



Metropolitan Transportation Authority

Long Island Committee Meeting

June 2013

Members

M. Pally, Chair

J. Ballan

F. Ferrer, Acting MTA Chairman

I. Greenberg

J. Kay

C. Moerdler

D. Paterson

J. Sedore

V. Tessitore, Jr.

C. Wortendyke



MEETING AGENDA

LONG ISLAND COMMITTEE

June 3, 2013, 9:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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PUBLIC COMMENTS PERIOD

APPROVAL OF MINUTES – APRIL 22, 2013

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2013 WORK PLAN

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MTA LONG ISLAND RAILROAD

1. AGENCY PRESIDENTS'/CHIEF'S REPORTS

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

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2. INFORMATION ITEMS

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- RCM Fleet Maintenance
- Diversity/EEO Report – 1st Q 2013
- Elevator/Escalator Service Report – 1st Q 2013
- Track Work Program

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3. PROCUREMENTS

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LIRR Procurements

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- Non-Competitive
- Competitive (none)
- Ratifications

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MTA CC Procurements

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- Non-Competitive (none)
- Competitive
- Ratifications

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4. STATUS OF OPERATIONS

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5. FINANCIAL & RIDERSHIP REPORT

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6. CAPITAL PROGRAM REPORT

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

**Minutes of the Regular Meeting
Long Island Committee
Monday, April 22, 2013
Meeting held at
347 Madison Avenue
New York, New York 10017
8:30 a.m.**

The following members were present:

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

The following members were absent:

Hon. Jeffrey A. Kay
Hon. Andrew Saul

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

Representing MTA Capital Construction Company: William Goldstein, David Cannon

Representing MTA Police: Chief Michael R. Coan

Co-Chairman Pally called the joint meeting of the Railroad Committees to order.

There were three public speakers. Orrin Goetz spoke on matters concerning regional connectivity and Metro-North operations. A summary of Mr. Goetz's comments are contained in the minutes of the Metro-North Committee meeting held this day. Murray Bodin commented on the use of four car train sets. Murray Bodin's grandson Adam, age 14, recommended that railroad conductors use a hole puncher that would reduce litter.

Upon motion duly made and seconded, the minutes of the March 11, 2013 Committee meeting were approved. Committee Chairman Pally indicated that there were no changes to the Work Plan. Acting Chairman Ferrer was not present for the vote on the minutes.

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MTA LONG ISLAND RAIL ROAD

President Williams stated it is a pleasure to participate in the joint committee meetings and to have the opportunity to share ideas. She thanked Chief Coan and his team for the outstanding job they did in the wake of the Boston bombings, immediately increasing security throughout the system and coordinating with local, county and state police.

President Williams discussed various statistics relating to safety issues. For the reporting period of January and February 2013, employee reportable injuries were up from 15 to 26, due to an increase in soft tissue injuries; this injury rate is still significantly lower than the reportable rates in years 2009-2011. Customer injuries were down 26% from 96 last year to 70 for the same period this year. Contractor injuries were down 66%, from six in 2012 to two in 2013.

Regarding ridership, President Williams observed that a number of factors contributed to a slight ridership decline in March 2013: the fare increase at the beginning of the month; the March 18th derailment that impacted service for a week; and that both Easter and Passover were in March this year. Overall, LIRR closed the first quarter down 0.9%. Total ridership decreased 0.6% in March 2013 compared to March 2012. The March 2013 total ridership was 6.898 million passengers compared to 6.942 million passengers in March 2012. President Williams stated that commutation ridership decreased 2.0% in March 2013 compared to March 2012. During this period, monthly ticket sales were down 2.6%, while weekly ticket sales gained by 14.5%, a significant increase. The March 2013 fare increase could have negatively impacted monthly ticket sales. The increase in March 2013 in monthly customers switching to weekly or 10-trip peak tickets, compared to the same period last year, is attributable to holidays falling in March of this year.

President Williams discussed the efforts being made by both railroads with respect to Positive Train Control ("PTC"). She noted that it is a large and critical program, and that significant progress has been made by railroads; nonetheless, both railroads filed project reports in April with the FRA noting the many remaining challenges to meeting the December 31, 2015 deadline. President Williams commended President Permut's meetings with the FRA and stated that the FRA's willingness to consider alternative technologies is a significant step as we spend money to make our systems safer. President Permut also commented on PTC. His comments are contained in the minutes of the meeting of Metro-North held this day.

Committee Member Ira Greenberg asked if the inspections performed with the Sperry rail vehicle reveal potential for failures that result in a derail. President Williams responded that such inspections generally do not. Board Member Jim Blair commended President Williams on her interview by WLIW regarding the challenges and opportunities facing LIRR.

METRO-NORTH RAILROAD

Comments by Metro-North President Howard Permut are included in the minutes of Metro-North Railroad of this date.

MTA CAPITAL CONSTRUCTION

Executive Vice President William Goldstein reported that in March, MTA Capital Construction and the East Side Access team awarded the first contract under the MTA's Federal Small Business Mentoring Program to The Urban Group in the amount of \$1,889,501. Under this contract, The Urban

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Group, a certified Disadvantaged Business Enterprise (DBE), will perform utility work in Grand Central Terminal in support of the construction of the LIRR concourse and the North Transfer Station.

Mr. Goldstein reported that Manhattan South Structures Contract CM005 was advertised in March with bids expected in May. CM005 is the first of the adjusted Manhattan Structures contracts put out for bid following rejection of the bids for CM012R.

In addition, Mr. Goldstein reported that blasting in the Manhattan caverns and tunnels was completed in March and those contracts, CM009 and CM019, are on target to achieve substantial completion in June.

Committee Member James Blair questioned whether previous delays have been factored into the projected 2019 completion date for the Project. Mr. Goldstein stated that they are. Committee Member Charles Moerdler requested a copy of the contract for the consultant retained to assess risks and interface issues on the East Side Access Project.

MTA POLICE DEPARTMENT

Chief Coan reported a crime reduction of 13% year-to-date and 15% for the month of March. Committee Member Moerdler congratulated Chief Coan and the MTA Police Department for the excellent job they have done and are doing. With respect to a discussion of security cameras, he asked if Chief Coan could give him assurance that images from those cameras are secure and are available for use only by law enforcement agencies in the performance of their tasks. Chief Coan responded that with the MTA agencies, Long Island Rail Road, Metro-North, and Transit, each agency has one point of contact to retrieve video. There are procedures for downloading and retrieving video. Chief Coan assured Board Member Moerdler that this issue is dealt with at the Governance Committee Meetings and at Security Meetings on a weekly basis. Board Member Moerdler stated that he appreciated that and thanked Chief Coan.

MTA LONG ISLAND RAIL ROAD

President Williams (in consultation with President Permut) commented on the discussion between Committee Member Moerdler and Chief Coan regarding security cameras. She stated that there are times when the LIRR will make requests to look at video for safety reasons. Such requests are relatively infrequent. Committee Member Moerdler respectfully suggested that she consider that on those occasions where non-law enforcement personnel seek to look at the materials, a record be made of the specific individuals who did so and why. President Williams agreed. Acting Chairman Ferrer stated that he would amend that suggestion to include law enforcement personnel acting without a subpoena.

President Williams commented on several Information Items, including LIRR's timetable change which highlights its summer construction activity service adjustments and Track Work Programs. President Williams stated that there are extensive construction activities. In Massapequa, the Atlantic Branch Half-Tie replacement work and the Track Work Program continue throughout the summer. There are also some service adjustments to smooth out service on the Montauk Branch, including the relocation of an existing train from Hunterspoint to Penn Station.

President Williams also commented on the 2012 Operating Budget results. President Williams stated that LIRR has made particular efforts on inventory savings initiatives. She highlighted the efforts of

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Neil Yellin, Dennis Mahon and Mark Young, who lead the Task Force. Since the Task Force's inception in 2009, LIRR has had budget-recognized cash savings in excess of 34 million dollars. LIRR has been working to make sure that they order materials at a more efficient point so that they can have a better draw down on the inventory. In over two years, LIRR has had a five million dollar reduction in inventory. The most important thing for their operating units is to ensure material availability and LIRR has achieved 98.8% for 2012 with respect to this statistic. There has been a lot of hard work by the departments and by the Task Force and it has resulted in real savings.

LIRR has also included the 2012 Annual Ridership Report, which started in 2011 and carried over into 2012. Unfortunately, due to Superstorm Sandy, LIRR is still in recovery mode. However, on the Port Washington Branch LIRR restored the half-hourly service resulting in a 15.4% off-peak travel ridership increase. Brooklyn Barclay's Center and the attractions at the arena have also produced new ridership. LIRR serviced the Barclay's PGA Golf Tournament last year carrying an extra 30,000 customers to and from Farmingdale Station. LIRR has also had a very good record increasing equipment mean distance between failures, which adds to service reliability and encourages customers to use the railroad. President Williams stated that the Ridership Report contains information about the impact of Sandy and what it meant to the LIRR. LIRR did not get its full tunnel re-signalization in the East River Tunnels until December 10, and continued to feel an impact on service in the last quarter of 2012. She added that the Report discusses LIRR's outlook for the future and noted that LIRR is very focused on trying areas that are susceptible to more riders, if the railroad offers more connecting service.

Committee Member Moerdler stated that he recognizes that many of LIRR's facilities are not as updated or free from harm by Sandy and other natural events and that LIRR is subject to problems on crossings that delay and cause injuries and the like. Committee Member Moerdler said it is time to focus on the LIRR and give it the means to do the job. In the month of March, every single branch of the LIRR had performance that was less satisfactory than it was in the same period in 2012. The number of standees was similarly discouraging in that there were even more standees than there were in 2012. Committee Member Moerdler asked what additional resources the Board can give to LIRR to enable it to do its job. President Williams acknowledged the outstanding efforts by all of LIRR's employees to bring the system back after the derailment. They are an extremely qualified work force and they worked under extreme conditions. President Williams stated that what Committee Member Moerdler is referring to is the impact of LIRR losing one of its mainline tracks proceeding west from Jamaica. It took LIRR five days to restore the track that was damaged by the derailment. Over 1,500 rail ties had to be replaced. LIRR re-railed the cars that had to be removed from the site. A viaduct needed breach flanges restored on the metal. President Williams commended the work force for its outstanding job and acknowledged their expertise and commitment. She noted that they worked around the clock under very difficult conditions to get that service back. She further responded to Committee Member Moerdler that there is no question he is seeing the impact of standees due to reduced train schedules, which LIRR was able to publicize. LIRR's Public Information Office worked around the clock to get the information out to customers. There were service reductions because of the loss of that track which resulted in standees, crowded trains and difficult conditions for customers. President Williams stated that she and her entire team are very sensitive to the impact on customers. They are going to examine the broken rail issues and consult with knowledgeable resources throughout the industry to prevent this from happening again. Committee Member Moerdler stated that every year in the two and one-half years he has served on this Board, there has been a natural event or problem of some sort affecting service. He asked if President Williams can at some point give the Committee a statement that says, here's what I need to do the job, and to anticipate problems. Committee Member Moerdler stated that the Legislators and newspapers from Long Island are constantly asking for better, which is underscored when there are joint meetings with Metro-North, which has a consistently excellent record. He stated LIRR needs help and he wants to know what LIRR needs. President Williams responded that one of the things that is being addressed

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which is a long effort, is the track capacity that LIRR will get from East Side Access, which will be tremendous benefit for its system. It will give LIRR expansion capability and will give LIRR some redundancy that it needs desperately. President Williams also stated that Double Track will help reduce the number of delays that this railroad faces because LIRR is a single track operation in one of its key segments, such that any one event will send a ripple effect throughout the railroad. Committee Member Moerdler suggested that President Williams, at the June meeting or later if she thinks it appropriate, give this Committee her wish list. Committee Member Greenberg stated that LIRR does not meet its goal on most of its branches. Last year at this time it shows that LIRR was meeting its goal overall for on-time performance, but it is not doing so now. How can LIRR meet its goal? Should goals even be set? Is it possible to get to 95.1% on every branch, given ongoing challenges at the railroad; according to the analysis, congestion at Penn Station/Jamaica is causing most of the delays. East Side Access is a great thing but it's far off. President Williams mentioned that she did not want to miss a chance on the wish list to add the Third Track project as well. Committee Member Greenberg seconded that.

Information Items

There were four LIRR Information Items:

- Timetable Changes/Track Work Programs
- Final Review of 2012 Operating Budget Results
- Annual Inventory Report
- 2012 Annual Ridership Report

Remarks concerning the Information Items are included above.

Action Items

President Williams stated that a Staff Summary was distributed with regard to the Amtrak-Gateway Project. This Staff Summary provides authority to negotiate and enter into an agreement to preserve the right of way under the East Rail Yard for the Gateway Project, a proposed third rail tunnel under the Hudson River connecting New Jersey and New York, and for the broader Gateway Project which goes out to 2035-2040 and embraces other infrastructure improvements. To give a sense of the geography, she presented slides about the broader Gateway project that Amtrak has been proposing. President Williams stated Amtrak proposes new tracks, portal bridges, a new alignment in New Jersey, and new Hudson River tunnels, all connecting to Penn Station. The present goal is to ensure that the tunnel right of way is preserved while Amtrak develops its larger project. Amtrak has determined that the only viable alignment for the Gateway Tunnel passes right under the Hudson Yards and more importantly, under LIRR's Maintenance of Equipment Building. They want to progress the tunnel alignment so that nothing is precluded by the subsequent overbuild by the developer, the Related Companies. As Related progresses its overbuild, their caissons and other columns would be sunk in the way of the Gateway tunnel. Amtrak, Related and LIRR have been working together to determine whether a tunnel casement could be done at Amtrak's cost without impacting Related's development and ensuring that LIRR can continue to operate. LIRR has cooperated with those discussions with the understanding that LIRR's participation would be at no cost to MTA and that the tunnel casing project would not adversely impact the MTA- Related agreements. President Williams stated, as the Committee Members know, there is significant revenue stream that comes from that development to the MTA's Capital Program. With the Board's approval as an initial step, LIRR will reach an agreement with Amtrak to vacate the existing Maintenance of Equipment Facility in the Eastern Rail Yard. Amtrak will reimburse

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LIRR for all relocation costs and for the increased operating expenses caused by moving the Maintenance of Equipment ("M of E") operations to Hillside. LIRR will enter into an agreement with Amtrak providing for the demolition and eventual reconstruction, within an approximate time frame of 26 months, of the Maintenance of Equipment Building. LIRR will decommission the building, protect that portion of the infrastructure that won't be demolished, allowing demolition of the building and construction of the tunnel casement. The agreement calls for Amtrak to rebuild and fully restore the Maintenance of Equipment Facility. The agreement will provide Amtrak with a temporary construction license to perform the work and require Amtrak to pay for all costs that are incurred in support of the project. Amtrak and Related have agreed to waive claims that they might otherwise have based on LIRR's cooperation in the project. President Williams complimented Richard Gans, LIRR's General Counsel, for the outstanding job he did in leading this negotiation. The primary concern was that LIRR did not want to interfere with the Related deal. President Williams also stated that Jeff Rosen has been extremely helpful as well, understanding and navigating the requirements for this deal. President Williams stated that today they are asking for approval from this Committee which would then send the authorizing resolution on to Finance. The Committee would be authorizing the Chair and the Interim Executive Director, Tom Prendergast, to sign any documents that need to be signed to enter into the agreement that would comprise this plan.

Committee Member Moerdler asked if it would be timely or appropriate to try to use this opportunity to suggest to Amtrak that this might be a good time to cede some use of Amtrak's space at Penn Station for possible use for the four stations coming from the Bronx and New Rochelle? President Williams replied that this was an excellent opportunity for LIRR to look at the broad based relationship between Metro-North and Amtrak, Long Island Rail Road and Amtrak, and Amtrak's role in the region. President Williams stated that it gives LIRR the opportunity to bring a number of issues forward to make sure they are looking at the broader picture of Amtrak's strategy and what it means for Metro-North's access and for LIRR to continue to provide reliable service out of Penn Station. President Williams deferred to Acting Chairman Ferrer for any comments because he was very clear that he wanted the entire relationship on the table for discussion. Acting Chairman Ferrer stated this is merely an authorization to continue to negotiate, and they will do that in the best interests, not only of the Long Island Rail Road, but of the entire MTA family. In response to Committee Member Greenberg's question, President Williams confirmed that the loss of the M of E Facility was for 26 months. Board Member Greenberg then asked if that would impact service. President Williams responded that it is going to be a challenging undertaking for LIRR. They are losing a very important facility, but they have a very thorough relocation plan at Hillside. As part of the Related overbuild, LIRR is also moving some cleaning functions to tracks at the old Shea Yard, near the Mets Willets Points Station. LIRR is going to work very hard to ensure that there is no impact. While LIRR is being compensated for the additional moves and the costs associated with the project, there is always the real impact of having trains in the correct place when you want to have them. She noted this was one of those moments in time where we are acting for the greater good of the transportation network. Committee Member Greenberg and Co-Chairman Pally commented on the importance of the West Side Rail Yard facilities which will be relocated to the operations of the LIRR. Co-Chairman Pally stated that he supports the resolution because he thinks it is better for everybody, but it is something that he has asked President Williams to track very closely in the next couple of years because of the operational impact. President Williams commented that the relocation was a concern, and that there will be burdens on employees as well.

Procurements

The following procurements were presented:

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- Approval of a non-competitive 36-month Public Works contract (including one option year) to Loram Maintenance of Way, Inc. for the services of the Rail-Vac Machine, in the total not-to-exceed amount of \$6,700,000;
- Approvals of a non-competitive contract to Vapor Stone Rail Systems in the total amount of \$5,500,000 to provide C-3 HVAC Controls Upgrade for the entire C-3 fleet for a four-year period;
- On behalf of LIRR, MTA B&T, NYCT and MNR, approval to enter into a four-year agreement with Oracle USA, Inc., pursuant to a ride of NYSOGS Contract PT64000, for renewal of software maintenance and support, and for the purchase of future Oracle licenses on an as-needed basis, in the total not-to-exceed amount of \$11,200,000; and
- Approval to award a three-year miscellaneous services contract in the not-to-exceed amount of \$40,000 to the NYS Industries for the Disabled ("NYSID"), a preferred source provider, to provide direct mail services to LIRR's Public Affairs Department.

Committee Member Moerdler stated that there was no indication that items 1, 2, and 3 of the non-competitive contracts were included in the online program that the Chair referred to in January, so that vendors who wanted to know about sole sources might submit a bid if they thought it appropriate. He called it to President Williams' attention only to make sure that if possible we adhere to that program. He next asked that LIRR indicate in the future how procurements were advertised. He stated his issue was trying to get this as competitive as possible. President Williams stated that this information will be included in future staff summaries. Committee Member Wortendyke asked if the Loram piece of equipment could be used by both LIRR and Metro-North. President Williams responded that they have examined that extensively in the past, but they both need the equipment at almost the same times. Committee Member Greenberg asked if the Vapor Stone Rail Systems procurement was for controls only. He believes the air conditioner itself has been overhauled. President Williams confirmed this. Committee Member Greenberg stated that one of the perennial complaints is that the air is just too cold in the cars and asked if there is an effort to address that problem? President Williams stated that the controls will help LIRR be able to adjust for sensitivity. She noted that from a customer satisfaction point of view, while it is sometimes noted that they are cold, the coaches get the overwhelming highest scores on customer satisfaction.

Upon motion duly seconded, all of the above LIRR Procurement Items were approved for recommendation to the Board.

MTA CAPITAL CONSTRUCTION PROCUREMENT

Six procurement items were presented to the Committee for approval, four competitive and two ratifications. Details of these items are set forth below and in the Staff Summaries, copies of which are on file with the record of this meeting.

The six procurement items are as follows:

1. A modification to Contract No. CQ032 for additional concrete infill at the Yard Lead Track trench. This is a scope and budget transfer in an amount of \$762,000.
2. A modification to Contract No. CQ031 for the construction of a reinforced concrete track slab with associated work for the Westbound Bypass. This is a scope and budget transfer in the amount of \$4,025,000.

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- 3-4. Modifications to Contract No. CH053 for excavation, backfilling and compaction, and to furnish and install the conduits that will pass under and into the Motor Generator buildings at Harold Interlocking and Woodside Station and; for the installation of utilities to the north of Microtunnel Run #12 in the amount of \$1,357,000.
5. Ratification of a modification to Contract No. CM013A for revisions to the temporary street deck foundations in the amount of \$340,000.
6. Ratification of a modification to Contract No. CM004 for construction of the invert for Shaft #1 in the amount of \$2,400,000.

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

Also presented to the Committee and recommended to the Board was a Metro-North-led procurement to award a contract to Smiths Detection for Grand Central and Penn Station, for Chemical Detection Systems and Equipment, in the combined amount of \$1,881,161.

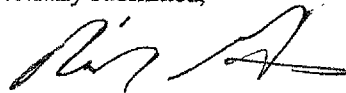
LIRR Reports on Operations, Finance and Ridership and the Capital Program

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
Secretary



2013 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2013 Committee Work Plan	Committee Chair & Members
Agency President's/Chief's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	
Status of Operations/Safety	Sr. VP - Operations
Financial/Ridership	VP & CFO
Capital Program Report	Dept. of Program Management

II. SPECIFIC AGENDA ITEMS

Responsibility

June 2013

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 st Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-1 st Quarter 2013	System Safety

July 2013

Environmental Audit	System Safety
Penn Station Retail Development	MTA Real Estate

September 2013

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

November 2013 (Joint Meeting with MNR)

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

December 2013

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

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2013 Work Plan

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Police Activity Report

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

Report on Operations

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

Safety

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

Monthly Financial & Ridership Report

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

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

Detailed Summary

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

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

June 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	\$ 671,220,472	\$ 671,029,379	\$ 671,220,472	\$ 591,665,749
Construction	6,442,644,684	6,442,835,777	6,442,644,684	3,176,014,794
Project Management	762,816,530	762,816,530	762,816,530	495,021,978
Real Estate	166,318,314	166,318,314	166,318,314	103,637,479
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	\$ 4,366,339,999

* 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

- The CM009/CM019 (Manhattan Tunnel Excavation & Structures) contracts will meet their substantial completion milestones in June. Both contracts remain on target for final completion later this summer. Punch list and closeout items are being performed.
- The contractor has completed the installation of the street decking system at the 55th Street Vent Facility (CM013A) and has begun excavation. Steel erection has begun at the 44th Street (CM004) facility.
- The contractor has mobilized and begun work on the CM014MP contract which is part of the mentor contract. The scope includes work in GCT in support of the construction of the LIRR concourse and the North Transfer Station.
- All underground work has been completed on the Queens Tunnel (CQ031). Contractor has started the additional Tunnel 'A' approach structure work, which has extended the contract to early 2014.

