



Metropolitan Transportation Authority

Long Island Committee Meeting

March 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

March 11, 2013, 9:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Monday, April 22, 2013 at 9:30 AM**

**Minutes of the Regular Meeting
Long Island Committee
Monday, January 28, 2013
Meeting held at
347 Madison Avenue
New York, New York 10017
9:30 a.m.**

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Fernando Ferrer
Hon. Ira R. Greenberg
Hon. Jeffrey Kay
Hon. Charles G. Moerdler
Hon. David Paterson
Hon. James L. Sedore, Jr.
Hon. Vincent Tessitore, Jr.

The following member was absent:

Hon. Carl V. Wortendyke

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

Co-Chairman Pally called the joint meeting to order.

There were four public speakers. Joseph Clift expressed concerns about the cost of LIRR's Main Line Double Track project, as compared to earlier estimates of such costs. Orrin Goetz referred the Committee's attention to a report on the region's economy, and spoke about how LIRR could positively affect the economy going forward. Williams Henderson of the PCAC referenced the strategic planning study, and commented on the possible operation of scoot service by LIRR. He recognized that these services are still being designed, and asked that the rider experience be kept paramount in consideration as part of the planning. He said that one of the struggles of LIRR riders is the change at Jamaica. Murray Boden of Concerned Grandparents said that he welcomed changes that are being made by the MTA to convey information and receive public comments electronically, which will make meetings more efficient.

Upon motion duly made and seconded, the minutes of the December 17, 2012 Committee meeting were approved. Board Members Paterson, Kay and Bickford were not present for the vote on the minutes.

MTA LONG ISLAND RAIL ROAD

President Williams thanked the members of the newly constituted Long Island Committee. She thanked Acting MTA Chairman Fernando Ferrer for attending today's meeting and noted that Board Member Mitch Pally is back as the Chair of the Long Island Committee. She also expressed her appreciation to the members of the Board who have been covering both railroad committees for the past year. President Williams assured the Board that Metro-North and Long Island Rail Road will continue to work very closely on joint procurements and joint efforts.

President Williams, presenting the 2012 ridership report, was pleased to report that LIRR finished the year of 2012 with an annual positive growth in ridership, although by a small margin of .7%. She noted that LIRR had a very steady climb in ridership for about 13 months and the significant impact of Superstorm Sandy is what limited growth results. Nevertheless, for the full year, 2012 total ridership increased to 81.7 million passengers, versus 81.2 million passengers for 2011. Absent Superstorm Sandy, LIRR estimates that there would have been an overall increase of 4.2% as against 2011 results.

President Williams next commented on the Barclays ridership. LIRR has worked closely with Forest City Ratner since the opening of the Barclays Center in Brooklyn, a collaboration that has resulted in significant ridership increases in the last quarter of 2012. Ridership to and from the Atlantic Terminal during events at the Barclays Center has increased by 334%, with the average gain for each event approximately 3,300 new customers. LIRR's marketing campaign, which includes print ads, brochures, station posters and on-board media, has been effective in getting Long Islanders to use the Long Island Rail Road when traveling to the Barclays events.

President Williams next commented on LIRR service enhancements, which are described in the Staff Summary in LIRR's package. On March 4, there will be additional train service, including Atlantic Terminal Brooklyn service, which has been extended to 2 a.m. That will result in eight additional Brooklyn trains with half-hourly service in both directions; which will reinforce the idea that Long Islanders have the ability to use the Long Island Rail Road to get to Barclays' entertainment events and Nets games, and in the future, to Islander games. On the Ronkonkoma Branch, three new westbound trains are added to the schedule. On the Montauk Branch, President Williams noted that LIRR was able to close some major gaps in the schedule. The 5:12 p.m. train, a popular train from Hunterspoint, will go back in service to Port Jefferson. On the Long Beach Branch, which has been so devastated by Superstorm Sandy (and where customers are very appreciative of the service LIRR has been able to provide), President Williams was pleased to say that a 6:09 morning train and a 5:40 p.m. evening train will be restored. She noted that LIRR will continue to have some off-peak and weekend schedule adjustments based on track work and East Side Access work, which are discussed in the Staff Summary.

President Williams then addressed a very troubling issue which LIRR is confronting. President Williams stated that LIRR has been cooperating with the Office of the MTA Inspector General, the Nassau County District Attorney's Office and the MTA Police after receiving information that some employees were stealing scrap and new metal from yards and shops. She reported the arraignment of 15 employees in the Signal Repair workforce who have been implicated in this scheme. These employees were suspended with pay on Wednesday, January 23rd, then were suspended without pay on Friday, after the arraignments. President Williams stated that LIRR will move with all diligence with disciplinary action against these employees upon completion of the criminal proceedings, including pursuing pension forfeitures. These employees know that they have violated the public trust and that the LIRR will not tolerate theft from our company. President Williams advised that LIRR is working with MTA Inspector General Barry Kluger to improve yard security at the shops where scrap metal is stored. In addition, LIRR is increasing video surveillance, purchasing storage bins and working on procedures to improve security.

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President Williams thanked MTA Inspector Barry's Kluger's team and Chief Coan and his Detectives Investigative Unit for their expertise and assistance.

President Williams next reported on a tragic accident that occurred on January 22nd, in which two individuals died when their car hit a train. The LIRR train crew consisted of Locomotive Engineer Chris Arkuta, Conductor Robert Lyons and Assistant Conductor Gwendolyn Webb. President Williams advised that there is an indication that the driver went around downed gates and may have been on a cell phone. President Williams commended the actions of the crew, who immediately went into emergency braking action. Engineer Chris Arkuta stayed in the cab even though flames were bursting, because he wanted to continue to hit the horn. He was very concerned about subsequent crossings and debris flying. The crew really did an outstanding job. President Williams thanked Chief Coan again for his great response and assistance and also the thanked Brentwood Fire Service for their outstanding assistance. President Williams added that LIRR is trying very hard to develop a new safety campaign message on grade crossings, trying to reach a different audience, potentially using a YouTube-type video to express how dangerous going around gates is. People look one way at a stopped train, go around the gates, not looking the other way, as a train comes from the other direction. Board Member Tessitore commented that it is tough for the crews to go through accidents of this type; that this crew did an excellent job; and that he hopes the Board, the Committee and the public recognize the good actions of these employees and of the thousands of employees on the Long Island Rail Road. President Williams thanked Committee Member Tessitore for his comments. She said that LIRR has so many dedicated employees who do an outstanding job, and that she was very pleased when both MTA Inspector General Barry Kluger and District Attorney Kathleen Rice recognized all the valuable work that LIRR employees do, and that we can't let the actions of a small group color the attitude toward everyone at the railroad.

Board Member Moerdler asked whether there is an automatic device an engineer could use in an emergency situation so that the horn would continue to operate, rather than the engineer staying in the cab to continue hitting the horn. President Williams said it is her understanding that there is not such a device and noted there are specific FRA regulations about horns. President Williams said that in a life or death emergency situation, such a device could be valuable. She said that she would look into this further as a safety improvement.

Relating to the copper thefts, Board Member Moerdler was whether LIRR "hallmarks" in its cooper tubing, wiring or the like to facilitate detection. President Williams responded that LIRR has such markings, but her understanding from the investigation is that sometimes the markings get stripped and are not on all of the wire. Chief Coan stated that on the outside rubber that coats the copper, it is clearly stamped Long Island Rail Road, but that sometimes it was stripped before it was sold. Board Member Moerdler asked LIRR to consider hallmarking copper wiring and the like, which has been proven to be a major deterrent to stealing copper at apartment houses.

Board Member Pally observed that whenever an unfortunate accident, like the grade crossing accident occurs, we all get questioned again as to why there is a space there for cars to go around, and why gates do not go across the entire crossing; the gate on one side goes across half the crossing and the gate on the other side goes across the other half of the crossing. His understanding is that this configuration serves a variety of purposes. President Williams responded that the FRA has looked at the issues of gate length and gate positioning. Where there are solid gates across both sides of a crossing, if a car gets stuck on the grade crossing, the driver has the impression that he can't go forward, even though the gates would break if a car hit them. The gates are designed so that a car can move forward if drivers find themselves on a grade crossing when the gates come down. President Williams said that we are very concerned about gate construction and we do have one location with four quadrant gates. LIRR is looking at the length of gates and looking at alternatives. Of course, LIRR will work with the FRA on that. President Williams said that Board Member Pally is absolutely correct, the concept behind the typical

design is to give motorists who may be on the tracks the incentive to go forward, step on the gas and get off the tracks.

President Williams next gave an overview of LIRR's Double Track project, using a slide presentation. A copy of that presentation is on file with the records of this meeting. She stated that LIRR launched information centers over the last two weeks, one in Ronkonkoma, and one in Farmingdale. The main line track between Farmingdale and Ronkonkoma consists of 17.9 miles, 12.6 miles are single track and 5.3 miles are double track segments. The single track operation is fragile and it results in below average on-time performance for Ronkonkoma Branch customers. It is our Main Line, and a single track operation where trains can get stuck behind one train. You can have equipment and signal failures, or customers needing assistance, and you get a tremendous back up. It also prevents us from providing solid service in both directions, which is key to some of the economic development initiatives on Long Island. President Williams noted that the electrification process between Hicksville and Ronkonkoma was completed in the 1980's. She was very pleased to say it laid the groundwork to accommodate a future second track, by installing all the additional duct work for traction power system and sizing the substations to facilitate a second track. At LIRR's 175th anniversary celebration, President Williams spoke to Robin Wilson, who was LIRR's President at the time the electrification project was implemented. He said, "Helena, I left it for you," and President Williams responded, "Robin, I am going to finish it." The second track can be built within the Long Island Rail Road's existing right-of-way. President Williams said that is very good news because no commercial or residential takings are required. The right-of-way is sufficient. Referring to the slide about Phase 1, which is Ronkonkoma to Central Islip, President Williams said that under the first phase, the entire project is designed and the first segment will be built. Regarding the customer and community benefits of this project, President Williams stated that it is exciting to contemplate the half hourly off-peak service in both eastbound and westbound directions and that LIRR will be able to increase the reverse peak facilitating inter-island travel opportunities. She also referred to the number of developments along this segment. Ronkonkoma is in the midst of discussing a commercial residential development; and McArthur Airport is looking to build ridership that can travel by rail. In addition, there is the Heartland Project and Wyandanch Rising, which LIRR has already been participating in and for which this Board has approved some land transfers. LIRR is also looking at Republic, which is Route 110 and ripe for commercial and residential property development. President Williams stated that from an economic development perspective, it is very exciting to be part of transit-oriented development on Long Island and to see this important segment be put in play in so many different places. Of course, from a construction perspective, we will create hundreds of jobs on Long Island over the next five years which will be a boost for the local economy as well, as there is always a multiplier effect. She noted that LIRR will move toward a design/build construction contract award in November 2013. President Williams stated that we are very hopeful that we will obtain the funding in the 2015 Capital Program that will allow us to do additional preliminary design work and construction in April 2016, with the goal of completing the double track, the 12.5 miles, by December 2018.

Board Member Moerdler stated that it seemed to him, in light of the testimony of Mr. Clift, that it might be a good idea for the Auditor General to look at the cost of the Double Track project to see if there are possible savings. Board Member Pally responded that he has asked the railroad to provide Mr. Clift and others with their estimate of the costs. Board Member Pally added that CPOC also has this project on its list. He has been to CPOC meetings where it has been discussed, noting that whatever other opportunities we have to make sure we get the most bang for the buck, we should do so. Board Member Moerdler agreed and suggested that Dr. Horodniceanu could take a good hard look at the cost of the project. Board Member Greenberg said he would like to hear from the Independent Engineer regarding the costs of the project. He would like to see the scoping and the cost, too. Board Member Moerdler commented that the Capital Construction operation within the MTA does a good job, and asked why they are not doing this project? Board Member Pally answered that is a decision made at a higher level. Board Member Moerdler responded that this is a matter that they should take up at the Governance Committee's next meeting. Board Member Pally responded that MTA Capital Construction is given some projects

to do, including Second Avenue subway and what are called the 'megaprojects'. Other projects on the railroads and the subway are handled by the agencies themselves. This was a decision made at a former time that can be re-looked at. Board Member Pally said, we just want this project done as efficiently and as expeditiously as possible.

President Williams then congratulated Metro-North on the 100th Anniversary of Grand Central Terminal. She stated that the sponsorship program they have been doing for the year-long celebration is extraordinary. Their stewardship of the Grand Central Terminal, which is one of the most iconic structures in all of New York City, has been tremendous and it is part of Metro-North's heritage. President Williams stated that LIRR looks forward to the day when LIRR gets to Grand Central and she knows that Metro-North will continue to really enhance that structure.

MTA CAPITAL CONSTRUCTION

As the first of the new Long Island Committee Meetings and the first Committee Meeting in 2013, MTA Capital Construction President Michael Horodniceanu provided the Committee with an overview of progress on the East Side Access Project and on MTACC's plans for 2013. A copy of his presentation is on file with the records of this meeting.

In Manhattan, 140 feet below ground, six miles of tunnels have been dug, with about 30% of the finishes for this work complete. In preparation for the installation of escalators connecting the LIRR concourse to the mezzanine level, four escalator shafts have been dug to the depth of approximately 180 feet. The two caverns have been dug, 1200ft. long by 65ft. wide and 65ft. deep, which will be finished to accommodate a total of eight tracks. 23.5 million cubic feet of muck has been removed to create these caverns.

In Queens, four tunnels have been dug under the biggest passenger rail interlocking in North America. The tunnels, which are about two miles long, are now ready for installation of invert, bench, track and signals. Further, the Northern Boulevard tunneling beneath the elevated subway and the IND is complete. Currently reinforcing steel is being installed and this work is expected to be complete in April 2013.

Looking forward, work continues on 12 active contracts in Manhattan and Queens with an aggregate value of \$3.5 billion. So far, Capital Construction has committed 60% of East Side Access' \$6.4 billion construction budget. By March 2013, all underground excavation for tunnels and caverns will be complete.

In October MTACC received bids for the Manhattan Tunnels and Caverns Fit Out work. The bids were significantly over budget and had to be rejected. The major scope elements to the work included building the structures within the two caverns, final concrete lining of the Manhattan tunnels, rehabilitation of the 63rd Street tunnel and construction of the bench wall in Manhattan. Moving forward with this work MTACC has spoken extensively with all the bidders to better understand the risks/cost drivers they saw in the job. MTACC has also spoken with the General Contractor's Association's members and staff as well as with the trade unions on ways to improve construction efficiencies. Together with the IEC/OCO, MTACC is now finalizing plans to repackage the work in ways that will reduce risk while minimizing cost and schedule impacts. Although some budget and schedule contingency will be consumed, it is unclear yet how much. MTACC will complete its review of these issues and present its findings to CPOC in March.

Dr. Horodniceanu concluded his presentation to the Committee by reporting that 2013 will be a critical year for ESA. Six major contracts valued at \$2.2 billion will be completed and MTACC will commit to over \$1 billion in new work. By the end of 2013, ESA will have committed \$4.8 billion, 75% of its \$6.4 billion construction budget.

Committee Member Ira Greenberg asked Dr. Horodniceanu how people would get to the surface from the LIRR terminal below GCT in the event of a power outage. Dr. Horodniceanu explained that there will be backup generators to power to the escalators and offered to make a presentation at a future meeting on emergency equipment and procedures.

MTA POLICE DEPARTMENT

Chief Coan reported that for the year 2012 incidents were down 12%. They were down in virtually every category with the exception of just a slight uptick in burglaries. For December, there were three robberies compared to two; one in Huntington, one in Central Islip and one in Copiague. The Huntington and Central Islip robberies were closed out with immediate arrests. The one in Copiague is still under investigation. Chief Coan thanked President Williams and her staff and Barry Kluger and his staff, for their cooperation with the copper theft take-down, as without it, it would not have been as successful. The report of the MTA Police is included in the Committee Book.

MTA LONG ISLAND RAIL ROAD

President Williams stated that there were two information items; the Strategic Investments and Planning Studies in the book on page 25 and the March Timetable Changes and Track Work Program on page 53 of the book. Board Member Moerdler had a question about the Penn Station Gateway Project on page 46 of book and President Williams said she would speak to him about it. Board Member Moerdler continued that he has a couple of questions to illustrate why he thinks this is important. Board Member Pally responded that the Penn Station Vision and Gateway Project studies are not Long Island Rail Road studies. Board Member Moerdler said he understands, but President Williams has been working actively on this for some period of time directing it in the appropriate direction, and that is what he wanted to get on the table. Board Member Moerdler said that he would prefer that it be put on the agenda as a specific item. Board Member Moerdler added that he has a suggestion that will facilitate it. One of the things that could be done if President Williams has time, is to try and project what LIRR thinks the traffic coming from Long Island into the City of New York will be in 2019 or whenever East Side Access is ready, and where the load can best be discharged, whether it be at Grand Central or Penn Station, so we can get a better fix on this. Board Member Moerdler stated that while LIRR has been able to increase ridership, it doesn't look like LIRR is going to be able to consume all the space it will be provided. The numbers may help us take a look at that. Board Member Pally suggested that we do that and other items that are related to that issue and have President Williams come back in the next couple of months and make a full presentation because he thinks it is important for everyone to understand the benefits and ramifications of the project to all MTA entities. President Williams agreed. Board Member Greenberg stated that he thinks we can't underestimate the constraints of Penn Station, the tunnels, and how that presently impacts the inability of the Long Island Rail Road to maintain its stated goal of 95.1% on-time performance, and he thinks that if we spend all this money on East Side Access, we should see how this lightens the burden. He stated that if we can meet that goal of 95.1% on-time performance and increase capacity, he is all for allowing Metro-North to use Penn Station. However, he doesn't want Penn Station to become worse in the future or as overcrowded as it is today. Board Member Pally stated that he is not sure it is possible to

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make it worse. He said that he thinks all of these issues are important and related to each other. He noted that as he said, President Williams will come back in the next few months and make a full presentation on the issue to everybody in that regard, because there are a lot of consequences and lots of issues that have to be discussed. Board Member Moerdler also suggested that the Real Estate group present what they are thinking in terms of possible improvements of Penn Station and surrounding areas. The Board Members discussed the relatively inferior aspects of Penn Station as opposed to Grand Central. Board Member Greenberg stated that the ridership at Penn Station is tremendous and that you can't compare the way Penn Station looks to Grand Central, but the usage Penn Station gets is tremendous and makes it a rare station. Board Member Pally stated that the improvements being made to Farley and all of those issues around Penn Station have an impact on Penn Station directly and should be part of this entire discussion. President Williams stated that she will be delighted to put something together. She added that she doesn't want anyone to have a misimpression: LIRR is the lead in the Penn Vision Study with Amtrak and New Jersey Transit. On Gateway, Amtrak is the lead. She stated that she will come back and give the Board a full briefing and thinks it will be terrific discussion.

Board Member Greenberg asked if the renovation of the diesel shop at Richmond Hill was put on hold because it was taken out of the Capital Program. President Williams responded that Richmond Hill is a standalone project that she would talk to him about separately. Board Member Pally added that while he is greatly supportive of adding three new westbound trains from Farmingdale in the off-peak, his preference would be that they start at Ronkonkoma for those of us who live further east than those in Farmingdale. President Williams responded that this was why we needed the Double Track Project.

Information Items

There were two LIRR information items:

- Annual Strategic Investments and Planning Studies
- March Timetable Changes and Track Work Program

Remarks concerning the Information Items are included above.

Action Items

- 2013 Long Island Rail Road Committee Work Plan

President Williams requested approval for the Committee Work Plan on page 54. Board Member Pally asked if there were any items, additions or suggestion. He stated they will add the Penn Station Vision Study and Gateway to the Work Plan. Board Member Pally requested a motion to approve. All were in favor.

Procurements

There were four competitive LIRR procurement items: first, on behalf of LIRR, MNR and B&T, request to use the Request for Proposal (RFP) process to award a lease agreement to furnish and install an Automated Vehicle Location and Monitoring (AVLM) System into the Agencies' fleet of highway vehicles; second, on behalf of LIRR and MNR, and subject to successful completion of negotiations with the vendor and finalization of radio frequency testing, approval to award a contract to Environmental LLC in the amount of \$2,225,000 to purchase the FCC license for 150 kHz of radio spectrum required to support the Railroads' federally mandated PTC project in four counties north and west of New York City; third, 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, to develop, implement, validate and maintain a software integration system for the centralized Jamaica Incident Command Center for LIRR's Situation Room; and fourth, approval to award estimated quantity contracts to fifteen bus companies (as enumerated in the Staff Summary on page 73 of the Committee Book) who will provide LIRR with scheduled and emergency bus services over a three-year contract term, with the aggregate not-to-exceed amount of all contracts totaling \$11,250,000.

President Williams stated that the spectrum being acquired would be used by Metro-North for the PTC effort. She stated that while many of the Board Members have already heard the briefing at the Metro-North Committee meeting, for those not at that meeting, she said this was a terrific effort. President Williams complimented Richard Gans, Anthony Bombace and Dennis Mahon for their terrific efforts between Metro-North and Long Island Rail Road to acquire spectrum on the market. She indicated that there will be some fine tuning of the agreement to make sure we have covered all of Metro-North's territory and then we will be able to move toward a Spectrum Management Plan. She reiterated that it has been a terrific effort to get this done as it is needed for PTC. With respect to the AVL M RFP, Board Member Moerdler asked if it is contemplated that the information that may be gathered as a result of this equipment could be or would be used in disciplinary proceedings against employees who may be off the beaten path? President Williams responded yes and that the information proved invaluable in the copper theft investigation. Board Member Moerdler asked if that had been negotiated with the relevant union? President Williams responded that she would have to look into that issue. Board Member Moerdler stated that unless it was negotiated with the unions, he will vote against this proposal.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Committee Member Moerdler voted in opposition to the request to use the RFP process with respect to the lease of AVL M Systems. Details of the above items are set forth in the Staff Summaries and other materials, copies of which are on file with records of this meeting.

MTA CAPITAL CONSTRUCTION PROCUREMENT

Seven competitive procurement items were presented to the Committee. Details of the items are set forth below and in the Staff Summaries, copies of which are on file with the records of this meeting. Committee Member Charles Moerdler recused himself from voting on items 5, 6 and 7.

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

The seven competitive procurement items are as follows:

1. A modification to the East Side Access Project's Program Management contract to extend the contract through December 31, 2013 in the amount of \$59,242,511.
2. A modification to the East Side Access Project's Manhattan Tunnels contract for the reconciliation of unit price quantities associated with TBM payment items in the amount of \$310,760.
3. A modification to the East Side Access Project's Manhattan Tunnels contract for pipe connections to existing fire standpipes in the amount of \$301,023.
4. A modification to the East Side Access Project's Queens Bored Tunnels contract for additional utility work near the Harold Access Bridge in the amount of \$595,000.
5. A modification to the East Side Access Project's Plaza Substation and Queens Structures contract for the installation of a waterproofing substrate in the amount of \$3,607,434

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6. A modification to the East Side Access Project's Harold Structures Part I contract for the installation of additional catenary structures in the amount of \$4,350,000.
7. A modification to the East Side Access Project's Harold Structures Part IIA contract for the installation of 60 cycle power to various central instrument huts in the amount of \$1,535,000.

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 the meeting.

Adjournment

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

Respectfully submitted,

Richard L. Gans /s/ P. Fundin

Richard L. Gans
Secretary

2013 Long Island Rail Road Committee Work Plan

<u>I. 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
<u>II. SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<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
<u>September 2013</u>	
2013 Final Mid-Year Forecast 2014 Preliminary Operating Budget Diversity/EEO Report – 2 nd Quarter 2013 Elevator & Escalator Service Report-2 nd Quarter 2013 2013 Fall Construction Schedule Change	Management & Budget Management & Budget Administration/Diversity System Safety Service Planning

November 2013 (Joint Meeting with MNR)

2014 Preliminary Budget (Public Comment)
Positive Train Control
Annual Committee Charter Review
Holiday Schedule

President
Committee Chair & Members
Service Planning

December 2013

2014 Final Proposed Budget
2014 Proposed Committee Work Plan
Diversity/EEO Report – 3rd Quarter 2013
Elevator & Escalator Service Report-3rd Quarter 2013

Management & Budget
Committee Chair & Members
Administration/Diversity
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

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.

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access March 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	\$ 591,161,085
Construction	6,442,835,778	6,442,835,777	6,442,835,778	3,080,040,645
Project Management	762,816,530	762,816,530	762,816,530	476,574,469
Real Estate	166,318,314	166,318,314	166,318,314	103,549,597
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	\$ 4,251,325,796

* 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

- In Manhattan, excavation and concrete work in the caverns and tunnels continues to wind down on the CM009/CM019 contracts. All remaining blasting will be completed in March. Substantial completion remains on-target for June 2013. Punch list and closeout items are being prepared; and in some finished areas, this closeout work has already begun.
- Work on the steel structure for the 50th Street Ventilation Facility (CM013) was completed in January. The contractor has started to pour the concrete walls and floor slabs.
- Early excavation work for temporary foundations and utilities continues at the 55th Street Ventilation Facility (CM013A). In February, two community tours were conducted for retailers and property representatives located on East 55th Street near the new ventilation facility. The tours included both the facility and GCT caverns.
- The first Construction Advisory Committee meeting for major stakeholders on E. 55th Street (ventilation plant project) has been scheduled for March 6th.

- In Queens, the CQ031 contract reached its substantial completion milestone in February for all contract work. Remaining work includes the construction of the B13 Substation and Yard lead Emergency Exit Superstructure.
- The CQ039 contractor completed the installation of the steel structure and concrete final lining of the Northern Boulevard Crossing in February. This contract will be substantially completed later this spring, as well.
- Work continues to progress on the CQ032 contract, which includes the installation of waterproofing and shotcrete in the Yard Lead Trench and Open Cut and the construction of the B10 Substation. By April, all of the remaining Queens construction areas will be turned-over to the CQ032 contractor.
- Work in Harold by a 3rd Party Contractor as well as Amtrak and LIRR continues. Priority work is the completion of the 12 kV ductbank, preparations for the F2 Signal cut-over and early work in advance of the summer planned track outage.
- The first of the re-worked Manhattan contracts following the rejection of bids in October will be advertised in March with plans available by March 15th.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - March 2013

Expenditures thru January 2013; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.8	\$ 3,080.0
Design	\$ 671.0	\$ 591.2
Project Management	\$ 762.8	\$ 476.6
Real Estate	\$ 166.3	\$ 103.5
Rolling Stock [†]	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,251.3

† 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	Jun-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	Jun-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	\$13.0	Nov-2011	Nov-2011	Apr-2013	Oct-2013
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.0	\$2.8	\$1.2	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	\$2.8	\$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	\$72.2	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	\$18.6	Aug-2011	Aug-2011	Aug-2014	Jul-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$272.8	\$206.8	\$66.0	\$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.

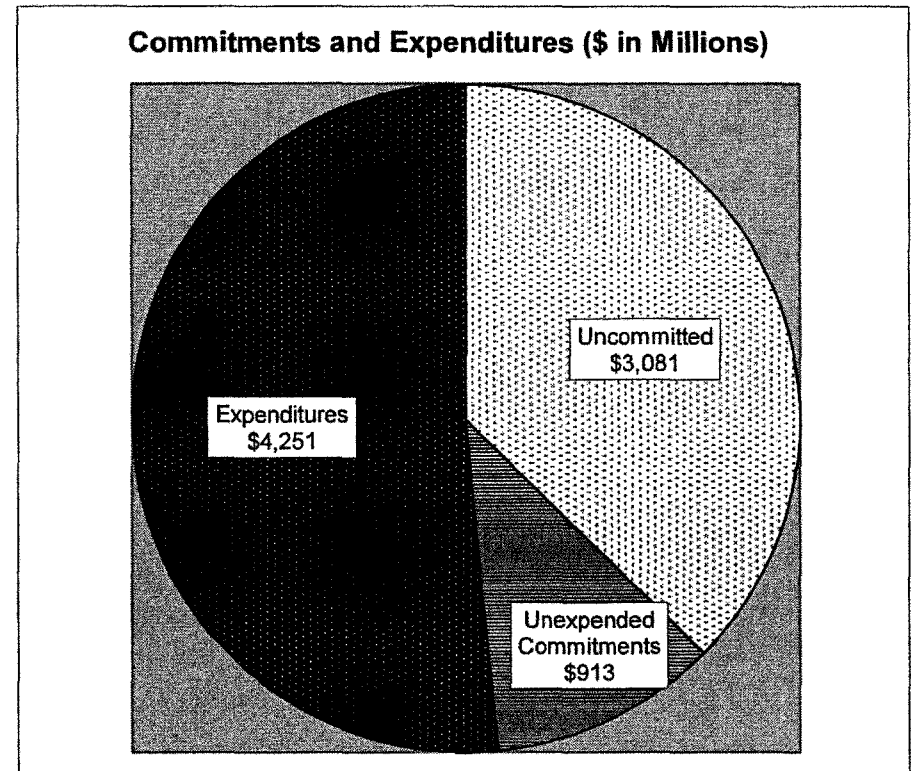
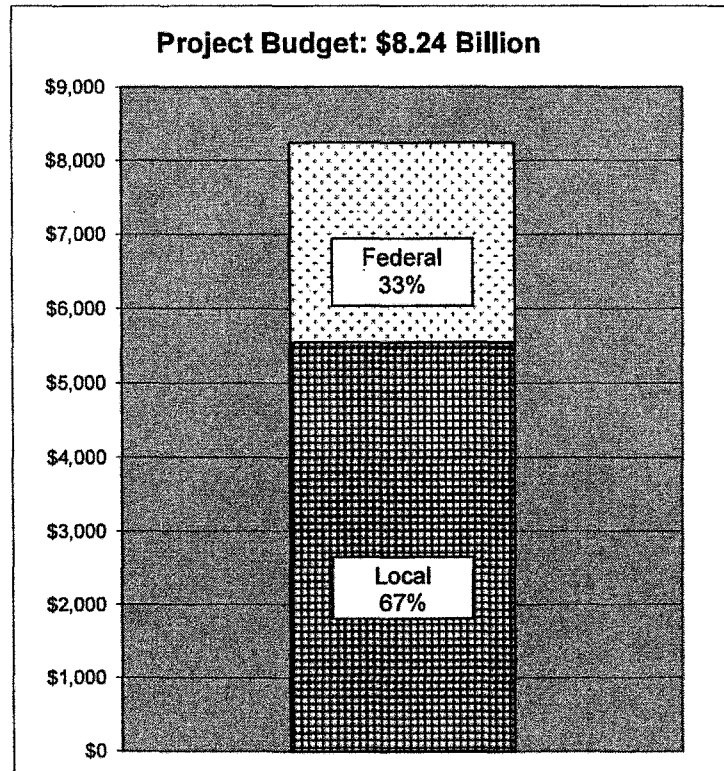
East Side Access Status

Report to the Railroad Committee - March 2013

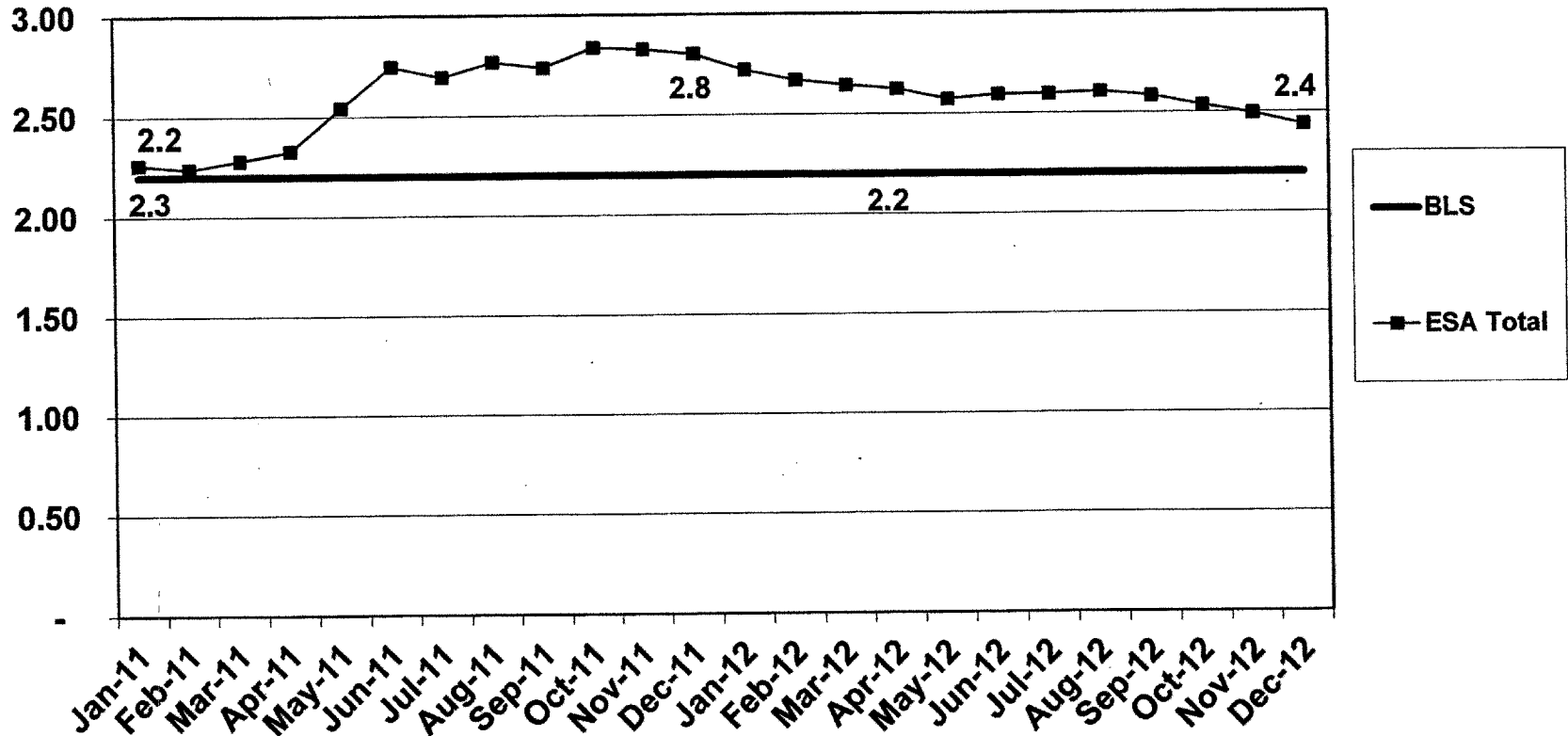
(data thru January 2013)

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	748	785	785	1,498	35	1,423
2005-2009	2,683	838	1,845	1,176	2,641	41	2,266
2010-2014	3,154	3,149	5	5	867	2,287	405
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,546	\$ 2,699	\$ 2,030	\$ 5,164	\$ 3,080	\$ 4,251

* 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

January 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	6	-3	-50%
Felony Assault	3	3	0	0%
Burglary	2	0	2	100%
Grand Larceny	19	30	-11	-37%
GLA	0	1	-1	-100%
Total Major Felonies	27	40	-13	-33%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	6	-3	-50%
Felony Assault	3	3	0	0%
Burglary	2	0	2	100%
Grand Larceny	19	30	-11	-37%
GLA	0	1	-1	-100%
Total Major Felonies	27	40	-13	-33%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

January 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	3	-2	-67%
Felony Assault	2	1	1	100%
Burglary	1	0	1	100%
Grand Larceny	11	13	-2	-15%
GLA	0	0	0	0%
Total Major Felonies	15	17	-2	-12%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	3	-2	-67%
Felony Assault	2	1	1	100%
Burglary	1	0	1	100%
Grand Larceny	11	13	-2	-15%
GLA	0	0	0	0%
Total Major Felonies	15	17	-2	-12%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

January 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	6	15	-9	-60%
GLA	0	1	-1	-100%
Total Major Felonies	9	19	-10	-53%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	6	15	-9	-60%
GLA	0	1	-1	-100%
Total Major Felonies	9	19	-10	-53%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

January 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	2	0	0%
GLA	0	0	0	0%
Total Major Felonies	3	4	-1	-25%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	2	0	0%
GLA	0	0	0	0%
Total Major Felonies	3	4	-1	-25%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
January 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	3	1	1	1
Fel. Assault	3	2	1	0
Burglary	2	1	1	0
Grand Larceny	19	11	6	2
GLA	0	0	0	0
Total	27	15	9	3
Crimes Per Day	0.87	0.48	0.29	0.10



MTA Police Department
Arrest Summary: Department Totals

2/6/2013
12:10:08PM

1/1/2013 to 1/31/2013

Arrest Classification	Total Arrests
Robbery	3
Felony Assault	2
Grand Larceny	13
Aggravated Harassment	1
Aggravated Unlicensed Operator	3
Assault-Misdemeanor	6
Breach of Peace	2
Conspiracy	12
Criminal Impersonation	3
Criminal Mischief	1
Criminal Possession Stolen Property	3
Criminal Trespass	2
Drug Offenses	2
DUI Offenses	3
Forgery	3
Identity Theft	1
Menacing	1
Obstruct Government	1
Petit Larceny	7
Public Lewdness	5
Resisting Arrest	10
Theft of Services	6
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
Warrant Arrest	7
Arrest Totals	99



Long Island Rail Road

INFORMATION

ITEMS

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN 2013-2016
2012 FINAL ESTIMATE AND 2013 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Long Island Rail Road's 2012 Final Estimate, 2013 Adopted Budget and the Financial Plan for 2013-2016. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan, which were adopted by the Board in December 2012, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

- 2013 Fare increases that were approved and will take effect at the beginning of March 2013 resulting in increased Farebox Revenue of approximately \$37.6 million in 2013 and \$45.0 million per year in 2014 – 2016. In addition, the corresponding increase in Debit/Credit card fees associated with the fare increase have also been included. This results in an increase in expenses of approximately \$0.5 million per year.
- The impact of Tropical Storm Sandy on both revenues and expenses has been incorporated into the baseline of 2012. Farebox Revenue has been reduced by \$4.5 million and expenses increased by \$16.6 million for a net increase in operating subsidies of \$21.1 million.
- The recovery of operating losses through FEMA and/or Insurance from Tropical Storms Sandy and Irene. Tropical Storm Sandy is assumed to be recovered over the period 2013 – 2015 of approximately \$6.9 million per year. Tropical Storm Irene recovery is assumed to take place in 2013 at approximately \$5.3 million.
- Re-estimates of Electric Power expenses, based on a Federal Energy Regulatory Commission ruling, resulting from an increase in NYPA electric rates. Expenses increased by approximately \$2.4 million per year in 2014 – 2016.
- A proportionate increase in the Annual Required Contribution for Other Post-Employment Benefits was made to the annual GASB contribution. This resulted in an increase on a cash basis of \$2.6 million in 2012 growing to \$3.7 million in 2016.
- Effective January 1, 2013, advertising revenue receipts will be reassigned from MTA Long Island Rail Road to MTA Headquarters, since the support (and related expenditures) of this real estate function is largely performed at MTA Headquarters. Since advertising revenue is primarily location-specific, the advertising revenue (and expenses), on an accrued basis only, will continue to be allocated to the Agency where the advertising revenue is generated. The resulting reduction in Other Operating Revenue cash receipts will be matched by additional cash subsidies to the Agency, and therefore have no adverse impact on the Agency's cash position. As a result, Other Operating Revenue cash receipts will decrease by \$12.4 million in 2013, \$14.3 in 2014, \$14.7 in 2015 and \$15.1 in 2016.

