



Metropolitan Transportation Authority

Long Island Committee Meeting

July 2013

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

D. Paterson

J. Sedore

V. Tessitore, Jr.

C. Wortendyke



Metropolitan Transportation Authority

MEETING AGENDA

LONG ISLAND COMMITTEE

July 22, 2013, 9:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Monday, September 23, 2013 at 9:30 AM**

**Minutes of the Regular Meeting
Long Island Committee
Monday, June 3, 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, Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Fernando Ferrer, Acting Chairman, MTA
Hon. Ira R. Greenberg
Hon. David A. Paterson
Hon. James L. Sedore, Jr.
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

The following members were absent:

Hon. Jeffrey A. Kay
Hon. Charles G. Moerdler

Representing Long Island Rail Road: Helena E. Williams, 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 meeting to order.

There were two public speakers. Murray Bodin commended President Horodniceanu on the New York State Society of Professional Engineers' announcement that the first phase of the Number 7 Train Extension will be awarded its 2013 construction project of the year.

George Haikalis, President of the Institute for Rational Urban Mobility, requested an independent assessment of the benefits and costs of revising the East Side Access project, to utilize the upper level loop of Grand Central Terminal, as opposed to the planned LIRR lower level concourse, in accordance with an alternative developed by The Delcan Corp. Mr. Haikalis cited security concerns and the prospect of reducing costs and commuter travel time.

Upon motion duly made and seconded, the minutes of the April 2013 Committee meeting were approved. Committee Chairman Pally indicated that there were no changes to the Work Plan. Committee Members Paterson and Wortendyke were not present for the vote on the minutes.

MTA LONG ISLAND RAIL ROAD

President Williams was pleased to announce that the Long Island Rail Road won a Gold Safety Award at the American Public Transportation Association's first Safety and Security Awards. The Maintenance of Equipment Department received this award for developing a comprehensive safety management system, which produced one of the best safety records in recent years with a remarkable 29% reduction in employee reportable injuries. This management system involved all levels of employees and included on-the-floor safety discussions, goal setting and goal reporting. President Williams noted that Dan Cleary, our Chief Mechanical Officer, will be traveling to Philadelphia to receive the Award, accompanied by Bruce Weller, Senior Manager, M of E Safety & Training, who is retiring in a several months after 30 years of promoting safety in our Maintenance of Equipment Department. Regarding safety, President Williams reported that the number of employee reportable accidents remains somewhat higher this year when compared to last year - 47 compared to 30; soft tissue injuries, slips, trips and falls are the main drivers. Noting that the LIRR has re-launched our "Train Smart Don't Be a Statistic Campaign," President Williams thanked New York City Transit for their help with the campaign messaging. LIRR's goal is to significantly reduce the number of slips, trips and falls that occur in our system.

President Williams noted that the LIRR's summer season is off to a strong start. Memorial Day ridership was slightly down from last year, attributable to inclement weather. LIRR enjoyed a very positive response to our Cannonball service which departed from Penn Station for the first time in recent history. The first Cannonball train departed on May 24 and went non-stop to Westhampton. It was a fully loaded train with some standees and fully booked reserve cars. President Williams thanked Michael Coan of the MTA Police, for their outstanding job of supporting this effort at Penn Station. She also thanked the Long Island Rail Road team led by Mike Gelormino, Dan Cleary, Chief Transportation Officer Rod Brooks, and General Superintendent Vincent Campasano, who did a terrific job at Penn Station. This was an assemblage of 14 units on Track 19, a very large train at Penn Station. President Williams also recognized Yannis Takos, for a great job with the marketing. We look forward to this effort to smooth out the operation of the Montauk service and to better serve ferry service to Fire Island. One of our initiatives is to use more multi-ticketing, which has been a pilot for a number of summers and is ongoing again. President Williams was pleased to point out that the LIRR is planning to once again support the Belmont Stakes on June 8 with extra trains.

President Williams reported that the LIRR is focused on and has been working with Governor Cuomo's office and the City of Long Beach, to promote Long Beach as it continues to recover from Superstorm Sandy. The LIRR offers a combined train and beach admission, our number one best seller. This year we are enhancing the package by adding merchant discounts and admission to the Long Beach shuttle bus to encourage customers to explore the west end of Long Beach. Governor Cuomo has been working very hard to promote tourism within New York and we are glad that Long Beach is a part of that effort. President Williams also brought to the Committee's attention that LIRR will be adding additional service to CitiField for the 2013 Major League Baseball All Star Game events July 14-16.

As part of an outreach effort for the East Side Access readiness project, LIRR will be opening up an information center at Port Washington the week of June 10, to present options for a track extension at the Station. The track extension will allow the LIRR to immediately improve service for the Port Washington branch, including Port Washington, Plandome and Manhasset customers. President Williams

June 3, 2013

observed that it is single track territory from Great Neck east, making it is very difficult to add service improvements without additional trains located in Port Washington. The tentative plan, when East Side Access service begins (although certain service could be initiated before then), calls for 9 additional trains, 3 in the A.M. and 6 in the P.M. once the track extensions are installed. There will be some loss of commuter parking at the station, but we are working with the Town of North Hempstead to address community concerns and minimize the number of impacted spots.

President Williams also discussed the Harold Interlocking East Side Access Project, with respect to service impacts and the track work program. President Williams noted that there were two important sporting events, the All-Star game and the U.S. Tennis Open, that would occur during this period. LIRR has worked hard with East Side Access to accommodate the Harold work. It is a key element of Amtrak's high speed rail initiative and will provide Amtrak with conflict free routing through Harold; in the future Metro-North would be able to access this route. President Williams noted that it is complicated construction. She presented a PowerPoint including a diagram, showing the routing of track though the area, including the connection with the New Haven Line from the north and indicating parallel routes both into Penn and Grand Central. Tracks go under line 4 and line 2 and reconnect at the East River Tunnel and to the portal. This allows for simultaneous parallel train movements - Long Island Rail Road into Penn, Long Island Rail Road into Grand Central, Amtrak into Penn and in the future, Metro-North into Penn. President Williams highlighted various aspects of the construction, and also the fact that LIRR has worked with Amtrak to coordinate with the total track replacement that Amtrak is performing in the East River Tunnel line 4. President Williams stated that this was a unique opportunity to access line 4 during these weekend outages. She credited Amtrak for supplying sufficient work forces to support line 4 total track replacement program as well as the slab construction. President Williams highlighted the work of Ray Kenny and Mike Kaleda, who led LIRR's efforts to put this plan into place. The goal is to maximize outages, eliminating a future stage of work which would require additional outages. This plan will reduce the number and risk of weekend outages; allow for subsequent tunnel construction that will not impact Long Island Rail Road customers; save construction time in Harold; and ensure that LIRR is on track for the high speed grant time frame that is essential for the federal grant monies. President Williams noted that there is some pain associated with the gain. LIRR will institute a Special Operating Program for 30 days to accommodate the work. Three A.M. peak trains will be canceled; one A.M. peak Hunterspoint train will terminate at Jamaica; one A.M. Long Island City train will terminate in Jamaica; two P.M. peak trains will be canceled; two P.M. peak trains that originate in Hunterspoint will originate in Jamaica; and there is an additional 1 - 2 minute running time between Harold and Penn Station added to all westbound Port Washington trains and 38 other trains that come into that area. President Williams stated that the LIRR is very excited about going forward with this and complimented President Horodniceanu and his team, for their exceptional job of laying out the 30 day construction period.

President Williams stated that we have experienced a slight ridership decline in April, a 9% decrease, but there is a positive development in customers buying weekly and weekly tickets. The April 2013 ridership trend for monthly commutation has increased 1.2%, indicating that we are seeing monthly core ridership coming back. We will continue to watch this trend and report on it.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported some of the highlights of the East Side Access Project.

Contracts CM009 and CM019 (Manhattan Tunnel Excavation & Structures) will complete their planned work in June. Contract CM009 will be receiving a change order to allow for additional invert work in advance of the work north of the caverns which will be part of CM006.

At the 55th Street Vent Facility, Contract CM013A, the contractor has completed the installation of the street decking system and has started excavation. At the 44th Street facility, Contract CM004, steel erection has begun.

The contractor has mobilized and begun work on Contract CM014MP, which is part of the mentoring program that was reported on previously. The scope includes work in GCT in support of construction of the LIRR concourse and the North Transfer Station.

In Queens, the TBM tunneling work is complete. The CQ031 contractor has started the additional Tunnel "A" approach structure work which is expected to be complete in early 2014.

The final lining of for the Northern Boulevard Crossing is now complete; however, the substantial completion date for this work has been extended from May to June 2013 because the BMT load transfer and subsequent removal of support piles and underpinning system still remains to be performed.

Preliminary work continues by the CQ031 contractor, LIRR and Amtrak, to prepare for the scheduled summer track outage which will begin in July. Contract CH057A (Structures Part 3A) was advertised for bid. This contract is for the Westbound Bypass Structure and is part of the Regional Investments work.

In Manhattan, MTA Capital Construction is in the process of procuring two contracts, CM005 (Manhattan South Structures) for which bids are expected to be opened mid-June and CM006 (for Concrete Lining work north of the GCT caverns) which is expected to be advertised following the opening of CM005 bids. CM005, CM006 and CM007 have been repackaged from what was CM012 (R).

Committee Member Ira Greenberg asked which contract will include the finishing work for the concourse. Dr. Horodniceanu responded that the finishes for the concourse will be included in Contract CM014B for which the plan is to advertise towards the end of the summer. Mr. Greenberg requested a list of upcoming contracts that are not yet in procurement.

MTA POLICE DEPARTMENT

Chief Coan reported 13 incidents, an increase compared to last year. He noted that there were five robberies, resulting in two arrests. There were two robberies in Baldwin, one of an iPhone resulting in an arrest, the other involving a pair of sneakers and that case is still open. Of concern were the ten larceny charges, six of which were part of a pattern, involving electronic devices, mainly cell phones. MTA Police made two arrests. The last arrest was on May 5 and since then we have not had any incidents.

MTA LONG ISLAND RAIL ROAD

Information Items

President Williams commented on the four LIRR Information Items included in the Committee Book:

- RCM Fleet Maintenance – President Williams noted that this is a very robust and comprehensive program to meet short and long term maintenance objective objectives. It supports our key performance indicators: regulatory compliance; HVAC compliance; car cleanliness; mean distance between failures (MDBF); car equipment availability; and on-time performance. The Maintenance of Equipment Department's organizational structure is geared to monitor and track failures in the fleet at the component level and the goal is to identify systematic concerns and make the required adjustments to the RCM program so that we can have good performance levels for the fleet life. She highlighted that our most important achievement, which is noted on page 40 of the Committee book, is an increase in MDBF. There was an improvement of 14.5% in 2012 compared to the year before. President Williams said she is very pleased that we are continuing to make progress in fleet maintenance. Some of that is due to the leveling of the diesel fleet, which has been one of our key points of concentration. LIRR will continue to work on inter-agency activity, working closely with Metro-North on M-7 components where we share opportunities to follow the same maintenance requirements. We also have an MOU with New York City Transit, performing overhaul work on their air brake components.

President Williams noted some challenges in 2013 reflected on page 43 of the Committee Book. Our biggest challenge is work force attrition. We have to fill vacancies on a timely basis and try to ensure that we sustain overtime controls, which has a major impact on pension costs. We are doing an ongoing assessment of the diesel shop at Morris Park, a very antiquated and outdated facility. Maintenance of Equipment will continue inventory controls, with our goal being to reduce inventory buildup by using more just in-time ordering. President Williams then noted that should the Vacate Agreement with Amtrak, related to the Gateway tunnel casing project, go forward and final agreements reached, we would be vacating the M of E facility for 26 months, during which time the West Side Yard Shop would not be available to us. We have done a number of briefings on it at Hillside, where personnel would be relocated and the work absorbed. President Williams complimented the work force on the response to the new operational plan.

President Williams stated that the LIRR looks forward to continued improvement in fleet performance. LIRR is using prior experience with M7's and M8's to improve the M9 procurement process. We are trying to avoid components and configurations that have led to past fleet problems. Committee Member Ira Greenberg expressed concern about the Morris Park Diesel Shop, but said that first he wanted to congratulate Michael Gelormino on MDBF, especially with respect to diesels. Committee Member Greenberg conveyed congratulations to the diesel shop maintenance employees who work under adverse conditions. Committee Member Greenberg stated that this is clearly an outdated facility, and referenced a prior proposal to totally renovate it. President Williams stated that Committee Member Greenberg is correct and that we are doing an ongoing assessment at Morris Park. The good news is that Morris Park is operating with a renovated turntable that is in very good shape. We are working on a better alignment in terms of how to use that turntable, to minimize the additional new track that would have to be put down in the Morris Park facility. President Williams stated that Committee Member Greenberg was correct in that there had been a plan to renovate the facility, but there were cost

concerns. The LIRR is taking another look at that and will come back with some conceptual designs. It is a very challenging location but the Railroad makes it work, as is shown by the MDBF for the diesel fleet.

- Diversity/EEO Report – 1st Quarter 2013 – President Williams referenced the Diversity Committee meeting later today, but noted that our report is also included in this Committee book. President Williams wanted to highlight that after going through a period of little hiring, we are back in a hiring mode. There were 147 new hires between January 1, 2013 and March 31, 2013, of which 12% were female and 44% were minority. She stated that we are focused on ensuring that we get a diverse population applying for jobs. President Williams stated that we had a very well attended forum in February at our JCC Facility on Minority and Women Business Enterprises; it was repeated in Suffolk County, which was also well attended. The forums were part of an effort to link up small businesses with larger LIRR contracts so that they might benefit from our Capital Program.

- Elevator/Escalator Service Report – 1st Quarter 2013 – President Williams reported that elevator availability continues to be strong at 98%, which is our area of focus. We are also working, similar to prior efforts with escalators, to upgrade, modernize and add safety features where we can in the existing elevators equipment. This is a major investment that the LIRR has made over the past year. She complimented the employees working on this effort for their achievement in improving the equipment.

- Track Work Program Staff Summary – President Williams stated that she circulated a handout that included service for the Major League Baseball All-Star Game at CitiField, which was supplemental to the information in the Committee Book. President Williams added that LIRR will be providing additional service to the U.S. Women's Open is at the Sebonack Golf Club June 24 through June 30. President Williams also referred to the Harold Interlocking East Side Access Project, described in her opening remarks. President Williams acknowledged the efforts of Brian Doohan and Tim Keller, for the outstanding job working on the schedules, and their coordination to ensure completion in a 30 day program. In addition, President Williams mentioned the Port Jefferson concrete tie program and mechanized tie programs which are covered in the Capital and Operating budgets, part of the Track Program.

Procurements

The following procurements were presented:

- 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. for 24/7 on-call preventative maintenance and remedial repair of the SCADA System located at Jamaica Central Control;
- Approval of the exercise of a contract option for a two-year period with Electro-Motive Diesel, Inc., through December 2015, for additional spare parts required to operate LIRR's Diesel Electric/Dual Mode fleet of 45 locomotives, in the estimated amount of \$24,000,000;
- Approval of a ratification of a personal services contract in the amount of \$67,500 with Lucius Pitkin, Inc., for engineering analysis of the integrity of track components, including metallurgical testing, in connection with a Declaration of Emergency issued after the March 18, 2013 derailment along LIRR's Main Line in Rego Park, Queens.

President Williams noted that the award to Siemens concerns a SCADA System which is extremely important to the safe operation of trains throughout the LIRR territory. It controls all high voltage switch gear powered from the utility company, DC traction to the third rail and the power system for the signal and speed control systems.

President Williams also commented on the contract modification to exercise an option to extend the period of performance for two additional years and increase funding in the amount of \$24,000,000 for the procurement of spare parts and modifications that are required to operate the diesel fleet of 45 locomotives. This was a spare parts agreement that was done as part of the original procurement.

President Williams noted that the ratification of the contract with Lucius Pitkin relates to metallurgical testing in connection with the derailment that occurred on the Long Island Rail Road on March 18, as she mentioned to the Committee last month.

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

MTA CAPITAL CONSTRUCTION PROCUREMENT

Six procurement items were presented to the Committee for approval, three competitive and three 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. 98-0040-01R for additional design services, repackaging, increase to the Other Direct Costs budget and overhead adjustments in an amount of \$2,955,936.
2. A modification to Contract No. CH053 for the removal of two signal towers and three catenary structures. This is a scope and budget transfer in the amount of \$336,000.
3. Modifications to Contract No. CH054A to furnish and deliver power cases and other equipment in connection power separation in Harold Interlocking and Woodside Facility in the amount of \$810,000.
5. Ratification of a modification to Contract No. CQ031 for construction of a concrete ductbank and re-routing of the 2.4 kV power line north of the Tunnel A Approach Structure in the amount of \$1,275,000.
6. Ratification of a modification to Contract No. CQ032 to relocate a signal vault and structural invert and to reroute electrical conduits to account for a rock plinth which obstructs the originally designed layout in the amount of \$1,273,829.
7. Ratification of a modification to Contract No. CH053 for the temporary rerouting of existing power lines in the amount of \$410,000.

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

June 3, 2013

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

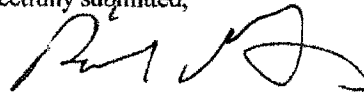
Highlighting the Operating Report, President Williams was pleased to note that LIRR's April OTP was at our goal of 95.1%. We benefitted from weekend OTP of 96.2%. With regard to fare box revenue, she was pleased to note that we were about \$300,000 above budget. With respect to the Capital Program report, she highlighted one of the East Side Access Readiness Initiatives; the Massapequa improvement, which is a multi-project initiative that involves the creation of a new pocket track and platform replacement at Massapequa Station. These two projects will benefit the Babylon Branch. LIRR will be able to increase service to Grand Central Terminal on the Babylon Branch by use of a pocket track, storing additional trains for the peak period (there will be no overnight storage on the pocket track). The platform replacement effort also includes station rehabilitation, with new platform lighting and general overall repairs, including elevator, escalator, communications and security systems. President Williams said that she is pleased to be moving forward with this project and will be reporting on its progress.

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

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)	President
Positive Train Control	Committee Chair & Members
Annual Committee Charter Review	Service Planning
Holiday Schedule	

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

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

July 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	\$ 671,220,472	\$ 671,220,472	\$ 597,551,388
Construction	6,442,644,684	6,442,644,684	6,442,644,684	3,305,459,626
Project Management	762,816,530	762,816,530	762,816,530	506,987,555
Real Estate	166,318,314	166,318,314	166,318,314	103,693,613
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	\$ 4,513,692,182

* 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

- There is no remaining work associated with the CM019 (Manhattan Structures I) contract with the exception of some administrative close-out work to allow for issuance of the substantial completion certificate. The substantial completion milestone for the CM009 (Manhattan Tunnels Excavation) contract has been pushed out to October to account for a scope transfer from the CM012(R) contract, which includes the concrete invert installation at the GCT4/GCT3 Crossover and GCT5 West Wye.
- Work continues to progress at the three vent plant facilities at 44th, 50th and 55th streets in Manhattan. The work at the 44th and 50th Street facilities are both expected to reach substantial completion milestones in December. Work at the 55th Street facility remains focused on utility relocations and installations and excavation work under the temporary decking.
- The installation of the duct bank continues at Madison Yard, as part of the CM014MP mentoring contract. The contractor also has started preparation work on the underground air plenum at the North Transfer Station. Overall progress is on schedule.

- The CQ031 (Queens Bored Tunnels and Structures) contractor continues with the secant piles installation for the Tunnel A Approach Structure (TAAS) cut and cover. The contractor also has started work on the 2.4kV line relocation. By the end of this month, interim construction milestones are expected to be achieved at the Yard Lead Emergency Exit Superstructure and B13 Substation. Construction of the Westbound Bypass Track Slab which was transferred to CQ031 from the CQ057-Part A contract has started in preparation for the track outage planned for July.
- Work continues to progress on the CQ032 (Plaza Substation and Queens Structures) contract at the Yard Lead Trench (YLT), B10 Substation and various existing plaza facilities.
- The re-baseline schedules for the two Harold contracts (CH053 and CH054A) have been submitted by the contractor and are under review.
- Bids were received for the Manhattan South (CM005) Structures contracts. The low bid by Michels Corp. was slightly below the estimate.
- The second of three contracts resulting from the rejection of the CM012 (R) contract is to be advertised by the end of July.
- Negotiations continue on the first systems contract (CS179) with an award to be made immediately following Board approval at the September meeting.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - July 2013

Expenditures thru June 2013; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.6	\$ 3,305.5
Design	\$ 671.2	\$ 597.6
Project Management	\$ 762.8	\$ 507.0
Real Estate	\$ 166.3	\$ 103.7
Rolling Stock†	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,513.7

† 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>	\$430.9	\$430.0	\$0.9	\$393.6	Jul-2006	Jul-2006	Oct-2012	Oct-2013
CM019: GCT Concourse Civil & Structural <i>Dragados Judlau, JV</i>	\$794.7	\$779.4	\$15.4	\$770.0	Apr-2008	Apr-2008	Oct-2012	Jun-2013
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$47.1	\$44.2	\$2.9	\$18.0	Nov-2011	Nov-2011	Apr-2013	Jan-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.4	\$2.5	\$4.6	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures		In Procurement			N/A	Sep-2013	N/A	Jan-2016
Queens Construction								
CQ031: Queens Bored Tunnel & Structures <i>Granite-Traylor-Frontier, JV</i>	\$801.6	\$768.0	\$33.6	\$719.0	Sep-2009	Sep-2009	Sep-2012	Feb-2014
CQ039: Northern Blvd Crossing <i>Schiavone Construction / Kiewit</i>	\$102.1	\$98.9	\$3.2	\$90.1	Feb-2010	Feb-2010	Oct-2011	Aug-2013
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$189.0	\$177.9	\$11.1	\$30.0	Aug-2011	Aug-2011	Aug-2014	Jul-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$278.0	\$225.0	\$52.9	\$159.1	Jan-2008	Jan-2008	Feb-2011	May-2014
CH057A: Harold Structures - Part 3: West Bound Bypass		In Procurement			N/A	Sep-2013	N/A	Nov-2015
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		In Design (Repackaging)			N/A	Jan-2014	N/A	May-2016
CH058: Harold Structures - Part 3: Eastbound Reroute		In Design			Oct-2013	May-2014	N/A	Feb-2017
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection		In Procurement			Sep-2012	Sep-2013	N/A	Jul-2018 ¹⁾
Systems Package 2: Trackwork and Traction Power		Design Complete			Apr-2013	TBD	N/A	Jul-2018 ¹⁾
Systems Package 3: Signal Equipment		In Procurement			Mar-2013	Sep-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.