- The Plaza Substation and Queens Structures (CQ032) contractor continues concrete and waterproofing work and is preparing for the installation of structural steel. Blasting for a sump and other structures has also begun.
- The substantial completion date for the Northern Boulevard Crossing (CQ039) contract has been extended from May to June 2013. Construction of the final lining is complete; however, the BMT load transfer and subsequent removal of support piles and underpinning system remain to be done.
- Preliminary work continues by the 3rd party contractor, LIRR and Amtrak to prepare for the scheduled summer track outage which will begin in July following the baseball All-Star game and extending for one month.
- Manhattan South Structures (CM005) procurement continues with contract award anticipated in August. This is the first work bid from the original CM012 (R) contract and involves concrete lining work south of the GCT caverns; including the cavern inverts.
- Manhattan North Structures (CM006) is expected to be advertised following receipt of the CM005 bids. This contract involves concrete lining work north of the GCT caverns.
- Harold Structures Part 3A (CH057A) was advertised for bid. This contract is part of the Regional Investment work and is for the Westbound Bypass Structure. Bids are scheduled to be opened in August, with contract award anticipated for early fall.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - June 2013

Expenditures thru April 2013; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.6	\$ 3,176.0
Design	\$ 671.2	\$ 591.7
Project Management	\$ 762.8	\$ 495.0
Real Estate	\$ 166.3	\$ 103.6
Rolling Stock [†]	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,366.3

[†] 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>	\$403.9	\$402.9	\$1.0	\$382.6	Jul-2006	Jul-2006	Oct-2012	Jun-2013
CM019: GCT Concourse Civil & Structural <i>Dragados Judlau, JV</i>	\$794.7	\$778.4	\$16.4	\$733.1	Apr-2008	Apr-2008	Oct-2012	Jun-2013
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$47.1	\$44.2	\$2.9	\$14.6	Nov-2011	Nov-2011	Apr-2013	Jan-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.0	\$2.8	\$2.7	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures		<i>In Procurement</i>			N/A	Aug-2013	N/A	Jul-2015
Queens Construction								
CQ031: Queens Bored Tunnel & Structures <i>Granite-Traylor-Frontier, JV</i>	\$802.2	\$796.3	\$6.0	\$684.3	Sep-2009	Sep-2009	Sep-2012	Feb-2014
CQ039: Northern Blvd Crossing <i>Schiavone Construction / Kiewit</i>	\$102.1	\$98.9	\$3.2	\$88.6	Feb-2010	Feb-2010	Oct-2011	Jun-2013
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$188.4	\$172.2	\$16.2	\$21.9	Aug-2011	Aug-2011	Aug-2014	Jul-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$278.0	\$221.7	\$56.3	\$148.5	Jan-2008	Jan-2008	Feb-2011	Mar-2014
CH057A: Harold Structures - Part 3: West Bound Bypass		<i>In Procurement</i>			N/A	Sep-2013	N/A	Nov-2015
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		<i>In Design (Repackaging)</i>			N/A	Jan-2014	N/A	May-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		<i>In Design</i>			Oct-2013	May-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	Aug-2013	N/A	Jul-2018 ¹⁾
Systems Package 2: Trackwork and Traction Power		<i>Design Complete</i>			Apr-2013	TBD	N/A	Jul-2018 ¹⁾
Systems Package 3: Signal Equipment		<i>In Procurement</i>			Mar-2013	Jul-2013	N/A	Jul-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 July 2018.

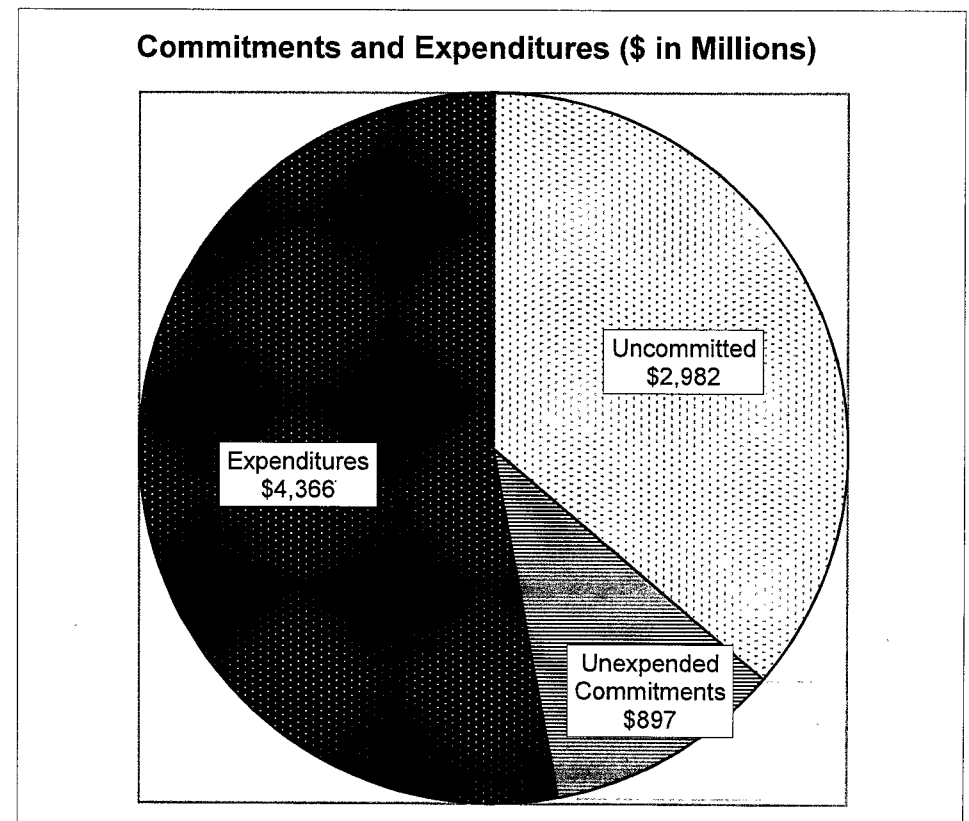
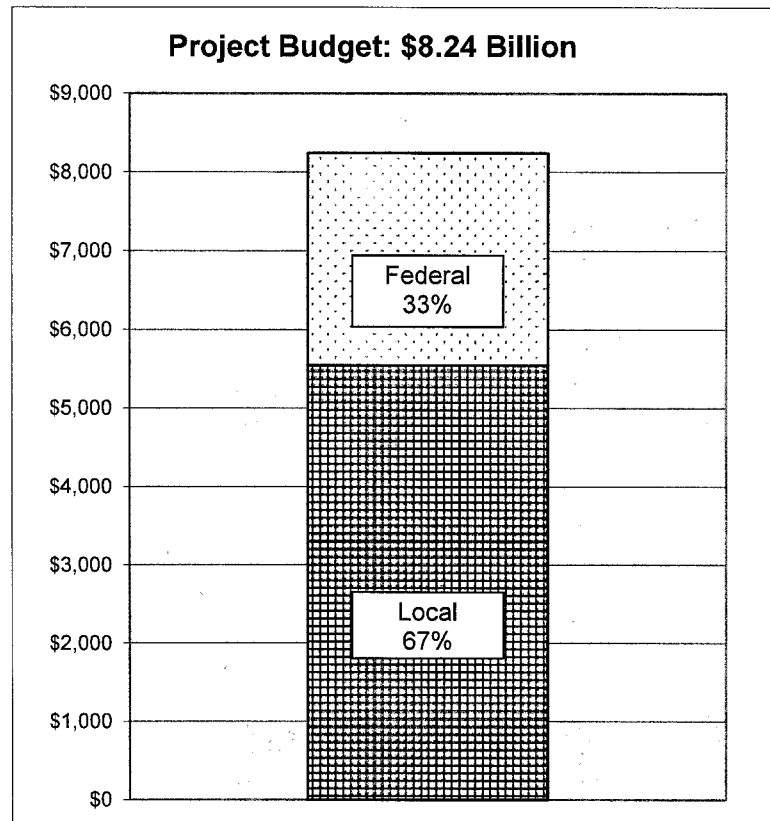
East Side Access Status

Report to the Railroad Committee - June 2013

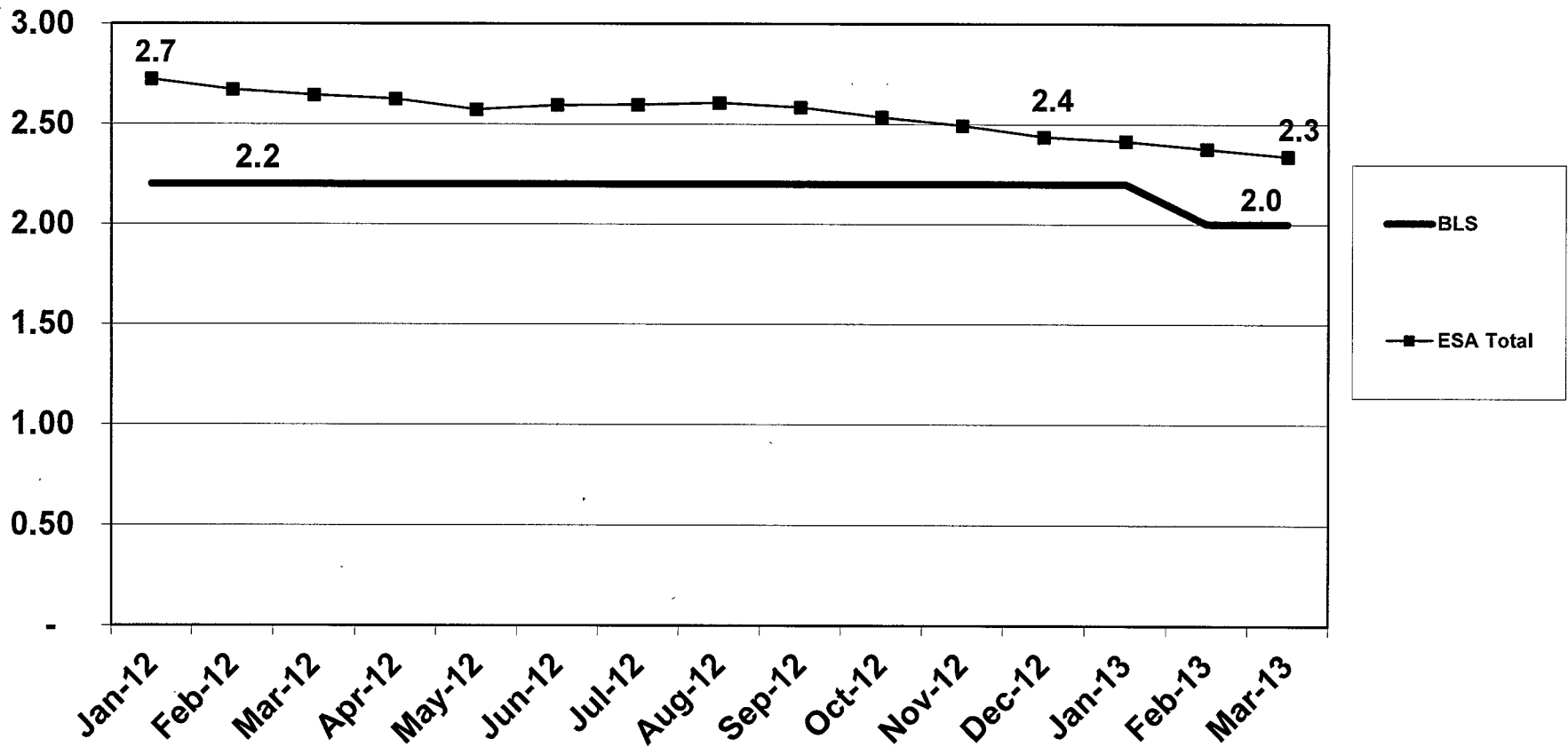
(data thru April 2013)

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	1,433
2005-2009	2,683	838	1,845	1,176	2,648	34	2,318
2010-2014	3,154	3,149	5	5	959	2,195	458
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,546	\$ 2,699	\$ 2,030	\$ 5,263	\$ 2,982	\$ 4,366

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



Lost Time Injury Rate **East Side Access Project, 2012-2013** **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

April 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	7	-2	-29%
Felony Assault	2	1	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	20	18	2	11%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	28	27	1	4%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	14	16	-2	-13%
Felony Assault	10	12	-2	-17%
Burglary	5	8	-3	-38%
Grand Larceny	73	81	-8	-10%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	107	118	-11	-9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

April 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	10	9	1	11%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	10	3	30%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	5	5	0	0%
Felony Assault	6	6	0	0%
Burglary	2	1	1	100%
Grand Larceny	41	40	1	3%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	54	52	2	4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

April 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	4	-3	-75%
Felony Assault	2	1	1	100%
Burglary	0	1	-1	-100%
Grand Larceny	10	7	3	43%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	14	13	1	8%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	5	7	-2	-29%
Felony Assault	4	5	-1	-20%
Burglary	3	7	-4	-57%
Grand Larceny	30	35	-5	-14%
Grand Larceny Auto	4	1	3	300%
Total Major Felonies	47	55	-8	-15%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

April 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	0	2	-2	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	4	-3	-75%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	4	0	0%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	2	6	-4	-67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	11	-5	-45%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
April 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	5	3	1	1
Fel. Assault	2	0	2	0
Burglary	0	0	0	0
Grand Larceny	20	10	10	0
GLA	1	0	1	0
Total	28	13	14	1
Crimes Per Day	0.93	0.43	0.47	0.03



MTA Police Department
Arrest Summary: Department Totals

5/2/2013
2:18:18PM

1/1/2013 to 4/30/2013

Arrest Classification	Total Arrests
Robbery	14
Felony Assault	11
Burglary	7
Grand Larceny	32
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	20
Assault-Misdemeanor	25
Breach of Peace	4
Child Endangerment	2
Conspiracy	12
Criminal Contempt	1
Criminal Impersonation	7
Criminal Mischief	22
Criminal Possession Stolen Property	10
Criminal Tampering	1
Criminal Trespass	15
Disorderly Conduct	5
Drug Offenses	7
DUI Offenses	6
Falsely Reporting an Incident	2
Forgery	8
Fraud	4
Graffiti	2
Harassment	2
Identity Theft	1
Menacing	5
Obstruct Government	8
Petit Larceny	32
Public Lewdness	12
Reckless Endangerment	5
Resisting Arrest	33
Sex Offenses	3
Theft of Services	29
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	2
Warrant Arrest	17
Weapons Offenses	1

Arrest Totals



Long Island Rail Road

INFORMATION

ITEMS

MTA Long Island Rail Road Maintenance of Equipment

Annual Report on Fleet Maintenance For 2012

Long Island Committee Meeting

Maintenance of Equipment

The Long Island Rail Road Maintenance of Equipment Department (M of E) is responsible for providing a safe and reliable fleet to support the Long Island Rail Road service plan. The overall mission is to maintain rolling stock and associated support equipment while meeting corporate goals regarding safety, resource efficiency, equipment availability, increased Mean Distance Between Failures (MDBF), improved On-Time-Performance (OTP), and regulatory compliance.

The Department has implemented a comprehensive approach to safety that engages all levels of the M of E Department and has produced great benefits in safety performance, employee availability, productivity, equipment reliability, and customer satisfaction.

Maintenance Plan

Introduction

- M of E departmental activities are scheduled to execute an annualized maintenance plan. This effort supports the 20/40-Year rolling stock plan covering a fleet of 1053 vehicles.
- Each fleet type is scheduled for maintenance events at various shop locations. Calendar Day, 60-Day, 92-Day, 180-Day, 1-Year, 2-Year, 2.5-Year, 3-Year, 4-Year, 5-Year, 6-Year, 8-Year, 9-Year, 10-Year, 12-Year and 16-Year maintenance events are performed at four equipment maintenance facilities and their respective yards, as well as 15 outlying yards.
- Reliability Centered Maintenance (RCM) and its elements define the majority of the plan. In addition, equipment cleaning is a major requirement as well as maintenance of work engines. Reliability Centered Maintenance has contributed to the fleets' improved performance as measured by Mean Distance Between Failure (MDBF) and On Time Performance (OTP).

MTA LIRR RCM Schedule by Fleet 2012-2030

MU Fleet (prs)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
M-3	75	75	75	75	75	75	30	0	0	0	0	0	0	0	0	0	0	0	0
M-7	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418	418
M-9						38	174	244	244	244	244	244	244	244	244	244	244	244	244
Total	493	493	493	493	493	531	622	662	662	662	662	662	662	662	662	662	662	662	662
M-3	3 YR RCM	22	19	19	19	19	25	0											
	6 YR RCM	3	6	6	6	6	air brake/truck only												
M-7	3 YR RCM	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140	140
	5 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
	6 YR RCM	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
	8 YR RCM	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	9 YR RCM	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46	46
	10 YR RCM	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42
M-9	12 YR RCM	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
	6 yr RCM								41	41	41	41	41	39					
	12 yr RCM														41	41	41	41	41

Diesel Fleet		2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	C-3	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134	134
	DE/DM	45	45	45	45	45	45	45	45	45	45	45	45							
	New Loco													45	45	45	45	45	45	45
	Total	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179	179
C-3	4 yr RCM	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	34	34	34
	8 yr RCM	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17			
DEDM / New Loco	2.5 yr RCM	18	18	18	18	18	18	18	18	18	18	5	5			5	5	5	5	5
	5 yr RCM	9	9	9	9	9	9	5	5	5	5	5	5	new loco		5	5	5	5	5
	5 yr Plus											Air Brake only								
	15 yr RCM (incl. 5 yr)		1	3	4	4	6	6	5	5	5									

Maintenance Plan

Scheduled Inspections and Oversight

Daily and Periodic Inspections of Rolling Stock Assets are conducted in accordance to the guidelines as outlined in Federal Railroad Administration (FRA), Department of Transportation Code of Federal Regulations (CFR), and LIRR Maintenance Procedures.

- **Daily Inspections**

Daily Inspections are performed on Electric Multiple Units (EMU), Diesel Locomotives, C-3 Cab Cars and Coaches, and Work Engines prior to entering service. The inspections and recordkeeping requirements are carried out as per CFR 229.21: Daily Inspections, CFR238.303 Exterior calendar day inspections, and CFR238.305 Interior calendar day inspections to include exterior, interior, Brake Tests, and Radio Test.

- **Periodic Inspections (PI)**

All EMU, locomotive and coach equipment follow inspection intervals in which all car systems are inspected, periodic maintenance is performed, and all noted defects corrected. The interval length is determined by CFR, shop capacity and maintenance requirements. Periodic inspections and record keeping requirements are carried out according to CFR 229.23: Periodic Inspection: General, CFR 229.25: Tests: Every periodic inspection, CFR 238.307: Periodic mechanical inspection of passenger cars and un-powered vehicles used in passenger trains.

Interval	M3 EMU	M7 EMU	C3 Coach	Diesel Loco	Work Engines
60 day (ATC/Wheel)					X
92 day (4 per yr)	X	X	X Cab	X	X
180 day (2.5 per yr)			X Trl		
368 day (Air Brake)			X	X	X

Maintenance Plan

Fleet Modifications (Campaigns, Projects)

LIRR manages program maintenance activities to implement one-time, non-repeating projects to correct fleet-wide defects, redesign components for improved performance, and replace/upgrade certain components based on obsolescence and/or regulatory mandates.

Unscheduled Maintenance – (reactive, unplanned, corrective)

Rail car work that is not performed as part of a scheduled or preventative maintenance program is defined as unscheduled maintenance. The LIRR, through the implementation of its maintenance plan and RCM processes, strives to maximize scheduled maintenance and minimize unscheduled maintenance activities.

Completed Work Scope Activity

M-3

WO #	QTY	Description	2006	2007	2008	2009	2010	2011	2012
M301	26	SYS 3 - Air Brake (COTS)	26	30	28	26	24	23	26
M301	26	SYS 3 - Air Brake (COTS)	26	30	28	26	22	29	26
M302	26	SYS 3 - ASU Dryer C/O	4	13	14	16	12	27	23
M303	26	SYS 7 - 3 YR Truck (Class A) increase due to 6yr phaseout	2	26	26	24	20	32	34
M319	13	SYS 2 - ATC C/O & Test B Car only	5	0	8	20	10	9	9
M316	26	SYS 7 - 6 YR Truck (Class AA) reduced phaseout	22	30	28	26	24	22	18
M318	13	SYS 12 - Event Recorder Svc B car Only	13	11	14	15	14	10	8

M-7

WO #	QTY	Description	2006	2007	2008	2009	2010	2011	2012
M701	70	3 YR ASU Dryer			131	108	58	65	91
M718	168	Truck		124	180	172	140	170	166
M730	70	6 YR ATC PI			75	70	83	65	73
M710	140	Air Brake		124	184	170	142	142	137
M712	140	Aux Power			174	172	92	146	116
M714	140	Doors			98	170	142	148	124
M717	140	Coupler			174	172	140	158	114
M719	84	10 YR HVAC changed from 8 yr 2010			128	150	78	75	83
M732	104	8 YR Relays			0	0	0	104	112
M731	47	9 YR ASU change from 6 year 2011			72	67	86	35	44

Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.

C-3

WO #	QTY	Description	2006	2007	2008	2009	2010	2011	2012
C301	134	1 YR Air Brake Svc (Filters/Drain Valve)	141	144	151	147	183	164	160
C305	34	Air Brake (COTS)	34	35	33	32	31	34	32
C306	34	Aux Power - Battery			9	21	26	36	34
C308	34	Door			12	32	28	35	33
C310	34	Truck			9	29	29	36	33
C320	34	HVAC			0	17	21	19	22
C312	6	Event Recorder (Cab Cars)			2	5	3	3	6
C322	4	SYS 2 - ATC C/O & Test (Cab Cars) Due 2014	13	1	22	1	0	0	22

DE/DM

WO #	QTY	Description	2006	2007	2008	2009	2010	2011	2012
DD11	45	1 YR Air Brake		50	44	50	44	50	56
DD15	9	2.5 YR LCM DEDM				10	14	13	7
DD08	9	5 YR Event Recorder				7	7	7	9
DD02	9	5 YR Air Brake		7	8	7	8	10	10
DD03	9	5 Aux Power- HEP Recp				7	8	6	10
DD04	9	5 YR Truck		6	7	6	7	9	10
DD05	9	5 YR HVAC		6	7	6	7	8	9
DD12	9	5 YR Propulsion		6	7	6	7	6	10
DD06	9	5 YR Engine (incl of 2/5 YR & Plus Mods DD-13)		4	8	4	8	5	10
DD22	7	6 YR ATC		2	2	2	2	35	8

Note: The RCM work scope quantity is subject to adjustments to include In-service requirement compliance, unscheduled repairs made, and resource & material issues.

Maintenance Plan

Fleet Cleaning

- Extraordinary Interior Cleaning (EIC) is the highest level of cleaning performed once every 60-days on the MU and 90-days on the Diesel.
- Layup is the most comprehensive *daily* cleaning program conducted prior to the morning rush period on every train.
- Turn-around, pick-up and sweep cleanings between peak hours are performed mid-day depending on lay-up/contact time.
- In addition to the standard interior cleaning listed above, cleaning is also performed on an as needed basis; for example, graffiti removal (interior & exterior), power-washing / clean-up of biological matter (interior & exterior), special detail cleaning (interior & exterior) and enroute cleaning of windshields.
- Toilets are serviced in specified yards by a contractor. In addition to the routine toilet servicing, cleaning & restocking of the toilet compartment, cleaning, servicing and repairs are also performed on an as needed basis.