The plan also includes schedules detailing the monthly allocation of financial, headcount and utilization data based on the 2013 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	2012		2013		Favorable/(Unfavorable) 2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline Net Surplus/(Deficit)	6,053	(\$1,010.601)	6,058	(\$1,080.101)	6,142	(\$1,096.247)	6,353	(\$1,171.090)	6,669	(\$1,267.087)
Technical Adjustments:										
Miscellaneous						\$0.001		\$0.001		\$0.002
Debit/Credit Card Fees associated with Fare Increase				(0.453)		(0.538)		(0.542)		(0.545)
Shift of On Board Ticketing and Mobile Ticketing initiatives from Operating Budget to Operating Funded Capital				2.473		0.799		0.572		0.572
Sub-Total Technical Adjustments	0	\$0.000	0	\$2.020	0	\$0.261	0	\$0.031	0	\$0.029
MTA Plan Adjustments:										
Fare/Toll Yields on 3/1/13				\$37.633		\$44.683		\$44.999		\$45.221
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(21.126)		6.892		6.892		6.894		
Recovery of Tropical Storm Irene				5.298						
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Top Level Electric Power						(2.399)		(2.433)		(2.548)
Other										
Sub-Total MTA Plan Adjustments	0	(\$21.126)	0	\$49.822	0	\$49.176	0	\$49.460	0	\$42.673
2013 February Financial Plan: Baseline Net Surplus/(Deficit)	6,053	(\$1,031.727)	6,058	(\$1,028.259)	6,142	(\$1,046.810)	6,353	(\$1,121.599)	6,669	(\$1,224.385)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline Net Surplus/(Deficit)	544	\$0.000	673	\$0.000	685	\$0.000	670	\$0.000	645	\$0.000
Technical Adjustments:										
Miscellaneous										
Shift of On Board Ticketing and Mobile Ticketing initiatives from Operating Budget to Operating Funded Capital				(\$2.473)		(\$0.799)		(\$0.572)		(\$0.572)
Sub-Total Technical Adjustments	0	\$0.000	0	(\$2.473)	0	(\$0.799)	0	(\$0.572)	0	(\$0.572)
MTA Plan Adjustments										
Fare/Toll Yields on 3/1/13										
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy										
Recovery of Tropical Storm Irene										
Move from Madison Ave:										
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Other										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Total Revenue Offset	\$0.000		\$2.473		\$0.799		\$0.572		\$0.572	
2013 February Financial Plan: Baseline Net Surplus/(Deficit)	544	\$0.000	673	\$0.000	685	\$0.000	670	\$0.000	645	\$0.000

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2012		2013		2014		2015		2016	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2012 November Financial Plan: Baseline Net Surplus/(Deficit)	6,597	(\$606.552)	6,731	(\$681.377)	6,827	(\$723.396)	7,023	(\$779.184)	7,314	(\$868.232)
Technical Adjustments:										
Miscellaneous		\$0.001		(\$0.012)		(\$0.008)		(\$0.001)		(\$0.004)
Debit/Credit Card Fees associated with Fare Increase				(0.453)		(0.538)		(0.542)		(0.545)
Other Operating Revenue Reallocation				(12.405)		(14.277)		(14.661)		(15.055)
Sub-Total Technical Adjustments	0	\$0.001	0	(\$12.871)	0	(\$14.824)	0	(\$15.204)	0	(\$15.604)
MTA Plan Adjustments:										
Fare/Toll Yields on 3/1/13				\$37.633		\$44.683		\$44.999		\$45.221
Metro-Card Green Fee and Cost Savings										
Operating Loss/Recovery from Tropical Storm Sandy		(21.126)		6.892		6.892		6.894		
Recovery of Tropical Storm Irene				5.298						
Residual LI Bus Costs-Responsibility of Nassau Cnty.										
Top Level Electric Power						(2.399)		(2.433)		(2.548)
Other (GASB)		(2.639)		(2.787)		(3.236)		(3.379)		(3.746)
Sub-Total MTA Plan Adjustments	0	(\$23.765)	0	\$47.035	0	\$45.940	0	\$46.081	0	\$38.927
2013 February Financial Plan: Baseline Net Surplus/(Deficit)	6,597	(\$630.316)	6,731	(\$647.213)	6,827	(\$692.280)	7,023	(\$748.307)	7,314	(\$844.909)

MTA LONG ISLAND RAIL ROAD
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs	All Other	
Revenue									
Farebox Revenue	\$593.844	\$37.632							\$631.476
Vehicle Toll Revenue									
Other Operating Revenue	38.879			6.892	5.298				51.069
Capital & Other Reimbursements									
Total Revenue	\$632.723	\$37.632	\$0.000	\$6.892	\$5.298	\$0.000	\$0.000	\$0.000	\$682.545
Expenses									
Labor:									
Payroll	\$434.365							(\$0.058)	\$434.307
Overtime	76.994							0.002	76.996
Health and Welfare	102.993							(0.034)	102.959
OPEB Current Payment	66.847							0.000	66.847
Pensions	181.046							0.310	181.956
Other Fringe Benefits	108.459							(0.043)	109.416
Reimbursable Overhead	(22.312)							(0.824)	(23.136)
Total Labor Expenses	\$949.392	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.047)	\$949.345
Non-Labor:									
Electric Power	\$103.895	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$103.895
Fuel	31.171	0.000	0.000	0.000	0.000	0.000	0.000	0.000	31.171
Insurance	17.661							0.000	17.661
Claims	3.401							0.000	3.401
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	59.446							0.870	60.316
Professional Service Contracts	35.067							(2.678)	32.389
Materials & Supplies	108.998							(0.528)	108.472
Other Business Expenses	10.093	0.453						(0.093)	10.454
Total Non-Labor Expenses	\$369.732	\$0.453	\$0.000	0.000	0.000	0.000	0.000	(2.426)	367.759
Other Expense Adjustments:									
Other								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 Non-Cash Liability Adjustments	\$1,319.124	\$0.453	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$2.474)	1,317.104
Depreciation	\$309.649							\$0.000	\$309.649
OPEB Obligation	82.051							0.000	82.051
Environmental Remediation	2.000							0.000	2.000
Total Expenses	\$1,712.824	\$0.453	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$2.474)	\$1,710.804
Baseline Surplus/(Deficit)	(\$1,080.101)	\$37.179	\$0.000	\$6.892	\$5.298	\$0.000	\$0.000	\$2.474	(\$1,028.259)
Cash Conversion Adjustments:									
Depreciation	\$309.649							\$0.000	\$309.649
Operating/Capital	(23.921)							(2.484)	(26.405)
Other Cash Adjustments	112.996							(2.788)	97.803
Total Cash Conversion Adjustments	\$398.724	\$0.000	\$0.000	\$0.000	\$0.000	(\$12.405)	\$0.000	(\$5.272)	\$381.046
Net Cash Surplus/(Deficit)	(\$681.377)	\$37.179	\$0.000	\$6.892	\$5.298	(\$12.405)	\$0.000	(\$2.798)	(\$647.213)

– Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs	All Other	
Revenue									
Farebox Revenue	\$0.000								\$0.000
Vehicle Toll Revenue	0.000								0.000
Total Capital and Other Reimbursements	241.097							2.472	243.569
Total Revenue	\$241.097	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.472	\$243.569
Expenses									
Labor:									
Payroll	\$81.069							\$0.057	\$81.126
Overtime	12.903							0.000	12.903
Health and Welfare	14.244							0.034	14.278
OPEB Current Payment	0.000							0.000	0.000
Pensions	19.954							(0.810)	19.044
Other Fringe Benefits	17.155							0.041	17.196
Reimbursable Overhead	22.312							0.824	23.136
Total Labor Expenses	\$167.637	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.047	\$167.684
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	6.682							0.000	6.682
Claims	0.000							0.000	0.000
Paratransit Service Contracts	0.000							0.006	13.634
Maintenance and Other Operating Contracts	13.628							2.475	6.509
Professional Service Contracts	4.034							(0.054)	47.701
Materials & Supplies	47.755							(0.000)	1.361
Other Business Expenses	1.361								
Total Non-Labor Expenses	\$73.460	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.425	\$76.885
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	\$241.097	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.472	\$243.569
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$241.097	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.472	\$243.569
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000
Cash Conversion Adjustments:									
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000

— Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013 MTA Plan Adjustments								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs	All Other	
Revenue									
Farebox Revenue	\$593.844	\$37.632							\$631.476
Vehicle Toll Revenue									
Other Operating Revenue	38.879			6.892	5.298	0.000	0.000		51.069
Total Capital and Other Reimbursements	241.097	0.000	0.000	0.000	0.000	0.000	0.000	2.472	243.569
Total Revenue	\$873.820	\$37.632	\$0.000	\$6.892	\$5.298	\$0.000	\$0.000	\$2.472	\$926.114
Expenses									
Labor:									
Payroll	\$515.434							(\$0.001)	\$515.433
Overtime	89.897							0.002	89.899
Health and Welfare	117.237							0.000	117.237
OPES Current Payment	66.847							0.000	66.847
Pensions	201.000							0.000	201.000
Other Fringe Benefits	126.614							(0.002)	126.612
Reimbursable Overhead	0.000							0.000	0.000
Total Labor Expenses	\$1,117.029	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$1,117.028
Non-Labor:									
Electric Power	\$103.895	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$103.895
Fuel	31.171	0.000	0.000	0.000	0.000	0.000	0.000	0.000	31.171
Insurance	24.343							0.000	24.343
Claims	3.401							0.000	3.401
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	73.074							0.876	73.950
Professional Service Contracts	39.101							(0.203)	38.898
Materials & Supplies	156.753							(0.580)	156.173
Other Business Expenses	11.454	0.453						(0.093)	11.814
Total Non-Labor Expenses	\$443.192	\$0.453	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$443.644
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 Non-Cash Liability Adjustments	\$1,560.221	\$0.453	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$1,560.673
Depreciation	\$309.649							\$0.000	\$309.649
OPES Obligation	82.051							0.000	82.051
Environmental Remediation	2.000							0.000	2.000
Total Expenses	\$1,953.921	\$0.453	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$1,954.373
Baseline Surplus/(Deficit)	(\$1,080.101)	\$37.179	\$0.000	\$6.892	\$5.298	\$0.000	\$0.000	\$2.474	(\$1,028.259)
Cash Conversion Adjustments:									
Depreciation	\$309.649							\$0.000	\$309.649
Operating/Capital	(23.921)							(2.484)	(26.405)
Other Cash Adjustments	112.996							(2.789)	97.602
Total Cash Conversion Adjustments	\$398.724	\$0.000	\$0.000	\$0.000	\$0.000	(\$12.405)	\$0.000	(\$5.273)	\$381.046
Net Cash Surplus/(Deficit)	(\$681.377)	\$37.179	\$0.000	\$6.892	\$5.298	(\$12.405)	\$0.000	(\$2.799)	(\$647.213)
-- Differences are due to rounding.									

MTA LONG ISLAND RAIL ROAD
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual LI Bus Costs	All Other	
Receipts									
Farebox Revenue	\$622.844	\$37.632							\$660.476
Vehicle Toll Revenue									0.000
Other Operating Revenue	51.765			6.892	5.298	(12.405)	0.000	(0.001)	51.549
Total Capital and Other Reimbursements	210.953	0.000	0.000	0.000	0.000	0.000	0.000	(0.012)	210.941
Total Receipts	\$885.562	\$37.632	\$0.000	\$6.892	\$5.298	(\$12.405)	\$0.000	(\$0.013)	\$922.966
Expenditures									
Labor:									
Payroll	\$513.006							(\$0.001)	\$513.005
Overtime	89.897							0.002	89.899
Health and Welfare	117.237							0.000	117.237
OPEB Current Payment	66.847							0.000	66.847
Pensions	201.000							0.000	201.000
Other Fringe Benefits	126.614							(0.002)	126.612
GASB Account	7.909							2.787	10.696
Reimbursable Overhead	0.000							0.000	0.000
Total Labor Expenditures	\$1,122.510	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.786	\$1,125.296
Non-Labor:									
Electric Power	\$101.678	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$101.678
Fuel	31.171	0.000	0.000	0.000	0.000	0.000	0.000	0.000	31.171
Insurance	23.589							0.000	23.589
Claims	1.609							0.000	1.609
Paratransit Service Contracts	0.000							0.000	0.000
Maintenance and Other Operating Contracts	73.374							0.876	74.250
Professional Service Contracts	36.101							(0.203)	35.898
Materials & Supplies	136.871							(0.580)	136.291
Other Business Expenditures	11.036	0.453						(0.093)	11.397
Total Non-Labor Expenditures	\$415.429	\$0.453	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.001	\$415.883
Other Expenditure Adjustments:									
Other	\$29.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.000
Total Other Expenditure Adjustments	\$29.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.000
Total Expenditures	\$1,566.939	\$0.453	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.787	\$1,570.179
Baseline Cash Deficit	(\$681.377)	\$37.179	\$0.000	\$6.892	\$5.298	(\$12.405)	\$0.000	(\$2.798)	(\$647.213)

-- Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
2013 February Adopted Budget
Reconciliation to the 2013 Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2013								February Adopted Budget
	2013 Final Proposed Budget	Fare/Toll Yield on 3/1/13	Metro-Card Green Fee and Cost Savings	Operating Loss/Recovery from Tropical Storm Sandy	Recovery of Tropical Storm Irene	Other Operating Revenue Reallocation	Residual Li Bus Costs	All Other	
Receipts									
Farebox Revenue	\$29.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$29.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	12.886	0.000	0.000	0.000	0.000	(12.405)	0.000	(0.001)	0.480
Total Capital and Other Reimbursements	(30.144)	0.000	0.000	0.000	0.000	0.000	0.000	(2.484)	(32.628)
Total Receipt Adjustments	\$11.742	\$0.000	\$0.000	\$0.000	\$0.000	(\$12.405)	\$0.000	(\$2.485)	(\$3.148)
Expenditures									
Labor:									
Payroll	\$2.428	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.428
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Account	(7.909)	0.000	0.000	0.000	0.000	0.000	(2.787)	0.000	(10.696)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$5.481)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$2.787)	\$0.000	(\$8.268)
Non-Labor:									
Electric Power	\$2.217	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$2.217
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.754	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	0.754
Claims	1.792	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.792
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	(0.300)	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.300)
Professional Service Contracts	3.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	3.000
Materials & Supplies	19.882	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	19.882
Other Business Expenditures	0.418	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	0.418
Total Non-Labor Expenditures	\$27.763	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$27.762
Other Expenditure Adjustments:									
Other	(\$29.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$29.000)
Total Other Expenditure Adjustments	(\$29.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$29.000)
Total Expenditure Adjustments	(\$6.718)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$2.787)	(\$0.001)	(\$9.506)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$5.024	\$0.000	\$0.000	\$0.000	\$0.000	(\$12.405)	(\$2.787)	(\$2.486)	(\$12.655)
Depreciation Adjustment	\$309.649	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$309.649
OPEB Obligation	82.051	0.000	0.000	0.000	0.000	0.000	0.000	0.000	82.051
Environmental Remediation	2.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000
Total Cash Conversion Adjustments	\$398.724	\$0.000	\$0.000	\$0.000	\$0.000	(\$12.405)	(\$2.787)	(\$2.486)	\$381.046

— Differences are due to rounding.

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2012	2013			
	Final	Adopted			
	Estimate	Budget	2014	2015	2016
Operating Revenue					
Farebox Revenue	\$582.329	\$631.476	\$642.930	\$647.614	\$651.078
Toll Revenue	-	-	-	-	-
Other Operating Revenue	36.902	51.069	45.341	46.195	40.589
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$619.232	\$682.545	\$688.271	\$693.809	\$691.667
Operating Expenses					
Labor:					
Payroll	\$422.656	\$434.307	\$446.250	\$471.467	\$502.352
Overtime	95.272	76.996	78.204	79.969	81.282
Health and Welfare	88.142	102.959	106.485	117.913	132.514
OPEB Current Payment	59.105	66.847	69.104	74.457	80.278
Pensions	161.902	181.956	178.765	181.513	185.672
Other Fringe Benefits	105.057	109.416	113.158	119.694	127.441
Reimbursable Overhead	(25.559)	(23.136)	(24.664)	(18.188)	(18.759)
Total Labor Expenses	\$906.576	\$949.346	\$967.302	\$1,028.826	\$1,090.780
Non-Labor:					
Electric Power	\$90.641	\$103.895	\$108.835	\$113.978	\$119.630
Fuel	27.338	31.171	30.634	29.900	31.643
Insurance	15.621	17.661	20.427	23.708	27.554
Claims	3.400	3.401	3.456	3.513	3.570
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	60.095	60.316	56.880	56.888	63.091
Professional Service Contracts	31.072	32.389	29.800	28.302	29.307
Materials & Supplies	103.160	108.472	118.744	120.239	125.933
Other Business Expenses	13.477	10.454	13.841	15.358	16.052
Total Non-Labor Expenses	\$344.804	\$367.769	\$382.617	\$391.886	\$416.780
Other Expenses Adjustments:					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,251.379	\$1,317.104	\$1,349.919	\$1,418.711	\$1,507.560
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,650.958	\$1,710.804	\$1,735.081	\$1,815.408	\$1,916.052
Baseline Surplus/(Deficit)	(\$1,031.727)	(\$1,028.259)	(\$1,046.810)	(\$1,121.599)	(\$1,224.385)
Cash Conversion Adjustments					
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
Operating/Capital	(8.074)	(26.405)	(17.451)	(10.654)	(10.723)
Other Cash Adjustment	91.568	97.802	73.332	76.297	73.367
Total Cash Conversion Adjustments	\$401.411	\$381.046	\$354.530	\$373.292	\$379.476
Net Surplus/(Deficit)	(\$630.316)	(\$647.213)	(\$692.280)	(\$748.307)	(\$844.909)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	205.368	243.569	256.236	236.680	235.595
Total Revenue	\$205.368	\$243.569	\$256.236	\$236.680	\$235.595
Expenses					
<u>Labor:</u>					
Payroll	\$66.836	\$81.126	\$87.513	\$87.596	\$87.423
Overtime	12.091	12.903	13.144	12.767	12.514
Health and Welfare	12.104	14.278	15.548	15.485	15.314
OPEB Current Payment	-	-	-	-	-
Pensions	21.198	19.044	20.693	20.675	20.522
Other Fringe Benefits	14.192	17.196	18.725	18.649	18.444
Reimbursable Overhead	25.559	23.136	24.664	18.188	18.759
Total Labor Expenses	\$151.980	\$167.684	\$180.288	\$173.361	\$172.976
<u>Non-Labor:</u>					
Electric Power	\$0.145	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	4.186	6.682	7.466	7.413	7.320
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	12.424	13.634	11.768	9.794	9.896
Professional Service Contracts	2.052	6.509	2.558	2.030	1.806
Materials & Supplies	33.694	47.701	52.754	43.982	43.501
Other Business Expenses	0.887	1.361	1.403	0.099	0.098
Total Non-Labor Expenses	\$53.388	\$75.885	\$75.948	\$63.319	\$62.619
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$205.368	\$243.569	\$256.236	\$236.680	\$235.595
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation					
Total Expenses	\$205.368	\$243.569	\$256.236	\$236.680	\$235.595
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Revenue					
Farebox Revenue	\$582.329	\$631.476	\$642.930	\$647.614	\$651.078
Toll Revenue	-	-	-	-	-
Other Operating Revenue	36.902	51.069	45.341	46.195	40.589
Capital and Other Reimbursements	205.368	243.569	256.236	236.680	235.595
Total Revenue	\$824.600	\$926.114	\$944.506	\$930.489	\$927.262
Expenses					
<u>Labor:</u>					
Payroll	\$489.492	\$515.433	\$533.763	\$559.064	\$589.775
Overtime	107.363	89.899	91.348	92.736	93.796
Health and Welfare	100.246	117.237	122.033	133.398	147.828
OPEB Current Payment	59.105	66.847	69.104	74.457	80.278
Pensions	183.100	201.000	199.458	202.188	206.194
Other Fringe Benefits	119.249	126.612	131.883	138.343	145.885
Reimbursable Overhead	-	-	0.000	-	-
Total Labor Expenses	\$1,058.556	\$1,117.029	\$1,147.590	\$1,200.187	\$1,263.756
<u>Non-Labor:</u>					
Electric Power	\$90.786	\$103.895	\$108.835	\$113.978	\$119.630
Fuel	27.338	31.171	30.634	29.900	31.643
Insurance	19.807	24.343	27.893	31.121	34.874
Claims	3.400	3.401	3.456	3.513	3.570
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	72.519	73.950	68.648	66.682	72.987
Professional Service Contracts	33.124	38.898	32.358	30.332	31.113
Materials & Supplies	136.854	156.173	171.498	164.221	169.434
Other Business Expenses	14.364	11.815	15.244	15.457	16.150
Total Non-Labor Expenses	\$398.192	\$443.644	\$458.564	\$455.204	\$479.399
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,456.747	\$1,560.673	\$1,606.154	\$1,655.391	\$1,743.155
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,856.326	\$1,954.373	\$1,991.316	\$2,052.088	\$2,151.647
Baseline Surplus/(Deficit)	(\$1,031.727)	(\$1,028.259)	(\$1,046.810)	(\$1,121.599)	(\$1,224.385)
<u>Cash Conversion Adjustments</u>					
Depreciation	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
Operating/Capital	(8.074)	(26.405)	(17.451)	(10.654)	(10.723)
Other Cash Adjustment	91.568	97.802	73.332	76.297	73.367
Total Cash Conversion Adjustments	\$401.411	\$381.046	\$354.530	\$373.292	\$379.476
Net Surplus/(Deficit)	(\$630.316)	(\$647.213)	(\$692.280)	(\$748.307)	(\$844.909)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Receipts					
Farebox Revenue	\$610.457	\$660.476	\$671.930	\$676.614	\$680.078
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	91.392	51.549	43.691	44.279	38.399
Capital and Other Reimbursements	209.391	210.941	232.715	219.841	218.332
Total Receipts	\$911.240	\$922.966	\$948.336	\$940.734	\$936.809
Expenditures					
<u>Labor:</u>					
Payroll	\$486.115	\$513.005	\$531.263	\$556.488	\$587.122
Overtime	107.363	89.899	91.348	92.736	93.796
Health and Welfare	100.246	117.237	122.033	133.398	147.828
OPEB Current Payment	59.105	66.847	69.104	74.457	80.278
Pensions	183.100	201.000	199.458	202.188	206.194
Other Fringe Benefits	122.249	126.612	131.883	138.343	145.885
GASB Account	10.010	10.696	12.412	12.972	14.382
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$1,068.188	\$1,125.296	\$1,157.501	\$1,210.582	\$1,275.485
<u>Non-Labor:</u>					
Electric Power	\$130.003	\$101.678	\$111.804	\$117.146	\$123.010
Fuel	30.978	31.171	30.634	29.900	31.643
Insurance	25.189	23.589	28.435	30.761	34.499
Claims	2.934	1.609	1.646	1.684	1.722
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	85.075	74.250	68.948	66.982	73.287
Professional Service Contracts	32.350	35.898	29.208	27.025	27.640
Materials & Supplies	125.765	136.291	168.628	160.951	169.744
Other Business Expenses	14.074	11.397	14.812	15.010	15.688
Total Non-Labor Expenses	\$446.368	\$415.883	\$454.115	\$449.459	\$477.233
<u>Other Expenditure Adjustments:</u>					
Other	\$27.000	\$29.000	\$29.000	\$29.000	\$29.000
Total Other Expenditure Adjustments	\$27.000	\$29.000	\$29.000	\$29.000	\$29.000
Total Expenditures	\$1,541.556	\$1,570.179	\$1,640.616	\$1,689.041	\$1,781.718
Cash Timing and Availability Adjustment					
Baseline Cash Surplus/(Deficit)	(\$630.316)	(\$647.213)	(\$692.280)	(\$748.307)	(\$844.909)

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Receipts					
Farebox Revenue	\$28.128	\$29.000	\$29.000	\$29.000	\$29.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	54.490	0.480	(1.650)	(1.916)	(2.190)
Capital and Other Reimbursements	4.023	(32.628)	(23.521)	(16.839)	(17.263)
Total Receipts	\$86.640	(\$3.148)	\$3.830	\$10.245	\$9.547
Expenditures					
<u>Labor:</u>					
Payroll	\$3.377	\$2.428	\$2.500	\$2.576	\$2.653
Overtime	-	0.000	0.000	0.000	-
Health and Welfare	0.000	-	-	0.000	-
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	(0.000)	-	-
Other Fringe Benefits	(3.000)	-	(0.000)	-	-
GASB Account	(10.010)	(10.696)	(12.412)	(12.972)	(14.382)
Reimbursable Overhead	-	-	0.000	-	-
Total Labor Expenditures	(\$9.632)	(\$8.267)	(\$9.911)	(\$10.395)	(\$11.729)
<u>Non-Labor:</u>					
Electric Power	(\$39.217)	\$2.217	(\$2.969)	(\$3.168)	(\$3.380)
Fuel	(3.640)	-	-	-	-
Insurance	(5.382)	0.754	(0.542)	0.360	0.375
Claims	0.466	1.792	1.810	1.829	1.848
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(12.556)	(0.300)	(0.300)	(0.300)	(0.300)
Professional Service Contracts	0.774	3.000	3.150	3.307	3.473
Materials & Supplies	11.089	19.882	2.870	3.270	(0.310)
Other Business Expenditures	0.290	0.418	0.432	0.447	0.462
Total Non-Labor Expenses	(\$48.176)	\$27.761	\$4.449	\$5.745	\$2.166
<u>Other Expenditures Adjustments:</u>					
Other	(\$27.000)	(\$29.000)	(\$29.000)	(\$29.000)	(\$29.000)
Total Other Expenditures Adjustments	(\$27.000)	(\$29.000)	(\$29.000)	(\$29.000)	(\$29.000)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$1.832	(\$12.654)	(\$30.632)	(\$23.405)	(\$29.016)
Depreciation Adjustment	\$317.917	\$309.649	\$298.649	\$307.649	\$316.832
OPEB Obligation	79.662	82.051	84.513	87.048	89.660
Environmental Remediation	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment					
Baseline Total Cash Conversion Adjustments	\$401.411	\$381.046	\$354.530	\$373.292	\$379.476

MTA Long Island Rail Road
2013 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

		Total		
		Hours	\$	%
NON-REIMBURSABLE OVERTIME				
	<u>Scheduled Service</u>	362,915	\$18.397	23.9%
	<u>Unscheduled Service</u>	114,607	5.919	7.7%
	<u>Programmatic/Routine Maintenance</u>	475,288	22.308	29.0%
	<u>Unscheduled Maintenance</u>	6,229	0.284	0.4%
	<u>Vacancy/Absentee Coverage</u>	529,852	26.361	34.2%
	<u>Weather Emergencies</u>	62,316	2.963	3.8%
	<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
	<u>Other</u>	17,583	0.764	1.0%
	Subtotal	1,568,791	\$76.996	100.0%
	REIMBURSABLE OVERTIME	248,142	\$12.903	
	TOTAL OVERTIME	1,816,934	\$89.899	

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Ridership/ (Utilization)
(in millions)

2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
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RIDERSHIP

Monthly	46.402	46.619	46.908	47.243	47.511
Weekly	1.717	1.725	1.735	1.747	1.756
Total Commutation	48.119	48.344	48.643	48.991	49.267

One-Way Full Fare	7.935	8.000	8.026	8.083	8.126
One-Way Off Peak	17.392	17.609	17.693	17.817	17.914
All Other	9.452	9.518	9.569	9.664	9.714
Total Non Commutation	34.778	35.127	35.288	35.564	35.754

Total Ridership	82.897	83.471	83.931	84.555	85.021
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FAREBOX REVENUE

Passenger Revenue	\$582.329	\$631.476	\$642.930	\$647.614	\$651.078
Total Revenue	\$582.329	\$631.476	\$642.930	\$647.614	\$651.078

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration					
Executive VP	3	3	3	3	3
Labor Relations	11	18	18	18	18
Procurement & Logistics (excl. Stores)	84	84	84	84	84
Human Resources	31	32	32	38	48
Sr VP Administration	2	2	2	2	2
Strategic Investments	35	35	35	35	35
President	4	4	4	4	4
VP & CFO/Pensions	8	2	2	2	2
Information Technology	160	160	162	162	162
Controller	41	42	42	42	42
Management and Budget	18	18	18	18	18
Process Re-Engineering	7	7	7	7	7
VP - East Side Access & Special Projects	27	32	32	32	32
Market Dev. & Public Affairs	59	59	59	59	59
Gen. Counsel & Secretary	30	30	30	30	30
Diversity Management	1	1	1	1	1
System Safety/Training	69	69	69	69	69
Security	6	6	6	6	6
Sr VP Operations/ Serv. Planning	24	24	24	24	22
Total Administration	620	628	630	636	644
Operations					
Train Operations	1,936	1,951	1,949	2,107	2,199
Customer Service	293	293	293	293	294
Total Operations	2,229	2,244	2,242	2,400	2,493
Maintenance					
Engineering	1,550	1,589	1,660	1,678	1,708
Equipment	1,978	2,033	2,058	2,072	2,232
Procurement (Stores)	93	93	93	93	93
Total Maintenance	3,621	3,715	3,811	3,843	4,033
Engineering/Capital					
Department of Project Management	127	144	144	144	144
Total Engineering/Capital	127	144	144	144	144
Total Baseline Positions	6,597	6,731	6,827	7,023	7,314
Non-Reimbursable	6,053	6,058	6,142	6,353	6,669
Reimbursable	544	673	685	670	645
Total Full-Time	6,597	6,731	6,827	7,023	7,314
Total Full-Time Equivalents					

MTA LONG ISLAND RAIL ROAD
February Financial Plan 2013 - 2016
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2012 Final Estimate	2013 Adopted Budget	2014	2015	2016
Administration						
	Managers/Supervisors	310	324	324	330	338
	Professional, Technical, Clerical	310	304	306	306	306
	Operational Hourlies	-	-	-	-	-
	Total Administration	620	628	630	636	644
Operations						
	Managers/Supervisors	329	322	321	321	322
	Professional, Technical, Clerical	162	161	161	161	161
	Operational Hourlies	1,738	1,761	1,760	1,918	2,010
	Total Operations	2,229	2,244	2,242	2,400	2,493
Maintenance						
	Managers/Supervisors	688	723	715	751	794
	Professional, Technical, Clerical	272	269	265	267	267
	Operational Hourlies	2,661	2,723	2,831	2,825	2,972
	Total Maintenance	3,621	3,715	3,811	3,843	4,033
Engineering/Capital						
	Managers/Supervisors	106	113	113	113	113
	Professional, Technical, Clerical	21	31	31	31	31
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	127	144	144	144	144
Public Safety						
	Managers/Supervisors	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-
	Total Public Safety	-	-	-	-	-
Total Positions						
	Managers/Supervisors	1,433	1,482	1,473	1,515	1,567
	Professional, Technical, Clerical	765	765	763	765	765
	Operational Hourlies	4,399	4,484	4,591	4,743	4,982
	Total Baseline Positions	6,597	6,731	6,827	7,023	7,314

