



# **Long Island Rail Road**

## **Monthly Financial Report**

**June 2013**

# **MTA LONG ISLAND RAIL ROAD**

## **June Ridership and Financial Report**

### **Executive Summary**

#### **Ridership**

- During the month of June, total ridership was 7.0 million, which was 1.2% lower than June 2012 (adjusted for same number of work days) and 1.7% below the forecast.
  - 2013 Total ridership through June was 40.6 million. This was 0.9% lower than 2012 (adjusted for same number of work days) and 0.6% lower than the 2013 forecast.
  - Through June 2013, commutation ridership was 0.6% lower than 2012 (work day adjusted) and 0.1% lower than the 2013 forecast.
  - Through June 2013, non-commutation ridership was 1.3% lower than 2012 and 1.3% lower than forecast.
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#### **Revenues**

- Farebox revenue through June totaling \$302.8 million was \$1.0 million below forecast.
- Capital & Other Revenue of \$137.7 million was \$0.1 million lower than forecast due to timing of capital program activity, partially offset by FTA reimbursement for Superstorm Sandy.
- In summary, total LIRR revenue of \$440.5 million was \$1.1 million lower than the mid-year forecast.

#### **Expenses**

- Through June, total expenses of \$934.5 million were \$7.3 million less than forecast.
- Straight-time payroll spending was \$2.8 million less than mid-year forecast due to the existence of vacant positions. At the end of June, 68 of 6,695 positions were vacant. These vacancies consisted primarily of management/supervisory positions.
- Year-to-date overtime hours worked was on forecast.
- Year-to-date overtime hours increased by 20.0% in 2013 compared to 2012. This increase is primarily caused by higher weather-related overtime, vacancy coverage and maintenance overtime.
- Other variances are primarily timing related.

#### **Financial Performance Measures**

- Through June, the Adjusted Farebox Operating Ratio was 61.7%, which is favorable to forecast due to lower expenses.
- Through June, the Adjusted Cost per Passenger was \$13.65 which is lower than forecast due to lower expenses.
- Through June, the Revenue per Passenger was \$7.49, which is higher than forecast.

**FINANCIAL REPORT**  
**(\$ In Millions)**  
**For the Month Ending June 30, 2013**

**REVENUE**

Year-to-date June **Total Revenues** (including Capital and Other Reimbursements) of \$440.5 were \$(1.1) million or 0.3% unfavorable to forecast. The month of June of \$82.5 was favorable to forecast by \$4.1 million or 5.2%.

- **Y-T-D Farebox Revenues** were \$(1.0) unfavorable to the forecast. The month was \$(1.0) unfavorable to forecast due to lower ridership.
- **Y-T-D Other Operating Revenues** were \$1.4 favorable to forecast. The month was \$1.1 favorable primarily due to FTA reimbursement for Superstorm Sandy.
- **Y-T-D Capital and Other Reimbursements** were \$(1.5) unfavorable to forecast. The month was \$3.9 favorable due to timing of project activity.

**OPERATING EXPENSES**

Year-to-date June **Total Expenses** (including depreciation and other) of \$934.5 were favorable to the forecast by \$7.3 or 0.8%. The total expenses for the month of \$160.1 were favorable to forecast by \$4.0 or 2.4%.

**Labor Expenses**, \$6.6 favorable Y-T-D; \$1.7 favorable for the month.

- **Payroll**, \$2.8 favorable Y-T-D; \$0.9 favorable for the month (primarily vacant positions).
- **Overtime**, \$(1.0) unfavorable Y-T-D; \$(0.6) unfavorable for the month (primarily capital project activity).
- **Health & Welfare**, \$0.1 favorable Y-T-D; on forecast for the month.
- **OPEB Current Payment**, \$2.3 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$2.3 favorable Y-T-D; \$0.8 favorable for the month (lower FELA Indemnity payments and Railroad Unemployment Insurance adjustments).

**Non-Labor Expenses**, \$5.3 favorable Y-T-D; \$1.9 favorable for the month.

- **Electric Power**, \$(1.0) unfavorable Y-T-D; \$0.7 favorable for the month (primarily lower rates and accrual adjustments, partially offset by higher Fuel Cost Adjustment charges).
- **Fuel**, \$1.0 favorable Y-T-D; \$0.3 favorable for the month (lower consumption and lower rates)
- **Maintenance and Other Operating Contracts**, \$1.8 favorable Y-T-D; \$(0.3) unfavorable for the month (primarily timing).
- **Professional Services**, \$1.2 favorable Y-T-D; \$1.6 favorable for the month (primarily timing of various IT hardware, software and system initiatives).
- **Materials and Supplies**, \$1.9 favorable Y-T-D; \$(0.2) unfavorable for the month (primarily timing of capital material usage, partially offset by lower material usage in the rolling stock support shops and timing of miscellaneous inventory adjustments).
- **Other Business Expenses**, \$0.2 favorable Y-T-D; on forecast for the month.