Maintenance Plan

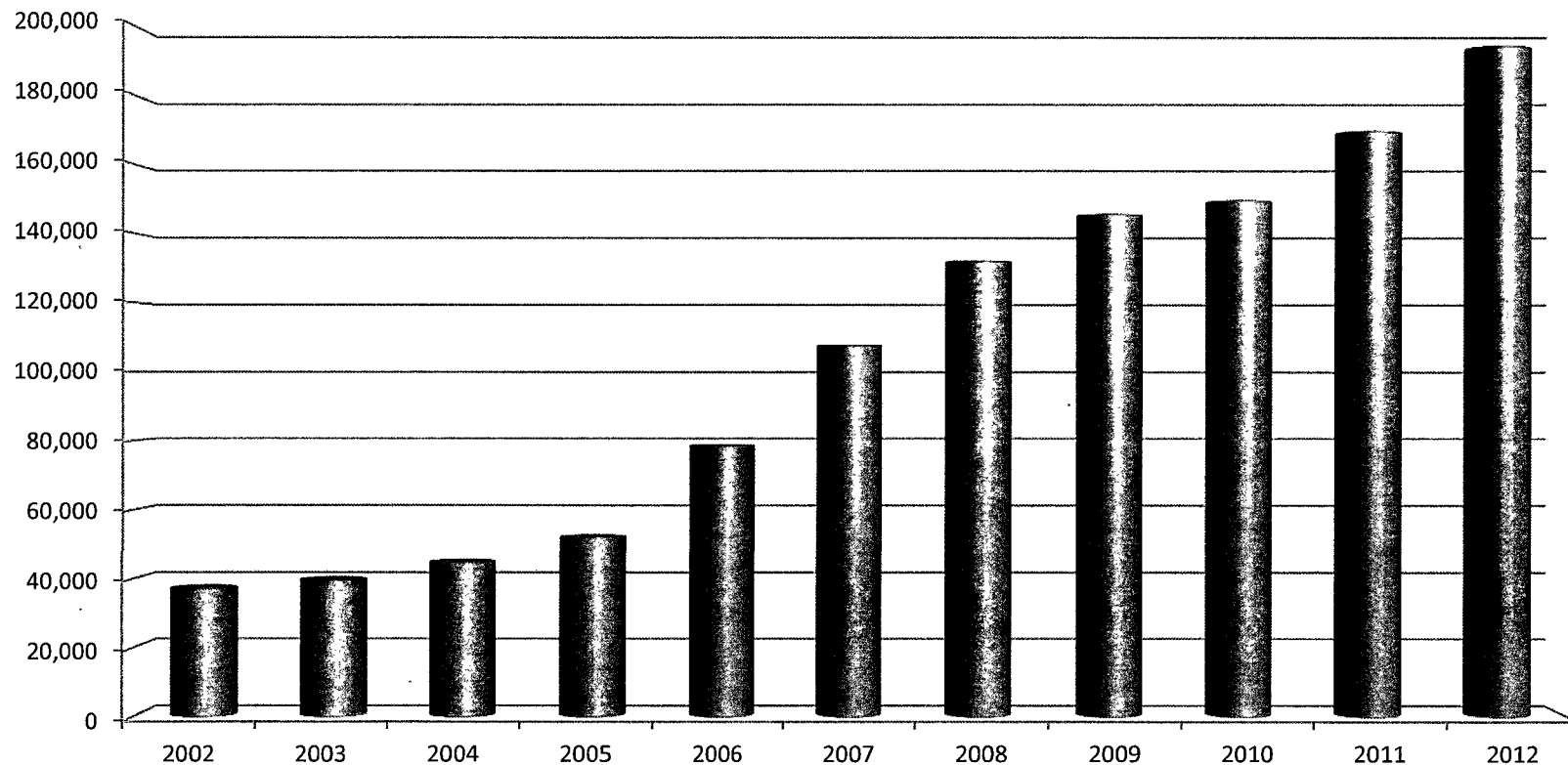
Work Engines

Maintenance of 22 locomotives, 17 are 1500 hp yard/road engines and 5 are 1000hp switching (yard) engines. These locomotives are used for yard switching, rail and infrastructure projects, autumn track preparation (sandite and stone "leaf crusher" trains), winter storm and special event protect service, and rescuing disabled passenger equipment. In addition to these locos, MTA LIRR also owns, leases, and performs heavy repairs, wheel truing, and load box testing for 11 New York & Atlantic Railway (NYAR) freight locomotives, consisting of 3 - 1000 hp switchers, 4 – 1500 hp yard/road locos, and 4 – 2000 hp freight locos. These 33 pieces of equipment are reaching the end of their useful life cycle and will require replacement.

2012 Achievements

MDBF:

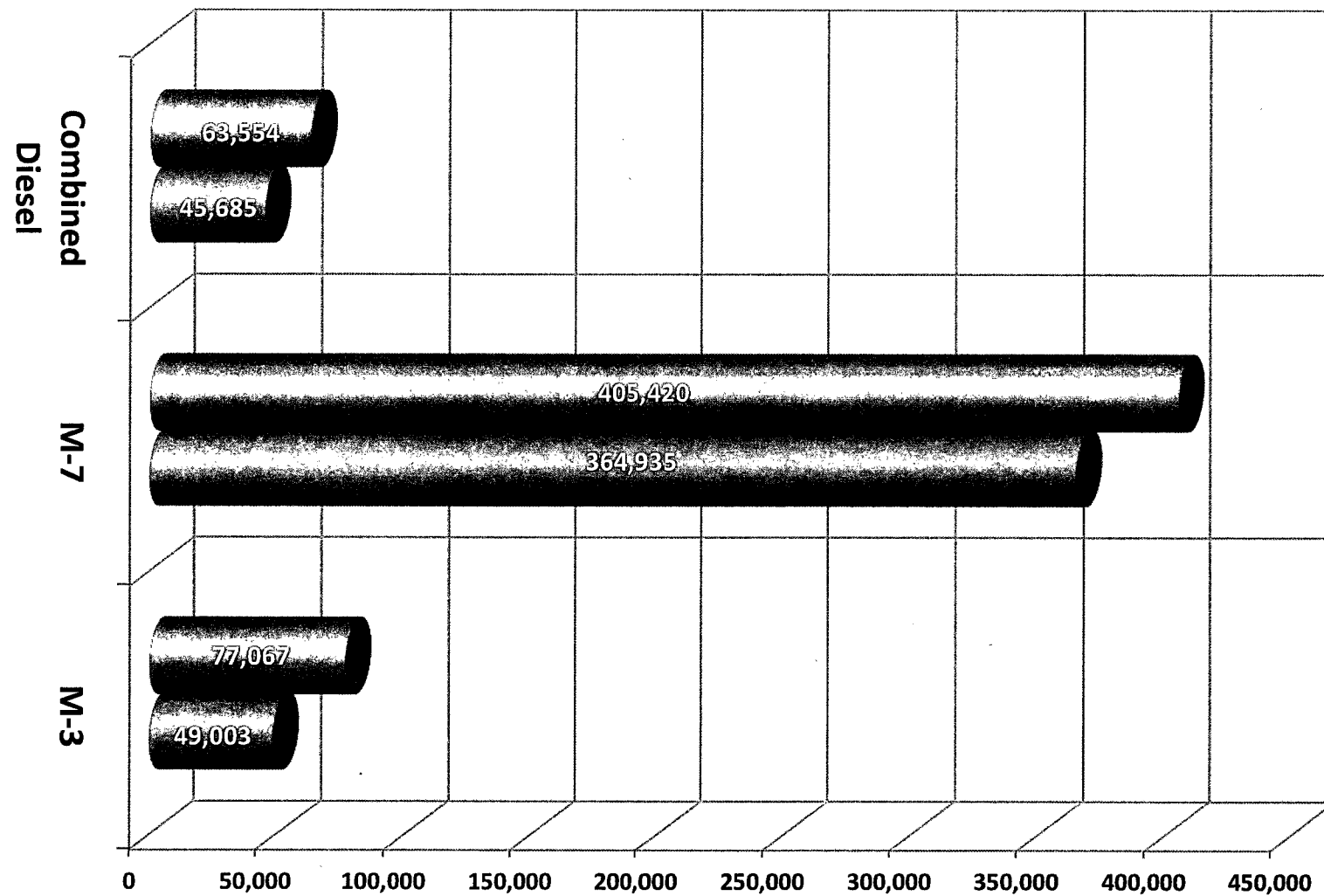
LIRR fleet reliability indicator, the Mean Distance Between Failures (MDBF), has been at its historical best record level. With the help of versatile maintenance practices and strategic management approaches, the MDBF had been remarkably improving every year over the last decade. There was an improvement of 14.5% in 2012 compared to the year before.



Long Island Rail Road

Post RCM Reliability Improvements in MDBF

■ 2012



Long Island Rail Road

2012 Achievements

Overall Fleet Performance

The LIRR M of E department consistently met or exceeded Electric Fleet service car requirement goals every day during 2012.

MTA Inter-Agency Activities

The LIRR undertook a number of inter-agency actions including implementation of an MOU with MNR to repair M-7 Components; renewal of an MOU with NYCT to overhaul air brake components; and continuation of a Joint Task Force with MNR for collaboration on M7 fleet.

2013 Challenges

- Workforce attrition must be monitored to ensure vacancies are filled on a timely basis and overtime controls remain strong.
- Morris Park Diesel Shop condition assessment is ongoing.
- M of E will continue inventory controls that have reduced inventory build-up and will continue efforts to remove obsolete and excess inventory.
- The West Side Yard Shop may be vacated in approximately 100 days under the 'Vacate Agreement' with Amtrak pending conclusion of ongoing negotiations and agreements. For a period of 26 months, operations currently performed at the WSY Shop, and personnel currently assigned there, will be relocated, primarily to Hillside.

2013 Performance Goals

Description	2013 Target
MDBF - All Fleet	152,000
M-7 MDBF	350,000
M-3 MDBF	55,000
C-3 MDBF	75,000
DE MDBF	18,000
DM MDBF	18,000
HVAC Compliance	97%
MU AM peak Availability requirement	852
Diesel Coach AM peak Availability requirement	114-118
Car Cleanliness (Lay-up) - Combined fleet	93%
Diesel Fleet Delays per Month	45
MU Fleet Delays per Month	70
Toilet Servicing Compliance - Electric Fleet	92%
Toilet Servicing Compliance - Diesel Fleet	96%



DIVERSITY / EEO REPORT

1st Quarter

2013

Memorandum



Long Island Rail Road

To: Helena E. Williams, President
From: Michael Fyffe, Director-Diversity Management
Re: Long Island Committee Executive Summary
Date: May 10, 2013

Following is an executive summary of Long Island Rail Road's 2013 First Quarter EEO Report.

Agency Demographics

Between January 1 and March 31, 2013, LIRR's workforce increased by 129 employees from 6,430 to 6,559. Total female headcount increased from 1,012 to 1,031, while the percentage of female representation remained unchanged at 15.7%. Female percentage of representation met or exceeded 80% of the census availability in all six EEO job categories.

Total minority headcount and percentage of representation increased from 2,098 (32.6%) to 2,150 (32.8%).

- Black headcount increased from 1,140 to 1,155, while the percentage of Black representation decreased slightly from 17.7% to 17.6%. The percentage of Black representation met or exceeded 80% of the census availability in all EEO job categories with the exception of the Officials and Administrators job category.
- Hispanic headcount and percentage of representation increased from 633 (9.8%) to 653 (9.9%) employees. The percentage of Hispanic representation met or exceeded 80% of the census availability in the Officials and Administrators, Professionals and Technicians EEO job categories and remained below 80% of the census availability in the Administrative Support, Skilled Craft and Service Maintenance EEO job categories.

- Asian headcount increased from 220 to 224 employees while the percentage of Asian representation decreased slightly from 3.5% to 3.4%. The percentage of Asian representation met or exceeded 80% of the census availability in all EEO job categories with the exception of the Skilled Craft job category.
- American Indian/Alaskan Native headcount increased from 13 to 14 employees while the percentage of AI/AN employees remained unchanged at 0.2%. The percentage of AI/AN representation met or exceeded 80% of the census availability in all six EEO job categories.
- “Other” headcount and percentage of representation increased from 92 (1.4%) to 103 (1.5%) employees. The percentage of “Other” representation met or exceeded 80% of the census availability in the Officials and Administrators, Professionals, Administrative Support, and Service Maintenance job categories but remained below 80% of the census availability in the Technicians and Skilled Craft job categories.

New Hires

Between January 1, 2013 and March 31, 2013, there were 147 new hires, of which, 18 (12%) were female and 64 (44%) were minority.

- Of the 8 new hires in the Officials and Administrators job category, 38% were female and 38% were minority.
- Of the 89 new hires in the Skilled Craft job category, 11.2% were female and 32.5% were minority.
- Of the 48 new hires in the Service Maintenance job category, 10.4% were female and 56.4% were minority.

EEO and Title VI Complaints

Between January 1 and March 31, 2013, LIRR received 12 EEO complaints and 3 Title VI complaints. Of the 12 EEO complaints filed, 7 were external and 5 were internal.

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

2013 FIRST QUARTER EEO REPORT
AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS
WORKFORCE DATA AS OF MARCH 31, 2013

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOP			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%	21%	Yes	11%	10%	No	6%	7%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	20%	20%	Yes	10%	12%	Yes	7%	8%	Yes	6%	16%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	9%	9%	Yes	10%	19%	Yes	8%	10%	Yes	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	35%	50%	Yes	19%	28%	Yes	11%	9%	No	3%	3%	Yes	0%	0%	Yes	0%	0%	Yes	2%	3%	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%	27%	Yes	19%	14%	No	2%	2%	Yes	0%	0%	Yes	0%	0%	Yes	2%	3%	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.

2013 FIRST QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF MARCH 31, 2013

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	8	3	37.5%	0	0.0%	1	12.5%	2	25.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	0	0	0.0%	3	0.0%	0	0.0%	1	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	1	100.0%
Skilled Craft	89	10	11.2%	12	13.5%	12	13.5%	2	2.2%	1	1.1%	0	0.0%	2	2.2%
Service Maintenance	48	5	10.4%	7	14.6%	14	29.2%	3	6.3%	0	0.0%	0	0.0%	3	6.3%
Total	147	18	12.2%	22	15.0%	27	18.4%	8	5.4%	1	0.7%	0	0.0%	6	4.1%

¹ Total includes males and females (in each of the protected racial/ethnic groups as well as including non-minorities).

² Total includes females in each of the protected racial/ethnic groups as well as including non-minorities.

2013 FIRST QUARTER EEO REPORT**AGENCY NAME: LONG ISLAND RAIL ROAD****EEO AND TITLE VI COMPLAINTS
AS OF MARCH 31, 2013**

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	5	1	2	2	1	3	1	3	18	12	3
External Complaints	4	0	2	2	1	2	1	1	13	7	3
Internal Complaints	1	1	0	0	0	1	0	2	5	5	0

Type	Race	Color	National Origin	Total Issues	Total Cases	Status (# Open)
Title VI	3	0	0	3	3	3

Long Island Rail Road Elevator/Escalator

First Quarter Report
2013

MEMORANDUM



Long Island Rail Road

DATE: June 3, 2013

TO: Members of Long Island Committee

FROM: Helena E. Williams, President

A handwritten signature in black ink that reads "Helena E. Williams".

RE: LIRR Report on Elevator/Escalator Performance: First Quarter 2013

Attached for your review is the LIRR's first quarter report on the performance of its customer elevators and escalators.

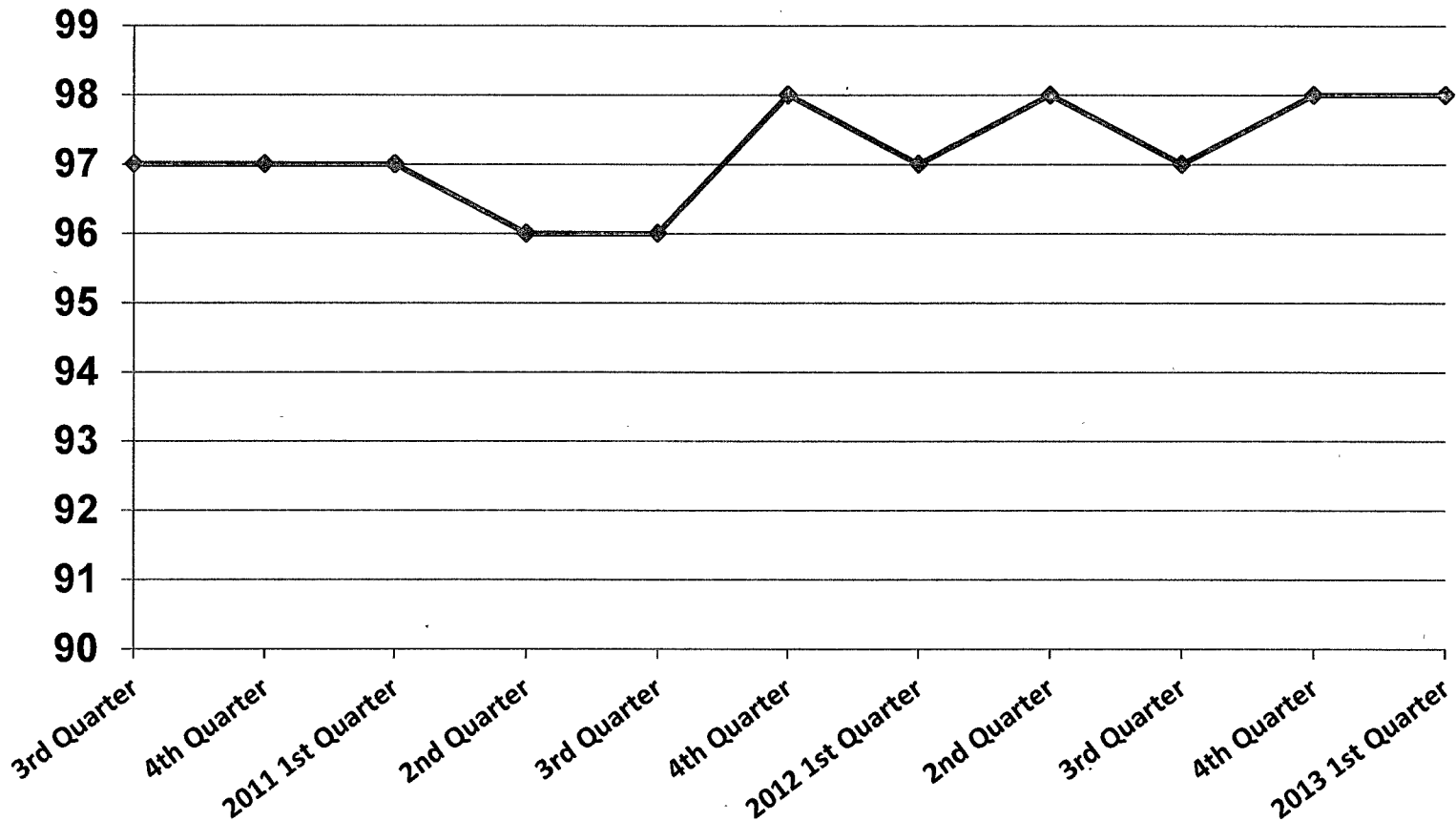
The report provides data on the 19 escalators and 25 elevators directly maintained by the LIRR and the 15 escalators and six elevators maintained by AMTRAK. Performance data on the six escalators and ten elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

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.

As mentioned previously, the LIRR completed, during the first quarter of 2013, the major parts replacement and safety enhancements of 11 of its oldest escalator units. The Elevator & Escalator Operations Center (EEOC) at the LIRR has now begun the process of major elevator parts replacement and safety enhancements.

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.

Passenger Elevator Availability



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

2013 First Quarter Elevator Availability by Station

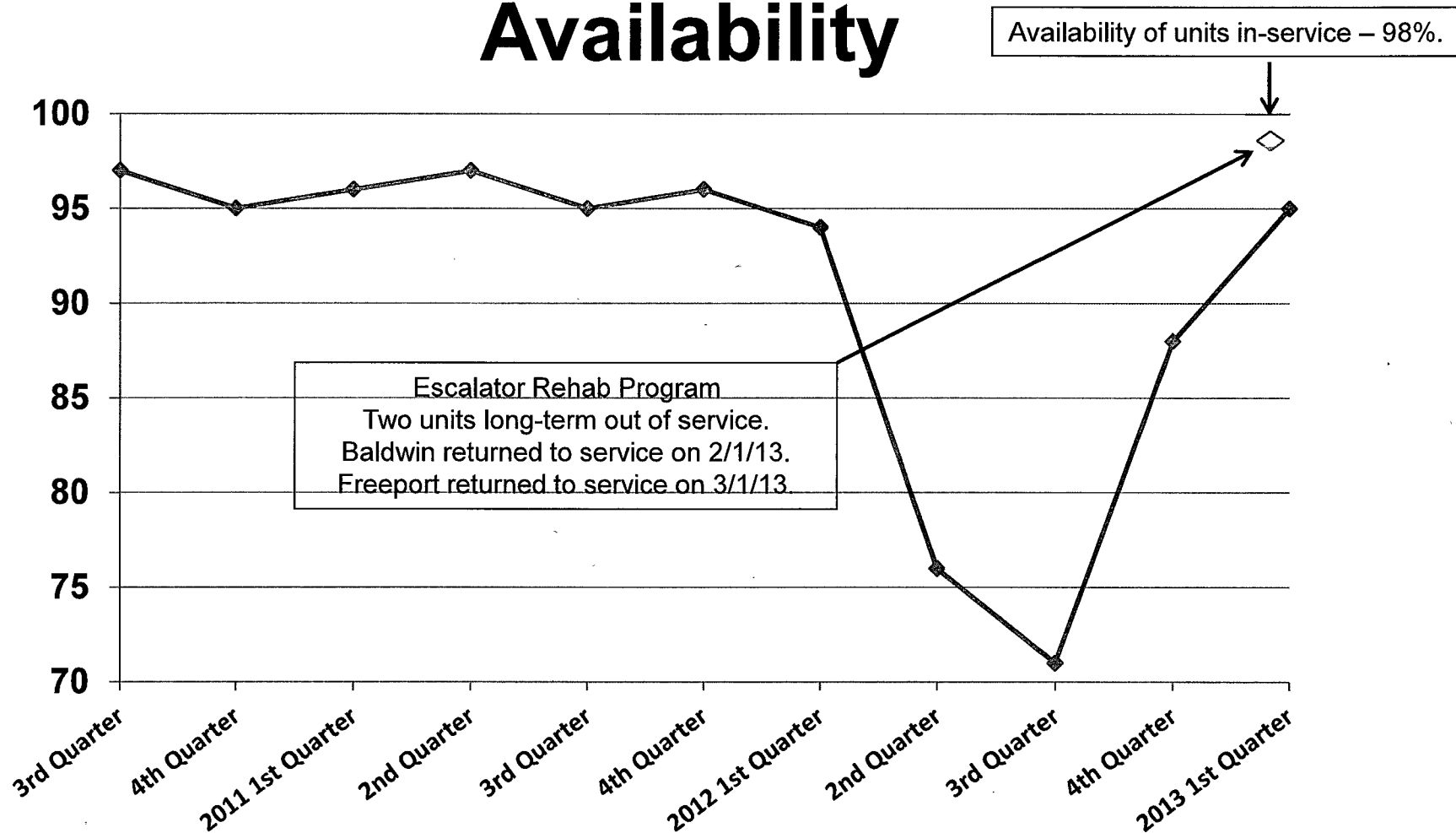
Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY	
Babylon (A)	99.2%	Valley Stream	99.7%
Babylon (B)	98.9%	Rosedale	99.6%
Massapequa	99.6%	PORT JEFFERSON	
Seaford	99.6%	Hicksville (A)	97.0%
Bellmore	99.6%	Hicksville (B)	98.1%
Merrick	96.7%	LONG BEACH	
Freeport	98.0%	Lynbrook (A)	98.7%
Baldwin	96.8%	Lynbrook (B)	98.4%
Rockville Centre	99.3%	CITY TERMINAL	
PORT WASHINGTON		Atlantic Terminal	98.5%
Great Neck (A)	99.5%	Woodside 415x	97.4%
Great Neck (B)	99.8%	Woodside 418x	99.7%
Auburndale	97.1%	Woodside 419x	75% (1)
RONKONKOMA		Penn 34S-ELV-P34	100% (2)
Ronkonkoma (A)	99.8%	Penn CEN-ELV-P-7	99% (2)
Ronkonkoma (B)	99.5%	Penn CEN-ELV-P-8	99% (2)
Ronkonkoma (C)	99.8%	Penn CEN-ELV-P-9	99% (2)
		Penn CEN-ELV-P10	99% (2)
		Penn CEN-ELV-P11	100% (2)

(1) Out of service 1/23/13 to 2/12/13; new hoistway doors had to be manufactured and replaced.