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$45.873	\$44.548	\$51.735	\$51.984	\$53.654	\$56.603	\$57.799	\$55.623	\$53.962	\$53.087	\$52.618	\$53.990	\$631.476
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.682	2.696	3.710	2.759	3.773	8.280	2.732	2.990	2.736	2.763	3.053	12.895	51.069
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$48.555	\$47.244	\$55.445	\$54.743	\$57.427	\$64.883	\$60.531	\$58.613	\$56.698	\$55.850	\$55.671	\$66.885	\$682.545
Operating Expenses													
Labor:													
Payroll	\$39.175	\$33.796	\$34.379	\$34.620	\$37.975	\$33.044	\$34.930	\$37.186	\$36.443	\$37.317	\$36.754	\$38.688	\$434.307
Overtime	6.255	6.544	5.105	6.455	5.531	5.720	7.536	6.070	6.390	6.695	6.000	8.695	76.996
Health and Welfare	8.910	8.913	8.716	8.352	8.472	8.518	8.093	8.458	8.631	8.460	8.762	8.674	102.959
OPEB Current Payment	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	5.571	66.847
Pensions	15.593	15.628	15.338	14.875	15.025	15.057	14.527	15.020	15.193	14.999	15.443	15.258	181.956
Other Fringe Benefits	10.046	9.458	9.174	10.376	9.403	9.185	10.664	9.184	9.056	8.654	7.127	7.089	109.416
Reimbursable Overhead	(1.172)	(1.110)	(1.619)	(2.435)	(2.171)	(2.115)	(3.048)	(2.179)	(1.876)	(2.217)	(1.434)	(1.760)	(23.136)
Total Labor Expenses	\$84.378	\$78.800	\$76.664	\$77.814	\$79.806	\$74.980	\$78.273	\$79.310	\$79.408	\$79.479	\$78.223	\$82.215	\$949.345
Non-Labor:													
Electric Power	\$8.588	\$8.576	\$8.302	\$7.882	\$7.993	\$9.325	\$9.729	\$9.350	\$9.283	\$8.156	\$7.787	\$8.924	\$103.895
Fuel	2.563	2.374	2.678	2.633	2.714	2.597	2.629	2.704	2.565	2.628	2.594	2.492	31.171
Insurance	1.392	1.392	1.404	1.404	1.489	1.489	1.489	1.489	1.489	1.489	1.555	1.580	17.661
Claims	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	3.401
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.601	5.094	4.892	4.797	4.970	4.708	5.711	4.839	5.186	4.832	5.234	5.450	60.316
Professional Service Contracts	2.227	2.615	2.738	2.544	2.723	2.878	2.707	2.622	2.745	2.550	2.589	3.451	32.389
Materials & Supplies	8.274	8.281	10.698	8.293	8.257	10.276	8.293	8.361	10.348	8.403	8.503	10.485	108.472
Other Business Expenses	1.236	1.152	1.254	1.213	1.239	1.279	1.293	1.335	1.289	(3.066)	1.257	0.973	10.454
Total Non-Labor Expenses	\$29.164	\$29.767	\$32.249	\$29.049	\$28.668	\$32.835	\$32.135	\$30.984	\$33.189	\$25.276	\$29.803	\$33.639	\$367.759
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$113.542	\$108.567	\$108.913	\$106.863	\$109.474	\$107.815	\$110.407	\$110.293	\$112.596	\$104.754	\$108.025	\$115.853	\$1,317.104
Depreciation	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.649
OPEB Obligation	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.851	7.000	7.000	82.051
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
Total Expenses	\$146.638	\$141.663	\$142.009	\$139.959	\$142.570	\$140.911	\$143.503	\$143.389	\$144.792	\$136.901	\$140.321	\$148.149	\$1,710.804
Net Surplus/(Deficit)	(\$98.083)	(\$94.419)	(\$86.564)	(\$85.216)	(\$85.143)	(\$76.028)	(\$82.972)	(\$84.776)	(\$88.094)	(\$81.051)	(\$84.650)	(\$81.264)	(\$1,028.259)
Cash Conversion Adjustments:													
Depreciation	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.648
Operating Capital	(0.953)	(0.963)	(2.752)	(2.720)	(2.567)	(1.337)	(1.625)	(1.602)	(1.521)	(4.145)	(3.121)	(3.079)	(26.405)
Other Cash Adjustments	1.028	8.242	10.658	(2.215)	(2.529)	11.560	10.193	2.932	12.276	10.410	19.033	16.217	97.803
Total Cash Conversion Adjustments	\$26.204	\$33.388	\$34.035	\$21.195	\$21.033	\$36.352	\$34.696	\$27.458	\$35.983	\$31.394	\$41.041	\$38.267	\$381.046
Baseline Net Cash Surplus/(Deficit)	(\$71.879)	(\$61.031)	(\$52.529)	(\$64.021)	(\$64.110)	(\$39.676)	(\$48.276)	(\$57.318)	(\$52.111)	(\$49.657)	(\$43.610)	(\$42.997)	(\$647.213)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue													
Other Operating Revenue													
Capital and Other Reimbursements	\$14.017	\$13.704	\$19.434	\$24.215	\$22.594	\$20.998	\$26.496	\$21.504	\$19.395	\$23.978	\$17.940	\$19.294	\$243.569
Total Revenue	\$14.017	\$13.704	\$19.434	\$24.215	\$22.594	\$20.998	\$26.496	\$21.504	\$19.395	\$23.978	\$17.940	\$19.294	\$243.569
Expenses													
<u>Labor:</u>													
Payroll	\$5.088	\$4.981	\$5.797	\$7.902	\$7.109	\$7.137	\$9.640	\$7.346	\$6.521	\$7.511	\$5.569	\$6.527	\$81.126
Overtime	0.528	0.450	1.342	1.522	1.633	1.267	1.183	1.137	1.113	1.091	0.869	0.770	12.903
Health and Welfare	0.855	0.830	1.061	1.418	1.311	1.285	1.680	1.303	1.162	1.305	0.966	1.102	14.278
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	1.157	1.122	1.412	1.875	1.725	1.693	2.223	1.730	1.557	1.751	1.307	1.492	19.044
Other Fringe Benefits	1.030	1.000	1.278	1.707	1.579	1.547	2.024	1.570	1.400	1.571	1.163	1.327	17.196
Reimbursable Overhead	1.172	1.110	1.619	2.435	2.171	2.115	3.048	2.179	1.876	2.217	1.434	1.760	23.136
Total Labor Expenses	\$9.826	\$9.493	\$12.599	\$16.859	\$15.528	\$15.044	\$19.798	\$15.265	\$13.629	\$15.446	\$11.308	\$12.979	\$167.684
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.319	0.318	0.468	0.681	0.666	0.665	0.922	0.678	0.542	0.592	0.389	0.442	6.682
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.527	0.506	1.449	1.853	1.802	0.961	1.085	0.861	0.748	1.570	1.340	1.332	13.634
Professional Service Contracts	0.530	0.537	0.552	0.566	0.566	0.803	0.496	0.484	0.477	0.510	0.497	0.491	6.509
Materials & Supplies	2.704	2.739	4.343	4.341	4.118	3.411	4.078	4.102	3.886	5.746	4.294	3.939	47.701
Other Business Expenses	0.111	0.111	0.113	0.115	0.114	0.114	0.117	0.114	0.113	0.114	0.112	0.113	1.361
Total Non-Labor Expenses	\$4.191	\$4.211	\$6.925	\$7.356	\$7.066	\$5.954	\$6.698	\$6.239	\$5.766	\$8.532	\$6.632	\$6.315	\$75.885
<u>Other Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$14.017	\$13.704	\$19.434	\$24.215	\$22.594	\$20.998	\$26.496	\$21.504	\$19.395	\$23.978	\$17.940	\$19.294	\$243.569
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$14.017	\$13.704	\$19.434	\$24.215	\$22.594	\$20.998	\$26.496	\$21.504	\$19.395	\$23.978	\$17.940	\$19.294	\$243.569
Baseline Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$45,873	\$44,548	\$51,735	\$51,984	\$53,654	\$56,603	\$57,799	\$55,623	\$53,962	\$53,067	\$52,618	\$53,990	\$631,476
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2,682	2,696	3,710	2,759	3,773	8,280	2,732	2,990	2,736	2,763	3,053	12,895	51,069
Capital and Other Reimbursements	14,017	13,704	19,434	24,215	22,594	20,998	26,496	21,504	19,395	23,978	17,940	19,294	243,569
Total Revenue	\$62,572	\$60,948	\$74,879	\$78,958	\$80,021	\$85,881	\$87,027	\$80,117	\$78,093	\$79,828	\$73,611	\$86,179	\$926,114
Expenses													
Labor:													
Payroll	\$44,281	\$38,777	\$40,176	\$42,522	\$45,084	\$40,181	\$44,570	\$44,532	\$42,964	\$44,828	\$42,323	\$45,215	\$515,433
Overtime	6,781	6,994	6,447	7,977	7,164	6,987	8,719	7,207	7,503	7,786	6,869	9,465	89,699
Health and Welfare	9,765	9,743	9,777	9,770	9,783	9,803	9,773	9,761	9,793	9,765	9,728	9,776	117,237
OPEB Current Payment	5,570	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	66,847
Pensions	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	201,000
Other Fringe Benefits	11,076	10,458	10,452	12,083	10,982	10,732	12,688	10,754	10,456	10,225	8,290	8,416	126,612
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$94,203	\$88,293	\$89,173	\$94,673	\$95,334	\$90,024	\$98,071	\$94,575	\$93,037	\$94,925	\$89,531	\$95,193	\$1,117,029
Non-Labor:													
Electric Power	\$8,588	\$8,576	\$8,302	\$7,882	\$7,993	\$9,325	\$9,729	\$9,350	\$9,283	\$8,156	\$7,787	\$8,923	\$103,895
Fuel	2,563	2,374	2,678	2,633	2,714	2,597	2,629	2,704	2,565	2,628	2,594	2,492	31,171
Insurance	1,711	1,710	1,872	2,085	2,155	2,154	2,411	2,167	2,031	2,081	1,944	2,021	24,342
Claims	0.284	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	0.283	3,401
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5,128	5,800	6,341	6,450	6,572	5,669	6,796	5,700	5,934	6,402	6,574	6,782	73,950
Professional Service Contracts	2,757	3,152	3,290	3,110	3,289	3,681	3,203	3,106	3,222	3,060	3,086	3,942	38,898
Materials & Supplies	10,978	11,020	15,041	12,634	12,375	13,687	12,371	12,463	14,234	14,149	12,797	14,424	156,173
Other Business Expenses	1,347	1,263	1,367	1,328	1,353	1,393	1,410	1,449	1,402	(2,952)	1,369	1,086	11,815
Total Non-Labor Expenses	\$33,356	\$33,978	\$39,174	\$36,405	\$36,734	\$38,789	\$38,833	\$37,223	\$38,955	\$33,808	\$36,435	\$39,952	\$443,644
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$127,559	\$122,271	\$128,347	\$131,078	\$132,068	\$128,813	\$136,904	\$131,798	\$131,992	\$128,732	\$125,966	\$135,145	\$1,560,673
Depreciation	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$25,229	\$25,129	\$25,129	\$25,129	\$309,649
OPEB Obligation	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,800	6,851	7,000	7,000	82,051
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2,000
Total Expenses	\$160,655	\$155,367	\$161,443	\$164,174	\$165,164	\$161,909	\$169,999	\$164,893	\$164,187	\$160,879	\$158,262	\$167,441	\$1,954,373
Net Surplus/(Deficit)	(\$98,083)	(\$94,419)	(\$86,564)	(\$85,216)	(\$85,143)	(\$76,028)	(\$82,972)	(\$84,776)	(\$88,094)	(\$81,051)	(\$84,651)	(\$81,262)	(\$1,028,259)
Cash Conversion Adjustments:													
Depreciation	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$26,129	\$25,229	\$25,129	\$25,129	\$25,129	\$309,649
Operating Capital	(0,953)	(0,983)	(2,752)	(2,720)	(2,587)	(1,337)	(1,625)	(1,802)	(1,521)	(4,145)	(3,121)	(3,079)	(28,405)
Other Cash Adjustments	1,028	8,242	10,658	(2,215)	(2,529)	11,560	10,193	2,932	12,276	10,410	19,033	16,217	97,803
Total Cash Conversion Adjustments	\$26,204	\$33,388	\$34,035	\$21,195	\$21,033	\$38,352	\$34,696	\$27,458	\$35,983	\$31,394	\$41,041	\$38,267	\$381,046
Net Cash Surplus/(Deficit)	(\$71,879)	(\$61,031)	(\$52,529)	(\$64,021)	(\$64,110)	(\$39,676)	(\$48,276)	(\$57,318)	(\$52,111)	(\$49,657)	(\$43,610)	(\$42,995)	(\$647,213)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$48,289	\$48,965	\$54,152	\$54,401	\$56,071	\$59,019	\$60,216	\$58,040	\$58,378	\$55,503	\$55,034	\$56,408	\$660,476
Vehicle Toll Revenue	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Other Operating Revenue	2,692	2,681	3,800	2,867	3,758	8,265	2,847	2,980	2,727	2,879	3,044	13,009	51,549
Capital and Other Reimbursements	9,710	11,553	15,095	10,047	15,230	21,190	20,880	21,534	16,170	21,249	21,905	26,378	210,941
Total Receipts	\$60,691	\$61,199	\$73,047	\$67,315	\$75,059	\$88,474	\$83,943	\$82,554	\$75,275	\$79,631	\$79,983	\$95,795	\$922,966
Expenditures													
Labor:													
Payroll	\$44,726	\$38,652	\$39,346	\$40,412	\$49,483	\$39,032	\$39,327	\$49,962	\$40,281	\$46,432	\$42,606	\$42,746	\$513,005
Overtime	8,073	6,994	6,447	6,381	8,955	8,987	6,975	9,009	7,503	7,786	6,869	7,920	89,899
Health and Welfare	9,765	9,743	9,777	9,770	9,783	9,803	9,773	9,762	9,793	9,784	9,728	9,776	117,237
OP&B Current Payment	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,571	5,566	66,847
Pensions	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	16,750	201,000
Other Fringe Benefits	10,721	10,260	10,137	12,900	12,620	10,458	11,176	12,476	10,066	9,154	9,587	7,059	126,612
GASB Account	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	10,696	10,696
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Labor Expenditures	\$95,606	\$87,970	\$88,028	\$91,784	\$103,162	\$88,599	\$89,572	\$103,530	\$89,964	\$95,457	\$91,111	\$100,513	\$1,125,296
Non-Labor:													
Electric Power	\$8,820	\$8,808	\$8,534	\$8,114	\$8,225	\$9,557	\$9,961	\$9,582	\$9,515	\$6,722	\$6,353	\$7,487	\$101,678
Fuel	2,563	2,374	2,678	2,633	2,714	2,597	2,629	2,704	2,565	2,628	2,594	2,492	31,171
Insurance	3,568	2,168	1,642	3,527	0,399	2,131	3,505	0,481	1,322	3,250	0,238	1,358	23,589
Claims	0,134	0,134	0,134	0,134	0,134	0,134	0,134	0,134	0,134	0,134	0,134	0,135	1,609
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	4,245	4,717	5,460	6,308	6,614	5,711	6,838	5,743	5,976	6,442	6,614	9,582	74,250
Professional Service Contracts	3,293	2,509	2,647	3,646	2,645	3,039	3,739	2,463	2,580	3,595	2,443	3,299	35,898
Materials & Supplies	10,613	9,905	12,705	11,481	11,541	12,808	12,050	11,405	11,541	11,628	10,350	10,466	136,291
Other Business Expenditures	1,311	1,228	1,331	1,292	1,318	1,357	1,374	1,413	1,372	(2,983)	1,339	1,045	11,397
Total Non-Labor Expenditures	\$34,547	\$31,843	\$35,131	\$37,135	\$33,590	\$37,134	\$40,230	\$33,925	\$35,005	\$31,414	\$30,065	\$35,884	\$415,883
Other Adjustments:													
Other	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,413	\$28,000
Total Other Expenditure Adjustments	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,417	\$2,413	\$29,000
Total Expenditures	\$132,570	\$122,230	\$125,576	\$131,336	\$139,169	\$128,150	\$132,219	\$139,872	\$127,386	\$129,288	\$123,593	\$138,790	\$1,570,179
Cash Timing and Availability Adjustments													
Baseline Net Cash Deficit	(\$71,879)	(\$61,031)	(\$52,529)	(\$64,021)	(\$64,110)	(\$39,676)	(\$48,276)	(\$57,318)	(\$52,111)	(\$49,657)	(\$43,610)	(\$42,995)	(\$647,213)

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$2,416	\$2,417	\$2,417	\$2,417	\$2,417	\$2,416	\$2,417	\$2,417	\$2,416	\$2,416	\$2,416	\$2,418	\$28,000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.010	(0.015)	0.090	0.108	(0.015)	(0.015)	0.115	(0.010)	(0.009)	0.116	(0.009)	0.114	0.480
Capital and Other Reimbursements	(4.307)	(2.151)	(4.339)	(14.168)	(7.364)	0.192	(5.616)	0.030	(3.225)	(2.729)	3.965	7.084	(32.628)
Total Receipts	(\$1.881)	\$0.251	(\$1.832)	(\$11.643)	(\$4.962)	\$2.593	(\$3.084)	\$2.437	(\$0.818)	(\$0.197)	\$6.372	\$9.616	(\$3.148)
Expenditures													
Labor:													
Payroll	(\$0.465)	\$0.125	\$0.830	\$2.110	(\$4.399)	\$1.149	\$5.243	(\$5.430)	\$2.683	(\$1.604)	(\$0.283)	\$2.469	\$2.428
Overtime	(1.292)	0.000	0.000	1.596	(1.791)	0.000	1.744	(1.802)	0.000	0.000	0.000	1.545	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000	0.001	0.000	0.000	0.000
OPEB Current Payment	(0.001)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.005	(0.000)
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.355	0.198	0.315	(0.817)	(1.638)	0.276	1.512	(1.722)	0.390	1.071	(1.297)	1.357	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(10.696)	(10.696)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$1.403)	\$0.323	\$1.145	\$2.889	(\$7.828)	\$1.425	\$8.499	(\$8.955)	\$3.073	(\$0.532)	(\$1.580)	(\$5.320)	(\$8.267)
Non-Labor:													
Electric Power	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	(\$0.232)	\$1.434	\$1.434	\$1.436	\$2.217
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	(0.000)
Insurance	(1.857)	(0.458)	0.230	(1.442)	1.756	0.023	(1.094)	1.686	0.709	(1.169)	1.706	0.663	0.753
Claims	0.150	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.148	1.792
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.883	0.883	0.881	0.142	(0.042)	(0.042)	(0.042)	(0.043)	(0.042)	(0.040)	(0.040)	(2.800)	(0.300)
Professional Service Contracts	(0.536)	0.643	0.643	(0.536)	0.644	0.642	(0.536)	0.643	0.642	(0.535)	0.643	0.643	3.000
Materials & Supplies	0.365	1.115	2.336	1.153	0.834	1.079	0.321	1.058	2.693	2.523	2.447	3.958	19.882
Other Business Expenditures	0.036	0.035	0.036	0.036	0.035	0.038	0.036	0.036	0.030	0.031	0.030	0.041	0.418
Total Non-Labor Expenditures	(\$1.191)	\$2.135	\$4.043	(\$0.730)	\$3.144	\$1.655	(\$1.397)	\$3.298	\$3.950	\$2.394	\$6.370	\$4.088	\$27.761
Other Adjustments:													
Other	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.413)	(\$29.000)
Total Other Expenditures Adjustments	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.417)	(\$2.413)	(\$29.000)
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$6.892)	\$0.292	\$0.939	(\$11.901)	(\$12.063)	\$3.256	\$1.601	(\$5.637)	\$3.788	(\$0.753)	\$8.745	\$5.971	(\$12.654)
Depreciation Adjustment	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$26.129	\$25.229	\$25.129	\$25.129	\$25.129	\$309.849
OPEB Obligation	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.800	6.851	7.000	7.000	82.051
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	2.000
Baseline Total Cash Conversion Adjustments	\$26.204	\$33.388	\$34.035	\$21.195	\$21.033	\$36.352	\$34.696	\$27.458	\$35.983	\$31.394	\$41.041	\$38.267	\$381.046

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$2.086	\$2.143	\$0.799	\$1.606	\$1.484	\$0.801	\$1.597	\$0.765	\$1.440	\$1.750	\$1.670	\$2.255	\$18.397
<u>Unscheduled Service</u>	0.460	0.468	0.394	0.596	0.385	0.411	0.697	0.448	0.496	0.546	0.356	0.662	5.919
<u>Programmatic/Routine Maintenance</u>	1.806	1.810	1.711	2.084	1.694	1.770	2.065	1.797	1.695	2.050	1.662	2.163	22.308
<u>Unscheduled Maintenance</u>	0.030	0.023	0.024	0.022	0.022	0.021	0.023	0.020	0.020	0.026	0.022	0.029	0.284
<u>Vacancy/Absentee Coverage</u>	1.272	1.512	1.755	1.982	1.783	2.537	2.977	2.864	2.562	2.119	2.030	2.968	26.361
<u>Weather Emergencies</u>	0.537	0.525	0.358	0.102	0.099	0.115	0.113	0.112	0.113	0.140	0.195	0.553	2.963
<u>Safety/Security/Law Enforcement</u>	-	-	-	-	-	-	-	-	-	-	-	-	-
<u>Other</u>	0.063	0.063	0.063	0.063	0.063	0.063	0.064	0.064	0.064	0.064	0.064	0.064	0.764
Sub-Total	\$6.255	\$6.544	\$5.105	\$6.455	\$5.531	\$5.720	\$7.536	\$6.070	\$6.390	\$6.695	\$6.000	\$6.696	\$76.996
REIMBURSABLE OVERTIME	0.526	0.450	1.342	1.522	1.633	1.267	1.183	1.137	1.113	1.091	0.869	0.770	12.903
TOTAL NR & R OVERTIME	\$6.781	\$6.994	\$6.447	\$7.977	\$7.164	\$6.987	\$8.719	\$7.207	\$7.503	\$7.786	\$6.869	\$9.466	\$89.899

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Ridership/Utilization
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Monthly	3.876	3.536	3.967	4.052	4.054	3.766	3.905	3.764	3.791	4.369	3.672	3.866	46.619
Weekly	0.134	0.125	0.140	0.137	0.131	0.154	0.177	0.207	0.142	0.142	0.107	0.128	1.725
Total Commutation	4.009	3.661	4.107	4.189	4.186	3.920	4.083	3.971	3.933	4.512	3.779	3.994	48.344
One-Way Full Fare	0.592	0.563	0.647	0.654	0.687	0.730	0.767	0.746	0.682	0.665	0.622	0.645	8.000
One-Way Off-Peak	1.315	1.181	1.353	1.390	1.501	1.571	1.745	1.684	1.490	1.361	1.442	1.576	17.609
All Other	0.686	0.670	0.742	0.780	0.797	0.907	0.881	0.894	0.785	0.785	0.762	0.830	9.518
Total Non-Commutation	2.592	2.413	2.741	2.824	2.985	3.208	3.394	3.324	2.957	2.811	2.826	3.051	35.127
Total Ridership	6.602	6.075	6.848	7.012	7.171	7.128	7.477	7.295	6.890	7.323	6.605	7.046	83.471
<u>Farebox Revenue</u>													
Passenger Revenue	\$45.873	\$44.548	\$51.735	\$51.984	\$53.654	\$56.603	\$57.799	\$55.623	\$53.962	\$53.087	\$52.618	\$53.990	\$631.476
Total Revenue	\$45.873	\$44.548	\$51.735	\$51.984	\$53.654	\$56.603	\$57.799	\$55.623	\$53.962	\$53.087	\$52.618	\$53.990	\$631.476

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function
Non-Reimbursable and Reimbursable

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	3	3	4	3	3	4	3	3	3	3	3	3
Labor Relations	18	18	18	18	18	18	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	84	84	84	84	84	84	84	84	84	84	84	84
Human Resources	32	32	32	33	32	32	32	32	32	32	32	32
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	35	35	35	35	35	35	35	35	35	35	35	35
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO	2	2	2	2	2	2	2	2	2	2	2	2
Information Technology	160	160	160	160	160	160	160	160	160	160	160	160
Controller	42	42	42	42	42	42	42	42	42	42	42	42
Management and Budget	18	18	18	18	18	18	18	18	18	18	18	18
Process Re-Engineering	7	7	7	7	7	7	7	7	7	7	7	7
VP - East Side Access & Special Projects	32	32	32	32	32	32	32	32	32	32	32	32
Market Dev. & Public Affairs	59	59	59	59	59	59	59	59	59	59	59	59
Gen. Counsel & Secretary	30	30	30	30	30	30	30	30	30	30	30	30
Diversity Management	1	1	1	1	1	1	1	1	1	1	1	1
System Safety/Training	69	69	69	69	69	69	69	69	69	69	69	69
Security Department	6	6	6	6	6	6	6	6	6	6	6	6
Sr VP Operations/ Serv. Planning	24	24	24	24	24	24	24	24	24	24	24	24
Total Administration	628	628	629	629	628	629	628	628	628	628	628	628
Operations												
Train Operations	1,911	1,910	1,910	1,905	1,935	1,939	1,934	1,925	1,921	1,917	1,916	1,951
Customer Service	293	293	293	293	295	303	303	303	295	293	293	293
Total Operations	2,204	2,203	2,203	2,198	2,230	2,242	2,237	2,228	2,216	2,210	2,209	2,244
Maintenance												
Engineering	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589	1,589
Equipment	2,067	2,052	2,076	2,076	2,052	2,052	2,037	2,037	2,072	2,058	2,033	2,033
Procurement (Stores)	92	92	93	93	93	93	93	93	93	93	93	93
Total Maintenance	3,748	3,733	3,758	3,758	3,734	3,734	3,719	3,719	3,754	3,740	3,715	3,715
Engineering/Capital												
Department of Project Management	143	143	143	143	143	145	145	145	143	143	143	144
Total Engineering/Capital	143	143	143	143	143	145	145	145	143	143	143	144
Total Positions	6,723	6,707	6,733	6,728	6,736	6,751	6,729	6,721	6,742	6,722	6,696	6,731
Non-Reimbursable	6,103	6,062	5,990	5,885	5,777	5,770	5,648	5,719	5,884	5,933	5,982	6,058
Reimbursable	620	645	743	843	959	981	1,081	1,002	858	789	714	673
Total Full-Time	6,723	6,707	6,733	6,728	6,736	6,751	6,729	6,721	6,742	6,722	6,696	6,731
Total Full-Time-Equivalents												

MTA LONG ISLAND RAIL ROAD
February Financial Plan - 2013 Adopted Budget
Total Full-time Positions and Full-time Equivalents by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	324	324	325	324	324	325	324	324	324	324	324	324
Professional, Technical, Clerical	304	304	304	305	304	304	304	304	304	304	304	304
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	628	628	629	629	628	629	628	628	628	628	628	628
Operations												
Managers/Supervisors	322	322	322	322	322	323	323	323	322	322	322	322
Professional, Technical, Clerical	162	162	162	163	166	173	173	173	166	162	161	161
Operational Hourlies	1,720	1,719	1,719	1,713	1,742	1,746	1,741	1,732	1,728	1,726	1,726	1,761
Total Operations	2,204	2,203	2,203	2,198	2,230	2,242	2,237	2,228	2,216	2,210	2,209	2,244
Maintenance												
Managers/Supervisors	723	723	723	723	723	723	723	723	723	723	723	723
Professional, Technical, Clerical	268	268	269	269	269	269	269	269	269	269	269	269
Operational Hourlies	2,757	2,742	2,766	2,766	2,742	2,742	2,727	2,727	2,762	2,748	2,723	2,723
Total Maintenance	3,748	3,733	3,758	3,758	3,734	3,734	3,719	3,719	3,754	3,740	3,715	3,715
Engineering/Capital												
Managers/Supervisors	112	112	112	112	112	114	114	114	112	112	112	113
Professional, Technical, Clerical	31	31	31	31	31	31	31	31	31	31	31	31
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	143	143	143	143	143	145	145	145	143	143	143	144
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	1,481	1,481	1,482	1,481	1,481	1,485	1,484	1,484	1,481	1,481	1,481	1,482
Professional, Technical, Clerical	765	765	766	768	770	777	777	777	770	766	765	765
Operational Hourlies	4,477	4,461	4,486	4,479	4,485	4,488	4,468	4,460	4,491	4,474	4,450	4,484
Total Positions	6,723	6,707	6,733	6,728	6,736	6,751	6,729	6,721	6,742	6,722	6,696	6,731



LONG ISLAND RAIL ROAD

**2012 ANNUAL
OPERATING
REPORT**

The graphic features the title text centered within a square frame. The background of the frame is a grid of dotted lines. A large, stylized, dotted outline of the state of New York is superimposed over the grid, with the text positioned in the lower-left portion of the state's outline.

Helena E. Williams
President

Performance Summary			Annual	2012 Data Year Ending	2011 Data Year Ending
			Goal	Dec 31	Dec 31
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%	94.3%	93.7%
		AM Peak		94.3%	93.2%
		PM Peak		91.3%	90.5%
		Total Peak		92.9%	92.0%
		Off Peak Weekday		94.2%	93.9%
		Weekend		96.2%	95.7%
	Babylon Branch	Overall	95.1%	93.9%	93.4%
		AM Peak		95.3%	93.6%
		PM Peak		90.4%	90.1%
		Total Peak		93.2%	92.0%
		Off Peak Weekday		93.3%	93.2%
		Weekend		96.3%	96.2%
	Far Rockaway Branch	Overall	95.1%	97.0%	96.6%
		AM Peak		94.9%	94.7%
		PM Peak		94.2%	95.2%
		Total Peak		94.6%	95.0%
		Off Peak Weekday		97.5%	97.0%
		Weekend		98.5%	97.5%
	Huntington Branch	Overall	95.1%	93.5%	92.5%
		AM Peak		93.5%	92.8%
		PM Peak		88.6%	85.5%
		Total Peak		91.1%	89.2%
		Off Peak Weekday		93.1%	92.2%
		Weekend		96.0%	95.7%
	Hempstead Branch	Overall	95.1%	97.0%	96.6%
		AM Peak		96.1%	95.2%
		PM Peak		95.0%	93.9%
		Total Peak		95.6%	94.6%
		Off Peak Weekday		97.4%	96.9%
		Weekend		97.7%	98.2%
	Long Beach Branch	Overall	95.1%	96.3%	95.8%
		AM Peak		95.7%	94.7%
		PM Peak		94.4%	94.1%
		Total Peak		95.1%	94.4%
		Off Peak Weekday		96.7%	96.1%
		Weekend		96.9%	96.6%
	Montauk Branch	Overall	95.1%	90.8%	89.1%
		AM Peak		93.1%	90.5%
		PM Peak		84.6%	87.1%
		Total Peak		89.5%	89.0%
		Off Peak Weekday		91.5%	89.9%
		Weekend		90.7%	87.8%
	Oyster Bay Branch	Overall	95.1%	94.7%	94.0%
		AM Peak		95.3%	93.8%
		PM Peak		91.1%	89.0%
		Total Peak		93.4%	91.6%
		Off Peak Weekday		94.4%	94.3%
		Weekend		97.6%	96.8%

Performance Summary		Annual	2012 Data Year Ending	2011 Data Year Ending
		Goal	Dec 31	Dec 31
Port Jefferson Branch	Overall	95.1%	90.5%	90.4%
	AM Peak		91.2%	91.3%
	PM Peak		85.7%	83.8%
	Total Peak		88.7%	87.8%
	Off Peak Weekday		88.3%	90.1%
	Weekend		97.0%	94.2%
Port Washington Branch	Overall	95.1%	95.4%	95.0%
	AM Peak		94.1%	93.6%
	PM Peak		93.3%	92.3%
	Total Peak		93.7%	92.9%
	Off Peak Weekday		95.3%	95.2%
	Weekend		98.1%	98.0%
Ronkonkoma Branch	Overall	95.1%	91.7%	91.2%
	AM Peak		92.0%	91.2%
	PM Peak		92.1%	90.1%
	Total Peak		92.0%	90.7%
	Off Peak Weekday		90.9%	90.6%
	Weekend		93.2%	93.5%
West Hempstead Branch	Overall	95.1%	95.9%	96.3%
	AM Peak		96.3%	95.0%
	PM Peak		91.2%	93.9%
	Total Peak		93.5%	94.4%
	Off Peak Weekday		97.3%	97.5%
	Weekend		92.7%	94.4%
Operating Statistics				
	Trains Scheduled		230,596	230,043
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-12.9	-13.9
	Trains Over 15 min. Late excluding trains canceled or terminated		2,541	3,021
	Trains Canceled		585	1172
	Trains Terminated		406	575
	Percent of Scheduled Trips Completed		99.6%	99.2%



Categories Of Delay		2012 Data	2011 Data
		Year Ending Dec 31	Year Ending Dec 31
Late Train Incidents	National Rail Passenger Corp	817	1,003
	Capital Programs	135	185
	Engineering	1,342	1,842
	Penn Station Central Control	111	95
	Maintenance of Equipment	1,578	2,401
	** Other / Miscellaneous	3,391	3,700
	Public	5,006	4,063
	Transportation	594	717
	Vandalism	90	199
	Maintenance of Way (Sched.)	159	273

**** Other / Miscellaneous includes weather related delays**

Long Island Rail Road

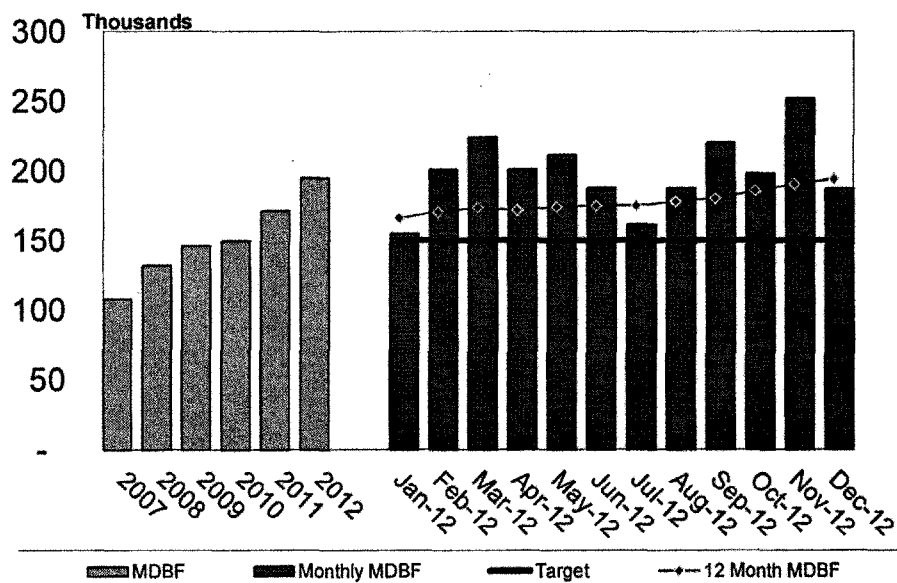
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2012 Data		2011 Data
			MDBF Goal (miles)	Year End MDBF As Of Dec-12 (miles)	Year End MDBF As Of Dec-11 (miles)
Mean Distance Between Failures	M-3	150	55,000	77,067	68,731
	M-7	836	350,000	405,420	431,125
	DM	22	18,000	28,309	18,781
	DE	23	18,000	21,897	22,578
	C-3	134	70,000	105,931	65,302
	Diesel	179	44,000	63,554	45,770
	Fleet	1,165	150,000	194,382	169,724

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





Standee Report

East Of Jamaica

			2011		2012	
East Of Jamaica			Year Ending 12/31/11		Year Ending 12/31/12	
			AM Peak	PM Peak	AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0	0	0
		Add'l Standees	4	11	3	8
		Total Standees	4	11	3	8
Far Rockaway Branch	Program Standees	0	0	0	0	
	Add'l Standees	0	0	0	0	
	Total Standees	0	0	0	0	
Huntington Branch	Program Standees	80	0	40	0	
	Add'l Standees	14	1	19	3	
	Total Standees	94	1	59	3	
Hempstead Branch	Program Standees	0	0	0	0	
	Add'l Standees	1	0	0	1	
	Total Standees	1	0	0	1	
Long Beach Branch	Program Standees	0	0	0	0	
	Add'l Standees	4	0	3	0	
	Total Standees	4	0	3	0	
Montauk Branch	Program Standees	0	0	0	0	
	Add'l Standees	9	0	2	0	
	Total Standees	9	0	2	0	
Oyster Bay Branch	Program Standees	0	0	0	0	
	Add'l Standees	6	0	19	0	
	Total Standees	6	0	19	0	
Port Jefferson Branch	Program Standees	0	0	0	0	
	Add'l Standees	10	2	3	1	
	Total Standees	10	2	3	1	
Port Washington Branch	Program Standees	0	0	0	0	
	Add'l Standees	16	39	15	22	
	Total Standees	16	39	15	22	
Ronkonkoma Branch	Program Standees	0	0	0	28	
	Add'l Standees	10	10	6	11	
	Total Standees	10	10	6	39	
West Hempstead Branch	Program Standees	0	0	0	0	
	Add'l Standees	0	0	0	0	
	Total Standees	0	0	0	0	
System Wide PEAK			153	63	111	75

Definitions

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

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

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

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

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



Standee Report

West Of Jamaica

			2011		2012	
West Of Jamaica			Year Ending 12/31/11		Year Ending 12/31/12	
			AM Peak	PM Peak	AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0	0	0
		Add'l Standees	10	25	7	25
		Total Standees	10	25	7	25
	Far Rockaway Branch	Program Standees	0	0	0	0
		Add'l Standees	3	0	2	0
		Total Standees	3	0	2	0
	Huntington Branch	Program Standees	0	0	40	0
		Add'l Standees	16	21	18	21
		Total Standees	16	21	58	21
	Hempstead Branch	Program Standees	0	0	0	0
		Add'l Standees	1	32	0	26
		Total Standees	1	32	0	26
	Long Beach Branch	Program Standees	78	0	78	0
		Add'l Standees	16	0	17	1
		Total Standees	94	0	95	1
	Montauk Branch	Program Standees	0	0	0	0
		Add'l Standees	3	0	0	0
		Total Standees	3	0	0	0
	Oyster Bay Branch	Program Standees	0	0	0	0
		Add'l Standees	3	0	1	0
		Total Standees	3	0	1	0
	Port Jefferson Branch	Program Standees	0	0	0	0
		Add'l Standees	2	0	3	0
		Total Standees	2	0	3	0
	Port Washington Branch	Program Standees	0	0	0	0
		Add'l Standees	16	39	15	22
		Total Standees	16	39	15	22
	Ronkonkoma Branch	Program Standees	0	28	0	38
		Add'l Standees	7	4	5	11
		Total Standees	7	32	5	49
	West Hempstead Branch	Program Standees	0	0	0	0
		Add'l Standees	4	0	3	0
		Total Standees	4	0	3	0
System Wide PEAK			159	149	188	145

Definitions

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

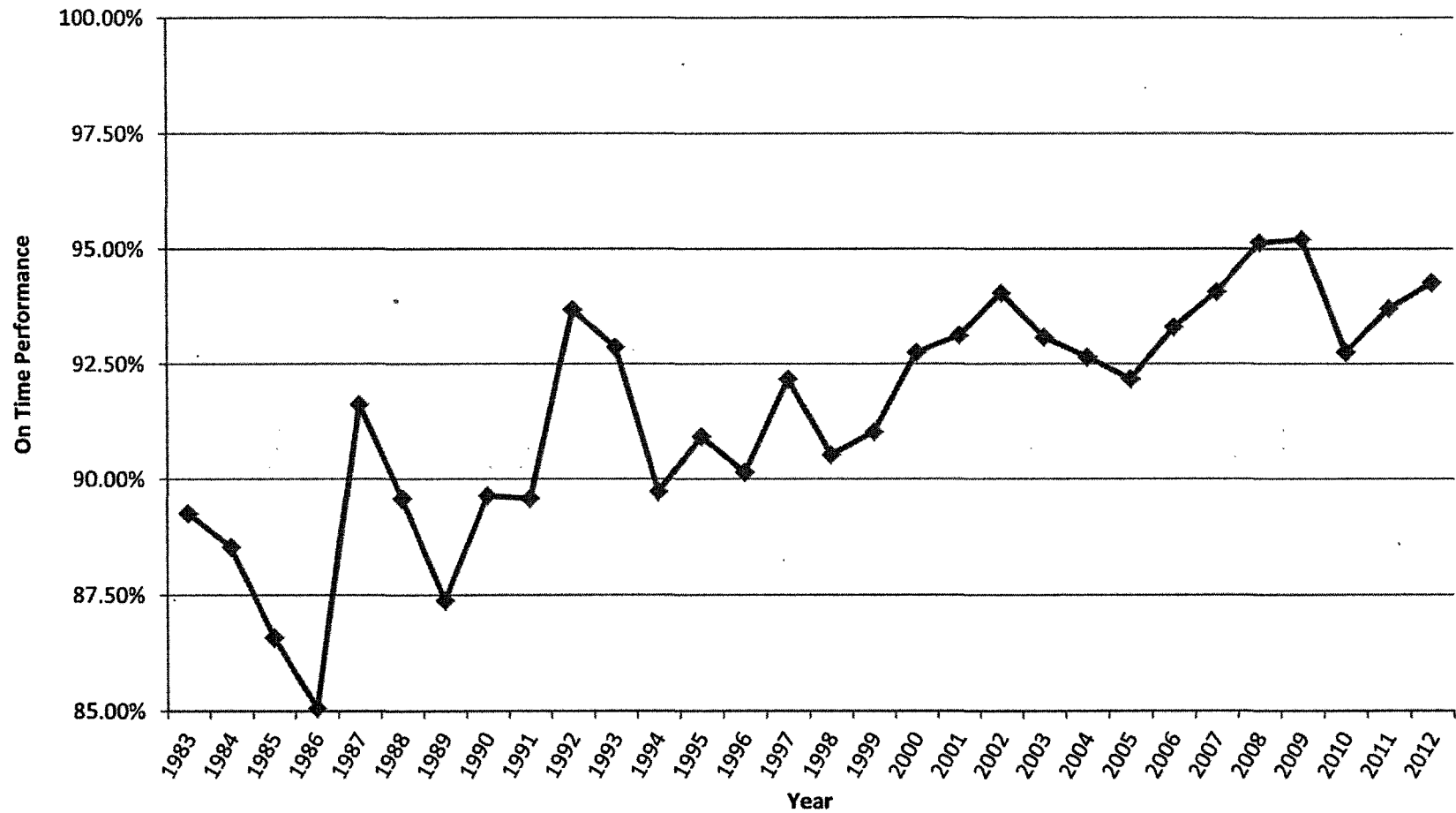
"Program Standees" is the average number of customers in excess of programmed seating capacity.