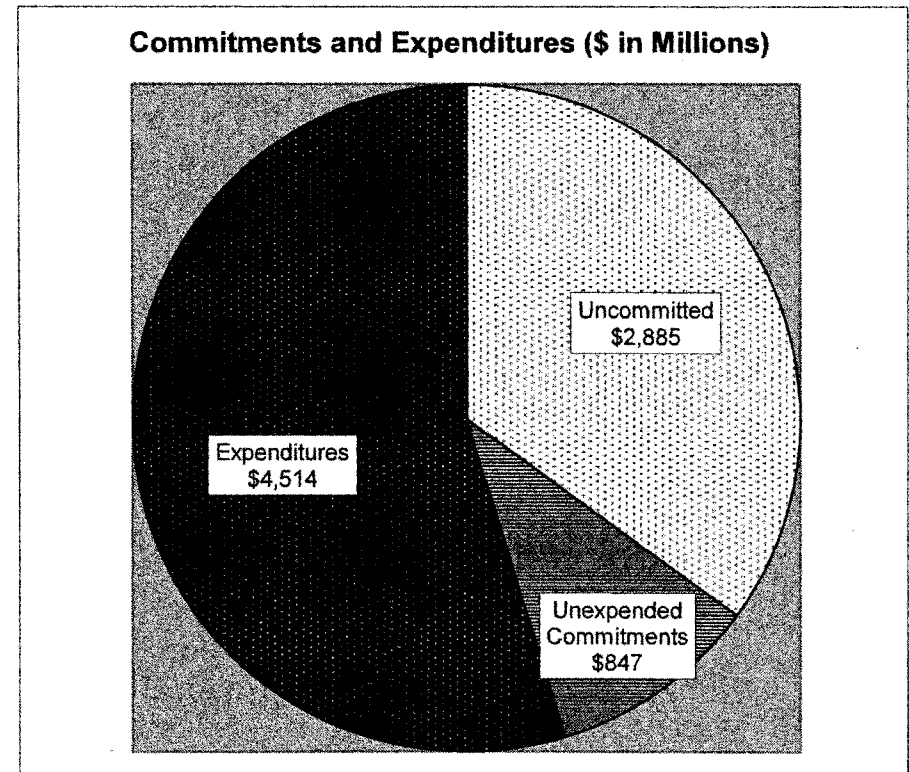
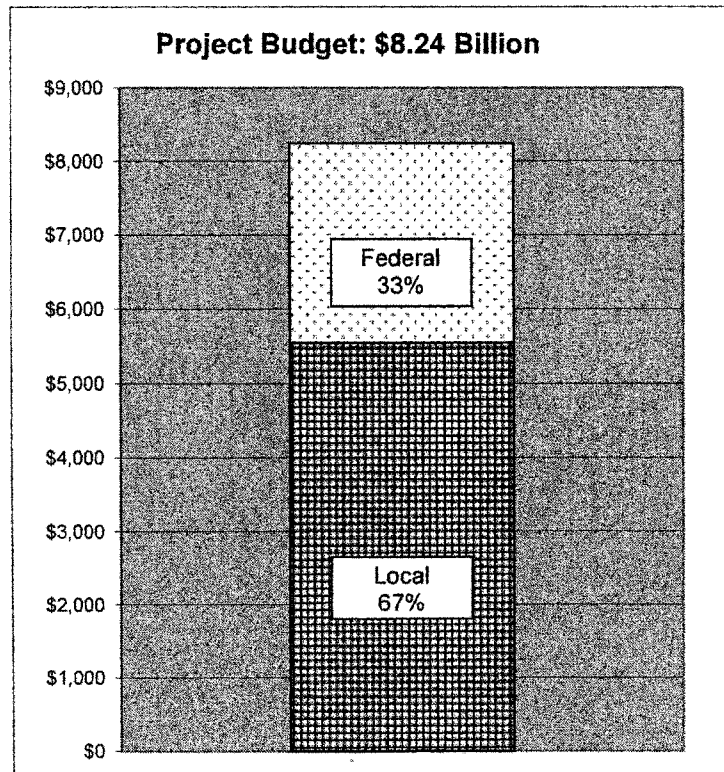
East Side Access Status

Report to the Railroad Committee - July 2013

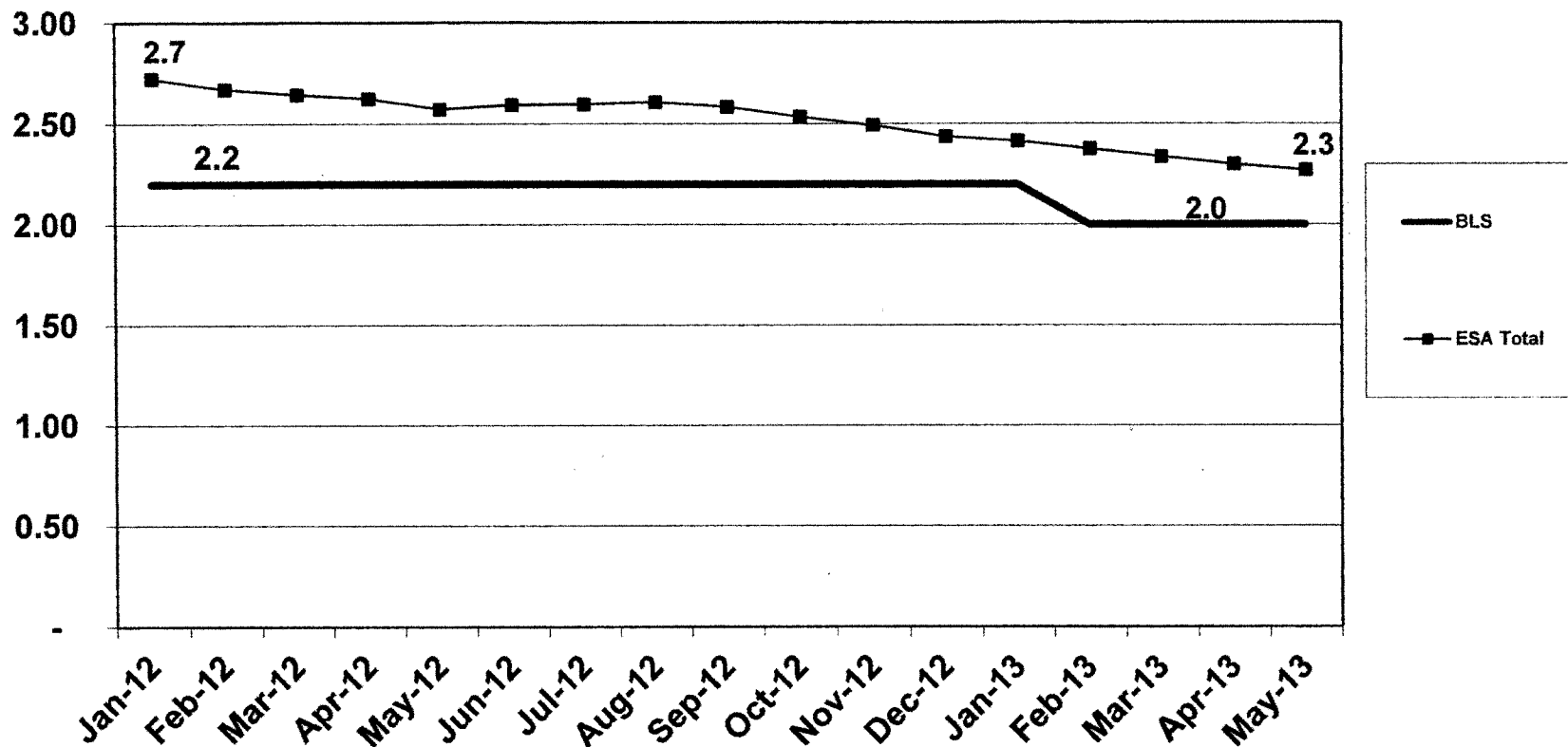
(data thru June 2013)

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	1,500	34	1,449
2005-2009	2,683	838	1,845	1,176	2,665	18	2,389
2010-2014	3,154	3,149	5	5	1,038	2,116	519
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,546	\$ 2,699	\$ 2,030	\$ 5,360	\$ 2,884	\$ 4,514

* 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

July 2013



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

June 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	5	3	2	67%
Felony Assault	1	3	-2	-67%
Burglary	0	2	-2	-100%
Grand Larceny	20	20	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	27	29	-2	-7%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	2	0	2	100%
Robbery	24	27	-3	-11%
Felony Assault	16	20	-4	-20%
Burglary	5	10	-5	-50%
Grand Larceny	111	119	-8	-7%
Grand Larceny Auto	4	2	2	100%
Total Major Felonies	162	178	-16	-9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

June 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	1	2	-1	-50%
Felony Assault	0	2	-2	-100%
Burglary	0	0	0	0%
Grand Larceny	13	14	-1	-7%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	18	-3	-17%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	8	11	-3	-27%
Felony Assault	8	12	-4	-33%
Burglary	2	1	1	100%
Grand Larceny	61	58	3	5%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	80	82	-2	-2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

June 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	1	0	1	100%
Burglary	0	2	-2	-100%
Grand Larceny	5	5	0	0%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	7	8	-1	-13%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	10	-1	-10%
Felony Assault	7	6	1	17%
Burglary	3	9	-6	-67%
Grand Larceny	44	51	-7	-14%
Grand Larceny Auto	4	2	2	100%
Total Major Felonies	68	78	-10	-13%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

June 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	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	2	1	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	3	2	67%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	6	1	17%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	6	10	-4	-40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	14	18	-4	-22%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
June 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	1	1	0	0
Robbery	5	1	1	3
Fel. Assault	1	0	1	0
Burglary	0	0	0	0
Grand Larceny	20	13	5	2
GLA	0	0	0	0
Total	27	15	7	5
Crimes Per Day	0.90	0.50	0.23	0.17



MTA Police Department
Arrest Summary: Department Totals

7/3/2013
8:53:22AM

1/1/2013 to 6/30/2013

Arrest Classification	Total Arrests
Robbery	25
Felony Assault	19
Burglary	7
Grand Larceny	40
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	35
Assault-Misdemeanor	35
Breach of Peace	4
Child Endangerment	3
Conspiracy	12
Criminal Contempt	1
Criminal Impersonation	7
Criminal Mischief	24
Criminal Possession Stolen Property	20
Criminal Tampering	2
Criminal Trespass	21
Disorderly Conduct	9
Drug Offenses	10
DUI Offenses	12
Falsely Reporting an Incident	4
Forgery	11
Fraud	6
Graffiti	2
Harassment	2
Identity Theft	1
Menacing	8
Obstruct Government	9
Petit Larceny	45
Public Lewdness	16
Reckless Endangerment	6
Resisting Arrest	41
Sex Offenses	4
Theft of Services	44
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	2
Warrant Arrest	25
Weapons Offenses	1
Arrest Totals	517



Long Island Rail Road

INFORMATION

ITEMS

Staff Summary

Subject						Date			
SEPTEMBER TIMETABLE CHANGES						JULY 22, 2013			
Department						Vendor Name			
SR. VICE PRESIDENT - OPERATIONS						Contract Number			
Department Head Name						Contract Manager Signature			
M. GELOMINO									
Department Head Signature									
<i>A.P. Cronin</i> <i>for Michel Gelomino</i>									
Project Manager Name									
Board Action									
Order	To	Date	Approval	Info	Other	Internal Approval			
1	LI COMM	7/22/13				Order	Approval	Order	Approval
						4	President <i>AW</i>	1	Sr. VP Op. <i>G.P.</i>
						3	Executive VP <i>A.P.C.</i>		<i>F.O.</i>
						2	VP Mktg & PA <i>JS</i>		

PURPOSE:

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning September 3, 2013, through November 10, 2013 to support mechanized tie replacement on the Hempstead branch. Ongoing projects include East Side Access work in Harold interlocking, Atlantic Ave. tunnel lighting work and Half Tie replacement, Wantagh to Amityville direct fixation, third rail replacement and Massapequa Station rehabilitation.

SEPTEMBER 3 TIMETABLE CHANGES:

Construction Activities

- Atlantic branch Tunnel Lighting and Cable Replacement – Midday weekdays single-track outage Atlantic Terminal to East New York
- Hempstead branch Mechanized Ties – Midday weekday single-track outage Floral Park to Garden City
- The following projects have been completed and the schedules have been restored to their normal times at all affected stations. The projects and their locations are described below:
 - Oyster Bay branch Mechanized Ties – This work affected train schedules on the Oyster Bay branch midday weekday.
 - Port Jefferson branch Mechanized Ties – Schedules of trains on the Port Jefferson branch midday weekday have been restored.

DISCUSSION

SEPTEMBER 3 TIMETABLE CHANGES

- Atlantic branch Tunnel Lighting and Cable Replacement – One of two main tracks is out of service midday weekdays between Atlantic Terminal and East New York for tunnel lighting replacement and communication cable replacement. Schedule adjustments made in support of Hempstead Mechanized Tie replacement also accommodate these two projects.
- Hempstead branch Mechanized Ties – One of two main tracks is out of service midday weekday between Floral Park and Garden City to support the Mechanized Tie program. Eastbound Hempstead and Far Rockaway trains are adjusted 30 minutes later. Eastbound Long Beach trains are adjusted 36 minutes later. Also, eastbound Babylon and Huntington trains are adjusted between 1 minute earlier and 3 minutes later for altered stops at Woodside, St. Albans and Lynbrook as well as for connections to adjusted Far Rockaway trains.

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.

Memorandum



Long Island Rail Road

Date: July 22, 2013

To: Members of the MTA Board LIRR Operating Committee

From: Helena E. Williams, President

A handwritten signature in black ink, appearing to read "Helena Williams", written over the "From:" line.

Re: Information Item: 2013 NYS Department of Environmental Conservation Audit Summary

This memorandum summarizes the findings to the LIRR's 2013 NYS Environmental Conservation Audit.

The NYS Department of Environmental Conservation (NYSDEC) Audit is a self-certifying annual assessment required by state environmental law. The audit provides summary data of environmental violations at each LIRR property, remedial activities that were conducted, and planned investigation or cleanup activities. For the 2013 audit the LIRR performed the following:

- Conducted audit inspections at various LIRR properties including stations, yards, repair shops, substations, etc.;
- Reviewed capital projects for compliance with regulations;
- Updated data base for pre-existing violations and entered new violations that occurred during the audit period.

LIRR's findings identified 46 violations as follows:

- Chemical Spills (16)
- Third Party Actions (8)
- Oil/Petroleum (18)
- Other (4)

During the audit period, four violations were closed to the satisfaction of the NYSDEC. Of the 46 violations remaining at the end of the audit period, 34 are attributable to historic railroad operations predating current day environmental regulations. Nine new petroleum spill incidents occurred during the April 1, 2012 to March 31, 2013 audit period. Eight were cleaned up and closed out by the NYSDEC. The ninth spill was caused by a third party. The closure letter to the NYSDEC is in process. None of the non-compliance violations were ranked as an N1. An N1 ranking indicates an imminent threat to public health and to the environment. There were 37 ranked as N2, 8 as N3, and 1 as N4.

During the past year LIRR took several steps to protect the environment. Among the agency's major accomplishments are the following:

- The Montauk Yard locomotive diesel fuel spill was closed to the satisfaction of the NYSDEC. This spill occurred over 10 years ago and required in-situ treatment of the groundwater, followed by many years of quarterly groundwater sampling to analyze for fuel constituents. The latest round of groundwater sampling showed that it was clean.
- The Environmental Consultant completed an investigation of all Petroleum Bulk Storage (PBS) facilities and electric substations, with oil-filled transformers, to determine if they are subject to Federal Spill Prevention Control and Countermeasure (SPCC) plans. Site inspections of 8 PBS facilities and 78 substations were performed. The Consultant determined that SPCC plans will be required for 7 PBS facilities and over 70 substations. These plans are in the process of being written.
- The NYSDEC conducted a hazardous waste inspection of the Morris Park Yard, one of our oldest yards still in use today. This inspection included evaluating our compliance with proper storage and disposal of hazardous waste materials. NYSDEC assessed a number of procedures including those regarding disposal of lead acid batteries and spent cleaning solvents. No violations were issued to the LIRR as a result of this inspection.



Long Island Rail Road

RETAIL DEVELOPMENT

AT

PENN STATION

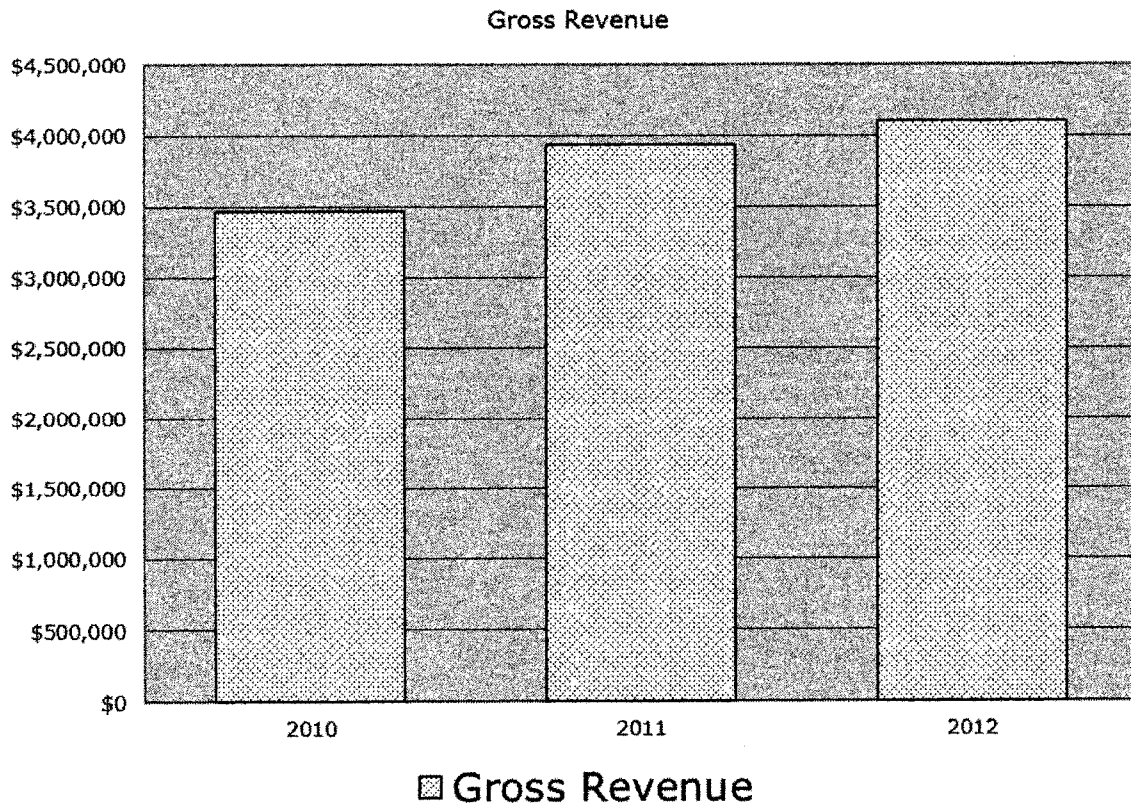
JULY 2013





The MTA LIRR manages 15 retail spaces at Penn Station, of which all but two are leased (approximately 21,310 square feet total). Existing retail tenants provide a mix of customer amenities, mostly food and beverage services and periodical sales. The two vacant spaces are located on the Exit Corridor and were vacated by the former tenants earlier this year after their leases expired. One focus for 2013 is to sign three new tenants for three retail spaces in the Exit Corridor, including the two vacated spaces and a space currently leased to Hudson News. All three locations were offered for lease through the Request for Proposals process earlier this year, and proposals have been received and are under review.

I. PROPERTY PERFORMANCE



Financial Summary: 2010 - 2012 Tenant Revenue

				1Q YTD	1Q YTD	Variance			
	Actual 2010	Actual 2011	Actual 2012	Budget 2013	Actual 2013	<u>Actual '12 v</u> <u>Actual '11</u>		<u>YTD 1st Q</u> <u>Actual v Budget</u>	
						Amount	%	Amount	%
Tenant Revenue	3,451,695	3,932,176	4,099,348	1,008,913	1,053,835	167,172	4.3%	44,922	1.1%

In 2012 gross revenue passed the \$4 million threshold for the first time, increasing 4.3% over 2011, as all 15 stores were occupied for the entire calendar year.

II. LEASING ACTIVITY (2012 – 2013 1st quarter)

There were no leases signed during the period.

A Request for Proposals was issued for three retail spaces in the Exit Corridor, and proposals are being reviewed.

III. TENANT SALES PERFORMANCE

Please note that only three of 15 leases have lease payments based upon sales volume. They are reported below.

Average Sales per Square Foot by Retail Area

	<u>2011</u>	<u>2012</u>	<u>Q1 2013</u>	<u>Q1 2012</u>
Connecting Concourse	\$1,896	\$1,838	\$265	\$264
Exit Corridor	\$976	\$965	\$463	\$444
West End Concourse	n/a	n/a		n/a
All Penn	\$1,290	\$1,264	\$333	\$323

2012 YEAR END SALES PERFORMANCE

Total reported retail sales for 2012 equaled \$6,311,639 among the three reporting tenants, a 2% decrease. The decrease is attributable to slight decreases in sales at Tracks in the Connecting Concourse and Penn Wine & Spirits in the Exit Corridor, partially offset by a small increase in sales by Auntie Anne's pretzels. First quarter 2013 sales per square foot, as indicated above, show small increases over the same period last year.

IV. MARKETING

Several events throughout the year were held at Penn Station to promote new LIRR ridership growth. These events were promoted through a communications media mix including press releases/advisories, station announcements, electronic customer messages, TrainTalk (the LIRR customer newsletter) articles, webpages, email alerts, social media and print advertising.