(2) Penn Station data provided 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: Two escalators were out of service for part of the First Quarter due to planned long-term rehabilitation.

2013 First Quarter Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION (2)	
Babylon A (W/B)	94.9%	Valley Stream	99.1%	Penn 34S-ESC-34A	100%
Babylon B (E/B)	91.0%	PORT JEFFERSON		Penn 34S-ESC-34B	96%
Lindenhurst	96.0%	Hicksville A (W/B)	97.0%	Penn 34S-ESC-34C	100%
Copiapue	93.3%	Hicksville B (E/B)	93.1%	Penn EXI-ESC-09E	100%
Amityville	93.9%	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	99.5%	Lynbrook	98.6%	Penn EXI-ESC-10W	100%
Massapequa	98.9%	HEMPSTEAD		Penn EXI-ESC-7EW	100%
Seaford	99.2%	Floral Park	96.7%	Penn EXI-ESC-8EW	100%
Wantagh	97.6%			Penn MG-ESC-011	99%
Bellmore	94.7%			Penn MG-ESC-1MG	100%
Merrick	98.3%			Penn MG-ESC-2MG	100%
Freeport	32.9% (1)			Penn MG-ESC-3MG	100%
Baldwin	66.2% (1)			Penn MG-ESC-7MG	100%
Rockville Center	93.6%			Penn MG-ESC-8MG	99%
				Penn WEC-ESC-8WE	100%

(1) Out of service due to planned long-term rehabilitation. Freeport returned to service 3/1/13, Baldwin 2/1/13.

(2) Penn Station data provided by Amtrak.

Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Baldwin	1	0	2
Atlantic Avenue	0	0	2

Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station	1	6
Babylon	0	1
Rockville Center	0	1
Jamaica	0	1
Lindenhurst	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** is defined when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.

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 March 31, 2013.



Staff Summary

Subject SUMMER TRACK WORK PROGRAMS/U.S. WOMENS OPEN						Date JUNE 3, 2013			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELORMINO						Contract Number			
Department Head Signature <i>Michael Gelormino</i>						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	6/3/13				4	President <i>[Signature]</i>	1	Sr. VP Op. <i>MS</i>
						3	Executive VP <i>[Signature]</i>		
						2	VP Mktg & PA <i>[Signature]</i>		

PURPOSE:

To inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support recreational activities, the East Side Access Project and track work programs during the months of June and July.

DISCUSSION

The activities requiring schedule adjustments are described below:

2013 U.S. Women's Open

The 2013 U.S. Women's Open Championship will be played on Long Island at the Sebonack Golf Club June 24-30, 2013. The Long Island Rail Road will provide additional service to Southampton in support of this event. The United States Golf Association will provide transportation to the golf course, via Southampton train station during the week of the tournament. An additional westbound train departing Southampton at 5:12 pm will be added to the schedule on both Thursday, June 27 and Friday, June 28 to accommodate customers attending this event. On Saturday, June 29 three additional westbound trains will be added to the schedule departing Southampton at 3:18 pm, 4:43 pm and 7:20 pm in addition to our regularly scheduled service opportunities at 4:13 pm and 6:18 pm. This service will be repeated on Sunday, June 30. Public Timetables and other informational material will be issued supporting this event.

Main Line - Harold Interlocking East Side Access Track Slab Construction

The tracks approaching East River Tunnels Lines 2 and 4 in Harold interlocking will be alternately out of service for 4 weeks to accommodate construction of an under track slab for East Side Access construction in Harold Interlocking. This project is part of the High Speed rail grant which will fund both the eastbound and westbound bypass track through Harold interlocking. Once completed, the westbound by-pass track is designed to allow Amtrak to operate through Harold Interlocking conflict free from the New Haven Line to the East River Tunnel Line 2. This work will require two separate sections of track to be taken out of service and will force westbound trains to be rerouted within Harold Interlocking.

This reduction in capacity will require three westbound AM Peak trains to be cancelled and their stops added to other trains and two AM peak Hunterspoint Ave. trains to be terminated in Jamaica. The three canceled AM

Peak trains are the 6:54 from Central Islip to New York, the 7:55 from Little Neck to New York and the 8:10 from Freeport to New York. The two trains terminating in Jamaica are the 7:13 from Oyster Bay to Hunterspoint Avenue and the 5:39 from Montauk to Hunterspoint Avenue.

In addition, two PM Peak trains, the 6:33 from Penn Station to Babylon and the 6:05 from Penn Station to Wantagh will be cancelled, their stops will be added to other trains. One PM Peak train from Long Island City, the 4:28 train to Patchogue and one train from Hunterspoint, the 6:30 train to Port Jefferson will begin in Jamaica during this construction period.

In addition to the above mentioned schedule changes there are 53 westbound Port Washington trains with 1 minute additional running time and 38 other westbound trains from various branches that have between one and two minutes additional running time to accommodate this work.

This construction project will also allow Amtrak to continue work on the total track replacement project currently ongoing in East River Tunnel Line #4.

Track Work Programs

Port Jefferson Branch Concrete Tie Installation and Crossing Renewal

Port Jefferson branch – Single main track will be out of service between Huntington and Port Jefferson for 50 hours for three weekends, June 1-2, 15-16 and 22-23 for concrete tie installation and crossing renewals. Eastbound customers will board buses in Huntington for stations Greenlawn through Port Jefferson. Customers will arrive up to 26 minutes later than normal. Westbound customers will board buses at their stations up to 18 minutes earlier than normal and travel to Huntington where normal train service will resume.

Port Jefferson Branch Mech Tie Installation

Port Jefferson branch – Single main track will be out of service between Huntington and Port Jefferson weekdays midday from June 24 through August 9, 2013 for Mech Tie installation. Eastbound customers will board buses in Huntington for stations Greenlawn through Port Jefferson. Customers will arrive up to 26 minutes later than normal. Westbound customers will board buses at their stations up to 24 minutes earlier than normal and travel to Huntington where regular train service will resume.

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

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets. Harold construction project is funded through MTA Capital program.

LONG ISLAND COMMITTEE

PROCUREMENTS

FOR

BOARD ACTION

June 5, 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.

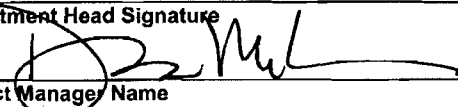
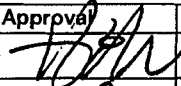
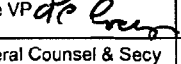
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical 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.

Subject Request for Authorization to Award Various Procurements						Date June 5, 2013			
Department Procurement & Logistics						Vendor Name 			
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer						Contract Number 			
Department Head Signature 						Contract Manager Signature 			
Project Manager Name 						 			
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
	LI Committee	6.3.13				X	President 		Information Technology Chief Information Officer
	MTA Board	6.5.13				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

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 Majority Vote

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedule G:</u>	Miscellaneous Service Contracts	1	\$ 1.509M
<u>Schedule I:</u>	Modification to Purchase & Public Works Contracts	1	24.000M
SUBTOTAL:		2	\$25.509M

LIRR proposes to award Competitive Procurements in the following categories:

None



LIRR proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedule K:</u>	Ratification of Completed Procurement Actions (Involving Schedule E-J)	1	\$ 0.068M
	SUBTOTAL:	1	\$ 0.068M
	<u>TOTAL:</u>	3	<u>\$25.577M</u>

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.)

JUNE 2013

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

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

- | | | | |
|----|---|--------------------|--------------------------------------|
| 1. | Siemens Industry, Incorporated
Sole Source
Contract No. 6093 | \$1,509,331 | <i><u>Staff Summary Attached</u></i> |
|----|---|--------------------|--------------------------------------|

LIRR requests MTA Board approval of a non-competitive Miscellaneous Services contract in the negotiated amount of \$1,509,331 for a five (5) year period plus a one-year option, to Siemens Transportation Systems, Inc. (Siemens) for 24/7 on-call preventive maintenance and remedial repair of the Siemens's proprietary Power SCADA System located at Jamaica Central Control (JCC).

Procurements Requiring Majority Vote

Schedule I: Modifications to Purchase and Public Work Contracts

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

- | | | | |
|----|--|---------------------|--------------------------------------|
| 2. | Electro-Motive Diesel, Inc.
Non-Competitive
Various Contracts | \$24,000,000 | <i><u>Staff Summary Attached</u></i> |
|----|--|---------------------|--------------------------------------|

LIRR requests Board approval to issue a Contract modification to exercise its option to (i) extend the period of performance for an additional two years through December 2015 and (ii) increase the funding by \$24,000,000 to allow for the continued procurement of additional spare parts and modifications that are required to operate and maintain LIRR's DE/DM-30 fleet of 45 diesel locomotives. The additional funding will cover procurements for the balance of the original contract term, which expires in December 2013, and for the two-year option period ending in December 2015.



Staff Summary

Item Number: 1

Vendor Name (& Location) Siemens Industry, Incorporated 498 Seventh Ave., 16 th Fl., New York, NY 10018	
Description Software System Maintenance and Support Services Agreement for SI Proprietary Power SCADA System	
Contract Term (including Options, if any) July 1, 2013 – June 31, 2019 (includes a one-year option)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input 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 6093	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
\$1,509,331	
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 / Kevin Tomlinson –Chief Engineer	
Contract Manager : Richard A. Mack	

Discussion:

Long Island Rail Road (LIRR) requests MTA Board approval of a non-competitive Miscellaneous Services contract in the negotiated amount of \$1,509,331 for a five (5) year period plus a one year option, to Siemens Industry, Inc. (Siemens) for 24/7 on-call preventive maintenance and remedial repair of the Siemens's proprietary Power Supervisory Control and Data Acquisition ("SCADA") System located at Jamaica Central Control (JCC).

The SCADA system is a critical element in the safe operation of trains throughout LIRR's territory controlling all high voltage switchgear (power from the utility company), a DC traction power to the third rail and the power system for the signal and speed control systems used by the Signal Department. Under the terms of the contract, Siemens will be required to supply technical/programming support, replacement hardware, assistance in the configuration of new hardware and perform modifications as needed. Siemens, the Original Equipment Manufacturer (OEM), possesses the necessary experience and technical resources and is uniquely qualified to responsibly support, modify and repair their proprietary software/hardware SCADA system that was developed and customized for the LIRR. Sole source advertisements were placed in the New York State Contract Reporter, on LIRR's website and in local newspapers and other publications, however no other sources expressed interest in this work.

Under the terms of the proposed agreement, Siemens shall fully maintain and support the SCADA System, hardware and software, including system upgrades and provide an on-site response within four hours when notified of a critical item failure and a maximum 14 day on-site response for non-critical failures.

Negotiated Amount

LIRR requested that MTA Audit analyze the costs proposed by Siemens. This effort resulted in a price reduction of 2% with the final five year period priced at \$1,360,847 and the one year option at \$148,484. These rates will remain fixed for the entire five-year base term and one-year option term of the agreement and are deemed to be fair and reasonable under industry standards. A vendor responsibility review was conducted on Siemens and revealed Significant Adverse Information. Award will not be made until Siemens Industry Inc. is deemed a responsible vendor and a waiver of the SAI is approved by the MTA Chairman.



Staff Summary

MBE/WBE GOALS:

0% MBE/WBE Goals have been assigned to this Procurement.

ALTERNATIVES:

There are no alternatives to this procurement. The Siemens software is proprietary and cannot be maintained or updated by any other vendor.

IMPACT ON FUNDING:

The total cost for this contract award for ongoing maintenance, software support is in the amount not to exceed \$1,509,331. The agreement will be funded by the Railroad's Operating Budget.

RECOMMENDATION:

It is recommended that the MTA Board approve the award of a non-competitive contract to Siemens at the negotiated amount of \$1,509,331 for a five (5) year term plus a one-year option.

Staff Summary



Long Island Rail Road

Item Number: 2

Vendor Name (& Location) Electro-Motive Diesel, Inc. (LaGrange, IL)	
Description DE/DM-30 Locomotive Parts Agreement	
Contract Term (including Options, if any) December 8, 2003 - December 8, 2013 (option for 5 two year extensions)	
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:	
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	

Contact Number	AWO/Modificaiton #
Various Contracts (BP0s)	
Original Amount:	\$58,000,000
Prior Modifications:	- 0 -
Prior Budgetary Increases:	- 0 -
Current Amount:	\$58,000,000
This Request:	\$24,000,000
% of This Request to Current Amount:	41%
% of Modifications (including This Request) to Original Amount:	41%

Discussion:

LIRR requests Board approval to issue a Contract modification to exercise a contract option which extends the period of performance for an additional two years through December 2015 and increases the funding by \$24,000,000. This modification will permit the continued procurement of additional spare parts required to operate and maintain LIRR's Diesel Electric/Dual Mode (DE/DM) fleet of 45 diesel locomotives. The additional funding will cover procurements for the balance of the original contract term, which expires in December 2013, and for the two-year option period ending in December 2015.

In December 2003, the MTA Board approved the award of a contract to Electro-Motive Diesel, Inc. (EMD) for a ten (10) year Original Equipment Manufacturer (OEM) spare parts agreement in the amount of \$58,000,000 to enable the LIRR to repair and maintain its fleet of 45 DE/DM diesel locomotives. This agreement established fixed prices for the first year and subsequent price adjustments based on specified producer price indices for each subsequent year. In addition, it included an option for five two-year extensions. This approval will exercise the first of those five options.

The agreement on parts permitted the LIRR to add or delete parts from the original list as needed and as a result, the LIRR has increased the parts list to supply inventory for the Reliability Centered Maintenance (RCM) program and unscheduled repairs. Over the past several years, the LIRR migrated repairs to an RCM cycle to improve fleet performance. Pricing for additions to the parts list is based on a determination of fair and reasonable pricing and most favored customer pricing. These parts can only be provided by EMD, the OEM.

As of this date, LIRR has expended approximately \$57.5M against the \$58.0M amount authorized in the contract. LIRR estimates that an additional \$24.0M will be required to cover the remaining period under the original contract and the two-year option period. Of the \$24.0M, an estimated \$18.0M is for continued RCM and the remaining \$6.0M is required to purchase OEM material to perform unscheduled maintenance repairs and to replace other miscellaneous parts.

The requirements discussed herein are funded by LIRR's operating budget.

JUNE 2013

MTA LONG ISLAND RAIL ROAD

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)**

- | | | | |
|----|--|-----------------|--------------------------------------|
| 3. | Lucius Pitkin, Inc.
Declaration of Emergency
Contract No. TBD | \$67,500 | <i><u>Staff Summary Attached</u></i> |
|----|--|-----------------|--------------------------------------|

Pursuant to a Declaration of Emergency in connection with a derailment which occurred on March 18th along LIRR's Mainline in Rego Park, LIRR requests MTA Board approval to ratify a personal services contract in the amount of \$67,500 issued to Lucius Pitkin, Inc. (LPI). Because the situation required immediate action that could not await competitive bidding, LIRR engaged LPI to analyze the integrity of the track components, including metallurgical testing; to perform a failure analysis; and to determine if there was a potential risk to other parts of the system.

Staff Summary



Item Number: 3

Vendor Name (& Location) Lucius Pitkin, Inc. (NY, NY)	
Description Engineering Services (Failure Analysis)	
Contract Term (including Options, if any) March 19, 2013 – July 1, 2013	
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:	
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: Safety & Training, Loretta Ebbighausen	

Contact Number PO	AWO/Modificaiton #
Original Amount:	\$67,500
Prior Modifications:	\$0
Prior Budgetary Increases:	\$0
Current Amount:	\$0
This Request:	\$67,500
% of This Request to Current Amount:	0%
% of Modifications (including This Request) to Original Amount:	0%

Discussion:

Pursuant to a Declaration of Emergency in connection with a derailment which occurred on March 18th along LIRR's Mainline in Rego Park, LIRR requests MTA Board approval to ratify a personal services contract in the amount of \$67,500 issued to Lucius Pitkin, Inc. (LPI). Because the situation required immediate action that could not await competitive bidding, LIRR engaged LPI to analyze the integrity of the track components, including metallurgical testing; to perform a failure analysis; and to determine if there was a potential risk to other parts of the system.

LPI is a qualified firm based on performance of similar services (3rd Rail Failure Analysis – Pinelawn PO 4000024549) on a competitively bid basis. LPI has been awarded similar work in the past for non-emergency work, pursuant to competitive procurements and has agreed to utilize the same hourly labor rates for this work. Additionally, these hourly rates are the same rates LPI uses on its contract with NYCT. The total contract price of \$67,500 is therefore fair and reasonable. In addition, LPI was able to provide qualified on-site engineering personnel within two hours of LIRR's request. It is therefore recommended that the Board ratify this contract in the NTE amount of \$67,500.

LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE
JUNE 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	LI Committee	6/3/13	X		
2	Board	6/5/13	X		

Date	May 15, 2013		
Vendor Name	Various		
Contract Number	Various		
Contract Manager Name	Various		
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President		Chief Financial Officer
	Executive Vice President		Chief Procurement Officer

PURPOSE

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

DISCUSSION

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

Schedules Requiring Majority Vote

	# of Actions	\$ Amount
Schedule H Modifications to Personal/Miscellaneous Service Contracts	1	\$2,955,936
Schedule I Modifications To Purchase and Public Work Contracts	2	\$1,146,000
SUBTOTAL	3	\$4,101,936

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	3	\$2,548,829
SUBTOTAL	3	\$2,548,829
TOTAL	6	\$7,060,765

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/ratifications 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.

JUNE 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule H. Modifications To Personal and Miscellaneous Service Contracts

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

- | | | | |
|----|--|--------------------|--------------------------------------|
| 1. | PB America/STV/Parsons Transportation
Group, Joint Venture
Contract No. 98-0040-01R
Modification No. | \$2,955,936 | <u>Staff Summary Attached</u> |
| | <p>Pursuant to Article XIII of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification for repackaging, additional design services, increase to the Other Direct Costs budget and overhead adjustments.</p> | | |

Schedule I. Modifications To Purchase and Public Work Contracts

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

- | | | | |
|----|---|------------------|--------------------------------------|
| 2. | Tutor Perini Corporation
Contract No. CH053
Modification No. 105 | \$336,000 | <u>Staff Summary Attached</u> |
| | <p>Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification for the removal of two signal towers and three catenary structures. This is a scope and budget transfer.</p> | | |
| 3. | Tutor Perini Corporation
Contract No. CH054A
Modification No. 31 | \$810,000 | <u>Staff Summary Attached</u> |
| | <p>In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification to furnish and deliver Power Cases and equipment needed for power separation in Harold Interlocking and a Woodside Facility.</p> | | |

Schedule H: Modification to Personal or Miscellaneous Service Contracts

Item Number: 1

Page 1 of 2

Vendor Name (& Location) Parsons Brinckerhoff/STV/Parsons Transportation Group, JV (NY)	
Description East Side Access General Engineering Consultant (GEC) 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	45
Original Amount:	
\$ 140,000,000	
Prior Modifications:	
\$ 224,417,765	
Prior Budgetary Increases:	
\$ 0	
Current Amount:	
\$ 364,417,765	
This Request	
\$ 2,955,936	
% of This Request to Current Amount:	
0.81%	
% of Modifications (including This Request) to Original Amount:	
162%	

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 reflect changes in 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	\$153,273,353	\$ 273,273,353	\$ 2,958,715	\$ 276,232,068
Construction Phase Services	\$ 20,000,000	\$ 70,609,782	\$ 90,609,782	\$ 0	\$ 90,609,782
Misc Technical Support	\$ 0	\$ 534,630	\$ 534,630	\$ 0	\$ 534,630
TOTAL	\$ 140,000,000	\$ 224,417,765	\$ 364,417,765	\$ 2,958,715	\$ 367,376,480

The Proposed Contract amount includes \$2,779 previously approved by the Board for task orders and repackaging work which had not been allocated prior to this Modification.

This Modification is for the following items:

1. CM007 Grand Central Terminal (GCT) Station Caverns

After rejecting all bids on contract package CM012R, a decision was made to divide the CM012R scope of work into smaller packages in an effort to increase competition among bidders and reduce costs. One of the new packages being created is CM007 GCT Station Caverns. The scope of this package includes construction of all interior concrete structures in the GCT Caverns including platforms; and provision of all architectural finishes; heating, ventilation and air conditioning including smoke ventilation; electrical substations and power distribution; lighting; plumbing and utilities; fire protection and elevators & escalators. This modification will increase the Contract amount by \$1,029,321 for the development of final design documents for Contract Package CM007.

2. Contracts CM009 and CM019 (CM009/19) Impacts on Contract CM012

In 2009, certain changes in the GCT Caverns were implemented in the CM009/19 construction contracts that modified the cavern geometry, initial rock support and final lining to take advantage of an alternative, Contractor-proposed, tunneling method that provided significant cost and schedule benefits to MTA. In addition, the Cavern invert slab was re-designed to allow improved access for material deliveries. These changes implemented in CM009/019 had a significant impact on the CM012 design that was being developed at the same time: auxiliary spaces had to be relocated and rearranged, the structural design of slabs and partitions were affected, and architectural fit-out, embedded conduit, plumbing and track drainage work in the Caverns had to be revised. The



Item No. 1

Page 2 of 2

Consultant revised the CM012 design during 2009 and 2010, and, in 2012, submitted a request for change order for the additional design work it had performed. This modification will increase the Contract amount by \$484,104 to compensate the Consultant for this additional design work.

