



# **Long Island Rail Road**

## **Monthly Financial Report**

**May 2013**

# **MTA LONG ISLAND RAIL ROAD**

## **May Ridership and Financial Report**

### **Executive Summary**

#### **Ridership**

- During the month of May, total ridership was 7.1 million, which was 0.8% lower than May 2012 (adjusted for same number of work days) and 0.7% below the budget.
  - 2013 Total ridership through May was 33.6 million. This was 0.9% lower than 2012 (adjusted for same number of work days) and 0.3% lower than the 2013 budget.
  - Through May 2013, commutation ridership was 0.6% lower than 2012 (work day adjusted) and 0.6% lower than the 2013 budget.
  - Through May 2013, non-commutation ridership was 1.3% lower than 2012 and 0.3% higher than budget.
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#### **Revenues**

- Farebox revenue through May totaling \$247.3 million was \$0.5 million below budget.
- Capital & Other Revenue of \$110.7 million was \$1.1 million higher than budget due to federal reimbursement for Superstorm Sandy, partially offset by the timing of capital program activity.
- In summary, total LIRR revenue of \$358.0 million was \$0.6 million higher than the adopted budget.

#### **Expenses**

- Through May, total expenses of \$774.4 million were \$32.4 million less than budget.
- Straight-time payroll spending was \$10.3 million less than adopted budget due to the existence of vacant positions. At the end of May, 144 of 6,736 positions were vacant. These vacancies consisted primarily of maintenance and management/supervisory positions.
- Year-to-date overtime hours worked was 22.3%, or 161,000 hours higher than the budget. The majority was due to vacancy coverage, which was 81,000 hours over budget and weather-related overtime, which was 42,000 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 21.2% 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 May, the Adjusted Farebox Operating Ratio was 60.6%, which is favorable to budget due to lower expenses.
- Through May, the Adjusted Cost per Passenger was \$13.82 which is lower than budget due to lower expenses.
- Through May, the Revenue per Passenger was \$7.38, which is on budget.

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

**REVENUE**

Year-to-date May **Total Revenues** (including Capital and Other Reimbursements) of \$358.0 were \$0.6 million or 0.2% favorable to budget. The month of May of \$95.2 was favorable to budget by \$15.2 million or 19.0%.

- **Y-T-D Farebox Revenues** were \$(0.5) unfavorable to the budget. The month was \$(0.3) unfavorable to budget due to lower ridership.
- **Y-T-D Other Operating Revenues** were \$18.8 favorable to budget. The month was \$17.0 favorable primarily due to federal reimbursement for Superstorm Sandy previously reflected in Other Business Expenses.
- **Y-T-D Capital and Other Reimbursements** were \$(17.7) unfavorable to budget. The month was \$(1.5) unfavorable due to timing of project activity.

**OPERATING EXPENSES**

Year-to-date May **Total Expenses** (including depreciation and other) of \$774.4 were favorable to the budget by \$32.4 or 4.0%. The total expenses for the month of \$178.2 were unfavorable to budget by \$(13.0) or 7.9%.

**Labor Expenses**, \$11.9 favorable Y-T-D; \$4.0 favorable for the month.

- **Payroll**, \$10.3 favorable Y-T-D; \$1.9 favorable for the month (primarily vacant positions).
- **Overtime**, \$(9.3) unfavorable Y-T-D; \$(1.1) unfavorable for the month (primarily open jobs in Maintenance of Equipment, reimbursable activity in Transportation and higher maintenance in Engineering).
- **Health & Welfare**, \$4.6 favorable Y-T-D; \$0.9 favorable for the month (vacant positions and lower rates)
- **OPEB Current Payment**, \$4.4 favorable Y-T-D; \$1.0 favorable for the month (lower rates and fewer retirees/beneficiaries).
- **Other Fringe**, \$2.0 favorable Y-T-D; \$1.3 favorable for the month (lower Railroad Retirement taxes and FELA Indemnity payments).

**Non-Labor Expenses**, \$24.9 favorable Y-T-D; \$(15.9) unfavorable for the month.

- **Electric Power**, \$(0.2) unfavorable Y-T-D; \$(0.9) unfavorable for the month (primarily timing of facility related electricity expenses).
- **Fuel**, \$0.9 favorable Y-T-D; \$0.2 favorable for the month (primarily timing of natural gas payments)
- **Maintenance and Other Operating Contracts**, \$6.1 favorable Y-T-D; \$(0.1) unfavorable for the month (primarily timing).
- **Professional Services**, \$2.9 favorable Y-T-D; \$(1.5) unfavorable for the month (primarily timing).
- **Materials and Supplies**, \$10.3 favorable Y-T-D; \$0.4 favorable for the month (primarily timing of capital material usage).
- **Other Business Expenses**, \$1.8 favorable Y-T-D; \$(14.0) unfavorable for the month (re-class of federal reimbursement for Superstorm Sandy expenses to Other Operating Revenue).