Events included:

- MSG Tennis Event – Customers were invited to attend the BNP Paribas Showdown at MSG – a LIRR ride free campaign. Event tickets were raffled off and a fun photo promotion ensued – take your picture with a giant tennis ball.
- Banners – Arch banners were installed in order to promote LIRR programs, such as the Barclays Bethpage Black Golf Tournament and the LIRR Autoshow package. Other banners were installed to promote LIRR promotional Getaways and Packages.
- Electronic Message Boards included messages for promotional events at Penn Station. Getaway Brochure Ads promote LIRR packages and Penn station vendors. NYC Brochure ads were included for several participating vendors.
- LIRR Station Posters – 22x36 posters promoting LIRR ride free packages
- Meet the Managers: Representatives from several LIRR departments are present including Transportation, Station Operations, Service Planning, Government Affairs, Market Development, Mail & Ride, and Public Affairs.
- Mail & Ride Customer Loyalty Program – 37th Anniversary: The Long Island Rail Road honored two of the program Charter members since the Mail & Ride was first introduced in 1975, along with one of the most recent Mail & Ride customers. The Customer Loyalty Program honors current Mail & Ride customers with special coupons, discounts, and savings to various venues.
- New Customer Mail & Ride Sign-Up Program: Customers are invited to join Mail & Ride with exciting promotions and joint ventures with our partners. Customers who signed up received various incentives. The Sign-Up Program will continue with events at Penn Station throughout the year.
- Transit Transit Magazine: It is done periodically throughout the year to spotlight vendors in Penn Station, as well as new LIRR Promotions. The segments cover some of the Penn Station vendors.
- New Penn Station HD Digital Screens: CBS, MTA and Long Island Rail Road reached an agreement to install new digital screens throughout Penn Station to offer digital advertising and the ability to communicate with customers on real-time train information and customer messaging, as well as the ability to override advertising with emergency information.

- Press Conferences: Several press conferences were held throughout the year to communicate with our customers and the media.

V. ON-GOING CAPITAL PROJECTS

- **1st Avenue Ventilation Plant**
The Manhattan 1st Avenue ERT ventilation plant is in the process of being totally rebuilt and modernized including reconstructing the emergency stairs with a lift for Emergency Personnel's Equipment. The Project is forecast for completion in the 4th quarter of 2013.
- **ERT Total Track Rehabilitation**
In all four ERT's the project to replace the rail and ballast and clean out all the drains is ongoing.
- **ERT Tunnel Standpipe**
In all four ERT's, the project to modify/augment the existing tunnel standpipe system to provide for remote monitoring of the system for integrity and allow remote filling of discrete legs of the system with water prior to arrival of FDNY in the event of a tunnel emergency achieved substantial completion. Remaining work at 1st Avenue will commence after completion of the 1st Avenue Ventilation Plant Project.
- **ERT and Harold 3rd Rail Replacement**
A project started in 2010 to replace all the 3rd rail in the ERT and in Harold Interlocking. ERT Third rail work is being coordinated with the Total Track Replacement Project and Harold third rail Replacement is being coordinated with ESA Harold Replacement work.
- **Penn Station HVAC and Escalator Replacement**
A new project will provide for engineering assessment, design and replacement of the LIRR HVAC System and replacement of the 34th Street escalators. This project will ensure LIRR concourses and offices in Penn Station are properly conditioned for the comfort of customers, employees and concessionaires and, provide state of the art escalators to ensure safe uninterrupted access/egress for LIRR customers entering Penn Station through the 34th Street entrance.
- **Penn Station Customer Service Office**
Improvements continued to be made in the Customer Service office at its new location on the Connecting Corridor. Additional electronic signs are expected to provide additional information to customers who visit the office.
- **Penn Station Kiosk**
A new electronic interactive kiosk "On-The-Go" was added as part of a pilot program to provide additional customer information.

VI. Penn Station Vision Project

The Long Island Rail Road, Amtrak and New Jersey Transit (NJT) are in the process of collaborating on a landmark study to develop a vision for the transformation of Penn Station. The goal is for a 2035 vision to transform the station into a world-class rail facility with improved functionality, customer amenities and convenience.

Toward that end, the vision is to develop a long term master plan for improving Penn Station and provide a method to transform the existing Station through a set of interim, short, and long term enhancements to implement the Vision. This incremental approach will ultimately serve as building blocks to creating a renewed and world-class Penn Station complex. Ultimately, by 2035 Penn Station will transform into a station that is passenger-friendly, easy to traverse, iconic in appearance, and meets the future needs of the region for additional passenger capacity and accommodating the influx of new visitors, employees, and residents to midtown Manhattan.

VII. The Moynihan Station Project

The Moynihan Station Project is divided into two phases. Phase 2 relocates Amtrak's ticketing, waiting room and train boarding areas from Penn Station to a new train hall in the Farley Post Office to be called Moynihan Station. Phase 2 is not yet funded. Phase 1 is divided into the following three elements necessary for Phase 2 to proceed: 1) Expansion of the West End Concourse, 2) Installation of a Platform Ventilation System and 3) widening of the Connecting Corridor that connects Penn Station to West End Concourse. All three elements are to be completed by July 2016. As expansion of the West End Concourse has the longest lead time, it is the first of the three Phase 1 elements construction packages to be awarded. The work scope for expanding the West End Concourse involves widening and extending it from Platform 7 to Platform 3, with elevators to Platforms 3 thru 9. In addition, two new entrances to the West End Concourse are constructed on the west side of 8th Avenue at 31st and 33rd Street; the Platform 3 and Platform 9 elevators, connecting to these entrances. The connecting corridor is about to be awarded and construction will begin in the summer of 2013. The structural work for the Platform Ventilation is under construction but the Platform Ventilation Systems Components have not been funded.

LONG ISLAND COMMITTEE

PROCUREMENTS

FOR

BOARD ACTION

July 24, 2013

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which it is deemed in the public interest to obtain authorization to solicit competitive proposals through a publicly advertised RFP for the reasons specified therein the Board declares it to be impractical or inappropriate to utilize a procurement process inviting sealed bids with award to the lowest responsive/responsible bidder.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.



Long Island Rail Road

Subject Request for Authorization to Award Various Procurements						Date July 24, 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	7.22.13				X	President		Information Technology Chief Information Officer
	MTA Board	7.24.13				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:

None

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Two-Thirds Vote

		<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedule B</u>	Competitive Requests for Proposals(Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedule C</u>	Competitive Requests for Proposals(Award of Purchase and Public Work Contracts)	1	3.220M

Schedules Requiring Majority Vote

<u>Schedule E</u>	Miscellaneous Procurement Contracts	1	8.745M
<u>Schedule J:</u>	Modifications to Miscellaneous Procurement Contracts	1	1.770M
SUBTOTAL:		4	\$13.735M



LIRR proposes to award Ratifications in the following categories:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>None</u>		
<u>TOTAL:</u>	<u>4</u>	<u>\$13.735M</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.)

JULY 2013

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

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

LIRR requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to provide an upgrade to the Babylon Tower Supervisory Control System in order to accommodate both the upcoming Speonk to Montauk Signalization Project and the new Massapequa Pocket Track Project.

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

- | | | |
|---|---|--------------------------------------|
| 2. Loram Maintenance of Way, Inc.
Competitive
Contract No. TBD | \$2,058,040 - NYCT
\$ 667,752 - MNR
<u>\$ 494,280 - LIRR</u>
\$3,220,072 | <u><i>Staff Summary Attached</i></u> |
|---|---|--------------------------------------|

LIRR, on behalf of itself, Metro-North and New York City Transit (the Agencies) requests MTA Board approval to award a negotiated Public Work Contract to Loram Maintenance of Way, Inc. (Loram) in the not-to-exceed amount of \$3,220,072 to provide Self-Propelled Rail Grinding Machine Services (Equipment & Personnel) at various points along the Agencies' rights of way. Grinding is a proven method to reduce rail wear, extend the surfacing cycles, lower fuel/power consumption, reduce broken rails and maximize the value of rail assets. Rail grinding utilizes self-propelled, automated, mechanized pieces of equipment, referred to as Rail Grinders. Loram's forces will work under the supervision and at the direction of the Agencies' track personnel along Agencies' rights of way.

Procurements Requiring Majority Vote

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

- | | | |
|--|--|--------------------------------------|
| 3. EMC²
Competitive
Contract No. TBD | \$4,454,399 - LIRR
\$2,741,909 - MNR
<u>\$1,548,863 - MTA BSC</u>
\$8,745,171 | <u><i>Staff Summary Attached</i></u> |
|--|--|--------------------------------------|

LIRR on behalf of itself, Metro-North Railroad ("MNR") and MTA Business Service Center ("BSC") requests MTA Board approval to award a contract in the not to exceed amount of \$8,745,171.00 to EMC² Corporation ("EMC²") utilizing New York State Office of General Services (OGS) Contract PT60953. This award is for the maintenance and support of the Agencies' Storage Area Networks (SANs) for a five-year period, and also covers the expansion and upgrade of the SANs over the next five years.

Schedule J: Modifications to Miscellaneous Procurement 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)

- | | | | |
|----|---|------------------------------|-------------------------------|
| 4. | Giro, Inc.
Competitive
Contract No. TBD | \$1,769,973
Not-to-Exceed | <u>Staff Summary Attached</u> |
|----|---|------------------------------|-------------------------------|

LIRR requests approval to issue a contract modification in the amount \$1,769,973.00 to GIRO, Inc. (GIRO) for a 3 year contract extension and upgrade of LIRR's existing HASTUS 2007 Crew Schedules and Equipment Schedules Construction Systems Software (CSCS/ESCS) to HASTUS 2013. While automated scheduling tools are superior to manual scheduling, the current HASTUS 2007 features have become outdated and no longer meet the full range of needs. Both LIRR and MNR use GIRO for software system maintenance and support. This modification would extend both railroads' contracts for an additional three years at the cost of \$115,000 for MNR and \$558,416 for LIRR. The remainder of the funding requested would be used to upgrade LIRR's software to the 2013 standard from the 2007 iteration and would include an option for interfacing a LIRR train scheduling application with HASTUS 2013 in the amount \$150,000.00.

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

Staff Summary



Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: DPM / Richard Oakley					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	7.22.13			
2	MTA Board	7.24.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number TBD
Description Babylon Tower Supervisory Control System Upgrade	
Total Amount \$TBD	
Contract Term (including Options, if any) TBD	
Options(s) included in Total Amount: ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Non-Competitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☐ Capital ☒ Federal ☐ Other:	

I. PURPOSE/RECOMMENDATION:

LIRR requests approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a contract to provide an upgrade to the Babylon Tower Supervisory Control System in order to accommodate both the upcoming Speonk to Montauk Signalization Project and the new Massapequa Pocket Track Project.

II. DISCUSSION:

The Babylon Tower Supervisory Control System requires upgrade to encompass two new LIRR infrastructure improvements, the Speonk to Montauk Signalization project and the Massapequa Pocket Track. The supervisory control system permits the remote operation of the interlockings as well as the capability of monitoring the status of the various systems connected, including interlockings, signal system, and grade crossings. Each of these locations falls within the control territory of Babylon Tower.

The utilization of the RFP process will permit the LIRR to evaluate methods and means of proposed contractors including ability to perform the work while reducing the impact on customers. Additionally, the RFP process will facilitate evaluation of factors such as experience with this type of project, past performance, qualifications of key personnel, and safety records. The MTA Board has previously authorized use of the RFP process in connection with a number of signal-related projects, including the Jamaica Interlocking, the Harold Interlocking, and the Speonk to Montauk Signalization contracts.

III. D/M/WBE INFORMATION:

MTA Department of Diversity & Civil Rights will be asked to provide DBE goals for this contract.

IV. IMPACT ON FUNDING:

This contract will be funded by the LIRR's Capital Budget.

V. ALTERNATIVES:

This work is a necessary part of both the Speonk to Montauk Signalization and the Massapequa Pocket Track projects to tie the new signal systems into the supervisory control system at Babylon Tower.

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

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Engineering, Kevin Tomlinson					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	7.22.13			
2	MTA Board	7.24.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number TBD
Loram Maintenance of Way, Inc.	
Description	
Rail Grinding - Joint Procurement with MNR & NYCT	
Total Amount \$3,220,072	
LIRR = \$494,280 (Capital, Federal)	
MNR = \$667,752 (Operating, Federal)	
NYCT = \$2,058,040 (Operating)	
Contract Term (Including Options, if any)	
4 - 6 mos.	
Options(s) included in Total Amount: ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type	
☒ Competitive ☐ Non-Competitive	
Solicitation Type	
☐ RFP ☐ Bid ☒ Other: Competitive Negotiation	
Funding Source	
☒ Operating ☒ Capital ☒ Federal ☐ Other:	

I. PURPOSE/RECOMMENDATION

LIRR, on behalf of itself, Metro-North and New York City Transit (the Agencies) requests approval to award a negotiated Public Work Contract to Loram Maintenance of Way, Inc. (Loram) in the not-to-exceed amount of \$3,220,072 to provide Self-Propelled Rail Grinding Machine Services (Equipment & Personnel) at various points along the Agencies' rights of way.

II. DISCUSSION

Wheel/rail interface is critical to the operation and safety of trains. Rail grinding is an effective maintenance practice used to restore worn rail to its optimal profile, and thereby improve wheel/rail contact. Grinding is a proven method to reduce rail wear, extend the surfacing cycles, lower fuel/power consumption, reduce broken rails and maximize the value of rail assets. Rail grinding utilizes self-propelled, automated, mechanized pieces of equipment, referred to as Rail Grinders. Loram's forces will work under the supervision and at the direction of the Agencies' track personnel along Agencies' rights of way.

LIRR advertised in the New York State Contract Reporter and the NY Post its intention to procure grinding services using the competitive bid process. In addition to the advertisement, six firms were solicited, however, only Loram submitted a bid for the work. When vendors were queried as to why they did not submit bids, several responded that their (i) particular equipment did not meet all of the requirements of the specs, or (ii) existing equipment was already committed on long term leases to other railroads. Based upon a single response and in accordance with the provisions of the MTA All-Agency Guidelines, the competitive bid was converted into a negotiated procurement.

Loram's base proposal for rail grinding was higher than for previous contracts with the Agencies. The increase was attributed to the following: (i) increase in NYS Prevailing Wages (from \$51.78/hour to \$60.15/hour - 16.2% increase) (ii) a 5.9% increase in Consumer Price Index, (iii) Loram increased crew size to 3 employees to provide better reliability, maintenance and safety on these labor intensive machines. LIRR also negotiated a rate structure providing for six and eight-hour day options to help reduce potential overtime costs by 6%. Further, Loram has certified that the Agencies are receiving their "Most Favored Customer" pricing for this work. As a result Loram's pricing for the Agencies is determined to be fair and reasonable.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has assigned 0% MBE, and 0% WBE Goals for this contract.

Staff Summary



Long Island Rail Road

Page 2 of 2

IV. IMPACT ON FUNDING

This contract will be funded by Agency Operating, Capital & Federal funds, as applicable.

V. ALTERNATIVES

There is no viable or economically feasible alternative other than contracting with a qualified 3rd party as the Agencies do not have the appropriate equipment, skill sets or necessary manpower to perform this Rail Grinding work.

Staff Summary

Item Number: 3

Vendor Name (& Location) EMC ² Corporation, 2 Penn Plaza, New York, New York		Contract Number 130612IT4-L-Y	Renewal? ☒ Yes ☐ No
Description Expansion and Maintenance of the LIRR/MNR/BSC SANs		Total Amount Total - NTE \$8,745,171.00 MTA LIRR - \$ 4,454,399.00 MTA MNR - \$ 2,741,909.00 MTA BSC - \$ 1,548,863.00	
Contract Term (including Options, if any) August 1, 2013 to July 31, 2018			
Option(s) included in Total Amount? ☐ Yes ☒ No		Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	
Procurement Type ☒ Competitive ☐ Non-competitive		Requesting Dept/Div & Dept/Div Head Name: Mark Young, Acting CIO	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Ride of NYSOGS Contract		Contract Manager: R.A. Mack/Jack Latterner	

I. PURPOSE/RECOMMENDATION:

LIRR on behalf of itself, Metro-North Railroad ("MNR") and MTA Business Service Center ("BSC") requests approval to award a contract in the not to exceed amount of \$8,745,171.00 to EMC² Corporation ("EMC²") utilizing New York State Office of General Services (OGS) Contract PT60953. This award is for the maintenance and support of the Agencies' Storage Area Networks (SANs) for a five-year period, and also covers the expansion and upgrade of the SANs over the next five years.

II. DISCUSSION:

The primary function of the SANs is to manage the growth in data storage. Additionally, the data center, on an application level, acts as a backup disaster recovery site in order to allow processing to be "swapped" to other facilities as circumstances warrant.

LIRR stores data for applications such as the Ticket Selling System; Schedules and Fares; CTAMS; CAMS; Oracle databases; email notifications for customers and train crews; VMware server virtualization; and Exchange 2010 email, including Blackberry service. Additional critical applications stored on the SANs are the Ticket Selling System (TSS) that supports the Ticket Vending Machines, the KRONOS Time and Attendance application, the Resource Process Control Scheduling System (RPCS), the MAXIMO Corporate Asset Management System, and the Microsoft Outlook Mail and Calendar Systems, including the Enterprise Vault archiving system.

LIRR negotiated a single Master Agreement covering LIRR, MNR and MTA Business Service Center's requirements including the purchase of new EMC² products required for the expansion of the SAN's, and maintenance and support of the SAN over a five year period at a reduced rate. LIRR further negotiated favorable discounts from EMC² off their published pricing under their New York State Office of General Services Contract ("NYSOGS") Contract Number PT60953 for both new products and maintenance and support services. In some instances, EMC² provided a 60% price discount compared to the standard 25% discount under the NYSOGS Contract. As such, pricing is deemed fair and reasonable.

III. M/WBE INFORMATION

DDCR has established goals for this contract as follows: MBE = 4.0% / WBE = 4.0%

IV. IMPACT ON FUNDING

The funding for this project is included in LIRR's Operating Budget.

V. ALTERNATIVES

LIRR does not have the skilled personnel, nor the specialized equipment needed to perform the support services portion of the contract. Therefore, it is necessary to contract with a qualified third-party provider for this equipment and the maintenance services.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Staff Summary



Item Number: 4

Vendor Name (& Location) GIRO, Inc., (75, rue de Port-Royal Est, bureau 500, Montreal, CA H3L3T1)
Description Software Upgrade & Maintenance/Support of HASTUS Crew & Equipment Construction Systems
Contract Term (Including Options, if any) 11/03/06 – 10/09/15 with Extension Option from 10/09/15-10/08/18
Option(s) included in Total Amount? ☒ Yes ☐ No
Procurement Type ☒ Competitive ☐ Non-Competitive
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Requesting Dept/Div & Dept/Div Head Name: Information Technology, Mark Young (Acting)

Contact Number IT03330-GS29/POG8618 – LIRR 20238 -MNR	AWO/Modification # 1	
Original Amount:	\$1,588,219.33 -LIRR	\$95,000.00 -MNR
Prior Modifications:	\$215,662.22 -LIRR	\$ 0 -MNR
Prior Budgetary Increases:	\$0- LIRR	\$ 0-MNR
Current Amount:	\$1,803,881.55-LIRR	\$95,000.00 -MNR
This Request:	\$1,654,973.00-LIRR	\$115,000.00 - MNR
% of This Request to Current Amount:		
91 % - LIRR 121% -MNR		
% of Modifications (Including This Request) to		
Original Amount:		
117% - LIRR 121% MNR		

PURPOSE:

LIRR requests approval to issue a contract modification in the amount \$1,769,973.00 to GIRO, Inc. (GIRO) for a 3 year contract extension and upgrade of LIRR's existing HASTUS 2007 Crew Schedules and Equipment Schedules Construction Systems Software (CSCS/ESCS) to HASTUS 2013. While automated scheduling tools are superior to manual scheduling, the current HASTUS 2007 features have become outdated and no longer meet the full range of needs. Both LIRR and MNR use GIRO for software system maintenance and support. This modification would extend both railroads' contracts for an additional three years at the cost of \$115,000 for MNR and \$558,416 for LIRR. The remainder of the funding requested would be used to upgrade LIRR's software to the 2013 standard from the 2007 iteration and would include an option for interfacing a LIRR train scheduling application with HASTUS 2013 in the amount \$150,000.00.

DISCUSSION:

GIRO provides a new release periodically containing new features and functionality. By periodically upgrading, the LIRR will balance the cost of upgrades against utilization of higher functioning technology. The proposed upgrade to HASTUS 2013 will enhance accuracy in train and crew scheduling and reduce the time required to develop new schedules and represent a six-year interval between upgrades.

GIRO's final proposal is based on rates that have remained consistent with the pricing terms established at the time of the initial award in 2006 and are within industry standards for IT consulting services. An analysis of GIRO's proposal indicated that the proposed 2013 rates are approximately 18% greater than those rates proposed to perform the work in 2006. This represents a modest 2.5% escalation factor. Training, testing and implementation requirements for the system upgrade are expected to be minimal since Service Planning personnel have extensive experience with the current system. Therefore, based on the above, price is determined to be fair and reasonable.

MNR currently utilizes the crew scheduling module of the HASTUS system and requires system maintenance and support at this time. LIRR, however, utilizes both the crew scheduling and equipment scheduling modules, which are interfaced to other internal legacy systems at the railroad.

IMPACT ON FUNDING:

Funding for annual maintenance and support for both Railroads, and LIRR's upgrade and option for an interface to its train scheduling application are funded respectively, by each Agency's Operating Budget.

RECOMMENDATION:

Approval of a contract modification in the amount of \$1,654,973.00 for LIRR and \$115,000.00 for MNR is hereby recommended.

LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE
JULY 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	7/22/13	X		
2	Board	7/24/13	X		

Date	July 9, 2013		
Vendor Name	Various		
Contract Number	Various		
Contract Manager Name	Various		
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
5	President	3	Chief Financial Officer
4	Executive Vice President	2	Vice President, Project Controls
		1	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:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I Modifications To Purchase and Public Work Contracts	5	\$ 9,997,257
SUBTOTAL	5	\$ 9,997,257

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

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K Ratifications of Completed Procurement Actions	2	\$29,245,298
SUBTOTAL	2	\$29,245,298
TOTAL	7	\$39,242,555

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.