3. Additional funding for Other Direct Costs

Contract terms & conditions regarding payment for Other Direct Costs (ODCs) provide for reimbursement of charges for outside reproduction and printing. This modification will increase the Contract amount allocated to ODCs by \$296,987 to reimburse the Consultant for additional printing costs incurred.

4. Mid-Day Storage Yard Ancillary Buildings

The initial design of the Mid-Day Storage Yard Ancillary Buildings was performed before the specific functional requirements for these buildings had been fully determined. Now that those specific functional requirements are known, additional design work is necessary to satisfy these requirements. This modification will increase the Contract amount by \$133,128 to compensate the Consultant for this additional design work.

5. Overhead Adjustments

Contract terms & conditions related to provisional overhead billing rates allow an adjustment in the GEC contract amount if an audit or other objective evidence indicates that an adjustment in provisional rates is appropriate. MTA Audit Services has conducted financial audits on the three prime consultants and on thirteen sub-consultants for the period August 1, 2004 through December 31, 2010 and issued Audit Reports recommending a net upward adjustment of \$1,015,175 in retroactive overhead costs.

For the items 1-4, the Consultant proposed \$2,153,247 while MTACC's estimate was \$1,938,347. Negotiations were held and the parties agreed to a cost of \$1,943,540, which is considered fair and reasonable. This, together with the adjustment for overhead, brings the total amount of this modification to \$2,958,715.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 2

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CH053	AWO/Modification # 105
Description Construct Harold Structures Part I for the ESA Project		Original Amount: \$ 139,280,000	
Contract Term (including Options, if any) 42 Months		Prior Modifications: \$ 72,025,329	
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: \$ 211,305,329	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 336,000	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: <i>Handwritten signature</i>		% of This Request to Current Amount: .16%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E. <i>Handwritten signature</i>		% of Modifications (including This Request) to Original Amount: 54%	

Discussion:

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

This modification is for the removal of existing Signal Towers 12 & 13 and existing Catenary Structures B-920W-MS, B-921W-M and B-921W-MS. This work was originally to be performed in future Contract CH057 together with the Westbound Bypass Track Slab. However, in order to take advantage of scheduled track outages in July and August, the Westbound Bypass Track Slab work was transferred to Contract CQ031. Signal Towers 12 & 13 and existing Catenary Structures B-920W-MS, B-921W-M and B-921W-MS must be removed prior to performing the Westbound Bypass Track Slab work. The CH053 Contractor is the best suited to remove the towers and structures because it is already on-site and has experience performing this type of work under this Contract.

The Contractor submitted a cost proposal of \$354,032 while the MTACC estimate was \$357,852. Negotiations were held, and both parties agreed to \$336,000 which is considered fair and reasonable. There is no time impact associated with the modification. The budget for this work will be transferred from CH057.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 3

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CH054A	AWO/Modification # 31
Description Construct Harold Structures Part IIA for the ESA Project		Original Amount: \$ 21,777,777	
Contract Term (Including Options, if any) 28 Months		Prior Modifications: \$ 554,197	
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: \$ 22,331,974	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 810,000	
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: 2.95%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount: 29.5%	

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 to furnish and deliver Power Cases.

This modification is to fabricate, assemble and deliver one (1) Type-B Power Case and four (4) Type-C Power Cases. The Power Cases are required to change the incoming Con Edison power frequency from 60Hz to 91 2/3Hz but were omitted from the original design documents. This work is being given to Contract CH054A because this Contract has fabricated and delivered similar equipment for Long Island Railroad in the past.

The Contractor submitted a cost proposal in the amount of \$834,468 and MTACC's estimate was \$812,862. Negotiations were held and the parties agreed to a cost of \$810,000, which is considered fair and reasonable. There is no time impact 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.

JUNE 2013

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. **Granite-Traylor-Frontier, Joint Venture** **\$1,275,000** **Staff Summary Attached**
Contract No. CQ031
Modification No. 94
 In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a contract modification for the construction of a concrete ductbank and re-route the 2.4 kV power line North of the Tunnel A Approach Structure.

2. **Tutor Perini Corporation** **\$1,273,829** **Staff Summary Attached**
Contract No. CQ032
Modification No. 26
 In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a contract modification to relocate a signal vault, revise a structural invert and reroute electrical conduits to account for a rock plinth which obstructs the originally designed layout.

3. **Tutor Perini Corporation** **\$410,000** **Staff Summary Attached**
Contract No. CH053
Modification No. 102
 In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a contract modification for the temporary rerouting of existing power lines.

Schedule K: Ratification of Completed Procurement Actions



Item Number:1

Vendor Name (& Location) Granite-Taylor-Frontier (GTF), Joint Venture		Contract Number CQ031	AWO/Modification # 94
Description Queens Bored Tunnels and Structures		Original Amount: \$ 659,200,700	
Contract Term (including Options, if any) 53 Months		Prior Modifications: \$ 112,343,614 (includes an option of \$58,400,000)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input 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: \$ 771,544,314	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 1,275,000	
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: 17%	
Requesting Dept/Div&Dept/Div Head Name East Side Access, A. Paskoff, P.E.		% of Modifications (Including This Request) to Original Amount: 17.24%	

Discussion:

The work under this contract includes construction of four soft-ground bored tunnels and miscellaneous demolition of surface structures for the East Side Access (ESA) project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to the contract to construct a concrete ductbank and reroute the 2.4 kV power line North of the Tunnel A Approach Structure.

There is presently an existing 2.4 kV power cable interfering with the installation of secant piles for the Tunnel A Approach Structure (TAAS). Accordingly, this cable must be temporarily rerouted around the Approach Structure so that the secant pile installation can continue.

In addition, ESA needs to construct a concrete encased communication ductbank in area of the TAAS. The ductbank is required by August 31, 2013 because it is linked to the H3 Central Instrumentation Location (H3 CIL) cutover. The H3 CIL cutover is scheduled for March 8, 2014 and requires 6 months of preparation to pull cables and test prior to the cutover. Because the CQ031 Contractor will be working on the excavation of the TAAS in August and will require full use of the area to the north where the ductbank is to be constructed, to minimize contractor interferences and coordination issues it makes sense to transfer the installation of the portion of the ductbank in the vicinity of the TAAS to this Contract.

The Contractor submitted a total cost of \$1,468,468 for this work, while MTACC's project estimate was \$1,282,513. Negotiations were held and the parties agreed to a cost of \$1,275,000. This cost is considered to be fair and reasonable. There is no time impact associated with this modification. Funding is available through the Contract's contingency.

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

In order to complete this work by August 13, 2013, a retroactive memorandum was approved by the MTACC President and the Contractor was directed to proceed on May 14, 2013.

Schedule K: Ratification of Completed Procurement Actions

Item Number 2

Vendor Name (& Location)	
Tutor Perini Corporation (Peekskill, New York)	
Description	
Plaza Substation and Queens Structures for the ESA Project	
Contract Term (including Options, if any)	
February 3, 2010 – August 13, 2014 (1,653 days)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access, A. Paskoff, P.E.	

Contract Number	AWO/Modification #
CQ032	26
Original Amount:	
	\$ 147,377,000
Prior Modifications:	
	\$ 29,057,615
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 176,434,615
This Request	
	\$ 1,273,829
% of This Request to Current Amount:	
	.72%
% of Modifications (including This Request) to Original Amount:	
	20.58%

Discussion:

This Contract is for the structural and architectural rehabilitation of existing facilities within the 63rd Street Tunnel as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to the contract to relocate a signal vault, revise a structural invert and reroute electrical conduits to account for a rock plinth which obstructs the originally designed layout.

In order to maintain the stability of the North Runner Bridge, which is supported by piles improperly installed by the defaulted CQ028 contractor (for which we received the full amount of the penal bond of \$84,950,000), a concrete/rock plinth was created around the deficient piles. The plinth, however, obstructs the originally designed layout of the planned signal vault where all of the conduits enter the Plaza Central Instrument Room. Accordingly, the signal vault had to be relocated from its originally planned location and the physical layout of the Plaza Central Instrument Room was completely revised to account for the new location. This modification includes the work required to address these issues, including relocating the signal vault, revising the structural invert under the Plaza Central Instrument Room and revising the electrical system, including rerouting and resizing of electrical conduits.

The Contractor submitted a cost proposal in the amount of \$ 1,439,515 while MTACC's estimate is \$ 1,283,072. Negotiations were held and the parties agreed to cost proposal in the amount of \$1,273,829 for the work. The negotiated cost is considered to be fair and reasonable. There is no time impact associated with the modification as there is no impact on the CQ032's schedule or substantial completion date.

In order to avoid impacting the critical path of this contract, a retroactive memorandum was approved by the MTACC President and the Contractor was directed to proceed on May 10, 2013.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

Vendor Name (& Location)	
Tutor Perini Corporation (Peekskill, New York)	
Description	
Construct Harold Structures Part I for the ESA Project	
Contract Term (including Options, if any)	
42 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 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 #
CH053	102
Original Amount:	
	\$ 139,280,000
Prior Modifications:	
	\$ 72,025,329
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 211,305,329
This Request	
	\$ 410,000
% of This Request to Current Amount:	
	.19%
% of Modifications (including This Request) to Original Amount:	
	54%

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/AMTRAK right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. In accordance with Articles IX and X of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to the contract for the rerouting of the existing 2.4kV signal power cable.

There are currently signal towers and signal power lines that are within the footprint of the portion of the Tunnel A Approach structure to be constructed under this Contract – CH053. These lines and towers would have been removed already but for the design change to incorporate signal power separation and now these powers lines must be maintained until signal power separation is completed, which is scheduled for the end of 2013. Accordingly, the cable must be temporarily re-routed around the Tunnel A Approach Structure to permit construction to proceed. The Tunnel "A" Approach structure is on the critical path to complete CH053 and, therefore, failure to temporarily reroute this cable will add approximately three months to the schedule.

The Contractor submitted a cost proposal of \$461,115. MTACC's internal estimate was \$414,369. Negotiations were held, and both parties agreed to \$410,000, which is considered fair and reasonable. 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.

In order to avoid impacting the critical path of this contract, a retroactive memorandum was approved by the MTACC and the Contractor was directed to proceed.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines. Overlaid on the grid is a large, bold, sans-serif text that reads "MONTHLY OPERATING REPORT".

MONTHLY OPERATING REPORT

April 2013

Helena E. Williams
President

04/22/13 *****

Performance Summary

			2013 Data		2012 Data	
			Annual	YTD thru	YTD thru	
			Goal	Apr	Apr	Apr
On Time Performance			95.1%	95.1%	93.6%	95.7%
<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>						96.1%
	System	Overall				
		AM Peak		94.0%	91.1%	96.4%
		PM Peak		94.2%	91.3%	91.5%
		Total Peak		94.1%	91.2%	94.1%
		Off Peak Weekday		95.2%	93.9%	96.3%
		Weekend		96.2%	95.9%	96.7%
	Babylon Branch	Overall	95.1%	96.0%	93.1%	95.3%
		AM Peak		95.9%	90.0%	97.8%
		PM Peak		94.9%	90.8%	87.9%
		Total Peak		95.5%	90.3%	93.4%
		Off Peak Weekday		96.0%	93.7%	96.1%
		Weekend		97.2%	96.2%	96.7%
	Far Rockaway Branch	Overall	95.1%	97.3%	96.5%	97.9%
		AM Peak		92.2%	91.5%	97.8%
		PM Peak		96.5%	93.6%	92.6%
		Total Peak		94.1%	92.4%	95.5%
		Off Peak Weekday		98.0%	97.1%	98.4%
		Weekend		99.4%	99.3%	99.3%
	Huntington Branch	Overall	95.1%	92.7%	92.1%	93.9%
		AM Peak		91.5%	90.7%	95.6%
		PM Peak		91.2%	89.6%	86.7%
		Total Peak		91.4%	90.2%	91.3%
		Off Peak Weekday		91.5%	90.7%	96.0%
		Weekend		95.7%	95.5%	93.5%
	Hempstead Branch	Overall	95.1%	97.7%	96.8%	97.8%
		AM Peak		96.8%	94.5%	99.5%
		PM Peak		98.5%	95.2%	91.5%
		Total Peak		97.6%	94.8%	95.7%
		Off Peak Weekday		97.7%	97.0%	98.7%
		Weekend		97.9%	98.4%	98.0%
	Long Beach Branch	Overall	95.1%	96.3%	95.3%	96.8%
		AM Peak		95.1%	92.4%	98.3%
		PM Peak		96.3%	94.2%	94.3%
		Total Peak		95.7%	93.2%	96.4%
		Off Peak Weekday		95.5%	94.8%	96.4%
		Weekend		99.7%	98.8%	97.9%
	Montauk Branch	Overall	95.1%	94.5%	92.0%	92.3%
		AM Peak		95.5%	91.0%	92.9%
		PM Peak		92.2%	90.2%	88.1%
		Total Peak		93.9%	90.6%	90.8%
		Off Peak Weekday		96.3%	93.6%	91.4%
		Weekend		90.7%	89.9%	95.6%
	Oyster Bay Branch	Overall	95.1%	89.8%	92.2%	97.1%
		AM Peak		93.5%	93.1%	98.6%
		PM Peak		91.7%	89.6%	92.1%
		Total Peak		92.7%	91.5%	95.6%
		Off Peak Weekday		90.0%	92.1%	97.6%
		Weekend		83.6%	93.4%	98.3%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Apr	Apr	Apr	Apr
Port Jefferson Branch	Overall	95.1%	92.4%	90.2%	94.2%	93.5%
	AM Peak		92.1%	89.5%	94.6%	92.9%
	PM Peak		90.9%	85.5%	89.8%	89.3%
	Total Peak		91.5%	87.6%	92.4%	91.2%
	Off Peak Weekday		91.0%	90.1%	94.1%	93.2%
	Weekend		96.9%	93.7%	96.8%	96.7%
Port Washington Branch	Overall	95.1%	96.0%	95.4%	97.4%	97.1%
	AM Peak		91.9%	90.8%	98.7%	95.0%
	PM Peak		93.3%	93.4%	95.0%	96.1%
	Total Peak		92.6%	92.1%	96.8%	95.6%
	Off Peak Weekday		97.3%	96.4%	97.4%	97.4%
	Weekend		97.9%	98.2%	98.5%	99.0%
Ronkonkoma Branch	Overall	95.1%	93.4%	90.1%	94.0%	94.5%
	AM Peak		94.2%	90.4%	89.7%	91.9%
	PM Peak		95.2%	90.0%	96.6%	96.7%
	Total Peak		94.6%	90.2%	92.7%	94.0%
	Off Peak Weekday		92.3%	88.9%	94.4%	94.8%
	Weekend		94.0%	92.4%	95.5%	94.6%
West Hempstead Branch	Overall	95.1%	96.2%	95.4%	97.8%	97.4%
	AM Peak		94.6%	93.5%	99.1%	97.1%
	PM Peak		93.2%	90.8%	93.7%	95.0%
	Total Peak		93.8%	92.0%	96.1%	96.0%
	Off Peak Weekday		97.6%	97.4%	98.7%	98.2%
	Weekend		100.0%	94.4%	100.0%	100.0%
Operating Statistics						
Trains Scheduled			19,861	77,644	19,204	77,096
Avg. Delay per Late Train (min) excluding trains canceled or terminated			-13.0	-13.4	-13.1	-12.9
Trains Over 15 min. Late excluding trains canceled or terminated			200	969	156	553
Trains Canceled			33	383	59	585
Trains Terminated			24	239	41	406
Percent of Scheduled Trips Completed			99.7%	99.2%	99.5%	98.7%
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			98.9%			
PM Peak			98.8%			
Total Peak			98.9%			

Categories Of Delay		Mar	2013 Data		2012 Data		YTD 2012 Vs 2013
			April	YTD Thru Apr	April	YTD Thru Apr	
Late Train Incidents	National Rail Passenger Corp	82	82	359	44	236	123
	Capital Programs	9	25	42	14	35	7
	Engineering	260	89	662	97	439	223
	Penn Station Central Control	16	17	47	5	25	22
	Maintenance of Equipment	179	103	545	123	559	(14)
	** Other / Miscellaneous	502	112	1,518	86	327	1,191
	Public	364	396	1,525	397	1,216	309
	Transportation	58	110	206	34	130	76
	Vandalism	7	7	32	16	43	(11)
	Maintenance of Way (Sched.)	21	42	72	2	24	48

**** 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	AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
4/1	Mon	Track circuit failure at Forest Hills							11			11		
4/4	Thurs	Switch trouble in JO Interlocking				18	4		5	1		23	5	
4/8	Mon	Train 504 gapped in West Side Yard	11									11		
4/10	Wed	Equipment train 4202 in siding fouling Main Line at Hicksville	51	5					13			64	5	
4/12	Fri	Train 5312 striking unauthorized person at New Hyde Park Station							9	6	7	9	6	7
4/12	Fri	Bridge strike east of Merillon Avenue							10			10		
4/17	Wed	Suspicious bag on Train 3010	11									11		
4/19	Fri	Track circuit failure in East River Tunnel	11						5			16		
4/27	Fri	Scheduled track work on the Oyster Bay Branch							10			10		
4/30	Wed	Train 2862 requiring police assistance in East New York				2			26	2	1	28	2	1
TOTAL FOR MONTH			84	5	0	20	4	0	89	9	8	193	18	8
												219		

Long Island Rail Road

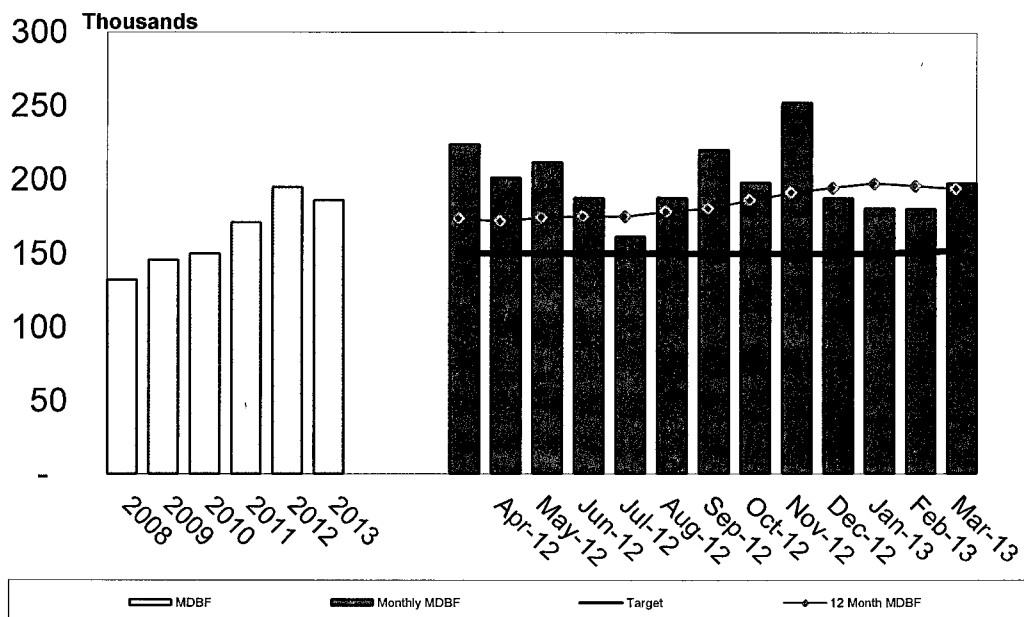
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)	12 month MDBF Rolling Avg (miles)	March MDBF (miles)	March No. of Primary Failures	YTD MDBF thru March (miles)
Mean Distance Between Failures	M-3	150	55,000	105,391	5	82,251	76,415	114,511	5	85,477
	M-7	836	350,000	453,193	11	396,840	390,885	545,161	9	462,975
	DM	22	18,000	22,835	3	27,619	27,770	72,456	1	30,004
	DE	23	18,000	23,020	4	20,550	24,994	21,316	4	13,870
	C-3	134	75,000	72,099	9	83,669	105,963	69,895	9	83,565
	Diesel	179	45,000	50,592	16	54,791	65,797	56,198	14	48,896
	Fleet	1,165	152,000	197,548	32	186,045	193,748	223,778	28	188,396

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

2008 - 2013





Long Island Rail Road

OPERATING REPORT FOR MONTH OF APRIL 2013

Standee Report

East Of Jamaica

East Of Jamaica			2013 Data	
			March	
			AM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	6
		Total Standees	1	6
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	18	1
		Total Standees	18	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	13	0
		Total Standees	13	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	5	0
		Total Standees	5	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	34	0
		Total Standees	34	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	34	37
		Total Standees	42	37
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	10	6
		Total Standees	10	44
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	125	89

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

OPERATING REPORT FOR MONTH OF APRIL 2013

Standee Report

West Of Jamaica

			2013 Data	
			March	
			AM Peak	
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	15
		Total Standees	1	15
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	11	20
		Total Standees	11	20
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	41
		Total Standees	0	41
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	14	0
		Total Standees	32	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	34	37
		Total Standees	42	37
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	10	5
		Total Standees	40	23
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			130	137

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.