**Depreciation and Other**, \$4.5 unfavorable Y-T-D; \$1.1 unfavorable for the month (Depreciation).

**FAREBOX OPERATING RATIO**

The year-to-date Farebox Operating Ratio was 46.0%, 1.3 percentage points lower than year-to-date April. The Farebox Operating Ratio for the month of May of 41.8% was 6.3 percentage points below the budget resulting from lower revenue and higher expenses. The adjusted year-to-date Farebox Operating Ratio was 60.6%. 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**  
**May 2013**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Percent
<b>Revenue</b>									
Farebox Revenue	\$53,654	\$53,374	(\$0.280)	(0.5)	\$0.000	\$0.000	\$0.000	-\$0.280	(0.5)
Vehicle Toll Revenue	0.000	0.000	-	-	0.000	0.000	0.000	0.000	-
Other Operating Revenue	3,773	20,763	16,990	*	0.000	0.000	0.000	16,990	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	22,594	21,071	(1,523)	(6.7)	(6.7)
<b>Total Revenue</b>	<b>\$57,427</b>	<b>\$74,136</b>	<b>\$16,709</b>	<b>29.1</b>	<b>\$22,594</b>	<b>\$21,071</b>	<b>(\$1,523)</b>	<b>(6.7)</b>	<b>19.0</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$37,975	\$37,724	\$0.251	0.7	\$7,109	\$5,410	\$1,699	23.9	4.3
Overtime	5,531	6,293	(0.762)	(13.8)	1,633	1,957	(0.324)	(19.9)	(15.2)
Health and Welfare	8,472	7,691	0.781	9.2	1,311	1,230	0.081	6.2	8.8
OP&B Current Payment	5,571	4,553	1,018	18.3	0.000	0.000	0.000	-	18.3
Pensions	15,025	15,016	0.009	0.1	1,725	1,734	(0.009)	(0.5)	0.0
Other Fringe Benefits	9,403	8,490	0.913	9.7	1,579	1,226	0.353	22.3	11.5
Reimbursable Overhead	(2,171)	(1,995)	(0.176)	(8.1)	2,171	1,995	0.176	8.1	-
<b>Total Labor Expenses</b>	<b>\$79,806</b>	<b>\$77,772</b>	<b>\$2,034</b>	<b>2.5</b>	<b>\$15,528</b>	<b>\$13,553</b>	<b>\$1,975</b>	<b>12.7</b>	<b>4.2</b>
<b>Non-Labor:</b>									
Electric Power	\$7,993	\$8,891	(\$0.898)	(11.2)	\$0.000	\$0.045	(\$0.045)	-\$0.943	(11.8)
Fuel	2,714	2,481	0.233	8.6	0.000	0.000	0.000	0.233	8.6
Insurance	1,489	1,607	(0.318)	(21.3)	0.666	0.280	0.386	57.9	3.2
Claims	0.283	0.330	(0.046)	(16.3)	0.000	0.000	0.000	0.046	(16.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	4,970	5,591	(0.621)	(12.5)	1,602	1,068	0.534	33.3	(1.3)
Professional Service Contracts	2,723	2,427	0.296	10.9	0.566	2,329	(1.763)	4.756	(44.6)
Materials & Supplies	8,259	8,267	(0.010)	(0.1)	3,749	3,749	0.369	8.9	2.9
Other Business Expenses	1,239	15,297	(14,058)	*	0.114	0.047	0.067	59.0	*
<b>Total Non-Labor Expenses</b>	<b>\$29,668</b>	<b>\$45,090</b>	<b>(\$15,422)</b>	<b>(52.0)</b>	<b>\$7,066</b>	<b>\$7,519</b>	<b>(\$0,453)</b>	<b>(6.4)</b>	<b>(43.2)</b>
<b>Other Expense Adjustments:</b>									
Other	\$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>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation &amp; Other Post Employment Benefits</b>	<b>\$109,474</b>	<b>\$122,862</b>	<b>(\$13,388)</b>	<b>(12.2)</b>	<b>\$22,594</b>	<b>\$21,071</b>	<b>\$1,523</b>	<b>6.7</b>	<b>(9.0)</b>
<b>Depreciation</b>									
Depreciation	\$26,129	\$27,278	(\$1,149)	(4.4)	\$0.000	\$0.000	\$0.000	-\$1,149	(4.4)
Other Post Employment Benefits	6,800	6,783	0.017	0.2	0.000	0.000	0.000	0.017	0.2
Environmental Remediation	0.167	0.167	(0.000)	(0.0)	0.000	0.000	0.000	0.167	(0.0)
<b>Total Expenses</b>	<b>\$142,570</b>	<b>\$157,090</b>	<b>(\$14,520)</b>	<b>(10.2)</b>	<b>\$22,594</b>	<b>\$21,071</b>	<b>\$1,523</b>	<b>6.7</b>	<b>(7.9)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$85,143)</b>	<b>(\$82,954)</b>	<b>\$2,189</b>	<b>2.6</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>-\$2,189</b>	<b>2.6</b>
<b>Cash Conversion Adjustments</b>									
Depreciation	26,129	27,278	1,149	4.4	0.000	0.000	0.000	1,149	4.4
Operating/Capital	(2,567)	(6,045)	(3,478)	*	0.000	0.000	0.000	(3,478)	*
Other Cash Adjustments	(2,529)	11,699	14,228	*	0.000	0.000	0.000	14,228	*
<b>Total Cash Conversion Adjustments</b>	<b>\$21,033</b>	<b>\$32,932</b>	<b>\$11,899</b>	<b>56.6</b>	<b>0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$11,899</b>	<b>56.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$64,110)</b>	<b>(\$50,022)</b>	<b>\$14,088</b>	<b>22.0</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>-\$14,088</b>	<b>22.0</b>