**Depreciation and Other**, \$4.7 unfavorable Y-T-D; \$0.4 favorable for the month (Other Post-Employment Benefits).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 47.1%, 1.1 percentage points higher than year-to-date May. The Farebox Operating Ratio for the month of June of 53.1 was 2.5 percentage points above the forecast resulting from lower expenses, partially offset by lower revenue. The adjusted year-to-date Farebox Operating Ratio was 61.7%. 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**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**June 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$56,463	\$55,498	(\$0,965)	(1.7)	\$0,000	\$0,000	\$0,000	-	\$56,463	\$55,498	(\$0,965)	(1.7)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	3,553	4,700	1,147	32.3	0,000	0,000	0,000	-	3,553	4,700	1,147	32.3
Capital & Other Reimbursements	0,000	0,000	0,000	-	18,470	22,341	3,871	21.0	18,470	22,341	3,871	21.0
<b>Total Revenue</b>	<b>\$60,016</b>	<b>\$60,198</b>	<b>\$0,182</b>	<b>0.3</b>	<b>\$18,470</b>	<b>\$22,341</b>	<b>\$3,871</b>	<b>21.0</b>	<b>\$78,486</b>	<b>\$82,539</b>	<b>\$4,053</b>	<b>5.2</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$33,314	\$32,909	\$0,405	1.2	\$6,155	\$5,655	\$0,500	8.1	\$39,469	\$38,564	\$0,905	2.3
Overtime	6,520	6,375	0,145	2.2	1,353	2,117	(0,764)	(56.5)	7,873	8,492	(0,619)	(7.9)
Health and Welfare	7,947	7,821	0,126	1.6	1,124	1,248	(0,124)	(11.0)	9,071	9,068	0,003	0.0
OP&B Current Payment	5,386	4,828	0,558	10.4	0,000	0,000	0,000	-	5,386	4,828	0,558	10.4
Pensions	15,254	14,843	0,411	2.7	1,496	1,907	(0,411)	(27.5)	16,750	16,750	0,000	0.0
Other Fringe Benefits	9,332	8,589	0,743	8.0	1,353	1,281	0,072	5.3	10,685	9,870	0,815	7.6
Reimbursable Overhead	(1,788)	(2,181)	0,393	22.0	1,788	2,181	(0,393)	(22.0)	0,000	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$75,965</b>	<b>\$73,182</b>	<b>\$2,783</b>	<b>3.7</b>	<b>\$13,269</b>	<b>\$14,389</b>	<b>(\$1,120)</b>	<b>(8.4)</b>	<b>\$89,234</b>	<b>\$87,572</b>	<b>\$1,662</b>	<b>1.9</b>
<b>Non-Labor:</b>												
Electric Power	\$9,305	\$8,600	\$0,705	7.6	\$0,000	\$0,000	(\$0,000)	-	\$9,305	\$8,601	\$0,704	7.6
Fuel	2,668	2,383	0,285	10.7	0,000	0,000	0,000	-	2,668	2,383	0,285	10.7
Insurance	1,754	1,746	0,008	0.4	0,399	0,326	0,073	18.4	2,153	2,072	0,081	3.8
Claims	0,455	0,743	(0,288)	(63.3)	0,000	0,000	0,000	-	0,455	0,743	(0,288)	(63.3)
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	5,775	5,476	0,299	5.2	0,878	1,431	(0,553)	(62.9)	6,653	6,906	(0,253)	(3.8)
Professional Service Contracts	3,316	1,423	1,893	57.1	0,652	0,944	(0,292)	(44.8)	3,968	2,367	1,601	40.3
Materials & Supplies	10,715	8,910	1,805	16.8	3,255	5,227	(1,972)	(60.6)	13,970	14,137	(0,167)	(1.2)
Other Business Expenses	1,311	1,329	(0,018)	(1.4)	0,017	0,024	(0,007)	(40.1)	1,328	1,353	(0,025)	(1.8)
<b>Total Non-Labor Expenses</b>	<b>\$35,299</b>	<b>\$30,611</b>	<b>\$4,688</b>	<b>13.3</b>	<b>\$5,201</b>	<b>\$7,952</b>	<b>(\$2,751)</b>	<b>(52.9)</b>	<b>\$40,500</b>	<b>\$38,562</b>	<b>\$1,938</b>	<b>4.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$111,264</b>	<b>\$103,793</b>	<b>\$7,471</b>	<b>6.7</b>	<b>\$18,470</b>	<b>\$22,341</b>	<b>(\$3,871)</b>	<b>(21.0)</b>	<b>\$129,734</b>	<b>\$126,134</b>	<b>\$3,600</b>	<b>2.8</b>
Depreciation	\$27,363	\$27,347	\$0,016	0.1	\$0,000	\$0,000	\$0,000	-	\$27,363	\$27,347	\$0,016	0.1
Other Post Employment Benefits	6,800	6,422	0,378	5.6	0,000	0,000	0,000	-	\$6,800	6,422	0,378	5.6
Environmental Remediation	0,167	0,167	0,000	0.2	0,000	0,000	0,000	-	\$0,167	0,167	0,000	0.2
<b>Total Expenses</b>	<b>\$145,594</b>	<b>\$137,729</b>	<b>\$7,865</b>	<b>5.4</b>	<b>\$18,470</b>	<b>\$22,341</b>	<b>(\$3,871)</b>	<b>(21.0)</b>	<b>\$164,064</b>	<b>\$160,070</b>	<b>\$3,994</b>	<b>2.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$85,578)</b>	<b>(\$77,531)</b>	<b>\$8,047</b>	<b>9.4</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$85,578)</b>	<b>(\$77,531)</b>	<b>\$8,047</b>	<b>9.4</b>
<b>Cash Conversion Adjustments</b>												
Depreciation	27,363	27,347	(0,016)	(0.1)	0,000	0,000	0,000	-	27,363	27,347	(0,016)	(0.1)
Operating/Capital	(0,826)	(1,145)	(0,319)	(38.7)	0,000	0,000	0,000	-	(0,826)	(1,145)	(0,319)	(38.7)
Other Cash Adjustments	12,708	15,515	2,807	22.1	0,000	0,000	0,000	-	12,708	15,515	2,807	22.1
<b>Total Cash Conversion Adjustments</b>	<b>\$39,245</b>	<b>\$41,717</b>	<b>\$2,472</b>	<b>6.3</b>	<b>0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$39,245</b>	<b>\$41,717</b>	<b>\$2,472</b>	<b>6.3</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$46,333)</b>	<b>(\$35,814)</b>	<b>\$10,519</b>	<b>22.7</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$46,333)</b>	<b>(\$35,814)</b>	<b>\$10,519</b>	<b>22.7</b>