JULY 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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)

- 1. Dragados/Judlau JV** **\$7,500,000** **Staff Summary Attached**
Contract No. CM019
Modification No. 58
 In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification in order to make incentive payments earned by the Contractor for achieving the early completion of four milestones.
- 2. Tutor Perini Corporation** **\$1,355,000** **Staff Summary Attached**
Contract No. CH054A
Modification No. 32
 In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification for Tutor Perini to furnish transformers, control panels and disconnects for power separation.
- 3. Yonkers Contraction Company, Inc.** **\$ 413,124** **Staff Summary Attached**
Contract No. CM014A
Modification No. 9
 In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification to furnish, install and energize two new distribution panels (with all related conduit, cable runs, concrete, etc.) and to relocate and upgrade four circuit breakers from 800A to 1600A.
- 4. Tutor Perini Corporation** **\$ 369,133** **Staff Summary Attached**
Contract No. CH053
Modification No. 108
 In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification for the permanent rerouting of the Amtrak Car Wash feeder cables.
- 5. Skanska USA Civil Northeast, Inc.** **\$ 360,000** **Staff Summary Attached**
Contract No. PS837
Modification No. 3
 In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification to reconfigure the MTAPD C3 Center space and provide additional monitors and communication consoles and other incidentals.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 1

Vendor Name (& Location) Dragados/Judlau, JV		Contract Number CM019	AWO/Modification # 58
Description Manhattan Structures Part I for the East Side Access Project		Original Amount: \$ 734,000,000	
Contract Term (including Options, if any) 04/01/08 – 10/29/13		Prior Modifications: \$ 45,527,132	
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ N/A		Prior Budgetary Increases: \$ 0	
Procurement Type ☒ Competitive ☐ Non-competitive		Current Amount: \$ 779,527,132	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification		This Request \$ 7,500,000	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:		% of This Request to Current Amount: 0.96%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount: 7.20%	

Discussion:

The work under this Contract includes the excavation and lining of four tunnel drives, shafts, escalator wellways, air plenums, cross passages, and caverns mainly under Grand Central Terminal. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval to modify the contract in order to make incentive payments earned by the Contractor for achieving early completion of four milestones.

In January 2012, the Board approved a Settlement Agreement with the Contractor which included revised interim contract milestones, increased liquidated damages and created early completion incentives in an effort to recover approximately 28 months of schedule delay. The Contractor has completed four milestones earlier than the contract specified Milestone Completion Dates and, pursuant to the Settlement, as amended by subsequent Modification 55, is entitled to the following incentive payments:

Milestone	Milestone Description	Completion Date for Incentives	Milestone Completion Date	Incentives	
				Amount Received If Milestone is achieved on or before date	Total Incentive
6	55th Street - Phases 1 & 2	9/30/12	9/28/12	\$3,000,000	\$3,000,000
7	55th Street - Phases 3, 4 & 5	1/10/13	11/16/12	\$1,500,000	\$1,500,000
8	55th Street - Phases 6, 7 & 8	6/1/13	6/1/13	\$1,500,000	\$1,500,000
9	Work associated with Substantial Completion	6/1/13	6/1/13	\$1,500,000	\$1,500,000
				TOTAL	\$7,500,000

While the Settlement Agreement was previously approved by the Board, the Contract amount was not increased at that time because the incentive payments were contingent on early completion of the milestones. This modification will increase the Contract amount to include the incentive payments actually earned.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 2

Vendor Name (& Location) Tutor Perini Corporation		Contract Number CH054A	AWO/Modification # 32
Description Construct Harold Structures Part IIA for the East Side Access Project		Original Amount: \$ 21,777,777	
Contract Term (including Options, if any) 28 Months		Prior Modifications: \$ 20,249,902	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A		Prior Budgetary Increases: \$ 0	
Procurement Type ☒ Competitive ☐ Non-competitive		Current Amount: \$ 42,027,679	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification		This Request \$ 1,355,000	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:		% of This Request to Current Amount: 3.22 %	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount: 99.2 %	

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 of a modification for Tutor Perini to furnish transformers, control panels and disconnects required for power separation.

As explained previously and in connection with related modifications, LIRR and Amtrak currently share power for their signals within the Harold Interlocking area. As part of the ESA project, signal power is being separated so that LIRR and Amtrak will have independent signal power (this work was not part of the original design and is part of an Errors and Omissions claim).

Accomplishing signal power separation has affected multiple East Side Access contracts. This modification provides for furnishing and delivery of the equipment that is required to power the H-3 and H-4 Signal Huts during the cutovers to the new switching and signaling systems scheduled for the fourth quarter of 2013 and first quarter of 2014 respectively. In order to meet the cutover schedule, the equipment must be procured now and the CH054A Contractor has provided similar equipment in the past.

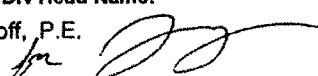
We also anticipate at least three future modifications for Contract CH053 related to signal power separation, one for installing the equipment to be purchased under this modification, a second for the civil and site work associated with the installation of the Motor Generator Sets and a third for furnishing and installing catenary poles and guy anchors. In addition, there is one future modification for Contract CQ031 to furnish two catenary poles and a guy anchor in the vicinity of the work being performed under that contract.

The Contractor submitted a cost proposal in the amount of \$1,413,240 while the MTACC estimate was \$1,246,203. Negotiations were held and the parties agreed to a cost of \$1,355,000 for the work which is considered to be fair and reasonable. There is no time impact associated with this modification.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number 3

Vendor Name (& Location)	
Yonkers Contracting Company (Yonkers, New York)	
Description	
GCT Concourse and Facilities Fit-Out	
Contract Term (including Options, if any)	
534 Calendar Days	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A	
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access, A. Paskoff, P.E. 	

Contract Number	AWO/Modification #
CM014A	9
Original Amount:	
	\$ 43,502,000
Prior Modifications:	
	\$ 151,153
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 43,653,153
This Request	
	\$ 413,124
% of This Request to Current Amount:	
	0.9%
% of Modifications (including This Request) to Original Amount:	
	1.2%

Discussion:

The work under Contract CM014A is for the facility fit-out of the lower portion of the new LIRR Concourse located in the lower level of Grand Central Station for the East Side Access (ESA) project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval for a modification to the contract to furnish, install and energize two new distribution panels (with all related conduit, cable runs, concrete, etc.) and to relocate and upgrade four circuit breakers from 800A to 1600A.

Currently the Manhattan construction contracts use power from Metro North Railroad through distribution panels TP1 and TP2 and the TBM Substation, located at 2nd Ave. However, in view of the decisions to split CM014 into two separate contracts and CM012 into three contracts, MTACC has reassessed the future power load requirements for the Concourse and Cavern contracts and determined that additional power is required to support those demands.

In order to provide sufficient construction power for all future construction activities, this Modification provides for the installation of two new distribution panels (TP-3 and TP-4) along with the relocation and upgrade of four existing circuit breakers from 800A to 1600A. Due to the long lead time to procure, fabricate and install the distribution panels, and to ensure that sufficient power is available for the future contracts in a timely manner, the work will be performed under the existing CM014A Contract.

The Contractor submitted a proposal in the amount of \$519,478 while the MTACC estimate was \$437,951. Negotiations were held and the parties agreed to \$413,124 for the work, which is considered to be fair and reasonable. There is no time impact associated with this modification.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 4

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CH053	AWO/Modification # 108
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: \$ 84,089,318	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A		Prior Budgetary Increases: 0	
Procurement Type ☒ Competitive ☐ Non-competitive		Current Amount: \$ 223,369,318	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification		This Request \$ 369,133	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ 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: 61%	

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 Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract for the permanent rerouting of the Amtrak Car Wash feeder cables.

As part of the original contract, the Amtrak Car Wash feeder cables were to run through conduits within Microtunnel Run 6/7. Due to design errors with regard to the 12KV ductbank (currently a subject of an errors and omissions claim against the designer), a redesign of the 12KV ductbank was required. The redesign reassigned to the 12KV ductbank the conduits within Microtunnel Run 6/7 originally designated for the Amtrak Car Wash feeder cables. As part of that redesign, two Car Wash feeder cables will run through Microtunnel Run 12. In addition, a new secondary source of power is to be created. This modification is to provide that new secondary service and includes tying in to an existing Con Ed manhole at the intersection of Skillman Avenue and 37th Street, and providing concrete encased ductbanks, a new 300 KVA transformer, a service panel to house a disconnect switch and a meter for the new service.

The Contractor submitted a cost proposal of \$524,469 while the MTACC estimate was \$390,860. Negotiations were held, and both parties agreed to \$369,133 which is considered to be fair and reasonable.

Please note that the Car Wash is currently operating under generator power due to the failure of a temporary reroute performed under a previous modification. A separate Schedule K seeking Board ratification of a modification to the Contract for the generators to power the Car Wash is routing concurrently with this Schedule I.

Schedule I: Modification to Purchase or Public Work Contracts



Item Number: 5

Vendor Name (& Location)	
Skanska USA Civil Northeast, Inc.	
Description	
Activu Video Wall and Associated Electrical Work for the MTAPD C3 Center	
Contract Term (including Options, If any)	
9 Months	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A	
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Security Program, Thomas Reed	

Contract Number	AWO/Modification #
PS837	3
Original Amount:	
	\$ 1,541,403
Prior Modifications:	
	\$ 20,000
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 1,551,403
This Request	
	\$ 360,000
% of This Request to Current Amount:	
	23.20%
% of Modifications (including This Request) to Original Amount:	
	24.45%

Discussion:

The work under this Contract includes providing a new Activu Video Wall, relocating the existing video wall and providing all associated electrical and incidental work for the MTAPD C3 Center. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board approval to modify the contract to reconfigure the C3 Center space and provide additional monitors and communication consoles and other incidentals.

MTAPD has determined that there is a need for on-site interaction with other State and Law enforcement agencies from their C3 location during emergencies or catastrophic events. In order to facilitate this interaction, MTAPD has determined that the C3's Security Theatre and office space needs to be reconfigured. The work under this modification will involve installation of additional communication consoles and monitors, subdivision of some office space, installation of equipment, furniture and, other incidentals required for the efficient use of the space during a crisis. In addition, the existing non-acoustical ceiling tiles are to be replaced with acoustical ceiling tiles in the dispatching area (where the communication consoles are located) in order to reduce the amount of unwanted background noise created from simultaneous conversations by multiple dispatchers located in the same room.

It is beneficial for this work to be done by the PS837 Contractor who is currently performing related work within the C3. This will among other benefits obviate the need to release security sensitive as-built drawings to additional contractors.

The Contractor submitted a proposal in the amount of \$422,000 while the MTACC estimate was \$356,000. Negotiations were held and the parties agreed to \$360,000 for the work, which is considered to be fair and reasonable. The contract duration will be extended by six months in order to perform this work and there will be no impact costs.

JULY 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. **Dragados/Judlau JV** **\$28,400,000** **Staff Summary Attached**
Contract No. CM009
Modification No. 46
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board ratify a contract modification for the installation of concrete invert slabs, embedded conduits, subsoil drainage, embedded track drainage systems, and mudslabs along with maintaining existing systems within the CM009 and CM019 work sites. This is a scope and budget transfer.
2. **Tutor Perini Corporation** **\$ 845,298** **Staff Summary Attached**
Contract No. CH053
Modification No. 110
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board ratify a contract modification to provide two temporary generators to power the Amtrak Car Wash for 22 months from December 2011 through October 2013.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Dragados/Judlau, JV	Contract Number CM009	AWO/Modification # 46
Description Manhattan Tunnels Excavation for the East Side Access Project	Original Amount: \$ 427,954,000	
Contract Term (including Options, If any) 7/10/06 – 12/31/13	Prior Modifications: \$ (25,668,458)	
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ N/A	Prior Budgetary Increases: \$ 0	
Procurement Type ☒ Competitive ☐ Non-competitive	Current Amount: \$ 402,285,542	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	This Request \$ 28,400,000	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	% of This Request to Current Amount: 7.06%	
Requesting Dept/Div & Dept/Div Head Name: East Side Access, A. Paskoff, P.E.	% of Modifications (including This Request) to Original Amount: 0.64%	

Discussion:

The work under this Contract includes the construction of four tunnels utilizing two 22 foot diameter rock tunnel boring machines (TBM), and includes installation of temporary utilities, excavation of chamber and wyes, TBM excavation of approximately 25,000 linear feet of tunnels and final concrete lining of 11,600 linear feet of the running tunnels. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting the Board ratify a modification for additional concrete invert slabs and mudslabs. This is a scope and budget transfer.

Following the rejection of all bids received under CM012, a decision was made to divide the work into several new contract packages - CM005, CM006 & CM007. The scope of Contract CM006 includes the north tunnels and structures but this Contract is still being repackaged and work will not begin until late 2013. The CM009 Contractor is currently mobilized and on-site and has the available experience and resources to complete some of the invert work in the interim period before CM006 commences. Transfer of this scope allows critical ESA work to continue during the procurement process for the new Contracts thereby minimizing the impact to the overall Project Schedule and will have a direct schedule savings of 3 1/4 months to Contract CM006. In addition, the completion of this work reduces a significant risk to the CM005 contract by reducing coordination between the CM005 and CM006 contracts because the invert slabs will be completed prior to CM005's access to the Work Site. Finally, this modification will provide more flexibility in access routes for the follow-on Contracts for the delivery of equipment and materials from the Queens Bellmouth

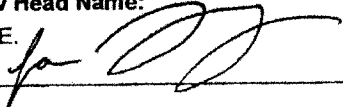
The scope of work for this modification includes the installation of mudslabs, concrete invert slabs, embedded conduits, subsoil drainage & embedded track drainage systems at the GCT 5 WB Wye and GCT 3 & 4 Crossovers. In addition, the Contractor will operate and maintain all existing temporary systems for the CM009 and CM019 work sites through September 2013. Also, Milestone 9, the Substantial Completion milestone, was revised to require completion of all work other than the work added by this Modification by June 1 (which requirement was timely satisfied) and a new milestone 9A was created for Substantial Completion on September 13, 2013, together with liquidated damages provision for failure to achieve Milestone 9A in the amount of \$12,500/day. Final Completion has likewise been extended from October 29 to December 31, 2013.

The Contractor submitted a combined proposal of \$31,230,133 while the MTACC combined estimate for the work was \$26,160,722. Negotiations were held and the parties agreed to a cost of \$28,400,000 which is considered to be fair and reasonable. The budget for this work (inverts and mudslabs) is a scope transfer from CM012R and the negotiated value is within the budgeted amount for this scope. In order to achieve the schedule savings and risk mitigation benefits discussed above, the MTACC President approved a retroactive memorandum and on June 13, 2013, the Contractor was authorized and directed to proceed with the work up to a not-to exceed amount of \$12,000,000.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

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? ☐ Yes ☐ No ☒ N/A	
Procurement Type	☒ Competitive ☐ Non-competitive
Solicitation Type	☐ RFP ☐ Bid ☒ Other: Modification
Funding Source	
☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept/Div & Dept/Div Head Name:	
East Side Access, A. Paskoff, P.E. 	

Contract Number	AWO/Modification #
CH053	110
Original Amount:	
\$ 139,280,000	
Prior Modifications:	
\$ 84,089,318	
Prior Budgetary Increases:	
\$ 0	
Current Amount:	
\$ 223,369,318	
This Request	
\$ 845,298	
% of This Request to Current Amount:	
.38%	
% of Modifications (including This Request) to Original Amount:	
61%	

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 Article IX of the MTA All-Agency Procurement Guidelines MTACC is requesting the Board ratify a modification to provide two temporary generators to power the Amtrak Car Wash for 22 months from December 2011 through October 2013.

As a result of design errors and delays associated with the installation of the 12kv ductbank (currently a subject of an errors and omissions claim against the designer), Modification 20 was issued to temporarily reroute the power feed cables for the Amtrak Car Wash. For the temporary reroute, the Contractor pulled cables supplied by MTACC through existing conduits previously installed by LIRR and Amtrak. The cables were successfully installed, passed the tests required by Amtrak and were used to power the car wash. However, the cables failed after only eight months of operation and the cause of the failure remains under investigation. In order to operate the Car Wash until the permanent reroute design was finalized and the power feeds installed (expected to be completed in October 2013), the Contractor was directed to provide two power generators. Please note that a separate Schedule I seeking Board approval of a modification for the permanent rerouting of the power feed cables to power the Amtrak Car Wash is routing concurrently with this Schedule K.

The Contractor submitted a cost proposal \$912,591 while the MTACC estimate was \$787,298. Negotiations were held, and both parties agreed to \$845,298, which is considered to be fair and reasonable.



LONG ISLAND RAIL ROAD

A graphic featuring a grid of dotted lines with a diagonal line crossing it. The text "MONTHLY OPERATING REPORT" is centered over the grid.

**MONTHLY
OPERATING
REPORT**

June 2013

**Helena E. Williams
President**

07/22/13 *****

Performance Summary			2013 Data		2012 Data	
			Annual	YTD thru	YTD thru	
			Goal	June	June	June
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	93.8%	93.7%	92.6%
		AM Peak		94.0%	92.6%	93.3%
		PM Peak		91.2%	90.5%	86.8%
		Total Peak		92.7%	91.6%	90.2%
		Off Peak Weekday		94.4%	94.1%	93.3%
		Weekend		93.8%	95.4%	94.2%
	Babylon Branch	Overall	95.1%	93.7%	93.3%	92.6%
		AM Peak		93.6%	91.8%	94.9%
		PM Peak		92.0%	90.1%	87.8%
		Total Peak		92.9%	91.0%	91.7%
		Off Peak Weekday		94.2%	93.8%	92.9%
		Weekend		94.0%	95.5%	93.0%
	Far Rockaway Branch	Overall	95.1%	97.5%	96.6%	96.0%
		AM Peak		93.2%	92.6%	96.5%
		PM Peak		95.6%	92.5%	90.5%
		Total Peak		94.3%	92.6%	93.8%
		Off Peak Weekday		98.2%	97.4%	97.3%
		Weekend		99.1%	98.8%	95.6%
	Huntington Branch	Overall	95.1%	92.0%	92.4%	92.4%
		AM Peak		97.0%	92.9%	91.8%
		PM Peak		87.9%	89.0%	83.3%
		Total Peak		92.6%	91.0%	87.7%
		Off Peak Weekday		91.0%	91.3%	92.4%
		Weekend		92.6%	94.9%	96.3%
	Hempstead Branch	Overall	95.1%	97.0%	96.6%	95.8%
		AM Peak		97.5%	95.5%	95.7%
		PM Peak		94.4%	94.2%	90.5%
		Total Peak		96.1%	94.9%	93.2%
		Off Peak Weekday		97.0%	96.8%	96.7%
		Weekend		97.7%	97.8%	96.4%
	Long Beach Branch	Overall	95.1%	96.1%	95.6%	94.9%
		AM Peak		95.0%	93.6%	96.1%
		PM Peak		94.6%	93.9%	89.5%
		Total Peak		94.8%	93.7%	93.0%
		Off Peak Weekday		96.0%	95.2%	95.7%
		Weekend		97.5%	98.6%	95.5%
	Montauk Branch	Overall	95.1%	88.5%	91.5%	86.6%
		AM Peak		91.3%	92.3%	92.3%
		PM Peak		83.9%	88.8%	77.9%
		Total Peak		87.5%	90.7%	86.0%
		Off Peak Weekday		93.7%	93.7%	88.0%
		Weekend		82.1%	88.1%	84.4%
	Oyster Bay Branch	Overall	95.1%	92.8%	92.5%	95.0%
		AM Peak		97.9%	94.9%	92.5%
		PM Peak		83.3%	87.9%	92.1%
		Total Peak		91.2%	91.6%	92.3%
		Off Peak Weekday		92.0%	92.1%	95.0%
		Weekend		96.5%	94.7%	98.9%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	June	June	June	June
Port Jefferson Branch	Overall	95.1%	89.7%	90.4%	88.1%	92.5%
	AM Peak		92.5%	90.8%	88.7%	92.3%
	PM Peak		88.7%	86.0%	82.3%	88.2%
	Total Peak		90.7%	88.6%	85.7%	90.4%
	Off Peak Weekday		87.4%	89.8%	85.1%	91.5%
	Weekend		96.0%	94.5%	97.2%	97.2%
Port Washington Branch	Overall	95.1%	94.2%	94.8%	93.3%	96.1%
	AM Peak		90.6%	91.5%	92.6%	94.6%
	PM Peak		91.1%	90.9%	87.7%	94.4%
	Total Peak		90.8%	91.2%	90.1%	94.5%
	Off Peak Weekday		95.2%	95.9%	94.5%	96.6%
	Weekend		96.7%	97.7%	94.9%	97.9%
Ronkonkoma Branch	Overall	95.1%	92.7%	91.0%	88.7%	93.3%
	AM Peak		93.1%	91.8%	89.7%	91.5%
	PM Peak		94.0%	90.3%	83.7%	94.1%
	Total Peak		93.5%	91.1%	87.1%	92.6%
	Off Peak Weekday		93.7%	90.3%	88.6%	93.6%
	Weekend		89.8%	92.2%	91.7%	93.5%
West Hempstead Branch	Overall	95.1%	97.0%	95.8%	96.4%	97.3%
	AM Peak		98.0%	94.9%	95.2%	96.7%
	PM Peak		92.5%	91.1%	88.1%	93.8%
	Total Peak		95.0%	92.8%	91.3%	95.1%
	Off Peak Weekday		98.1%	97.5%	99.2%	98.5%
	Weekend		100.0%	96.3%	100.0%	100.0%
Operating Statistics						
Trains Scheduled			19,641	117,780	19,733	117,056
Avg. Delay per Late Train (min)			13.4	-13.1	-13.8	-12.9
excluding trains canceled or terminated						
Trains Over 15 min. Late			217	1,367	324	1,083
excluding trains canceled or terminated						
Trains Canceled			146	596	90	273
Trains Terminated			59	339	44	170
Percent of Scheduled Trips Completed			99.0%	99.2%	99.3%	99.6%
Consist Compliance						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.3%			
PM Peak			99.2%			
Total Peak			99.3%			

