6%
		AM Peak		92.5%	96.1%	95.9%	95.2%
		PM Peak		97.1%	95.0%	98.0%	93.9%
		Total Peak		94.7%	95.6%	96.9%	94.6%
		Off Peak Weekday		97.8%	97.4%	98.6%	96.9%
		Weekend		96.8%	97.7%	98.5%	98.2%
	Long Beach Branch	Overall	95.1%	95.4%	96.3%	98.1%	95.8%
		AM Peak		91.0%	95.7%	97.9%	94.7%
		PM Peak		92.5%	94.4%	98.2%	94.1%
		Total Peak		91.7%	95.1%	98.1%	94.4%
		Off Peak Weekday		94.9%	96.7%	98.3%	96.1%
		Weekend		98.7%	96.9%	97.9%	96.6%
	Montauk Branch	Overall	95.1%	93.5%	90.8%	93.8%	89.1%
		AM Peak		94.4%	93.1%	88.6%	90.5%
		PM Peak		85.8%	84.6%	93.9%	87.1%
		Total Peak		90.7%	89.5%	90.9%	89.0%
		Off Peak Weekday		94.5%	91.5%	94.7%	89.9%
		Weekend		93.8%	90.7%	95.0%	87.8%
	Oyster Bay Branch	Overall	95.1%	93.1%	94.7%	95.7%	94.0%
		AM Peak		91.1%	95.3%	96.1%	93.8%
		PM Peak		90.8%	91.1%	97.0%	89.0%
		Total Peak		91.0%	93.4%	96.5%	91.6%
		Off Peak Weekday		93.2%	94.4%	94.2%	94.3%
		Weekend		95.5%	97.6%	98.3%	96.8%

Performance Summary		2012 Data			2011 Data	
		Annual	YTD thru		YTD thru	
		Goal	Dec	Dec	Dec	Dec
Port Jefferson Branch	Overall	95.1%	86.9%	90.5%	90.4%	90.4%
	AM Peak		85.6%	91.2%	93.2%	91.3%
	PM Peak		72.1%	85.7%	86.4%	83.8%
	Total Peak		79.3%	88.7%	90.0%	87.8%
	Off Peak Weekday		84.0%	88.3%	88.1%	90.1%
	Weekend		98.7%	97.0%	95.6%	94.2%
Port Washington Branch	Overall	95.1%	93.6%	95.4%	98.2%	95.0%
	AM Peak		89.4%	94.1%	97.2%	93.6%
	PM Peak		87.6%	93.3%	98.6%	92.3%
	Total Peak		88.6%	93.7%	97.9%	92.9%
	Off Peak Weekday		94.5%	95.3%	98.0%	95.2%
	Weekend		97.7%	98.1%	99.5%	98.0%
Ronkonkoma Branch	Overall	95.1%	89.5%	91.7%	94.2%	91.2%
	AM Peak		87.0%	92.0%	94.4%	91.2%
	PM Peak		92.5%	92.1%	97.1%	90.1%
	Total Peak		89.5%	92.0%	95.6%	90.7%
	Off Peak Weekday		87.3%	90.9%	94.0%	90.6%
	Weekend		93.3%	93.2%	92.5%	93.5%
West Hempstead Branch	Overall	95.1%	94.2%	95.9%	97.6%	96.3%
	AM Peak		94.0%	96.3%	95.5%	95.0%
	PM Peak		85.8%	91.2%	97.7%	93.9%
	Total Peak		89.6%	93.5%	96.7%	94.4%
	Off Peak Weekday		96.8%	97.3%	98.1%	97.5%
	Weekend		100.0%	92.7%	100.0%	94.4%
Operating Statistics						
Trains Scheduled			19,848	230,596	19,886	230,043
Avg. Delay per Late Train (min)			-11.5	-12.9	-12.7	-13.9
excluding trains canceled or terminated						
Trains Over 15 min. Late			212	2,541	172	3,021
excluding trains canceled or terminated						
Trains Canceled			52	585	31	1172
Trains Terminated			33	406	11	575
Percent of Scheduled Trips Completed			99.6%	99.6%	99.8%	99.2%
Consist Compliance						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.1%			
PM Peak			98.9%			
Total Peak			99.0%			



**OPERATING REPORT
FOR MONTH OF DECEMBER 2012**

Categories Of Delay		2012 Data			2011 Data		YTD 2012 Vs 2011
		Nov	Dec	YTD Thru Dec	Dec	YTD Thru Dec	
Late Train Incidents	National Rail Passenger Corp	8	161	817	3	1,003	(186)
	Capital Programs	1	1	135	1	185	(50)
	Engineering	44	111	1,342	141	1,842	(500)
	Penn Station Central Control	6	13	111	2	95	16
	Maintenance of Equipment	71	133	1,578	153	2,401	(823)
	** Other / Miscellaneous	1,311	341	3,391	104	3,700	(309)
	Public	399	578	5,006	322	4,063	943
	Transportation	56	68	594	43	717	(123)
	Vandalism	2	3	90	20	199	(109)
	Maintenance of Way (Sched.)	4	11	159	13	273	(114)

*** Other / Miscellaneous includes weather related delays*



EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains									TOTAL		
			AM Peak			PM Peak			Off Peak			Late	Cxld	Term
			L	C	T	L	C	T	L	C	T			
12/1	Sat	Track condition west of New Hyde Park Station							19	4	1	19	4	1
12/3	Mon	Disabled vehicle on tracks east of Kings Park	10									10		
12/6	Thu	Train 33 with equipment trouble in Babylon	10	1	1							10	1	1
12/7	Fri	Motor vehicle on tracks east of Gibson Station				2	3	3	2	1	2	4	4	5
12/10	Mon	Train 902 with equipment trouble in Atlantic Terminal	5						7			12		
12/11	Tue	Smoke condition in Atlantic Terminal				3	1	3	4		3	7	1	6
12/11	Tue	Crew member of equipment train 3310 temporarily unavailable	13									13		
12/11	Tue	Signal trouble in Nassau Interlocking				6			5			11		
12/13	Thu	Amtrak signal trouble in Line 3				7	2		6			13	2	
12/13	Thu	Trespasser strike at Little Neck							6	4		6	4	
12/14	Fri	Heavy loading system wide				1			10			11		
12/14	Fri	Loss of supervisory system at Brook Interlocking	6	1					6		1	12	1	1
12/15	Sat	Heavy holiday loading system wide due to Santacon							12			12		
12/17	Mon	NJT train trouble in F Interlocking				26	4		27			53	4	
12/21	Fri	High wind related delays system wide	4		1				11	3	2	15	3	3
12/24	Mon	Amtrak Signal trouble in Penn Station (C Interlocking).				33	4		10	1		43	5	
12/24	Mon	Heavy holiday loading system wide				6			7			13		
12/26	Wed	High wind related delays system wide				9			3			12		
12/26	Wed	Heavy holiday loading system wide	2			4			8			14		
12/27	Thu	High wind related delays system wide	7	2	2				7	1	1	14	3	3
12/31	Mon	Train 509 with a trespasser strike west of New Hyde Park	10		1				15	4		25	4	1
12/31	Mon	Debris strike east of Mets Willets Point				7			5			12		
12/31	Mon	Heavy holiday loading system wide							12			12		
TOTAL FOR MONTH			67	4	5	104	14	6	182	18	10	353	36	21
												410		

Long Island Rail Road

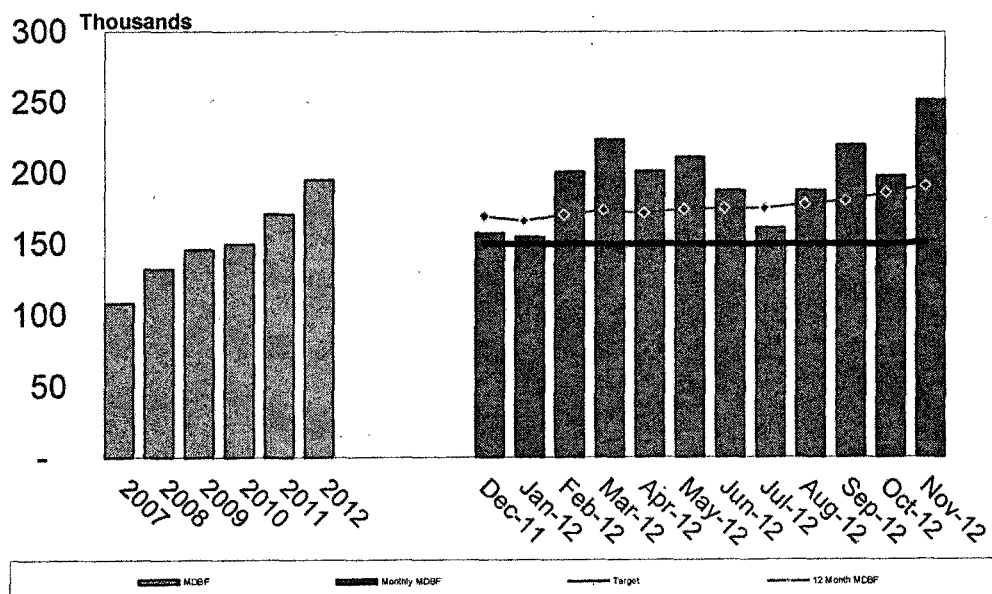
MEAN DISTANCE BETWEEN FAILURES

			2012 Data					2011 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	November MDBF (miles)	November	YTD	12 month	November MDBF (miles)	November No. of Primary Failures	YTD MDBF thru November (miles)
					No. of Primary Failures	MDBF thru November (miles)	MDBF Rolling Avg (miles)			
Mean Distance Between Failures	M-3	150	55,000	43,773	7	75,583	75,706	109,510	5	68,059
	M-7	836	350,000	592,111	6	416,111	409,881	364,044	13	440,041
	DM	22	18,000	74,830	1	27,945	25,131	14,571	5	19,842
	DE	23	18,000	78,260	1	20,908	21,487	39,273	2	22,024
	C-3	134	70,000	175,203	3	107,758	101,794	54,992	11	65,477
	Diesel	179	44,000	135,740	5	62,983	60,399	42,017	18	46,177
	Fleet	1,165	150,000	252,099	18	195,050	191,084	167,679	36	170,967

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

2007 - 2012





Long Island Rail Road

OPERATING REPORT FOR MONTH OF DECEMBER 2012

Standee Report

East Of Jamaica

			2012 Data	
			December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	7
		Total Standees	2	7
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	12	5
		Total Standees	52	5
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	13	0
		Total Standees	13	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	26	0
		Total Standees	26	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	7	33
		Total Standees	7	33
	Ronkonkoma Branch	Program Standees	0	28
		Add'l Standees	6	21
		Total Standees	6	49
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			107	94

Definitions

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

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

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

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

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



Long Island Rail Road

Standee Report

OPERATING REPORT FOR MONTH OF DECEMBER 2012

West Of Jamaica

West Of Jamaica			2012 Data	
			December	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	38
		Total Standees	2	38
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	6	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	17	26
		Total Standees	57	26
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	44
		Total Standees	0	44
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	24	0
		Total Standees	102	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	7	33
		Total Standees	7	33
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	7	21
		Total Standees	7	59
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			181	200