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

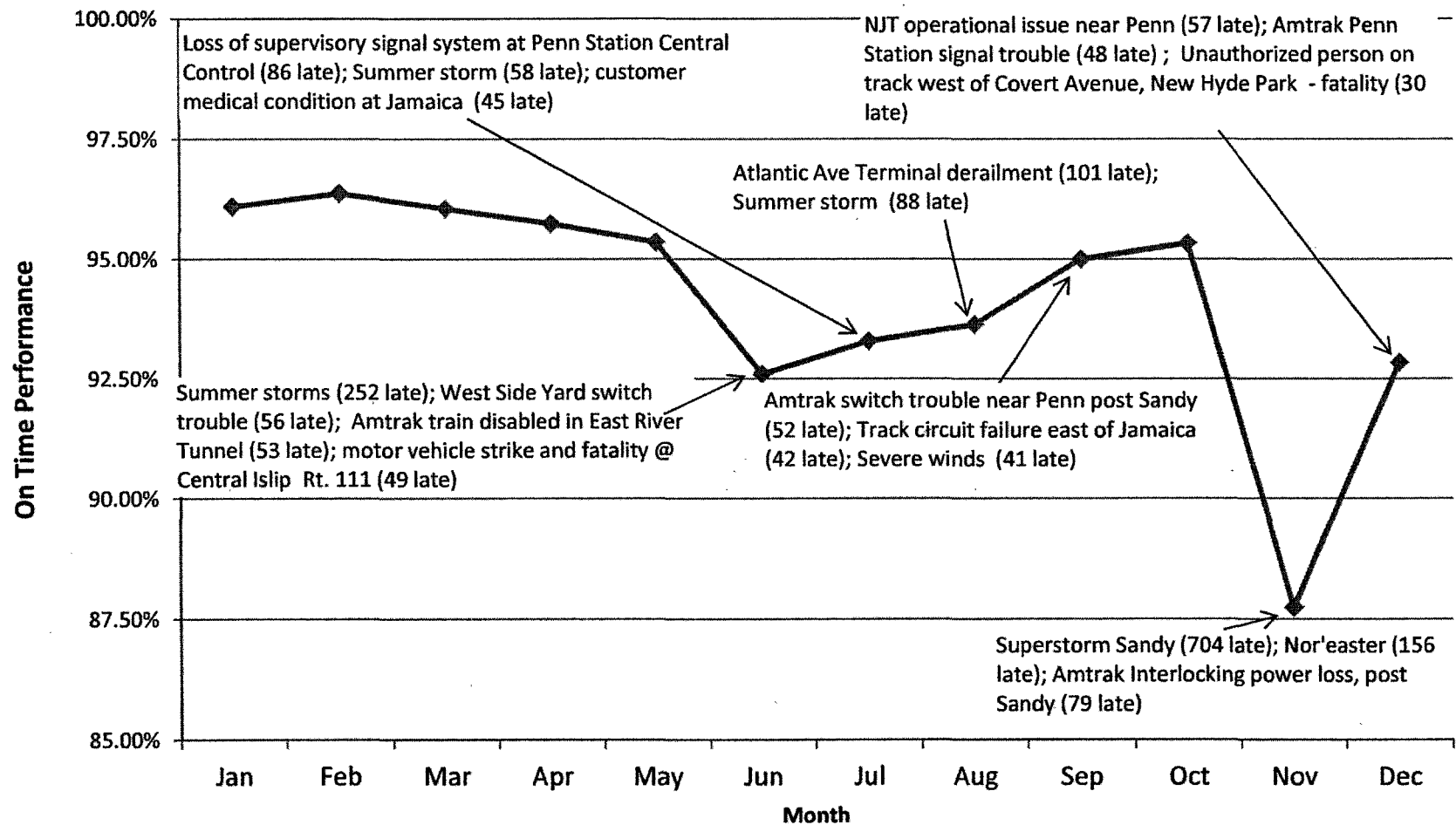
Note: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains.

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

On Time Performance By Year 1983 Through 2012



2012 Major Events By Month



MEMORANDUM



Long Island Rail Road

DATE: March 11, 2013

TO: Members of the LIRR Operating Committee

FROM: Helena E. Williams, President

A handwritten signature in black ink, appearing to read "H. Williams", written over the name "Helena E. Williams" in the "FROM" line.

RE: LIRR Report on Elevator/Escalator Performance: Fourth Quarter 2012

I am pleased to submit to you the LIRR's 2012 fourth quarter report on the performance of its customer elevators and escalators.

The report provides data on the 19 escalators and 25 elevators directly maintained by the LIRR and the 15 escalators and six elevators maintained by AMTRAK. Performance data on the six escalators and ten elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

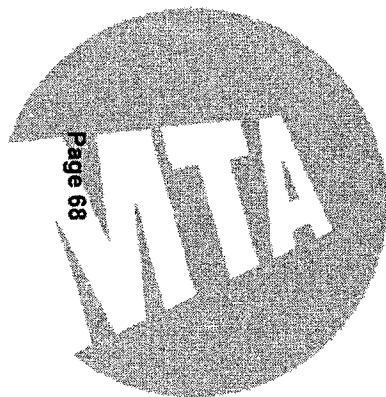
Elevator and escalator availability is defined as the percentage of full calendar days within the reporting period that a unit remains in service for customer use. An elevator or escalator outage during any part of a day excludes the unit from being considered as "available" on that day.

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

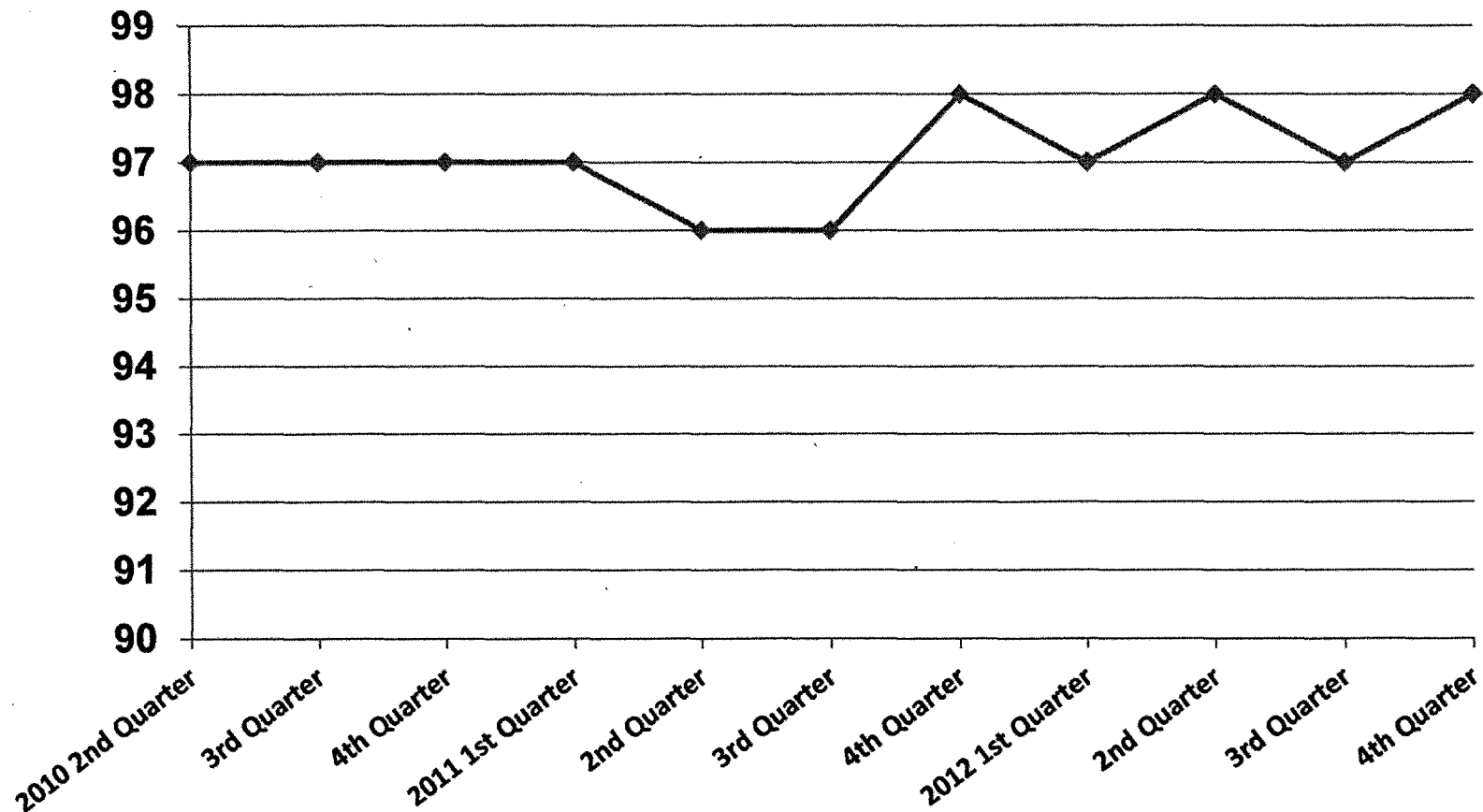
As I have reported previously, 11 of LIRR's oldest escalators were taken out of service in 2012 to receive major parts replacement and safety enhancements. Eight units were completed and returned to service by the end of 2012. The remaining three units were returned to service during the first two months of 2013 completing the project.

Long Island Rail Road Elevator/Escalator

Fourth Quarter Report
2012



Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service.

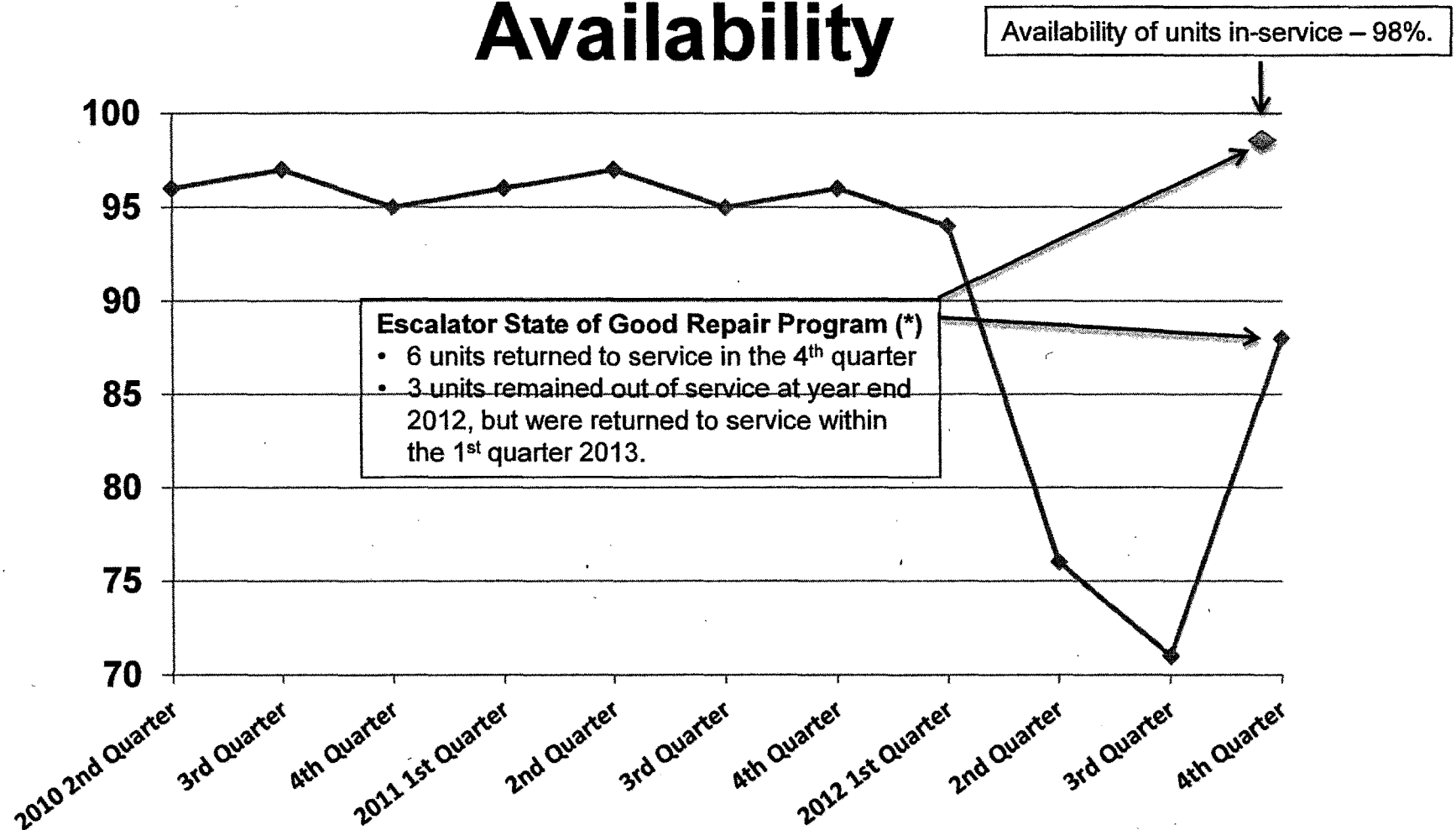
2012 Fourth Quarter Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY	
Babylon (A)	98.0%	Valley Stream	100%
Babylon (B)	99.0%	Rosedale	100%
Massapequa	96.7%	PORT JEFFERSON	
Seaford	93.7%	Hicksville (A)	100%
Bellmore	96.7%	Hicksville (B)	99.0%
Merrick	97.0%	LONG BEACH	
Freeport	98.0%	Lynbrook (A)	99.0%
Baldwin	99.0%	Lynbrook (B)	94.7%
Rockville Centre	100%	CITY TERMINAL	
PORT WASHINGTON		Atlantic Terminal	98.0%
Great Neck (A)	99.0%	Woodside 415x	96.7%
Great Neck (B)	96.7%	Woodside 418x	95.7%
Auburndale	96.7%	Woodside 419x	93.3%
RONKONKOMA		Penn 34S-ELV-P34	100%
Ronkonkoma (A)	99.0%	Penn CEN-ELV-P-7	100%
Ronkonkoma (B)	100%	Penn CEN-ELV-P-8	100%
Ronkonkoma (C)	100%	Penn CEN-ELV-P-9	100%
		Penn CEN-ELV-P10	100%
		Penn CEN-ELV-P11	100%

Please Note: Penn Station data provide by Amtrak.

MTA Long Island Rail Road

Passenger Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service. Please note: Due to planned long-term rehabilitation, several escalators were out of service for the entire quarter.

* Eleven units in total have now received major part replacement including additional safety features to bring them within a state of good repair.

2012 Fourth Quarter Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION	
Babylon A (W/B)	97.3%	Valley Stream	99.2%	Penn 34S-ESC-34A	100%
Babylon B (E/B)	99.3%	PORT JEFFERSON		Penn 34S-ESC-34B	100%
Lindenhurst	99.2%	Hicksville A (W/B)	99.0%	Penn 34S-ESC-34C	100%
Copague	0%*	Hicksville B (E/B)	96.1%	Penn EXI-ESC-09E	98%
Amityville	99.1%	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	99.8%	Lynbrook	99.9%	Penn EXI-ESC-10W	99%
Massapequa	100%	HEMPSTEAD		Penn EXI-ESC-7EW	100%
Seaford	99.8%	Floral Park	99.7%	Penn EXI-ESC-8EW	100%
Wantagh	31.0%*			Penn MG-ESC-011	96%
Bellmore	99.7%			Penn MG-ESC-1MG	100%
Merrick	99.2%			Penn MG-ESC-2MG	99%
Freeport	38.0%*			Penn MG-ESC-3MG	100%
Baldwin	0%*			Penn MG-ESC-7MG	91%
Rockville Centre	99.0%			Penn MG-ESC-8MG	86%
				Penn WEC-ESC-8WE	84%

* Out of service due to planned long-term rehabilitation.

Note: Penn Station data provide by Amtrak.

MTA Long Island Rail Road

Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Baldwin	0	1	0

Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station	0	3
Lynbrook	0	1
Rockville Center	0	1
Hicksville	0	2
Woodside	0	1

Definitions:

Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** includes failure of the elevator to move to a floor landing thus resulting in the customer being stuck. These events require LIRR or MTA PD intervention but result in no injury to the customer.

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of December 31, 2012.

Staff Summary

Subject MARCH - APRIL TRACK WORK PROGRAMS						Date March 11, 2013			
Department SR. VICE PRESIDENT - OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO <i>Michael Gelormino</i>						Contract Number			
Department Head Signature						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	3/11/13				4	President <i>[Signature]</i>	1	Sr. VP Op. <i>[Signature]</i>
						3	Executive VP <i>[Signature]</i>		
						2	VP Mktg & PA <i>[Signature]</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support track work programs during the months of March and April 2013.

TRACK WORK PROGRAMS

- Port Washington Branch – On three weekends, March 9-10, March 23-24 and April 13-14, 2013 single main track between Great Neck and Port Washington will be out of service for the renewal of timbers on the Manhasset Viaduct.
- Montauk Branch – Single main track will be out of service between Speonk and Montauk for 72 hours Tuesday through Friday March 12-15, 2013 for the rehabilitation of Shinnecock Canal, North Highway and Montauk Highway bridges in Hampton Bays.
- Far Rockaway Branch – On the weekend of April 6-7, 2013 one of two main tracks will be out of service between Valley Stream and Far Rockaway for the renewal of the grade crossing at West Broadway Avenue in Hewlett.
- Oyster Bay Branch – On two weekends, April 13-14 and April 20-21, 2013 one of two main tracks will be out of service between East Williston and Locust Valley for bridge waterproofing on the Roslyn Rd. Bridge.

DISCUSSION

Port Washington Branch Manhasset Viaduct Bridge Timber Work

Manhasset Viaduct bridge timber work in Manhasset will require single main track to be out of service between Great Neck and Port Washington for 48 hours on the weekends of March 9-10, 23-24 and April 13-14, 2013. During the outage, all trains will terminate and originate at Great Neck, with customers traveling between Great Neck and Port Washington accommodated on buses. Customers traveling east of Great Neck will experience up to 25 minutes of additional travel time.

Montauk Branch Bridge Rehabilitation

Bridge rehabilitation projects in Hampton Bays will require single main track to be out of service between Speonk and Montauk for 72 hours from 2:13 am Tuesday March 13th through 2:30 am Friday March 15th. During the outage, all trains will terminate or originate at Speonk, with customers traveling between Speonk and Montauk accommodated on buses. On Tuesday, ten trains will be affected. On Wednesday and Thursday, eleven trains will be affected each day and on Friday, one train will be affected. Customers will experience up to 39 minutes of additional travel time. Repairs include waterproofing deck and jacking/lifting of the bridges.

Far Rockaway Branch West Broadway Crossing Renewal

West Broadway crossing renewal on the Far Rockaway Branch requires a 48 hour weekend single track outage between Valley Stream and Far Rockaway on this double track portion of the railroad. Far Rockaway and Hempstead schedules are adjusted 30 minutes to accommodate this work.

Oyster Bay Branch Roslyn Road Bridge Waterproofing

Roslyn Road bridge waterproofing will require one of two main tracks to be out of service between East Williston and Locust Valley on the Oyster Bay branch for 48 hours on the weekends of April 13-14 and 20-21, 2013. One eastbound and one westbound train will be cancelled each day in order to support this work and two eastbound trains will operate one hour later than normal.

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

IMPACT ON FUNDING

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



Long Island Rail Road

DIVERSITY / EEO REPORT

4th Quarter

2012

OVERVIEW

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's December 31, 2012 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability

2012 YEAR-END EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS WORKFORCE DATA AS OF DECEMBER 31, 2012

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NH/PI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	20%	No	11%	10%	No	6%	7%	Yes	4%	5%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	20%	21%	Yes	10%	14%	Yes	7%	7%	Yes	6%	17%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	9%	11%	Yes	10%	21%	Yes	8%	11%	Yes	6%	5%	No	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	35%	48%	Yes	19%	27%	Yes	11%	10%	No	3%	3%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Skilled Craft	8%	10%	Yes	16%	17%	Yes	11%	10%	No	3%	2%	No	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	17%	20%	Yes	19%	28%	Yes	19%	13%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of MTA LIRR's operations, or provide specialized consultation on a regional, district, or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of the buildings, facilities or grounds of public property.

2012 YEAR-END EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF DECEMBER 31, 2012

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPÍ		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	23	6	26.1%	2	8.7%	4	17.4%	4	17.4%	0	0.0%	0	0.0%	1	4.3%
Professionals	14	5	35.7%	1	7.1%	1	7.1%	5	35.7%	0	0.0%	0	0.0%	0	0.0%
Technicians	10	0	0.0%	3	30.0%	0	0.0%	1	10.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	8	4	50.0%	0	0.0%	1	12.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	135	30	22.2%	36	26.7%	14	10.4%	6	4.4%	0	0.0%	0	0.0%	3	2.2%
Service Maintenance	117	38	32.5%	33	28.2%	27	23.1%	1	0.9%	1	0.9%	0	0.0%	2	1.7%
Total	307	83	27.0%	75	24.4%	47	15.3%	17	5.5%	1	0.3%	0	0.0%	6	2.0%

2012 YEAR-END EEO REPORT**AGENCY NAME: LONG ISLAND RAIL ROAD****EEO AND TITLE VI COMPLAINTS
AS OF DECEMBER 31, 2012**

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	7	3	2	1	2	4	4	7	30	17	6
External Complaints	5	0	2	1	2	3	4	3	20	10	6
Internal Complaints	2	3	0	0	0	1	0	4	10	7	0

Type	Race	Color	National Origin	Total Issues	Total Cases	Status (# Open)
Title VI	8	0	0	8	8	0

LONG ISLAND COMMITTEE

PROCUREMENTS

FOR

BOARD ACTION

March 13, 2013

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.



Long Island Rail Road

Subject Request for Authorization to Award Various Procurements	Date March 13, 2013																																																		
Department Procurement & Logistics	Vendor Name																																																		
Department Head Name <i>CM Casey for D. Mahon</i> Dennis L. Mahon, Chief Procurement & Logistics Officer	Contract Number																																																		
Department Head Signature	Contract Manager Signature																																																		
Project Manager Name																																																			
Board Action	Internal Approvals																																																		
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td></td> <td>LI Committee</td> <td>3.11.13</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>MTA Board</td> <td>3.13.13</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>	Order	To	Date	Approval	Info	Other		LI Committee	3.11.13					MTA Board	3.13.13																<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> <tr> <td>X</td> <td>President <i>[Signature]</i></td> <td></td> <td>Information Technology Chief Information Officer</td> </tr> <tr> <td>X</td> <td>Executive VP</td> <td></td> <td>M of E Chief Mechanical Officer</td> </tr> <tr> <td></td> <td>VP, General Counsel & Secy</td> <td></td> <td>Procurement & Logistics Chief P&L Officer</td> </tr> <tr> <td></td> <td>VP & Chief Financial Officer</td> <td></td> <td>Human Resources Executive Director</td> </tr> </table>	Order	Approval	Order	Approval	X	President <i>[Signature]</i>		Information Technology Chief Information Officer	X	Executive VP		M of E Chief Mechanical Officer		VP, General Counsel & Secy		Procurement & Logistics Chief P&L Officer		VP & Chief Financial Officer		Human Resources Executive Director
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	VP & Chief Financial Officer		Human Resources Executive Director																																																

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Two-Thirds Vote

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule A:	Non-Competitive Purchase & Public Works Contracts	1	\$0.250M
SUBTOTAL:		1	\$0.2500M

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals	4	\$TBD
Schedule C:	Competitive Requests for Proposals	2	\$18.329M



Schedules Requiring Majority Vote

<u>Schedule F:</u>	<u>Personal Service Contracts</u>	1	\$0.240M
<u>Schedule H:</u>	Mods. To Personal Service Contracts & Misc. Service Contracts	1	\$0.957M
SUBTOTAL:		8	\$19.526M

LIRR proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedule D:</u>	Ratification of Completed Procurement Actions	1	\$0.245M
SUBTOTAL:		1	\$0.245M
TOTAL:		10	\$20.021M

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.)

MARCH 2013

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchase and Public Works Contracts

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

- | | | | |
|----|-------------------------------|-------------------------------|--------------------------------------|
| 1. | Monogram Systems, Inc. | \$150,000 – LIRR | <u>Staff Summary Attached</u> |
| | Non-Competitive | <u>\$100,000 – MNR</u> | |
| | Contract No. TBD | <u>\$250,000 – NTE</u> | |

LIRR, on behalf of itself and Metro-North Railroad ("the Railroads"), requests MTA Board approval to award a contract for a 36-month period to Monogram Systems, Inc. ("Monogram"), in a total amount not-to-exceed \$250,000 (LIRR \$150,000/MNR \$100,000) for various original equipment manufacturer ("OEM") toilet replacement parts required by the Railroads to maintain the toilet systems on LIRR's M-3 fleet, and MNR's M-2,3,4,8 and Coach Car Fleets. A multi-year agreement with this OEM supplier is a cost-effective way to achieve Joint Procurement Initiative goals.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Item Number: 1

Vendor Name (& Location) Monogram Systems, Inc. (Carson, CA)	
Description Various Replacement Toilet Parts	
Contract Term (including Options, if any) 3 Year Contract	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source	

Contact Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: LIRR - \$150,000.00 MNR - <u>\$100,000.00</u> \$250,000.00 Not to Exceed	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Maintenance of Equipment, Daniel Cleary - CMO	
Contract Manager : Virginia Mahr	

Discussion:

LIRR, on behalf of itself and Metro-North Railroad ("the Railroads"), requests MTA Board approval to award a contract for a 36-month period to Monogram Systems, Inc. ("Monogram"), in a total amount not-to-exceed \$250,000 (LIRR \$150,000/MNR \$100,000) for various original equipment manufacturer ("OEM") toilet replacement parts required by the Railroads to maintain the toilet systems on LIRR's M-3 fleet, and MNR's M-2,3,4,8 and Coach Car Fleets. A multi-year agreement with this OEM supplier is a cost-effective way to achieve Joint Procurement Initiative goals.

Monogram Systems Inc. is the OEM and sole responsible source for this material. LIRR advertised its intent to award a Sole Source Contract in the NYS Contract Reporter and New York Post, as well as on the MTA/LIRR website, and no other vendor expressed an interest in competing for this requirement. LIRR has complied with the PAL 1265-a (4)(b) requirement regarding the posting of advertisements in order to identify potential alternate suppliers. There is no guarantee of purchase in this agreement as the replacement parts will be purchased on an as-needed basis. A review of quoted pricing reflects an increase of 4.2% over 2009 pricing and will be held firm for the three-year duration of the contract. The Producer Price Index (PPI) for this time period increased by 8.24%. Based on this review, Monogram's pricing is found to be fair and reasonable.

This procurement is to be funded by the LIRR and MNR Operating Budgets.

MARCH 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)

- | | | | |
|----|---|-------------|--------------------------------------|
| 2. | TBD
Competitive
Contract No. TBD | STBD | <u>Staff Summary Attached</u> |
| | <p>LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract to reconfigure the existing Johnson Avenue Train Yard as part of the Jamaica Capacity Improvements – Phase I project.</p> | | |
| 3. | TBD
Competitive
Contract No. TBD | STBD | <u>Staff Summary Attached</u> |
| | <p>LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to use a Competitive Request for Proposal (RFP) process to award contracts for system-wide demolition services, and asbestos, lead and biological material abatement (hazard abatement) services on LIRR property.</p> | | |
| 4. | TBD
Competitive
Contract No. TBD | STBD | <u>Staff Summary Attached</u> |
| | <p>LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Civil Works/Site preparation Design/Build construction contract for Phase I of the New Second Track on the Main Line Ronkonkoma Branch. The preliminary design is currently being progressed by LIRR's Design Consultant.</p> | | |
| 5. | TBD
Competitive
Contract No. TBD | STBD | <u>Staff Summary Attached</u> |
| | <p>LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract for a new Wyandanch Intermodal Facility/Parking Garage.</p> | | |

Procurements Requiring Two-Thirds Vote

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

- | | | | |
|----|--|--|--------------------------------------|
| 6. | IntraLogic Solutions
Competitive
Contract No. TBD | \$6,711,325
Not-to-Exceed | <u>Staff Summary Attached</u> |
| | <p>LIRR requests MTA Board Approval to award a ten (10) year Public Works Contract to IntraLogic Solutions, Inc. ("ILS") with two (2) separate five (5) year options with contingency funding in the not-to-exceed amount of \$6,711,325. This Contract is for the design, installation, full service maintenance (inspection, replacement, and repair), and augmentation of intrusion detection, CCTV and fire alarm systems within specified LIRR terminals, passenger stations, and facilities.</p> | | |

- | | | | |
|----|--|--|--------------------------------------|
| 7. | Kiewit Infrastructure Co.
Competitive
Contract No. 6109 | \$11,618,000
Firm Fixed Price | <i><u>Staff Summary Attached</u></i> |
|----|--|--|--------------------------------------|

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Kiewit Infrastructure Co. ("Kiewit") to provide Design/Build Services of Direct Fixation Fastener Replacement on both East and West bound Tracks at the Massapequa Park Viaduct. The contract performance is scheduled to begin in March 2013 and attain Substantial Completion by late November 2013. The scope consists of design surveys on the viaduct at Massapequa Park to identify the necessary repairs to spalled concrete decks, track slabs, running rail plinths and guard rail plinths along both east and west bound tracks. Upon completion and approval of the design drawings, the contractor will replace all direct fixation fasteners at both viaducts.

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

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

- | | | | |
|----|--|--|--------------------------------------|
| 8. | Bureau Veritas
Competitive
Contract No. | \$240,000
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|----|--|--|--------------------------------------|

LIRR, on behalf of itself and Metro North Railroad ("MNR") (collectively "the Railroads") request MTA Board approval to award a two-year Personal Services contract for quality assurance inspections of rail car wheels and axles to Bureau Veritas North America ("BVNA") for an aggregate total not-to-exceed amount of \$240,000 (LIRR \$120,000/MNR \$120,000).

Schedule H: Modifications To Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

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

- | | | | |
|----|--|--|--------------------------------------|
| 9. | Standard Parking Corporation and
Central Parking System
Change Orders
Contract Nos. C4BP02775 & C4BP03113 | \$957,000
Not-to-Exceed | <i><u>Staff Summary Attached</u></i> |
|----|--|--|--------------------------------------|

LIRR requests MTA Board approval to issue a change order in the not-to-exceed amount of \$957,000 to Standard Parking Corporation ("Standard") under Contract #C4BP02775, for (i) funding to cover Standard's costs associated with repairing and upgrading two garage elevators and shafts and other necessary work directed by LIRR, and (ii) funding for a nine-month contract extension to support the continued management, operation and maintenance of the Mineola Intermodal Center Parking Garage ("MIC") through September 2013 to allow for the completion of a competitive RFP for replacement of the current expiring Operation and Maintenance contract.

LIRR requests MTA Board approval to issue a change order to Central Parking System of New York ("Central") under contract #C4BP03113. This request is for a nine-month contract extension to support the continued management, operation and maintenance of the Ronkonkoma Parking Garage ("RPG") through September 2013. The change order will be issued at no additional cost to the LIRR, since the contract has sufficient amount of money remaining to support the nine-month extension for a total estimate of \$360,000. The total contract value will remain unchanged at \$2,940,000.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Item Number: 2					
Dept/Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division/Division Head Name: Program Management, Richard Oakley					
Division Head Signature & Date <i>Richard Oakley 2/18/13</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.11.13			
2	MTA Board	3.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
1	President <i>H.E.W.</i>	4	VP/CFO <i>ny</i>		
2	Executive VP <i>α PC</i>	5	VP/Gen'l Counsel		
3	Sr. VP/Operations <i>m.g.</i>	6	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
Jamaica Capacity Improvements Phase I – Design Build Johnson Ave Yard	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
October 1, 2013 – December 31, 2015	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract to reconfigure the existing Johnson Avenue Train Yard as part of the Jamaica Capacity Improvements – Phase I project.

II. DISCUSSION

LIRR has a long-term strategy to improve operations in the vicinity of Jamaica Station, including modernizing the track-level infrastructure, installing higher speed switches and more streamlined track/switch configuration, and extending all platforms to accommodate 12-car trains. The goal of these investments is to increase the capacity of the Jamaica complex by increasing the operating speed, eliminating cross-over routes, and decreasing station dwell time, thus allowing for an increase in the train throughput of the Jamaica Station. Phase I of the Jamaica Capacity Improvements (JCI) project will construct the infrastructure needed in Jamaica in order to operate the LIRR's East Side Access Opening Day Operating Plan.

The initial stage of Phase I JCI requires the reconfiguration of the existing Johnson Avenue Train Yard to provide the necessary space for a New Platform and its associated track structure. The yard reconfiguration work includes the replacement of the Johnson Avenue Yard lead track and the 4 twelve-car storage tracks; associated track level infrastructure (switch, signal and traction power); asphalt paved aisles; site drainage and utilities. Utilizing a Design/Build contract methodology, this stage of Phase I JCI will further develop the current 30% preliminary design through final design, and implement the actual reconfiguration in preparation for the new Platform construction and its associated track infrastructure. LIRR is progressing this request to use the RFP method of procurement at this time. This project's use of a Design/Build methodology will achieve expedited delivery; support staged construction of Phase I to mitigate operational impacts; and foster the advantages of construction innovation resulting from improved coordination between the designer and contractor. The Technical Scope of Work to be provided in the RFP will be based on design documents that are approximately 30% complete ("Preliminary Design"), rather than a 100% design necessary to avoid a design-bid-build contract. Furthermore, the competitive RFP procurement method allows the LIRR to select a Contractor based upon considerations of technical capability, experience, and completion schedule and affords LIRR the ability to evaluate, refine and negotiate cost. Use of the RFP procurement method will also permit an earlier commencement and completion of the project resulting in a time savings benefit, and should reduce the operational impact through proper construction staging.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

III. D/M/WBE INFORMATION

Goals for this Contract are to be determined by the MTA Office of Civil Rights and Diversity.

IV. IMPACT ON FUNDING

Funding for the third party Design/Build construction of the reconfigured Johnson Ave Yard is included in LIRR's proposed 2010 – 2014 revised Capital Plan.

V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to negotiate costs or select a Contractor based upon best experience, technical capability and/or proposed work completion schedule. In addition, an IFB would (i) require drawings to be at the 100% level, thus potentially delaying the start of construction, and (ii) delay meaningful dialogue with the Contractor until after award, thereby preventing the LIRR from being able to negotiate improvements to the construction schedule and incorporate more efficient means and methods for construction.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Safety & Training: Lori Ebbighausen					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.11.13			
2	MTA Board	3.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	VP/Syst Safety & Sec <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
Abatement & Demolition Services	
Total Amount	
N/A	
Contract Term (including Options, if any)	
Three Years with One, Two-Year Option	
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 checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to use a Competitive Request for Proposal (RFP) process to award contracts for system-wide demolition services, and asbestos, lead and biological material abatement (Hazard Abatement) services on LIRR property.

II. DISCUSSION

Hazard Abatement Services are utilized in LIRR buildings, bridges, structures, rolling stock, manholes and cables, and related emergency projects in connection with operating and capital funded work. In order to be prepared to address hazardous conditions as they arise, LIRR requires a pool of qualified firms. The use of multiple contractors will provide price competition among qualified contractors, as well as provide assurance that the contractor can perform the work within the required schedule. Additionally the availability of pre-qualified multiple contractors will facilitate timely responses and resolution of potential emergency and unforeseen situations

Because the Scope of Work for specific projects will not be known at the time of the initial contract awards, LIRR will issue Task Order awards pursuant to a competitive process among the qualified firms. Upon identification of a project/task, LIRR will conduct a site tour and issue a Request for Task Order along with specifications detailing the required services to the firms. LIRR will evaluate proposals and select the contractor that provides the best overall value to the LIRR considering price, schedule, and other related factors (e.g., impacts to the LIRR such as flagging, LIRR staff required to manage the schedule, and use of LIRR's abatement consultants). There is no minimum guarantee of work to any contractor in the pool.