Categories Of Delay		2013 Data			2012 Data		YTD 2012 Vs 2013
		May	June	YTD Thru June	June	YTD Thru June	
Late Train Incidents	National Rail Passenger Corp	286	281	926	132	395	531
	Capital Programs	12	11	65	28	64	1
	Engineering	126	208	990	186	680	310
	Penn Station Central Control	33	11	91	16	48	43
	Maintenance of Equipment	113	119	776	131	828	(52)
	** Other / Miscellaneous	142	94	1,758	130	882	876
	Public	430	395	2,357	469	2,183	174
	Transportation	36	87	320	44	232	88
	Vandalism	4	7	43	20	65	(22)
	Maintenance of Way (Sched.)	59	10	146	9	57	89

**** 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
6/1	Sat	Loss of control of supervisory system in Babylon							12			12		
6/4	Tues	Track car incident in Divide Interlocking				13			45	7	3	58	7	3
6/5	Wed	Train 421 requiring medical assistance in Bayside	16						1			17		
6/8	Sat	Train 8735 struck unauthorized pedestrian west of Speonk							7	3	1	7	3	1
6/9	Sun	Train 8705 with equipment trouble in Montauk							10		1	10		1
6/11	Tues	Train 2019 with added stops	12									12		
6/16	Sun	Train 8710 with equipment trouble in Jamaica							11			11		
6/17	Mon	Amtrak switch 557 - Defective switch point guard				12	28		20	33	22	32	61	22
6/18	Mon	Amtrak switch 557 - Defective switch point guard(6/17)	21	18	14	48	20	1	16	6	2	85	44	17
6/24	Mon	Building fire close to right of way at New Hyde Park Road				5			6			11		
6/25	Tues	Train 300 operating late	11	1					3			14	1	
6/29	Sat	Broken rail at Nassau							56	15		56	15	
6/30	Sun	Heavy loading system wide							11			11		
TOTAL FOR MONTH			60	19	14	78	48	1	198	64	29	336	131	44
													511	

Long Island Rail Road

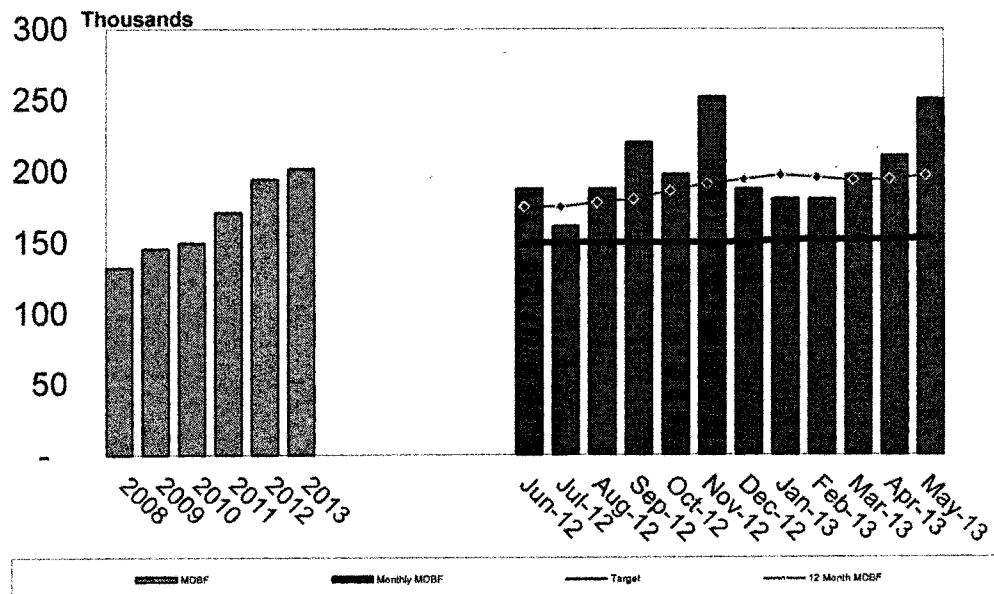
MEAN DISTANCE BETWEEN FAILURES

			2013 Data					2012 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)	12 month MDBF Rolling Avg (miles)	May MDBF (miles)	May No. of Primary Failures	YTD MDBF thru May (miles)
Mean Distance Between Failures	M-3	150	55,000	102,377	6	91,165	84,964	63,963	9	72,359
	M-7	836	350,000	721,018	7	425,784	398,408	450,391	11	445,356
	DM	21	18,000	26,500	3	28,469	27,249	37,005	2	31,567
	DE	24	18,000	17,518	5	19,460	22,452	43,703	2	18,350
	C-3	134	75,000	138,071	5	102,721	107,447	108,201	6	99,250
	Diesel	179	45,000	65,957	13	60,205	63,983	81,062	10	59,170
	Fleet	1,120	152,000	250,724	26	201,749	197,113	211,353	30	195,190

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





Standee Report

East Of Jamaica

			2013 Data	
			May	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	2
Average		Total Standees	1	2
	Far Rockaway Branch	Program Standees	0	0
Add'l Standees		3	0	
Total Standees		3	0	
Huntington Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Long Beach Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Montauk Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Oyster Bay Branch	Program Standees	0	0	
	Add'l Standees	25	0	
	Total Standees	25	0	
Port Jefferson Branch	Program Standees	0	0	
	Add'l Standees	19	0	
	Total Standees	19	0	
Port Washington Branch	Program Standees	8	0	
	Add'l Standees	11	22	
	Total Standees	19	22	
Ronkonkoma Branch	Program Standees	0	38	
	Add'l Standees	13	17	
	Total Standees	13	55	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
		System Wide PEAK	81	78

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 JUNE 2013

Standee Report

West Of Jamaica

West Of Jamaica			2013 Data	
			May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	8
		Total Standees	1	8
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	2	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	0	11
		Total Standees	0	11
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	13
		Total Standees	0	13
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	2
		Total Standees	18	2
	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	7	0
		Total Standees	7	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	11	22
		Total Standees	19	22
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	10	16
		Total Standees	40	34
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
		System Wide PEAK	88	89

Definitions

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

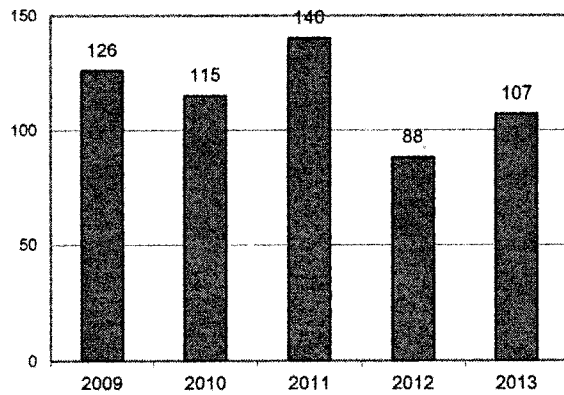
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.

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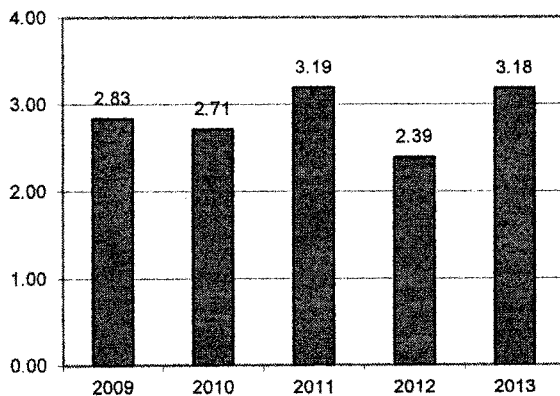
MTA Long Island Rail Road Summary of Employee Injuries thru May



Total Employee Injuries

Year	Total
2009	126
2010	115
2011	140
2012	88
2013	107

% change from last year: 21.6%



Employee FRA Reportable Injuries

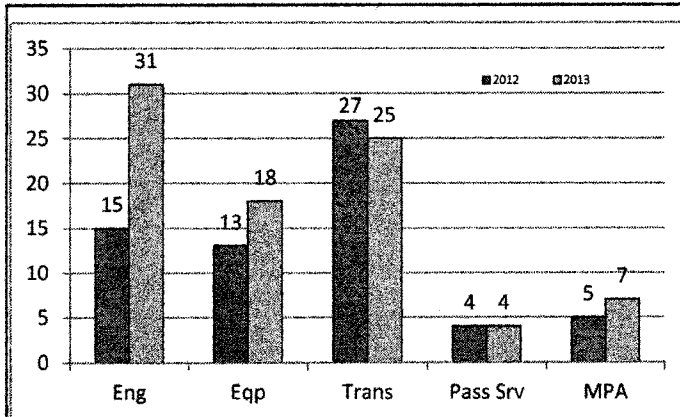
Year	Total	FRA FI*
2009	85	2.83
2010	77	2.71
2011	84	3.19
2012	64	2.39
2013	85	3.18

% change from last year: 33.1%

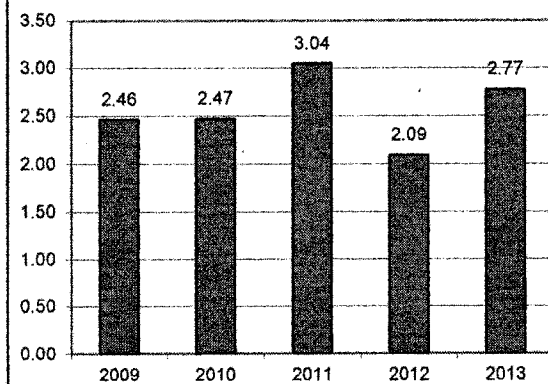
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF JUNE 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru May



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	15	31	107%
Equipment	13	18	38%
Transportation	27	25	-7%
Pass Serv	4	4	0%
MPA	5	7	40%



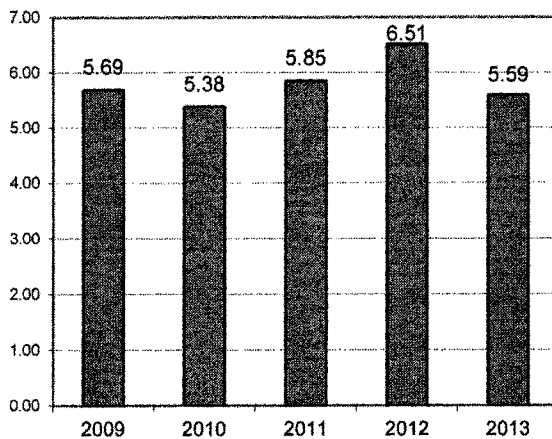
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	73	1	2.43	0.03	2.46
2010	68	2	2.40	0.07	2.47
2011	78	2	2.96	0.08	3.04
2012	56	0	2.09	0.00	2.09
2013	74	0	2.77	0.00	2.77

% change from last year: 32.5%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF JUNE 2013**

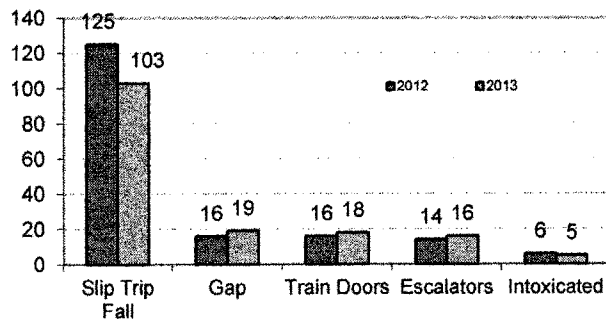
MTA Long Island Rail Road Summary of Customer Injuries thru May



Total Customer Injuries

Year	Total	FI*
2009	191	5.69
2010	176	5.38
2011	188	5.85
2012	221	6.51
2013	188	5.59

% change from last year: -14.1%



Top 5 Customer Injuries by Type

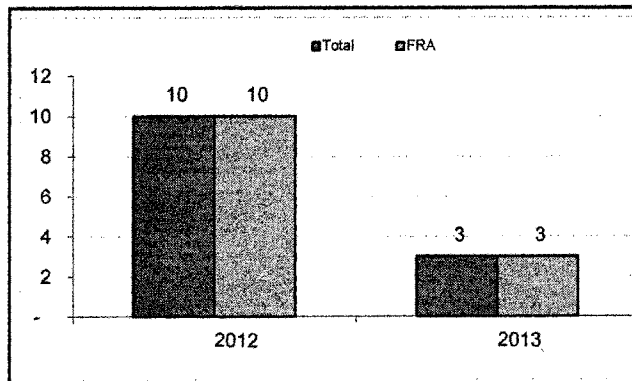
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	125	16	16	14	6
2013	103	19	18	16	5

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF JUNE 2013**

MTA Long Island Rail Road

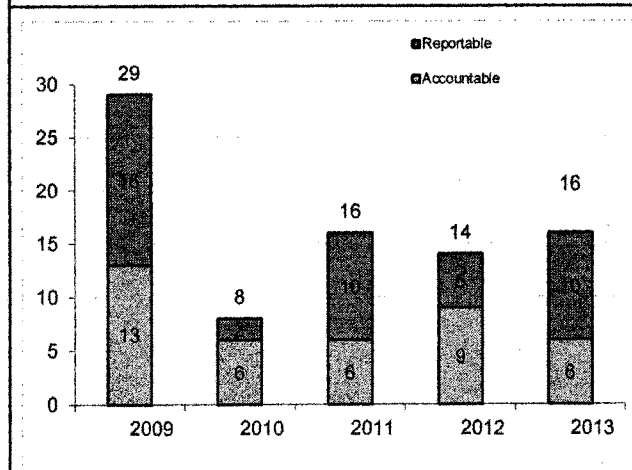
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru May



Contractor Injuries

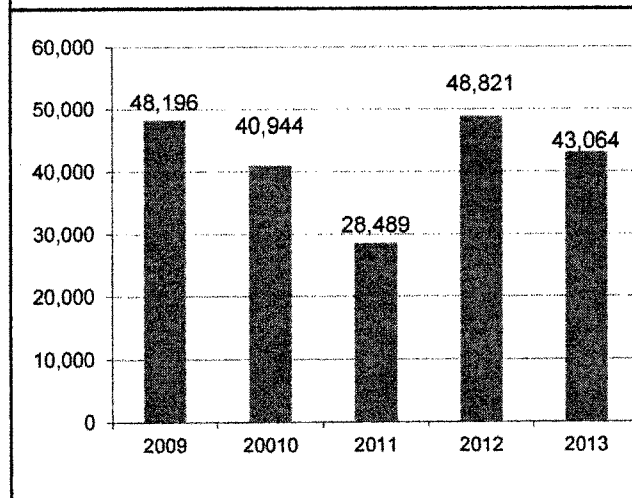
Year	Total	FRA Rpt.
2012	10	10
2013	3	3

% change from last year: -70.0%



Train Accidents

Year	Non-Reportable	Reportable
2009	13	16
2010	6	2
2011	6	10
2012	9	5
2013	6	10



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	48,196
2010	40,944
2011	28,489
2012	48,821
2013	43,064



LONG ISLAND RAIL ROAD

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

**MONTHLY
OPERATING
REPORT**

May 2013

**Helena E. Williams
President**

Performance Summary

On Time Performance

*(Trains that arrive at
their final destination
within 5 minutes 59 seconds
of scheduled arrival time)*

			2013 Data		2012 Data	
			Annual	YTD thru	YTD thru	
			Goal	May	May	May
System	Overall		95.1%	93.9%	93.6%	95.4%
	AM Peak			96.7%	92.3%	96.0%
	PM Peak			86.9%	90.4%	92.7%
	Total Peak			92.0%	91.4%	94.5%
	Off Peak Weekday			94.4%	94.0%	95.3%
	Weekend			95.6%	95.8%	96.7%
Babylon Branch	Overall		95.1%	93.4%	93.2%	94.7%
	AM Peak			96.9%	91.4%	97.4%
	PM Peak			85.9%	89.8%	92.3%
	Total Peak			91.9%	90.7%	95.1%
	Off Peak Weekday			93.9%	93.8%	93.0%
	Weekend			94.6%	95.9%	98.2%
Far Rockaway Branch	Overall		95.1%	95.9%	96.4%	98.1%
	AM Peak			96.3%	92.5%	98.4%
	PM Peak			85.9%	92.0%	94.4%
	Total Peak			91.6%	92.2%	96.6%
	Off Peak Weekday			97.6%	97.2%	98.2%
	Weekend			96.8%	98.8%	99.8%
Huntington Branch	Overall		95.1%	93.9%	92.5%	95.7%
	AM Peak			97.3%	92.1%	96.7%
	PM Peak			88.0%	89.3%	89.3%
	Total Peak			92.8%	90.7%	93.1%
	Off Peak Weekday			93.7%	91.4%	96.0%
	Weekend			95.2%	95.5%	97.6%
Hempstead Branch	Overall		95.1%	95.3%	96.5%	98.3%
	AM Peak			97.7%	95.1%	98.6%
	PM Peak			90.4%	94.2%	93.9%
	Total Peak			94.3%	94.7%	96.4%
	Off Peak Weekday			95.6%	96.7%	99.0%
	Weekend			95.6%	97.8%	98.6%
Long Beach Branch	Overall		95.1%	96.2%	95.4%	97.1%
	AM Peak			96.6%	93.3%	97.9%
	PM Peak			92.2%	93.7%	94.6%
	Total Peak			94.5%	93.5%	96.3%
	Off Peak Weekday			95.9%	95.0%	97.3%
	Weekend			99.0%	98.8%	97.4%
Montauk Branch	Overall		95.1%	93.0%	92.2%	91.0%
	AM Peak			98.3%	92.5%	96.0%
	PM Peak			89.2%	90.0%	88.0%
	Total Peak			93.9%	91.3%	92.6%
	Off Peak Weekday			94.1%	93.7%	91.8%
	Weekend			89.8%	89.9%	88.1%
Oyster Bay Branch	Overall		95.1%	93.5%	92.5%	95.4%
	AM Peak			98.7%	94.3%	94.8%
	PM Peak			85.6%	88.7%	92.4%
	Total Peak			92.7%	91.7%	93.7%
	Off Peak Weekday			92.3%	92.2%	95.5%
	Weekend			97.8%	94.3%	97.8%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	May	May	May	May
Port Jefferson Branch	Overall	95.1%	91.8%	90.6%	93.1%	93.4%
	AM Peak		94.3%	90.5%	93.8%	93.0%
	PM Peak		85.1%	85.4%	89.6%	89.4%
	Total Peak		90.0%	88.1%	91.8%	91.3%
	Off Peak Weekday		90.5%	90.2%	90.9%	92.7%
	Weekend		98.0%	94.4%	99.2%	97.2%
Port Washington Branch	Overall	95.1%	93.1%	94.9%	95.7%	96.8%
	AM Peak		95.2%	91.7%	94.7%	95.0%
	PM Peak		81.3%	90.9%	94.5%	95.7%
	Total Peak		88.1%	91.3%	94.6%	95.4%
	Off Peak Weekday		94.6%	96.0%	95.9%	97.1%
	Weekend		97.0%	97.9%	97.2%	98.6%
Ronkonkoma Branch	Overall	95.1%	92.9%	90.7%	92.8%	94.2%
	AM Peak		96.2%	91.6%	91.7%	91.8%
	PM Peak		88.2%	89.6%	94.2%	96.2%
	Total Peak		92.6%	90.7%	92.8%	93.7%
	Off Peak Weekday		92.4%	89.7%	93.6%	94.6%
	Weekend		94.6%	92.8%	91.2%	93.9%
West Hempstead Branch	Overall	95.1%	96.1%	95.5%	97.6%	97.5%
	AM Peak		97.3%	94.3%	96.4%	97.0%
	PM Peak		90.9%	90.8%	94.7%	95.0%
	Total Peak		93.8%	92.4%	95.5%	95.9%
	Off Peak Weekday		97.3%	97.4%	98.8%	98.4%
	Weekend		100.0%	95.5%	100.0%	100.0%
Operating Statistics						
Trains Scheduled			20,495	98,139	20,227	97,323
Avg. Delay per Late Train (min)			-11.6	-13.1	-13.9	-12.9
excluding trains canceled or terminated						
Trains Over 15 min. Late			181	1,150	206	759
excluding trains canceled or terminated						
Trains Canceled			67	450	45	183
Trains Terminated			41	280	23	126
Percent of Scheduled Trips Completed			99.5%	99.3%	99.7%	99.7%
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			99.4%			
PM Peak			99.3%			
Total Peak			99.3%			

Categories Of Delay		2013 Data			2012 Data		YTD 2012 Vs 2013
		April	May	YTD Thru May	May	YTD Thru May	
Late Train Incidents	National Rail Passenger Corp	82	286	645	27	263	382
	Capital Programs	25	12	54	1	36	18
	Engineering	89	126	782	55	494	288
	Penn Station Central Control	17	33	80	7	32	48
	Maintenance of Equipment	102	113	657	138	697	(40)
	** Other / Miscellaneous	113	142	1,661	130	457	1,204
	Public	397	430	1,957	498	1,714	243
	Transportation	109	36	241	58	188	53
	Vandalism	7	4	36	2	45	(9)
	Maintenance of Way (Sched.)	42	59	136	24	48	88

*** 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
5/1	Wed	Amtrak related signal trouble in the East River Tunnels				26	8		10	3		36	11	
5/5	Sun	Fire in Dunton Interlocking							4		6	4		6
5/8	Wed	Loss of third rail power between Bay and Shea Interlocking				1	4		5	2	1	6	6	1
5/10	Fri	Train 5051 struck a motor vehicle east of Brentwood Station				14	4	1	6	1	4	20	5	5
5/10	Fri	Operator misroute in Harold Interlocking				16			5			21		
5/15	Wed	Track circuit failure at Nassau Interlocking							11			11		
5/16	Thurs	Train 605 with equipment trouble east of Woodside Station	5		1				4			9		1
5/16	Thurs	Amtrak related power loss in Harold Interlocking				56	22		21	4	8	77	26	8
5/17	Fri	Possible 3rd rail defect in Harold Interlocking				17			2			19		
5/17	Fri	Train 554 with equipment trouble in Jamaica							10			10		
5/21	Tues	Train 605 with equipment trouble in Harold Interlocking	16									16		
5/21	Tues	Amtrak related signal trouble in the East River Tunnels	11						5			16		
5/21	Tues	Signal trouble west of Jamaica due to a power outage	9						2			11		
5/21	Tues	Amtrak related signal trouble in Harold Interlocking				11			7			18		
5/22	Wed	Train 1056 assisting a wheelchair customer onto train				10			2			12		
5/23	Thurs	Amtrak related signal trouble in East River Tunnels				16	1					16	1	
5/23	Thurs	Severe weather conditions in West Side yard				19			4			23		
5/29	Wed	Amtrak related signal trouble in "F" Interlocking				24	6		9			33	6	
TOTAL FOR MONTH			41	0	1	210	45	1	107	10	19	358	55	21
													434	