TABLE 2

**MTA LONG ISLAND RAIL ROAD**  
**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**May Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Budget	Actual	Percent	Budget	Actual	Percent	Budget	Actual	Percent
<b>Revenue</b>									
Farebox Revenue	\$247,794	\$247,287	(0.2)	\$0,000	\$0,000	-	\$247,794	\$247,287	(0.2)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Other Operating Revenue	15,620	34,404	*	0,000	0,000	-	15,620	34,404	*
Capital & Other Reimbursements	0,000	0,000	-	93,964	76,289	(18.8)	93,964	76,289	(18.8)
<b>Total Revenue</b>	<b>\$263,414</b>	<b>\$281,691</b>	<b>6.9</b>	<b>\$93,964</b>	<b>\$76,289</b>	<b>(18.8)</b>	<b>\$357,378</b>	<b>\$357,980</b>	<b>0.2</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$179,945	\$176,517	1.9	\$30,875	\$23,978	22.3	\$210,820	\$200,496	4.9
Overtime	29,890	38,689	(29.4)	5,473	5,998	(9.6)	35,363	44,688	(26.4)
Health and Welfare	43,363	39,083	9.9	5,475	5,138	6.1	48,838	44,222	9.5
OPEB Current Payment	27,853	23,500	15.6	0,000	0,000	-	27,853	23,500	15.6
Pensions	76,459	76,371	0.088	7,291	7,379	(1.2)	83,750	83,750	0.0
Other Fringe Benefits	48,457	47,988	0.469	6,594	5,111	22.5	55,051	53,099	3.5
Reimbursable Overhead	(8,507)	(8,525)	0.018	8,507	8,525	(0.018)	0,000	0,000	-
<b>Total Labor Expenses</b>	<b>\$397,460</b>	<b>\$393,624</b>	<b>1.0</b>	<b>\$64,215</b>	<b>\$56,130</b>	<b>12.6</b>	<b>\$461,675</b>	<b>\$449,754</b>	<b>2.6</b>
<b>Non-Labor:</b>									
Electric Power	\$41,341	\$41,415	(0.2)	\$0,000	\$0,094	-	\$41,341	\$41,509	(0.4)
Fuel	12,962	12,110	6.6	0,000	0,000	-	12,962	12,110	6.6
Insurance	7,081	7,169	(1.2)	2,452	1,109	54.8	9,533	8,278	13.2
Claims	1,417	(0,454)	1.871	0,000	0,000	-	1,417	(0,454)	1.871
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	-	0,000	0,000	-
Maintenance and Other Operating Contracts	24,354	19,620	19.4	5,737	4,357	24.1	30,091	23,976	20.3
Professional Service Contracts	12,847	8,822	4.025	2,751	3,828	(39.1)	15,598	12,650	18.9
Materials & Supplies	43,803	41,281	2.522	18,245	10,512	42.4	62,048	51,793	16.5
Other Business Expenses	6,094	4,596	1.498	0,564	0,260	53.8	6,658	4,856	27.1
<b>Total Non-Labor Expenses</b>	<b>\$149,899</b>	<b>\$134,559</b>	<b>10.2</b>	<b>\$28,749</b>	<b>\$20,159</b>	<b>32.2</b>	<b>\$179,648</b>	<b>\$154,718</b>	<b>13.9</b>
Other Expense Adjustments	\$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>\$547,359</b>	<b>\$528,184</b>	<b>3.5</b>	<b>\$93,964</b>	<b>\$76,289</b>	<b>18.8</b>	<b>\$641,323</b>	<b>\$604,472</b>	<b>5.7</b>
<b>Depreciation</b>	\$130,645	\$136,275	(4.3)	\$0,000	\$0,000	-	\$130,645	\$136,275	(4.3)
Other Post Employment Benefits	34,000	32,836	3.4	0,000	0,000	-	34,000	32,836	3.4
Environmental Remediation	0,834	0,833	0.1	0,000	0,000	-	0,834	0,833	0.1
<b>Total Expenses</b>	<b>\$712,838</b>	<b>\$698,127</b>	<b>2.1</b>	<b>\$93,964</b>	<b>\$76,289</b>	<b>18.8</b>	<b>\$806,802</b>	<b>\$774,416</b>	<b>4.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$449,424)</b>	<b>(\$416,436)</b>	<b>7.3</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$449,424)</b>	<b>(\$416,436)</b>	<b>7.3</b>
<b>Cash Conversion Adjustments</b>									
Depreciation	130,645	136,275	4.3	0,000	0,000	-	130,645	136,275	4.3
Operating/Capital	(9,974)	(11,834)	(18.6)	0,000	0,000	-	(9,974)	(11,834)	(18.6)
Other Cash Adjustments	15,183	13,596	(10.5)	0,000	0,000	-	15,183	13,596	(10.5)
<b>Total Cash Conversion Adjustments</b>	<b>\$135,854</b>	<b>\$138,036</b>	<b>1.6</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$135,854</b>	<b>\$138,036</b>	<b>1.6</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$313,570)</b>	<b>(\$278,400)</b>	<b>11.2</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>(\$313,570)</b>	<b>(\$278,400)</b>	<b>11.2</b>