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**June Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Forecast	Actual	Percent	Forecast	Actual	Percent	Forecast	Actual	Percent
<b>Revenue</b>									
Farebox Revenue	\$303,779	\$302,785	(0.3)	\$0,000	\$0,000	-	\$303,779	\$302,785	(0.3)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Other Operating Revenue	37,725	39,104	3.7	0,000	0,000	-	37,725	39,104	3.7
Capital & Other Reimbursements	0,000	0,000	-	100,157	98,630	(1.5)	100,157	98,630	(1.5)
<b>Total Revenue</b>	<b>\$341,504</b>	<b>\$341,889</b>	<b>0.1</b>	<b>\$100,157</b>	<b>\$98,630</b>	<b>(1.5)</b>	<b>\$441,661</b>	<b>\$440,519</b>	<b>(0.3)</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$209,246	\$209,426	(0.1)	\$32,638	\$29,633	9.2	\$241,884	\$239,060	1.2
Overtime	44,191	45,064	(2.0)	8,023	8,116	(1.2)	52,214	53,180	(1.8)
Health and Welfare	47,162	46,904	0.5	6,240	6,386	(2.3)	53,402	53,290	0.2
OPEB Current Payment	30,652	28,328	7.6	0,000	0,000	-	30,652	28,328	7.6
Pensions	91,895	91,213	0.7	8,605	9,287	(7.9)	100,500	100,500	0.0
Other Fringe Benefits	58,300	56,577	3.0	7,009	6,392	8.8	65,309	62,968	3.6
Reimbursable Overhead	(10,411)	(10,706)	2.8	10,411	10,706	(2.8)	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$471,035</b>	<b>\$466,806</b>	<b>0.9</b>	<b>\$72,926</b>	<b>\$70,519</b>	<b>3.3</b>	<b>\$543,961</b>	<b>\$537,326</b>	<b>1.2</b>
<b>Non-Labor:</b>									
Electric Power	\$49,079	\$50,016	(1.9)	\$0,000	\$0,094	-	\$49,079	\$50,110	(2.1)
Fuel	15,518	14,493	6.6	0,000	0,000	-	15,518	14,493	6.6
Insurance	8,948	8,916	0.4	1,850	1,435	22.4	10,798	10,350	4.1
Claims	0,060	0,289	-	0,000	0,000	-	0,060	0,289	-
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Maintenance and Other Operating Contracts	26,667	25,095	5.9	6,063	5,787	4.6	32,730	30,882	5.6
Professional Service Contracts	12,801	10,246	20.0	3,380	4,772	(41.2)	16,181	15,017	7.2
Materials & Supplies	52,086	50,191	3.6	15,766	15,739	0.2	67,852	65,930	2.8
Other Business Expenses	6,229	5,924	4.9	0,172	0,284	(65.2)	6,401	6,208	3.0
<b>Total Non-Labor Expenses</b>	<b>\$171,388</b>	<b>\$165,170</b>	<b>3.6</b>	<b>\$27,231</b>	<b>\$28,110</b>	<b>(3.2)</b>	<b>\$198,619</b>	<b>\$193,280</b>	<b>2.7</b>
Other Expense Adjustments									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	0,000	\$0,000	-
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$642,423</b>	<b>\$631,977</b>	<b>1.6</b>	<b>\$100,157</b>	<b>\$98,629</b>	<b>1.5</b>	<b>\$742,580</b>	<b>\$730,606</b>	<b>1.6</b>
Depreciation	\$158,567	\$163,622	(3.2)	\$0,000	\$0,000	-	\$158,567	\$163,622	(3.2)
Other Post Employment Benefits	39,653	39,258	1.0	0,000	0,000	-	39,653	39,258	1.0
Environmental Remediation	1,002	1,000	0.2	0,000	0,000	-	1,002	1,000	0.2
<b>Total Expenses</b>	<b>\$841,645</b>	<b>\$835,857</b>	<b>0.7</b>	<b>\$100,157</b>	<b>\$98,629</b>	<b>1.5</b>	<b>\$941,802</b>	<b>\$934,486</b>	<b>0.8</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$500,141)</b>	<b>(\$493,967)</b>	<b>1.2</b>	<b>(\$0,000)</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$500,141)</b>	<b>(\$493,967)</b>	<b>1.2</b>
<b>Cash Conversion Adjustments</b>									
Depreciation	158,567	163,622	3.2	0,000	0,000	-	158,567	163,622	3.2
Operating/Capital	(11,782)	(11,782)	(10.2)	0,000	0,000	-	(11,782)	(12,979)	(10.2)
Other Cash Adjustments	24,800	29,110	17.4	0,000	0,000	-	24,800	29,110	17.4
<b>Total Cash Conversion Adjustments</b>	<b>\$171,585</b>	<b>\$179,753</b>	<b>4.8</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$171,585</b>	<b>\$179,753</b>	<b>4.8</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$328,556)</b>	<b>(\$314,214)</b>	<b>4.4</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$328,556)</b>	<b>(\$314,214)</b>	<b>4.4</b>