Long Island Rail Road

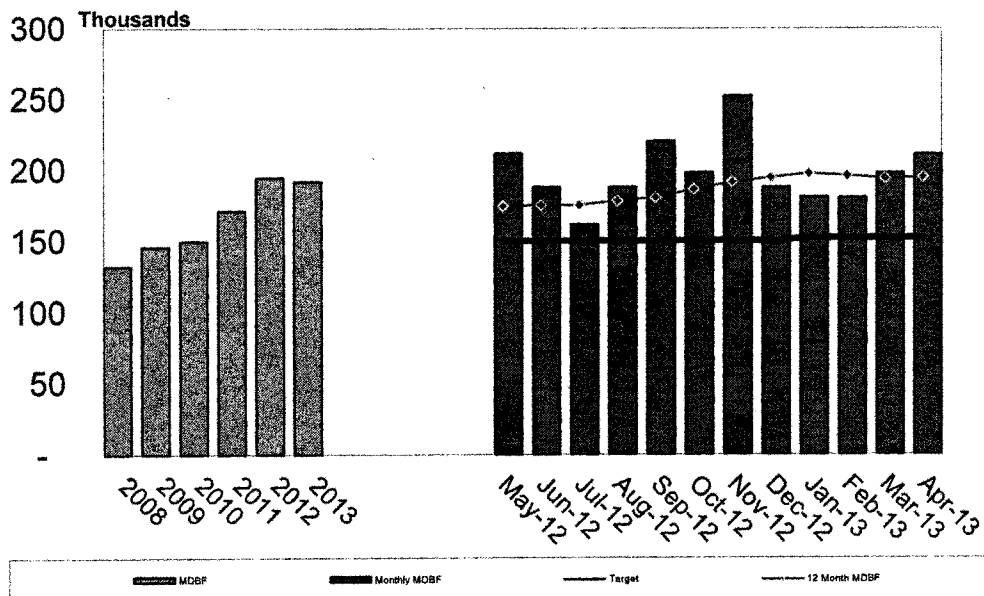
MEAN DISTANCE BETWEEN FAILURES

			2013 Data					2012 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)	12 month MDBF Rolling Avg (miles)	April MDBF (miles)	April No. of Primary Failures	YTD MDBF thru April (miles)
Mean Distance Between Failures	M-3	150	55,000	113,365	5	88,474	81,341	54,990	10	74,964
	M-7	836	350,000	352,597	14	384,452	386,856	395,225	12	444,068
	DM	21	18,000	34,395	2	29,125	27,951	31,599	2	30,359
	DE	24	18,000	18,568	5	19,999	24,014	28,327	3	15,935
	C-3	134	75,000	163,319	4	95,923	105,383	196,370	3	97,102
	Diesel	179	45,000	74,082	11	58,795	64,977	92,161	8	55,189
	Fleet	1,120	152,000	210,603	30	191,801	194,521	200,997	30	191,372

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





Standee Report

East Of Jamaica

East Of Jamaica			2013 Data	
			May	
			AM Peak	PM Peak
Daily	Babylon Branch	Program Standees	0	0
Average		Add'l Standees	4	2
		Total Standees	4	2
	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	0	6	
	Total Standees	0	6	
Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Long Beach Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Montauk Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
Oyster Bay Branch	Program Standees	0	0	
	Add'l Standees	36	0	
	Total Standees	36	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	10	2	
	Total Standees	18	2	
Ronkonkoma Branch	Program Standees	0	38	
	Add'l Standees	3	2	
	Total Standees	3	40	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK		61	50	

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.

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

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



Long Island Rail Road

Standee Report

OPERATING REPORT FOR MONTH OF MAY 2013

West Of Jamaica

			2013 Data May	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	4	7
		Total Standees	4	7
	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	7	30
		Total Standees	7	30
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	25
		Total Standees	0	25
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	0
		Total Standees	18	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	10	2
		Total Standees	18	2
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	1	0
		Total Standees	31	18
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			81	83

Definitions

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

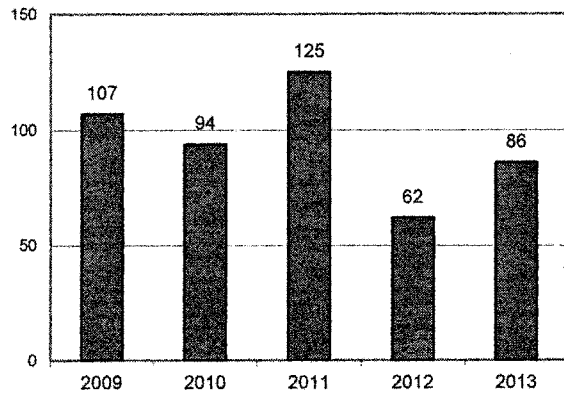
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"Additional Standees" reflect the impact of reduced train car consists (as reported in the weekday equipment reports).

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

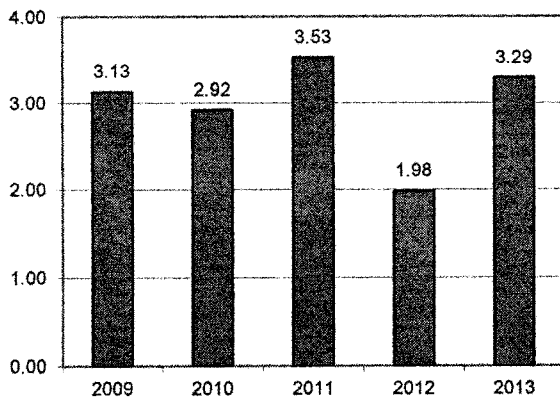
MTA Long Island Rail Road Summary of Employee Injuries thru April



Total Employee Injuries

Year	Total
2009	107
2010	94
2011	125
2012	62
2013	86

% change from last year: 38.7%



Employee FRA Reportable Injuries

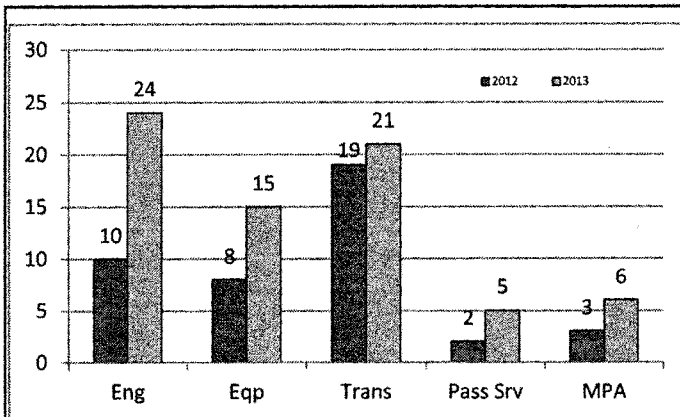
Year	Total	FRA FI*
2009	73	3.13
2010	64	2.92
2011	74	3.53
2012	42	1.98
2013	71	3.29

% change from last year: 66.2%

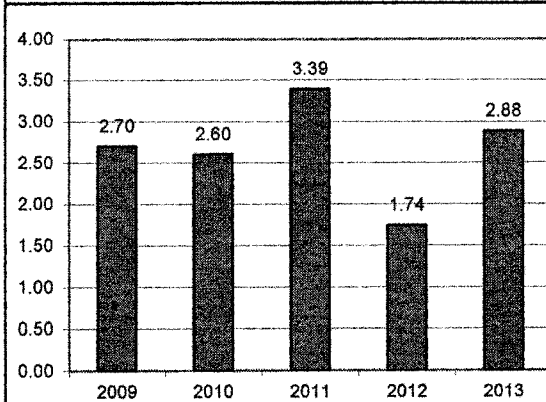
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF MAY 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru April



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	10	24	140%
Equipment	8	15	88%
Transportation	19	21	11%
Pass Serv	2	5	150%
MPA	3	6	100%



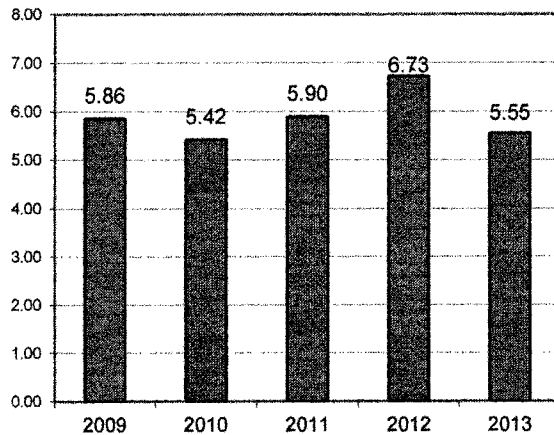
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	62	1	2.66	0.04	2.70
2010	56	1	2.55	0.05	2.60
2011	69	2	3.29	0.10	3.39
2012	37	0	1.74	0.00	1.74
2013	62	0	2.88	0.00	2.88

% change from last year: 65.5%

* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF MAY 2013**

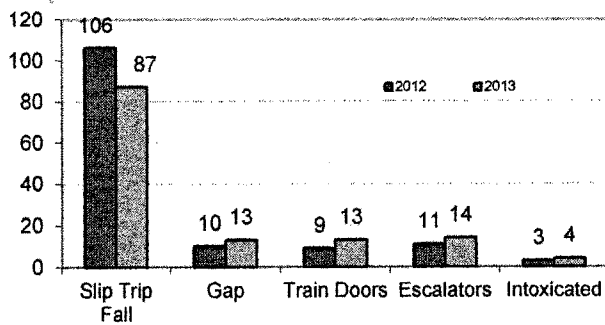
MTA Long Island Rail Road Summary of Customer Injuries thru April



Total Customer Injuries

Year	Total	FI*
2009	157	5.86
2010	141	5.42
2011	150	5.90
2012	180	6.73
2013	147	5.55

% change from last year: -17.5%



Top 5 Customer Injuries by Type

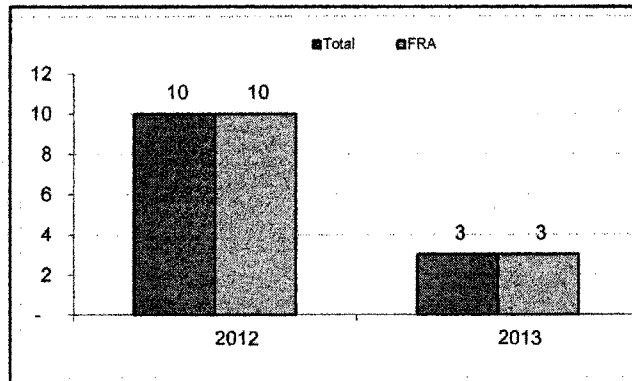
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Intoxicated
2012	106	10	9	11	3
2013	87	13	13	14	4

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF MAY 2013**

MTA Long Island Rail Road

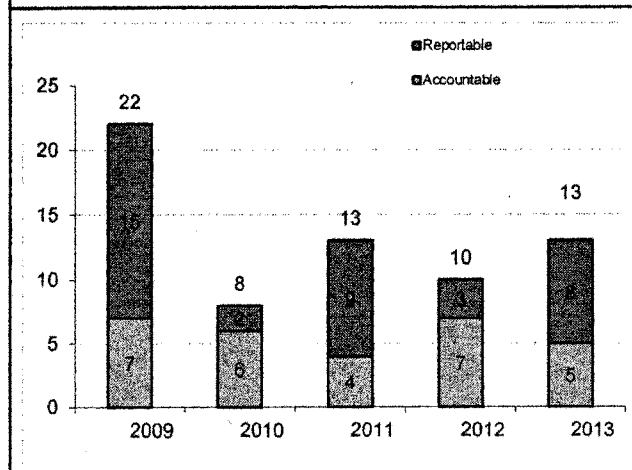
**Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S.
thru April**



Contractor Injuries

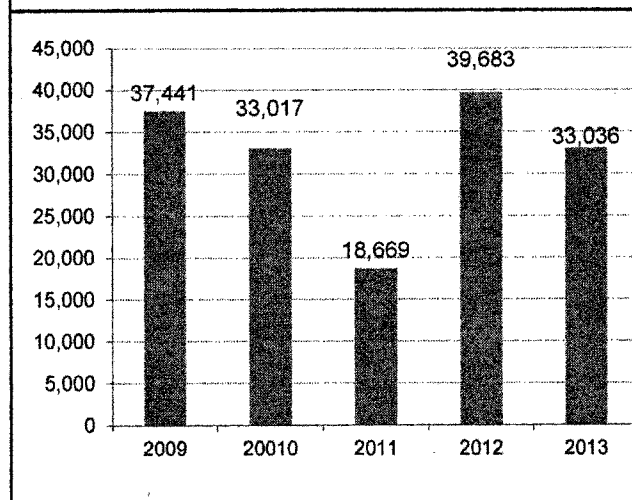
Year	Total	FRA Rpt.
2012	10	10
2013	3	3

% change from last year: -70.0%



Train Accidents

Year	Non-Reportable	Reportable
2009	7	15
2010	6	2
2011	4	9
2012	7	3
2013	5	8



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	37,441
2010	33,017
2011	18,669
2012	39,683
2013	33,036



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.
-

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			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$53.654	\$53.374	(\$0.280)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$53.654	\$53.374	(\$0.280)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.773	20.763	16.990	*	0.000	0.000	0.000	-	3.773	20.763	16.990	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	22.594	21.071	(1.523)	(6.7)	22.594	21.071	(1.523)	(6.7)
Total Revenue	\$57.427	\$74.136	\$16.709	29.1	\$22.594	\$21.071	(\$1.523)	(6.7)	\$80.021	\$95.207	\$15.186	19.0
Expenses												
Labor												
Payroll	\$37.975	\$37.724	\$0.251	0.7	\$7.109	\$5.410	\$1.699	23.9	\$45.084	\$43.135	\$1.949	4.3
Overtime	5.531	6.293	(0.762)	(13.8)	1.633	1.957	(0.324)	(19.9)	\$7.164	8.250	(1.086)	(15.2)
Health and Welfare	8.472	7.991	0.781	9.2	1.311	1.230	0.081	6.2	\$9.783	8.920	0.863	8.8
OPRB Current Payment	5.571	4.553	1.018	18.3	0.000	0.000	0.000	-	\$5.571	4.553	1.018	18.3
Pensions	15.025	15.016	0.009	0.1	1.725	1.734	(0.009)	(0.5)	\$16.750	16.750	0.000	0.0
Other Fringe Benefits	9.403	8.490	0.913	9.7	1.579	1.226	0.353	22.3	\$10.982	9.716	1.266	11.5
Reimbursable Overhead	(2.171)	(1.995)	(0.176)	(8.1)	2.171	1.995	0.176	8.1	\$0.000	0.000	0.000	-
Total Labor Expenses	\$79.806	\$77.772	\$2.034	2.5	\$15.528	\$13.563	\$1.975	12.7	\$95.334	\$91.325	\$4.009	4.2
Non-Labor												
Electric Power	\$7.993	\$8.891	(\$0.898)	(11.2)	\$0.000	\$0.045	(\$0.045)	-	\$7.993	\$8.936	(\$0.943)	(11.8)
Fuel	2.714	2.481	0.233	8.6	0.000	0.000	0.000	-	\$2.714	2.481	0.233	8.6
Insurance	1.489	1.807	(0.318)	(21.3)	0.666	0.280	0.386	57.9	\$2.155	2.087	0.068	3.2
Claims	0.283	0.330	(0.046)	(16.3)	0.000	0.000	0.000	-	\$0.283	0.330	(0.046)	(16.3)
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	4.970	5.591	(0.621)	(12.5)	1.802	1.068	0.534	33.3	\$6.572	6.659	(0.087)	(1.3)
Professional Service Contracts	2.723	2.427	0.296	10.9	0.566	2.329	(1.763)	*	\$3.289	4.756	(1.467)	(44.6)
Materials & Supplies	8.257	8.267	(0.010)	(0.1)	4.118	3.749	0.369	8.9	\$12.375	12.016	0.359	2.9
Other Business Expenses	1.239	15.297	(14.058)	*	0.114	0.047	0.067	59.0	\$1.353	15.344	(13.991)	*
Total Non-Labor Expenses	\$29.668	\$45.090	(\$15.422)	(52.0)	\$7.066	\$7.519	(\$0.453)	(6.4)	\$36.734	\$52.609	(\$15.874)	(43.2)
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	\$109.474	\$122.862	(\$13.388)	(12.2)	\$22.594	\$21.071	\$1.523	6.7	\$132.068	\$143.933	(\$11.865)	(9.0)
Depreciation	\$26.129	\$27.278	(\$1.149)	(4.4)	\$0.000	\$0.000	\$0.000	-	\$26.129	\$27.278	(\$1.149)	(4.4)
Other Post Employment Benefits	6.800	6.783	0.017	0.2	0.000	0.000	0.000	-	\$6.800	6.783	0.017	0.2
Environmental Remediation	0.167	0.167	(0.000)	(0.0)	0.000	0.000	0.000	-	\$0.167	0.167	(0.000)	(0.0)
Total Expenses	\$142.570	\$157.090	(\$14.520)	(10.2)	\$22.594	\$21.071	\$1.523	6.7	\$165.164	\$176.161	(\$12.998)	(7.9)
Net Surplus/(Deficit)	(\$85.143)	(\$82.954)	\$2.189	2.6	\$0.000	(\$0.000)	\$0.000	-	(\$85.143)	(\$82.954)	\$2.189	2.6
Cash Conversion Adjustments												
Depreciation	26.129	27.278	1.149	4.4	0.000	0.000	0.000	-	26.129	27.278	1.149	4.4
Operating/Capital	(2.567)	(6.045)	(3.478)	*	0.000	0.000	0.000	-	(2.567)	(6.045)	(3.478)	*
Other Cash Adjustments	(2.529)	11.699	14.228	*	0.000	0.000	0.000	-	(2.529)	11.699	14.228	*
Total Cash Conversion Adjustments	\$21.033	\$32.932	\$11.899	56.6	0.000	\$0.000	\$0.000	-	\$21.033	\$32.932	\$11.899	56.6
Net Cash Surplus/(Deficit)	(\$64.110)	(\$50.022)	\$14.088	22.0	\$0.000	(\$0.000)	\$0.000	-	(\$64.110)	(\$50.022)	\$14.088	22.0

TABLE 2

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
May Year-To-Date

(\$ 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	\$247.794	\$247.287	(\$0.507)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$247.794	\$247.287	(\$0.507)	(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	15.620	34.404	18.784	*	0.000	0.000	0.000	-	15.620	34.404	18.784	*
Capital & Other Reimbursements	0.000	0.000	0.000	-	93.964	76.289	(17.675)	(18.8)	93.964	76.289	(17.675)	(18.8)
Total Revenue	\$263.414	\$281.691	\$18.277	6.9	\$93.964	\$76.289	(\$17.675)	(18.8)	\$357.378	\$357.980	\$0.602	0.2
Expenses												
Labor												
Payroll	\$179.945	\$176.517	\$3.428	1.9	\$30.875	\$23.978	\$6.897	22.3	\$210.820	\$200.496	\$10.324	4.9
Overtime	29.890	38.689	(8.799)	(29.4)	5.473	5.998	(0.525)	(9.6)	35.363	44.688	(9.325)	(26.4)
Health and Welfare	43.363	39.083	4.280	9.9	5.475	5.138	0.337	6.1	48.838	44.222	4.616	9.5
OPEB Current Payment	27.853	23.500	4.352	15.6	0.000	0.000	0.000	-	27.853	23.500	4.352	15.6
Pensions	76.459	76.371	0.088	0.1	7.291	7.379	(0.088)	(1.2)	83.750	83.750	0.000	0.0
Other Fringe Benefits	48.457	47.988	0.469	1.0	6.594	5.111	1.483	22.5	55.051	53.099	1.952	3.5
Reimbursable Overhead	(8.507)	(8.525)	0.018	0.2	8.507	8.525	(0.018)	(0.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$397.460	\$393.824	\$3.635	1.0	\$64.215	\$56.130	\$8.085	12.6	\$461.675	\$449.754	\$11.921	2.6
Non-Labor												
Electric Power	\$41.341	\$41.415	(\$0.074)	(0.2)	\$0.000	\$0.094	(\$0.094)	-	\$41.341	\$41.509	(\$0.168)	(0.4)
Fuel	12.962	12.110	0.852	6.6	0.000	0.000	0.000	-	12.962	12.110	0.852	6.6
Insurance	7.081	7.169	(0.088)	(1.2)	2.452	1.109	1.343	54.8	9.533	8.278	1.255	13.2
Claims	1.417	(0.454)	1.871	*	0.000	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	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	24.354	19.620	4.734	19.4	5.737	4.357	1.380	24.1	30.091	23.976	6.115	20.3
Professional Service Contracts	12.847	8.822	4.025	31.3	2.751	3.828	(1.077)	(39.1)	15.598	12.650	2.948	18.9
Materials & Supplies	43.803	41.281	2.522	5.8	18.245	10.512	7.733	42.4	62.048	51.793	10.255	16.5
Other Business Expenses	6.094	4.596	1.498	24.6	0.564	0.260	0.304	53.8	6.658	4.856	1.802	27.1
Total Non-Labor Expenses	\$149.899	\$134.659	\$15.240	10.2	\$29.749	\$20.159	\$9.590	32.2	\$179.648	\$154.718	\$24.930	13.9
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	\$547.359	\$528.184	\$19.175	3.5	\$93.964	\$76.289	\$17.675	18.8	\$641.323	\$604.472	\$36.851	5.7
Depreciation	\$130.645	\$136.275	(\$5.630)	(4.3)	\$0.000	\$0.000	\$0.000	-	\$130.645	\$136.275	(\$5.630)	(4.3)
Other Post Employment Benefits	34.000	32.836	1.165	3.4	0.000	0.000	0.000	-	34.000	32.836	1.165	3.4
Environmental Remediation	0.834	0.833	0.001	0.1	0.000	0.000	0.000	-	0.834	0.833	0.001	0.1
Total Expenses	\$712.838	\$698.127	\$14.711	2.1	\$93.964	\$76.289	\$17.675	18.8	\$806.802	\$774.416	\$32.386	4.0
Net Surplus/(Deficit)	(\$449.424)	(\$416.436)	\$32.988	7.3	\$0.000	\$0.000	\$0.000	-	(\$449.424)	(\$416.436)	\$32.988	7.3
Cash Conversion Adjustments												
Depreciation	130.645	136.275	5.630	4.3	0.000	0.000	0.000	-	130.645	136.275	5.630	4.3
Operating/Capital	(9.974)	(11.834)	(1.860)	(18.6)	0.000	0.000	0.000	-	(9.974)	(11.834)	(1.860)	(18.6)
Other Cash Adjustments	15.183	13.596	(1.588)	(10.5)	0.000	0.000	0.000	-	15.183	13.596	(1.588)	(10.5)
Total Cash Conversion Adjustments	\$135.854	\$138.036	\$2.182	1.6	\$0.000	\$0.000	\$0.000	-	\$135.854	\$138.036	\$2.182	1.6
Net Cash Surplus/(Deficit)	(\$313.570)	(\$278.400)	\$35.170	11.2	\$0.000	\$0.000	\$0.000	-	(\$313.570)	(\$278.400)	\$35.170	11.2

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

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
		\$	%		\$	%	
Pensions	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.	(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.	0.913	9.7	Timing of FELA Indemnity payments.	0.469	1.0	Timing of FELA Indemnity and medical payments.
	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.	(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.	(0.045)	-	VD Yard	(0.094)	-	VD Yard
Fuel	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.	(0.318)	(21.3)	Higher premium payments.	(0.088)	(1.2)	Timing of premium payments.
	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.	(0.046)	(16.3)	Timing of expenses	1.871	*	Timing of public liability expenses.