TABLE 3

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

May 2013				Year-to-Date May 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.	(0.280)	(0.5)	Lower ridership \$(0.436), partially offset by higher yield \$0.156.	(0.507)	(0.2)	Lower ridership \$(0.639), partially offset by higher yield \$0.132.
Other Operating Revenue	Non Reimb.	16.990	*	Primarily due to reimbursement for Superstorm Sandy.	18.784	*	Primarily due to reimbursement for Superstorm Sandy.
Capital & Other Reimbursements	Reimb.	(1.523)	(6.7)	Primarily due to timing of project activity.	(17.675)	(18.8)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	0.251	0.7	Timing of retiree sick payments, lower rates and lower penalty payments.	3.428	1.9	Primarily vacant positions, lower rates and lower penalty payments, partially offset by higher differential payments.
	Reimb.	1.699	23.9	Primarily due to vacant positions, timing of project activity and other reimbursements.	6.897	22.3	Primarily due to vacant positions, timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.762)	(13.8)	Primarily higher vacancy/absentee coverage and higher maintenance overtime.	(8.799)	(29.4)	Higher vacancy/absentee coverage, weather-related overtime, maintenance overtime and higher rates.
	Reimb.	(0.324)	(19.9)	Primarily due to timing of project activity.	(0.525)	(9.6)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.781	9.2	Lower rates and vacant positions.	4.280	9.9	Lower rates and vacant positions.
	Reimb.	0.081	6.2	Primarily due to timing of project activity.	0.337	6.1	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.018	18.3	Lower rates and fewer retirees/beneficiaries.	4.352	15.6	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**

Generic Revenue or Expense Category		May 2013				Year-to-Date May 2013		
		Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
			\$	%		\$	%	
Pensions	Non Reimb.	Non Reimb.	0.009	0.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	0.088	0.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	Reimb.	(0.009)	(0.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(0.088)	(1.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	Non Reimb.	0.913	9.7	Timing of FELA Indemnity payments.	0.469	1.0	Timing of FELA Indemnity and medical payments.
	Reimb.	Reimb.	0.353	22.3	Primarily due to timing of project activity.	1.483	22.5	Primarily due to timing of project activity.
Electric Power	Non Reimb.	Non Reimb.	(0.898)	(11.2)	Primarily timing of facility related electricity payments.	(0.074)	(0.2)	Primarily due to timing of facility related electricity payments and higher LIPA fuel cost adjustment charges, partially offset by lower rates and consumption.
	Reimb.	Reimb.	(0.045)	-	VD Yard	(0.094)	-	VD Yard
Fuel	Non Reimb.	Non Reimb.	0.233	8.6	Primarily timing of natural gas payments and lower diesel fuel consumption, partially offset by higher gasoline consumption for non-revenue vehicles.	0.852	6.6	Primarily timing of natural gas payments and lower diesel fuel consumption, partially offset by higher diesel fuel rates.
Insurance	Non Reimb.	Non Reimb.	(0.318)	(21.3)	Higher premium payments.	(0.088)	(1.2)	Timing of premium payments.
	Reimb.	Reimb.	0.386	57.9	Force Account Insurance associated with project activity.	1.343	54.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	Non Reimb.	(0.046)	(16.3)	Timing of expenses	1.871	*	Timing of public liability expenses.

TABLE 3

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**FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	May 2013			Year-to-Date May 2013		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	(0.621)	(12.5)	Primarily timing of elevator/escalator repairs and emergency bussing and higher non-revenue vehicle maintenance repairs, partially offset by timing of payments for vegetation management and leases and rentals.	4.734	19.4	Primarily due to timing of payments and services for vegetation management, plant maintenance, environmental services, IESS and security guard services, parking facilities maintenance, elevator/escalator maintenance and communication expenses, partially offset by higher non-revenue vehicle maintenance repairs.
	Reimb.	0.534	33.3	Primarily due to timing of project activity.	1.380	24.1	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.296	10.9	Primarily due to timing of payments and activities for IT software and hardware, partially offset by emergency bridge inspections and other outside services for the Engineering Department.	4.025	31.3	Primarily due to timing of payments and activities for IT hardware and software and MTA Chargebacks.
	Reimb.	(1.763)	*	Primarily due to timing of project activity.	(1.077)	(39.1)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(0.010)	(0.1)	Higher chargeouts of Engineering material, partially offset by lower usage of running repair material for the MU fleet and delayed C-3 HVAC modification and propulsion control unit initiatives.	2.522	5.8	Primarily due to lower usage of running repair material in the MU Car Shop, lower consumption of material in the Truck Shop due to lower unit costs and changes in the number of items being replaced/changed out, delayed startup of propulsion control unit replacement and C-3 fleet modifications, timing of corporate inventory adjustments and timing of purchases of TVMs.
	Reimb.	0.369	8.9	Primarily due to timing of project activity and timing of payments for project material.	7.733	42.4	Primarily due to timing of project activity and timing of payments for project material.