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

June 2013				Year-to-Date June 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.	(0.965)	(1.7)	Lower ridership \$(0.982), partially offset by higher yield \$0.017.	(0.994)	(0.3)	Lower ridership \$(1.819), partially offset by higher yield \$0.825.
Other Operating Revenue	Non Reimb.	1.147	32.3	Primarily due to reimbursement for Superstorm Sandy.	1.379	3.7	Primarily due to reimbursement for Superstorm Sandy.
Capital & Other Reimbursements	Reimb.	3.871	21.0	Primarily due to timing of project activity.	(1.527)	(1.5)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	0.405	1.2	Vacant positions and lower rates, partially offset by higher retiree payments and Engineering workforce performing more maintenance activity than project activity.	(0.180)	(0.1)	Engineering workforce performing more maintenance activity than project activity, partially offset by vacant positions and lower rates.
	Reimb.	0.500	8.1	Primarily due to vacant positions, timing of project activity and other reimbursements.	3.005	9.2	Primarily due to vacant positions, timing of project activity and other reimbursements.
Overtime	Non Reimb.	0.145	2.2	Primarily favorable availability and lower maintenance overtime, partially offset by higher rates.	(0.873)	(2.0)	Primarily higher rates and higher maintenance overtime.
	Reimb.	(0.764)	(56.5)	Primarily due to timing of project activity.	(0.093)	(1.2)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.126	1.6	Vacant positions.	0.258	0.5	Vacant positions.
	Reimb.	(0.124)	(11.0)	Primarily due to timing of project activity.	(0.146)	(2.3)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.558	10.4	Fewer retirees/beneficiaries.	2.324	7.6	Fewer retirees/beneficiaries.

TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

June 2013		Year-to-Date June 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
Pensions	Non Reimb.	0.411	2.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.411)	(27.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	0.743	8.0	Timing of FELA Indemnity payments and accrual adjustments to Railroad Unemployment Insurance.
	Reimb.	0.072	5.3	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.705	7.6	Primarily lower rates and accrual adjustments, partially offset by higher Fuel Cost Adjustment charges.
	Reimb.	(0.000)	-	VD Yard
Fuel	Non Reimb.	0.285	10.7	Lower diesel fuel consumption.
	Reimb.	0.008	0.4	Primarily timing of natural gas payments and lower diesel fuel consumption.
Insurance	Non Reimb.	0.073	18.4	Timing of premium payments.
	Reimb.	0.415	22.4	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.288)	(63.3)	Timing of public liability expenses.
		(0.229)	*	Timing of public liability expenses.