The All Agency Procurement Guidelines permit the Board to adopt a resolution declaring that public bidding is impractical or inappropriate because it is in the public interest to award such contracts pursuant to a RFP process. Qualified hazard abatement services contractors vary in their approaches to such work and have differing levels of experience and expertise. The use of the competitive RFP method for selection of contractors for this procurement is in the public interest because it gives the LIRR the ability to negotiate and evaluate terms other than price alone, such as technical approach, staff qualification and past performance on similar projects that would not be realized through an Invitation for Bid (IFB) process.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



The contract awards will be for a three-year period with one two-year option, and will support the LIRR Capital Program and Operating Program needs. LIRR has utilized this approach to Hazard Abatement since 2002 and has found it to be cost effective.

III. D/M/WBE INFORMATION

The tasks will be State funded and the MBE/WBE goals are to be determined.

IV. IMPACT ON FUNDING

These contracts will be funded on a task order type basis by Capital and Operating funds. No funds will be obligated under these contracts unless LIRR approves a specific project for implementation.

V. ALTERNATIVES

The alternative is to proceed with an Invitation for Bid (IFB) process and select qualified responsive/responsible contractors on the basis of low price alone; but for the reasons set forth above, the IFB process is not practical, appropriate, or in the public interest.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Item Number: 4					
Dept/Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division/Division Head Name: Program Management, Richard Oakley					
Division Head Signature & Date <i>Richard Oakley 2/22/13</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.11.13			
2	MTA Board	3.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
1	President <i>H. W.</i>	4	VP/CFO <i>M. J.</i>		
2	Executive VP <i>a.e.</i>	5	VP/Gen'l Counsel <i>W. J.</i>		
3	Sr. VP/Operations <i>a.p.</i>	6	Sr. VP/Administration <i>W. J.</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
New Second Track on the Main Line Ronkonkoma Branch	
Total Amount	
\$TBD	
Contract Term (Including Options, if any)	
November 30, 2013 – June 30, 2015	
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 checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Civil works/Site preparation Design/Build construction contract for the Ronkonkoma to Central Islip segment of the New Second Track on the Main Line Ronkonkoma Branch. The preliminary design is currently being progressed by LIRR's Design Consultant.

The purpose of the entire project is to construct a full Second Track within the existing LIRR right-of-way in two (2) phases: Phase One will begin at the eastern end of the project area, just west of Ronkonkoma to just west of Central Islip. Phase Two will complete the project running from just west of Central Islip to Farmingdale and will include all remaining track and station work. This project will increase service reliability and on-time performance along the Main Line; allow for faster recovery time following service disruptions; and when combined with other infrastructure improvements, will provide more off-peak, and mid-day service capacity to meet existing and future service and ridership demands. It also will spur economic activity, create hundreds of construction jobs and improve service to MacArthur Airport.

II. DISCUSSION

Today, LIRR's Main Line track between Farmingdale and Ronkonkoma consists of a single electrified at-grade track, with limited passing sidings. The total length of the corridor is 17.9 miles, with single track segments totaling 12.6 miles.

Operation of a full Double Track will allow for more reliable LIRR Main Line service and faster recovery time following service disruptions. This investment will also allow for more frequent, half-hourly, mid-day service along this corridor. For the Farmingdale to Ronkonkoma segment of the LIRR, the construction of the Double Track is the key to improving service reliability and on-time performance and increasing service during off-peak and weekend periods.

Utilizing a Design/Build methodology for Phase I of the Project will allow the current 30% preliminary design to be quickly advanced through final design and then into construction, which will include extensive site preparation and civil elements required to

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Long Island Rail Road

construct retaining walls in preparation for track installation. The use of Design/Build RFP method of procurement will achieve expedited delivery, support staged construction, and promote construction innovation. It will also ensure that the design is consistent with the necessary construction means and methods through close coordination between the designer and contractor, and will encourage the selected proposer to identify construction methods to minimize project schedule and the impact to LIRR's customer operations and services. Furthermore, the competitive RFP procurement method allows the LIRR to select a Contractor based upon considerations of technical capability, experience, and completion schedule and affords LIRR the ability to evaluate, refine and negotiate cost. The award of this contract will be informed by the outcome of the ongoing environmental review process.

Use of the RFP procurement method will also permit an earlier commencement and completion of the project resulting in a time savings benefit.

III. D/M/WBE INFORMATION

Goals for this Contract are to be determined by the MTA Department of Diversity and Civil Rights.

IV. IMPACT ON FUNDING

Phase I Funding for the third party Design/Build construction of the New Second Track on the Main Line Ronkonkoma Branch is included in LIRR's 2010-2014 Capital Plan.

V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to negotiate costs or select a Contractor based upon best experience, technical capability and/or proposed work completion schedule. In addition, an IFB would (i) require drawings to be at the 100% level, thus potentially delaying the start of construction, and (ii) delay meaningful dialogue with the Contractor until after award, thereby preventing the LIRR from being able to negotiate improvements to the construction schedule and incorporate more efficient means and methods for construction.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



Item Number: 5					
Dept/Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division/Division Head Name: Program Management, Richard Oakley					
Division Head Signature & Date <i>Richard Oakley 2/24/13</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.11.13			
2	MTA Board	3.13.13			
Internal Approvals					
Order	Approval		Order	Approval	
1	President <i>H.W.</i>		4	VP/CFO <i>my</i>	
2	Executive VP <i>oee</i>		5	VP/Gen'l Counsel <i>me</i>	
3	Sr. VP/Operations <i>gee</i>		6	Sr. VP/Administration <i>me</i>	

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	6120
Description	
Wyandanch Parking Facility	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
June 1, 2013 – December 31, 2015	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a Design/Build construction contract for a new Wyandanch Intermodal Facility/Parking Garage.

This project's use of a Design/Build methodology will ensure that the design is consistent with the necessary means and methods and will encourage the selected proposer to identify innovative construction methods to minimize project schedule and the impact to LIRR's customer operations and services. The Design/Build method is (i) more cost-effective for this type of project and (ii) results in expedited procurement. Furthermore, the competitive RFP procurement method allows the LIRR to select a Contractor based upon considerations of technical capability, experience, and completion schedule and affords LIRR the ability to evaluate, refine and negotiate cost. Use of the RFP procurement method will also permit an earlier commencement and completion of the project resulting in a time savings benefit.

II. DISCUSSION

The Town of Babylon is moving forward with the "Wyandanch Rising" initiative, a Transit-Oriented Development (TOD) project that will transform the most economically distressed area on Long Island into a vibrant mixed-use development, creating a pedestrian-friendly and environmentally-sustainable downtown. The Intermodal Facility adds more than five hundred spaces to LIRR's parking inventory in the Wyandanch Station area, and will serve as the centerpiece of the Town's efforts to redevelop and revitalize downtown Wyandanch. The additional parking capacity will accommodate ridership growth on LIRR's Main Line, resulting from the TOD project, the new Main Line 2nd Track and the planned service to Grand Central Terminal. LIRR's 2010-2014 Capital Program includes \$40 million for the construction of the Intermodal Facility. Through an existing Federal Transit Administration (FTA) grant, the Town of Babylon will fund the design of the Intermodal Facility through the 30% conceptual design level. This Staff Summary will allow LIRR to pursue a Design-Build construction contract for the construction of the New Facility.

Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

Staff Summary



At its June, 2012 meeting, the MTA Board approved the swap of two parcels in support of the project: a 1.49 acre parcel owned by LIRR located along the LIRR right of way (the "ROW Parcel"); and a 2.16 acre parcel owned by the Town commonly referred to as the "Honda Parcel." The ROW Parcel will be integrated into the TOD, and the Honda Parcel will become the site of the Intermodal Facility.

The Intermodal Facility will also complement the Town's TOD initiative (i.e., the "Wyandanch Rising" project) by serving as a catalyst for the creation of new public open spaces and plazas, redesigned roadway networks, and street scape enhancements in the vicinity of the Station. The project, to be constructed in phases, will include both retail spaces and residential units (including affordable housing), as well as public spaces and infrastructure improvements. 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 Wyandanch Rising initiative was also selected as a "transformative" project by the Long Island Regional Economic Development Council and, as a result, received NYS funds for infrastructure improvements. The Town of Babylon has selected Albanese Organization, Inc. as the master developer for Wyandanch Rising project.

III. D/M/WBE INFORMATION

Goals for this Contract are to be determined by the MTA Office of Civil Rights and Diversity.

IV. IMPACT ON FUNDING

Funding for the third party Design/Build construction of the new Wyandanch Intermodal/Parking Garage is included in LIRR's 2010-2014 Capital Program and will be supplemented with Town of Babylon funds for the development of the 30% conceptual design plans.

V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR to negotiate costs or select a Contractor based upon best experience, technical capability and/or proposed work completion schedule. In addition, an IFB would (i) require drawings to be at the 100% level, thus potentially delaying the start of construction, and (ii) delay meaningful dialogue with the Contractor until after the award, thereby preventing the LIRR from being able to negotiate improvements to the construction schedule and incorporate more efficient means and methods for construction.

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Staff Summary



Long Island Rail Road

Item Number: 6					
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	3.11.13			
2	MTA Board	3.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
IntraLogic Solutions, Inc.	TBD
Description: Intrusion Detection, CCTV Systems and Fire Alarm Installation and Maintenance	
Total Amount	
\$6,711,325 NTE	
Contract Term (Including Options, if any)	
May 1, 2013 – July 31, 2024	
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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Security Funds	

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board Approval to award a ten (10) year Public Works Contract to IntraLogic Solutions, Inc. ("ILS") with two (2) separate five (5) year options with contingency funding in the not-to-exceed amount of \$6,711,325. This Contract is for the design, installation, full service maintenance (inspection, replacement, and repair), and augmentation of intrusion detection, CCTV and fire alarm systems within specified Long Island Rail Road ("LIRR") terminals, passenger stations and facilities.

Alarm systems installed within passenger stations and facilities safeguard the lives of LIRR's passengers and employees from injury and/or death from smoke and fire. LIRR assets (building structures, railroad equipment, and project materials) are protected from theft and damage from vandalism through the use of closed circuit television ("CCTV") cameras and electronic locking mechanisms programmed to either automatically or remotely secure these facilities after normal operational hours. Each of these systems is now beyond its useful life and is in need of replacement with state of the art systems and equipment capable of providing LIRR modern security protection. In addition, these systems and their equipment should be easily maintainable and upgradeable and have a projected useful life of the full contract term.

II. DISCUSSION:

It is the intention of the LIRR that the successful Contractor will design, furnish, install, and maintain the system(s) for a minimum of ten (10) years [base award] under a lease and maintenance agreement, with two (2), separate five (5) year options to be executed at the sole discretion of the LIRR. Monitoring will be performed via transmission to LIRR's C3 Command Center, which is staffed 24/7. The Contractor shall be required to maintain the system(s) in a state of good repair for the entire contract term and any extension for one or both option periods as determined by LIRR to be in its best interests. The Contractor shall be required to continue to lease and maintain the system in a state of good repair at all times while the lease is in effect. The Contractor shall provide all labor, hardware, software, training and equipment necessary for the design, installation, full service maintenance and augmentation of an integrated non-disparate intrusion detection, CCTV and fire alarm system capable of integrating with current LIRR systems. LIRR shall have the right to direct the modification, addition and/or deletion of systems and locations under the Contract.

An Expression of Interest was issued to sixteen (16) firms. Seven (7) of these firms requested a copy of the Request for Proposal ("RFP") and three (3) of those firms submitted proposals. One firm was removed from the RFP process due to concerns over its financial condition. The proposals of the remaining two (2) firms, Convergent Technologies (Convergent) and ILS were both technically evaluated by a Technical Evaluation Committee ("TEC") using a weighted evaluation criteria approach. Both firms provided oral presentations. During several TEC meetings, it was documented that Convergent's price proposal did not include 100%

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Staff Summary



wired-in-conduit and specific integration parameters. Prior to Convergent's oral presentation, LIRR sent clarification questions to be discussed during the oral presentation and requested Convergent to revise their proposal to include 100% wired-in-conduit and to price in the full integration. Upon completion of oral presentations, the TEC rated and ranked these two proposals. The price proposal received from Convergent was initially priced at \$5,711,513 and revised to \$5,907,065 to include the wired-in-conduit only and ILS proposal was priced at \$10,851,000. Upon further examination of the proposals, Convergent's proposal still fell short of including the full integration requirements stated in the LIRR TSOW, while ILS's proposal price included all of the LIRR TSOW requirements along with a large percentage of risk.

Following oral presentations and at the conclusion of the TEC meetings, it was decided to request Best and Final offers (BAFOs) with specific clarifications to technical areas requested by LIRR. Convergent responded with a BAFO of \$7,545,266 (an increase of \$1,638,201) and ILS responded with a BAFO of \$6,141,500 (a decrease of \$4,709,500 or a 43% reduction). The LIRR requested MTA Audit review ILS's rate structure, which is priced lower than ILS's New York State Office of General Services (NYS OGS) rate structure listed in contract #PT64345. Through negotiations, ILS's BAFO price of \$6,141,500 was further reduced by \$18,250 or 2% to \$6,123,250.

ILS's total price is 20% lower than the LIRR internal estimate of \$7,641,888 and is therefore is deemed fair and reasonable. The total contract price breakdown includes the Base ten (10) year award of \$4,316,500, Option 1 (years 11-15) in the total amount of \$866,250 and Option 2 (years 16-20) in the total amount of \$940,500. The requested approval amount includes an additional \$588,075 of contingency funding for future expansion that may include other stations and/or facilities as the need arises and for unscheduled repairs, vandalism and acts of god.

III. D/M/WBE INFORMATION:

MTA Department of Diversity and Civil Rights has set 10% MBE and 10% WBE goals for this contract. ILS has successfully met its goals under a prior contract with LIRR for the installation and maintenance of fence sensors.

IV. IMPACT ON FUNDING:

This contract award will be funded by MTA Near Term Security Funds and Operating Funds.

V. ALTERNATIVES:

LIRR does not possess the necessary certification and skills required to design, install and maintain these systems, which are currently beyond their useful life and are in need of total replacement under a lease and maintenance agreement.

VI. FUTURE TASKS:

LIRR shall have the right to add or delete additional Systems and locations throughout the base award period on an as required basis. The LIRR has also included two (2) separate five (5) year option periods in the Contract.

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Staff Summary



Item Number: 7					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Signature & Date					
Division & Division Head Name: Dept of Program Management Kevin Tomlinson					
Division Head Signature & Date <i>K Tomlinson 2/27/13</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.11.13			
2	MTA Board	3.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>H/H</i>	3	VP/CFO <i>my</i>		
5	Executive VP <i>app</i>	2	VP, Gen'l Counsel & Sec. <i>RL</i>		
4	SEVP Operations VP Gen'l Counsel & Sec.	1	Sr. VP Admin. <i>app for Michael Kolomy</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Kiewit Infrastructure Co.	6109
Description: Design-Build of Direct Fixation Fastener Replacement Project at Massapequa Park Viaduct	
Total Amount	
\$ 11,618,000	
Contract Term (Including Options, if any)	
March 20, 2013 to March 14, 2014	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

Pursuant to a competitive RFP, Long Island Rail Road requests MTA Board approval to award a Firm Fixed Price contract to Kiewit Infrastructure Co. ("Kiewit") to provide Design/Build Services of Direct Fixation Fastener Replacement on both east and west bound tracks at the Massapequa Park Viaduct. The contract performance is scheduled to begin in March 2013 and attain Substantial Completion by late November 2013. The scope consists of design surveys on the viaduct at Massapequa Park to identify the necessary repairs to spalled concrete decks, track slabs, running rail plinths and guard rail plinths along both east and west bound tracks. Upon completion and approval of the design drawings, the contractor will replace all direct fixation fasteners at both viaducts.

II. DISCUSSION

The total length of both tracks on the Massapequa Park Viaduct is approximately 14,400 linear feet. These tracks are affixed to concrete decking with a direct fixation fastener system that is nearing the end of its useful life. The track currently requires continuous inspection and maintenance to ensure safe rail operations. In order to bring the system to a state of good repair, all direct fixation fasteners must be replaced. It should be noted that a similar fastener replacement project was recently completed at Merrick and Bellmore Viaducts.

The design effort is scheduled to begin in March 2013 and be completed by May 2013. Except as otherwise specified, the Contractor shall perform the work on weekends between Saturday 12:01 AM and Sunday 10:00 PM. The Contractor will be provided with a total of 23 Weekend outages during 2013 for construction of the scope described above during the period May 2013 through late November, 2013. Contractor may request additional weekend outages; however the approval will be at the sole discretion of the Railroad and at the Contractor's cost. There will be no full weekend outages available beyond November 17, 2013.

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Works Contracts)

Staff Summary



The RFP sought to identify the firm best able to perform the work and capable of meeting the aggressive schedule of 281 calendar days to Substantial Completion. In November 2012, LIRR requested and received MTA Board approval to use the "Request for Proposal" procurement method in lieu of competitive bidding. The solicitation was advertised on December 5, 2012 in the New York State Contract Reporter and on December 10, 2012 in the New York Post. In addition, copies of the advertisement were mailed to those firms that submitted proposals for a similar project at Merrick and Bellmore Viaducts. On January 11, 2013, five proposers responded to LIRR's Request for Proposal:

- 1) Delta Railroad Construction, Inc.
- 2) J-Track, LLC
- 3) Kiewit Infrastructure Co.
- 4) Railroad Construction Company, Inc.
- 5) Railroad Constructors, Inc.

A Technical Evaluation Committee evaluated each proposal based upon criteria set forth in the RFP. These Evaluation Criteria consisted of Technical Merits (including proposed construction method); Planning of the Work taking into consideration constraints of working within the Railroad Right-of-Way; Proposed Schedule, the Experience of the Firm and Best Price.

Specific Technical questions were prepared for each of the five proposers based on need for clarifications of their individual technical proposals and additional information.

Based upon a review of responses to specific technical questions, oral discussions were then held with three proposers, wherein LIRR discussed means and methods stated in their proposals and those areas requiring clarification. At the conclusion of those discussions two of the three proposing firms were deemed to be most responsive to this specific solicitation and the remaining three firms were deemed to be outside of the competitive range. The LIRR then requested Best and Final Proposals (BAFO) from the two selected firms.

These Best and Final Proposals were submitted on February 13, 2013 by Delta Railroad Construction, Inc. (Delta) and Kiewit Infrastructure Co. (Kiewit). Delta submitted a BAFO price of \$12,142,947, compared to Kiewit's BAFO price of \$11,818,000. It was determined that Kiewit provided the best technical solution with the best possible price. Subsequent discussions with Kiewit resulted in an additional reduction of \$200,000 to a final negotiated price of \$11,618,000.

Significant Adverse Information ("SAI") has been discovered in connection with Kiewit's responsibility review. Award to Kiewit will not be issued without waiver of SAI from the MTA.

III. M/WBE INFORMATION

MBE = 10.0% / WBE = 10.0%

DDCR has informed LIRR that Kiewit has achieved its MWDBE goals on previous MTA contracts.

IV. IMPACT ON FUNDING

The funding for this project (PN-TD / Task: L10090) is included in LIRR's 2010-2014 Capital budget.

V. ALTERNATIVES

The Direct Fixation Fastener System used at the Long Island Rail Road has reached the end of its useful life and it is not feasible or desirable to continue using internal track repair services to make frequent site inspections and continuous repairs that take the track out of service. The LIRR's Engineering Department does not have the skilled personnel, nor the specialized equipment needed to perform the scope of work required under this contract.

Schedule F: Personal Service Contract

Staff Summary



Item Number: 8					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Maintenance of Equipment, Daniel Cleary					
Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.11.13			
2	MTA Board	3.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Bureau Veritas North America	TBD
Description	
QA Inspections of rail car wheels and axles	
Total Amount	
\$240,000 Not-To-Exceed (LIRR \$120,000 / MNR \$120,000)	
Contract Term (Including Options, if any)	
2 Years	
Options(s) Included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

Long Island Rail Road ("LIRR"), on behalf of itself and Metro-North Railroad ("MNR") (collectively "the Railroads"), requests MTA Board approval to award a two - year Personal Services contract for quality assurance inspections of rail car wheels and axles to Bureau Veritas North America ("BVNA") for an aggregate total not-to-exceed amount of \$240,000 (LIRR \$120,000/MNR \$120,000).

II. DISCUSSION

Car wheels and axles are manufactured at various facilities around the world. Quality assurance inspections ensure that manufacturing standards are in accordance with the latest LIRR, MNR and Association of American Railroad ("AAR") Specifications. Inspections are "as needed" and the number required is based on the quantity of wheels and axles inspected per individual delivery. BVNA proposed accordingly with a per wheel and axle price per inspection to be performed on an as-needed basis. The "not-to-exceed" figure is based on forecasted needs by the Railroads and establishes the maximum that the supplier will be allowed to bill for these services.

The Railroads advertised the RFP in the New York State Contract Reporter ("NYSCR") on September 13, 2012 and the New York Post on September 20, 2012. Seven firms responded to the RFP and two submitted proposals; BVNA (the incumbent) and Quality Inspection Services, Inc. Proposals were evaluated based on technical criteria including technical approach, qualifications of individuals and experience, and scheduling of the work, as well as price. Quality Inspection Services failed to provide pricing in compliance with the RFP, which required fixed unit prices per inspection that were all inclusive of labor rates, overheads, other direct costs and profit. Furthermore, the firm provided no resumes for inspection resources at OEM manufacturing sites identified in the RFP. BVNA has been satisfactorily providing these services to LIRR and MNR for the last twenty years and has indicated in its proposal that it was maintaining the same technical approach to the scope of work as well as the project team/key personnel that currently service the Railroads. BVNA has significant experience/knowledge related to the inspection of wheels & axles and has had numerous contracts to perform similar work with LIRR, MNR, Chicago Transit Authority and Massachusetts Bay Transit Authority. BVNA was therefore selected, based on offering the best overall proposal, technical and cost factors considered.

A review of the per wheel/axle price inspection prices proposed indicates a 3.0% increase from the per wheel/axles prices contained in BVNA's previous contract with the LIRR & MNR. BVNA advised that this increase is based on the firm's current contracts with its subcontractor resources at OEM manufacturing sites, the increase in exchange rates, domestic/foreign hourly labor cost and

Schedule F: Personal Service Contract

Staff Summary



transportation costs. The increase in these factors, were found to be in line with the annual percentage increase found in the Bureau of Labor Statistics' database and therefore is considered fair and reasonable. Pricing will remain fixed for the two (2) year term of the contract.

III. D/M/WBE INFORMATION

There are no D/M/WBE goals for this solicitation.

IV. IMPACT ON FUNDING

This contract will be funded by the LIRR's and MNR's Operating Budget

V. ALTERNATIVES

The Railroads do not possess the required skills in-house to perform these tasks. There are no other alternatives but to issue the personal services contract at this time.

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

Staff Summary



Item Number: 9

Vendor Name (& Location) Standard Parking Corporation and Central Parking System
Description Mineola Intermodal Center (MIC) Parking Garage Ronkonkoma (Parking Garage (RPG))
Contract Term (Including Options, if any) October 1, 2006 – December 31, 2012
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:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Gen. Manager-Customer Rev & Technology, James Compton

Contact Number C4BP02775 and C4BP03113	AWO/Modification # 4
Standard Parking Only C4BP02775	
Original Amount:	\$2,714,000
Prior Modifications:	\$1,335,152
Prior Budgetary Increases:	
Current Amount:	\$4,049,152
This Request:	Not-to-Exceed \$957,000
% of This Request to Current Amount:	23.63%
% of Modifications (Including This Request) to Original Amount:	84.5%

I. Discussion:

Standard Parking:

LIRR requests MTA Board approval to issue a change order in the not-to-exceed amount of \$957,000 to Standard Parking Corporation ("Standard") under Contract #C4BP02775, for (i) funding to cover Standard's costs associated with repairing and upgrading two garage elevators and shafts and other necessary work directed by LIRR, and (ii) funding for a nine-month contract extension to support the continued management, operation and maintenance of the Mineola Intermodal Center Parking Garage ("MIC") through September 2013. The extension will allow for the completion of a new contract under a competitive RFP.

On October 1, 2006, pursuant to a competitive RFP, LIRR awarded a five year Operate and Maintain contract to Standard in the amount of \$2,714,000. Under the contract, Standard is required to provide all management, revenue collection, supervision, operating personnel, uniforms, supplies and equipment to assure effective performance of the MIC facility. The current contract expired on December 31, 2012.

To allow consideration of an alternate strategy namely to lease the two LIRR garages at Mineola and Ronkonkoma, as well as eight surface lots, many of which were not generating revenue, in a single RFP, LIRR and MTA Real Estate Department assessed combining the surface lots and two parking garages; but determined that it was more cost-effective to operate and maintain the two garages under a separate management. LIRR also investigated repairs and upgrades required to be completed prior to the 2013 winter months. This includes elevator repairs estimated at \$257,000. The estimate for the nine month extension for operation and maintenance ("O&M") of the MIC is \$613,000. In addition the \$957,000 includes a contingency of \$87,000 for unforeseen repairs.

The nine-month extension will provide the necessary time to prepare and issue the RFP and to select/procure a third party operator to operate and maintain the two parking garages.

Central Parking:

LIRR requests MTA Board approval to issue a change order to Central Parking System of New York ("Central") under contract #C4BP03113. This request is for a nine-month contract extension to support the continued management, operation and maintenance of the Ronkonkoma Parking Garage ("RPG") through September 2013. The change order will be issued at no additional cost to the LIRR, since the contract has sufficient amount of money remaining to support the nine-month extension for a total estimate of \$360,000. The total contract value will remain unchanged at \$2,940,000.

II. Impact on Funding:

Standard Parking - LIRR's Operating Budget will fund this Change Order.

Central Parking - No additional funds are required for this extension; there is enough money remaining in the contract to extend the contract.

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

Staff Summary



Long Island Rail Road

III. Recommendation:

Standard Parking - Board approval to authorize a Change Order to extend the contract for a nine month period to Standard Parking Corporation in the amount of \$957,000 is hereby recommended.

Central Parking - Board approval to authorize a Change Order to extend for a nine month period to Central Parking System at no additional cost to the LIRR is hereby recommended.



MARCH 2013

MTA LONG ISLAND RAIL ROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule D: Ratification of Completed Procurement Actions

(Ratifications are to be briefly summarized with staff summaries attached only for unusually large or especially significant items)

- | | | | |
|-----|--|-------------------------------|-------------------------------|
| 10. | JES Plumbing & Heating Corporation
Non-Competitive
Contract No. 4000028659 | \$244,556
Firm Fixed Price | <u>Staff Summary Attached</u> |
|-----|--|-------------------------------|-------------------------------|

LIRR requests MTA Board ratification of a four-month LIRR ride of the New York City Transit Authority (NYCT) Contract No. 06K9558 with JES Plumbing & Heating Corporation (JES), for On-Call Plumbing Maintenance & Repair Services performed at the Atlantic Avenue Tunnels between May 29, 2012 and September 17, 2012, in the fixed price amount of \$244,556.

Schedule D: Ratification of Completed Procurement Actions



Long Island Rail Road

Item Number: 10

Vendor Name (& Location) JES Plumbing & Heating Corp. (Brooklyn, NY)	
Description Repair of Atlantic Avenue Tunnel Drain Pipes	
Contract Term (Including Options, If any) May 29, 2012 thru Sept. 17, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:	

Contact Number 4000028659	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$244,556 FFP	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Engineering Dept. / K. Tomlinson, Chief Engineer	
Contract Manager : Donald Riker, Mgr. Engineering & General Services	

Discussion:

LIRR requests MTA Board ratification of a four-month LIRR ride of the New York City Transit (NYCT) Contract No. 06K9558 with JES Plumbing & Heating Corporation (JES), for On-Call Plumbing Maintenance & Repair Services performed at the Atlantic Avenue Tunnels between May 29, 2012 and September 17, 2012, in the fixed price amount of \$244,556.

On October 24, 2012, LIRR's Procurement Department received a "Payment Purposes Only" requisition from LIRR's Engineering Department, requesting that a Purchase Order be issued to JES in the amount of \$271,769 for the replacement of collapsed drainage pipes at the Atlantic Avenue tunnels performed between May 29, 2012 and September 17, 2012. Although LIRR did not have a contract in-place with JES at the time, JES performed the work in accordance with the terms and conditions of the NYCT contract that was currently in-place. Based on the LIRR Procurement Department's review and negotiation of the invoices, the total cost was reduced by \$27,213 (10%) to a final negotiated fixed price amount of \$244,556.

This contract was funded through LIRR's operating budget.

**LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE
MARCH 13, 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	3/11/13	X		
2	Board	3/13/13	X		

Date February 27, 2013			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President	AD	Chief Financial Officer
	Executive Vice President	One	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 Two-Thirds Vote

	# of Actions	\$ Amount
Schedule B Competitive Request for Proposals (Solicitation of Purch & Pub Wrk Contracts)	1	\$TBD
SUBTOTAL	1	\$TBD

Schedules Requiring Majority Vote

	# of Actions	\$ Amount
Schedule G Miscellaneous Service Contracts	1	\$ 274,070
Schedule H Modifications To Personal/Miscellaneous Service Contracts	2	\$14,412,714
Schedule I Modifications To Purchase and Public Work Contracts	6	\$51,267,326
SUBTOTAL	9	\$65,954,110

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

Schedules Requiring Majority Vote

	# of Actions	\$ Amount
Schedule K Ratifications of Completed Procurement Actions	5	\$2,034,488
SUBTOTAL	5	\$2,034,488

TOTAL 15 \$67,988,598

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.

MARCH 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

- | | | |
|----|---|---|
| 1. | To Be Determined
Contract No. CM006
Pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIA (6) of the All Agency Procurement Guidelines, MTACC requests that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and it is in the public interest to issue a competitive Request for Proposal ("RFP") for Contract CM006, Construction of North Structures for the East Side Access Project. | \$To Be Determined

<u>Staff Summary Attached</u> |
|----|---|---|

Schedule G. Miscellaneous Service Contracts (Solicitation of Purchase and Public Work 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)

- | | | |
|----|---|------------------|
| 2. | Active Risk Management
Contract No. MS-840
Pursuant to Article XII of the MTA All Agency Guidelines for the Procurement of Services, Board approval is requested to award a competitively solicited negotiated miscellaneous service contract to Active Risk Management, for the implementation, integration and maintenance of a risk management software system in the amount of \$274,070 for a three year period. | \$274,070 |
|----|---|------------------|

MTACC requires software that will assist it in analyzing various mechanisms that evaluate risk factors that can affect the cost and schedule of MTACC's mega projects. The software will enable MTACC to eliminate the multi-programs and databases it currently uses and enable them to keep all required information in one location and database. Furthermore, this software will increase communication, create structure, document history and increase accuracy of risk assessments.

A Request for Proposals was advertised and issued on September 20, 2012. A total of 6 vendors requested the RFP documents. One (1) firm responded to the solicitation, Active Risk Management (ARM). The five firms who purchased the RFP were contacted in order to ascertain why they did not propose. The reasons given were that the firms did not have sufficient staff nor the required skillset to fulfill the requirements of the RFP. The Selection Committee evaluated the proposal based on the RFP evaluation criteria which included but was not limited to, the firms experience and that of its key personnel, the firms understanding of technical requirements, and its overall ability to meet the complete requirements under the of the RFP. The Selection Committee determined that ARM was technically qualified to perform the services identified and that its proposal demonstrated a thorough understanding of the RFP's requirements.

ARM submitted a proposal of \$292,600 for the services while MTACC's estimate was \$275,000. Negotiations were held and the parties agreed to a cost of \$274,070 which is considered to be fair and reasonable. There were no D/M/WBE goals assigned to this Contract.

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)

- | | | |
|----|---|---|
| 3. | PB America/STV/Parsons Transportation Group, Joint Venture
Contract No. 98-0040-01R
Modification No. 42
Pursuant to Article XII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval to incorporate design changes and add funding for Construction Phase Services. | \$13,937,714

<u>Staff Summary Attached</u> |
|----|---|---|

MARCH 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL (continued)

4. **Kratos/HBE** **\$475,000** **Staff Summary Attached**
Contract No. PS836
Modification No. 2
Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval for a modification to the contract to configure and integrate additional Access Control Devices into the Integrated Electronic Security System

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)

5. **Tutor Perini Corporation** **\$14,641,209** **Staff Summary Attached**
Contract No. CH054A
Modification No. 18
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification for revisions to the 12Kv ductbank layout.
6. **Yonkers Contracting Company** **\$350,000** **Staff Summary Attached**
Contract No. CM014A
Modification No. 7
Pursuant to Article IX of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval for a modification to add to this contract the excavation of the elevator pit and the fit-out of the adjacent Terminal Management Center and the Station Manager's Office areas (scope and budget transfer).
7. **Tutor Perini Corporation** **\$6,539,195** **Staff Summary Attached**
Contract No. CQ032
Modification No. 24
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification for rock excavation, the installation of a mud slab, and the removal of temporary works installed under Contract CQ031. This is a scope and budget transfer.
8. **Dragados/Judlau Joint Venture** **\$6,544,000** **Staff Summary Attached**
Joint Venture
Contract No. CM019
Modification No. 55
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification for multiple scope transfers from Contract CM012 including the GCT 4 WB Wye Invert slab as well as several mud slabs in order to establish access for the follow-on Contracts.
9. **Dragados/Judlau Joint Venture** **\$385,000** **Staff Summary Attached**
Joint Venture
Contract No. CM019
Modification No. 57
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to repair the over-break that occurred in the Eastbound Tunnel No. 4 (EB4) at 55th Street due to poor ground conditions.
10. **Granite-Traylor-Frontier Joint Venture** **\$22,807,922** **Staff Summary Attached**
Contract No. CQ031
Modification No. 87
Pursuant to Article IX of the All-Agency Procurement Guidelines, MTACC is requesting the Board approval for a modification for the support of excavation for the Tunnel A Approach Structure.

Schedule H: Modifications to Personal Miscellaneous Service Contracts



Item Number: 1					
Dept & Dept Head Name: Law & Procurement, E. Eisland					
Division & Division Head Name: Procurement, D. Cannon					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	3/11/12	X		
2	Board	3/13/12	X		
Internal Approvals					
	Approval		Approval		
	Executive Vice President		President		
	Sr. VP & Program Executive, ESA				

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Number CM006
Description North Structures for the East Side Access Project	
Total Amount N/A	
Contract Term (including Options, if any) To Be Determined	
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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

To request and recommend that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article IIIA (6) of the All Agency Procurement Guidelines, it is in the public interest to issue a competitive Request for Proposal ("RFP") for the contract for the Construction of North Structures of the East Side Access Project.

II. DISCUSSION

On October 24, 2012, bids were received for the Contract "Manhattan Structures II and Facilities Fit-Out CM012". The bids were considerably higher than the East Side Access Program Budget and Estimate and were therefore rejected on November 21, 2012. The revised strategy for procurement of the work that was included in CM012 is to issue several minor Additional Work Orders under current Contracts, and to award three new Contracts for the remaining work. The proposed CM006 - Manhattan North Structures Contract is one of several new smaller Contracts and includes the completion work for the tunnels north of the caverns from approximately 50th Street to the West side of the 63rd Street Tunnel.

Based on our analysis of the bids received on CM012 and subsequent conversations with the bidding contractors, we have determined that access to the work site, productivity of the work force and coordination with adjacent contractors were, among other items, major contributors to the risks attributed to this work by the bidding contractors. The high level of risk translated into a high level of contingency reflected in the bid prices.

The access and coordination required by each contractor to facilitate the best price for the work, however, depends on each contractor's planned sequence of performance, technical approaches to the work and other anticipated means and methods. Procurement through the RFP process will allow the MTA to receive means and methods proposals from contractors and afford the MTA with the opportunity to work through access, coordination and other perceived risks with each contractor in an effort to achieve the lowest price possible for the work. The RFP process will also permit MTACC to evaluate the relative benefits of alternative technical proposals and weigh alternatives that are in the best interest of the MTA.

The RFP process will require the interested firms to submit a technical proposal, which will include their technical approach, qualifications, experience and schedule. The technical proposals will be evaluated against MTACC's established criteria and negotiations on technical and commercial issues will be held with those firms considered to be in a competitive range. Upon completion of the negotiations, those firms will be invited to submit a cost proposal. Award will be made to the responsible firm whose cost proposal offers the best value.

III. D/M/WBE

The DBE goals for this contract have not been determined at this time.

IV. IMPACT ON FUNDING

Funding for this Contract will be from the Capital Program.

V. ALTERNATIVES

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide a means to evaluate different technical matters or to consider or negotiate alternative proposals to achieve the overall best value to the MTA.