TABLE 3

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

		May 2013			Year-to-Date May 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	(14.058)	*	Reclassification of federal reimbursement for Superstorm Sandy to other operating revenue.	1.498	24.6	Primarily due to lower office supplies, higher restitution of property damage reimbursements and lower bad debt.
	Reimb.	0.067	59.0	Primarily due to timing of project activity.	0.304	53.8	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(1.149)	(4.4)	Primarily timing.	(5.630)	(4.3)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.017	0.2		1.165	3.4	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 May 2013 (\$ in millions)									
	Month			Favorable (Unfavorable)			Year-to-Date		
	Budget	Actual	Variance	Percent			Budget	Actual	Variance
<b>Receipts</b>									
Farebox Revenue	\$56,071	\$56,648	\$0,577	1.0			\$259,878	\$258,051	(\$1,827)
Vehicle Toll Revenue	0,000	0,000	0,000	-			0,000	0,000	0,000
Other Operating Revenue	3,758	15,295	11,537	*			15,798	30,209	14,411
Capital & Other Reimbursements	15,230	7,600	(7,630)	(50.1)			61,635	53,241	(8,394)
<b>Total Receipts</b>	<b>\$75,059</b>	<b>\$79,543</b>	<b>\$4,484</b>	<b>6.0</b>			<b>\$337,311</b>	<b>\$341,501</b>	<b>\$4,190</b>
<b>Expenditures</b>									
<b>Labor:</b>									
Payroll	\$49,483	\$44,991	\$4,492	9.1			\$212,619	\$200,989	\$11,630
Overtime	8,955	10,252	(1,297)	(14.5)			36,850	45,797	(8,947)
Health and Welfare	9,783	8,398	1,385	14.2			48,838	43,277	5,561
OPEB Current Payment	5,571	4,387	1,184	21.3			27,855	23,109	4,746
Pensions	16,750	16,716	0,034	0.2			83,750	84,376	(6,266)
Other Fringe Benefits	12,620	11,240	1,380	10.9			56,638	52,773	3,865
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>\$103,162</b>	<b>\$95,984</b>	<b>\$7,178</b>	<b>7.0</b>			<b>\$466,550</b>	<b>\$450,321</b>	<b>\$16,229</b>
<b>Non-Labor:</b>									
Electric Power	\$8,225	\$5,576	\$2,649	32.2			\$42,501	\$36,297	\$6,204
Fuel	2,714	3,668	(0,954)	(35.1)			12,962	13,088	(0,126)
Insurance	0,399	0,283	0,116	29.1			11,304	9,591	1,713
Claims	0,134	0,101	0,033	24.6			0,670	2,271	(1,601)
Paratransit Service Contracts	0,000	0,000	0,000	-			0,000	0,000	0,000
Maintenance and Other Operating Contracts	6,614	5,692	0,922	13.9			27,344	21,822	5,522
Professional Service Contracts	2,645	2,103	0,542	20.5			14,740	13,122	1,618
Materials & Supplies	11,541	13,631	(2,090)	(18.1)			56,245	59,610	(3,365)
Other Business Expenses	1,318	1,036	0,282	21.4			6,480	4,632	1,848
<b>Total Non-Labor Expenditures</b>	<b>\$33,590</b>	<b>\$32,088</b>	<b>\$1,502</b>	<b>4.5</b>			<b>\$172,246</b>	<b>\$160,433</b>	<b>\$11,813</b>
<b>Other Expenditure Adjustments:</b>									
Other	2,417	1,856	0,561	23.2			12,085	9,589	2,496
<b>Total Other Expenditure Adjustments</b>	<b>\$2,417</b>	<b>\$1,856</b>	<b>\$0,561</b>	<b>23.2</b>			<b>\$12,085</b>	<b>\$9,589</b>	<b>\$2,496</b>
<b>Total Expenditures</b>	<b>\$139,169</b>	<b>\$129,928</b>	<b>\$9,241</b>	<b>6.6</b>			<b>\$650,881</b>	<b>\$620,342</b>	<b>\$30,539</b>
Cash Timing and Availability Adjustment	0,000	0,363	0,363	-			0,000	0,442	0,442
<b>Net Cash Deficit (excludes opening balance)</b>	<b>(\$64,110)</b>	<b>(\$50,022)</b>	<b>\$14,088</b>	<b>22.0</b>			<b>(\$313,570)</b>	<b>(\$278,400)</b>	<b>\$35,170</b>
<b>Subsidies</b>									
MTA	64,110	50,021	(14,089)	(22.0)			313,570	278,401	(35,169)