TABLE 3

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

June 2013		Year-to-Date June 2013			
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance	Reason for Variance
		\$	%		
Other Business Expenses	Non Reimb.	(0.018)	(1.4)	0.305	Higher bad debt expenses, partially offset by timing of miscellaneous expenses.
	Reimb.	(0.007)	(40.1)	(0.112)	Higher restitution of property damage reimbursements and timing of payments for recruitment and other miscellaneous expenses, partially offset by the timing of payments for travel expenses. Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.016	0.1	(5.055)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.378	5.6	0.395	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST CASH RECEIPTS and EXPENDITURES June 2013 (\$ in millions)									
	Month			Favorable (Unfavorable)			Year-to-Date		
	Mid Year		Forecast	Actual		Percent	Mid Year		Favorable (Unfavorable)
	Forecast	Variance		Variance	Percent		Forecast	Actual	
<b>Receipts</b>									
Farebox Revenue	\$58.615	\$54.304		(\$4.311)	(7.4)		\$316.588	\$312.354	(\$4.234)
Vehicle Toll Revenue	0.000	0.000		0.000	-		0.000	0.000	0.000
Other Operating Revenue	3.667	2.467		(1.200)	(32.7)		36.367	32.676	(3.691)
Capital & Other Reimbursements	20.431	13.318		(7.113)	(34.8)		76.581	66.559	(10.022)
<b>Total Receipts</b>	<b>\$82.713</b>	<b>\$70.089</b>		<b>(\$12.624)</b>	<b>(15.3)</b>		<b>\$429.536</b>	<b>\$411.589</b>	<b>(\$17.947)</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	\$38.320	\$37.285		\$1.035	2.7		\$241.348	\$238.274	\$3.074
Overtime	7.874	8.262		(0.388)	(4.9)		54.136	54.059	0.078
Health and Welfare	9.071	1.200		7.871	86.8		53.403	44.477	8.926
OPEB Current Payment	5.386	1.838		3.548	65.9		29.492	24.947	4.545
Pensions	16.750	16.748		0.002	0.0		101.195	101.123	0.072
Other Fringe Benefits	12.009	9.332		2.677	22.3		67.393	62.104	5.289
GASB	0.000	0.000		0.000	-		0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000		0.000	-		0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$89.410</b>	<b>\$74.664</b>		<b>\$14.746</b>	<b>16.5</b>		<b>\$546.967</b>	<b>\$524.984</b>	<b>\$21.983</b>
<b>Non-Labor:</b>									
Electric Power	\$9.305	\$6.876		\$2.429	26.1		\$47.973	\$43.173	\$4.800
Fuel	2.776	1.834		0.942	33.9		15.217	14.922	0.295
Insurance	2.891	0.066		2.825	97.7		11.076	9.658	1.418
Claims	0.032	0.129		(0.097)	*		2.233	2.400	(0.167)
Paratransit Service Contracts	0.000	0.000		0.000	-		0.000	0.000	0.000
Maintenance and Other Operating Contracts	6.844	5.129		1.715	25.1		30.225	26.950	3.275
Professional Service Contracts	3.354	3.574		(0.220)	(6.6)		17.430	16.695	0.735
Materials & Supplies	10.850	10.538		0.312	2.9		68.507	70.148	(1.641)
Other Business Expenses	1.426	0.783		0.643	45.1		6.412	5.415	0.997
<b>Total Non-Labor Expenditures</b>	<b>\$37.478</b>	<b>\$28.929</b>		<b>\$8.549</b>	<b>22.8</b>		<b>\$199.073</b>	<b>\$189.361</b>	<b>\$9.711</b>
<b>Other Expenditure Adjustments:</b>									
Other	2.158	1.990		0.168	7.8		12.052	11.578	0.474
<b>Total Other Expenditure Adjustments</b>	<b>\$2.158</b>	<b>\$1.990</b>		<b>\$0.168</b>	<b>7.8</b>		<b>\$12.052</b>	<b>\$11.578</b>	<b>\$0.474</b>
<b>Total Expenditures</b>	<b>\$129.046</b>	<b>\$105.582</b>		<b>\$23.464</b>	<b>18.2</b>		<b>\$758.092</b>	<b>\$725.924</b>	<b>\$32.168</b>
Cash Timing and Availability Adjustment	0.000	(0.321)		(0.321)	-		0.000	0.121	0.121
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$46.333)</b>	<b>(\$35.814)</b>		<b>\$10.519</b>	<b>22.7</b>		<b>(\$328.556)</b>	<b>(\$314.214)</b>	<b>\$14.342</b>
<b>Subsidies</b>									
MTA	46.333	35.820		(10.513)	(22.7)		328.556	314.221	(14.334)

MTA LONG ISLAND RAIL ROAD

JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST

EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR FORECAST AND ACTUAL CASH BASIS

Table 5

June 2013		Year-to-Date as of June 30, 2013		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance	
	\$	%	\$	%
<b>Receipts</b>				
Farebox Revenue	(4.311)	(7.4)	(4.234)	(1.3)
				Lower advance sales impact \$(3.183), lower ridership \$(0.982) and lower Metrocard/AirTrain sales \$(0.163), partially offset by higher yields \$0.017.
Other Operating Revenue	(1.200)	(32.7)	(3.691)	(10.1)
				Primarily due to the timing of rental revenue and intercompany receipts.
Capital and Other Reimbursements	(7.113)	(34.8)	(10.022)	(13.1)
				Timing of activity and reimbursement for capital and other reimbursements.
<b>Expenditures</b>				
Labor:				
Payroll	1.035	2.7	3.074	1.3
				Primarily due to lower headcount and rates.
Overtime	(0.388)	(4.9)	0.078	0.1
				Primarily higher project overtime.
Health and Welfare	7.871	86.8	8.926	16.7
				Primarily due to the timing of payments.
OPEB Current Payment	3.548	65.9	4.545	15.4
				Primarily due to the timing of payments.
Other Fringe Benefits	2.677	22.3	5.289	7.8
				Primarily the timing of FELA payments and lower Railroad Retirement payments.

Table 5

MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR FORECAST AND ACTUAL CASH BASIS