Definitions

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

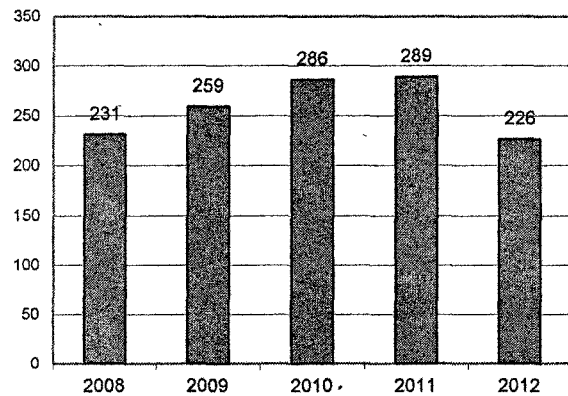
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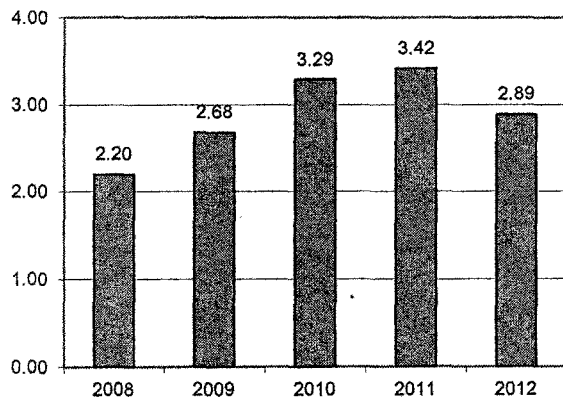
MTA Long Island Rail Road Summary of Employee Injuries thru November



Total Employee Injuries

Year	Total
2008	231
2009	259
2010	286
2011	289
2012	226

% change from last year: -21.8%



Employee FRA Reportable Injuries

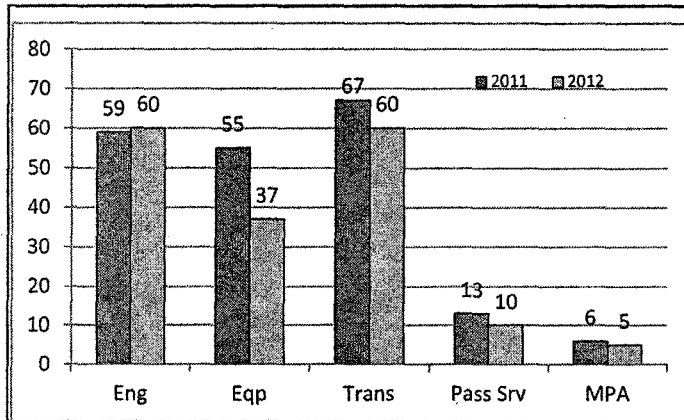
Year	Total	FRA FI*
2008	143	2.20
2009	175	2.68
2010	192	3.29
2011	200	3.42
2012	172	2.89

% change from last year: -15.5%

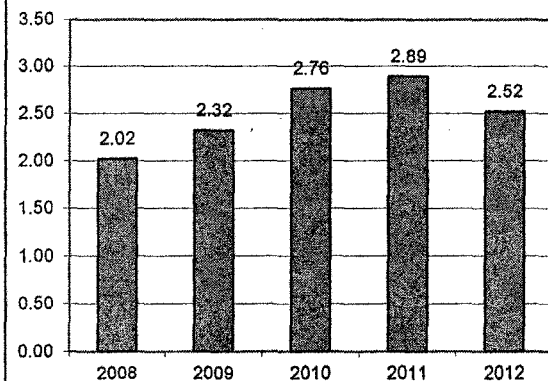
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF DECEMBER 2012**

MTA Long Island Rail Road Summary of Employee Injuries thru November



Employee Reportable Accidents Comparison by Department			
Department	2011	2012	% Change
Engineering	59	60	2%
Equipment	55	37	-33%
Transportation	67	60	-10%
Pass Serv	13	10	-23%
MPA	6	5	-17%



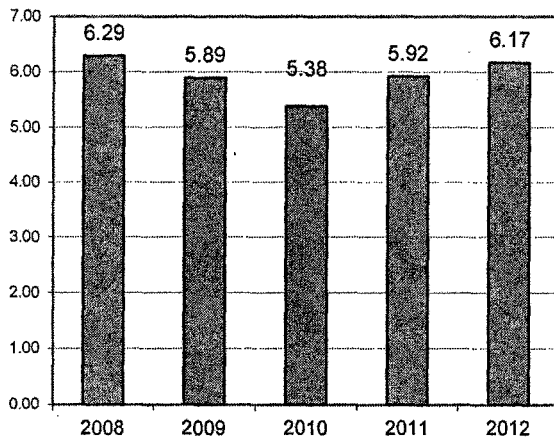
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	127	4	1.95	0.06	2.02
2009	150	1	2.30	0.02	2.32
2010	163	5	2.68	0.08	2.76
2011	167	2	2.85	0.03	2.89
2012	150	0	2.52	0.00	2.52

% change from last year: -12.8%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF DECEMBER 2012**

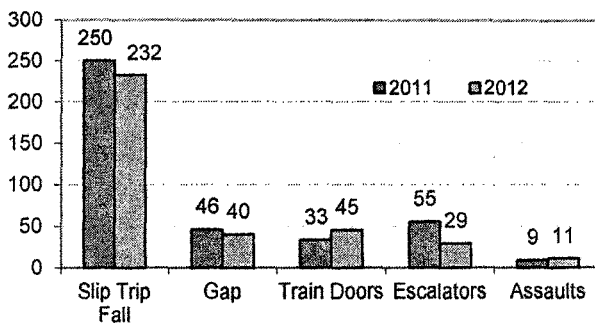
MTA Long Island Rail Road Summary of Customer Injuries thru November



Total Customer Injuries

Year	Total	FI*
2008	503	6.29
2009	447	5.89
2010	401	5.38
2011	437	5.92
2012	462	6.17

% change from last year: 4.2%



Top 5 Customer Injuries by Type

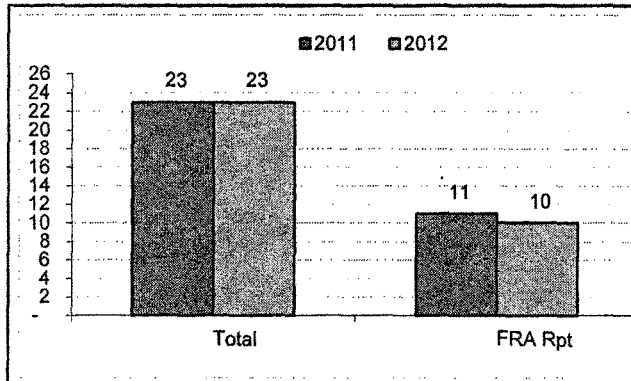
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2011	250	46	33	55	9
2012	232	40	45	29	11

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF DECEMBER 2012**

MTA Long Island Rail Road

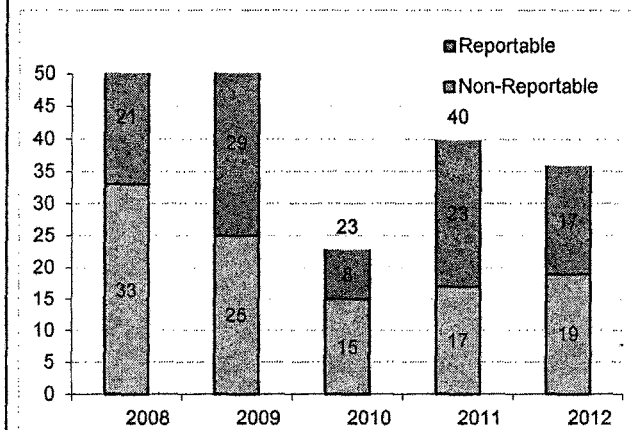
**Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S.
thru November**



Contractor Injuries

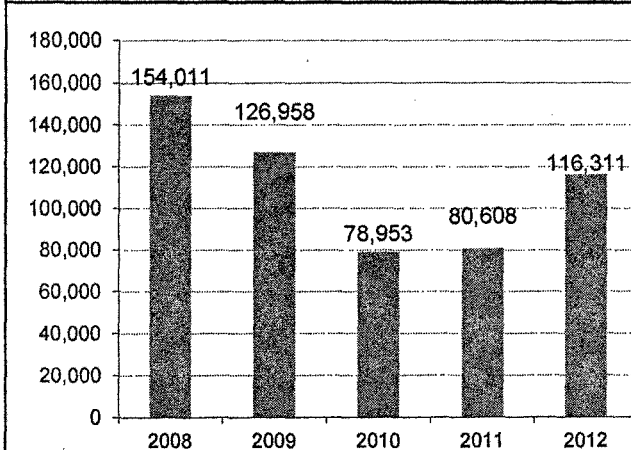
Year	Total	FRA Rpt.
2011	23	23
2012	11	10

% change from last year: -56.5%



Train Accidents

Year	Non-Reportable	Reportable
2008	33	21
2009	25	29
2010	15	8
2011	17	23
2012	19	17



T.R.A.C.K.S. Participants

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2008	154,011
2009	126,958
2010	78,953
2011	80,608
2012	116,311



Long Island Rail Road

Monthly Financial Report

November 2012

MTA LONG ISLAND RAIL ROAD

November Ridership and Financial Report

Executive Summary

January 28, 2013

Ridership

- During the month of November, total ridership was 5.6 million, which was 17.7% lower than October 2011 (adjusted for same number of work days) and 16.4% below the forecast. The lower ridership is due to Super Storm Sandy.
 - 2012 Total ridership through November was 74.9 million. This was 1.0% higher than 2011 (adjusted for same number of work days) and 1.9% lower than the 2012 forecast.
 - Through November 2012, commutation ridership was 0.3% lower than 2011 (work day adjusted) and 2.6% lower than the 2012 forecast.
 - Through November 2012, non-commutation ridership was 2.9% higher than 2011 and 1.0% below the forecast.
-

Revenues

- Farebox revenue through November totaling \$531.9 million was \$3.8 million below the forecast due to Super Storm Sandy.
- Capital & Other Revenue of \$210.6 million was \$18.4 million less than forecast due to lower material used on capital projects, impact of Super Storm Sandy on project activity and timing of project activity.
- In summary, total LIRR revenue of \$742.5 million was \$(22.2) million lower than forecast.

Expenses

- Through November 2012, total expenses of \$1,637.5 million were \$51.0 million less than forecast.
- Straight-time payroll spending was \$8.3 million favorable to forecast due to vacant positions and timing of retiree sick/vacation payouts, constructive allowance payments and other accruals. 104 of 6,539 positions were vacant. These vacancies consisted primarily of management/supervisor positions.
- Year-to-date overtime hours increased by 6.3% in 2012 compared to 2011. This increase is primarily caused by higher maintenance overtime, vacancy/absentee coverage, scheduled/unscheduled service and weather-related overtime.
- Year-to-date overtime hours worked was 11.1% greater than forecast. The vast majority was due to Super Storm Sandy, vacancy/absentee coverage and project activity. These overages were partially offset by lower rolling stock maintenance overtime. The LIRR has established a corporate initiative to fill all vacant positions that contribute to overtime.
- Other favorable variances include: materials not purchased/used \$25.5 million, Electric Power and Fuel \$10.6 million and timing of various other expenses.

Financial Performance Measures

- Through November, the Adjusted Farebox Operating Ratio was 59.9%, which is favorable to forecast due to lower expenses.
- Through November, the Adjusted Cost per Passenger was \$12.61, which is less than expected due to lower expenses.
- Through November, the Revenue per Passenger was \$7.13, which is higher than expected.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending November 30, 2012

REVENUE

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of \$742.5 were \$(22.2) or (2.9)% unfavorable to the forecast. The month of November of \$54.1 was unfavorable to forecast by \$(13.6) million or (4.4)%.