Schedule H: Modifications to Personal Miscellaneous Service Contracts



Item Number: 3

Page 1 of 2

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)	
Description East Side Access General Engineering Consultant Services	
Contract Term (including Options, if any) March 2016	
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 checked="" 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	

Contract Number	AWO/Modification #
98-0040-01R	42
Original Amount: \$ 140,000,000	
Prior Modifications: \$ 211,001,135	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 351,001,135	
This Request \$ 13,937,714	
% of This Request to Current Amount: 3.97%	
% of Modifications (including This Request) to Original Amount: 161%	

Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to modify the Contract.

The Contract has been modified several times to increase the scope of Final Design. These changes have been required to satisfy various Program objectives such as implementation of Railroad operating requirements, realization of construction cost savings, resolution of schedule conflicts, mitigation of technical and contractual risk, and retroactive adjustment to overhead rates. The Contract has also been modified several times to increase the Contract amount allocated to Construction Phase Services (CPS). A breakdown of the Current Contract and Proposed Contract amounts is given in the following table.

Work Category	Original Contract	Previous Modifications	Current Contract	Proposed Modification	Proposed Contract
Final Design	\$120,000,000	\$153,356,723	\$ 273,356,723	\$ 437,714	\$ 273,794,437
Construction Phase Services	\$ 20,000,000	\$ 57,109,782	\$ 77,109,782	\$ 13,500,000	\$ 90,609,782
Misc Technical Support	\$ 0	\$ 534,630	\$ 534,630	\$ 0	\$ 534,630
TOTAL	\$ 140,000,000	\$211,001,135	\$ 351,001,135	\$ 13,937,714	\$ 364,938,849

The current contract and proposed contract amounts do not include \$2,779 previously approved by the Board for task orders and repackaging work which has not yet been allocated.

This Modification will incorporate the following changes to the Final Design:

1. Addition of a pedestrian bridge at the Mid-day Storage Yard: The current layout of the Mid-day Storage Yard requires railroad employees to walk from the Yard Services Building to assigned work locations up to 3,000 feet away. In order to provide safe and efficient access for maintenance of equipment, train & engine crews traveling between the Yard Services Building and their assigned work locations in the Yard, the LIRR has requested that an employee pedestrian bridge be included in the scope.
2. Substitution of cable trough for embedded signal & communication duct bank throughout the ESA Tunnels: In mid-2010, MTA determined that a significant reduction in construction cost and schedule risk could be realized if the signal and communication cables routed through the ducts (conduits) embedded in tunnel bench walk could instead be routed in cable trough installed in the top of the tunnel bench walk.

The Consultant proposed \$1,258,842 for this work, while MTACC's estimate was \$472,559. Negotiations were held and the parties agreed to a cost of \$437,714 which is considered fair and reasonable.

This Modification will also increase the Contract amount allocated to CPS by \$13,500,000 to allow the Consultant to continue to provide CPS through the remainder of 2013. CPS is provided on a cost-plus-fixed-fee, level-of-effort, not-to-exceed task order basis. A CPS task order is typically issued in support of a particular third party or force account construction package when construction activities commence. CPS task orders are also issued for certain construction program-related support services.

At Contract inception in August 2004, the Contract budget for CPS was \$20 million. As the construction program progressed, the amount allocated to CPS was reviewed, new CPS estimates were prepared, and the Contract budget for CPS was increased accordingly. Contract Modification Nos. 16, 17, 21, 36 and 38 have added a total of \$57,109,782 to the CPS budget. The amount currently remaining in the Contract CPS budget is sufficient for these services to continue only through March 2013.

In June 2012, MTA completed a project-wide risk assessment of the ESA project that re-evaluated cost, schedule and risk and identified additional funding needs. As a result, the ESA construction budget increased from \$5,557.3 million to \$6,268.9 million and the ESA revenue date was extended to August 2018 plus 12 months contingency. A new CPS estimate was prepared to account for the re-baselined construction budget, schedule and contract packaging plan, in the amount \$135,607,007.

The increase in projected CPS costs is due to the following factors:

- A revised procurement strategy and contract packaging plan involving more contract packages than originally planned, thus requiring the review of more submittals.
- The need for additional design services during construction to implement risk mitigation measures identified during the project-wide risk assessment and aimed at maintaining and improving schedule;
- The development during construction of alternative construction sequencing in Harold Interlocking to accommodate current LIRR and Amtrak resources and service requirements.
- Increased technical complexity requiring a greater reliance on consultant field staff to provide more engineering support during construction and supplement MTA construction management staff.
- Labor cost escalation over a longer construction duration.

Upon Board approval of this request, the additional funding for Construction Phase Services will be allocated on an as-needed basis for the remainder of 2013. The MTACC Chief Procurement Officer will allocate available funds upon the approval and release of additional funding under the MTACC East Side Access Capital Program. MTACC intends to return to the Board for additional funding for Construction Phase Services for the years 2014 and beyond.

Schedule H: Modifications to Personal Miscellaneous Service Contracts



Item Number: 4

Vendor Name (& Location) KRATOS/Henry Brothers Electronics (HBE) (NJ)	
Description IESS Cisco Upgrade	
Contract Term (Including Options, If any) 12 Months	
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 checked="" 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 type="checkbox"/> Federal <input checked="" type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Chief, Capital Security Program/Thomas Reed	

Contract Number PS836	AWO/Modification # 3
Original Amount: \$ 710,000	
Prior Modifications: \$ 415,000	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 1,125,000	
This Request	\$ 475,000
% of This Request to Current Amount: 42.2%	
% of Modifications (including This Request) to Original Amount: 125%	

Discussion:

This contract is for the upgrade of the existing Broadware software system to a Cisco system for the Integrated Electronic Security System ("IESS"). In accordance with Article XIII of the All Agency Guidelines for the Procurement of Services, MTACC requests Board approval for a modification to configure and integrate additional Access Control Devices into IESS.

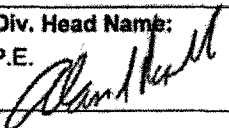
The Access Control Devices at issue here were installed and brought online in their own native subsystems through various contracts. In order to achieve full situational awareness of the C3 systems, these additional devices need to be integrated into the Intergraph subsystem of IESS (which is being upgraded under this contract). Without adding these access control devices into the Intergraph system, the IESS system would only allow for limited awareness via the access control subsystem for alarms and video information.

The Contractor proposed \$542,428 while the MTACC estimate was \$439,366. Negotiations were held and the parties agreed to a cost of \$475,000 which is considered fair and reasonable.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 5

Vendor Name (& Location) Tutor Perini Corporation		Contract Number CH054A	AWO/Modification # 18
Description Harold Structures Part 2A		Original Amount:	\$ 21,777,777
Contract Term (Including Options, if any) 28 Months		Prior Modifications:	\$ 5,608,693
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:	\$ 27,386,470
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request	\$ 14,641,209
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:	53.46%
Requesting Dept/Div. & Dept/Div. Head Name: East Side Access, A. Paskoff, P.E. 		% of Modifications (including This Request) to Original Amount:	92.98%

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 a modification for revisions to the 12kV ductbank layout.

The 12kV system provides traction power for Amtrak trains between Sunnyside Yard and Penn Station. Contract CH054A included construction of a new 12kV ductbank and manholes along with reusing portions of the existing 12 kV ductbank system. The design for this work did not receive Amtrak approval prior to solicitation of the CH054A contract. After the Contract was awarded, Amtrak rejected the design. The entire 12kV ductbank layout has now been redesigned and the new design has been approved by Amtrak.

The following is a list of items that were changed on the 12kV ductbank drawings:

- New locations for the tie-in of the existing 12kV system (S1, S2 and S3 Feeders) and the 125 Feeders.
- Increase the number of spare conduits for future expansion by 50%.
- Increase in the length of cables for S1, S2, S3 and 125 feeders.
- Increase in the total length of ductbank to 3,900 LF.
- Increase in the total number of electrical manholes from 9 to 19.
- Increase the size of the electrical manholes.
- Prohibit reuse of the existing 12kV ductbank.

The Contractor submitted a cost proposal in the amount of \$20,609,597 for the additional work associated with the redesigned layout and MTACC's internal estimate was \$14,622,118. Negotiations were held and the parties agreed to a cost of 14,641,209 for the work. The negotiated cost is considered fair and reasonable. This cost does not account for any time impacts that may be associated with this modification.

To the extent that this modification is the result of errors and omissions in design, MTACC intends to seek compensation for any resulting damages from the designer.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 6

Vendor Name (& Location) Yonkers Contracting Company (Yonkers, New York)		Contract Number CM014A	AWO/Modification # 7
Description GCT Concourse and Facilities Fit-Out		Original Amount: \$ 43,502,000	
Contract Term (Including Options, If any) 534 Calendar Days		Prior Modifications: \$ 151,153	
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: \$ 43,653,153	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 350,000	
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: .8%	
Requesting Dept/Div&Dept/Div Head Name: East Side Access, A. Paskoff, P.E. <i>[Signature]</i>		% of Modifications (including This Request) to Original Amount: 1.15%	

Discussion:

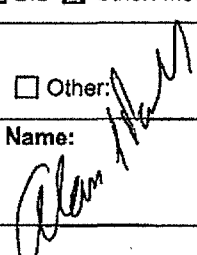
The work under Contract CM014A is for the facility fit-out of the lower portion of the new LIRR Concourse located in the lower level of Grand Central Terminal for the East Side Access (ESA) project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval for a modification to add to this contract the excavation of the elevator pit and the fit-out of the adjacent Terminal Management Center and the Station Manager's Office areas. This is a scope and budget transfer from Contract CM014B.

The excavation of the elevator pit and the fit-out of the adjacent Terminal Management Center and the Station Manager's Office areas were to be performed by future Contract CM014B at the same time as this Contract 14A will be performing other fit-out and finishes work in the same area. MTACC has determined that performing this work concurrently, as designed could lead to potential safety and constructability issues. Thus, MTACC seeks to transfer this work to CM014 A in order to re-sequence the work and minimize the risk of adverse impacts.

The Contractor submitted a proposal in the amount of \$399,965 and the MTACC estimate was \$337,630. Negotiations were held and the parties agreed to a cost of \$350,000 for the work which is considered fair and reasonable. \$562,000 was budgeted for this work in CM014B and funding for this modification will be transferred from that budget. There is no time impact associated with the modification.

To the extent that this modification is the result of errors and omissions in design, MTACC intends to seek compensation for any resulting damages from the designer.

Item Number: 7

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CQ032	AWO/Modification # 24
Description Plaza Substation and Queens Structures for the ESA Project		Original Amount: \$ 147,377,000	
Contract Term (including Options, if any) February 3, 2010 – February 5, 2012 (732 days)		Prior Modifications: \$ 18,624,043	
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: \$ 166,001,043	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 6,539,195	
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: 3.94%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount: 17.07%	

Discussion:

This Contract is for the structural and architectural rehabilitation of 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 rock excavation, the installation of a mud slab, and the removal of temporary works installed under Contract CQ031. This is a scope and budget transfer.

The CQ032 Contract provides for the contractor to receive the Plaza Interlocking site with the rock excavation completed and a mud slab in-place; both items of work to be performed under adjacent Contract CQ031. The mud slab is necessary to provide a substrate for the waterproofing membrane to be installed. In addition, all remaining temporary works within the Plaza Interlocking are to be removed by the CQ031 Contractor prior to turning the site over to the CQ032. In order to facilitate turnover of the site to the CQ032 Contractor, however, MTACC is seeking to transfer the rock excavation, the installation of the mud slab, and the removal of the remaining temporary works from CQ031 to CQ032.

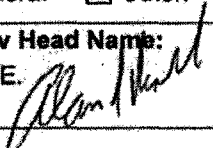
The primary justification for this scope transfer is that the CQ031 Contractor has begun to demobilize and turn over all sections of the Plaza Interlocking open cut to the CQ032 Contractor. In addition, the rock excavation work is dependent on CQ039 completing its work in this area which is not forecasted to occur until mid-March 2013. This would create a potential compensable delay to CQ031 as its Substantial Completion is forecasted for mid-February, 2013. The scope transfer would also minimize potential coordination and schedule conflicts between CQ031 and CQ032 and would allow for a smooth transition from the rock excavation into the permanent superstructure work for CQ032.

The Contractor submitted a cost proposal in the amount of \$6,927,111 while MTACC's estimate was \$6,119,762. Negotiations were held and the parties agreed to cost proposal in the amount of \$6,539,195 for the work. The negotiated cost is considered to be fair and reasonable.

Due to rock elevations being higher than anticipated, there was an overrun in quantity for rock excavation work in CQ031. Therefore, only \$2,493,912 was available in the CQ031 Budget for rock excavation to be transferred to CQ032. The remainder of the need for the rock excavation is funded by \$8,000,000 from Program Contingency and \$1,145,283 from CQ032 Contingency. Of this \$11,639,195 total, \$5,100,000 was used for Modification No. 19 and the remainder will be used for this modification. There is no time impact associated with the modification.

Item Number: 8

Page 1 of 2

Vendor Name (& Location)	
Dragados/Judlau, JV	
Description	
Manhattan Structures 1	
Contract Term (including Options, if any)	
04/01/08 – 10/29/13	
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-
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 #
CM019	55
Original Amount:	
	\$ 734,000,000
Prior Modifications:	
	\$ 38,184,641
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 772,184,641
This Request	
	\$ 6,544,000
% of This Request to Current Amount:	
	.85%
% of Modifications (Including This Request) to Original Amount:	
	6.1%

Discussion:

This Contract includes the excavation and lining of four tunnel drives, shafts, escalator wellways, air plenums, cross passages, and caverns mainly under Grand Central Terminal for the East Side Access Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification for multiple scope transfers from Contract CM012 including the GCT 4 WB Wye Invert slab as well as several mud slabs in order to establish access for the follow-on Contracts.

On October 24, 2012, bids were received for Contract CM012, Manhattan Structures II and Facilities Fit-Out. All of the bids were considerably higher than the budget and estimate for this work and were, therefore, rejected on November 21, 2012. The revised strategy for procurement of the work that was to be included in CM012 is to issue several modifications to current Contracts, and to solicit and award three new Contracts.

The CM012 work being transferred into CM019 under this modification includes the transfer of the GCT 4 WB Wye invert slab and other mud slabs which are necessary to establish access for the follow-on contracts and allow for the delivery of material. Performing this work under CM019 will enable the follow-on Contracts to begin their work sooner and with unencumbered access to the site, thereby minimizing the risks to future contracts (which would likely be reflected in the bids that will be received for those future contracts) and of additional delays to the overall ESA schedule.

This modification includes the following work:

1. GCT4 WB Wye
 - Concrete invert slab, embedded conduits, sub-soil drainage, embedded track drainage system, north cavern end wall, and ramps from the finished invert elevation of wye cavern into the tunnels and GCT 4 Crossover
2. GCT4 Crossover
 - Provide weepholes in existing mudslab
3. GCT 3 Crossover
 - Provide a mudslab with weepholes and ramp into tunnels on both sides of Crossover
4. East & West Main Cavern Pits
 - Pour mud slabs in all pits
5. 55th Street Ventilation Facility
 - Provide mudslab with weepholes for full scope of 55th Street (CM013A & CM019 sides). Provide blockout through mudslab for the length of the WB1 tunnel width.

Additionally, this modification will allow for the CM019 Contractor to continue providing maintenance (pumping, cleaning, DOT permits, etc.) through Substantial Completion of CM019. This maintenance was to be performed by the CM012 contractor and will now be performed by the CM019 contractor until the repackaged CM012 contracts are awarded.

Item No. 9

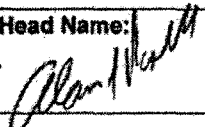
Page 2 of 2

The Contractor submitted a proposal for \$10,252,126 and the MTACC estimate was for \$ \$6,799,699. Negotiations were held and the parties agreed to a price of \$6,544,000 which is considered to be fair and reasonable. The budget for this work will be transferred from CM012. In addition, Milestones 2 & 3 were moved from June 19, 2012 to June 1, 2-13, the \$5 Million in incentives tied to these milestones were deleted and potential liquidated damages for these milestones are now tied to the 6/1/13 date.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 9

Vendor Name (& Location) Dragados/Judlau, JV
Description Manhattan Structures Part I
Contract Term (Including Options, if any) 04/01/08 – 10/29/13
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 #
CM019	57
Original Amount:	
	\$ 734,000,000
Prior Modifications:	
	\$ 44,728,641
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 778,728,641
This Request	
	\$ 385,000
% of This Request to Current Amount:	
	.49%
% of Modifications (Including This Request) to Original Amount:	
	6.1%

Discussion:

The work under this Contract includes the excavation and lining of four tunnel drives, shafts, escalator wellways, air plenums, cross passages, and caverns mainly under Grand Central Terminal. In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for a modification to repair the over-break that occurred in the Eastbound Tunnel No. 4 (EB4) at 55th Street.

During excavation of the the 55th Street Vent Facility, the Contractor encountered poor ground conditions which resulted in "overbreak" – rock fallout beyond the designed limits. This modification is to install rock bolts, welded wire fabric reinforcement, 20 #10 vertical & horizontal rock dowels and steel fiber reinforced concrete to secure the overbreak area. Under the terms of the contract, the contractor is entitled to be compensated for securing the overbreak area caused by poor ground conditions,

The Contractor submitted a proposal for \$419,562 and MTACC's estimate is \$308,592. Negotiations were held and the parties agreed to a price of \$385,000 which is considered fair and reasonable.

Schedule I: Modifications to Purchase or Public Work Contracts



Item Number: 10

Vendor Name (& Location) Granite-Traylor-Frontier ("GTF"), Joint Venture		Contract Number CQ031	AWO/Modification # 87
Description Queens Bored Tunnels and Structures		Original Amount: \$ 659,200,700.00	
Contract Term (including Options, if any) 40 Months		Prior Modifications: \$ 113,973,402 (includes an option of \$58,400,000)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$ 774,174,102	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 22,807,922	
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: 2.95%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount: 20.9%	

Discussion:

The work under this contract includes the construction of four soft-ground bored tunnels and miscellaneous demolition of surface structures for the East Side Access (ESA) project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a modification for the support of excavation for the Tunnel A Approach Structure.

This modification is for the procurement of material and installation of the support of excavation (SOE) for the Tunnel A Approach Structure (TAAS). The work included in this modification consists of furnishing all materials and installation of secant piles and soldier piles. Also included is the installation of all temporary SOE as well as excavation and disposal of material.

Tunnel A was originally planned to be bored under this Contract using a Tunnel Boring Machine (TBM). However, due to delays in relocating the 12kV duct bank, MTACC had to terminate the TBM earlier than anticipated and now the remainder of the tunnel must be constructed using the "cut and cover" method. MTACC had planned to develop a separate Contract package for this work but the CQ031 Contractor is on-site completing other contract work and the benefits of using the CQ031 Contractor for this work include, but are not limited to, significant savings in the schedule and overall construction costs associated with reduced mobilization and increased efficiency in operation start up.

In order to negotiate and begin the work in a timely manner, the scope of work was separated into steel procurement for core beams and two phases of construction for the support of excavation. The material cost for the secant pile core beams was negotiated separately (\$1,808,248) and an order for the beams placed to meet a January steel roll date. The first phase of construction is the installation of the scant piles core beams for the support of excavation, including design work and test pitting from Station A1199+00 to 1203+00. Also included is the abandonment of the existing sacrificial portion of the Tunnel A that was previously installed. The second phase of construction is the installation of walers and struts as well as excavation and disposal of soil. Permanent concrete work will be awarded in a separate contract or modification.

The Contractor submitted a total cost of \$23,288,172 for the work, while MTACC's estimate was \$21,846,101. Negotiations were held and the parties agreed to a cost of \$22,807,922 (this number includes the steel); which is considered to be fair and reasonable. This number also includes a \$250,000 increase to the Hazardous material allowance, and \$553,400 to cover the cost for potential railroad delays (the extended costs were estimated and calculated based on unit prices negotiated with the Contractor). These items will be utilized only as necessary and, in that case, payment will be based on the established unit costs.

The time impact associated with this modification is non-compensable delay. The date established for completion of the Work is December 31, 2013 and for Final Completion of the Contract is January 31, 2014.

To the extent that this modification is the result of errors and omissions in design, MTACC intends to seek compensation from the designer for any resulting damages.

MARCH 2012

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

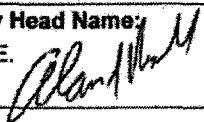
Schedule K. Ratification of Completed Procurement Actions (Involving Schedule E – J)
(Staff Summaries required for items requiring Board approval.)

- | | | |
|---|---------------------------|---|
| <p>1. CCA Civil – Halmar International, LLC
 Contract No. CM013
 Modification No. 25</p> | <p>\$300,000</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Pursuant to Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification to the Contract to include the installation of a final arch tunnel lining and invert slab in the Approach Tunnel.</p> | | |
| <p>2 - 3. Granite-Traylor-Frontier Joint Venture
 Contract No. CQ031
 Modification No. 85 (\$625,000)
 Modification No. 86 (\$450,000)</p> | <p>\$1,075,000</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Pursuant to Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify modifications for; additional payment to the Contractor for standby time as a result of delays to Tunnel Boring Machine (TBM) operations waiting for the construction and cure of a jet grout block cut off wall during tunneling operations for Track A and; additional payment to the Contractor for standby time experienced during the B/C Tunnel boring operations waiting for the Long Island Railroad 813 Switch to be taken out of service.</p> | | |
| <p>4. Schiavone/Kiewit Joint Venture
 Contract No. CQ039
 Modification No. 17</p> | <p>\$285,120</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Pursuant to Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification to compensate the Contractor for revisions to the specified waterproofing system.</p> | | |
| <p>5. Yonkers Contracting Company
 Contract No. CM004
 Modification No. 63B</p> | <p>\$374,368</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Pursuant to Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification for a revision to the blasting plan for the excavation of shaft#1 from elevation 282' to 233'.</p> | | |

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) CCA Civil – Halmar International, LLC
Description 50 th Street Ventilation Facility for the ESA Project
Contract Term (Including Options, if any) January 4, 2010 – February 19, 2013 (1143 days)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
Procurement Type <input 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 #
CM013	25
Original Amount: \$ 94,355,000	
Prior Modifications: \$ 1,604,422	
Prior Budgetary Increases: \$ 0	
Current Amount: \$ 95,959,422	
This Request \$ 300,000	
% of This Request to Current Amount: .31%	
% of Modifications (including This Request) to Original Amount: 2.02%	

Discussion:

This contract is for the 50th Street Ventilation Facility for the East Side Access Project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting that the Board ratify a retroactive modification to the contract to include the installation of a final arch tunnel lining and invert slab in the Approach Tunnel.

The installation of the final arch lining of the Approach Tunnel was, most recently, intended to be completed as part of CM012, prior to construction of the invert and bench walls as part of CM013's contract work in the Approach Tunnel. However, because the bench walls and invert could not be built without the arch lining behind the bench installed first, and due to delays associated with the solicitation of CM012, it was decided to transfer a limited portion of the permanent lining work required to support bench construction to CM013. The remaining portion of permanent lining work above the bench remains in the successor contract to the cancelled CM012 solicitation (all bids for CM012 were rejected because the bids received were over budget). Contract CM013 was best situated to complete this work as it controls access to this location, and was able to complete this transferred work in conjunction with the contractually required concrete duct benches and invert slab.

The Contractor submitted a cost proposal in the amount of \$538,577. MTACC's estimate was \$421,155. Negotiations were held and the parties agreed to cost proposal in the amount of \$300,000 for the work which is considered to be fair and reasonable. The budget in CM012 for this work is \$300,000 and the funding for this modification will be transferred from that Budget.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2 - 3

Vendor Name (& Location) Granite-Traylor-Frontier ("GTF"), Joint Venture		Contract Number CQ031	AWO/Modification # 85 & 86
Description Queens Bored Tunnels and Structures		Original Amount: \$ 659,200,700	
Contract Term (Including Options, if any) 40 Months		Prior Modifications: \$ 113,898,402 (includes an option of \$58,400,000)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$ 773,099,102	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request Mod 85: \$625,000 Mod 86: \$450,000	
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: % 0.14%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount: % 17.44%	

Discussion:

The work under this contract includes the construction of four soft-ground bored tunnels and miscellaneous demolition of surface structures for the East Side Access (ESA) project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting that the Board ratify the following modifications:

Modification No. 85: Tunnel A Stop Work Order for Jet Grout Block Installation at Station A1199+00

This modification is to provide additional payment to the Contractor for standby time as a result of delays to Tunnel Boring Machine (TBM) operations waiting for the construction and cure of a jet grout block cut off wall during tunneling operations for Track A.

Due to delays in relocating the 12kV duct bank, MTACC had to terminate TBM operations earlier than anticipated and complete the balance of the tunnel using the "Cut and Cover" method. In anticipation of the new cut and cover structure, a Jet Grout Block cut off wall was constructed in order to minimize water infiltration as well as to act as the east support wall for excavation which would take place in the future. The block provides a water tight connection between the bore tunnel and the open cut tunnel segments. The decision to install the jet grout block was made after the tunnel drive had already commenced, however, the timing was such that the TBM standby time was unavoidable. Time was needed to allow the jet grout block to cure prior to the TBM being able to proceed beyond station 1199+00. The standby costs only include resources which could not be utilized to do other contract work between November 11, 2011 and December 5, 2011.

The Contractor submitted a total cost of \$652,286 for this work, while MTACC's estimate was \$624,943. Negotiations were held and the parties agreed to a cost of \$625,000 which is considered to be fair and reasonable. There is no time impact associated with this modification.

Modification No. 86: B/C Tunnel Stoppage at 1200+00 Awaiting LIRR Switch

This modification is to provide for additional payment to the Contractor for standby time experienced during the B/C Tunnel boring operations waiting for the Long Island Railroad 813 Switch to be taken out of service.

MTACC extended the length of the B/C Tunnel drive via Modification No. 64 which included bored tunnel in extremely low ground cover beneath LIRR tracks. As a prerequisite to this work, LIRR required the 813 switch to be out of service during tunneling operations in this area. Due to the heavy usage of the 813 switch, the outage required extensive planning and the outage was scheduled for July 6, 2012, however the Tunnel Boring Machine (TBM) arrived at the hold point ahead of schedule on June 28, 2012, requiring a forced stoppage between June 29, 2012 and July 6, 2012. This modification includes costs for resources that the Contractor was unable to utilize elsewhere in the Contract during the standby period.

The Contractor submitted a cost proposal in the amount of \$462,962. MTACC's estimate was \$413,682. Negotiations were held and the parties agreed to a cost of \$450,000 which is considered fair and reasonable. There is no time impact associated with this modification.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 4

Vendor Name (& Location)	
Schlavoone/Kiewit Joint Venture (Secaucus, New Jersey)	
Description	
Revised Waterproofing System	
Contract Term (including Options, if any)	
One thousand sixty days (1,060)	
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 checked="" 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 #
CQ039	17
Original Amount:	
	\$ 84,950,000
Prior Modifications:	
	\$ 14,236,229
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 98,886,229
This Request	
	\$ 285,120
% of This Request to Current Amount:	
	0.29%
% of Modifications (including This Request) to Original Amount:	
	17.1%

Discussion:

Contract CQ039 is for the construction of the Northern Boulevard Crossing tunnels along with temporary construction services and facilities, and operation and maintenance of equipment work on the East Side Access Project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to compensate the Contractor for revisions to the specified waterproofing system.

This modification is to compensate the Contractor for the change in the waterproofing that was originally specified by the CQ039 Contract. The waterproofing was changed from cross-laminated high-density polyethylene (HDPE) film to a layered system of synthetic Poly Vinyl Chloride (PVC) membrane and non-woven polypropylene filter fabric (geotextile). The change was initiated by MTACC as a result of the water tightness issues experienced in the South Ferry Project, where the HDPE waterproofing system was used and proved to be deficient. The PVC waterproofing system is also being used in the neighboring Contracts which allows for uniformity and simplified tie-ins between adjacent contracts, which then ensures a greater level of water-tightness.

The Contractor's proposal was for \$185,121 for direct cost and \$350,000 for indirect cost (time impact of 35 days at 10,000 per day). MTACC's estimate was \$186,950 for the direct cost and \$0 for the indirect cost (time impact). However, the Contractor had already performed the work and MTACC verified the provided documentation that the actual duration was 15 work-shifts which translate to an impact of 14 days to the schedule. The parties then agreed to a total cost (inclusive of direct and indirect cost) of \$285,120 which is considered fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 5

Vendor Name (& Location)		Contract Number		AWO/Modification #	
Yonkers Contracting Company (Yonkers, New York)		CM004		63B	
Description					
44 th Street Vent Plant and 245 Park Avenue Entrance for the ESA Project		Original Amount:		\$ 40,765,000	
Contract Term (including Options, if any)		Prior Modifications:		\$ 1,549,634	
737 Calendar Days		Prior Budgetary Increases:		\$ 0	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A		Current Amount:		\$ 42,314,634	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		This Request		\$ 374,368	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		% of This Request to Current Amount:		.92%	
Funding Source		% of Modifications (including This Request) to Original Amount:		4.71%	
<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.					

Discussion:

The work under this Contract is to complete excavation/final lining of shaft #1, construct the 44th Street Ventilation Facility, and 245 Park Avenue Entrance of the East Side Access (ESA) project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting that the Board ratify a modification for a revision to the blasting plan for the excavation of shaft#1 from elevation 282' to 233'.

Work for the extension of the 44th Street Vent Plant Shaft between elevations 282' to 233' (added in modification No. 63) was negotiated based on a single blast to perform the work. FDNY required five (5) blasts (3 test blasts and 2 production blasts) to be performed. The change in the additional required blasts caused sub-level caving which resulted in a wider spread muck pile into access tunnel #1 and lower pile elevation. Additional fill was required to develop the proper staging height in order for the scaling operations and initial rock support installation to commence.

The Contractor submitted a proposal in the amount of \$358,483 for direct cost and \$473,021 for indirect cost associated with compensable delays of 61 days. MTACC's estimate was \$231,227 for direct cost and \$122,417 for indirect cost associated with compensable delays of 18 days. Negotiations were held and the parties agreed to a cost of \$374,368 (\$251,951 for direct and \$122,417 for indirect) for the work which is considered fair and reasonable. There is a 39 day time impact associated with the modification of which 18 days are compensable.



LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

The graphic features the title "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a rectangular frame that has a dotted grid pattern. The grid lines are spaced evenly, creating a series of small squares around the text.

January 2013

**Helena E. Williams
President**

03/11/13

Performance Summary			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	Jan	Jan	Jan	Jan
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	93.0%	93.0%	96.1%	96.1%
		AM Peak		92.0%	92.0%	93.9%	93.9%
		PM Peak		85.1%	85.1%	94.7%	94.7%
		Total Peak	88.8%	88.8%	88.8%	94.3%	94.3%
		Off Peak Weekday		93.5%	93.5%	96.5%	96.5%
		Weekend		97.3%	97.3%	97.5%	97.5%
	Babylon Branch	Overall	95.1%	92.9%	92.9%	95.1%	95.1%
		AM Peak		91.2%	91.2%	96.1%	96.1%
		PM Peak		85.4%	85.4%	92.3%	92.3%
		Total Peak	88.6%	88.6%	88.6%	94.4%	94.4%
		Off Peak Weekday		93.6%	93.6%	94.6%	94.6%
		Weekend		97.6%	97.6%	97.2%	97.2%
	Far Rockaway Branch	Overall	95.1%	96.4%	96.4%	98.5%	98.5%
		AM Peak		95.2%	95.2%	94.4%	94.4%
		PM Peak		89.4%	89.4%	97.9%	97.9%
		Total Peak	92.6%	92.6%	92.6%	96.0%	96.0%
		Off Peak Weekday		96.5%	96.5%	99.4%	99.4%
		Weekend		99.8%	99.8%	98.9%	98.9%
	Huntington Branch	Overall	95.1%	91.4%	91.4%	96.2%	96.2%
		AM Peak		91.8%	91.8%	92.7%	92.7%
		PM Peak		78.6%	78.6%	94.2%	94.2%
		Total Peak	85.4%	85.4%	85.4%	93.4%	93.4%
		Off Peak Weekday		90.9%	90.9%	96.9%	96.9%
		Weekend		96.7%	96.7%	97.6%	97.6%
	Hempstead Branch	Overall	95.1%	97.0%	97.0%	97.2%	97.2%
		AM Peak		95.2%	95.2%	93.3%	93.3%
		PM Peak		89.4%	89.4%	96.8%	96.8%
		Total Peak	92.5%	92.5%	92.5%	95.0%	95.0%
		Off Peak Weekday		97.8%	97.8%	97.3%	97.3%
		Weekend		99.3%	99.3%	98.9%	98.9%
	Long Beach Branch	Overall	95.1%	95.4%	95.4%	97.1%	97.1%
		AM Peak		93.5%	93.5%	95.7%	95.7%
		PM Peak		92.4%	92.4%	97.1%	97.1%
		Total Peak	93.0%	93.0%	93.0%	96.4%	96.4%
		Off Peak Weekday		94.9%	94.9%	97.3%	97.3%
		Weekend		98.8%	98.8%	97.6%	97.6%
	Montauk Branch	Overall	95.1%	90.5%	90.5%	95.7%	95.7%
		AM Peak		91.1%	91.1%	94.6%	94.6%
		PM Peak		84.1%	84.1%	89.7%	89.7%
		Total Peak	88.1%	88.1%	88.1%	92.5%	92.5%
		Off Peak Weekday		91.7%	91.7%	96.3%	96.3%
		Weekend		90.6%	90.6%	97.6%	97.6%
	Oyster Bay Branch	Overall	95.1%	93.8%	93.8%	95.5%	95.5%
		AM Peak		95.2%	95.2%	96.6%	96.6%
		PM Peak		81.8%	81.8%	92.1%	92.1%
		Total Peak	89.0%	89.0%	89.0%	94.5%	94.5%
		Off Peak Weekday		95.0%	95.0%	95.7%	95.7%
		Weekend		97.5%	97.5%	96.5%	96.5%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Jan	Jan	Jan	Jan
Port Jefferson Branch	Overall	95.1%	89.4%	89.4%	93.0%	93.0%
	AM Peak		88.1%	88.1%	91.1%	91.1%
	PM Peak		77.6%	77.6%	89.8%	89.8%
	Total Peak		83.2%	83.2%	90.5%	90.5%
	Off Peak Weekday		89.3%	89.3%	93.9%	93.9%
	Weekend		96.5%	96.5%	94.4%	94.4%
Port Washington Branch	Overall	95.1%	93.8%	93.8%	96.5%	96.5%
	AM Peak		92.3%	92.3%	92.1%	92.1%
	PM Peak		87.5%	87.5%	96.2%	96.2%
	Total Peak		89.8%	89.8%	94.2%	94.2%
	Off Peak Weekday		94.7%	94.7%	96.9%	96.9%
	Weekend		97.8%	97.8%	99.3%	99.3%
Ronkonkoma Branch	Overall	95.1%	88.4%	88.4%	95.3%	95.3%
	AM Peak		88.6%	88.6%	91.5%	91.5%
	PM Peak		80.0%	80.0%	97.6%	97.6%
	Total Peak		84.7%	84.7%	94.2%	94.2%
	Off Peak Weekday		86.8%	86.8%	96.0%	96.0%
	Weekend		96.7%	96.7%	95.4%	95.4%
West Hempstead Branch	Overall	95.1%	96.8%	96.8%	97.5%	97.5%
	AM Peak		96.2%	96.2%	95.2%	95.2%
	PM Peak		92.9%	92.9%	96.0%	96.0%
	Total Peak		94.4%	94.4%	95.7%	95.7%
	Off Peak Weekday		98.2%	98.2%	98.5%	98.5%
	Weekend		100.0%	100.0%	100.0%	100.0%
Operating Statistics						
Trains Scheduled			20,068	20,068	19,647	19,647
Avg. Delay per Late Train (min)			-13.2	-13.2	-12.3	-12.3
excluding trains canceled or terminated						
Trains Over 15 min. Late			299	299	141	141
excluding trains canceled or terminated						
Trains Canceled			81	81	27	27
Trains Terminated			65	65	17	17
Percent of Scheduled Trips Completed			99.3%	99.3%	99.8%	99.8%
Consist Compliance						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.2%			
PM Peak			99.0%			
Total Peak			99.1%			

Categories Of Delay		Dec	2013 Data		2012 Data		YTD 2011 Vs 2012
			Jan	YTD Thru Jan	Jan	YTD Thru Jan	
Late Train Incidents	National Rail Passenger Corp	161	96	96	55	55	41
	Capital Programs	1	1	1	3	3	(2)
	Engineering	111	275	275	164	164	111
	Penn Station Central Control	13	5	5	7	7	(2)
	Maintenance of Equipment	133	112	112	165	165	(53)
	** Other / Miscellaneous	341	394	394	96	96	298
	Public	578	466	466	224	224	242
	Transportation	68	26	26	34	34	(8)
	Vandalism	3	16	16	15	15	1
	Maintenance of Way (Sched.)	11	7	7	4	4	3