Table 5

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

		May 2013		Year-to-Date as of May 31, 2013	
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance	Reason for Variance		Favorable/ (Unfavorable) Variance	Reason for Variance
		\$	%		
Non-Labor:					
Electric Power	2.649	32.2		6.204	14.6
					Primarily due to the timing of payments and lower rates, partially offset by higher usage.
Fuel	(0.954)	(35.1)		(0.126)	(1.0)
					Primarily due to the timing of payments and higher rates, partially offset by lower consumption.
Insurance	0.116	29.1		1.713	15.2
					Timing of insurance premium payments.
Claims	0.033	24.6		(1.601)	*
					Timing of payments.
Maintenance and Other Operating Contracts	0.922	13.9		5.522	20.2
					Timing of payments.
Professional Service Contracts	0.542	20.5		1.618	11.0
					Primarily the timing of payments.
Materials and Supplies	(2.090)	(18.1)		(3.365)	(6.0)
					Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.282	21.4		1.848	28.5
					Primarily due to the timing of payments, lower office supplies and higher restitution of property damage.
Other Expenditure Adjustments	0.561	23.2		2.496	20.7
					Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET CASH CONVERSION (CASH FLOW ADJUSTMENTS) May 2013 (\$ in millions)									
	Month			Favorable (Unfavorable)			Year-to-Date		
	Budget	Actual	Variance	Percent			Budget	Actual	Variance Percent
<b>Receipts</b>									
Farebox Revenue	\$2,417	\$3,274	\$0,857	35.5			\$12,084	\$10,764	(\$1,320) (10.9)
Vehicle Toll Revenue	0,000	0,000	0,000	-			0,000	0,000	0,000 -
Other Operating Revenue	(0,015)	(5,468)	(5,453)	*			0,178	(4,195)	(4,373) *
Capital & Other Reimbursements	(7,364)	(13,471)	(6,107)	(82.9)			(32,329)	(23,048)	9,281 28.7
<b>Total Receipts</b>	<b>(\$4,962)</b>	<b>(\$15,664)</b>	<b>(\$10,702)</b>	*			<b>(\$20,067)</b>	<b>(\$16,479)</b>	<b>\$3,588</b> 17.9
<b>Expenditures</b>									
<i>Labor:</i>									
Payroll	(\$4,399)	(\$1,857)	\$2,542	57.8			(\$1,799)	(\$0,494)	\$1,305 72.5
Overtime	(1,791)	(2,001)	(0,210)	(11.8)			(1,487)	(1,109)	0,378 25.4
Health and Welfare	0,000	0,522	0,522	-			0,000	0,944	0,944 -
OPEB Current Payment	(0,000)	0,166	0,166	*			(0,002)	0,392	0,394 *
Pensions	0,000	0,034	0,034	-			0,000	(0,626)	(0,626) -
Other Fringe Benefits	(1,638)	(1,524)	0,114	7.0			(1,587)	0,326	1,913 *
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>(\$7,828)</b>	<b>(\$4,659)</b>	<b>\$3,169</b>	40.5			<b>(\$4,875)</b>	<b>(\$0,567)</b>	<b>\$4,309</b> 88.4
<i>Non-Labor:</i>									
Electric Power	(\$0,232)	\$3,360	\$3,592	*			(\$1,160)	\$5,212	\$6,372 *
Fuel	0,000	(1,187)	(1,187)	-			0,000	(0,979)	(0,979) -
Insurance	1,756	1,804	0,048	2.7			(1,771)	(1,313)	0,458 25.9
Claims	0,149	0,229	0,079	53.0			0,747	(2,724)	(3,472) *
Paratransit Service Contracts	0,000	0,000	0,000	-			0,000	0,000	0,000 -
Maintenance and Other Operating Contracts	(0,042)	0,968	1,010	*			2,747	2,155	(0,592) (21.6)
Professional Service Contracts	0,644	2,654	2,010	*			0,858	(0,472)	(1,330) *
Materials & Supplies	0,834	(1,614)	(2,448)	*			5,803	(7,817)	(13,620) *
Other Business Expenses	0,035	14,308	14,273	*			0,178	0,224	0,046 25.7
<b>Total Non-Labor Expenditures</b>	<b>\$3,144</b>	<b>\$20,521</b>	<b>\$17,376</b>	*			<b>\$7,402</b>	<b>(\$5,714)</b>	<b>(\$13,117)</b> *
<i>Other Expenditure Adjustments:</i>									
Other	(2,417)	(1,856)	0,561	23.2			(12,085)	(9,589)	2,496 20.7
<b>Total Other Expenditure Adjustments</b>	<b>(\$2,417)</b>	<b>(\$1,856)</b>	<b>\$0,561</b>	23.2			<b>(\$12,085)</b>	<b>(\$9,589)</b>	<b>\$2,496</b> 20.7
<b>Total Expenditures before Depreciation</b>	<b>(\$7,101)</b>	<b>\$14,005</b>	<b>\$21,106</b>	*			<b>(\$9,558)</b>	<b>(\$15,870)</b>	<b>(\$6,312)</b> (66.0)
Depreciation Adjustment	26,129	27,278	1,149	4.4			130,645	136,275	5,630 4.3
Other Post Employment Benefits	6,800	6,783	(0,017)	(0.2)			34,000	32,836	(1,165) (3.4)
Environmental Remediation	0,167	0,167	0,000	0.0			0,834	0,833	(0,001) (0.1)
<b>Total Expenditures</b>	<b>\$25,995</b>	<b>\$48,233</b>	<b>\$22,239</b>	85.6			<b>\$155,921</b>	<b>\$154,074</b>	<b>(\$1,847)</b> (1.2)
Cash Timing and Availability Adjustment	0,000	0,363	0,363	-			0,000	0,442	0,442 -
<b>Total Cash Conversion Adjustments</b>	<b>\$21,033</b>	<b>\$32,932</b>	<b>\$11,899</b>	56.6			<b>\$135,854</b>	<b>\$138,036</b>	<b>\$2,182</b> 1.6