- **Y-T-D Farebox Revenues** were \$(3.8) unfavorable to the forecast. The month was \$(5.6) unfavorable to forecast due to lower ridership as a result of Super Storm Sandy.
- **Y-T-D Other Operating Revenues** were \$(1.0) unfavorable to forecast. The month was \$(1.6) unfavorable due to lower advertising revenue.
- **Y-T-D Capital and Other Reimbursements** were \$(17.4) unfavorable to the forecast. The month was \$(6.3) unfavorable due to the impact of Super Storm Sandy on project activity.

OPERATING EXPENSES

Year-to-date November **Total Expenses** (including depreciation and other) of \$1,637.5 were favorable to the forecast by \$51.0 or 3.0%. The total expenses for the month of \$144.8 were favorable to forecast by \$10.6 or 6.9%.

Labor Expenses, on forecast Y-T-D; \$0.4 favorable for the month.

- **Payroll**, \$8.3 favorable Y-T-D; \$0.9 favorable for the month (primarily vacant positions and timing of retiree sick/vacation payments).
- **Overtime**, \$(12.2) unfavorable Y-T-D; \$(3.7) unfavorable for the month (primarily weather-related due to Super Storm Sandy, open jobs in Maintenance of Equipment and higher coverage needs in Customer Service, partially offset by lower maintenance overtime in Maintenance of Equipment).
- **Health & Welfare**, \$(0.9) unfavorable Y-T-D; \$(0.3) unfavorable for the month (higher rates, partially offset by vacant positions).
- **OPEB Current Payment**, \$2.1 favorable Y-T-D; \$(0.3) unfavorable for the month (higher rates).
- **Pension**, \$(2.9) unfavorable Y-T-D; \$2.9 favorable for the month (timing of accrual adjustment to properly reflect mid-year forecast. Expected to be on plan by year-end.)
- **Other Fringe**, \$5.6 favorable Y-T-D; \$0.8 favorable for the month (lower FELA indemnity payments and Railroad Retirement Taxes).

Non-Labor Expenses, \$55.0 favorable Y-T-D; \$8.7 favorable for the month.

- **Electric Power**, \$9.6 favorable Y-T-D; \$1.3 favorable for the month (lower rates and usage).
- **Fuel**, \$1.0 favorable Y-T-D; \$0.2 favorable for the month (lower usage, partially offset by higher rates).
- **Maintenance and Other Operating Contracts**, \$9.9 favorable Y-T-D; \$6.1 favorable for the month (primarily joint facilities accrual reversal, partially offset by timing of elevator/escalator maintenance and non-revenue vehicle repairs).
- **Professional Services**, \$8.3 favorable Y-T-D; \$0.7 favorable for the month (primarily timing of MTA Chargebacks, partially offset by timing of IT Hardware and Software).
- **Materials and Supplies**, \$25.5 favorable Y-T-D; \$(0.2) unfavorable for the month (pool material reclaims greater than charge-outs, partially offset by timing of capital material usage).
- **Other Business Expenses**, \$1.0 favorable Y-T-D; \$0.5 favorable for the month (primarily lower debit/credit card fees and timing of expenses).

Depreciation and Other, \$(4.0) unfavorable Y-T-D; \$1.5 favorable for the month (lower Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.7%, 0.8 percentage point lower than year-to-date October. The Farebox Operating Ratio for the month of November of 40.9% was 3.8 percentage points below the forecast resulting from lower revenue, partially offset by lower expenses. The adjusted year-to-date Farebox Operating Ratio was 59.9%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2012

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$47,866	\$42,242	(\$5,625)	(11.8)	\$0,000	\$0,000	\$0,000	-	\$47,866	\$42,242	(\$5,625)	(11.8)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,209	1,573	(1,636)	(51.0)	0,000	0,000	0,000	-	3,209	1,573	(1,636)	(51.0)
Capital & Other Reimbursements	0,000	0,000	0,000	-	16,585	10,236	(6,349)	(38.3)	16,585	10,236	(6,349)	(38.3)
Total Revenue	\$51,075	\$43,814	(\$7,261)	(14.2)	\$16,585	\$10,236	(\$6,349)	(38.3)	\$67,660	\$54,050	(\$13,610)	(20.1)
Expenses												
Labor												
Payroll	\$36,856	\$37,929	(\$1,074)	(2.9)	\$5,028	\$3,007	\$2,021	40.2	\$41,884	\$40,936	\$0,948	2.3
Overtime	6,716	10,762	(4,046)	(60.2)	0,944	0,609	0,335	35.5	\$7,660	11,371	(3,711)	(48.4)
Health and Welfare	7,404	7,961	(0,557)	(7.5)	0,861	0,572	0,289	33.5	\$8,265	8,534	(0,269)	(3.2)
OPEB Current Payment	4,829	5,161	(0,332)	(6.9)	0,000	0,000	0,000	-	\$4,829	5,161	(0,332)	(6.9)
Pensions	13,006	10,390	2,616	20.1	1,336	1,020	0,316	23.6	\$14,342	11,410	2,932	20.4
Other Fringe Benefits	6,941	6,516	0,425	6.1	1,037	0,645	0,392	37.8	\$7,978	7,160	0,818	10.2
Reimbursable Overhead	(2,030)	(1,052)	(0,978)	(48.2)	2,030	1,052	0,978	48.2	\$0,000	0,000	0,000	-
Total Labor Expenses	\$73,722	\$77,667	(\$3,945)	(5.4)	\$11,236	\$6,905	\$4,331	38.5	\$84,958	\$84,572	\$0,386	0.5
Non-Labor												
Electric Power	\$8,799	\$7,503	\$1,296	14.7	\$0,000	\$0,000	\$0,000	-	\$8,799	\$7,503	\$1,296	14.7
Fuel	2,279	2,065	0,214	9.4	0,000	0,000	0,000	-	\$2,279	2,065	0,214	9.4
Insurance	1,344	1,376	(0,032)	(2.4)	0,312	0,117	0,195	62.6	\$1,656	1,493	0,163	9.9
Claims	0,356	0,396	(0,040)	(11.3)	0,000	0,000	0,000	-	\$0,356	0,396	(0,040)	(11.3)
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	5,433	(0,116)	5,549	*	1,220	0,712	0,508	41.6	\$6,653	0,596	6,057	91.0
Professional Service Contracts	2,945	1,936	1,009	34.3	0,321	0,596	(0,275)	(85.7)	\$3,266	2,532	0,734	22.5
Materials & Supplies	8,833	10,580	(1,747)	(19.8)	3,411	1,819	1,592	46.7	\$12,244	12,399	(0,155)	(1.3)
Other Business Expenses	1,326	0,870	0,456	34.4	0,085	0,087	(0,002)	(2.9)	\$1,411	0,958	0,453	32.1
Total Non-Labor Expenses	\$31,316	\$24,610	\$6,706	21.4	\$5,349	\$3,331	\$2,018	37.7	\$36,664	\$27,941	\$8,723	23.8
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	\$105,037	\$102,277	\$2,760	2.6	\$16,585	\$10,236	\$6,349	38.3	\$121,622	\$112,513	\$9,109	7.5
Depreciation	\$27,077	\$26,005	\$1,072	4.0	\$0,000	\$0,000	\$0,000	-	\$27,077	\$26,005	\$1,072	4.0
Other Post Employment Benefits	6,555	6,089	0,466	7.1	0,000	0,000	0,000	-	\$6,555	6,089	0,466	7.1
Environmental Remediation	0,167	0,167	(0,000)	(0.1)	0,000	0,000	0,000	-	\$0,167	0,167	(0,000)	(0.1)
Total Expenses	\$138,835	\$134,537	\$4,298	3.1	\$16,585	\$10,236	\$6,349	38.3	\$155,420	\$144,773	\$10,646	6.9
Net Surplus/(Deficit)	(\$87,760)	(\$90,723)	(\$2,964)	(3.4)	\$0,000	\$0,000	\$0,000	-	(\$87,760)	(\$90,723)	(\$2,964)	(3.4)
Cash Conversion Adjustments												
Depreciation	27,077	26,005	(1,072)	(4.0)	0,000	0,000	0,000	-	27,077	26,005	(1,072)	(4.0)
Operating/Capital	(2,344)	(1,207)	1,137	48.5	0,000	0,000	0,000	-	(2,344)	(1,207)	1,137	48.5
Other Cash Adjustments	4,661	(3,497)	(8,157)	*	0,000	0,000	0,000	-	4,661	(3,497)	(8,157)	*
Total Cash Conversion Adjustments	\$29,393	\$21,301	(\$8,092)	(27.5)	0,000	\$0,000	\$0,000	-	\$29,393	\$21,301	(\$8,092)	(27.6)
Net Cash Surplus/(Deficit)	(\$58,366)	(\$69,422)	(\$11,056)	(18.9)	\$0,000	\$0,000	\$0,000	-	(\$58,366)	(\$69,422)	(\$11,056)	(18.9)