Generic Revenue or Expense Category	June 2013			Year-to-Date as of June 30, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	2.429	26.1	Primarily due to the timing of payments and lower rates, partially offset by higher usage.	4.800	10.0	Primarily due to the timing of payments and lower rates, partially offset by higher usage.
Fuel	0.942	33.9	Primarily due to timing of payments and lower consumption.	0.295	1.9	Primarily due to the timing of non-revenue fuel payments.
Insurance	2.825	97.7	Timing of insurance premium payments.	1.418	12.8	Timing of payments.
Claims	(0.097)	*	Timing of payments.	(0.167)	(7.5)	Timing of payment for claims.
Maintenance and Other Operating Contracts	1.715	25.1	Timing of payments.	3.275	10.8	Timing of payments.
Professional Service Contracts	(0.220)	(6.6)	Primarily the timing of payments.	0.735	4.2	Primarily the timing of payments.
Materials and Supplies	0.312	2.9	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(1.641)	(2.4)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.643	45.1	Primarily due to the timing of payments.	0.997	15.6	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.168	7.8	Lower Metrocard/AirTrain pass through payments.	0.474	3.9	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) June 2013 (\$ in millions)									
	Month			Favorable (Unfavorable)			Year-to-Date		
	Mid Year		Forecast	Actual		Percent	Mid Year		Favorable (Unfavorable)
	Forecast				Variance		Forecast	Actual	
<b>Receipts</b>									
Farebox Revenue	\$2,152	(\$1,194)			(\$3,346)	*	\$12,809	\$9,569	(\$3,240) (25.3)
Vehicle Toll Revenue	0,000	0,000			0,000	-	0,000	0,000	0,000 -
Other Operating Revenue	0,114	(2,233)			(2,347)	*	(1,358)	(6,428)	(5,070) *
Capital & Other Reimbursements	1,961	(9,023)			(10,984)	*	(23,576)	(32,071)	(8,495) (36.0)
<b>Total Receipts</b>	<b>\$4,227</b>	<b>(\$12,451)</b>			<b>(\$16,678)</b>	*	<b>(\$12,125)</b>	<b>(\$28,930)</b>	<b>(\$16,805)</b> *
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	\$1,149	\$1,279			\$0,130	11.4	\$0,536	\$0,786	\$0,250 46.6
Overtime	(0,001)	0,231			0,232	*	(1,922)	(0,879)	1,043 54.3
Health and Welfare	0,000	7,868			7,868	-	(0,001)	8,812	8,813 *
OPEB Current Payment	0,000	2,990			2,990	-	1,160	3,381	2,221 *
Pensions	0,000	0,002			0,002	-	(0,695)	(0,623)	0,072 10.3
Other Fringe Benefits	(1,324)	0,538			1,862	*	(2,084)	0,864	2,948 *
GASB	0,000	0,000			0,000	-	0,000	0,000	0,000 -
Reimbursable Overhead	0,000	0,000			0,000	-	0,000	0,000	0,000 -
<b>Total Labor Expenditures</b>	<b>(\$0,176)</b>	<b>\$12,908</b>			<b>\$13,084</b>	*	<b>(\$3,006)</b>	<b>\$12,341</b>	<b>\$15,347</b> *
<i>Non-Labor:</i>									
Electric Power	\$0,000	\$1,725			\$1,725	-	\$1,106	\$6,937	\$5,831 *
Fuel	(0,108)	0,549			0,657	*	0,301	(0,430)	(0,731) *
Insurance	(0,738)	2,006			2,744	*	(0,278)	0,693	0,971 *
Claims	0,423	0,614			0,191	45.1	(2,173)	(2,111)	0,062 2.9
Paratransit Service Contracts	0,000	0,000			0,000	-	0,000	0,000	0,000 -
Maintenance and Other Operating Contracts	(0,191)	1,778			1,969	*	2,505	3,932	1,427 57.0
Professional Service Contracts	0,614	(1,207)			(1,821)	*	(1,249)	(1,678)	(0,429) (34.4)
Materials & Supplies	3,120	3,599			0,479	15.4	(0,655)	(4,218)	(3,563) *
Other Business Expenses	(0,098)	0,570			0,668	*	(0,011)	0,793	0,804 *
<b>Total Non-Labor Expenditures</b>	<b>\$3,022</b>	<b>\$9,633</b>			<b>\$6,611</b>	*	<b>(\$0,454)</b>	<b>\$3,919</b>	<b>\$4,372</b> *
<i>Other Expenditure Adjustments:</i>									
Other	(2,158)	(1,990)			0,168	7.8	(12,052)	(11,578)	0,474 3.9
<b>Total Other Expenditure Adjustments</b>	<b>(\$2,158)</b>	<b>(\$1,990)</b>			<b>\$0,168</b>	7.8	<b>(\$12,052)</b>	<b>(\$11,578)</b>	<b>\$0,474</b> 3.9
<b>Total Expenditures before Depreciation</b>	<b>\$0,688</b>	<b>\$20,552</b>			<b>\$19,864</b>	*	<b>(\$15,512)</b>	<b>\$4,682</b>	<b>\$20,193</b> *
Depreciation Adjustment	27,363	27,347			(0,016)	(0.1)	158,567	163,622	5,055 3.2
Other Post Employment Benefits	6,800	6,422			(0,378)	(5.6)	39,653	39,258	(0,395) (1.0)
Environmental Remediation	0,167	0,167			(0,000)	(0.2)	1,000	1,000	0,000 (0.2)
<b>Total Expenditures</b>	<b>\$35,018</b>	<b>\$54,488</b>			<b>\$19,470</b>	55.6	<b>\$183,710</b>	<b>\$208,562</b>	<b>\$24,851</b> 13.5
Cash Timing and Availability Adjustment	0,000	(0,321)			(0,321)	-	0,000	0,121	0,121 -
<b>Total Cash Conversion Adjustments</b>	<b>\$39,245</b>	<b>\$41,717</b>			<b>\$2,472</b>	6.3	<b>\$171,585</b>	<b>\$179,753</b>	<b>\$8,168</b> 4.8