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

NON-REIMBURSABLE OVERTIME	May 2013				May Year-to-Date							
	Adopted Budget		Actuals		Var. - Fav/(Unfav)		Adopted Budget		Actuals		Var. - Fav/(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Scheduled Service <sup>1</sup>	29,371	\$1.5	28,179	\$1.4	1,191 4.1%	\$0.1 3.6%	161,506	\$8.1	161,385	\$8.1	121 0.1%	(\$0.0) -0.1%
Unscheduled Service	7,800	0.4	8,389	0.4	(589) -7.6%	(0.1) -13.1%	47,243	2.3	52,511	2.7	(5,268) -11.2%	(0.4) -16.9%
Programmatic/Routine Maintenance	36,369	1.7	40,741	1.8	(4,372) -12.0%	(0.1) -8.8%	195,809	9.1	216,312	9.9	(20,503) -10.5%	(0.8) -9.1%
Unscheduled Maintenance	494	0.0	774	0.0	(280) -56.6%	(0.0) -56.6%	2,694	0.1	11,764	0.5	(9,070) *	(0.4) *
Vacancy/Absentee Coverage	36,123	1.8	47,306	2.3	(11,183) -31.0%	(0.5) -29.4%	166,507	8.3	247,575	12.0	(81,068) -48.7%	(3.7) -44.0%
Weather Emergencies	2,002	0.1	451	0.0	1,552 77.5%	0.1 79.0%	34,562	1.6	76,714	4.1	(42,152) *	(2.5) *
Safety/Security/Law Enforcement <sup>2</sup>	-	0.0	-	0.0			-	0.0	-	0.0		
Other <sup>3</sup>	1,466	0.1	1,223	0.3	243 16.6%	(0.2) *	7,325	0.3	8,276	1.4	(951) -13.0%	(1.1) *
Subtotal	113,626	\$5.5	127,063	\$6.3	(13,437) -11.8%	(\$0.8) -14.6%	615,647	\$29.9	774,538	\$38.7	(158,891) -25.8%	(\$8.8) -29.6%
REIMBURSABLE OVERTIME	31,855	\$1.6	35,939	\$1.9	(4,084) -12.8%	(\$0.3) -17.2%	106,389	\$5.5	108,571	\$6.0	(2,183) -2.1%	(\$0.5) -8.8%
TOTAL OVERTIME	145,481	\$7.2	163,002	\$8.3	(17,521) -12.0%	(\$1.1) -15.2%	722,036	\$35.4	883,109	\$44.7	(161,073) -22.3%	(\$9.3) -26.4%

<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	\$	
<b>NON-REIMBURSABLE OVERTIME</b>							
Scheduled Service							
		1,191	\$0.1	121	(\$0.0)		
		4.1%	3.6%	0.1%	-0.1%		
Unscheduled Service		(589)	(0.1)	(5,268)	(0.4)	Greater than anticipated hours due to the derailment on 3/19/13 and the support of On-Time Performance.	
		-7.6%	-13.1%	-11.2%	-16.9%		
Programmatic/Routine Maintenance		(4,372)	(0.1)	(20,503)	(0.8)	Greater than anticipated Sperry rail testing needs, track maintenance needs from Jamaica to Queens and the Manhasset timber bridge replacement.	
		-12.0%	-8.8%	-10.5%	-9.1%		
Unscheduled Maintenance		(280)	(0.0)	(9,070)	(0.4)	Overage attributed to equipment train derailment on mainline 3/19/13.	
		-56.6%	-56.6%	*	*		
Vacancy/Absentee Coverage		(11,183)	(0.5)	(81,068)	(3.7)	Primarily due to open jobs in Maintenance of Equipment. There are an average 82 labor and 12 supervisory open jobs YTD. In addition, availability in Customer Service and Transportation is lower than projected.	
		-31.0%	-29.4%	-48.7%	-44.0%		
Weather Emergencies		1,552	0.1	(42,152)	(2.5)	Due to Winter Storms of February 8-9 and March 6-7.	
		77.5%	79.0%	*	*		
Safety/Security/Law Enforcement							
Other		243	(0.2)	(951)	(1.1)	Due to variance between actual and budgeted wage rates including double-time payments.	
		16.6%	*	-13.0%	*		
<b>Subtotal</b>		<b>(13,437)</b>	<b>(\$0.8)</b>	<b>(158,891)</b>	<b>(\$8.8)</b>		
		-11.8%	-14.6%	-25.8%	-29.6%		
<b>REIMBURSABLE OVERTIME</b>		(4,084)	(\$0.3)	(2,183)	(\$0.5)	Over-run due to timing of Jamaica to Queens-concrete tie program.	
		-12.8%	-17.2%	-2.1%	-8.8%		
<b>TOTAL OVERTIME</b>		<b>(17,521)</b>	<b>(\$1.1)</b>	<b>(161,073)</b>	<b>(\$9.3)</b>		
		-12.0%	-15.2%	-22.3%	-26.4%		

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

**OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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</u> resulting from extraordinary events, 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 MAY 2013**