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$535.738	\$531.890	(\$3.848)	(0.7)	\$0.000	\$0.000	\$0.000	-	\$535.738	\$531.890	(\$3.848)	(0.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	34.481	33.529	(0.952)	(2.8)	0.000	0.000	0.000	-	34.481	33.529	(0.952)	(2.8)
Capital & Other Reimbursements	0.000	0.000	0.000	-	194.554	177.106	(17.448)	(9.0)	194.554	177.106	(17.448)	(9.0)
Total Revenue	\$570.219	\$565.419	(\$4.800)	(0.8)	\$194.554	\$177.106	(\$17.448)	(9.0)	\$764.773	\$742.525	(\$22.248)	(2.9)
Expenses												
Labor												
Payroll	\$384.614	\$382.372	\$2.242	0.6	\$63.664	\$57.628	\$6.036	9.5	448.278	\$440.000	\$8.278	1.8
Overtime	70.968	82.022	(11.054)	(15.6)	10.404	11.546	(1.142)	(11.0)	81.372	93.568	(12.196)	(15.0)
Health and Welfare	78.671	79.944	(1.273)	(1.6)	11.206	10.874	0.332	3.0	89.877	90.818	(0.941)	(1.0)
OPEB Current Payment	52.598	50.461	2.137	4.1	0.000	0.000	0.000	-	52.598	50.461	2.137	4.1
Pensions	150.720	151.196	(0.476)	(0.3)	18.038	20.494	(2.456)	(13.6)	168.758	171.690	(2.932)	(1.7)
Other Fringe Benefits	97.763	92.972	4.791	4.9	13.331	12.507	0.824	6.2	111.094	105.479	5.615	5.1
Reimbursable Overhead	(25.165)	(20.929)	(4.235)	(16.8)	25.165	20.929	4.235	16.8	(0.000)	0.000	(0.000)	(100.0)
Total Labor Expenses	\$810.169	\$818.038	(\$7.869)	(1.0)	\$141.808	\$133.979	\$7.829	5.5	\$951.977	\$952.016	(\$0.040)	(0.0)
Non-Labor												
Electric Power	\$91.027	\$81.231	\$9.796	10.8	\$0.000	\$0.193	(\$0.193)	-	91.027	\$81.424	\$9.603	10.5
Fuel	25.492	24.454	1.038	4.1	0.000	0.000	0.000	-	25.492	24.454	1.038	4.1
Insurance	14.251	14.325	(0.074)	(0.5)	4.365	3.416	0.949	21.8	18.616	17.741	0.875	4.7
Claims	3.067	4.176	(1.109)	(36.2)	0.000	0.000	0.000	-	3.067	4.176	(1.109)	(36.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	51.295	39.969	11.326	22.1	10.164	11.638	(1.474)	(14.5)	61.459	51.607	9.852	16.0
Professional Service Contracts	29.124	22.545	6.579	22.6	3.140	1.404	1.736	55.3	32.264	23.949	8.315	25.8
Materials & Supplies	94.698	77.484	17.214	18.2	34.209	25.938	8.270	24.2	128.907	103.423	25.484	19.8
Other Business Expenses	12.272	11.615	0.657	5.4	0.869	0.539	0.330	37.9	13.141	12.154	0.987	7.5
Total Non-Labor Expenses	\$321.226	\$275.800	\$45.427	14.1	\$52.746	\$43.127	\$9.619	18.2	\$373.972	\$318.927	\$55.045	14.7
Other Expense Adjustments												
Other	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	(\$0.000)	-
Total Other Expense Adjustments	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	(\$0.000)	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$1,131.395	\$1,093.837	\$37.558	3.3	\$194.554	\$177.106	\$17.448	9.0	\$1,325.949	\$1,270.943	\$55.006	4.1
Depreciation	\$290.065	\$291.467	(1.402)	(0.5)	\$0.000	\$0.000	\$0.000	-	290.065	\$291.467	(\$1.402)	(0.5)
Other Post Employment Benefits	70.695	73.289	(2.593)	(3.7)	0.000	0.000	0.000	-	70.695	73.289	(2.593)	(3.7)
Environmental Remediation	1.834	1.833	0.000	0.0	0.000	0.000	0.000	-	1.834	1.833	0.000	0.0
Total Expenses	\$1,493.889	\$1,460.426	\$33.563	2.2	\$194.554	\$177.106	\$17.448	9.0	\$1,688.543	\$1,637.532	\$51.010	3.0
Net Surplus/(Deficit)	(\$923.770)	(\$895.007)	\$28.762	3.1	\$0.000	\$0.000	\$0.000	-	(\$923.770)	(\$895.007)	\$28.762	3.1
Cash Conversion Adjustments												
Depreciation	290.065	291.467	1.402	0.5	0.000	0.000	0.000	-	290.065	291.467	1.402	0.5
Operating/Capital	(9.956)	(3.633)	6.323	63.5	0.000	0.000	0.000	-	(9.956)	(3.633)	6.323	63.5
Other Cash Adjustments	56.582	81.201	24.619	43.5	0.000	0.000	0.000	-	56.582	81.201	24.619	43.5
Total Cash Conversion Adjustments	\$336.691	\$369.035	\$32.344	9.6	\$0.000	\$0.000	\$0.000	-	\$336.691	\$369.035	\$32.344	9.6
Net Cash Surplus/(Deficit)	(\$587.078)	(\$525.972)	\$61.107	10.4	\$0.000	\$0.000	\$0.000	-	(\$587.078)	(\$525.972)	\$61.107	10.4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

November 2012					Year-to-Date November 2012				
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.	(5.625)	(11.8)	Lower ridership \$(7.837), partially offset by higher yield \$2.212.	(3.848)	(0.7)	Lower ridership \$(10.369), partially offset by higher yield \$6.521.		
Other Operating Revenue	Non Reimb.	(1.636)	(51.0)	Primarily due to lower advertising guarantee revenue.	(0.952)	(2.8)	Primarily due to lower advertising guarantee revenue.		
Capital & Other Reimbursements	Reimb.	(6.349)	(38.3)	Primarily due to the impact of Super Storm Sandy and timing of project activity and other reimbursements.	(17.448)	(9.0)	Primarily due to the impact of Super Storm Sandy and timing of project activity and other reimbursements.		
Expenses									
Payroll	Non Reimb.	(1.074)	(2.9)	Primarily Engineering workforce performing more maintenance activity than project activity due to Super Storm Sandy.	2.242	0.6	Primarily lower retiree payments, lower rates, vacant positions, lower vacation pay accrual/reversals and lower work rule payments, partially offset by Engineering workforce performing more maintenance activity than project activity.		
	Reimb.	2.021	40.2	Primarily due to the impact of Super Storm Sandy and timing of project activity and other reimbursements.	6.036	9.5	Primarily due to the impact of Super Storm Sandy and the timing of project activity and other reimbursements.		
Overtime	Non Reimb.	(4.046)	(60.2)	Higher weather, open job coverage and relief-day overtime, partially offset by lower maintenance-related overtime.	(11.054)	(15.6)	Higher weather, open job coverage, relief day and crew book overtime, partially offset by lower maintenance-related overtime.		
	Reimb.	0.335	35.5	Primarily due to timing of project activity.	(1.142)	(11.0)	Primarily due to timing of project activity.		
Health and Welfare	Non Reimb.	(0.557)	(7.5)	Primarily higher rates.	(1.273)	(1.6)	Primarily higher rates.		
	Reimb.	0.289	33.5	Primarily due to timing of project activity.	0.332	3.0	Primarily due to timing of project activity.		
OPEB Current Payment	Non Reimb.	(0.332)	(6.9)	Higher rates.	2.137	4.1	Lower rates and fewer retirees/beneficiaries.		

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

November 2012					Year-to-Date November 2012				
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Pensions	Non Reimb.	2.616	20.1	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.	(0.476)	(0.3)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.		
	Reimb.	0.316	23.6	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.	(2.456)	(13.6)	Timing of accruals and the estimated percentage of pension allocated to reimbursable was under-estimated. Total pension costs will be on forecast by year-end.		
Other Fringe Benefits	Non Reimb.	0.425	6.1	Lower FELA indemnity payments and Railroad Retirement Tax.	4.791	4.9	Lower FELA indemnity payments and Railroad Retirement Tax.		
	Reimb.	0.392	37.8	Primarily due to timing of project activity.	0.824	6.2	Primarily due to timing of project activity.		
Electric Power	Non Reimb.	1.296	14.7	Primarily due to lower rates, consumption and timing of accrual adjustments.	9.796	10.8	Primarily due to lower rates, consumption and timing of accrual adjustments.		
	Reimb.	0.000	-		(0.193)	-	VD Yard		
Fuel	Non Reimb.	0.214	9.4	Lower consumption, partially offset by higher rates.	1.038	4.1	Lower consumption, partially offset by higher rates.		
Insurance	Non Reimb.	(0.032)	(2.4)	Timing of premium payments.	(0.074)	(0.5)	Timing of premium payments.		
	Reimb.	0.195	62.6	Force Account Insurance associated with project activity.	0.949	21.8	Force Account Insurance associated with project activity.		
Claims	Non Reimb.	(0.040)	(11.3)	Increase in non-employee Indemnity payments.	(1.109)	(36.2)	Increase in Public Liability Expense.		
Maintenance & Other Operating Contracts	Non Reimb.	5.549	*	Prior period accrual reversal for Joint Facilities, security initiatives and communication expenses, partially offset by the timing of elevator/escalator maintenance payments.	11.326	22.1	Timing of activities and payments for toilet servicing, rubbish removal, communications, plant equipment maintenance, escalator/elevator maintenance, vegetation management, Joint facilities, IESS and other security related contracts, partially offset by the timing of payments HVAC maintenance, emergency busing, natural gas and non-revenue vehicle repairs.		
	Reimb.	0.508	41.6	Primarily due to timing of project activity.	(1.474)	(14.5)	Primarily due to timing of project activity.		

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

November 2012					Year-to-Date November 2012				
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Professional Service Contracts	Non Reimb.	1.009	34.3	Primarily due timing of MTA chargebacks, partially offset by timing of payments and activities for IT software and hardware.	6.579	22.6	Primarily due to timing of payments and activities for IT software and hardware, data center charges, outside training, postage and various consulting contracts.		
	Reimb.	(0.275)	(85.7)	Primarily due to timing of project activity.	1.736	55.3	Primarily due to timing of project activity.		
Materials & Supplies	Non Reimb.	(1.747)	(19.8)	Primarily pool material chargeouts greater than reclaims and timing of Engineering's materials, partially offset by lower usage of running repair material in the Support Shops (Wheel, Truck, Battery and A/C) and lower usage of material associated with fleet inspections.	17.214	18.2	Primarily due to lower usage of running repair material in the Support and Car Shops (Diesel and MU) (Truck, Wheel, A/C and Battery Shops), timing of charge-outs for pool material and fleet modification material, timing of corporate inventory adjustments and delayed purchase of TVM's and bench test equipment, partially offset by higher charge-outs of RCM material from the Support Shops.		
	Reimb.	1.592	46.7	Primarily due to timing of project activity and timing of payments for project material.	8.270	24.2	Primarily due to timing of project activity and timing of payments for project material.		
Other Business Expenses	Non Reimb.	0.456	34.4	Timing of bad debt expenses and office supplies and lower debit/credit card fees.	0.657	5.4	Lower debit/credit card fees and timing of other miscellaneous expenses, partially offset by higher bad debt and timing of concrete tie reimbursement.		
	Reimb.	(0.002)	(2.9)	Primarily due to timing of project activity.	0.330	37.9	Primarily due to timing of project activity.		
Depreciation	Non Reimb.	1.072	4.0	Primarily timing.	(1.402)	(0.5)	Higher based on latest projection of projects achieving beneficial use in 2012.		
Other Post Employment Benefits	Non Reimb.	0.466	7.1	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	(2.593)	(3.7)	Higher GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.		

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
November 2012
(\$ in millions)

	Month				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Farebox Revenue	\$50.290	\$43.185	(\$7.105)	(14.1)	\$562.443	\$556.567	(\$5.876)	(1.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.102	2.230	(1.872)	(45.6)	42.942	36.529	(6.413)	(14.9)
Capital & Other Reimbursements	17.742	21.434	3.692	20.8	181.847	194.522	12.675	7.0
Total Receipts	\$72.134	\$66.849	(\$5.285)	(7.3)	\$787.232	\$787.619	\$0.387	0.0
Expenditures								
Labor:								
Payroll	\$46.669	\$44.255	\$2.414	5.2	\$445.133	\$438.200	\$6.933	1.6
Overtime	9.519	15.345	(5.826)	(61.2)	82.605	93.833	(11.228)	(13.6)
Health and Welfare	8.265	16.455	(8.190)	(99.1)	89.876	99.231	(9.355)	(10.4)
OPEB Current Payment	4.829	8.889	(4.060)	(84.1)	52.600	54.133	(1.533)	(2.9)
Pensions	11.410	11.390	0.020	0.2	171.690	171.553	0.137	0.1
Other Fringe Benefits	11.281	8.681	2.600	23.0	112.629	98.402	14.227	12.6
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$91.973	\$105.014	(\$13.041)	(14.2)	\$954.533	\$955.352	(\$0.819)	(0.1)
Non-Labor:								
Electric Power	\$11.836	\$5.013	\$6.823	57.6	\$98.788	\$77.050	\$21.738	22.0
Fuel	2.727	2.718	0.009	0.3	28.686	25.326	3.360	11.7
Insurance	3.046	2.459	0.587	19.3	24.493	20.994	3.499	14.3
Claims	0.026	0.885	(0.859)	*	2.605	6.679	(4.074)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	7.524	7.378	0.146	1.9	72.644	63.937	8.707	12.0
Professional Service Contracts	2.942	2.862	0.080	2.7	30.669	18.550	12.119	39.5
Materials & Supplies	6.473	6.731	(0.258)	(4.0)	123.026	112.797	10.229	8.3
Other Business Expenses	1.562	0.687	0.875	56.0	13.261	8.215	5.046	38.1
Total Non-Labor Expenditures	\$36.136	\$28.734	\$7.402	20.5	\$394.172	\$333.547	\$60.625	15.4
Other Expenditure Adjustments:								
Other	2.392	2.139	0.253	10.6	25.608	23.673	1.935	7.6
Total Other Expenditure Adjustments	\$2.392	\$2.139	\$0.253	10.6	\$25.608	\$23.673	\$1.935	7.6
Total Expenditures	\$130.501	\$135.887	(\$5.386)	(4.1)	\$1,374.313	\$1,312.572	\$61.741	4.5
Cash Timing and Availability Adjustment	0.000	(0.384)	(0.384)	-	0.000	(1.018)	(1.018)	-
Net Cash Deficit (excludes opening balance)	(\$58.367)	(\$69.422)	(\$11.055)	(18.9)	(\$587.081)	(\$525.972)	\$61.109	10.4
Subsidies								
MTA	58.367	69.420	11.053	18.9	583.833	522.721	(61.112)	(10.5)