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

	June 2013				June Year-to-Date			
	Mid-Year Forecast		Actuals		Mid-Year Forecast		Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>								
<u>Scheduled Service</u> <sup>1</sup>	15,668	\$0.8	16,028	\$0.8	(360) -2.3%	(\$0.0) -1.5%	177,413	\$9.0 (3,052) -1.7%
<u>Unscheduled Service</u>	10,755	0.5	12,005	0.6	(1,250) -11.6%	(0.1) -15.3%	64,516	3.3 (3,608) -5.9%
<u>Programmatic/Routine Maintenance</u>	42,214	1.9	39,146	1.8	3,068 7.3%	0.2 9.5%	255,457	11.7 (8,299) -3.4%
<u>Unscheduled Maintenance</u>	455	0.0	463	0.0	(8) -1.8%	(0.0) -1.8%	12,227	0.6 (232) -1.9%
<u>Vacancy/Absentee Coverage</u>	62,195	3.0	58,077	2.8	4,118 6.6%	0.2 6.8%	305,652	14.7 (781) -0.3%
<u>Weather Emergencies</u>	2,129	0.1	1,427	0.1	702 33.0%	0.0 38.9%	78,141	4.1 3,458 4.2%
<u>Safety/Security/Law Enforcement</u> <sup>2</sup>	-	0.0	-	0.0			-	0.0
<u>Other</u> <sup>3</sup>	1,506	0.1	1,217	0.2	289 19.2%	(0.2) *	9,895	1.6 (276) -2.9%
Subtotal	134,922	\$6.5	128,362	\$6.4	6,559 4.9%	\$0.1 2.2%	903,301	\$45.1 (12,791) -1.4%
<b>REIMBURSABLE OVERTIME</b>	27,008	\$1.4	38,909	\$2.1	(11,901) -44.1%	(\$0.8) -56.4%	147,501	\$8.1 12,833 8.0%
<b>TOTAL OVERTIME</b>	<b>161,929</b>	<b>\$7.9</b>	<b>167,271</b>	<b>\$8.5</b>	<b>(5,341)</b> -3.3%	<b>(\$0.6)</b> -7.9%	<b>1,050,802</b>	<b>\$53.2</b> <b>42</b> <b>0.0%</b>

<sup>1</sup> Includes Tour Length and Holiday overtime.

<sup>2</sup> Not Applicable

<sup>3</sup> Reflects overtime for marketing, material management and other administrative functions.

Totals may not add due to rounding.

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

\* Exceeds 100%

		Monthly		Year-to-Date	
	Var. - Fav./(Unfav)	Explanations	Var. - Fav./(Unfav)	Explanations	
	Hours	\$	Hours	\$	
NON-REIMBURSABLE OVERTIME					
Scheduled Service	(360)	(\$0.0)	(3,052)	(\$0.2)	
	-2.3%	-1.5%	-1.8%	-1.7%	
Unscheduled Service	(1,250)	(0.1)	(3,608)	(0.1)	
	-11.6%	-15.3%	-5.9%	-4.7%	
Programmatic/Routine Maintenance	3,068	0.2	(8,299)	(0.3)	
	7.3%	9.5%	-3.4%	-2.9%	
Unscheduled Maintenance	(8)	(0.0)	(232)	(0.0)	
	-1.8%	-1.8%	-1.9%	-1.8%	
Vacancy/Absentee Coverage	4,118	0.2	(781)	0.1	
	6.6%	6.8%	-0.3%	0.6%	
Weather Emergencies	702	0.0	3,458	0.2	
	33.0%	38.9%	4.2%	4.1%	
Safety/Security/Law Enforcement					
Other	289	(0.2)	(276)	(0.5)	
	19.2%	*	-2.9%	-44.1%	
Subtotal	6,559	\$0.1	(12,791)	(\$0.9)	
	4.9%	2.2%	-1.4%	-2.0%	
REIMBURSABLE OVERTIME	(11,901)	(\$0.8)	12,833	(\$0.1)	
	-44.1%	-56.4%	8.0%	-1.2%	
TOTAL OVERTIME	(5,341)	(\$0.6)	42	(\$1.0)	
	-3.3%	-7.9%	0.0%	-1.9%	
* Exceeds 100%					

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

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



**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE and REIMBURSABLE**  
**END-of-MONTH JUNE 2013**

	Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	6	5	1
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	83	78	5
Human Resources	32	53	(21)
Sr VP Administration	2	2	0
Strategic Investments	35	28	7
President	4	4	0
VP & CFO	2	7	(5)
Information Technology	162	157	5
Controller	42	40	2
Management & Budget	18	17	1
Process Re-Engineering	7	6	1
VP - East Side Access & Special Projects	27	29	(2)
Market Dev. & Public Affairs	60	56	4
Gen. Counsel & Secretary	29	29	0
Diversity Management	1	1	0
System Safety/Training	76	71	5
Security	6	6	0
Sr VP Operations/Service Planning	24	20	4
<b>Total Administration</b>	<b>634</b>	<b>626</b>	<b>8</b>
<b>Operations</b>			
Train Operations	1,957	1,950	7
Customer Services	305	292	13
<b>Total Operations</b>	<b>2,262</b>	<b>2,242</b>	<b>20</b>
<b>Maintenance</b>			
Engineering	1,550	1,548	2
Equipment	2,026	2,008	18
Procurement (Stores)	93	93	-
<b>Total Maintenance</b>	<b>3,669</b>	<b>3,649</b>	<b>20</b>
<b>Engineering/Capital</b>			
Department of Project Management	130	110	20
<b>Total Engineering/Capital</b>	<b>130</b>	<b>110</b>	<b>20</b>
<b>Baseline Total Positions</b>	<b>6,695</b>	<b>6,627</b>	<b>68</b>
<i>Non-Reimbursable</i>	<i>5,878</i>	<i>5,917</i>	<i>(39)</i>
<i>Reimbursable</i>	<i>817</i>	<i>710</i>	<i>107</i>
<b>Total Full-Time</b>	<b>6,695</b>	<b>6,627</b>	<b>68</b>
<b>Total Full-Time-Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**NON-REIMBURSABLE and REIMBURSABLE**  
**END-OF-MONTH JUNE 2013**