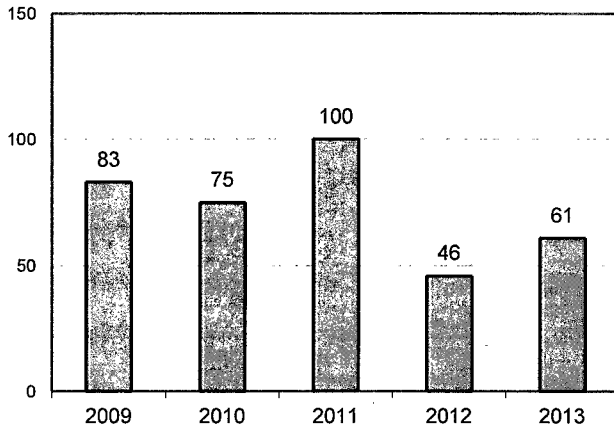
"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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 APRIL 2013**

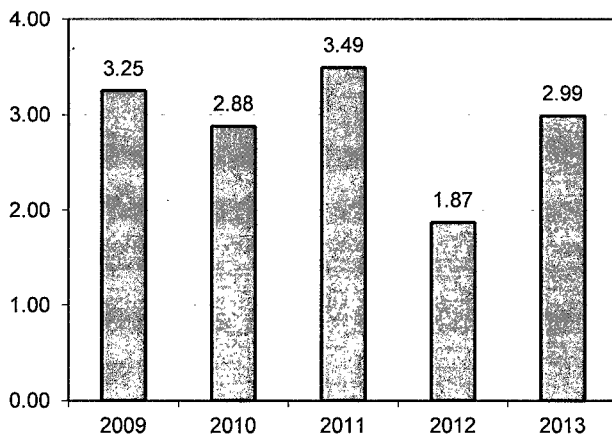
MTA Long Island Rail Road Summary of Employee Injuries thru March



Total Employee Injuries

Year	Total
2009	83
2010	75
2011	100
2012	46
2013	61

% change from last year: 32.6%



Employee FRA Reportable Injuries

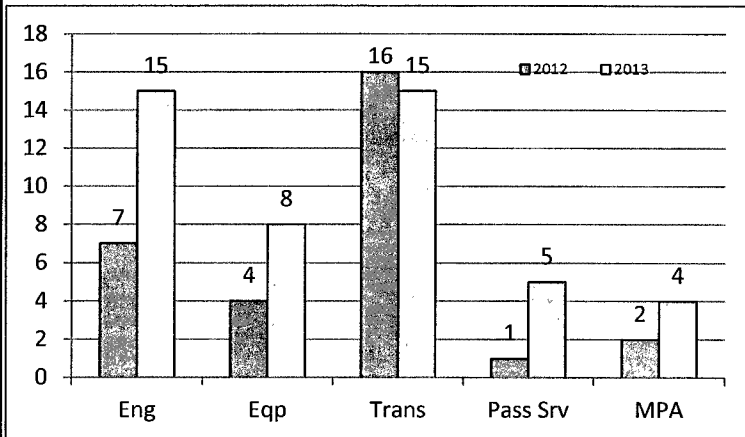
Year	Total	FRA FI*
2009	58	3.25
2010	48	2.88
2011	55	3.49
2012	30	1.87
2013	47	2.99

% change from last year: 59.9%

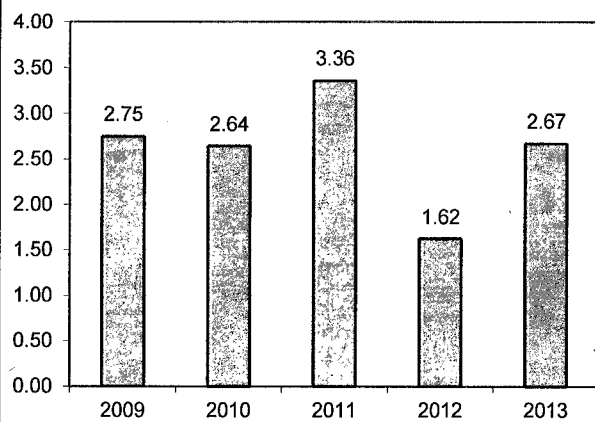
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF APRIL 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru March



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	7	15	114%
Equipment	4	8	100%
Transportation	16	15	-6%
Pass Serv	1	5	400%
MPA	2	4	100%



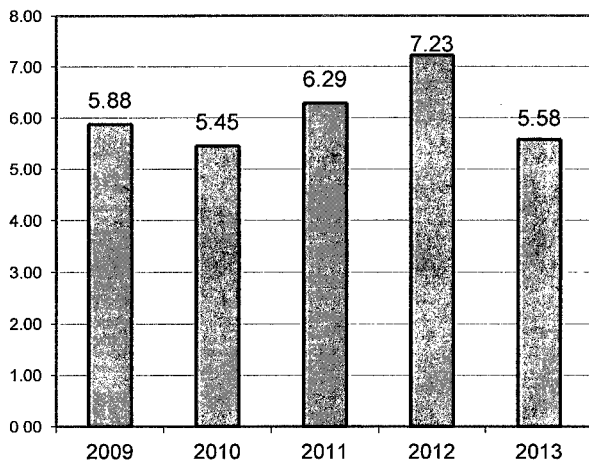
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	49	0	2.75	0.00	2.75
2010	43	1	2.58	0.06	2.64
2011	51	2	3.24	0.12	3.36
2012	26	0	1.62	0.00	1.62
2013	42	0	2.67	0.00	2.67

% change from last year: 64.8%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF APRIL 2013**

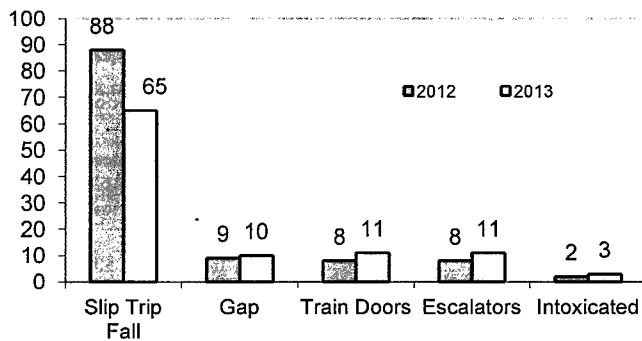
MTA Long Island Rail Road Summary of Customer Injuries thru March



Total Customer Injuries

Year	Total	FI*
2009	116	5.88
2010	104	5.45
2011	118	6.29
2012	144	7.23
2013	109	5.58

% change from last year: -22.8%



Top 5 Customer Injuries by Type

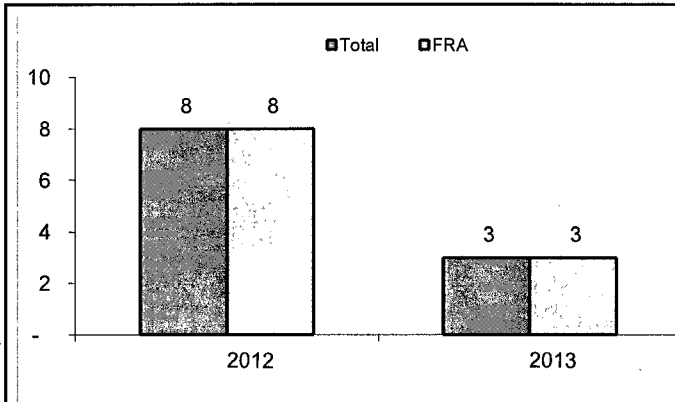
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	88	9	8	8	2
2013	65	10	11	11	3

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF APRIL 2013**

MTA Long Island Rail Road

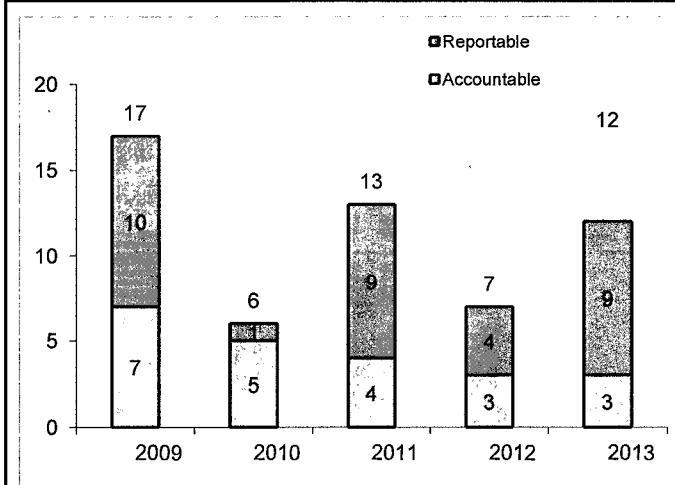
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru March



Contractor Injuries

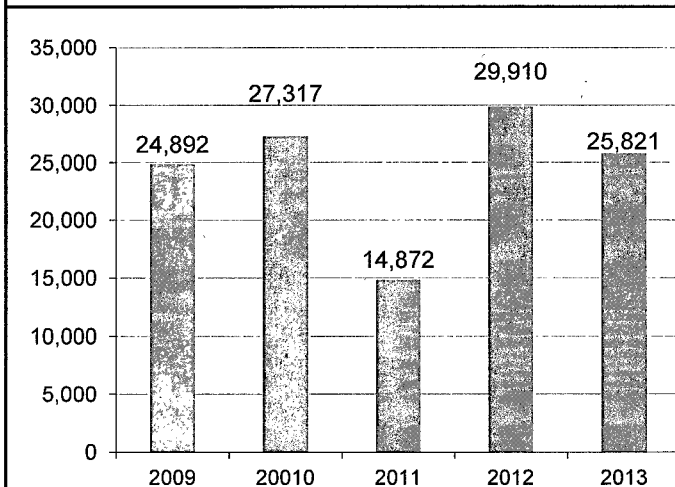
Year	Total	FRA Rpt.
2012	8	8
2013	3	3

% change from last year: -62.5%



Train Accidents

Year	Non-Reportable	Reportable
2009	7	10
2010	5	1
2011	4	9
2012	3	4
2013	3	9



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	24,892
2010	27,317
2011	14,872
2012	29,910
2013	25,821



Long Island Rail Road

Monthly Financial Report

March 2013

MTA LONG ISLAND RAIL ROAD

March Ridership and Financial Report

Executive Summary

Ridership

- During the month of March, total ridership was 6.9 million, which was 0.6% lower than March 2012 (adjusted for same number of work days) and 0.7% above the budget.
 - 2013 Total ridership through March was 19.5 million. This was 0.9% lower than 2012 (adjusted for same number of work days) and 0.1% higher than the 2013 budget.
 - Through March 2013, commutation ridership was 1.1% lower than 2012 (work day adjusted) and 1.4% lower than the 2013 budget.
 - Through March 2013, non-commutation ridership was 0.5% lower than 2012 and 2.3% higher than budget.
-

Revenues

- Farebox revenue through March totaling \$142.5 million was \$0.3 million above budget.
- Capital & Other Revenue of \$44.6 million was \$11.6 million lower than budget due to timing of project activity, partially offset by higher right of way leased line revenue.
- In summary, total LIRR revenue of \$187.1 million was \$11.3 million lower than the adopted budget.

Expenses

- Through March, total expenses of \$443.0 million were \$34.5 million less than budget.
- Straight-time payroll spending was \$6.5 million less than adopted budget due to the existence of vacant positions. At the end of March, 195 of 6,733 positions were vacant. These vacancies consisted primarily of maintenance and management positions.
- Year-to-date overtime hours worked was 22.2%, or 92,000 hours higher than the budget. The majority was due to vacancy coverage, which was almost 49,000 hours over budget and weather-related overtime, which was close to 45,000 hours over budget. The LIRR has established a corporate initiative to fill all vacant positions that contribute to overtime.
- Year-to-date overtime hours increased by 22.5% in 2013 compared to 2012. This increase is primarily caused by higher weather-related overtime and vacancy coverage.
- Other variances are primarily timing related.

Financial Performance Measures

- Through March, the Adjusted Farebox Operating Ratio was 56.7%, which is favorable to budget due to lower expenses and higher revenue.
- Through March, the Adjusted Cost per Passenger was \$13.78 which is lower than budget due to lower expenses.
- Through March, the Revenue per Passenger was \$7.32, which is slightly favorable to budget.

FINANCIAL REPORT
(\$ In Millions)
For the Month Ending March 31, 2013

REVENUE

Year-to-date March **Total Revenues** (including Capital and Other Reimbursements) of \$187.1 were \$(11.3) million or (5.7)% unfavorable to budget. The month of March of \$68.2 was unfavorable to budget by \$(6.7) million or (8.9)%.

- **Y-T-D Farebox Revenues** were \$0.3 favorable to the budget. The month was \$0.6 favorable to budget due to higher ridership.
- **Y-T-D Other Operating Revenues** were \$1.2 favorable to budget. The month was on budget.
- **Y-T-D Capital and Other Reimbursements** were \$(12.9) unfavorable to budget. The month was \$(7.3) unfavorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date March **Total Expenses** (including depreciation and other) of \$443.0 were favorable to the budget by \$34.5 or 7.2%. The total expenses for the month of \$138.0 were favorable to budget by \$23.5 or 14.5%.

Labor Expenses, \$6.7 favorable Y-T-D; \$2.8 favorable for the month.

- **Payroll**, \$6.5 favorable Y-T-D; \$2.6 favorable for the month (primarily vacant positions).
- **Overtime**, \$(5.4) unfavorable Y-T-D; \$(1.9) unfavorable for the month (primarily open jobs in Maintenance of Equipment, coverage in Customer Service, lower availability in Transportation, emergency response to derailment and higher maintenance in Engineering and weather-related overtime).
- **Health & Welfare**, \$2.9 favorable Y-T-D; \$1.0 favorable for the month (vacant positions and lower rates)
- **OPEB Current Payment**, \$2.2 favorable Y-T-D; \$0.5 favorable for the month (lower rates and fewer retirees/beneficiaries).
- **Other Fringe**, \$0.6 favorable Y-T-D; \$0.6 favorable for the month (lower FELA indemnity payments, Railroad Unemployment Insurance and Railroad Retirement taxes).

Non-Labor Expenses, \$24.7 favorable Y-T-D; \$18.2 favorable for the month.

- **Electric Power**, \$0.7 favorable Y-T-D; \$0.3 favorable for the month (primarily lower rates).
- **Fuel**, \$0.3 favorable Y-T-D; on budget for the month.
- **Maintenance and Other Operating Contracts**, \$6.2 favorable Y-T-D; \$5.0 favorable for the month (primarily timing and prior period accrual adjustments).
- **Professional Services**, \$4.3 favorable Y-T-D; \$4.3 favorable for the month (primarily timing and prior period accrual adjustments).
- **Materials and Supplies**, \$8.9 favorable Y-T-D; \$5.7 favorable for the month (timing of capital material usage and timing of miscellaneous inventory adjustments).
- **Other Business Expenses**, \$1.4 favorable Y-T-D; \$0.6 favorable for the month (primarily timing and prior period accrual adjustments).

Depreciation and Other, \$3.1 favorable Y-T-D; \$2.5 favorable for the month (Depreciation and Other Post Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 45.3%, 4.0 percentage points higher than year-to-date February. The Farebox Operating Ratio for the month of March of 54.5% was 8.0 percentage points above the budget resulting from higher revenue and lower expenses. The adjusted year-to-date Farebox Operating Ratio was 56.7%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$51.735	\$52.292	\$0.557	1.1	\$0.000	\$0.000	\$0.000	-	\$51.735	\$52.292	\$0.557	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.710	3.749	0.039	1.1	0.000	0.000	0.000	-	3.710	3.749	0.039	1.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	19.434	12.145	(7.289)	(37.5)	19.434	12.145	(7.289)	(37.5)
Total Revenue	\$55.445	\$56.042	\$0.597	1.1	\$19.434	\$12.145	(\$7.289)	(37.5)	\$74.879	\$68.186	(\$6.693)	(8.9)
Expenses												
<i>Labor</i>												
Payroll	\$34.379	\$33.195	\$1.184	3.4	\$5.797	\$4.383	\$1.414	24.4	\$40.176	\$37.578	\$2.598	6.5
Overtime	5.105	7.359	(2.254)	(44.1)	1.342	0.986	0.356	26.5	\$6.447	8.345	(1.898)	(29.4)
Health and Welfare	8.716	7.831	0.885	10.2	1.061	0.931	0.130	12.3	\$9.777	8.762	1.015	10.4
OPEB Current Payment	5.571	5.115	0.456	8.2	0.000	0.000	0.000	-	\$5.571	5.115	0.456	8.2
Pensions	15.338	15.416	(0.078)	(0.5)	1.412	1.334	0.078	5.5	\$16.750	16.750	0.000	0.0
Other Fringe Benefits	9.174	8.889	0.285	3.1	1.278	0.923	0.355	27.8	\$10.452	9.812	0.640	6.1
Reimbursable Overhead	(1.619)	(1.524)	(0.095)	(5.8)	1.619	1.524	0.095	5.8	\$0.000	0.000	0.000	-
Total Labor Expenses	\$76.664	\$76.280	\$0.383	0.5	\$12.509	\$10.081	\$2.428	19.4	\$89.173	\$86.362	\$2.811	3.2
<i>Non-Labor</i>												
Electric Power	\$8.302	\$7.972	\$0.330	4.0	\$0.000	\$0.000	\$0.000	-	\$8.302	\$7.972	\$0.330	4.0
Fuel	2.678	2.701	(0.023)	(0.8)	0.000	0.000	0.000	-	\$2.678	2.701	(0.023)	(0.8)
Insurance	1.404	1.339	0.065	4.7	0.468	0.193	0.275	58.7	\$1.872	1.532	0.340	18.2
Claims	0.283	(1.669)	1.952	*	0.000	0.000	0.000	-	\$0.283	(1.669)	1.952	*
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	4.892	0.712	4.180	85.4	1.449	0.641	0.808	55.7	\$6.341	1.353	4.988	78.7
Professional Service Contracts	2.738	(1.089)	3.827	*	0.552	0.031	0.521	94.4	\$3.290	(1.058)	4.348	*
Materials & Supplies	10.698	8.236	2.462	23.0	4.343	1.147	3.196	73.6	\$15.041	9.383	5.658	37.6
Other Business Expenses	1.254	0.692	0.562	44.8	0.113	0.050	0.063	55.4	\$1.367	0.743	0.624	45.7
Total Non-Labor Expenses	\$32.249	\$18.894	\$13.356	41.4	\$6.925	\$2.063	\$4.862	70.2	\$39.174	\$20.957	\$18.218	46.5
<i>Other Expense Adjustments</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$108.913	\$95.174	\$13.739	12.6	\$19.434	\$12.145	\$7.289	37.5	\$128.347	\$107.318	\$21.029	16.4
Depreciation	\$26.129	\$24.334	\$1.795	6.9	\$0.000	\$0.000	\$0.000	-	\$26.129	\$24.334	\$1.795	6.9
Other Post Employment Benefits	6.800	6.135	0.665	9.8	0.000	0.000	0.000	-	\$6.800	6.135	0.665	9.8
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
Total Expenses	\$142.009	\$125.810	\$16.199	11.4	\$19.434	\$12.145	\$7.289	37.5	\$161.443	\$137.954	\$23.489	14.5
Net Surplus/(Deficit)	(\$86.564)	(\$69.768)	\$16.796	19.4	\$0.000	\$0.000	\$0.000	-	(\$86.564)	(\$69.768)	\$16.796	19.4
<i>Cash Conversion Adjustments</i>												
Depreciation	26.129	24.334	(1.795)	(6.9)	0.000	0.000	0.000	-	26.129	24.334	(1.795)	(6.9)
Operating/Capital	(2.752)	(1.096)	1.655	60.2	0.000	0.000	0.000	-	(2.752)	(1.096)	1.655	60.2
Other Cash Adjustments	10.658	(16.881)	(27.539)	*	0.000	0.000	0.000	-	10.658	(16.881)	(27.539)	*
Total Cash Conversion Adjustments	\$34.035	\$6.356	(\$27.679)	(81.3)	0.000	\$0.000	\$0.000	-	\$34.035	\$6.356	(\$27.679)	(81.3)
Net Cash Surplus/(Deficit)	(\$52.529)	(\$63.412)	(\$10.883)	(20.7)	\$0.000	\$0.000	\$0.000	-	(\$52.529)	(\$63.412)	(\$10.883)	(20.7)

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$142.156	\$142.505	\$0.349	0.2	\$0.000	\$0.000	\$0.000	-	\$142.156	\$142.505	\$0.349	0.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	9.088	10.327	1.239	13.6	0.000	0.000	0.000	-	9.088	10.327	1.239	13.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	47.155	34.290	(12.865)	(27.3)	47.155	34.290	(12.865)	(27.3)
Total Revenue	\$151.244	\$152.832	\$1.588	1.1	\$47.155	\$34.290	(\$12.865)	(27.3)	\$198.399	\$187.122	(\$11.277)	(5.7)
Expenses												
Labor												
Payroll	\$107.350	\$104.518	\$2.832	2.6	\$15.864	\$12.194	\$3.670	23.1	\$123.214	\$116.712	\$6.502	5.3
Overtime	17.904	24.124	(6.220)	(34.7)	2.318	1.526	0.792	34.2	20.222	25.649	(5.427)	(26.8)
Health and Welfare	26.539	24.007	2.532	9.5	2.746	2.418	0.328	11.9	29.285	26.425	2.860	9.8
OPEB Current Payment	16.711	14.494	2.217	13.3	0.000	0.000	0.000	-	16.711	14.494	2.217	13.3
Pensions	46.559	46.647	(0.088)	(0.2)	3.691	3.603	0.088	2.4	50.250	50.250	0.000	0.0
Other Fringe Benefits	28.678	29.006	(0.328)	(1.1)	3.308	2.409	0.899	27.2	31.986	31.414	0.572	1.8
Reimbursable Overhead	(3.901)	(4.143)	0.242	6.2	3.901	4.143	(0.242)	(6.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$239.840	\$238.653	\$1.188	0.5	\$31.828	\$26.292	\$5.536	17.4	\$271.668	\$264.944	\$6.724	2.5
Non-Labor												
Electric Power	\$25.466	\$24.748	\$0.718	2.8	\$0.000	\$0.000	\$0.000	-	\$25.466	\$24.748	\$0.718	2.8
Fuel	7.615	7.269	0.346	4.5	0.000	0.000	0.000	-	7.615	7.269	0.346	4.5
Insurance	4.188	4.024	0.164	3.9	1.105	0.501	0.604	54.6	5.293	4.525	0.768	14.5
Claims	0.851	(1.162)	2.013	*	0.000	0.000	0.000	-	0.851	(1.162)	2.013	*
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	14.587	9.058	5.529	37.9	2.482	1.770	0.712	28.7	17.069	10.827	6.242	36.6
Professional Service Contracts	7.580	3.535	4.045	53.4	1.619	1.405	0.214	13.2	9.199	4.940	4.259	46.3
Materials & Supplies	27.253	23.928	3.325	12.2	9.786	4.203	5.583	57.0	37.039	28.131	8.908	24.1
Other Business Expenses	3.642	2.425	1.217	33.4	0.335	0.119	0.216	64.6	3.977	2.544	1.433	36.0
Total Non-Labor Expenses	\$91.182	\$73.824	\$17.358	19.0	\$15.327	\$7.998	\$7.329	47.8	\$106.509	\$81.822	\$24.687	23.2
Other Expense Adjustments												
Other	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	0.000	\$0.000	(\$0.000)	-
Total Other Expense Adjustments	\$0.000	\$0.000	(\$0.000)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	(\$0.000)	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$331.022	\$312.476	\$18.546	5.6	\$47.155	\$34.290	\$12.865	27.3	\$378.177	\$346.766	\$31.411	8.3
Depreciation	\$78.387	\$76.477	1.910	2.4	\$0.000	\$0.000	\$0.000	-	\$78.387	\$76.477	\$1.910	2.4
Other Post Employment Benefits	20.400	19.256	1.144	5.6	0.000	0.000	0.000	-	20.400	19.256	1.144	5.6
Environmental Remediation	0.501	0.500	0.001	0.2	0.000	0.000	0.000	-	0.501	0.500	0.001	0.2
Total Expenses	\$430.310	\$408.709	\$21.601	5.0	\$47.155	\$34.290	\$12.865	27.3	\$477.465	\$442.999	\$34.466	7.2
Net Surplus/(Deficit)	(\$279.066)	(\$255.877)	\$23.189	8.3	(\$0.000)	\$0.000	\$0.000	-	(\$279.066)	(\$255.877)	\$23.189	8.3
Cash Conversion Adjustments												
Depreciation	78.387	76.477	(1.910)	(2.4)	0.000	0.000	0.000	-	78.387	76.477	(1.910)	(2.4)
Operating/Capital	(4.688)	(3.187)	1.500	32.0	0.000	0.000	0.000	-	(4.688)	(3.187)	1.500	32.0
Other Cash Adjustments	19.928	9.844	(10.084)	(50.6)	0.000	0.000	0.000	-	19.928	9.844	(10.084)	(50.6)
Total Cash Conversion Adjustments	\$93.627	\$83.134	(\$10.493)	(11.2)	\$0.000	\$0.000	\$0.000	-	\$93.627	\$83.134	(\$10.493)	(11.2)
Net Cash Surplus/(Deficit)	(\$185.439)	(\$172.743)	\$12.696	6.8	\$0.000	\$0.000	\$0.000	-	(\$185.439)	(\$172.743)	\$12.696	6.8