Generic Revenue or Expense Category	November 2012			Year-to-Date as of November 30, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(\$7.105)	(14.1)	Lower ridership \$(7.837), lower advance sales impact \$(1.061), lower Metrocard/AirTrain sales \$(0.419), partially offset by higher yields \$2.212.	(\$5.876)	(1.0)	Lower ridership \$(10.369) and lower Metrocard/AirTrain sales \$(2.377), partially offset by higher yields \$6.521 and higher advance sales impact \$0.349.
Other Operating Revenue	(\$1.872)	(45.6)	Primarily due to lower advertising revenue and the timing of intercompany receipts and miscellaneous revenue.	(\$6.413)	(14.9)	Primarily due to the timing of intercompany receipts, miscellaneous and freight revenue, and lower advertising revenue.
Capital and Other Reimbursements	\$3.692	20.8	Timing of activity and reimbursement for capital and other reimbursements.	\$12.675	7.0	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	\$2.414	5.2	Primarily lower rates, vacant positions and lower retiree payments.	\$6.933	1.6	Primarily due to lower retiree payments, lower rates, project activity, vacant positions, and lower work rule payments, partially offset by higher differential payments.
Overtime	(\$5.826)	(61.2)	Primarily higher weather-related overtime.	(\$11.228)	(13.6)	Primarily higher weather-related overtime, vacancy/absentee coverage, relief day overtime, rates, and project overtime, partially offset by lower maintenance-related overtime.
Health and Welfare	(\$8.190)	(99.1)	Primarily due to timing of payments.	(\$9.355)	(10.4)	Primarily due to timing of payments and higher rates.
OPEB Current Payment	(\$4.060)	(84.1)	Primarily due to timing of payments.	(\$1.533)	(2.9)	Primarily due to timing of payments, partially offset by fewer retirees/beneficiaries.

Generic Revenue or Expense Category	November 2012			Year-to-Date as of November 30, 2012		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	\$2.600	23.0	Primarily lower FELA indemnity payments, partially offset by higher Railroad Retirement payments and the timing of Railroad Unemployment Insurance payments.	\$14.227	12.6	Primarily lower FELA indemnity, Railroad Retirement, and Railroad Unemployment insurance payments, partially offset by safety shoe and meal payments.
Non-Labor:						
Electric Power	\$6.823	57.6	Primarily due to unread meters, the timing of payments, lower usage and lower rates.	\$21.738	22.0	Primarily due to the timing of payments, lower rates, lower consumption and lower wayside.
Fuel	\$0.009	0.3		\$3.360	11.7	Primarily due to timing of payments and lower consumption.
Insurance	\$0.587	19.3	Timing of payments.	\$3.499	14.3	Timing of payments.
Claims	(\$0.859)	*	Timing of payment for claims.	(\$4.074)	*	Timing of payment for claims.
Maintenance and Other Operating Contracts	\$0.146	1.9	Timing of payments.	\$8.707	12.0	Timing of payments.
Professional Service Contracts	\$0.080	2.7	The timing of and payment for consulting services, partially offset by the timing of MTA chargeback payments.	\$12.119	39.5	Timing of and payment for consulting services and lower professional service payments.
Materials and Supplies	(\$0.258)	(4.0)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	\$10.229	8.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	\$0.875	56.0	Primarily due to the timing of payments and lower debit/credit card fee payments.	\$5.046	38.1	Primarily due to the timing of payments and lower debit/credit card fee payments.
Other Expenditure Adjustments	\$0.253	10.6	Lower Metrocard/AirTrain pass through payments.	\$1.935	7.6	Lower Metrocard/AirTrain pass through payments.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

November 2012

(\$ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$2.424	\$0.943	(\$1.481)	(61.1)	\$26.705	\$24.677	(\$2.027)	(7.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.893	0.658	(0.235)	(26.3)	8.461	3.000	(5.461)	(64.5)
Capital & Other Reimbursements	1.157	11.198	10.041	*	(12.707)	17.416	30.123	*
Total Receipts	\$4.474	\$12.799	\$8.325	*	\$22.459	\$45.094	\$22.635	*
Expenditures								
Labor:								
Payroll	(\$4.785)	(\$3.319)	\$1.467	30.6	\$3.145	\$1.799	(\$1.345)	(42.8)
Overtime	(1.859)	(3.974)	(2.115)	*	(1.233)	(0.265)	0.968	78.5
Health and Welfare	0.000	(7.921)	(7.921)	-	0.001	(8.413)	(8.414)	*
OPEB Current Payment	0.000	(3.728)	(3.728)	-	(0.002)	(3.671)	(3.669)	*
Pensions	2.932	0.020	(2.912)	(99.3)	(2.932)	0.137	3.069	*
Other Fringe Benefits	(3.303)	(1.520)	1.783	54.0	(1.535)	7.077	8.612	*
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	100.0
Total Labor Expenditures	(\$7.015)	(\$20.442)	(\$13.427)	*	(\$2.556)	(\$3.336)	(\$0.779)	(30.5)
Non-Labor:								
Electric Power	(\$3.037)	\$2.490	\$5.527	*	(\$7.761)	\$4.374	\$12.135	*
Fuel	(0.448)	(0.654)	(0.206)	(45.9)	(3.194)	(0.872)	2.322	72.7
Insurance	(1.390)	(0.966)	0.424	30.5	(5.877)	(3.253)	2.624	44.7
Claims	0.330	(0.489)	(0.819)	*	0.462	(2.503)	(2.965)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.871)	(6.782)	(5.911)	*	(11.185)	(12.329)	(1.144)	(10.2)
Professional Service Contracts	0.324	(0.330)	(0.654)	*	1.595	5.399	3.804	*
Materials & Supplies	5.771	5.668	(0.103)	(1.8)	5.881	(9.375)	(15.256)	*
Other Business Expenses	(0.151)	0.270	0.421	*	(0.120)	3.939	4.060	*
Total Non-Labor Expenditures	\$0.528	(\$0.793)	(\$1.321)	*	(\$20.200)	(\$14.620)	\$5.580	27.6
Other Expenditure Adjustments:								
Other	(2.392)	(2.139)	0.253	10.6	(25.608)	(23.673)	1.935	7.6
Total Other Expenditure Adjustments	(\$2.392)	(\$2.139)	\$0.253	10.6	(\$25.608)	(\$23.673)	\$1.935	7.6
Total Expenditures before Depreciation	(\$8.879)	(\$23.374)	(\$14.494)	*	(\$48.364)	(\$41.629)	\$6.735	13.9
Depreciation Adjustment	27.077	26.005	(1.072)	(4.0)	290.065	291.467	1.402	0.5
Other Post Employment Benefits	6.555	6.089	(0.466)	(7.1)	70.695	73.289	2.593	3.7
Environmental Remediation	0.167	0.167	0.000	0.1	1.834	1.833	(0.000)	(0.0)
Total Expenditures	\$24.919	\$8.887	(\$16.032)	(64.3)	\$314.230	\$324.960	\$10.730	3.4
Cash Timing and Availability Adjustment	0.000	(0.384)	(0.384)	-	0.000	(1.018)	(1.018)	-
Total Cash Conversion Adjustments	\$29.393	\$21.301	(\$8.091)	(27.5)	\$336.689	\$369.035	\$32.347	9.6

	November 2012						November Year-to-Date					
	Forecast		Actuals		Var. - Fav./Unfav)		Forecast		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service ¹	43,607	\$2.2	44,412	\$2.2	(805)	(\$0.0)	326,884	\$16.5	338,402	\$17.0	(11,517)	(\$0.6)
					-1.8%	-1.4%					-3.5%	-3.4%
Unscheduled Service	9,380	\$0.5	12,871	\$0.7	(3,492)	(\$0.2)	101,408	\$5.3	103,542	\$5.4	(2,133)	(\$0.1)
					-37.2%	-47.0%					-2.1%	-2.8%
Programmatic/Routine Maintenance	37,421	\$1.7	25,040	\$1.1	12,381	\$0.6	453,942	\$21.0	410,680	\$19.2	43,262	\$1.8
					33.1%	33.9%					9.5%	8.7%
Unscheduled Maintenance	525	\$0.0	503	\$0.0	22	\$0.0	6,026	\$0.3	7,571	\$0.3	(1,545)	(\$0.1)
					4.1%	4.1%					-25.6%	-26.0%
Vacancy/Absentee Coverage	43,171	\$2.1	54,384	\$2.5	(11,213)	(\$0.5)	523,301	\$25.2	612,049	\$29.2	(88,748)	(\$4.1)
					-26.0%	-22.2%					-17.0%	-16.2%
Weather Emergencies **	3,449	\$0.2	66,636	\$3.8	(63,187)	(\$3.6)	34,439	\$1.6	140,315	\$7.8	(105,876)	(\$6.2)
					*	*					*	*
Safety/Security/Law Enforcement ²												
Other ^{3**}	1,463	\$0.1	3,021	\$0.3	(1,557)	(\$0.3)	15,801	\$1.2	18,240	\$3.0	(2,438)	(\$1.9)
					*	*					-15.4%	*
Subtotal	139,016	\$6.7	206,867	\$10.8	(67,851)	(\$4.1)	1,461,603	\$71.0	1,630,808	\$82.1	(169,006)	(\$11.1)
					-48.8%	-60.5%					-11.6%	-15.6%
REIMBURSABLE OVERTIME	18,758	\$0.9	11,131	\$0.6	7,627	0.3	206,555	\$10.4	223,149	\$11.5	(16,594)	(\$1.1)
					40.7%	37.1%					-8.0%	-10.8%
TOTAL OVERTIME	157,773	\$7.7	217,998	\$11.4	(60,225)	(\$3.7)	1,668,358	\$81.4	1,853,958	\$93.6	(185,600)	(\$12.2)
					-38.2%	-48.4%					-11.1%	-15.0%

¹ Includes Service Delay, Tour Length and Holiday overtime.

² Not Applicable

³ Reflects overtime for customer service, 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%

** Please note that Other (rates) and Weather OT for October 2012 were restated to provide a more accurate account of OT for Superstorm Sandy.