Explanation of Variances	
<b>NON-REIMBURSABLE POSITIONS</b>	- Unfavorable (39) positions due to switch of Engineering labor force from project to maintenance activity.
<b>REIMBURSABLE POSITIONS</b>	- Favorable 107 positions primarily due to the timing of project activity.

MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
END-of-MONTH JUNE 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	321	317	4
Professional, Technical, Clerical	313	309	4
Operational Hourlies	-	-	-
<b>Total Administration</b>	<b>634</b>	<b>626</b>	<b>8</b>
<b>Operations</b>			
Managers/Supervisors	324	307	17
Professional, Technical, Clerical	175	162	13
Operational Hourlies	1,763	1,773	(10)
<b>Total Operations</b>	<b>2,262</b>	<b>2,242</b>	<b>20</b>
<b>Maintenance</b>			
Managers/Supervisors	696	668	28
Professional, Technical, Clerical	252	254	(2)
Operational Hourlies	2,721	2,727	(6)
<b>Total Maintenance</b>	<b>3,669</b>	<b>3,649</b>	<b>20</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	98	86	12
Professional, Technical, Clerical	32	24	8
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>130</b>	<b>110</b>	<b>20</b>
<b>Total Positions</b>			
Managers/Supervisors	1,439	1,378	61
Professional, Technical, Clerical	772	749	23
Operational Hourlies	4,484	4,500	(16)
<b>Total Positions</b>	<b>6,695</b>	<b>6,627</b>	<b>68</b>

MTA LONG ISLAND RAIL ROAD  
JULY FINANCIAL PLAN - 2013 MID YEAR FORECAST  
RIDERSHIP  
(In Thousands)

RIDERSHIP	June 2013				Year-to-Date June 2013			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.766	3.710	(0.056)	-1.5%	23.106	23.043	(0.063)	-0.3%
Weekly	0.150	0.183	0.034	22.5%	0.840	0.875	0.035	4.2%
Total Commutation	3.915	3.893	(0.022)	-0.6%	23.946	23.918	(0.027)	-0.1%
One-Way Full Fare	0.711	0.710	(0.001)	-0.1%	3.834	3.860	0.026	0.7%
One-Way Off-Peak	1.612	1.526	(0.087)	-5.4%	8.428	8.176	(0.251)	-3.0%
All Other	0.880	0.866	(0.014)	-1.6%	4.653	4.661	0.008	0.2%
Total Non-Commutation	3.203	3.102	(0.101)	-3.2%	16.915	16.697	(0.217)	-1.3%
Total	7.119	6.995	(0.124)	-1.7%	40.860	40.616	(0.245)	-0.6%

**MTA LONG ISLAND RAIL ROAD**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**MONTHLY PERFORMANCE INDICATORS**  
June 2013

	<b>MONTH</b>		<b>VARIANCE</b>	
	<b>2013</b>	<b>Mid-Year Forecast</b>	<b>vs. Forecast</b>	<b>vs. 2012</b>
<b>Farebox Operating Ratio</b>				
Standard <sup>(1)</sup>	53.1%	50.6%	2.5%	-0.4%
Adjusted <sup>(2)</sup>	66.9%	62.3%	4.6%	-0.2%
<b>Cost Per Passenger</b>				
Standard <sup>(1)</sup>	\$15.00	\$15.75	\$0.75	(\$1.59)
Adjusted <sup>(2)</sup>	\$12.87	\$13.53	\$0.66	(\$1.61)
<b>Passenger Revenue/Passenger <sup>(3)</sup></b>	\$7.97	\$7.97	\$0.00	\$0.80
<b>YEAR-TO-DATE</b>				
	<b>Mid-Year</b>		<b>VARIANCE</b>	
	<b>2013</b>	<b>Forecast</b>	<b>vs. Forecast</b>	<b>vs. 2012</b>
<b>Farebox Operating Ratio</b>				
Standard <sup>(1)</sup>	47.1%	46.6%	0.5%	-1.8%
Adjusted <sup>(2)</sup>	61.7%	60.9%	0.8%	-0.1%
<b>Cost Per Passenger</b>				
Standard <sup>(1)</sup>	\$15.88	\$16.01	\$0.13	(\$1.50)
Adjusted <sup>(2)</sup>	\$13.65	\$13.73	\$0.08	(\$1.54)
<b>Passenger Revenue/Passenger <sup>(3)</sup></b>	\$7.49	\$7.46	\$0.03	\$0.46

(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