**** 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	Cxl'd	Term
			L	C	T	L	C	T	L	C	T			
1/3	Thu	Bridge strike at Nassau Blvd, east of Merriln Avenue				19						19		
1/3	Thu	Train 2064 struck motor vehicle at Commack Road				5	1	1	2		1	7	1	2
1/7	Mon	Train 131 with a trespasser strike at Forest Hills				44	21		16		6	60	21	6
1/11	Fri	Crossing protection damage west of New Hyde Park Station				17			5			22		
1/14	Mon	Loss of third rail power in East River Tunnels	49		1				8			57		1
1/14	Mon	Signal trouble in JO Interlocking				13	3		5	1		18	4	
1/18	Fri	Track circuit failure at Babylon Interlocking				1			13	1		14	1	
1/20	Sun	Train 8069 with a pedestrian strike east of Mineola Station							13	1	4	13	1	4
1/22	Tue	Train 5006 striking a car on tracks at Brentwood Station				2	2		7	1	11	9	3	11
1/23	Wed	Train 1064 passenger pushing buzzers				8			3			11		
1/23	Wed	Broken rails at Lindenhurst, Cold Spring Harbor and Carle Place	26	3					32	2		58	5	
1/24	Thu	Broken rail east of Mineola				30	4		30			60	4	
1/25	Fri	Broken rail east of Brent Interlocking	14	1					9		4	23	1	4
1/25	Fri	Train 2070 with an inverter/wayside issue at Kew Gardens				35	1	1	22			57	1	1
1/29	Tues	Bridge strike at Forest Hills				36	6		18			54	6	
1/31	Thu	Track circuit failure east of Westbury due possible criminal activity				10			3			13		
1/31	Thu	Various weather delays due to high winds	25			27	1		69	17	15	121	18	15
TOTAL FOR MONTH			114	4	1	247	39	2	255	23	41	616	66	44
												726		

Long Island Rail Road

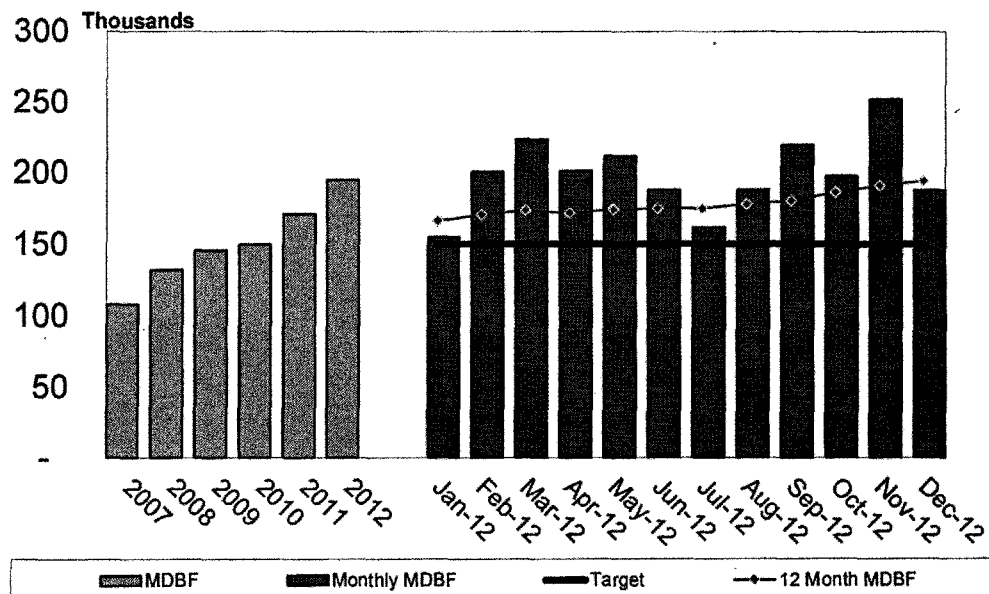
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2012 Data					2011 Data		
			MDBF Goal (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)	12 month MDBF Rolling Avg (miles)	December MDBF (miles)	December No. of Primary Failures	YTD MDBF thru December (miles)
Mean Distance Between Failures	M-3	150	55,000	93,608	7	77,067	77,067	77,074	7	68,731
	M-7	836	350,000	317,040	15	405,420	405,420	354,700	14	431,125
	DM	22	18,000	67,182	2	28,309	28,309	11,533	6	18,781
	DE	23	18,000	87,295	2	21,897	21,897	29,972	3	22,578
	C-3	134	70,000	88,976	7	105,931	105,931	63,446	10	65,302
	Diesel	179	44,000	70,665	11	63,554	63,554	41,767	19	45,770
	Fleet	1,165	150,000	187,520	33	194,382	194,382	157,472	40	169,724

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 JANUARY 2013

Standee Report

East Of Jamaica

			2013 Data January	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	9
		Total Standees	4	9
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	13	3
		Total Standees	53	3
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	3	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	25	0
		Total Standees	25	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	15	36
		Total Standees	15	36
	Ronkonkoma Branch	Program Standees	0	28
		Add'l Standees	1	74
		Total Standees	1	102
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			101	150

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 JANUARY 2013

West Of Jamaica

			2013 Data January	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	16	79
		Total Standees	16	79
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	40	0
		Add'l Standees	15	36
		Total Standees	55	36
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	68
		Total Standees	1	68
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	5	4
		Total Standees	83	4
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	15	36
		Total Standees	15	36
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	1	74
		Total Standees	1	112
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			170	335

Definitions

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

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

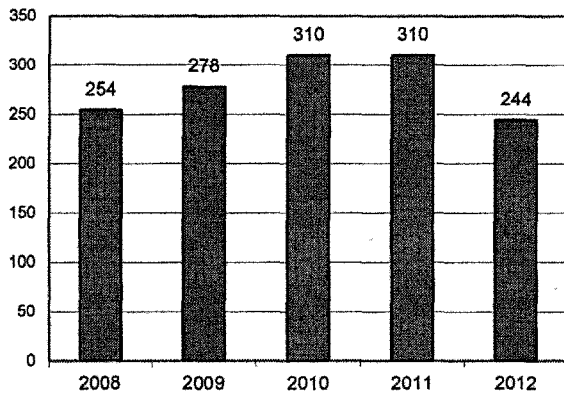
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

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

**OPERATING REPORT
FOR MONTH OF JANUARY 2013**

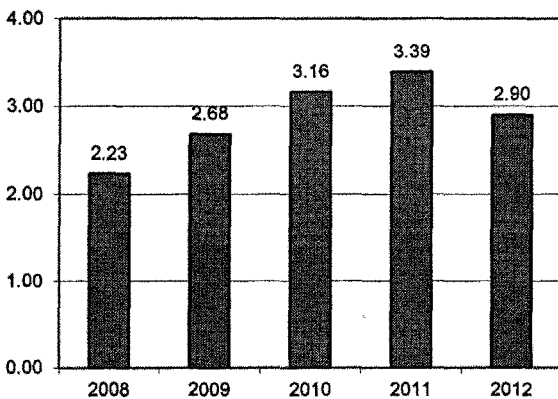
MTA Long Island Rail Road Summary of Employee Injuries thru December



Total Employee Injuries

Year	Total
2008	254
2009	278
2010	310
2011	310
2012	244

% change from last year: -21.3%



Employee FRA Reportable Injuries

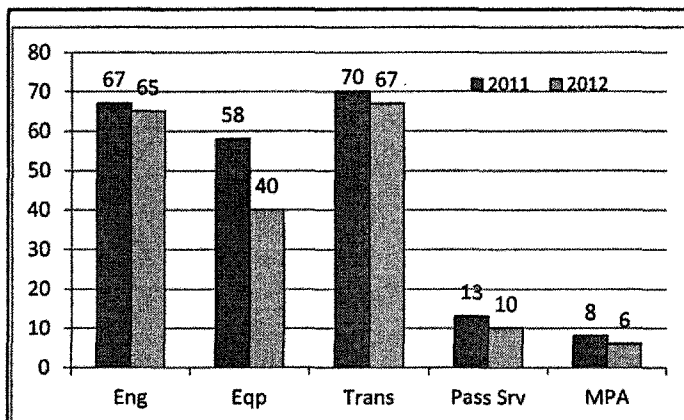
Year	Total	FRA FI*
2008	160	2.23
2009	190	2.68
2010	210	3.16
2011	216	3.39
2012	188	2.90

% change from last year: -14.5%

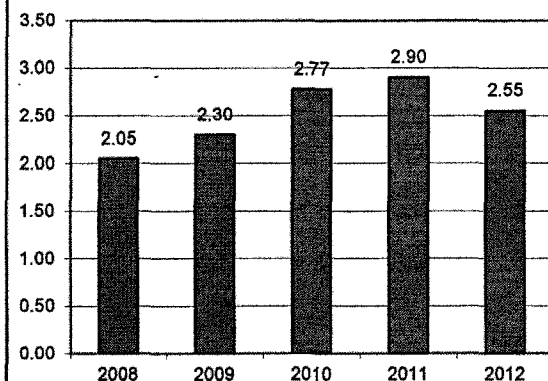
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF JANUARY 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru December



Employee Reportable Accidents Comparison by Department			
Department	2011	2012	% Change
Engineering	67	65	-3%
Equipment	58	40	-31%
Transportation	70	67	-4%
Pass Serv	13	10	-23%
MPA	8	6	-25%



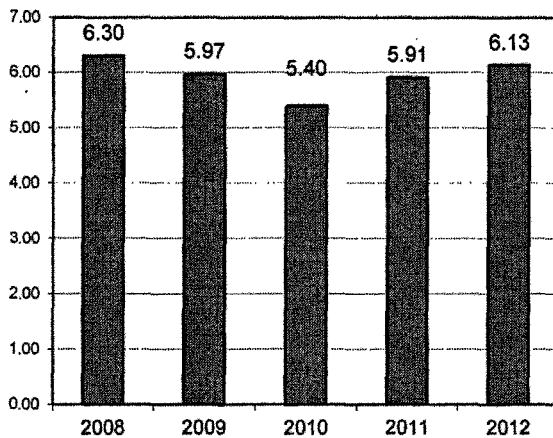
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2008	143	4	2.00	0.06	2.05
2009	162	1	2.28	0.01	2.30
2010	179	5	2.70	0.08	2.77
2011	183	2	2.87	0.03	2.90
2012	165	0	2.55	0.00	2.55

% change from last year: -12.1%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF JANUARY 2013**

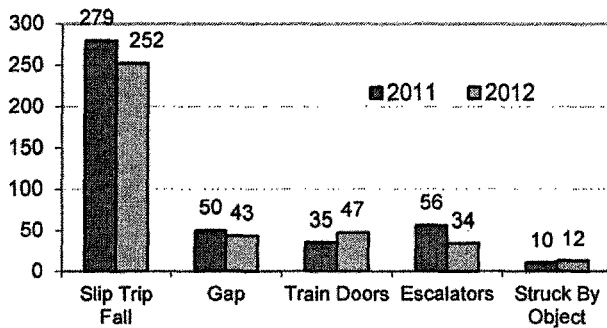
MTA Long Island Rail Road Summary of Customer Injuries thru December



Total Customer Injuries

Year	Total	FI*
2008	550	6.30
2009	495	5.97
2010	440	5.40
2011	479	5.91
2012	501	6.13

% change from last year: 3.7%



Top 5 Customer Injuries by Type

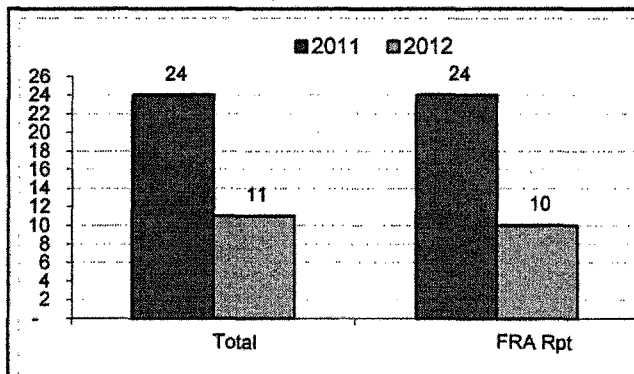
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Struck By Object
2011	279	50	35	56	10
2012	252	43	47	34	12

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF JANUARY 2013**

MTA Long Island Rail Road

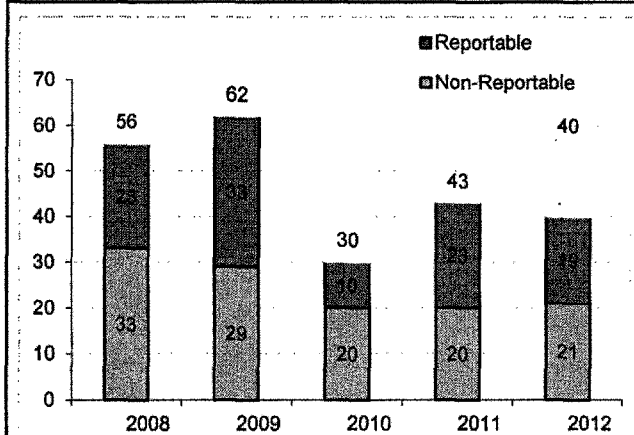
**Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S.
thru December**



Contractor Injuries

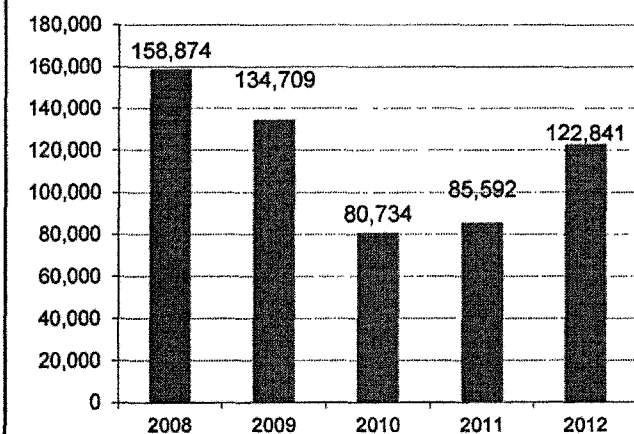
Year	Total	FRA Rpt.
2011	24	24
2012	11	10

% change from last year: -58.3%



Train Accidents

Year	Non-Reportable	Reportable
2008	33	23
2009	29	33
2010	20	10
2011	20	23
2012	21	19



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2008	158,874
2009	134,709
2010	80,734
2011	85,592
2012	122,841



Long Island Rail Road

Monthly Financial Report

2012 FINAL ESTIMATE VS. PRELIMINARY ACTUAL

MTA LONG ISLAND RAIL ROAD

December Ridership and Financial Report

Executive Summary

Ridership

- During the month of December, total ridership was 6.9 million, which was 2.8% lower than December 2011 (adjusted for same number of work days) and 8.4% above the final estimate.
 - 2012 Total ridership through December was 81.8 million. This was 0.7% higher than 2011 (adjusted for same number of work days) and 1.4% lower than the 2012 final estimate.
 - Through December 2012, commutation ridership was 0.7% lower than 2011 (work day adjusted) and 2.8% lower than the 2012 final estimate.
 - Through December 2012, non-commutation ridership was 2.6% higher than 2011 and 0.5% above the final estimate.
-

Revenues

- The actual fare box revenue loss due to Super Storm Sandy is estimated at \$14.3 million.
- Farebox revenue through December totaling \$581.4 million was \$(1.0) million below the final estimate due to lower ridership, partially offset by higher yield per passenger.
- Capital & Other Revenue of \$252.6 million was \$10.3 million higher than final estimate due to adjustments for prior period Right of Way leased line revenue, partially offset by lower material used on capital projects, the impact of Super Storm Sandy on project activity and timing of project activity.
- In summary, total LIRR revenue of \$833.9 million was \$9.3 million higher than the final estimate.

Expenses

- Super Storm Sandy has had an estimated operating budget impact of \$23.8 million, this covered all costs associated with storm preparation and recovery.
- Through December 2012, total expenses of \$1,832.7 million were \$23.6 million less than final estimate.
- Straight-time payroll spending was \$10.7 million less than final estimate due to the existence of vacant positions, lower retiree sick/vacation payouts and other accrual adjustments. At the end of December, 183 of 6,597 positions were vacant. These vacancies consisted primarily of management/supervisor positions.
- Year-end overtime hours worked was 16.5% higher than the adopted budget due to vacancy/absentee coverage, Super Storm Sandy and project activity.
- Year-end overtime hours worked was 6.9% lower than final estimate due to the timing of Super Storm Sandy overtime and lower maintenance overtime.
- Other variances include: materials not used (\$20.4 million) and the timing of various other expenses, partially offset by prior period traction power liabilities, an expense write-off associated with defective concrete ties and an increase in environmental remediation reserves.

Financial Performance Measures

- Through December, the Adjusted Farebox Operating Ratio was 59.8%, which is favorable to final estimate due to lower expenses and higher revenue.
- Through December, the Adjusted Cost per Passenger was \$13.14, which is on forecast.
- Through December, the Revenue per Passenger was \$7.14, which is higher than expected.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending December 31, 2012

REVENUE

Year-end **Total Revenues** (including Capital and Other Reimbursements) of \$833.9 were \$9.3 or 1.1% favorable to the final estimate.

- Year-end **Farebox Revenues** were \$(1.0) unfavorable to the final estimate due to lower ridership, partially offset by higher yield per passenger.
- Year-end **Other Operating Revenues** were \$24.7 favorable due to prior period Right of Way leased line revenue accruals.
- Year-end **Capital and Other Reimbursements** were \$(14.4) unfavorable to the final estimate due to timing of project activity and East Side Access material and lower capital activity due to Super Storm Sandy.

OPERATING EXPENSES

Year-end **Total Expenses** (including depreciation and other) of \$1,832.7 were favorable to the final estimate by \$23.6 or 1.3%.

Labor Expenses, \$23.1 favorable to the final estimate.

- **Payroll**, \$10.7 favorable (primarily vacant positions, lower sick/retiree payments and vacation pay and sick leave buyback accrual adjustments, partially offset by higher differential).
- **Overtime**, \$3.8 favorable (primarily timing of Super Storm Sandy related overtime and lower maintenance/modification overtime in the Maintenance of Equipment Department, partially offset by vacancy/absentee coverage for open jobs in Maintenance of Equipment due to higher than expected attrition, greater coverage needs in Station Operations and additional overtime in the annual track program and concrete tie replacement program).
- **Health & Welfare**, \$0.6 favorable (primarily vacant positions)
- **OPEB Current Payment**, \$4.3 favorable (lower rates and retirees).
- **Pension**, \$(3.4) unfavorable (latest actuarial estimate).
- **Other Fringe**, \$7.1 favorable (Primarily lower FELA Indemnity payments and Railroad Retirement Tax).

Non-Labor Expenses, \$6.2 favorable to the final estimate.

- **Electric Power**, \$(18.3) unfavorable (primarily prior period traction power adjustments).
- **Fuel**, \$1.0 favorable (primarily lower consumption).
- **Insurance**, \$0.5 favorable (Force Account Insurance).
- **Claims**, \$(2.3) unfavorable (higher public liability expense).
- **Maintenance and Other Operating Contracts**, \$9.1 favorable (primarily timing of vegetation management, communication, joint facility expense and various other maintenance contracts).
- **Professional Services**, \$1.4 favorable (primarily timing of MTA Chargebacks and various other professional service contracts, partially offset by higher IT hardware and software and expenses incidental to project work).
- **Materials and Supplies**, \$20.4 favorable (primarily lower project material, timing of rolling stock maintenance, miscellaneous inventory adjustments, and pool material reclaims).
- **Other Business Expenses**, \$(5.7) unfavorable (primarily write-off associated with defective concrete ties).

Depreciation and Other, \$(5.7) unfavorable (primarily environmental remediation).

FAREBOX OPERATING RATIO

The year-end Farebox Operating Ratio was 47.0%, 1.7 percentage points below year-to-date November, and was 0.6 percentage points above the final estimate resulting from lower expenses. The adjusted year-end Farebox Operating Ratio was 59.8%. 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.

MTA LONG ISLAND RAIL ROAD
2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE			2012		Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate		
				\$	%	\$	%	
Revenue								
Farebox Revenue	\$570.727	\$582.329	\$581.372	\$10.645	1.9	(\$0.957)	(0.2)	
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-	
Other Operating Revenue	40.695	36.902	61.637	20.942	51.5	24.734	67.0	
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-	
Total Revenue	\$611.422	\$619.232	\$643.009	\$31.587	5.2	\$23.777	3.8	
Expenses								
Labor:								
Payroll	\$417.933	\$422.656	\$416.860	\$1.073	0.3	\$5.797	1.4	
Overtime	73.071	95.272	90.276	(17.205)	(23.5)	4.996	5.2	
Health and Welfare	93.301	88.142	87.859	5.442	5.8	0.283	0.3	
OPEB Current Payment	60.940	59.105	54.844	6.096	10.0	4.261	7.2	
Pensions	197.502	161.902	164.459	33.043	16.7	(2.557)	(1.6)	
Other Fringe Benefits	105.062	105.057	98.646	6.416	6.1	6.411	6.1	
Reimbursable Overhead	(28.669)	(25.559)	(22.511)	(6.158)	(21.5)	(3.048)	(11.9)	
Total Labor Expenses	\$919.140	\$906.576	\$890.431	\$28.709	3.1	\$16.145	1.8	
Non-Labor:								
Electric Power	\$105.472	\$90.641	\$108.883	(\$3.411)	(3.2)	(\$18.243)	(20.1)	
Fuel	27.424	27.338	26.311	1.113	4.1	1.027	3.8	
Insurance	16.204	15.621	15.617	0.587	3.6	0.004	0.0	
Claims	3.401	3.400	5.663	(2.262)	(66.5)	(2.263)	(66.6)	
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-	
Maintenance and Other Operating Contracts	58.685	60.095	51.056	7.629	13.0	9.039	15.0	
Professional Service Contracts	33.833	31.072	30.296	3.537	10.5	0.776	2.5	
Materials & Supplies	101.840	103.160	88.782	13.058	12.8	14.378	13.9	
Other Business Expenses	14.701	13.477	19.505	(4.804)	(32.7)	(6.028)	(44.7)	
Total Non-Labor Expenses	\$361.560	\$344.804	\$346.114	\$15.446	4.3	(\$1.310)	(0.4)	
Other Expense Adjustments:								
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
Total Expenses Before Depreciation	\$1,280.700	\$1,251.379	\$1,236.545	\$44.155	3.4	\$14.835	1.2	
Depreciation	\$317.060	\$317.917	\$317.539	(\$0.479)	(0.2)	\$0.378	0.1	
Other Post Employee Benefits	77.250	79.662	80.154	(2.904)	(3.8)	(0.492)	(0.6)	
Environmental Remediation	2.000	2.000	7.541	(5.541)	*	(5.541)	*	
Total Expenses	\$1,677.010	\$1,650.958	\$1,641.779	\$35.231	2.1	\$9.180	0.6	
Net Surplus/(Deficit)								
(Excluding Subsidies and Debt Service)	(\$1,066.588)	(\$1,031.727)	(\$998.770)	\$66.818	6.3	\$32.957	3.2	
Cash Depreciation Adjustments								
Depreciation	317.060	317.917	317.539	\$0.479	0.2	(\$0.378)	(0.1)	
Operating/Capital	(8.489)	(8.074)	(4.840)	3.649	43.0	3.234	40.1	
Other Cash Adjustments	111.809	91.568	94.439	(17.370)	(15.5)	2.872	3.1	
Total Cash Conversion Adjustments	\$420.380	\$401.411	\$407.138	(\$13.242)	(3.2)	\$5.727	1.4	
Net Cash Surplus/(Deficit)	(\$645.208)	(\$630.316)	(\$591.632)	\$53.576	8.3	\$38.684	6.1	
Totals may not add due to rounding								

MTA LONG ISLAND RAIL ROAD
2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

<div style="border: 1px solid black; padding: 2px;">REIMBURSABLE</div>	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue							
Vehicle Toll Revenue							
Other Operating Revenue							
Capital and Other Reimbursements	211.500	205.368	190.936	(20.564)	(9.7)	(14.432)	(7.0)
Total Revenue	\$211.500	\$205.368	\$190.936	(\$20.564)	(9.7)	(\$14.432)	(7.0)
Expenses							
Labor:							
Payroll	\$71.548	\$66.836	\$61.956	\$9.592	13.4	\$4.880	7.3
Overtime	9.568	12.091	13.239	(3.671)	(38.4)	(1.148)	(9.5)
Health and Welfare	12.274	12.104	11.782	0.492	4.0	0.322	2.7
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	18.586	21.198	22.043	(3.457)	(18.6)	(0.845)	(4.0)
Other Fringe Benefits	14.783	14.192	13.539	1.244	8.4	0.653	4.6
Reimbursable Overhead	28.669	25.559	22.511	6.158	21.5	3.048	11.9
Total Labor Expenses	\$155.428	\$151.980	\$145.069	\$10.359	6.7	\$6.911	4.5
Non-Labor:							
Electric Power	\$0.000	\$0.145	\$0.193	(\$0.193)	-	(\$0.048)	(33.1)
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	4.983	4.186	3.646	1.337	26.8	0.540	12.9
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	9.094	12.424	12.345	(3.251)	(35.7)	0.079	0.6
Professional Service Contracts	2.748	2.052	1.470	1.278	46.5	0.582	28.3
Materials & Supplies	39.169	33.694	27.645	11.524	29.4	6.049	18.0
Other Business Expenses	0.078	0.887	0.568	(0.490)	*	0.319	36.0
Total Non-Labor Expenses	\$56.072	\$53.388	\$45.867	\$10.205	18.2	\$7.521	14.1
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$211.500	\$205.368	\$190.936	\$20.564	9.7	\$14.432	7.0
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Post Employee Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$211.500	\$205.368	\$190.936	\$20.564	9.7	\$14.432	7.0
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	(\$0.000)	(\$0.000)	-	(\$0.000)	-
Cash Depreciation Adjustments							
Depreciation	0.000	0.000	0.000	\$0.000	-	\$0.000	-
Operating/Capital	0.000	0.000	0.000	0.000	-	0.000	-
Other Cash Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	(\$0.000)	-	(\$0.000)	-

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$570.727	\$582.329	\$581.372	\$10.645	1.9	(\$0.957)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	40.695	36.902	61.637	20.942	51.5	24.734	67.0
Capital and Other Reimbursements	211.500	205.368	190.936	(20.564)	(9.7)	(14.432)	(7.0)
Total Revenue	\$822.922	\$824.600	\$833.944	\$11.022	1.3	\$9.344	1.1
Expenses							
Labor:							
Payroll	\$489.481	\$489.492	\$478.815	\$10.666	2.2	\$10.677	2.2
Overtime	82.639	107.363	103.515	(20.876)	(25.3)	3.848	3.6
Health and Welfare	105.575	100.246	99.641	5.934	5.6	0.606	0.6
OPEB Current Payment	60.940	59.105	54.844	6.096	10.0	4.261	7.2
Pensions	216.088	183.100	186.501	29.587	13.7	(3.401)	(1.9)
Other Fringe Benefits	119.845	119.249	112.184	7.661	6.4	7.065	5.9
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$1,074.568	\$1,068.656	\$1,035.500	\$39.068	3.6	\$23.066	2.2
Non-Labor:							
Electric Power	\$105.472	\$90.786	\$109.076	(\$3.604)	(3.4)	(\$18.291)	(20.1)
Fuel	27.424	27.338	26.311	1.113	4.1	1.027	3.8
Insurance	21.187	19.807	19.263	1.924	9.1	0.544	2.7
Claims	3.401	3.400	5.663	(2.262)	(66.5)	(2.263)	(66.6)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	67.779	72.519	63.401	4.378	6.5	9.118	12.6
Professional Service Contracts	36.581	33.124	31.766	4.815	13.2	1.358	4.1
Materials & Supplies	141.009	136.854	116.427	24.582	17.4	20.427	14.9
Other Business Expenses	14.779	14.364	20.073	(5.294)	(35.8)	(5.709)	(39.7)
Total Non-Labor Expenses	\$417.632	\$398.192	\$391.980	\$25.652	6.1	\$6.211	1.6
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$1,492.200	\$1,466.747	\$1,427.480	\$64.720	4.3	\$29.267	2.0
Depreciation	\$317.060	\$317.917	\$317.539	(\$0.479)	(0.2)	\$0.378	0.1
Other Post Employee Benefits	77.250	79.662	80.154	(2.904)	(3.8)	(0.492)	(0.6)
Environmental Remediation	2.000	2.000	7.541	(5.541)	-	(5.541)	-
Total Expenses	\$1,888.510	\$1,856.326	\$1,832.714	\$55.796	3.0	\$23.612	1.3
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$1,065.588)	(\$1,031.727)	(\$998.770)	\$66.818	6.3	\$32.957	3.2
Cash Depreciation Adjustments							
Depreciation	317.060	317.917	317.539	\$0.479	0.2	(\$0.378)	(0.1)
Operating/Capital	(8.489)	(8.074)	(4.840)	3.649	43.0	3.234	40.1
Other Cash Adjustments	111.809	91.568	94.439	(17.370)	(15.5)	2.872	3.1
Total Cash Conversion Adjustments	\$420.380	\$401.411	\$407.138	(\$13.242)	(3.2)	\$5.727	1.4
Net Cash Surplus/(Deficit)	(\$645.208)	(\$630.316)	(\$591.632)	\$53.576	8.3	\$38.684	6.1

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2012 Final Estimate and Preliminary Actual
December 2012 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Revenue				
Farebox Revenue	Non Reimb.	(\$0.957)	-0.2%	Lower ridership \$(8.034), partially offset by higher yield per passenger \$7.077.
Other Operating Revenue	Non Reimb.	\$24.734	67.0%	Higher rental revenue primarily due to prior period Right of Way leased line revenue adjustments.
Capital and Other Reimbursements	Reimb.	(\$14.432)	-7.0%	Primarily due to the timing of project activity, the impact of Super Storm Sandy on project activity and East Side Access material.
Expenses				
Payroll	Non Reimb.	\$5.797	1.4%	Primarily lower retiree payments, rates, vacation pay accrual/reversals, work rule payments and vacant positions, partially offset by Engineering workforce performing more maintenance activity than project and higher differential payments.
	Reimb.	\$4.880	7.3%	Primarily due to Engineering workforce performed greater maintenance activities and less project activity than originally projected and vacant positions.
Overtime	Non Reimb.	\$4.996	5.2%	Primarily due to timing of weather-related overtime and lower rolling stock maintenance overtime.
	Reimb.	(\$1.148)	-9.5%	Primarily due to the timing of project activity.
Health & Welfare	Non Reimb.	\$0.283	0.3%	Primarily vacant positions.
	Reimb.	\$0.322	2.7%	Primarily due to the timing of project activity.
OPEB Current Payment	Non Reimb.	\$4.261	7.2%	Lower rates and fewer retirees/beneficiaries.
Pension	Non Reimb.	(\$2.557)	-1.6%	Higher based on latest actuarial estimate and the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	(\$0.845)	-4.0%	Higher based on latest actuarial estimate, partially offset by the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	\$6.411	6.1%	Primarily lower FELA Indemnity payments and Railroad Retirement taxes.
	Reimb.	\$0.653	4.6%	Primarily due to the timing of project activity.
Electric Power	Non Reimb.	(\$18.243)	-20.1%	Accrual of prior period liabilities, partially offset by lower rates and consumption.
	Reimb.	(\$0.048)	-33.1%	VD Yard.
Fuel	Non Reimb.	\$1.027	3.8%	Primarily due to lower consumption.
Insurance	Non Reimb.	\$0.004	0.0%	
	Reimb.	\$0.540	12.9%	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(\$2.263)	-66.6%	Increase reserves.

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2012 Final Estimate and Preliminary Actual
December 2012 Year To Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Maintenance and Other Operating Contracts	Non Reimb.	\$9.039	15.0%	Primarily due to timing of utilities, environmental services, joint facilities, vegetation management, toilet servicing, telecommunication services, parking facility maintenance and lower Engineering maintenance activities due to Sandy, partially offset by higher emergency busing expenses.
	Reimb.	\$0.079	0.6%	Primarily due to the timing of project activity.
Professional Service Contracts	Non Reimb.	\$0.776	2.5%	Timing of MTA Chargebacks and other professional service contracts, partially offset by capital planning studies charged to operating.
	Reimb.	\$0.582	28.3%	Primarily due to the timing of project activity.
Materials & Supplies	Non Reimb.	\$14.378	13.9%	Timing of corporate inventory adjustments, pool material reclaims greater than charge-outs, lower usage of running repair material in the Support Shops, delayed fleet modifications, lower usage of running repair material in MU Car Shop and delayed purchase of bench test equipment, partially offset by the timing of charges for various Engineering materials and higher charge-outs of sundry items and vendor repair/return items.
	Reimb.	\$6.049	18.0%	Primarily due to the timing of project activity.
Other Business Expenses	Non Reimb.	(\$6.028)	-44.7%	Primarily write-offs associated with defective concrete ties and higher bad debt expenses, partially offset by lower metro mobility tax, employee expenses, credit/debit card fees and office supplies.
	Reimb.	\$0.319	36.0%	Primarily due to the timing of project activity.
Depreciation	Non Reimb.	\$0.378	0.1%	Primarily timing.
Other Post Employment Benefits	Non Reimb.	(0.492)	-0.6%	Higher GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.
Environmental Remediation	Non Reimb.	(5.541)	*	Higher than originally estimated reserve for environmental remediation.

MTA LONG ISLAND RAIL ROAD
2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$599.727	\$610.457	\$606.767	\$7.040	1.2	(\$3.690)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	52.037	91.392	38.286	(13.751)	(26.4)	(53.106)	(58.1)
Capital and Other Reimbursements	248.228	209.391	207.070	(41.158)	(16.6)	(2.321)	(1.1)
Total Receipts	\$899.992	\$911.240	\$852.122	(\$47.870)	(5.3)	(\$59.118)	(6.5)
Expenditures							
Labor:							
Payroll	\$487.220	\$486.115	\$476.980	\$10.240	2.1	\$9.135	1.9
Overtime	82.639	107.363	102.957	(20.318)	(24.6)	4.406	4.1
Health and Welfare	105.575	100.246	99.888	5.687	5.4	0.358	0.4
OPEB Current Payment	60.940	59.105	54.752	6.188	10.2	4.353	7.4
Pensions	216.088	183.100	187.173	28.915	13.4	(4.073)	(2.2)
Other Fringe Benefits	122.263	122.249	103.975	18.288	15.0	18.274	14.9
GASB Account	8.003	10.010	10.010	(2.007)	(25.1)	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$1,082.728	\$1,068.188	\$1,035.734	\$46.994	4.3	\$32.454	3.0
Non-Labor:							
Electric Power	\$116.024	\$130.003	\$84.058	\$31.966	27.6	\$45.945	35.3
Fuel	29.913	30.978	27.475	2.438	8.1	3.503	11.3
Insurance	19.740	25.189	26.528	(6.788)	(34.4)	(1.339)	(5.3)
Claims	3.132	2.934	7.142	(4.010)	*	(4.208)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	76.715	85.075	77.095	(0.380)	(0.5)	7.980	9.4
Professional Service Contracts	34.000	32.350	23.406	10.594	31.2	8.944	27.6
Materials & Supplies	139.587	125.765	123.795	15.792	11.3	1.970	1.6
Other Business Expenses	14.361	14.074	11.038	3.323	23.1	3.036	21.6
Total Non-Labor Expenditures	\$433.472	\$446.368	\$380.537	\$52.935	12.2	\$65.831	14.7
Other Expense Adjustments:							
B&T Capital Transfer				\$0.000	-	\$0.000	-
General Reserve				0.000	-	0.000	-
Interagency Subsidy				0.000	-	0.000	-
Other	29.000	27.000	25.684	3.316	11.4	1.316	4.9
Total Other Expenditure Adjustments	\$29.000	\$27.000	\$25.684	\$3.316	11.4	\$1.316	4.9
Total Expenditures	\$1,545.200	\$1,541.556	\$1,441.955	\$103.245	6.7	\$99.601	6.5
Cash Timing and Availability Adjustment	0.000	0.000	(1.799)	(1.799)	-	(1.799)	-
Operating Cash Deficit	(\$645.208)	(\$630.316)	(\$591.632)	\$53.576	8.3	\$38.684	6.1

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Explanation of Variances Between 2012 Final Estimate and Preliminary Actual Cash Basis
December 2012 Year-to-Date

Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%	
Receipts			
Farebox Revenue	(\$3.690)	(0.6)	Lower ridership \$(8.034), Metrocard/AirTrain sales \$(2.012) and advance sales impact \$(0.721), partially offset by higher yields \$7.077.
Other Operating Revenue	(\$53.106)	(58.1)	Primarily the non-collection of 2004-2012 Right of Way leased line fees settlement, and the timing of rental, advertising, miscellaneous and intercompany receivables.
Capital and Other Reimbursements	(\$2.321)	(1.1)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures			
Labor:			
Payroll	\$9.135	1.9	Primarily lower retiree payments, lower rates, lower work rule payments and vacant positions.
Overtime	\$4.406	4.1	Primarily due to timing of weather-related overtime and lower rolling stock maintenance overtime, partially offset by higher project overtime.
Health and Welfare	\$0.358	0.4	
OPEB Current Payment	\$4.353	7.4	Lower retiree payments.
Pensions	(\$4.073)	(2.2)	Latest actuarial estimate.
Other Fringe Benefits	\$18.274	14.9	Primarily lower FELA Claim and Railroad Retirement Tax payments, partially offset by higher payments for meals and Railroad Unemployment Insurance.
Non-Labor:			
Electric	\$45.945	35.3	Primarily the delayed traction power vendor settlement, lower rates, unread meters, and lower wayside payments.
Fuel	\$3.503	11.3	Primarily lower revenue fuel consumption and the timing of non-revenue payments.
Insurance	(\$1.339)	(5.3)	Timing of payments.
Claims	(\$4.208)	*	Higher claim payments.
Maintenance and Other Operating Contracts	\$7.980	9.4	Primarily the timing of and payment for maintenance services.
Professional Service Contracts	\$8.944	27.6	Primarily the timing of professional service contracts and the timing of and lower MTA Chargeback payments.
Material and Supplies	\$1.970	1.6	Timing of material payments.
Other Business Expenses	\$3.036	21.6	Primarily the timing of and lower payments for employee expenses, office supplies, credit card fees, and metro mobility tax.
Other Expenditure Adjustments	\$1.316	4.9	Lower Metrocard/AirTrain pass through payments.