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
		\$	%		\$	%	
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				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$56.071	\$56.648	\$0.577	1.0	\$259.878	\$258.051	(\$1.827)	(0.7)
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	91.2
Capital & Other Reimbursements	15.230	7.600	(7.630)	(50.1)	61.635	53.241	(8.394)	(13.6)
Total Receipts	\$75.059	\$79.543	\$4.484	6.0	\$337.311	\$341.501	\$4.190	1.2
Expenditures								
<i>Labor:</i>								
Payroll	\$49.483	\$44.991	\$4.492	9.1	\$212.619	\$200.989	\$11.630	5.5
Overtime	8.955	10.252	(1.297)	(14.5)	36.850	45.797	(8.947)	(24.3)
Health and Welfare	9.783	8.398	1.385	14.2	48.838	43.277	5.561	11.4
OPEB Current Payment	5.571	4.387	1.184	21.3	27.855	23.109	4.746	17.0
Pensions	16.750	16.716	0.034	0.2	83.750	84.376	(0.626)	(0.7)
Other Fringe Benefits	12.620	11.240	1.380	10.9	56.638	52.773	3.865	6.8
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	\$103.162	\$95.984	\$7.178	7.0	\$466.550	\$450.321	\$16.229	3.5
<i>Non-Labor:</i>								
Electric Power	\$8.225	\$5.576	\$2.649	32.2	\$42.501	\$36.297	\$6.204	14.6
Fuel	2.714	3.668	(0.954)	(35.1)	12.962	13.088	(0.126)	(1.0)
Insurance	0.399	0.283	0.116	29.1	11.304	9.591	1.713	15.2
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	20.2
Professional Service Contracts	2.645	2.103	0.542	20.5	14.740	13.122	1.618	11.0
Materials & Supplies	11.541	13.631	(2.090)	(18.1)	56.245	59.610	(3.365)	(6.0)
Other Business Expenses	1.318	1.036	0.282	21.4	6.480	4.632	1.848	28.5
Total Non-Labor Expenditures	\$33.590	\$32.088	\$1.502	4.5	\$172.246	\$160.433	\$11.813	6.9
<i>Other Expenditure Adjustments:</i>								
Other	2.417	1.856	0.561	23.2	12.085	9.589	2.496	20.7
Total Other Expenditure Adjustments	\$2.417	\$1.856	\$0.561	23.2	\$12.085	\$9.589	\$2.496	20.7
Total Expenditures	\$139.169	\$129.928	\$9.241	6.6	\$650.881	\$620.342	\$30.539	4.7
Cash Timing and Availability Adjustment	0.000	0.363	0.363	-	0.000	0.442	0.442	-
Net Cash Deficit (excludes opening balance)	(\$64.110)	(\$50.022)	\$14.088	22.0	(\$313.570)	(\$278.400)	\$35.170	11.2
Subsidies								
MTA	64.110	50.021	(14.089)	(22.0)	313.570	278.401	(35.169)	(11.2)

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

Table 5

Generic Revenue or Expense Category	May 2013			Year-to-Date as of May 31, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	0.577	1.0	Higher advance sales impact \$1.284 and higher yields \$0.156, partially offset by lower ridership \$(0.436) and lower Metrocard/AirTrain sales \$(0.427).	(1.827)	(0.7)	Lower Metrocard/AirTrain sales \$(2.313) and lower ridership \$(0.639), partially offset by higher advance sales impact \$0.993 and higher yields \$0.132.
Other Operating Revenue	11.537	*	Primarily due to the timing of federal Superstorm Sandy reimbursements, partially offset by the removal of 2013 advertising revenues.	14.411	91.2	Primarily due to the timing of federal Superstorm Sandy reimbursements and prior year advertising revenue, partially offset by the timing of rental revenue, intercompany receipts, miscellaneous revenue and freight revenue.
Capital and Other Reimbursements	(7.630)	(50.1)	Timing of activity and reimbursement for capital and other reimbursements.	(8.394)	(13.6)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	4.492	9.1	Primarily due to lower headcount and lower rates.	11.630	5.5	Primarily due to lower headcount, rates and penalty payments.
Overtime	(1.297)	(14.5)	Primarily higher vacancy coverage and project overtime.	(8.947)	(24.3)	Primarily higher vacancy coverage, project, weather-related, maintenance overtime and higher rates.
Health and Welfare	1.385	14.2	Primarily due to lower headcount and rates.	5.561	11.4	Primarily due to lower rates and lower headcount.
OPEB Current Payment	1.184	21.3	Primarily due to lower rates and lower retirees.	4.746	17.0	Primarily due to lower rates and lower retirees.
Pensions	0.034	0.2		(0.626)	(0.7)	Primarily due to an additional payment for 2012.
Other Fringe Benefits	1.380	10.9	Primarily the timing of FELA and Railroad Retirement Tax payments.	3.865	6.8	Primarily the timing of FELA payments and lower Railroad Retirement and Railroad Unemployment Insurance payments.

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

Table 5

	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	Primarily due to the timing of payments and lower rates, partially offset by higher usage and wayside.	6.204	14.6	Primarily due to the timing of payments and lower rates, partially offset by higher usage.
Fuel	(0.954)	(35.1)	Primarily due to timing of payments, partially offset by lower consumption and lower rates.	(0.126)	(1.0)	Primarily due to the timing of payments and higher rates, partially offset by lower consumption.
Insurance	0.116	29.1	Timing of insurance premium payments.	1.713	15.2	Timing of payments.
Claims	0.033	24.6	Timing of payments.	(1.601)	*	Timing of payment for claims.
Maintenance and Other Operating Contracts	0.922	13.9	Timing of payments.	5.522	20.2	Timing of payments.
Professional Service Contracts	0.542	20.5	Primarily the timing of payments.	1.618	11.0	Primarily the timing of payments.
Materials and Supplies	(2.090)	(18.1)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(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	Primarily due to the timing of payments.	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	Lower Metrocard/AirTrain pass through payments.	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				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
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
Total Receipts	(\$4.962)	(\$15.664)	(\$10.702)	*	(\$20.067)	(\$16.479)	\$3.588	17.9
Expenditures								
<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	-
Total Labor Expenditures	(\$7.828)	(\$4.659)	\$3.169	40.5	(\$4.875)	(\$0.567)	\$4.309	88.4
<i>Non-Labor:</i>								
Electric Power	(\$0.232)	\$3.380	\$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
Total Non-Labor Expenditures	\$3.144	\$20.521	\$17.376	*	\$7.402	(\$5.714)	(\$13.117)	*
<i>Other Expenditure Adjustments:</i>								
Other	(2.417)	(1.856)	0.561	23.2	(12.085)	(9.589)	2.496	20.7
Total Other Expenditure Adjustments	(\$2.417)	(\$1.856)	\$0.561	23.2	(\$12.085)	(\$9.589)	\$2.496	20.7
Total Expenditures before Depreciation	(\$7.101)	\$14.005	\$21.106	*	(\$9.558)	(\$15.870)	(\$6.312)	(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)
Total Expenditures	\$25.995	\$48.233	\$22.239	85.6	\$165.921	\$154.074	(\$1.847)	(1.2)
Cash Timing and Availability Adjustment	0.000	0.363	0.363	-	0.000	0.442	0.442	-
Total Cash Conversion Adjustments	\$21.033	\$32.932	\$11.899	56.6	\$135.854	\$138.036	\$2.182	1.6

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

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

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ 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%

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	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	\$	Explanations	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME						
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)	Due to open jobs in Maintenance of Equipment.	(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)	Due to variance between actual and budgeted wage rates including double-time payments.	(951)	(1.1)	Due to variance between actual and budgeted wage rates including double-time payments.
	16.6%	*		-13.0%	*	
Subtotal	(13,437)	(\$0.8)		(158,891)	(\$8.8)	
	-11.8%	-14.6%		-25.8%	-29.6%	
REIMBURSABLE OVERTIME	(4,084)	(\$0.3)	Over-run due to timing of Jamaica to Queens-concrete tie program.	(2,183)	(\$0.5)	Over-run due to timing of Jamaica to Queens-concrete tie program.
	-12.8%	-17.2%		-2.1%	-8.8%	
TOTAL OVERTIME	(17,521)	(\$1.1)		(161,073)	(\$9.3)	
	-12.0%	-15.2%		-22.3%	-26.4%	
* 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 MAY 2013

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
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
Total Administration	628	633	(5)
Operations			
Train Operations	1,935	1,918	17
Customer Services	295	295	-
Total Operations	2,230	2,213	17
Maintenance			
Engineering	1,589	1,540	49
Equipment	2,052	2,001	51
Procurement (Stores)	93	92	1
Total Maintenance	3,734	3,633	101
Engineering/Capital			
Department of Project Management	143	113	30
Total Engineering/Capital	143	113	30
Baseline Total Positions	6,736	6,592	144
Non-Reimbursable	5,777	5,876	(99)
Reimbursable	959	716	243
Total Full-Time	6,736	6,592	144
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 MAY 2013**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (99) positions due to switch of Engineering labor force from project to maintenance activity.
REIMBURSABLE POSITIONS - 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
Administration			
Managers/Supervisors	324	316	8
Professional, Technical, Clerical	304	317	(13)
Operational Hourlies			-
Total Administration	628	633	(5)
Operations			
Managers/Supervisors	322	308	14
Professional, Technical, Clerical	166	164	2
Operational Hourlies	1,742	1,741	1
Total Operations	2,230	2,213	17
Maintenance			
Managers/Supervisors	723	653	70
Professional, Technical, Clerical	269	251	18
Operational Hourlies	2,742	2,729	13
Total Maintenance	3,734	3,633	101
Engineering/Capital			
Managers/Supervisors	112	88	24
Professional, Technical, Clerical	31	25	6
Operational Hourlies	-	-	-
Total Engineering/Capital	143	113	30
Total Positions			
Managers/Supervisors	1,481	1,365	116
Professional, Technical, Clerical	770	757	13
Operational Hourlies	4,485	4,470	15
Total Positions	6,736	6,592	144

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

		<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⁾	41.8%	48.1%	49.1%	-6.3%	-7.3%
	Adjusted ⁽²⁾	65.3%	59.7%	62.3%	5.6%	3.0%
Cost Per Passenger	Standard ⁽¹⁾	\$18.05	\$15.62	\$14.06	(\$2.43)	(\$3.99)
	Adjusted ⁽²⁾	\$15.98	\$13.42	\$11.97	(\$2.56)	(\$4.01)
Passenger Revenue/Passenger ⁽³⁾		\$7.54	\$7.52	\$6.91	\$0.02	\$0.63
		<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⁾	46.0%	44.6%	48.0%	1.4%	-2.0%
	Adjusted ⁽²⁾	60.6%	55.2%	60.7%	5.4%	-0.1%
Cost Per Passenger	Standard ⁽¹⁾	\$16.06	\$16.53	\$14.58	\$0.47	(\$1.48)
	Adjusted ⁽²⁾	\$13.82	\$14.16	\$12.29	\$0.34	(\$1.53)
Passenger Revenue/Passenger ⁽³⁾		\$7.38	\$7.38	\$7.00	\$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

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

MAY 2013

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

May

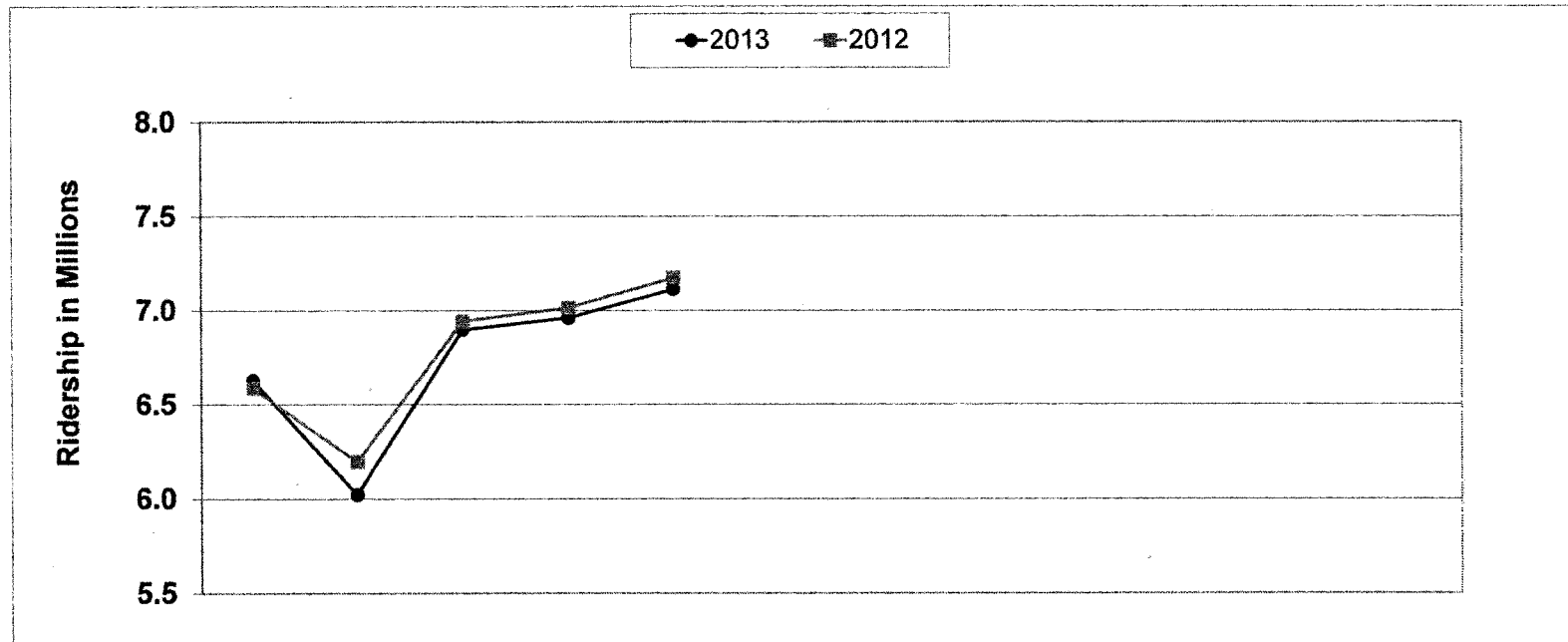
- May 2013 total ridership was 7.112 million vs. 7.173 million in May 2012 ,resulting in a decrease of 60,159 passengers, or a 0.8% decrease compared to May 2012. The LIRR experienced a slight ridership decline in May 2013, mainly due to significant rain fall occurring in May 2013. Specifically, the total water precipitation was 8 inches, which was 4.4 inches more compared to May last year.
- May 2013 commutation ridership was 4.177 million vs. 4.209 million in May 2012 , resulting in a decrease of 32,158 passengers, or a decrease of 0.8%.
- May 2013 non-commutation ridership was 2.936 million vs. 2.964 million in May 2012, a decrease of 28,001 passengers, or a decrease of 0.9%.
- May 2013 revenue was \$53.4 million vs. \$49.3 million, an increase of \$4,065,470 or an increase of 8.2% compared to May 2012.

Year-To-Date

- 2013 YTD total ridership was 33.6 million vs. 33.9 million in 2012, a decrease of 290,925 or a 0.9% decrease compared to 2012, and 0.3% below budget.
- 2013 YTD commutation ridership was 20.0 million vs. 20.1 million in 2012, a decrease of 117,906 or a 0.6% decrease compared to 2012, and 0.6% below budget.
- 2013 YTD non-commutation ridership was 13.6 million vs. 13.8 million in 2012, a decrease of 173,019 or a decrease of 1.3% compared to 2012, and 0.3% above budget.
- 2013 YTD revenue was \$247.3 million vs. \$236.5 million in 2012, an increase of \$10,771,914 or an increase of 4.6% compared to 2012 and 0.2% below budget.

MAY RIDERSHIP

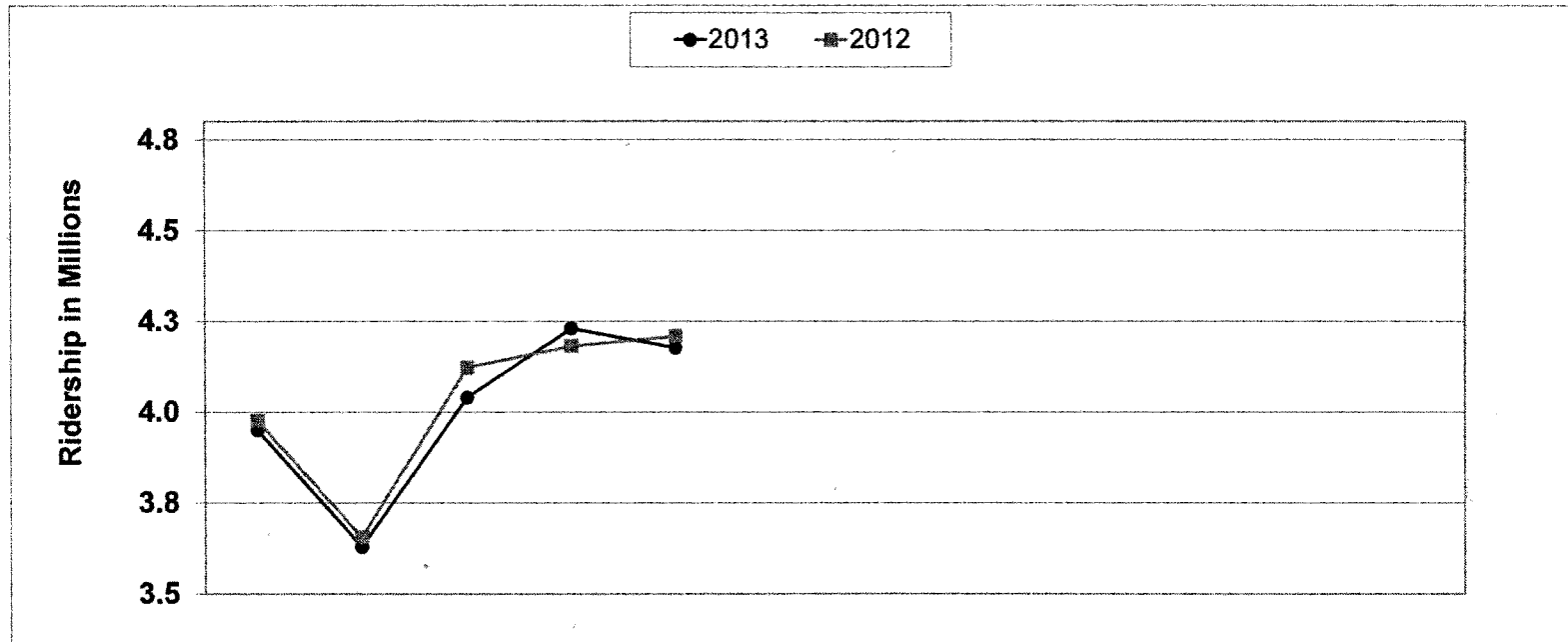
- May's Total Ridership was -0.8% below '12 and -0.8% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.6	6.0	6.9	7.0	7.1								33.6
2012	6.6	6.2	6.9	7.0	7.2								33.9
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%								-0.9%