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Executive VP	3	5	(2)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	84	78	6
Human Resources	32	53	(21)
Sr VP Administration	2	2	0
Strategic Investments	35	29	6
President	4	4	0
VP & CFO	2	8	(6)
Information Technology	160	159	1
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	57	2
Gen. Counsel & Secretary	30	30	0
Diversity Management	1	1	0
System Safety/Training	69	71	(2)
Security	6	6	0
Sr VP Operations/Service Planning	24	20	4
<b>Total Administration</b>	<b>628</b>	<b>633</b>	<b>(5)</b>
<b>Operations</b>			
Train Operations	1,935	1,918	17
Customer Services	295	295	-
<b>Total Operations</b>	<b>2,230</b>	<b>2,213</b>	<b>17</b>
<b>Maintenance</b>			
Engineering	1,589	1,540	49
Equipment	2,052	2,001	51
Procurement (Stores)	93	92	1
<b>Total Maintenance</b>	<b>3,734</b>	<b>3,633</b>	<b>101</b>
<b>Engineering/Capital</b>			
Department of Project Management	143	113	30
<b>Total Engineering/Capital</b>	<b>143</b>	<b>113</b>	<b>30</b>
<b>Baseline Total Positions</b>	<b>6,736</b>	<b>6,592</b>	<b>144</b>
<i>Non-Reimbursable</i>	<i>5,777</i>	<i>5,876</i>	<i>(99)</i>
<i>Reimbursable</i>	<i>959</i>	<i>716</i>	<i>243</i>
<b>Total Full-Time</b>	<b>6,736</b>	<b>6,592</b>	<b>144</b>
<b>Total Full-Time-Equivalents</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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 MAY 2013**

Explanation of Variances	
<b>NON-REIMBURSABLE POSITIONS</b>	- Unfavorable (99) positions due to switch of Engineering labor force from project to maintenance activity.
<b>REIMBURSABLE POSITIONS</b>	- Favorable 243 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 MAY 2013

	Budget	Actual	Favorable/ (Unfavorable) Variance
<b>Administration</b>			
Managers/Supervisors	324	316	8
Professional, Technical, Clerical	304	317	(13)
Operational Hourlies			-
<b>Total Administration</b>	<b>628</b>	<b>633</b>	<b>(5)</b>
<b>Operations</b>			
Managers/Supervisors	322	308	14
Professional, Technical, Clerical	166	164	2
Operational Hourlies	1,742	1,741	1
<b>Total Operations</b>	<b>2,230</b>	<b>2,213</b>	<b>17</b>
<b>Maintenance</b>			
Managers/Supervisors	723	653	70
Professional, Technical, Clerical	269	251	18
Operational Hourlies	2,742	2,729	13
<b>Total Maintenance</b>	<b>3,734</b>	<b>3,633</b>	<b>101</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	112	88	24
Professional, Technical, Clerical	31	25	6
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>143</b>	<b>113</b>	<b>30</b>
<b>Total Positions</b>			
Managers/Supervisors	1,481	1,365	116
Professional, Technical, Clerical	770	757	13
Operational Hourlies	4,485	4,470	15
<b>Total Positions</b>	<b>6,736</b>	<b>6,592</b>	<b>144</b>

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

RIDERSHIP	May 2013				Year-to-Date May 2013			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.054	4.047	(0.007)	-0.2%	19.485	19.333	(0.152)	-0.8%
Weekly	0.131	0.129	(0.002)	-1.7%	0.667	0.692	0.025	3.7%
Total Commutation	4.186	4.177	(0.009)	-0.2%	20.152	20.025	(0.127)	-0.6%
One-Way Full Fare	0.687	0.696	0.009	1.3%	3.143	3.150	0.007	0.2%
One-Way Off-Peak	1.501	1.446	(0.056)	-3.7%	6.740	6.651	(0.089)	-1.3%
All Other	0.797	0.794	(0.002)	-0.3%	3.673	3.795	0.122	3.3%
Total Non-Commutation	2.985	2.936	(0.049)	-1.6%	13.556	13.596	0.040	0.3%
Total	7.171	7.112	(0.058)	-0.8%	33.708	33.621	(0.087)	-0.3%

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

	<b>MONTH</b>		<b>VARIANCE</b>	
	<b>2013</b>	<b>Adopted Budget 2012</b>	<b>vs. Budget</b>	<b>vs. 2012</b>
Farebox Operating Ratio				
Standard <sup>(1)</sup>	41.8%	48.1%	-6.3%	-7.3%
Adjusted <sup>(2)</sup>	65.3%	59.7%	5.6%	3.0%
Cost Per Passenger				
Standard <sup>(1)</sup>	\$18.05	\$15.62	(\$2.43)	(\$3.99)
Adjusted <sup>(2)</sup>	\$15.98	\$13.42	(\$2.56)	(\$4.01)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.54	\$7.52	\$0.02	\$0.63
<b>YEAR-TO-DATE</b>				
	<b>YEAR-TO-DATE</b>		<b>VARIANCE</b>	
	<b>2013</b>	<b>Adopted Budget 2012</b>	<b>vs. Budget</b>	<b>vs. 2012</b>
Farebox Operating Ratio				
Standard <sup>(1)</sup>	46.0%	44.6%	1.4%	-2.0%
Adjusted <sup>(2)</sup>	60.6%	55.2%	5.4%	-0.1%
Cost Per Passenger				
Standard <sup>(1)</sup>	\$16.06	\$16.53	\$0.47	(\$1.48)
Adjusted <sup>(2)</sup>	\$13.82	\$14.16	\$0.34	(\$1.53)
Passenger Revenue/Passenger <sup>(3)</sup>	\$7.38	\$7.38	\$0.00	\$0.38

(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