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(805)	(0.0)		(11,517)	(0.6)	Due to overruns in Crew book overtime
	-1.8%	-1.4%		-3.5%	-3.4%	
<u>Unscheduled Service</u>	(3,492)	(0.2)		(2,133)	(0.1)	
	-37.2%	-47.0%		-2.1%	-2.8%	
<u>Programmatic/Routine Maintenance</u>	12,381	0.6	Primarily due to Maintenance of Equipment aggressive management oversight and M7 10 year Truck Delay.	43,252	1.8	Primarily due to Maintenance of Equipment aggressive management oversight and M7 10 year Truck Delay.
	33.1%	33.9%		9.5%	8.7%	
<u>Unscheduled Maintenance</u>	22	0.0		(1,545)	(0.1)	Overage due to train derailment in Hillside Yard.
	4.1%	4.1%		-25.6%	-26.0%	
<u>Vacancy/Absentee Coverage</u>	(11,213)	(0.5)	Primarily vacant craft and foreman positions in Maintenance of Equipment Department and lower availability in Train Operations and Customer Service, partially offset by higher availability in the Maintenance of Equipment Department.	(88,748)	(4.1)	Due to craft and foreman position vacancies in Maintenance of Equipment Department YTD against forecast. Lower availability in Train Operations (train and engine) and Customer Service.
	-26.0%	-22.2%		-17.0%	-16.2%	
<u>Weather Emergencies</u>	(63,187)	(3.6)	Weather related costs due to initial preparation and recovery from Superstorm Sandy.	(105,876)	(6.2)	Weather related costs due to initial preparation and recovery from Superstorm Sandy.
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(1,557)	(0.3)		(2,438)	(1.9)	
	*	*		-15.4%	*	
Subtotal	(67,851)	(\$4.1)		(169,006)	(\$11.1)	
	-48.8%	-60.5%		-11.6%	-15.6%	
REIMBURSABLE OVERTIME	7,627	0.3		(16,594)	(1.1)	Over-run due to Annual Track Program resulting from latest project schedule requirements.
	40.7%	37.1%		-8.0%	-10.8%	
TOTAL OVERTIME	(60,225)	(\$3.7)		(185,600)	(\$12.2)	
	-38.2%	-48.4%		-11.1%	-15.0%	
* Exceeds 100%						

REVISED 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 - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH NOVEMBER 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	3	4	(1)
Labor Relations	11	11	0
Procurement & Logistics (excl. Stores)	86	81	5
Human Resources	31	30	1
Sr VP Administration	2	2	0
Strategic Investments	31	25	6
President	4	4	0
VP & CFO/Pension	8	8	0
Information Technology	160	153	7
Controller	41	38	3
Management & Budget	18	17	1
Process Re-Engineering	7	6	1
VP - East Side Access & Special Projects	27	23	4
Market Dev. & Public Affairs	59	57	2
Gen. Counsel & Secretary	30	31	(1)
Diversity Management	1	1	0
System Safety/Training	72	69	3
Security	6	6	0
Sr VP Operations & Service Planning	24	18	6
Total Administration	621	584	37
Operations			
Train Operations	1,869	1,869	-
Customer Services	292	292	-
Total Operations	2,161	2,161	-
Maintenance			
Engineering	1,559	1,528	31
Equipment	1,979	1,950	29
Procurement (Stores)	93	92	1
Total Maintenance	3,631	3,570	61
Engineering/Capital			
Department of Project Management	126	120	6
Total Engineering/Capital	126	120	6
Baseline Total Positions	6,539	6,435	104
Non-Reimbursable	5,872	6,027	(155)
Reimbursable	667	408	259
Total Full-Time	6,539	6,435	104
Total Full-Time-Equivalents	-	-	-

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH NOVEMBER 2012

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (155) positions due to more of the Engineering Department's work force assigned to maintenance activities instead of project work including preparation and recovery from Super Storm Sandy.
REIMBURSABLE POSITIONS - Favorable 259 positions primarily due to the timing of project activity and more of the Engineering Department's work force assigned to maintenance activities instead of project work including preparation and recovery from Super Storm Sandy.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH NOVEMBER 2012

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	310	280	30
Professional, Technical, Clerical	311	304	7
Operational Hourlies			-
Total Administration	621	584	37
Operations			
Managers/Supervisors	326	298	28
Professional, Technical, Clerical	162	161	1
Operational Hourlies	1,673	1,702	(29)
Total Operations	2,161	2,161	-
Maintenance			
Managers/Supervisors	696	640	56
Professional, Technical, Clerical	272	252	20
Operational Hourlies	2,663	2,678	(15)
Total Maintenance	3,631	3,570	61
Engineering/Capital			
Managers/Supervisors	105	96	9
Professional, Technical, Clerical	21	24	(3)
Operational Hourlies	-	-	-
Total Engineering/Capital	126	120	6
Total Positions			
Managers/Supervisors	1,437	1,314	123
Professional, Technical, Clerical	766	741	25
Operational Hourlies	4,336	4,380	(44)
Total Positions	6,539	6,435	104

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	November 2012				Year-to-date November 2012			
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.762	2.969	(0.793)	-21.1%	42.776	41.534	(1.242)	-2.9%
Weekly	0.107	0.163	0.055	51.5%	1.565	1.641	0.077	4.9%
Total Commutation	3.870	3.132	(0.738)	-19.1%	44.341	43.175	(1.165)	-2.6%
One-Way Full Fare	0.621	0.503	(0.118)	-19.0%	7.287	7.255	(0.032)	-0.4%
One-Way Off-Peak	1.451	1.280	(0.171)	-11.8%	16.110	15.786	(0.324)	-2.0%
All Other	0.763	0.692	(0.071)	-9.3%	8.635	8.678	0.043	0.5%
Total Non-Commutation	2.835	2.476	(0.360)	-12.7%	32.032	31.719	(0.313)	-1.0%
Total	6.705	5.607	(1.098)	-16.4%	76.373	74.895	(1.478)	-1.9%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2012 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
November 2012

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Mid - Year Forecast</u>	<u>2011</u>	<u>vs. Forecast</u>	<u>vs. 2011</u>
Farebox Operating Ratio	Standard ⁽¹⁾	40.9%	44.7%	53.8%	-3.8%	-12.9%
	Adjusted ⁽²⁾	48.0%	54.5%	66.2%	-6.5%	-18.2%
Cost Per Passenger	Standard ⁽¹⁾	\$18.46	\$16.01	\$13.35	(\$2.45)	(\$5.11)
	Adjusted ⁽²⁾	\$16.27	\$13.97	\$11.43	(\$2.30)	(\$4.84)
Passenger Revenue/Passenger ⁽³⁾		\$7.55	\$7.16	\$7.18	\$0.39	\$0.37
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>2012</u>	<u>Mid - Year Forecast</u>	<u>2011</u>	<u>vs. Forecast</u>	<u>vs. 2011</u>
Farebox Operating Ratio	Standard ⁽¹⁾	48.7%	47.1%	49.9%	1.6%	-1.2%
	Adjusted ⁽²⁾	59.9%	57.8%	60.9%	2.1%	-1.0%
Cost Per Passenger	Standard ⁽¹⁾	\$14.65	\$14.94	\$14.21	\$0.29	(\$0.44)
	Adjusted ⁽²⁾	\$12.61	\$12.91	\$12.27	\$0.30	(\$0.34)
Passenger Revenue/Passenger ⁽³⁾		\$7.13	\$7.04	\$7.09	\$0.09	\$0.04

(1) The Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments: Depreciation, Other Post Employment Benefits and Environmental Remediation (GASB-49).

(2) Adjusted Fare Box Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between the Long Island Rail Road and Metro-North Railroad and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenue and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB Current Payment expenses for retirees, and Removal of the UAAL associated with the LIRR's closed pension plan.

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>November Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	570.2	571.8	565.4	(4.8)	(0.8)	(6.4)	(1.1)
Total Expenses before Non-Cash Liability Adjs	1,131.4	1,125.0	1,093.8	37.6	3.3	31.2	2.8
Depreciation	290.1	291.8	291.5	(1.4)	(0.5)	0.4	0.1
OPEB Obligation	70.7	73.0	73.3	(2.6)	(3.7)	(0.3)	(0.4)
Environmental Remediation	1.8	1.8	1.8	0.0	0.0	-	0.0
Total Expenses	1,494.0	1,491.7	1,460.4	33.6	2.2	31.3	2.1
Net Surplus/(Deficit)	(923.8)	(919.9)	(895.0)	28.8	3.1	24.9	2.7

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2012 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$6.4)	(1.1)	Primarily due to Super Storm Sandy.
Total Expenses	\$31.3	2.1	Timing of joint facilities payments, retiree unused sick payouts, pension accruals, FELA Indemnity expenses, elevator/escalator maintenance, communications, IT Hardware and Software, outside legal services, miscellaneous inventory adjustments and rolling stock maintenance, pooled material chargeouts greater than reclaims, lower OPEB Current expenses due to fewer retirees and lower rates and lower consumption for Electric and Fuel, partially offset by overtime associated with Super Storm Sandy, open job coverage and lower availability, timing of public liability claims, MTA chargebacks, reimbursement for concrete tie replacement program and higher Other Post Employment Benefits.

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 2012

NOVEMBER 2012 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD EXECUTIVE SUMMARY

November

- November 2012 total ridership was 5.6 million vs. 6.8 million in November 2011, a decrease of 1,207,967 passengers, or a 17.7% decrease compared to November 2011. The November ridership decline is attributed to overall fewer customer trips and reduced service throughout the month of November based primarily on the fact that the LIRR did not have full use of the two Amtrak tunnels that were flooded during Superstorm Sandy. Train service improved progressively until the full restoration of service on December 10th.

- November 2012 commutation ridership was 3.1 million vs. 3.9 million in November 2011, a decrease of 762,126 passengers, or a decrease of 19.6%. Commutation trips were adjusted to account for the reduced service due to the two Amtrak tunnels that were flooded.

- November 2012 non-commutation ridership was 2.5 million vs. 2.9 million in November 2011, a decrease of 445,842 passengers, or a decrease of 15.3%. The decline in the non-commutation market is also attributed to the impact of the reduced service due to the two Amtrak tunnels that were flooded.

- November 2012 revenue was \$42.2 million vs. \$48.8 million, a decrease of \$6,523,470 or a decrease of 13.4% compared to November 2011.

Year-To-Date

- 2012 YTD total ridership was 74.9 million vs. 74.1 million in 2011, an increase of 759,369 or a 1.0% increase compared to 2011, and 1.9% below mid-year forecast.