MTA LONG ISLAND RAIL ROAD
2012 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	2012			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	2012 Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$29.000	\$28.128	\$25.395	(\$3.605)	(12.4)	(\$2.733)	(9.7)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	11.342	54.490	(23.351)	(34.693)	*	(77.841)	*
Capital and Other Reimbursements	36.728	4.023	16.134	(20.594)	(56.1)	12.111	*
Total Receipts	\$77.070	\$86.640	\$18.178	(\$58.892)	(76.4)	(\$68.462)	(79.0)
Expenditures							
Labor:							
Payroll	\$2.261	\$3.377	\$1.835	(\$0.426)	(18.8)	(\$1.542)	(45.7)
Overtime	0.000	0.000	0.558	0.558	-	0.558	-
Health and Welfare	0.000	0.000	(0.247)	(0.247)	-	(0.247)	*
OPEB Current Payment	0.000	0.000	0.092	0.092	-	0.092	-
Pensions	0.000	0.000	(0.672)	(0.672)	-	(0.672)	-
Other Fringe Benefits	(2.418)	(3.000)	8.209	10.627	*	11.209	*
GASB Account	(8.003)	(10.010)	(10.010)	(2.007)	(25.1)	0.000	0.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(\$8.160)	(\$9.632)	(\$0.234)	\$7.926	97.1	\$9.398	97.6
Non-Labor:							
Electric Power	(\$10.552)	(\$39.217)	\$25.018	\$35.570	*	\$64.236	*
Fuel	(2.489)	(3.640)	(1.165)	1.324	53.2	2.475	68.0
Insurance	1.447	(5.382)	(7.265)	(8.712)	*	(1.883)	(35.0)
Claims	0.269	0.466	(1.479)	(1.748)	*	(1.945)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	(8.936)	(12.556)	(13.694)	(4.758)	(53.2)	(1.138)	(9.1)
Professional Service Contracts	2.581	0.774	8.360	5.779	*	7.586	*
Materials & Supplies	1.422	11.089	(7.367)	(8.789)	*	(18.456)	*
Other Business Expenses	0.418	0.290	9.035	8.617	*	8.745	*
Total Non-Labor Expenditures	(\$15.840)	(\$48.176)	\$11.443	\$27.283	*	\$59.620	*
Other Expense Adjustments:							
B&T Capital Transfer	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
General Reserve	0.000	0.000	0.000	0.000	-	0.000	-
Interagency Subsidy	0.000	0.000	0.000	0.000	-	0.000	-
Other	(29.000)	(27.000)	(25.684)	3.316	11.4	1.316	4.9
Total Other Expenditure Adjustments	(\$29.000)	(\$27.000)	(\$25.684)	\$3.316	11.4	\$1.316	4.9
Total Expenditures Before Depreciation	(\$53.000)	(\$84.809)	(\$14.475)	\$38.525	72.7	\$70.334	82.9
Depreciation	\$317.060	\$317.917	\$317.539	\$0.479	0.2	(\$0.378)	(0.1)
Other Post Employee Benefits	77.250	79.662	80.154	2.904	3.8	0.492	0.6
Environmental Remediation	2.000	2.000	7.541	5.541	*	5.541	*
Total Expenditures	\$343.310	\$314.770	\$390.759	\$47.449	13.8	\$75.989	24.1
Cash Timing and Availability Adjustment	0.000	0.000	(1.799)	(1.799)	-	(1.799)	-
Baseline Total Cash Conversion Adjustments	\$420.380	\$401.411	\$407.138	(\$13.242)	(3.2)	\$5.727	1.4

Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
Preliminary 2012 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2012 Adopted Budget		2012 Final Estimate		Preliminary Actual		2012 Adopted Budget vs. Actuals		2012 Final Estimate vs. Actuals	
	Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u> ¹	386,022	\$18.007	367,803	\$18.637	368,502	\$18.549	17,519 4.5%	(\$0.541) -3.0%	(699) -0.2%	\$0.089 0.5%
<u>Unscheduled Service</u>	119,813	6.218	112,597	5.889	118,803	6.250	1,010 0.8%	(0.033) -0.5%	(6,206) -5.5%	(0.362) -6.1%
<u>Programmatic/Routine Maintenance</u>	490,989	22.696	485,729	22.284	446,894	20.803	44,094 9.0%	1.893 8.3%	38,834 8.0%	1.481 6.6%
<u>Unscheduled Maintenance</u>	6,500	0.299	6,404	0.287	8,612	0.385	(2,112) -32.5%	(0.086) -28.8%	(2,208) -34.5%	(0.098) -34.0%
<u>Vacancy/Absentee Coverage</u>	488,948	22.278	669,202	32.315	677,853	32.415	(188,906) -38.6%	(10.137) -45.5%	(8,652) -1.3%	(0.100) -0.3%
<u>Weather Emergencies</u>	59,209	2.818	305,239	13.776	153,600	8.497	(94,391) *	(5.679) *	151,640 49.7%	5.279 38.3%
<u>Safety/Security/Law Enforcement</u> ²	-	-	-	-	-	-	-	\$0.000	-	\$0.000
<u>All Other</u> ³	17,789	0.755	17,538	2.085	17,791	3.378	(3) 0.0%	(2.623) *	(254) -1.4%	(1.293) -62.0%
TOTAL NON-REIMBURSABLE OVERTIME	1,569,268	\$73.071	1,964,511	\$95.272	1,792,056	\$90.276	(222,787)	(\$17.205)	172,455	\$4.996
REIMBURSABLE OVERTIME	189,137	\$9.568	234,658	\$12.091	256,116	\$13.239	(66,979)	(\$3.671)	(21,458)	(\$1.148)
							-35.4%	-38.4%	-9.1%	-9.5%
TOTAL OVERTIME	1,758,405	\$82.639	2,199,169	\$107.363	2,048,172	\$103.515	(289,767)	(\$20.876)	150,996	\$3.848
							-16.5%	-25.3%	6.9%	3.6%

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
Preliminary 2012 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Var. - Fav./(Unfav)		December 2012 Year-to-Date
	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u> ¹	(699)	\$0.089	
	-0.2%	0.5%	
<u>Unscheduled Service</u>	(6,206)	(\$0.362)	Due to unforeseen operational issues which require the use of additional overtime.
	-5.5%	-6.1%	
<u>Programmatic/Routine Maintenance</u>	38,834	\$1.481	Due to Maintenance of Equipment aggressive management oversight and M7 10 year Truck Delay.
	8.0%	6.6%	
<u>Unscheduled Maintenance</u>	(2,208)	(\$0.098)	Greater emergencies/derailments due to the Hillside derailment, Atlantic Terminal derailment, and a significant number of broken rails as well as a higher than normal number of defective insulated joints.
	-34.5%	-34.0%	
<u>Vacancy/Absentee Coverage</u>	(8,652)	(\$0.100)	Due to craft and foreman position vacancies in Maintenance of Equipment Department, coverage in the signal department, and lower than forecasted availability in Customer Service.
	-1.3%	-0.3%	
<u>Weather Emergencies</u>	151,640	\$5.279	Timing of Overtime related to Super storm Sandy.
	49.7%	38.3%	
<u>Safety/Security/Law Enforcement</u> ²	-	\$0.000	
<u>All Other</u> ³	(254)	(\$1.293)	Due to variance between actual and forecasted wage rates.
	*	-62.0%	
Subtotal	8.6%	5.2%	
REIMBURSABLE OVERTIME			
	(21,458)	(\$1.148)	Overrun due to Annual Track Program project schedule requirements, East-Side Access, and Concrete Tie Replacement Program.
	-9.1%	-9.5%	
TOTAL OVERTIME	150,996	\$3.848	
	6.9%	3.6%	

1 Includes Service Delay, Tour Length and Holiday overtime.

2 Not Applicable

3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2012 Overtime Reporting
Overtime Legend

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
2012 Final Estimate vs. Preliminary Actual
Total Full-Time Positions & FTEs by Function and Department
December 2012

	Final Estimate	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Executive VP	3	5	(2)	
Labor Relations	11	11	0	
Procurement & Logistics (excl. Stores)	84	79	5	
Human Resources	31	29	2	
Sr VP Administration	2	2	0	
Strategic Investments	35	26	9	
President	4	4	0	
VP & CFO/Pensions	8	8	0	
Information Technology	160	153	7	
Controller	41	39	2	
Management & Budget	18	18	0	
Process Re-Engineering	7	6	1	
VP - East Side Access & Special Projects	27	23	4	
Market Dev. & Public Affairs	59	56	3	
Gen. Counsel & Secretary	30	31	(1)	
Diversity Management	1	1	0	
System Safety/Training	69	69	0	
Security	6	6	0	
Sr VP Operations/Serv. Planning	24	18	6	
Total Administration	620	584	36	
Operations				
Train Operations	1,936	1,868	68	
Customer Service	293	286	7	
Total Operations	2,229	2,154	75	
Maintenance				
Engineering	1,550	1,516	34	
Equipment	1,978	1,948	30	
Procurement (Stores)	93	91	2	
Total Maintenance	3,621	3,555	66	
Engineering/Capital				
Department of Project Management	127	121	6	
Total Engineering/Capital	127	121	6	
Baseline Total Positions	6,597	6,414	183	
Non-Reimbursable	6,053	5,960	93	NON-REIMBURSABLE POSITIONS - Favorable 93 positions primarily due to vacant management/supervisory positions, Station Appearance Maintainers and Car Appearance Maintainers.
Reimbursable	544	454	90	REIMBURSABLE POSITIONS - Favorable 90 positions primarily due to timing of project activity.
Total Full-Time	6,597	6,414	183	
Total Full-Time-Equivalents	0	0	0	

MTA LONG ISLAND RAIL ROAD
2012 Final Estimate vs. Preliminary Actual
Total Positions by Function and Occupational Group
December 2012

	Final Estimate	Actual	Favorable (unfavorable) Variance	Reason For Variance
Administration				
Managers/Supervisors	310	281	29	
Professional, Technical, Clerical	310	303	7	
Operational Hourlies	0	0	0	
Total Administration	620	584	36	
Operations				
Managers/Supervisors	329	298	31	
Professional, Technical, Clerical	162	160	2	
Operational Hourlies	1,738	1,696	42	
Total Operations	2,229	2,154	75	
Maintenance				
Managers/Supervisors	688	639	49	
Professional, Technical, Clerical	272	255	17	
Operational Hourlies	2,661	2,661	0	
Total Maintenance	3,621	3,555	66	
Engineering/Capital				
Managers/Supervisors	106	97	9	
Professional, Technical, Clerical	21	24	(3)	
Operational Hourlies	0	0	0	
Total Engineering/Capital	127	121	6	
Baseline Total Positions				
Managers/Supervisors	1,433	1,315	118	
Professional, Technical, Clerical	765	742	23	
Operational Hourlies	4,399	4,357	42	
Total Baseline	6,597	6,414	183	

MTA LONG ISLAND RAIL ROAD
2012 FEBRUARY ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL (December Preliminary)
UTILIZATION
(In millions)

	Year-to-Date as of December 2012			Variance Favorable/(Unfavorable)			
	Budget	Final Estimate	Actual (Prelim)	vs. Budget		vs. Final Estimate	
				\$	%	\$	%
Farebox Revenue							
Monthly	\$286.284	\$290.393	\$286.572	\$0.288	0.1	(\$3.820)	(1.3)
Weekly	13.483	14.416	15.446	1.963	14.6	1.030	7.1
Total Commutation	\$299.768	\$304.809	\$302.019	\$2.251	0.8	(\$2.790)	(0.9)
One Way Full	\$70.941	\$73.668	\$73.862	\$2.921	4.1	\$0.195	0.3
One Way Off Peak	141.391	143.557	144.580	3.189	2.3	1.023	0.7
All Other	58.627	60.295	60.910	2.283	3.9	0.615	1.0
Total Non Commutation	\$270.959	\$277.520	\$279.353	\$8.394	3.1	\$1.833	0.7
Total Farebox Revenue	\$570.727	\$582.329	\$581.372	10.645	1.9	(\$0.957)	(0.2)
Ridership							
Monthly	45.642	46.402	44.965	(0.677)	(1.5)	(1.437)	(3.1)
Weekly	1.611	1.717	1.823	0.212	13.2	0.106	6.2
Total Commutation	47.252	48.119	46.788	(0.465)	(1.0)	(1.331)	(2.8)
One Way Full	7.518	7.935	7.904	0.386	5.1	(0.031)	(0.4)
One Way Off Peak	17.166	17.392	17.514	0.348	2.0	0.122	0.7
All Other	9.041	9.452	9.548	0.508	5.6	0.097	1.0
Total Non Commutation	33.724	34.778	34.966	1.242	3.7	0.187	0.5
Total Ridership	80.977	82.897	81.754 ⁽¹⁾	0.777	1.0	(1.144)	(1.4)

(1) Includes estimated loss of 519.204 rides due to Super Storm Sandy (October/November).

MTA LONG ISLAND RAIL ROAD
2012 FINAL ESTIMATE vs PRELIMINARY ACTUALS
MONTHLY PERFORMANCE INDICATORS
December 2012

	<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
	<u>2012</u>	<u>Final Forecast</u>	<u>2011</u>	<u>vs. Forecast</u>	<u>vs. 2011</u>
Farebox Operating Ratio					
Standard ⁽¹⁾	47.0%	46.4%	50.5%	0.6%	-3.5%
Adjusted ⁽²⁾	59.8%	56.8%	61.3%	3.0%	-1.5%
Cost Per Passenger					
Standard ⁽¹⁾	\$15.18	\$15.19	\$14.03	\$0.01	(\$1.15)
Adjusted ⁽²⁾	\$13.14	\$13.15	\$12.19	\$0.01	(\$0.95)
Passenger Revenue/Passenger ⁽³⁾	\$7.14	\$7.05	\$7.08	\$0.09	\$0.06

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

DECEMBER 2012

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

December

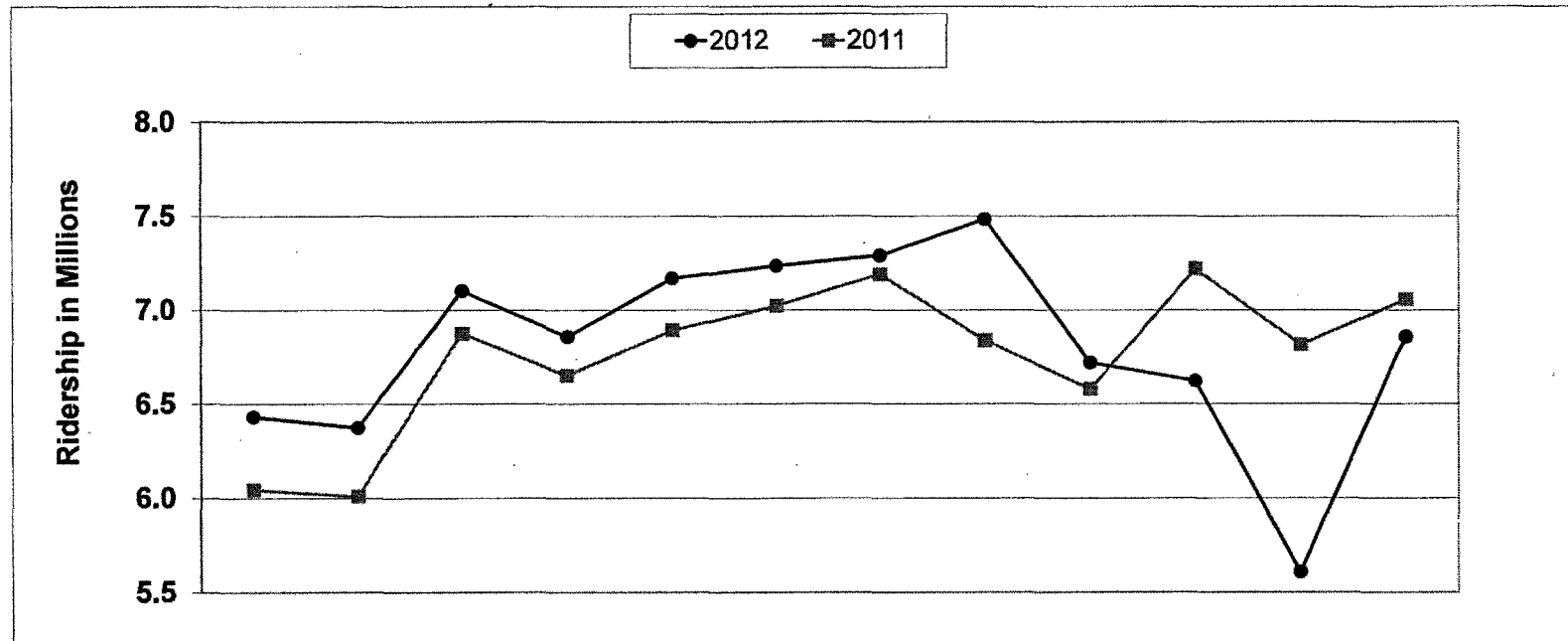
- December 2012 total ridership was 6.9 million vs. 7.1 million in December 2011, a decrease of 197,884 passengers, or a 2.8% decrease compared to December 2011. The December ridership decline is attributed to overall fewer customer trips resulting from the aftermath of Superstorm Sandy and specifically, the reduced train service due to the work in the two Amtrak tunnels that were flooded until full restoration of service on December 10th.
- December 2012 commutation ridership was 3.6 million vs. 3.8 million in December 2011, a decrease of 213,765 passengers, or a decrease of 5.6%.
- December 2012 non-commutation ridership was 3.2 million vs. 3.2 million in December 2011, an increase of 15,881 passengers, or an increase of 0.5%.
- December 2012 revenue was \$49.5 million vs. \$50.8 million, a decrease of \$1,318,151 or a decrease of 2.6% compared to December 2011.

Year-To-Date

- 2012 YTD total ridership was 81.8 million (post-close 1) vs. 81.2 million in 2011, an increase of 561,485 or a 0.7% increase compared to 2011, and 1.7% below mid-year forecast.
- 2012 YTD commutation ridership was 46.8 million vs. 47.1 million in 2011, a decrease of 336,967 or a 0.7% decrease compared to 2011, and 2.7% below mid-year forecast.
- 2012 YTD non-commutation ridership was 35.0 million vs. 34.1 million in 2011, an increase of 898,451 or an increase of 2.6% compared to 2011, and 0.3% below mid-year forecast.
- 2012 YTD revenue was \$581.4 million vs. \$571.7 million in 2011, an increase of \$9,665,729 or an increase of 1.7% compared to 2011 and 0.6% below mid-year forecast.

December 2012 RIDERSHIP

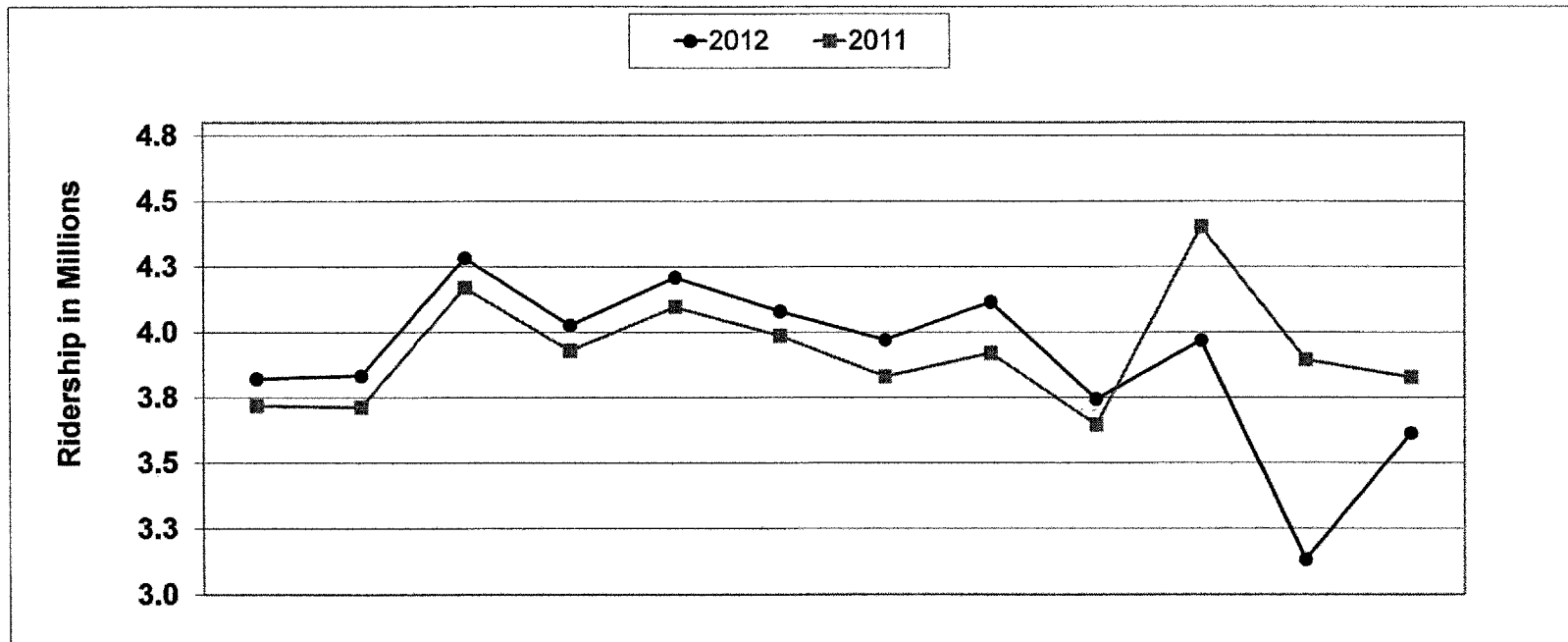
- December's Total Ridership was -2.8% below '11 and 0.6% above Mid-Year Forecast.



	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	6.9	81.8
2011	6.0	6.0	6.9	6.7	6.9	7.0	7.2	6.8	6.6	7.2	6.8	7.1	81.2
PCT CHG.	6.4%	6.1%	3.3%	3.1%	4.0%	3.0%	1.4%	9.4%	2.1%	-8.3%	-17.7%	-2.8%	0.7%

December 2012 COMMUTATION RIDERSHIP

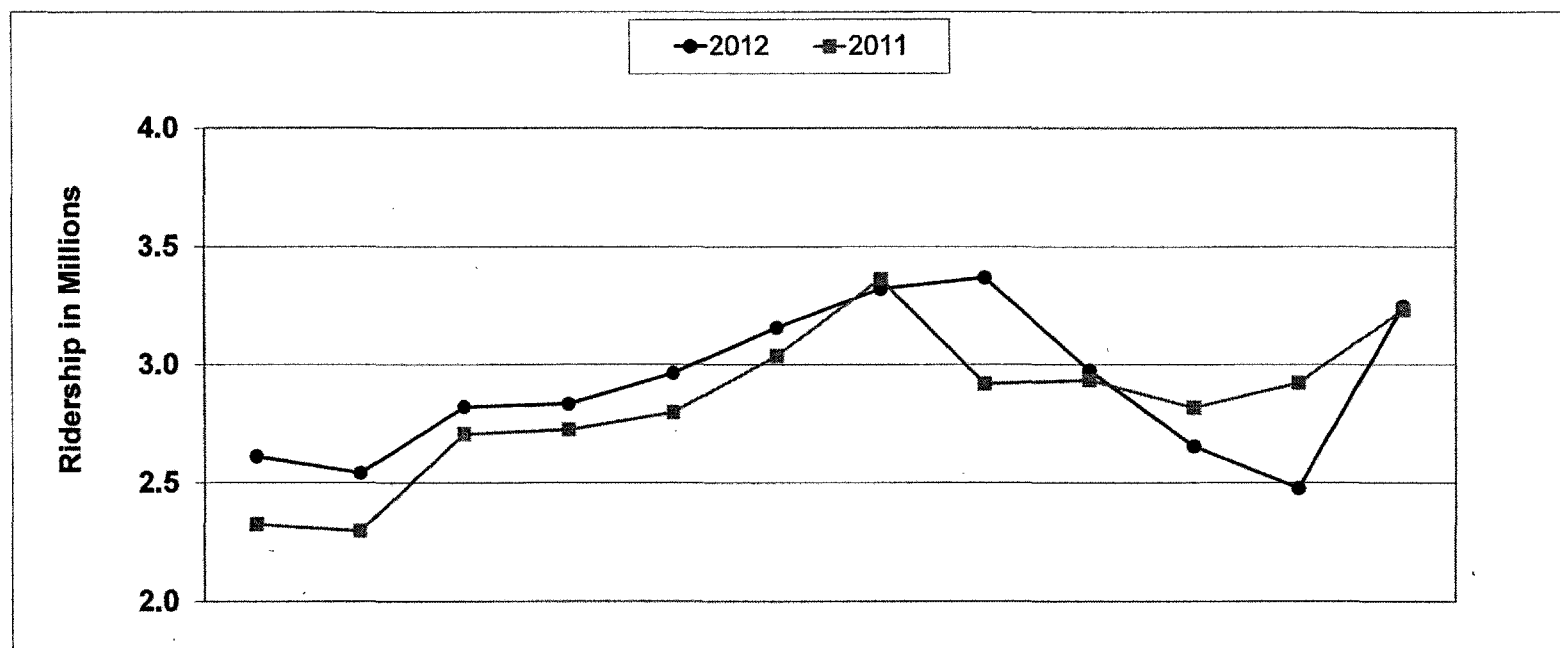
- December's Commutation Ridership was -5.6% below '11 and -4.2% below Mid-Year Forecast.



	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	3.6	46.8
2011	3.7	3.7	4.2	3.9	4.1	4.0	3.8	3.9	3.6	4.4	3.9	3.8	47.1
PCT CHG.	2.8%	3.2%	2.7%	2.5%	2.8%	2.3%	3.7%	5.0%	2.7%	-9.9%	-19.6%	-5.6%	-0.7%

December 2012 NON-COMMUTATION RIDERSHIP

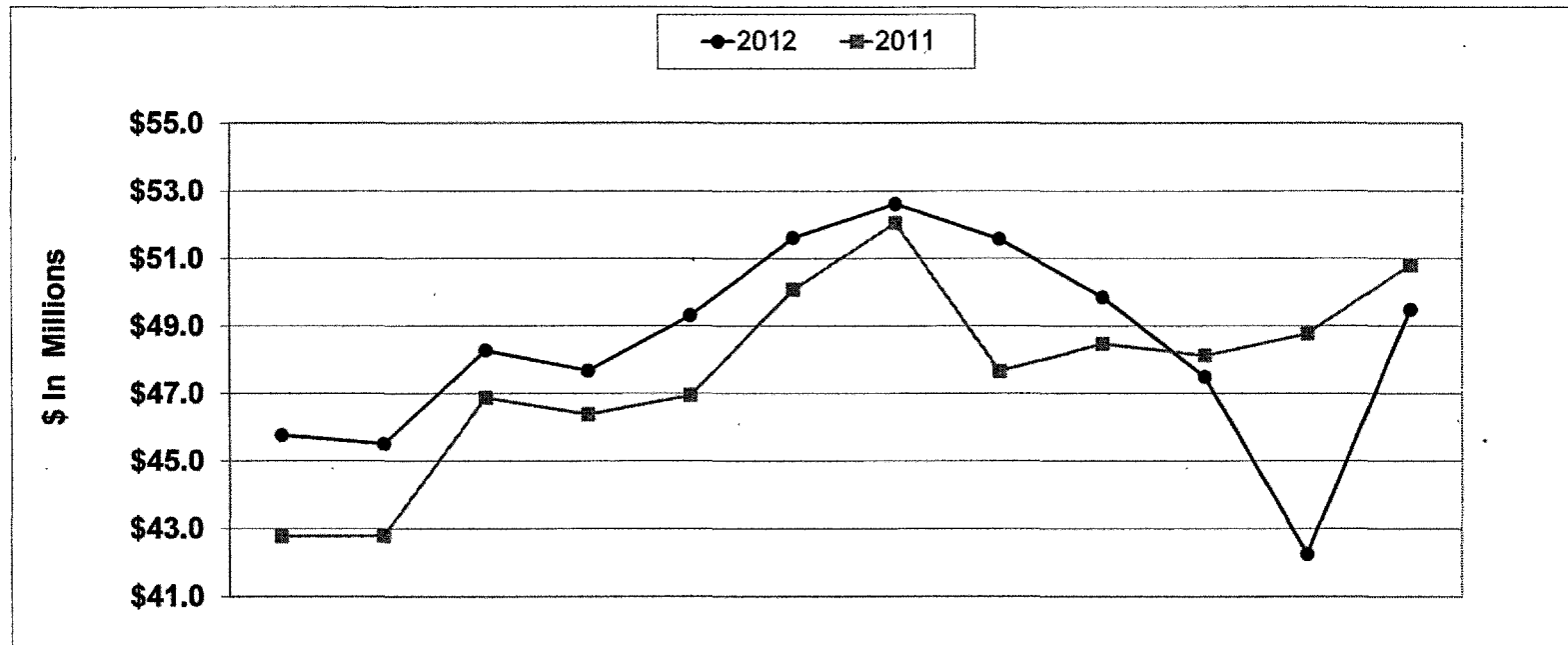
- December's Non-Commutation Ridership was 0.5% above '11 and 6.5% above Mid-Year Forecast.



	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	3.2	35.0
2011	2.3	2.3	2.7	2.7	2.8	3.0	3.4	2.9	2.9	2.8	2.9	3.2	34.1
PCT CHG.	12.3%	10.6%	4.2%	4.0%	6.0%	4.0%	-1.3%	15.4%	1.4%	-5.8%	-15.3%	0.5%	2.6%

December 2012 REVENUE

- December's Total Revenue was -2.6% below '11 and 0.9% above Mid-Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sép	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	\$49.5	\$581.4
2011	\$42.8	\$42.8	\$46.9	\$46.4	\$46.9	\$50.1	\$52.1	\$47.7	\$48.5	\$48.1	\$48.8	\$50.8	\$571.7
PCT CHG.	7.0%	6.4%	3.0%	2.8%	5.0%	3.1%	1.1%	8.2%	2.8%	-1.3%	-13.4%	-2.6%	1.7%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
December 2012 Post Close 1**

TICKET TYPE/SERVICE	December 2012 Post Close 1	December 2012 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,612,425	3,826,190	(213,765)	-5.6%
NON-COMMUTATION RIDERSHIP	3,246,615	3,230,734	15,881	0.5%
TOTAL RIDERSHIP	6,859,040	7,056,924	(197,884)	-2.8%

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

TICKET TYPE/SERVICE	December 2012 2012	December 2012 2011	CHANGE VS. 2011	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	46,787,831	47,124,798	(336,967)	-0.7%
NON-COMMUTATION RIDERSHIP	34,965,751	34,067,300	898,451	2.6%
TOTAL RIDERSHIP	81,753,583	81,192,098	561,485	0.7%

* 2011 ridership numbers were adjusted using 2012 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
December 2012 Post Close 1**

REVENUE	December 2012 2012	December 2012 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$23,874,333	\$25,147,930	(\$1,273,597)	-5.1%
NON-COMMUTATION REVENUE	\$25,607,675	\$25,652,229	(\$44,554)	-0.2%
TOTAL REVENUE	\$49,482,008	\$50,800,159	(\$1,318,151)	-2.6%

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

REVENUE	December 2012 2012	December 2012 2011	CHANGE VS. 2011	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$302,018,579	\$299,203,534	\$2,815,045	0.9%
NON-COMMUTATION REVENUE	\$279,353,342	\$272,502,659	\$6,850,683	2.5%
TOTAL REVENUE	\$581,371,922	\$571,706,193	\$9,665,729	1.7%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
JANUARY and FEBRUARY 2013**

PN-YA: SHOP RECONFIGURATION AND RCM INFRASTRUCTURE

Project Budget: \$10.40M

Milestone: Beneficial Use

Phases 3 and 4 of the Maintenance Facilities Upgrade Program [RCM: Reliability Centered Maintenance] have reached Project Beneficial Use. Hillside Maintenance Complex, West Side Shop, and Richmond Hill were reconfigured to accommodate the future workload of RCM and an expanded fleet. The project work included shop expansions, reductions, and relocations, as well as removal of obsolete and outdated equipment, relocation of selected shop equipment, and installation of new equipment.

PN-UH: ELEVATOR REPLACEMENT PROGRAM

Project Budget: \$4.82M

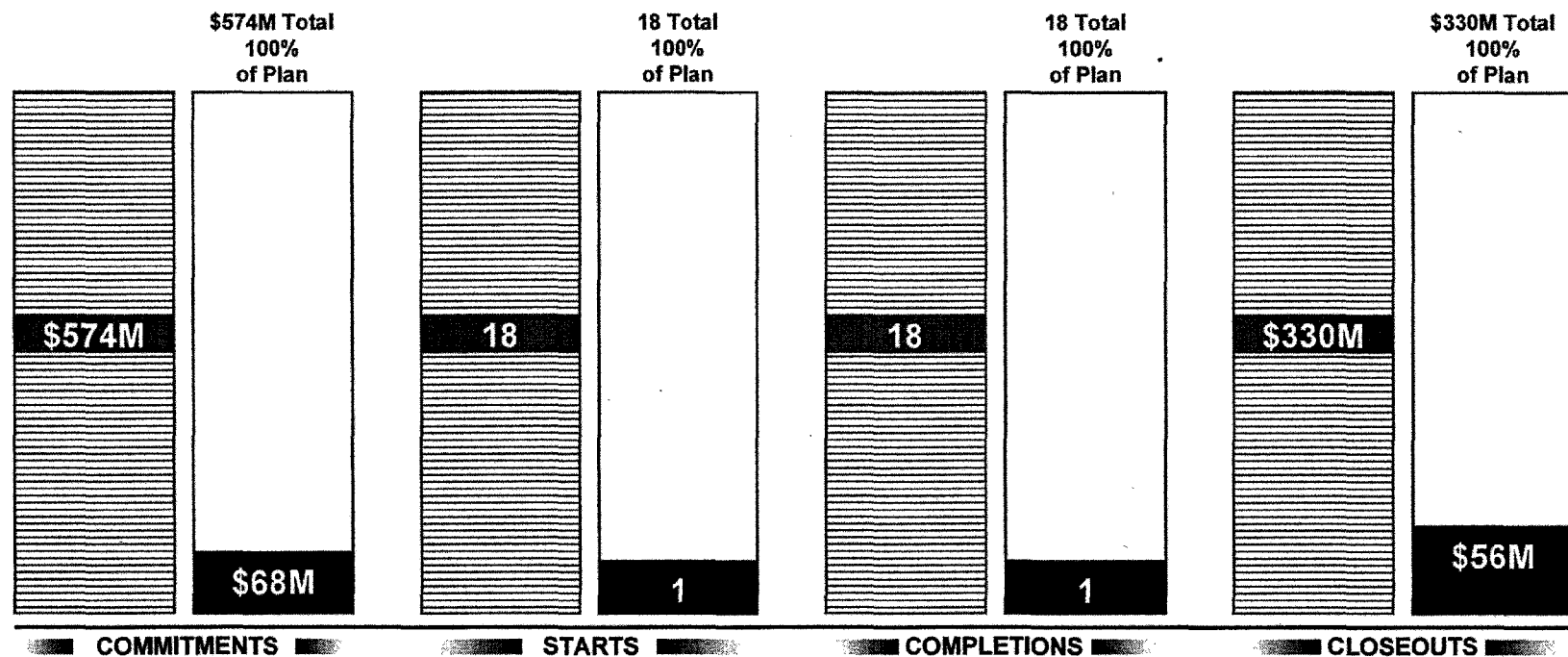
Milestone: Design Start

A Design Contract for the preparation of a Preliminary Design for the replacement of the elevators at Woodside and Merrick Stations was awarded to Gannet Fleming for \$293,210. This project provides for the Design-Build replacement of the two elevators within the existing shaft enclosure walls, and repairs and reconstruction of the exterior facades. The work will include rehabilitation of the elevator shafts and shaft enclosures, new elevator cabs, new elevator machine room equipment, and electrical upgrades. Design Completion is planned for Fall 2013.

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.
- HVAC Replacement West Side Yard: Submittal review complete and equipment ordered.
- Supplemental HVAC at JCC: Submittals in progress.
- NYSDOT Bridges Packages #1 and #2: Advertised and bids due.
- Lawrence, Laurelton, and Merillon Ave Pavement: In procurement process and bids due.

2013 LIRR Capital Program Goals



2013 PLAN



ACTUAL as of January 31, 2013



FORECAST as of December 31, 2013