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS

March 2013				Year-to-Date March 2013			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.557	1.1	Higher ridership \$0.373 and yield \$0.184.	0.349	0.2	Higher ridership \$0.160 and yield \$0.189.
Other Operating Revenue	Non Reimb.	0.039	1.1	Primarily due to higher rental revenue.	1.239	13.6	Primarily due to higher rent and advertising guarantee revenue.
Capital & Other Reimbursements	Reimb.	(7.289)	(37.5)	Primarily due to timing of project activity.	(12.865)	(27.3)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	1.184	3.4	Primarily vacant positions, lower rates and lower penalty payments, partially offset by higher differential payments.	2.832	2.6	Primarily vacant positions, lower rates and lower penalty payments, partially offset by higher differential payments.
	Reimb.	1.414	24.4	Primarily due to vacant positions, timing of project activity and other reimbursements.	3.670	23.1	Primarily due to vacant positions, timing of project activity and other reimbursements.
Overtime	Non Reimb.	(2.254)	(44.1)	Primarily higher vacancy/absentee coverage, higher maintenance overtime and higher weather-related overtime.	(6.220)	(34.7)	Higher weather-related overtime, higher vacancy/absentee coverage and higher maintenance overtime.
	Reimb.	0.356	26.5	Primarily due to timing of project activity.	0.792	34.2	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.885	10.2	Vacant positions and lower rates.	2.532	9.5	Lower rates and vacant positions.
	Reimb.	0.130	12.3	Primarily due to timing of project activity.	0.328	11.9	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.456	8.2	Lower rates and fewer retirees/beneficiaries.	2.217	13.3	Lower rates and fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS

March 2013				Year-to-Date March 2013			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	(0.078)	(0.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over estimated.	(0.088)	(0.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over estimated.
	Reimb.	0.078	5.5	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over estimated.	0.088	2.4	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was over estimated.
Other Fringe Benefits	Non Reimb.	0.285	3.1	Lower FELA indemnity payments, Railroad Unemployment Insurance and Railroad Retirement taxes.	(0.328)	(1.1)	Higher Railroad Retirement Tax and rates, partially offset by timing of FELA indemnity payments and Railroad Unemployment Insurance.
	Reimb.	0.355	27.8	Primarily due to timing of project activity.	0.899	27.2	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.330	4.0	Primarily lower rates.	0.718	2.8	Primarily due to lower rates and consumption.
Fuel	Non Reimb.	(0.023)	(0.8)	Primarily timing of natural gas payments, partially offset by lower diesel fuel and gasoline consumption.	0.346	4.5	Primarily due to lower and timing of natural gas and gasoline for non-revenue vehicles, partially offset by higher diesel fuel rates.
Insurance	Non Reimb.	0.065	4.7	Timing of premium payments.	0.164	3.9	Timing of premium payments.
	Reimb.	0.275	58.7	Force Account Insurance associated with project activity.	0.604	54.6	Force Account Insurance associated with project activity.
Claims	Non Reimb.	1.952	*	Decrease in non-employee Indemnity payments and lower public liability expenses.	2.013	*	Decrease in non-employee Indemnity payments and lower public liability expenses.
Maintenance & Other Operating Contracts	Non Reimb.	4.180	85.4	Timing of services and payments for IESS security initiative, security guard services, ticket stock purchases, vegetation management, elevator/escalator maintenance, HVAC maintenance and non-revenue vehicle maintenance.	5.529	37.9	Primarily due to timing of payments and services for emergency busing, IESS and security guard services, elevator/escalator maintenance and communication expenses, fewer environmental and plant maintenance services and timing of vegetation management activities, partially offset by the timing of non-revenue vehicle maintenance repairs.
	Reimb.	0.808	55.7	Primarily due to timing of project activity.	0.712	28.7	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS

March 2013				Year-to-Date March 2013			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	Non Reimb.	3.827	*	Primarily due to timing of payments and activities for IT software and hardware, MTA chargebacks and various other professional services.	4.045	53.4	Primarily due to timing of payments and activities for IT software, MTA chargebacks and various other professional services.
	Reimb.	0.521	94.4	Primarily due to timing of project activity.	0.214	13.2	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.462	23.0	Primarily pool material reclaims greater than chargeouts, lower usage of running repair and material in the MU Car Shop, delayed C-3 HVAC modification and propulsion control unit initiative, timing of purchase of TVM's and the timing of material chargeouts for the Engineering Department, partially offset by higher unit costs and higher percentage of material being changed out in the Truck Shop.	3.325	12.2	Primarily due to lower usage of running repair material in the MU Car Shop, timing of corporate inventory adjustments, delayed startup of propulsion control unit replacement and C-3 fleet modifications, timing of purchases of TVMs and lower consumption of material in the Support Shops due to lower unit costs and changes in the number of items being replaced/changed out.
	Reimb.	3.196	73.6	Primarily due to timing of project activity and timing of payments for project material.	5.583	57.0	Primarily due to timing of project activity and timing of payments for project material.
Other Business Expenses	Non Reimb.	0.562	44.8	Timing of payments and activities office supplies and other miscellaneous expenses.	1.217	33.4	Lower debit/credit card fees, timing of employee expenses, bad debt and office supplies and higher restitution of property damage reimbursements.
	Reimb.	0.063	55.4	Primarily due to timing of project activity.	0.216	64.6	Primarily due to timing of project activity.
Depreciation	Non Reimb.	1.795	6.9	Primarily timing.	1.910	2.4	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.665	9.8	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	1.144	5.6	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES
March 2013
(\$ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$54.152	\$51.638	(\$2.514)	(4.6)	\$149.406	\$147.098	(\$2.308)	(1.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.800	5.460	1.660	43.7	9.173	12.727	3.554	38.7
Capital & Other Reimbursements	15.095	6.844	(8.251)	(54.7)	36.358	34.489	(1.869)	(5.1)
Total Receipts	\$73.047	\$63.941	(\$9.106)	(12.5)	\$194.937	\$194.313	(\$0.624)	(0.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$39.346	\$40.209	(\$0.863)	(2.2)	\$122.724	\$118.760	\$3.964	3.2
Overtime	6.447	7.692	(1.245)	(19.3)	21.514	26.371	(4.857)	(22.6)
Health and Welfare	9.777	9.206	0.571	5.8	29.285	26.373	2.912	9.9
OPEB Current Payment	5.571	4.998	0.573	10.3	16.713	14.132	2.581	15.4
Pensions	16.750	15.790	0.960	5.7	50.250	49.951	0.299	0.6
Other Fringe Benefits	10.137	13.313	(3.176)	(31.3)	31.118	31.790	(0.672)	(2.2)
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$88.028	\$91.210	(\$3.182)	(3.6)	\$271.604	\$267.377	\$4.227	1.6
<i>Non-Labor:</i>								
Electric Power	\$8.534	\$12.407	(\$3.873)	(45.4)	\$26.162	\$23.524	\$2.638	10.1
Fuel	2.678	2.809	(0.131)	(4.9)	7.615	6.893	0.722	9.5
Insurance	1.642	(0.000)	1.642	*	7.378	4.720	2.658	36.0
Claims	0.134	0.232	(0.098)	(73.1)	0.402	1.957	(1.555)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.460	3.566	1.894	34.7	14.422	11.546	2.876	19.9
Professional Service Contracts	2.647	1.349	1.298	49.0	8.449	7.486	0.963	11.4
Materials & Supplies	12.705	10.956	1.749	13.8	33.223	33.473	(0.250)	(0.8)
Other Business Expenses	1.331	0.804	0.527	39.6	3.870	2.680	1.190	30.8
Total Non-Labor Expenditures	\$35.131	\$32.123	\$3.008	8.6	\$101.521	\$92.278	\$9.243	9.1
<i>Other Expenditure Adjustments:</i>								
Other	2.417	1.870	0.547	22.6	7.251	5.733	1.518	20.9
Total Other Expenditure Adjustments	\$2.417	\$1.870	\$0.547	22.6	\$7.251	\$5.733	\$1.518	20.9
Total Expenditures	\$125.576	\$125.202	\$0.374	0.3	\$380.376	\$365.387	\$14.989	3.9
Cash Timing and Availability Adjustment	0.000	(2.151)	(2.151)	-	0.000	(1.670)	(1.670)	-
Net Cash Deficit (excludes opening balance)	(\$52.529)	(\$63.412)	(\$10.883)	(20.7)	(\$185.439)	(\$172.743)	\$12.696	6.8
Subsidies								
MTA	52.529	63.420	10.891	20.7	185.439	172.750	(12.689)	(6.8)

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	March 2013			Year-to-Date as of March 31, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(2.514)	(4.6)	Lower advance sales impact \$(2.647) and lower Metrocard/AirTrain sales \$(0.424), partially offset by higher yields \$0.373 and higher ridership \$0.184.	(2.308)	(1.5)	Lower advance sales impact \$(1.332) and lower Metrocard/AirTrain sales \$(1.325), partially offset by higher yields \$0.189 and higher ridership \$0.160.
Other Operating Revenue	1.660	43.7	Primarily due to unanticipated advertising revenue, partially offset by the timing of rental, miscellaneous, freight and intercompany receipts.	3.554	38.7	Primarily due to prior year and unanticipated current year advertising revenue, partially offset by the timing of rental revenue, intercompany receipts, freight and miscellaneous revenue.
Capital and Other Reimbursements	(8.251)	(54.7)	Timing of activity and reimbursement for capital and other reimbursements.	(1.869)	(5.1)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.863)	(2.2)	Primarily due to the timing of tax payments, partially offset by lower headcount.	3.964	3.2	Primarily due to lower headcount, rates and penalty payments, partially offset by the timing of tax payments.
Overtime	(1.245)	(19.3)	Primarily higher vacancy coverage, maintenance and weather-related overtime, partially offset by lower project overtime.	(4.857)	(22.6)	Primarily higher weather-related overtime, vacancy coverage and maintenance overtime, partially offset by lower project overtime.
Health and Welfare	0.571	5.8	Primarily due to the timing of payments.	2.912	9.9	Primarily due to lower rates and lower headcount.
OPEB Current Payment	0.573	10.3	Primarily due to lower rates and lower retirees, partially offset by timing of payments.	2.581	15.4	Primarily due to lower rates and lower retirees.
Pensions	0.960	5.7	Timing of payments.	0.299	0.6	Timing of payments.
Other Fringe Benefits	(3.176)	(31.3)	Primarily higher Railroad Retirement Tax and a year to date FELA indemnity reclassification.	(0.672)	(2.2)	Primarily higher Railroad Retirement payments, partially offset by lower FELA payments.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY BUDGET AND ACTUAL CASH BASIS

Table 5

Generic Revenue or Expense Category	March 2013			Year-to-Date as of March 31, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(3.873)	(45.4)	Primarily due to the timing of payments and higher usage, partially offset by lower rates.	2.638	10.1	Primarily due to lower rates, lower usage and the timing of payments.
Fuel	(0.131)	(4.9)	Primarily due to the timing of payments.	0.722	9.5	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.
Insurance	1.642	*	Timing of insurance premium payments.	2.658	36.0	Timing of payments.
Claims	(0.098)	(73.1)	Timing of payments, partially offset by a year to date reclassification of claim payments to FELA indemnity payments.	(1.555)	*	Timing of payment for claims.
Maintenance and Other Operating Contracts	1.894	34.7	Timing of payments.	2.876	19.9	Timing of payments.
Professional Service Contracts	1.298	49.0	Primarily the timing of payments.	0.963	11.4	Primarily the timing of payments.
Materials and Supplies	1.749	13.8	Primarily the timing of program, production plan and operating funded capital material and supplies.	(0.250)	(0.8)	Primarily the timing of program, production plan and operating funded capital material and supplies.
Other Business Expenses	0.527	39.6	Primarily due to the timing of employee and miscellaneous expense payments and lower debit/credit card fees.	1.190	30.8	Primarily due to the timing of employee and miscellaneous expense payments and lower debit/credit card fees.
Other Expenditure Adjustments	0.547	22.6	Lower Metrocard/AirTrain pass through payments.	1.518	20.9	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
March 2013
(\$ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$2.417	(\$0.654)	(\$3.071)	*	\$7.250	\$4.593	(\$2.657)	(36.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.090	1.710	1.620	*	0.085	2.400	2.315	*
Capital & Other Reimbursements	(4.339)	(5.301)	(0.962)	(22.2)	(10.797)	0.199	10.996	*
Total Receipts	(\$1.832)	(\$4.245)	(\$2.413)	*	(\$3.462)	\$7.191	\$10.653	*
Expenditures								
<i>Labor:</i>								
Payroll	\$0.830	(\$2.632)	(\$3.462)	*	\$0.490	(\$2.048)	(\$2.538)	*
Overtime	0.000	0.653	0.653	-	(1.292)	(0.722)	0.570	44.1
Health and Welfare	0.000	(0.445)	(0.445)	-	0.000	0.052	0.052	-
OPEB Current Payment	(0.000)	0.116	0.116	*	(0.002)	0.362	0.364	*
Pensions	0.000	0.960	0.960	-	0.000	0.299	0.299	-
Other Fringe Benefits	0.315	(3.501)	(3.816)	*	0.868	(0.376)	(1.244)	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$1.145	(\$4.849)	(\$5.993)	*	\$0.064	(\$2.432)	(\$2.497)	*
<i>Non-Labor:</i>								
Electric Power	(\$0.232)	(\$4.435)	(\$4.203)	*	(\$0.696)	\$1.224	\$1.920	*
Fuel	0.000	(0.109)	(0.109)	-	0.000	0.375	0.375	-
Insurance	0.230	1.533	1.303	*	(2.085)	(0.194)	1.891	90.7
Claims	0.149	(1.901)	(2.051)	*	0.449	(3.119)	(3.568)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.881	(2.212)	(3.093)	*	2.647	(0.718)	(3.365)	*
Professional Service Contracts	0.643	(2.408)	(3.051)	*	0.750	(2.546)	(3.296)	*
Materials & Supplies	2.336	(1.572)	(3.908)	*	3.816	(5.342)	(9.158)	*
Other Business Expenses	0.036	(0.062)	(0.098)	*	0.107	(0.136)	(0.243)	*
Total Non-Labor Expenditures	\$4.043	(\$11.166)	(\$15.209)	*	\$4.988	(\$10.456)	(\$15.443)	*
<i>Other Expenditure Adjustments:</i>								
Other	(2.417)	(1.870)	0.547	22.6	(7.251)	(5.733)	1.518	20.9
Total Other Expenditure Adjustments	(\$2.417)	(\$1.870)	\$0.547	22.6	(\$7.251)	(\$5.733)	\$1.518	20.9
Total Expenditures before Depreciation	\$2.771	(\$17.884)	(\$20.655)	*	(\$2.199)	(\$18.620)	(\$16.421)	*
Depreciation Adjustment	26.129	24.334	(1.795)	(6.9)	78.387	76.477	(1.910)	(2.4)
Other Post Employment Benefits	6.800	6.135	(0.665)	(9.8)	20.400	19.256	(1.144)	(5.6)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	0.501	0.500	(0.001)	(0.2)
Total Expenditures	\$35.867	\$12.752	(\$23.115)	(64.4)	\$97.089	\$77.612	(\$19.477)	(20.1)
Cash Timing and Availability Adjustment	0.000	(2.151)	(2.151)	-	0.000	(1.670)	(1.670)	-
Total Cash Conversion Adjustments	\$34.035	\$6.356	(\$27.679)	(81.3)	\$93.627	\$83.134	(\$10.493)	(11.2)

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

NON-REIMBURSABLE OVERTIME	March 2013						March Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Scheduled Service ¹	15,439	\$0.8	14,835	\$0.8	604	\$0.0	100,465	\$5.0	98,772	\$5.0	1,693	\$0.1
					3.9%	2.6%					1.7%	1.4%
Unscheduled Service	8,307	0.4	10,481	0.5	(2,174)	(0.2)	27,294	1.3	29,506	1.5	(2,212)	(0.2)
					-26.2%	-38.5%					-8.1%	-17.2%
Programmatic/Routine Maintenance	36,665	1.7	49,143	2.3	(12,478)	(0.6)	114,689	5.3	119,827	5.5	(5,137)	(0.2)
					-34.0%	-33.0%					-4.5%	-2.9%
Unscheduled Maintenance	526	0.0	9,500	0.4	(8,974)	(0.4)	1,714	0.1	10,580	0.5	(8,866)	(0.4)
					*	*					*	*
Vacancy/Absentee Coverage	35,481	1.8	50,433	2.5	(14,952)	(0.7)	90,941	4.5	139,461	6.8	(48,520)	(2.2)
					-42.1%	-41.0%					-53.4%	-49.3%
Weather Emergencies	7,605	0.4	10,636	0.5	(3,031)	(0.2)	30,526	1.4	75,251	4.0	(44,725)	(2.6)
					-39.9%	-47.8%					*	*
Safety/Security/Law Enforcement ²	-	0.0	-	0.0			-	0.0	-	0.0		
Other ³	1,466	0.1	1,651	0.3	(185)	(0.3)	4,395	0.2	5,074	0.9	(679)	(0.7)
					-12.6%	*					-15.5%	*
Subtotal	105,489	\$5.1	146,679	\$7.4	(41,191)	(\$2.3)	370,025	\$17.9	478,471	\$24.1	(108,446)	(\$6.2)
					-39.0%	-44.2%					-29.3%	-34.7%
REIMBURSABLE OVERTIME	26,118	\$1.3	18,057	\$1.0	8,060	\$0.4	44,956	\$2.3	28,686	\$1.5	16,270	\$0.8
					30.9%	26.5%					36.2%	34.2%
TOTAL OVERTIME	131,607	\$6.4	164,737	\$8.3	(33,130)	(\$1.9)	414,981	\$20.2	507,157	\$25.6	(92,176)	(\$5.4)
					-25.2%	-29.4%					-22.2%	-26.8%

¹ Includes Service Delay, Tour Length and Holiday overtime.

² Not Applicable

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

Totals may not add due to rounding.

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

* Exceeds 100%

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	604	\$0.0		1,693	\$0.1	
	3.9%	2.6%		1.7%	1.4%	
<u>Unscheduled Service</u>	(2,174)	(0.2)	Greater than anticipated hours due to the derailment on 3/19/13 and the support of On-Time Performance.	(2,212)	(0.2)	Greater than anticipated hours due to the derailment on 3/19/13 and the support of On-Time Performance.
	-26.2%	-38.5%		-8.1%	-17.2%	
<u>Programmatic/Routine Maintenance</u>	(12,478)	(0.6)	Higher than anticipated general maintenance needs in track, structures and power. Sperry rail testing needs were greater than budget. Manhasset timber bridge replacement required significant overtime.	(5,137)	(0.2)	Greater than anticipated Sperry rail testing needs and Manhasset timber bridge replacement.
	-34.0%	-33.0%		-4.5%	-2.9%	
<u>Unscheduled Maintenance</u>	(8,974)	(0.4)	Overage attributed to equipment train derailment on mainline 3/19/13.	(8,866)	(0.4)	Overage attributed to equipment train derailment on mainline 3/19/13.
	*	*		*	*	
<u>Vacancy/Absentee Coverage</u>	(14,952)	(0.7)	Due to open jobs in Maintenance of Equipment as well as unfavorable availability in Customer Service and Transportation.	(48,520)	(2.2)	Primarily due to open jobs in Maintenance of Equipment. There are an average 89 Labor and 11.3 Foreman open jobs in this department YTD. In addition, availability in Customer Service and Transportation is lower than projected.
	-42.1%	-41.0%		-53.4%	-49.3%	
<u>Weather Emergencies</u>	(3,031)	(0.2)	Winter storm of Mar 6-7	(44,725)	(2.6)	Due to Winter Storms of February 8-9 and March 6-7.
	-39.9%	-47.8%		*	*	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(185)	(0.3)	Due to variance between actual and forecasted wage rates including double-time payments.	(679)	(0.7)	Due to variance between actual and forecasted wage rates including double-time payments.
	-12.6%	*		-15.5%	*	
Subtotal	(41,191)	(\$2.3)		(108,446)	(\$6.2)	
	-39.0%	-44.2%		-29.3%	-34.7%	
REIMBURSABLE OVERTIME	8,060	\$0.4	Under-run due to timing of Woodhaven and Queens bridge project schedules.	16,270	\$0.8	Due to timing of Forest City/Ratner, Woodhaven and Queens bridge.
	30.9%	26.5%		36.2%	34.2%	
TOTAL OVERTIME	(33,130)	(\$1.9)		(92,176)	(\$5.4)	
	-25.2%	-29.4%		-22.2%	-26.8%	
* Exceeds 100%						

METROPOLITAN TRANSPORTATION AUTHORITY - LONG ISLAND RAIL ROAD
2013 Overtime Reporting
Overtime Legend

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH MARCH 2013

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	4	5	(1)
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	84	78	6
Human Resources	32	28	4
Sr VP Administration	2	2	0
Strategic Investments	35	31	4
President	4	4	0
VP & CFO	2	8	(6)
Information Technology	160	151	9
Controller	42	41	1
Management & Budget	18	17	1
Process Re-Engineering	7	6	1
VP - East Side Access & Special Projects	32	29	3
Market Dev. & Public Affairs	59	53	6
Gen. Counsel & Secretary	30	31	(1)
Diversity Management	1	1	0
System Safety/Training	69	71	(2)
Security	6	6	0
Sr VP Operations/Service Planning	24	20	4
Total Administration	629	600	29
Operations			
Train Operations	1,910	1,910	-
Customer Services	293	286	7
Total Operations	2,203	2,196	7
Maintenance			
Engineering	1,589	1,539	50
Equipment	2,076	1,992	84
Procurement (Stores)	93	91	2
Total Maintenance	3,758	3,622	136
Engineering/Capital			
Department of Project Management	143	120	23
Total Engineering/Capital	143	120	23
Baseline Total Positions	6,733	6,538	195
<i>Non-Reimbursable</i>	5,990	5,978	12
<i>Reimbursable</i>	743	560	183
Total Full-Time	6,733	6,538	195
Total Full-Time-Equivalents	-	-	-

**MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH MARCH 2013**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 12 positions due to open positions in the Equipment Department and vacancies company-wide.
REIMBURSABLE POSITIONS - Favorable 183 positions primarily due to the timing of project activity.