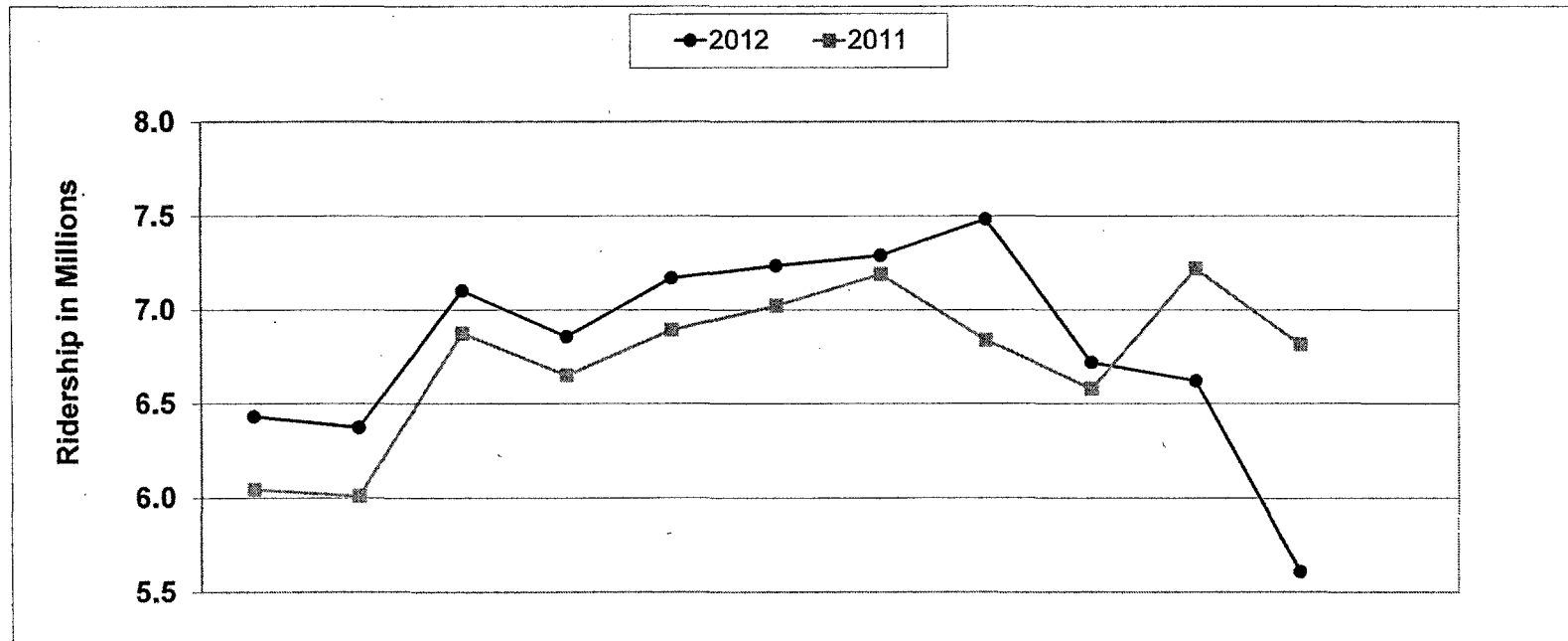
- 2012 YTD commutation ridership was 43.2 million vs. 43.3 million in 2011, a decrease of 123,202 or a 0.3% decrease compared to 2011, and 2.6% below mid-year forecast.

- 2012 YTD non-commutation ridership was 31.7 million vs. 30.8 million in 2011, an increase of 882,570 or an increase of 2.9% compared to 2011, and 1.0% below mid-year forecast.

- 2012 YTD revenue was \$531.9 million vs. \$520.9 million in 2011, an increase of \$10,983,880 or an increase of 2.1% compared to 2011 and 0.7% below mid-year forecast.

NOVEMBER RIDERSHIP

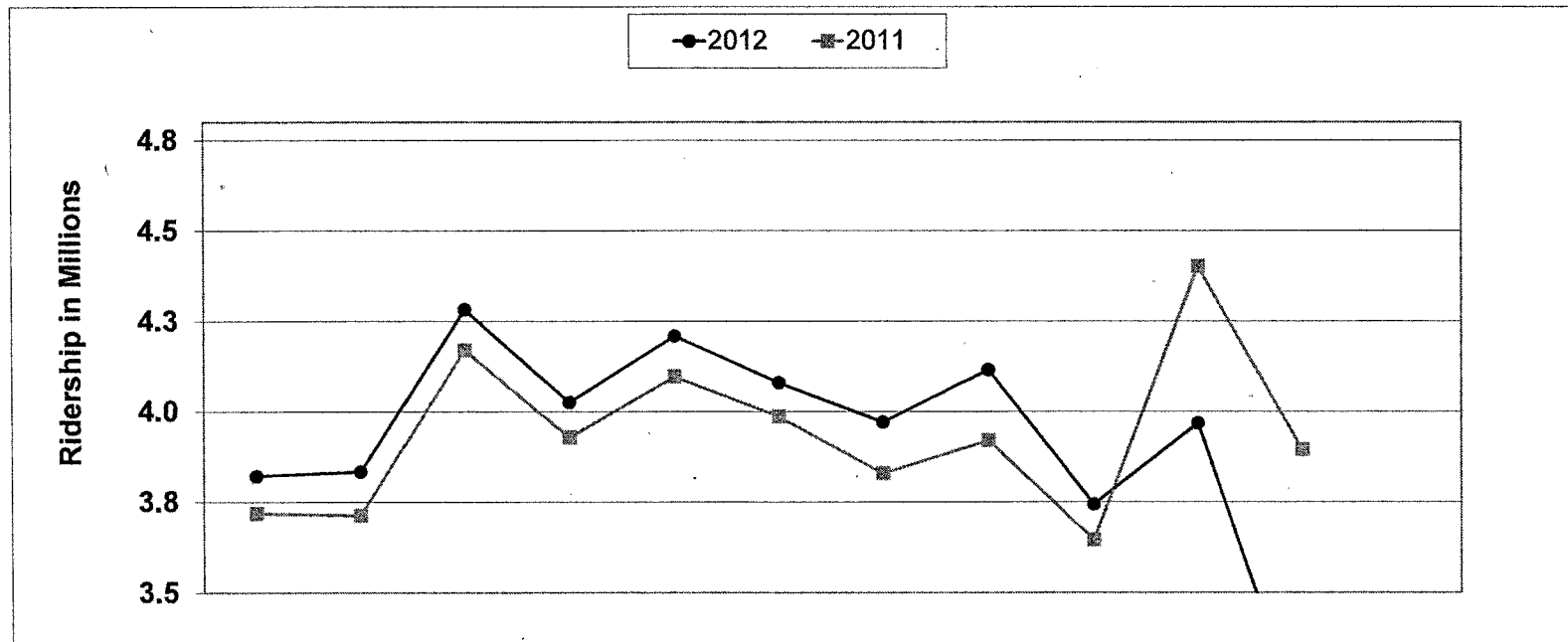
- November's Total Ridership was -17.7% below '11 and -16.4% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	6.4	6.4	7.1	6.9	7.2	7.2	7.3	7.5	6.7	6.6	5.6		74.9
2011	6.0	6.0	6.9	6.7	6.9	7.0	7.2	6.8	6.6	7.2	6.8		74.1
PCT CHG.	6.4%	6.1%	3.3%	3.1%	4.0%	3.0%	1.4%	9.4%	2.1%	-8.3%	-17.7%		1.0%

NOVEMBER COMMUTATION RIDERSHIP

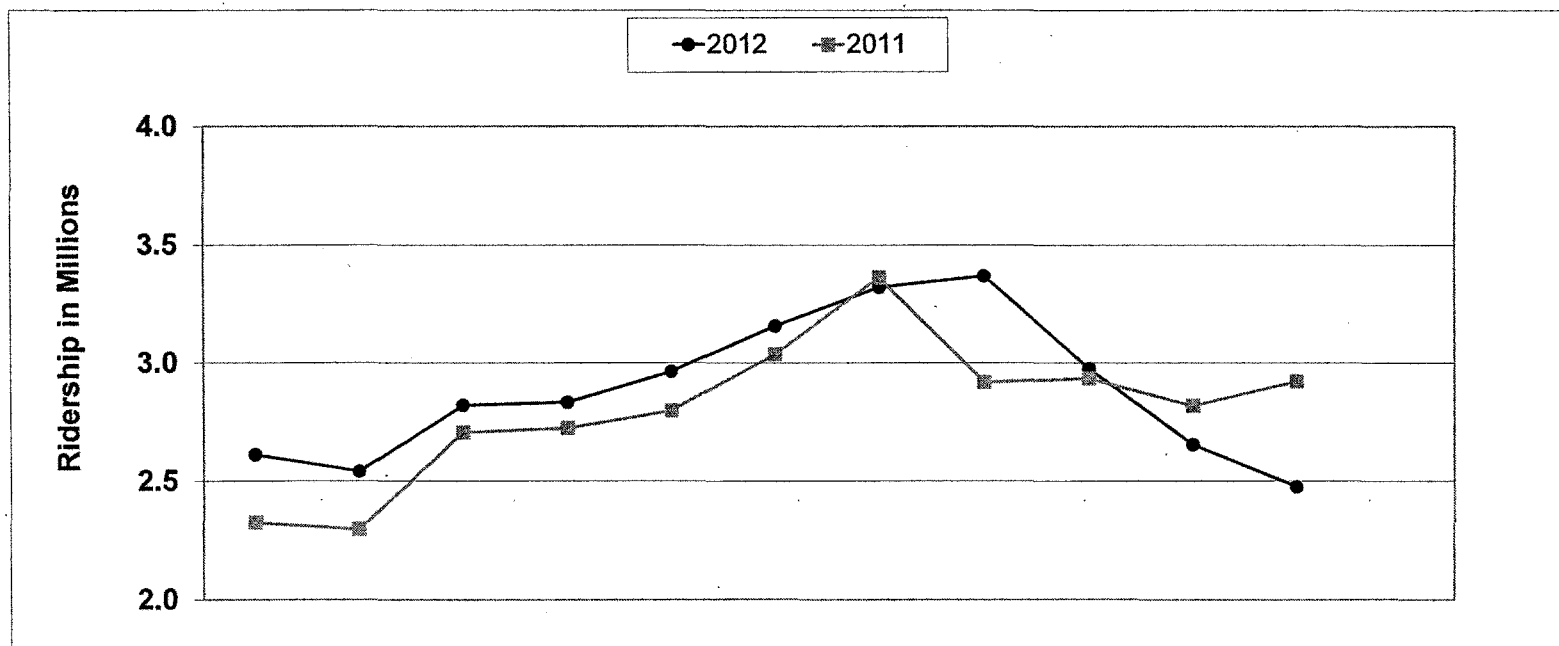
- November's Commutation Ridership was -19.6% below '11 and -19.1% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	3.8	3.8	4.3	4.0	4.2	4.1	4.0	4.1	3.7	4.0	3.1		43.2
2011	3.7	3.7	4.2	3.9	4.1	4.0	3.8	3.9	3.6	4.4	3.9		43.3
PCT CHG.	2.8%	3.2%	2.7%	2.5%	2.8%	2.3%	3.7%	5.0%	2.7%	-9.9%	-19.6%		-0.3%

NOVEMBER NON-COMMUTATION RIDERSHIP

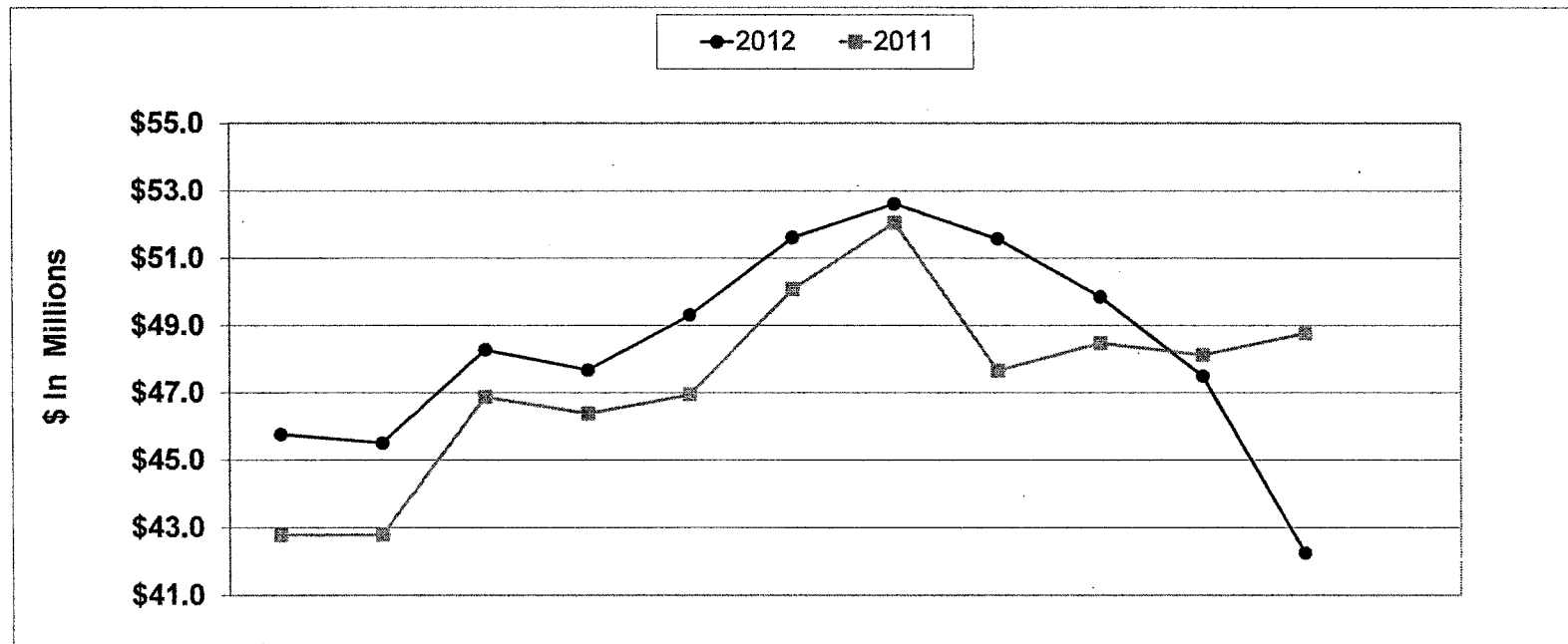
- November's Non-Commutation Ridership was -15.3% below '11 and -12.7% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3	3.4	3.0	2.7	2.5		31.7
2011	2.3	2.3	2.7	2.7	2.8	3.0	3.4	2.9	2.9	2.8	2.9		30.8
PCT CHG.	12.3%	10.6%	4.2%	4.0%	6.0%	4.0%	-1.3%	15.4%	1.4%	-5.8%	-15.3%		2.9%

NOVEMBER REVENUE

- November's Total Revenue was -13.4% below '11 and -11.8% below Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3	\$51.6	\$52.6	\$51.6	\$49.8	\$47.5	\$42.2		\$531.9
2011	\$42.8	\$42.8	\$46.9	\$46.4	\$46.9	\$50.1	\$52.1	\$47.7	\$48.5	\$48.1	\$48.8		\$520.9
PCT CHG.	7.0%	6.4%	3.0%	2.8%	5.0%	3.1%	1.1%	8.2%	2.8%	-1.3%	-13.4%		2.1%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
NOVEMBER 2012**

TICKET TYPE/SERVICE	NOVEMBER 2012	NOVEMBER 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,131,695	3,893,821	(762,126)	-19.6%
NON-COMMUTATION RIDERSHIP	2,475,711	2,921,553	(445,842)	-15.3%
TOTAL RIDERSHIP	5,607,406	6,815,374	(1,207,967)	-17.7%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2012 YEAR-TO-DATE**

TICKET TYPE/SERVICE	NOVEMBER 2012	NOVEMBER 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	43,175,407	43,298,608	(123,202)	-0.3%
NON-COMMUTATION RIDERSHIP	31,719,136	30,836,566	882,570	2.9%
TOTAL RIDERSHIP	74,894,543	74,135,174	759,369	1.0%

* 2011 ridership numbers were adjusted using 2012 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
NOVEMBER 2012**

REVENUE	NOVEMBER 2012	NOVEMBER 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$22,737,341	\$25,656,369	(\$2,919,028)	-11.4%
NON-COMMUTATION REVENUE	\$19,504,291	\$23,108,734	(\$3,604,443)	-15.6%
TOTAL REVENUE	\$42,241,632	\$48,765,103	(\$6,523,470)	-13.4%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2012 YEAR-TO-DATE**

REVENUE	NOVEMBER 2012	NOVEMBER 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$278,144,246	\$274,055,604	\$4,088,643	1.5%
NON-COMMUTATION REVENUE	\$253,745,667	\$246,850,430	\$6,895,237	2.8%
TOTAL REVENUE	\$531,889,914	\$520,906,034	\$10,983,880	2.1%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
DECEMBER 2012**

PN-S6: IMPROVED RADIO COVERAGE

Project Budget: \$15.29M

Milestone: Beneficial Use

As part of the LIRR's efforts to improve existing radio coverage and fully comply with FCC regulations, 13 Radio Receiver Sites were retrofitted and 5 new modern monopole-based radio facilities were constructed at Medford, Northport, Little Neck, Sea Cliff, and Huntington. These improvements will provide a more efficient use of the frequency spectrum and enhance the reliability and quality of the railroad's radio system.

PN-TC: ANNUAL TRACK PROGRAM

Project Budget: \$51.80M

Milestone: Beneficial Use

The life cycle replacement and upgrade of selected track structures for 2012 is complete. The track components renewal included Wood Ties, Continuous Welded Rail [CWR], Switches, and Concrete Grade Crossings. This project facilitates the LIRR's efforts to maintain a State of Good Repair throughout the railroad's track system.

PN-BG: BRIDGE PAINTING PROGRAM

Project Budget: \$5.20M

Milestone: Contract Award

A Painting Contract for six Group 2 Bridges was awarded to NUCO Painting Corporation for \$2,297,000 on Dec 19. Painting activities for the bridges in Carle Place, Westbury, Bellerose, Belmont, Douglaston, and Babylon are scheduled for completion in the fall of 2014.

PN-TV: MASSAPEQUA POCKET TRACK – UNQUA CREEK BRIDGE

Project Budget: \$19.60M

Milestone: Contract Award

A Contract for the Design, Manufacture, and Delivery of Unqua Creek Bridge was awarded to Canam Steel Corporation for \$1,147,000 on Dec 6. Unqua Creek Bridge is located between Massapequa and Massapequa Park Stations. Delivery and installation of the 75 ft bridge that will share the existing Unqua Creek Bridge abutment is planned for completion in the summer of 2013. This additional span to the existing bridge structure is necessary for the construction and operation of a new pocket track in the Massapequa vicinity to serve the projected high travel demands of the Babylon Branch after the opening of East Side Access.

PN-LF: CENTRALIZED TRAFFIC CONTROL

Project Budget: \$12.94M

Milestone: Contract Award

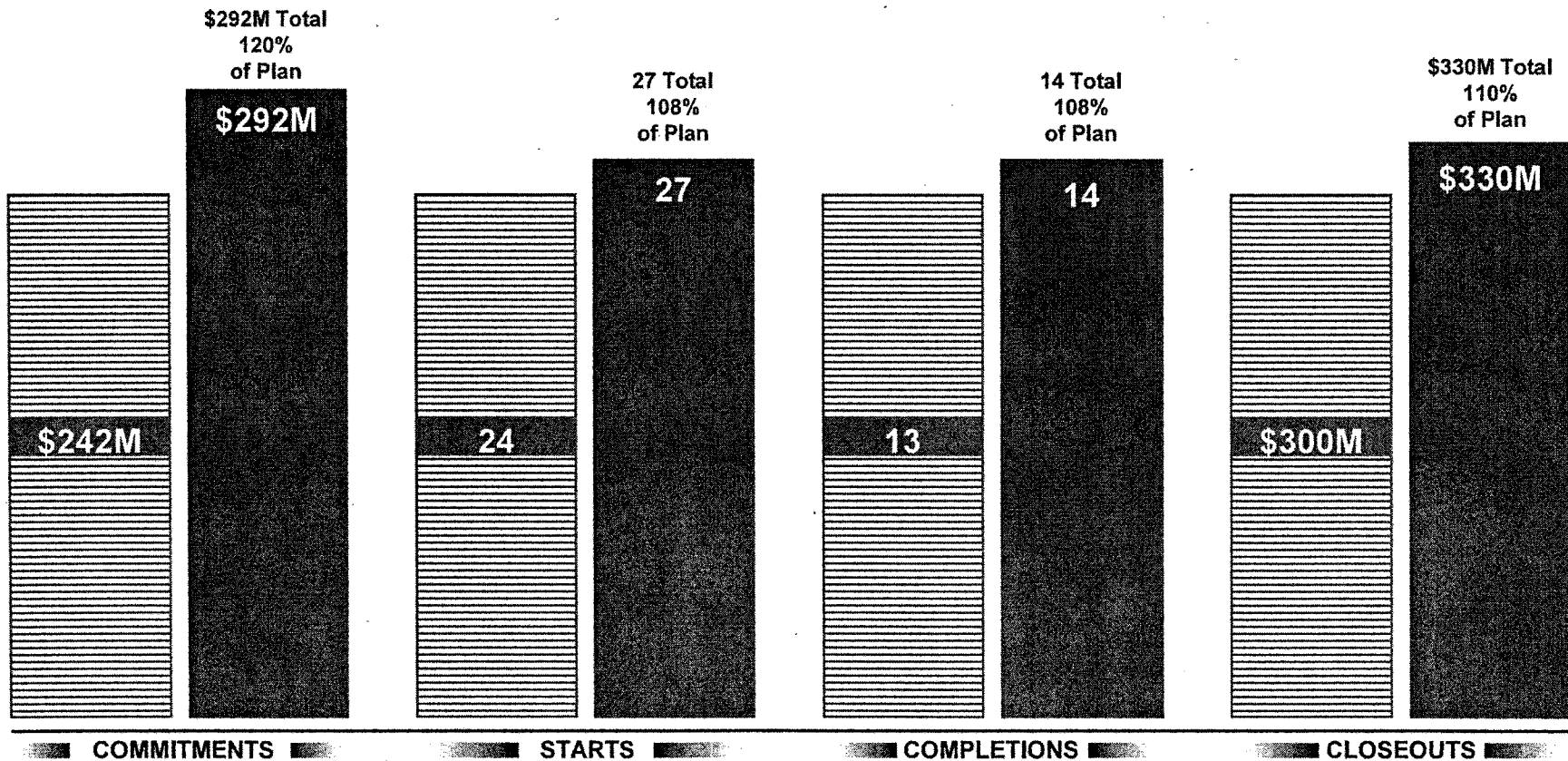
A Construction Contract for the initial interior architectural fit-out of the Centralized Train Control [CTC] facility within the JCC building in Jamaica was awarded to LoDuca Associates for \$7,033,440. This project is part of the LIRR's efforts to centralize train dispatching, supervision, and rail traffic management within one location thus providing greater reliability and flexibility of train movement. Completion of this architectural fitout phase is planned for Fall 2014 and is a critical piece of the railroad's long term plan to migrate to a full CTC system.

MENTORING ACTIVITIES

- Hillside Support Facility Platform Elevator Replacements: South elevator work continued.
- Richmond Hill Sheridan Shop Roof Replacement: Work continued.
- Richmond Hill Storage Facility Fit-out: Work continued.
- Massapequa Bridge Painting: Work substantially complete.
- HVAC Replacement West Side Yard: Submittal review in progress.

2012 LIRR Capital Program Goals

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2012 PLAN



ACTUAL as of December 31, 2012



FORECAST as of December 31, 2012