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH MARCH 2013

	<u>Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	325	293	32
Professional, Technical, Clerical	304	307	(3)
Operational Hourlies			-
Total Administration	629	600	29
Operations			
Managers/Supervisors	322	305	17
Professional, Technical, Clerical	162	159	3
Operational Hourlies	1,719	1,732	(13)
Total Operations	2,203	2,196	7
Maintenance			
Managers/Supervisors	723	648	75
Professional, Technical, Clerical	269	251	18
Operational Hourlies	2,766	2,723	43
Total Maintenance	3,758	3,622	136
Engineering/Capital			
Managers/Supervisors	112	96	16
Professional, Technical, Clerical	31	24	7
Operational Hourlies	-	-	-
Total Engineering/Capital	143	120	23
Total Positions			
Managers/Supervisors	1,482	1,342	140
Professional, Technical, Clerical	766	741	25
Operational Hourlies	4,485	4,455	30
Total Positions	6,733	6,538	195

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
RIDERSHIP
(In Thousands)

RIDERSHIP	March 2013				Year-to-Date March 2013			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.967	3.886	(0.082)	-2.1%	11.379	11.205	(0.174)	-1.5%
Weekly	0.140	0.154	0.014	9.9%	0.399	0.413	0.014	3.6%
Total Commutation	4.107	4.040	(0.068)	-1.6%	11.778	11.618	(0.160)	-1.4%
One-Way Full Fare	0.647	0.644	(0.003)	-0.5%	1.802	1.829	0.027	1.5%
One-Way Off-Peak	1.353	1.429	0.076	5.6%	3.848	3.874	0.025	0.7%
All Other	0.742	0.786	0.044	5.9%	2.097	2.226	0.129	6.2%
Total Non-Commutation	2.741	2.858	0.117	4.3%	7.747	7.929	0.182	2.3%
Total	6.848	6.898	0.049	0.7%	19.525	19.547	0.022	0.1%

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
March 2013

		<u>MONTH</u>			<u>VARIANCE</u>	
		<u>2013</u>	<u>Adopted Budget</u>	<u>2012</u>	<u>vs. Budget</u>	<u>vs. 2012</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.5%	46.5%	49.1%	8.0%	5.4%
	Adjusted ⁽²⁾	69.5%	58.0%	62.1%	11.5%	7.4%
Cost Per Passenger						
	Standard ⁽¹⁾	\$13.96	\$16.31	\$13.90	\$2.35	(\$0.06)
	Adjusted ⁽²⁾	\$11.69	\$13.97	\$11.68	\$2.28	(\$0.01)
Passenger Revenue/Passenger ⁽³⁾		\$7.61	\$7.58	\$6.83	\$0.03	\$0.78
		<u>YEAR-TO-DATE</u>			<u>VARIANCE</u>	
		<u>2013</u>	<u>Adopted Budget</u>	<u>2012</u>	<u>vs. Budget</u>	<u>vs. 2012</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	45.3%	42.5%	46.2%	2.8%	-0.9%
	Adjusted ⁽²⁾	56.7%	52.6%	58.2%	4.1%	-1.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.15	\$17.19	\$15.25	\$1.04	(\$0.90)
	Adjusted ⁽²⁾	\$13.78	\$14.71	\$12.87	\$0.93	(\$0.91)
Passenger Revenue/Passenger ⁽³⁾		\$7.32	\$7.31	\$7.04	\$0.01	\$0.28

(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

MARCH 2013

MARCH 2013 RIDERSHIP AND REVENUE REPORT MTA LONG ISLAND RAIL ROAD EXECUTIVE SUMMARY

March

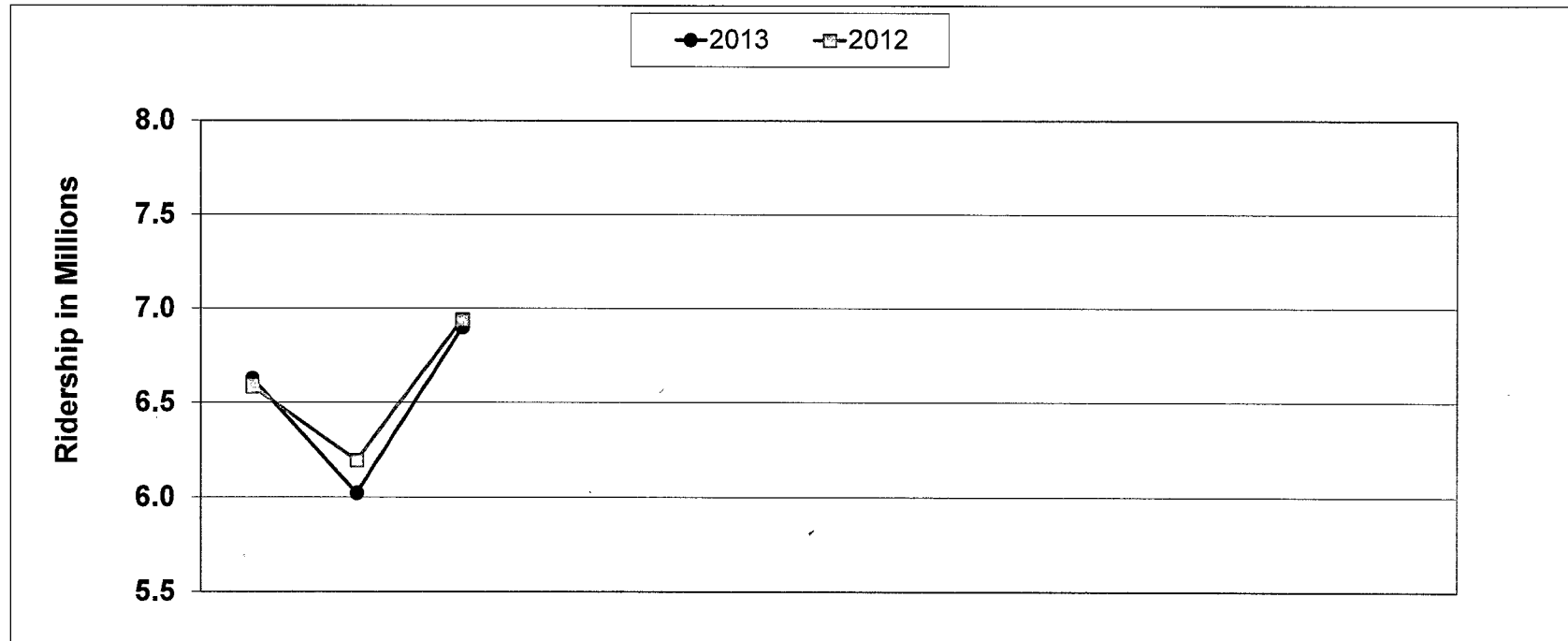
- March 2013 total ridership was 6.898 million vs. 6.942 million in March 2012 (calendar adjusted for one less work day in 2013), resulting in a decrease of 44,199 passengers, or a 0.6% decrease compared to March 2012. The LIRR experienced a slight ridership decline in March 2013, mainly due to the timing of both Easter and Passover Holidays occurring this year in March, as compared to these holidays falling in April last year.
- March 2013 commutation ridership was 4.0 million vs. 4.1 million in March 2012 (calendar adjusted), resulting in a decrease of 82,189 passengers, or a decrease of 2.0%.
- March 2013 non-commutation ridership was 2.9 million vs. 2.8 million in March 2012, an increase of 37,990 passengers, or an increase of 1.3%.
- March 2013 revenue was \$52.3 million vs. \$48.3 million, an increase of \$4,021,984 or an increase of 8.3% compared to March 2012.

Year-To-Date

- 2013 YTD total ridership was 19.5 million vs. 19.7 million in 2012, a decrease of 177,526 or a 0.9% decrease compared to 2012, and 0.1% above budget.
- 2013 YTD commutation ridership was 11.6 million vs. 11.8 million in 2012, a decrease of 134,540 or a 1.1% decrease compared to 2012, and 1.4% below budget.
- 2013 YTD non-commutation ridership was 7.9 million vs. 8.0 million in 2012, a decrease of 42,986 or a decrease of 0.5% compared to 2012, and 2.3% above budget.
- 2013 YTD revenue was \$142.5 million vs. \$139.5 million in 2012, an increase of \$2,968,502 or an increase of 2.1% compared to 2012 and 0.2% above budget.

MARCH RIDERSHIP

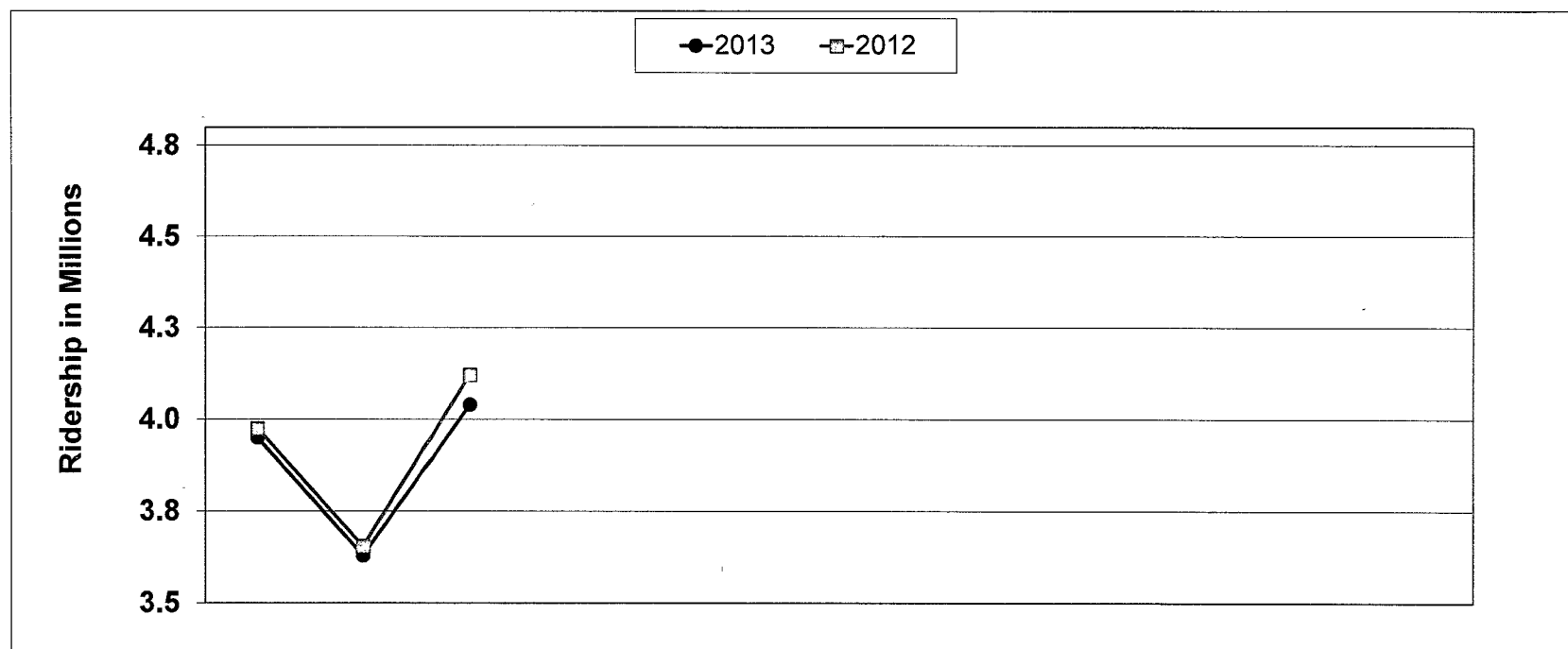
- March's Total Ridership was -0.6% below '12 and 0.7% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.6	6.0	6.9										19.5
2012	6.6	6.2	6.9										19.7
PCT CHG.	0.6%	-2.8%	-0.6%										-0.9%

MARCH COMMUTATION RIDERSHIP

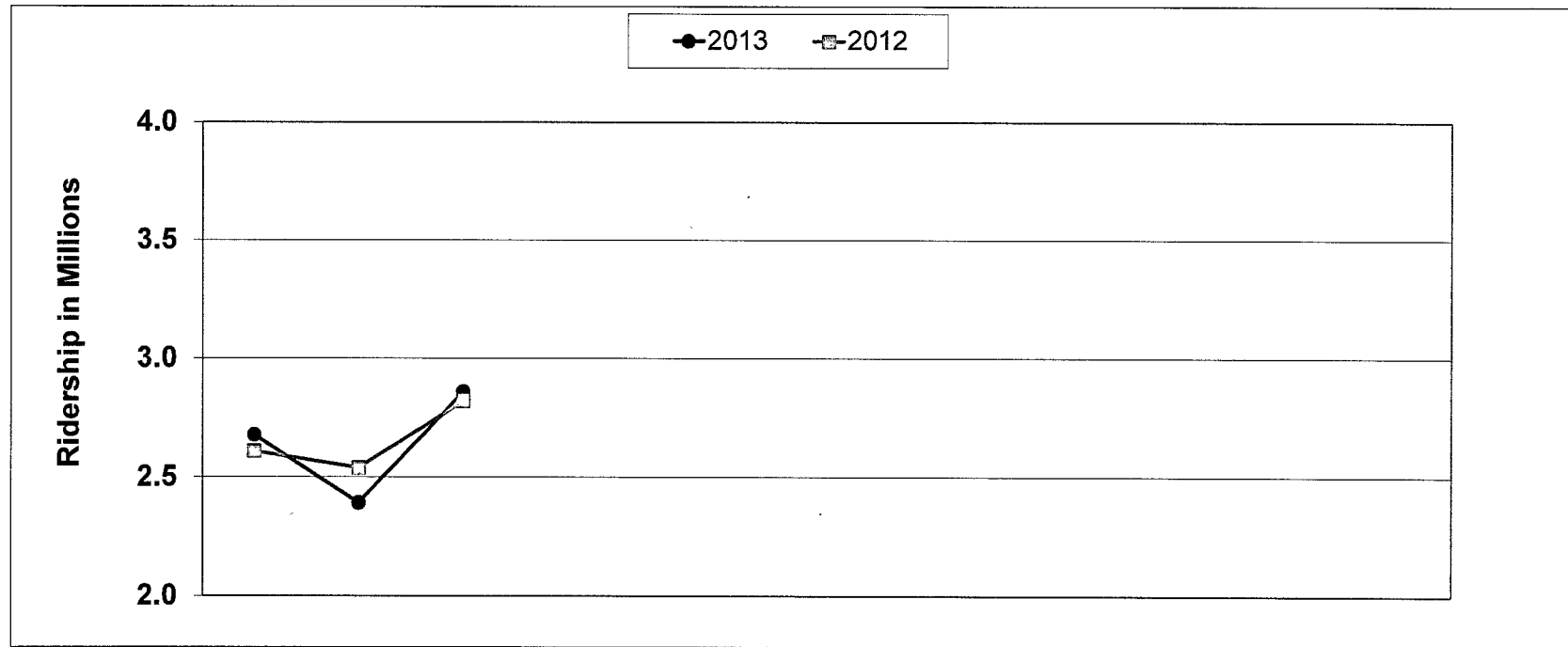
- March's Commutation Ridership was -2.0% below '12 and -1.6% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	3.9	3.6	4.0										11.6
2012	4.0	3.7	4.1										11.8
PCT CHG.	-0.7%	-0.7%	-2.0%										-1.1%

MARCH NON-COMMUTATION RIDERSHIP

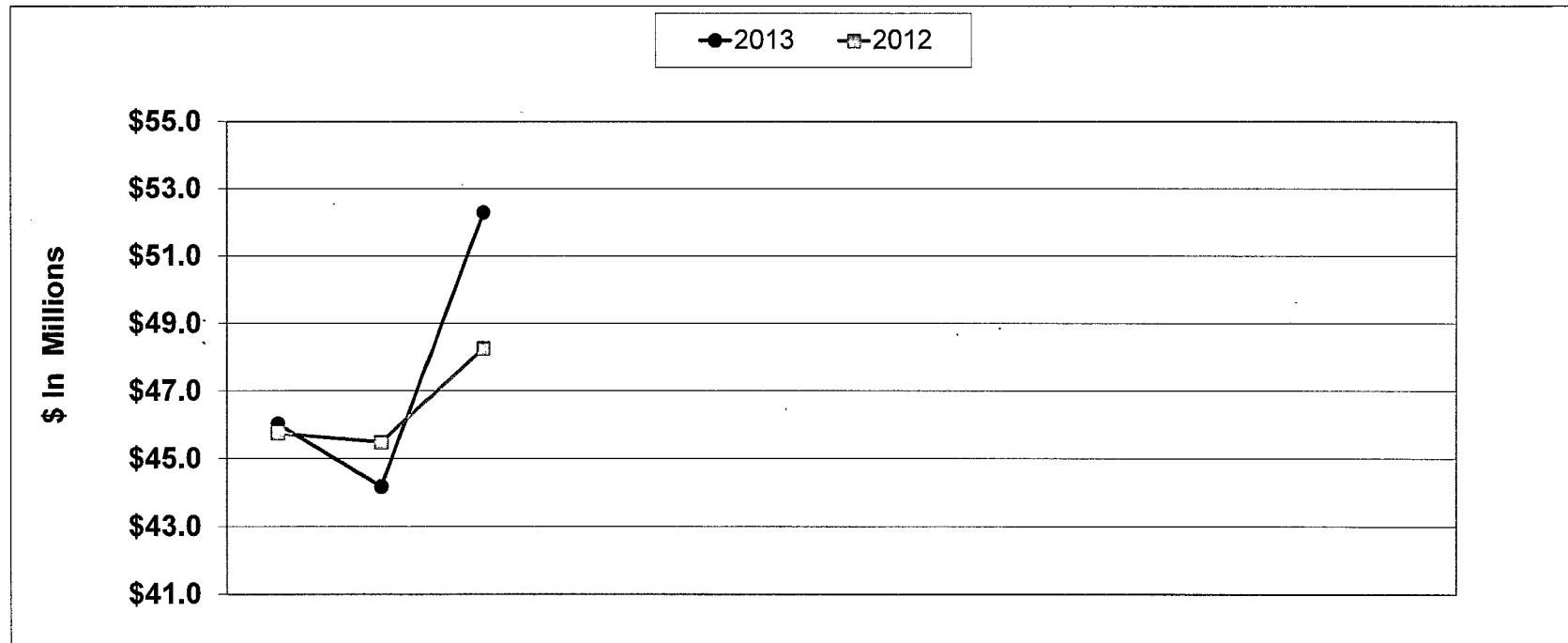
- March's Non-Commutation Ridership was 1.3% above '12 and 4.3% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.7	2.4	2.9										7.9
2012	2.6	2.5	2.8										8.0
PCT CHG.	2.6%	-5.8%	1.3%										-0.5%

MARCH REVENUE

- March's Total Revenue was 8.3% above '12 and 1.1% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$46.0	\$44.2	\$52.3										\$142.5
2012	\$45.8	\$45.5	\$48.3										\$139.5
PCT CHG.	0.6%	-2.9%	8.3%										2.1%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
MARCH 2013**

TICKET TYPE/SERVICE	MARCH 2013	MARCH 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,039,553	4,121,742	(82,189)	-2.0%
NON-COMMUTATION RIDERSHIP	2,858,324	2,820,334	37,990	1.3%
TOTAL RIDERSHIP	6,897,877	6,942,076	(44,199)	-0.6%

**MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	MARCH 2013	MARCH 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	11,618,186	11,752,726	(134,540)	-1.1%
NON-COMMUTATION RIDERSHIP	7,928,638	7,971,624	(42,986)	-0.5%
TOTAL RIDERSHIP	19,546,824	19,724,350	(177,526)	-0.9%

* 2012 ridership numbers were adjusted using 2013 factors.

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
MARCH 2013**

REVENUE	MARCH 2013	MARCH 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,787,435	\$25,954,784	\$1,832,650	7.1%
NON-COMMUTATION REVENUE	\$24,504,893	\$22,315,559	\$2,189,334	9.8%
TOTAL REVENUE	\$52,292,328	\$48,270,343	\$4,021,984	8.3%

**MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2013 YEAR-TO-DATE**

REVENUE	MARCH 2013	MARCH 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$77,787,539	\$76,444,051	\$1,343,488	1.8%
NON-COMMUTATION REVENUE	\$64,717,396	\$63,092,383	\$1,625,013	2.6%
TOTAL REVENUE	\$142,504,935	\$139,536,433	\$2,968,502	2.1%

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
APRIL 2013**

Massapequa Improvements: Massapequa Improvements is a multi-phase initiative to improve infrastructure and train service in Massapequa:

PN-TV: Massapequa Pocket Track (\$19.60M)

Several projects are underway in Massapequa to improve the infrastructure and service on the Babylon Branch stations. A new 12-car Pocket Track will be constructed to turn equipment and increase mid-branch train service on the Babylon Branch, as well as prepare for the projected ridership increases associated with East Side Access service demands.

As part of the Massapequa Pocket Track project, a 75-foot bridge will be constructed over Unqua Creek that will share the existing Unqua Creek Bridge Abutment. In April, the preparation for the June delivery of the new Massapequa pocket track commenced.

PN-UB: Massapequa Station Platform Rehabilitation (\$20.52M)

Construction of the Massapequa Station Platform replacement is expected to get underway in May. The work includes demolition and reconstruction of the platform and the platform waiting room, canopy, platform lighting, stairs, elevator, escalator, and the communication and security systems. The nearby Broadway Bridge Overpass has already been painted.

PN-BB: BRIDGE PROGRAM

Project Budget: \$24.60M

Milestone: Waterproofing

Waterproofing of the track bed at Roslyn Road is complete. This bridge project includes waterproofing work as well as rehabilitation of selected bridges, a bridge replacement, and a Systemwide Bridge Condition Study. Project Beneficial use is planned for Spring 2015.

Minority and Women Owned Business Forum: On April 19, a forum at Suffolk County Community College was held by Suffolk County Department of Economic Development & Planning, and the MTA/LIRR with remarks from President Williams and Michael Garner, MTA Chief Diversity Officer, on the opportunities for Minority and Women Owned Businesses.

The forum was attended by over 100 contractors at both the information and networking sessions. The information session included presentations on MTA Goals for Minority and Women Owned Businesses; the Status of the MTA Small Business Mentor Program, and an overview of upcoming LIRR Capital Projects. The Networking session provided opportunities for MWBE firms to meet LIRR staff and major contractors who may be responding to future solicitations for LIRR Capital Program work.

MENTORING ACTIVITIES

- Hillside Support Facility Platform Elevator Replacements: Elevator work completed.
- Richmond Hill Sheridan Shop Roof Replacement: Work on upper roof continued.
- HVAC Replacement West Side Yard: Equipment on order.
- Supplemental HVAC at JCC: Submittals in progress
- NYSDOT Bridges Packages #1 and #2: Submittals in progress.
- Lawrence, Laurelton, and Merillon Ave Pavement: Submittals in progress.
- Queens Village Waiting Room: Contract awarded for \$0.12M.
- Phase 1 - Ronkonkoma Parking Garage Perimeter Steel: Contract awarded for \$1.18M.

2013 LIRR Capital Program Goals