MAY COMMUTATION RIDERSHIP

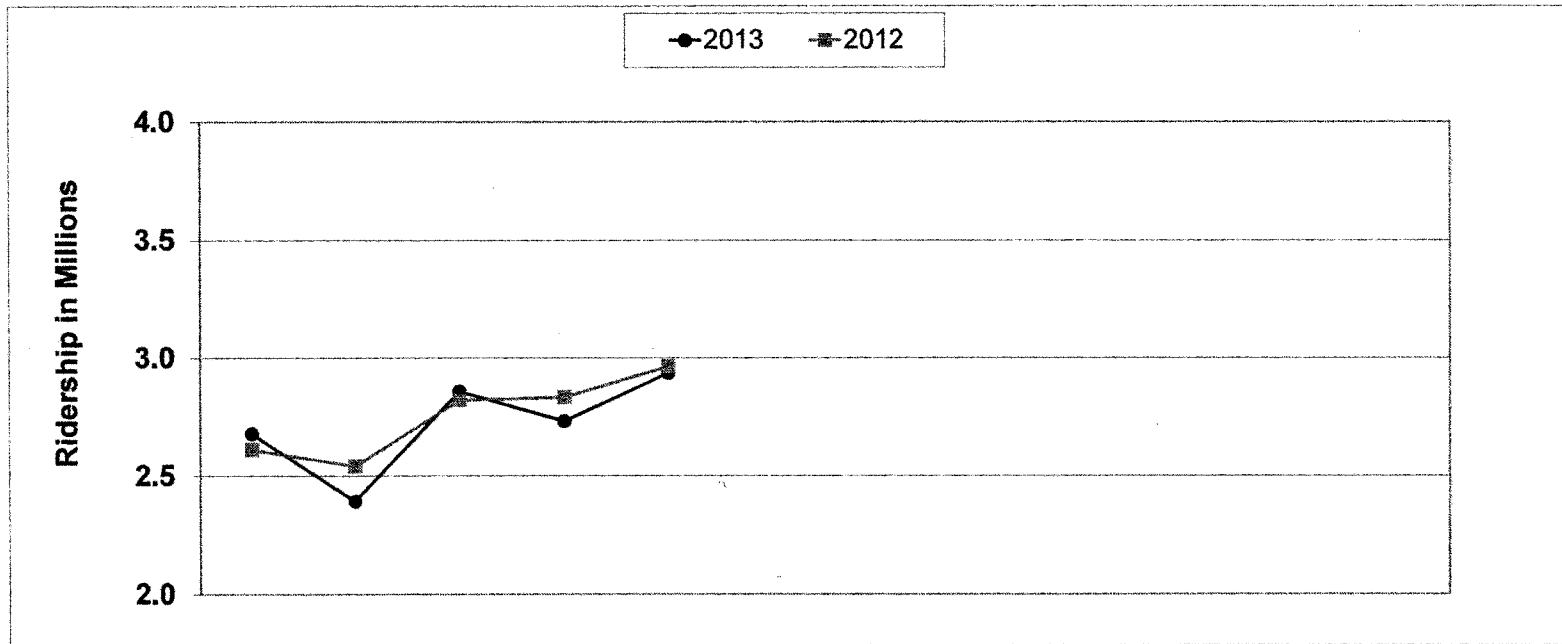
•May's Commutation Ridership was -0.8% below '12 and -0.2% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	3.9	3.6	4.0	4.2	4.2								20.0
2012	4.0	3.7	4.1	4.2	4.2								20.1
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%								-0.6%

MAY NON-COMMUTATION RIDERSHIP

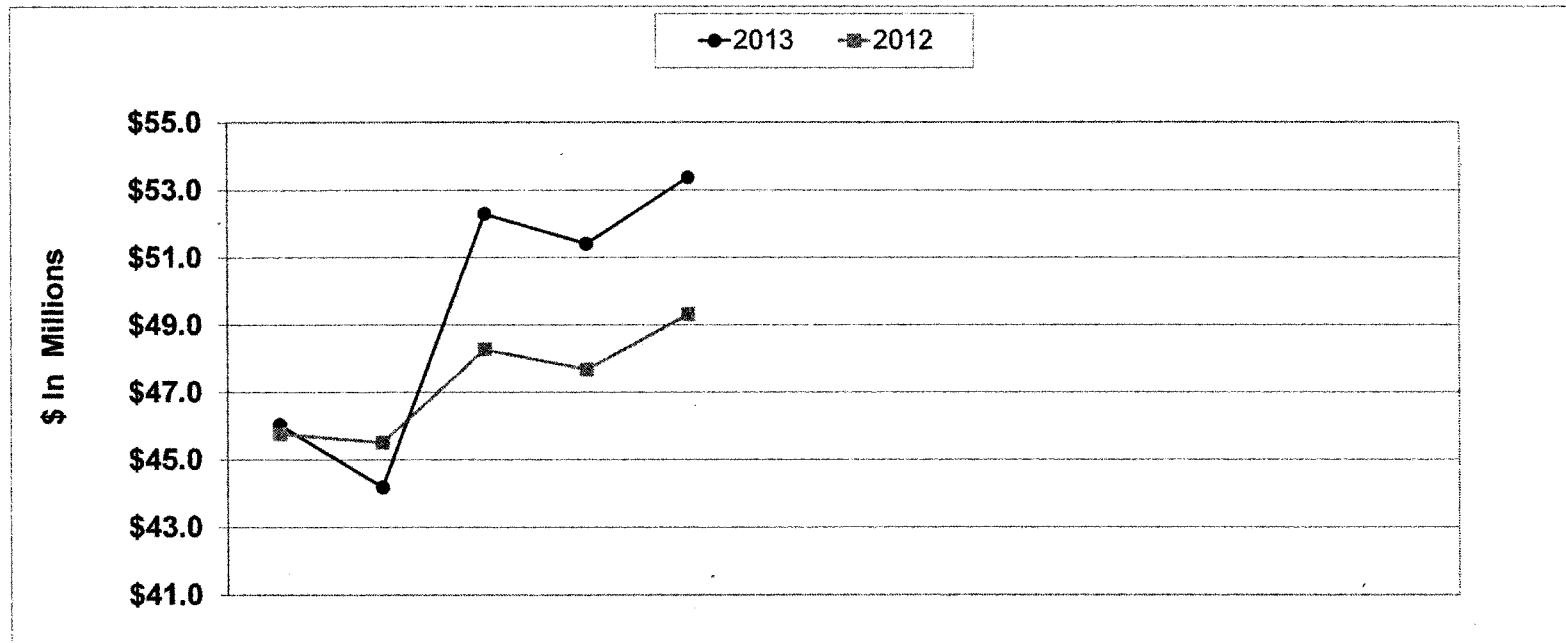
- May's Non-Commutation Ridership was -0.9% below '12 and -1.6% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.7	2.4	2.9	2.7	2.9								13.6
2012	2.6	2.5	2.8	2.8	3.0								13.8
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%								-1.3%

MAY REVENUE

- May's Total Revenue was 8.2% above '12 and -0.5% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4								\$247.3
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3								\$236.5
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%								4.6%

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

TICKET TYPE/SERVICE	MAY 2013	MAY 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,176,609	4,208,766	(32,158)	-0.8%
NON-COMMUTATION RIDERSHIP	2,935,820	2,963,821	(28,001)	-0.9%
TOTAL RIDERSHIP	7,112,429	7,172,587	(60,159)	-0.8%

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

TICKET TYPE/SERVICE	MAY 2013	MAY 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	20,025,384	20,143,289	(117,906)	-0.6%
NON-COMMUTATION RIDERSHIP	13,595,528	13,768,547	(173,019)	-1.3%
TOTAL RIDERSHIP	33,620,912	33,911,836	(290,925)	-0.9%

* 2012 ridership numbers were adjusted using 2013 factors.

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

REVENUE	MAY 2013	MAY 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,608,308	\$25,548,365	\$2,059,943	8.1%
NON-COMMUTATION REVENUE	\$25,765,416	\$23,759,889	\$2,005,527	8.4%
TOTAL REVENUE	\$53,373,724	\$49,308,254	\$4,065,470	8.2%

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

REVENUE	MAY 2013	MAY 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$133,355,131	\$127,505,564	\$5,849,567	4.6%
NON-COMMUTATION REVENUE	\$113,931,853	\$109,009,505	\$4,922,348	4.5%
TOTAL REVENUE	\$247,286,984	\$236,515,069	\$10,771,914	4.6%



Long Island Rail Road

Monthly Financial Report

April 2013

MTA LONG ISLAND RAIL ROAD

April Ridership and Financial Report

Executive Summary

Ridership

- During the month of April, total ridership was 7.0 million, which was 0.8% lower than April 2012 (adjusted for same number of work days) and 0.7% below the budget.
 - 2013 Total ridership through April was 26.5 million. This was 0.9% lower than 2012 (adjusted for same number of work days) and 0.1% lower than the 2013 budget.
 - Through April 2013, commutation ridership was 0.5% lower than 2012 (work day adjusted) and 0.7% lower than the 2013 budget.
 - Through April 2013, non-commutation ridership was 1.3% lower than 2012 and 0.8% higher than budget.
-

Revenues

- Farebox revenue through April totaling \$193.9 million was \$0.2 million below budget.
- Capital & Other Revenue of \$68.9 million was \$14.4 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 \$262.8 million was \$14.6 million lower than the adopted budget.

Expenses

- Through April, total expenses of \$596.3 million were \$45.4 million less than budget.
- Straight-time payroll spending was \$8.4 million less than adopted budget due to the existence of vacant positions. At the end of April, 203 of 6,728 positions were vacant. These vacancies consisted primarily of maintenance and management/supervisory positions.
- Year-to-date overtime hours worked was 24.9%, or 144,000 hours higher than the budget. The majority was due to vacancy coverage, which was almost 70,000 hours over budget and weather-related overtime, which was close to 44,000 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 28.8% in 2013 compared to 2012. This increase is primarily caused by higher weather-related overtime, vacancy coverage and maintenance overtime.
- Other Business Expense reflects a credit of \$14.3 million as a result of federal reimbursement for Superstorm Sandy. This will be re-classified to Other Operating Revenue in May.
- Other variances are primarily timing related.

Financial Performance Measures

- Through April, the Adjusted Farebox Operating Ratio was 59.2%, which is favorable to budget due to lower expenses.
- Through April, the Adjusted Cost per Passenger was \$13.22 which is lower than budget due to lower expenses.
- Through April, the Revenue per Passenger was \$7.34, which is on budget.

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

REVENUE

Year-to-date April **Total Revenues** (including Capital and Other Reimbursements) of \$262.8 were \$(14.6) million or (5.3)% unfavorable to budget. The month of April of \$75.7 was unfavorable to budget by \$(3.3) million or (4.2)%.

- **Y-T-D Farebox Revenues** were \$(0.2) unfavorable to the budget. The month was \$(0.6) unfavorable to budget due to lower ridership and lower yield per passenger.
- **Y-T-D Other Operating Revenues** were \$1.8 favorable to budget. The month was \$0.6 favorable due to higher rental revenue.
- **Y-T-D Capital and Other Reimbursements** were \$(16.2) unfavorable to budget. The month was \$(3.3) unfavorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date April **Total Expenses** (including depreciation and other) of \$596.3 were favorable to the budget by \$45.4 or 7.1%. The total expenses for the month of \$153.3 were favorable to budget by \$10.9 or 6.7%.

Labor Expenses, \$7.9 favorable Y-T-D; \$1.2 favorable for the month.

- **Payroll**, \$8.4 favorable Y-T-D; \$1.9 favorable for the month (primarily vacant positions).
- **Overtime**, \$(8.2) unfavorable Y-T-D; \$(2.8) unfavorable for the month (primarily open jobs in Maintenance of Equipment, coverage in Customer Service, pure overtime and crew book in Transportation and higher maintenance and project activity in Engineering).
- **Health & Welfare**, \$3.8 favorable Y-T-D; \$0.9 favorable for the month (vacant positions and lower rates)
- **OPEB Current Payment**, \$3.3 favorable Y-T-D; \$1.1 favorable for the month (lower rates and fewer retirees/beneficiaries).
- **Other Fringe**, \$0.7 favorable Y-T-D; \$0.1 favorable for the month (lower Railroad Unemployment Insurance).

Non-Labor Expenses, \$40.8 favorable Y-T-D; \$16.1 favorable for the month.

- **Electric Power**, \$0.8 favorable Y-T-D; \$0.1 favorable for the month (primarily lower consumption).
- **Fuel**, \$0.6 favorable Y-T-D; \$0.3 favorable for the month (primarily lower consumption)
- **Maintenance and Other Operating Contracts**, \$6.2 favorable Y-T-D; on budget for the month.
- **Professional Services**, \$4.4 favorable Y-T-D; \$0.2 favorable for the month (primarily timing).
- **Materials and Supplies**, \$9.9 favorable Y-T-D; \$1.0 favorable for the month (primarily timing of capital material usage, partially offset by timing of material usage for Diesel and Support Shops).
- **Other Business Expenses**, \$15.8 favorable Y-T-D; \$14.4 favorable for the month (federal reimbursement for Superstorm Sandy expenses. To be re-classified to Other Operating Revenue in May).

Depreciation and Other, \$3.3 unfavorable Y-T-D; \$6.4 unfavorable for the month (Depreciation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 47.3%, 2.0 percentage points higher than year-to-date March. The Farebox Operating Ratio for the month of April of 54.1% was 6.5 percentage points above the budget resulting from lower expenses. The adjusted year-to-date Farebox Operating Ratio was 59.2%. 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
April 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	\$51.984	\$51.408	(\$0.576)	(1.1)	\$0.000	\$0.000	\$0.000	-	\$51.984	\$51.408	(\$0.576)	(1.1)
Vehicle Toll Revenue	0.000	0.000	-	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.759	3.314	0.555	20.1	0.000	0.000	0.000	-	2.759	3.314	0.555	20.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.215	20.928	(3.287)	(13.6)	24.215	20.928	(3.287)	(13.6)
Total Revenue	\$54.743	\$54.722	(\$0.021)	(0.0)	\$24.215	\$20.928	(\$3.287)	(13.6)	\$78.958	\$75.650	(\$3.308)	(4.2)
Expenses												
Labor:												
Payroll	\$34.620	\$34.275	\$0.345	1.0	\$7.902	\$6.374	\$1.528	19.3	\$42.522	\$40.649	\$1.873	4.4
Overtime	6.455	8.273	(1.818)	(28.2)	1.522	2.515	(0.993)	(65.3)	\$7.977	10.788	(2.811)	(35.2)
Health and Welfare	8.352	7.386	0.966	11.6	1.418	1.491	(0.073)	(5.1)	\$9.770	8.876	0.894	9.1
OPEB Current Payment	5.571	4.453	1.117	20.1	0.000	0.000	0.000	-	\$5.571	4.453	1.117	20.1
Pensions	14.875	14.708	0.167	1.1	1.875	2.042	(0.167)	(8.9)	\$16.750	16.750	0.000	0.0
Other Fringe Benefits	10.376	10.492	(0.116)	(1.1)	1.707	1.476	0.231	13.5	\$12.083	11.968	0.115	1.0
Reimbursable Overhead	(2.435)	(2.388)	(0.047)	(1.9)	2.435	2.388	0.047	1.9	\$0.000	0.000	0.000	-
Total Labor Expenses	\$77.814	\$77.200	\$0.614	0.8	\$16.859	\$16.285	\$0.574	3.4	\$94.673	\$93.485	\$1.188	1.3
Non-Labor:												
Electric Power	\$7.882	\$7.777	\$0.105	1.3	\$0.000	\$0.049	(\$0.049)	-	\$7.882	\$7.826	\$0.056	0.7
Fuel	2.633	2.360	0.273	10.4	0.000	0.000	0.000	-	\$2.633	2.360	0.273	10.4
Insurance	1.404	1.339	0.065	4.7	0.681	0.327	0.354	51.9	\$2.085	1.666	0.419	20.1
Claims	0.283	0.379	(0.096)	(33.7)	0.000	0.000	0.000	-	\$0.283	0.379	(0.096)	(33.7)
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	4.797	4.971	(0.174)	(3.6)	1.653	1.519	0.134	8.1	\$6.450	6.489	(0.039)	(0.6)
Professional Service Contracts	2.544	2.860	(0.316)	(12.4)	0.566	0.093	0.473	83.6	\$3.110	2.953	0.157	5.0
Materials & Supplies	8.293	9.087	(0.794)	(9.6)	4.341	2.559	1.782	41.0	\$12.634	11.646	0.988	7.8
Other Business Expenses	1.213	(13.127)	14.340	*	0.115	0.095	0.020	17.4	\$1.328	(13.032)	14.360	*
Total Non-Labor Expenses	\$29.049	\$15.646	\$13.404	46.1	\$7.356	\$4.642	\$2.714	36.9	\$36.405	\$20.288	\$16.118	44.3
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	\$106.863	\$92.845	\$14.018	13.1	\$24.215	\$20.928	\$3.287	13.6	\$131.078	\$113.773	\$17.305	13.2
Depreciation	\$26.129	\$32.519	(\$6.390)	(24.5)	\$0.000	\$0.000	\$0.000	-	\$26.129	\$32.519	(\$6.390)	(24.5)
Other Post Employment Benefits	6.800	6.797	0.003	0.0	0.000	0.000	0.000	-	\$6.800	6.797	0.003	0.0
Environmental Remediation	0.167	0.167	(0.000)	(0.0)	0.000	0.000	0.000	-	\$0.167	0.167	(0.000)	(0.0)
Total Expenses	\$139.959	\$132.328	\$7.631	5.6	\$24.215	\$20.928	\$3.287	13.6	\$164.174	\$153.256	\$10.918	6.7
Net Surplus/(Deficit)	(\$85.216)	(\$77.606)	\$7.610	8.9	\$0.000	(\$0.000)	\$0.000	-	(\$85.216)	(\$77.606)	\$7.610	8.9
Cash Conversion Adjustments												
Depreciation	26.129	32.519	6.390	24.5	0.000	0.000	0.000	-	26.129	32.519	6.390	24.5
Operating/Capital	(2.720)	(2.602)	0.118	4.3	0.000	0.000	0.000	-	(2.720)	(2.602)	0.118	4.3
Other Cash Adjustments	(2.215)	(7.947)	(5.732)	*	0.000	0.000	0.000	-	(2.215)	(7.947)	(5.732)	*
Total Cash Conversion Adjustments	\$21.195	\$21.971	\$0.776	3.7	0.000	\$0.000	\$0.000	-	\$21.195	\$21.971	\$0.776	3.7
Net Cash Surplus/(Deficit)	(\$64.021)	(\$55.635)	\$8.386	13.1	\$0.000	(\$0.000)	\$0.000	-	(\$64.021)	(\$55.635)	\$8.386	13.1

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$194,140	\$193,913	(\$0.227)	(0.1)	\$0,000	\$0,000	\$0,000	-	\$194,140	\$193,913	(\$0.227)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	11.847	13.641	1.794	15.1	0.000	0.000	0.000	-	11.847	13.641	1.794	15.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	71.370	55.218	(16.152)	(22.6)	71.370	55.218	(16.152)	(22.6)
Total Revenue	\$205.987	\$207.555	\$1.568	0.8	\$71.370	\$55.218	(\$16.152)	(22.6)	\$277.357	\$252.772	(\$14.585)	(5.3)
Expenses												
Labor:												
Payroll	\$141,970	\$138,793	\$3,177	2.2	\$23,766	\$18,568	\$5,198	21.9	\$165,736	\$157,361	\$8,375	5.1
Overtime	24,359	32,396	(8,037)	(33.0)	3,840	4,041	(0.201)	(5.2)	28,199	36,437	(8,238)	(29.2)
Health and Welfare	34,891	31,393	3,498	10.0	4,164	3,909	0.255	6.1	39,055	35,301	3,754	9.6
OPEB Current Payment	22,282	18,948	3,334	15.0	0.000	0.000	0.000	-	22,282	18,948	3,334	15.0
Pensions	61,434	61,355	0.079	0.1	5,566	5,645	(0.079)	(1.4)	67,000	67,000	0.000	0.0
Other Fringe Benefits	39,054	39,498	(0.444)	(1.1)	5,015	3,885	1,130	22.5	44,069	43,382	0.687	1.6
Reimbursable Overhead	(6,336)	(6,530)	0.194	3.1	6,336	6,530	(0.194)	(3.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$317.654	\$315.852	\$1.802	0.6	\$48.687	\$42.577	\$6.110	12.5	\$366.341	\$358.429	\$7.912	2.2
Non-Labor:												
Electric Power	\$33,348	\$32,525	\$0.823	2.5	\$0,000	\$0,049	(\$0.049)	-	\$33,348	\$32,573	\$0.775	2.3
Fuel	10,248	9,629	0.619	6.0	0.000	0.000	0.000	-	10,248	9,629	0.619	6.0
Insurance	5,582	5,363	0.229	4.1	1,786	0,829	0.957	53.6	7,378	6,191	1,187	16.1
Claims	1,134	(0.783)	1,917	*	0.000	0.000	0.000	-	1,134	(0.783)	1,917	*
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	19,384	14,028	5,356	27.6	4,135	3,289	0.846	20.5	23,519	17,317	6,202	26.4
Professional Service Contracts	10,124	6,396	3,728	36.8	2,185	1,498	0.687	31.4	12,309	7,894	4,415	35.9
Materials & Supplies	35,546	33,015	2,531	7.1	14,127	6,762	7,365	52.1	49,673	39,777	9,896	19.9
Other Business Expenses	4,855	(10,702)	15,557	*	0.450	0,214	0,236	52.5	5,305	(10,488)	15,793	*
Total Non-Labor Expenses	\$120.231	\$89.469	\$30.762	26.6	\$22.653	\$12.640	\$10.043	44.3	\$142.914	\$102.110	\$40.804	28.6
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	\$437.885	\$405.321	\$32.564	7.4	\$71.370	\$55.218	\$16.152	22.6	\$509.255	\$460.539	\$48.716	9.6
Depreciation	\$104.516	\$108.997	(4.481)	(4.3)	\$0.000	\$0.000	\$0.000	-	\$104.516	\$108.997	(\$4.481)	(4.3)
Other Post Employment Benefits	27,200	26,052	1,148	4.2	0.000	0.000	0.000	-	27,200	26,052	1,148	4.2
Environmental Remediation	0.668	0.667	0.001	0.1	0.000	0.000	0.000	-	0.668	0.667	0.001	0.1
Total Expenses	\$670.269	\$541.037	\$29.231	6.1	\$71.370	\$55.218	\$16.152	22.6	\$641.639	\$596.255	\$45.384	7.1
Net Surplus/(Deficit)	(\$364.282)	(\$333.482)	\$30.799	8.5	(\$0.000)	\$0.000	(\$0.000)	-	(\$364.282)	(\$333.482)	\$30.799	8.5
Cash Conversion Adjustments												
Depreciation	104,516	108,997	4,481	4.3	0.000	0.000	0.000	-	104,516	109,050	4,534	4.3
Operating/Capital	(7,407)	(5,789)	1,618	21.8	0.000	0.000	0.000	-	(7,407)	(5,789)	1,618	21.8
Other Cash Adjustments	17,713	1,897	(15,816)	(89.3)	0.000	0.000	0.000	-	17,713	1,897	(15,816)	(89.3)
Total Cash Conversion Adjustments	\$114.822	\$105.104	(\$9.717)	(8.5)	\$0.000	\$0.000	\$0.000	-	\$114.822	\$105.158	(\$9.664)	(8.4)
Net Cash Surplus/(Deficit)	(\$249.460)	(\$228.378)	\$21.082	8.5	\$0.000	\$0.000	\$0.000	-	(\$249.460)	(\$228.325)	\$21.135	8.5

TABLE 3

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

April 2013					Year-to-Date April 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.	(0.576)	(1.1)	Lower ridership \$(0.375) and yield \$(0.201).	(0.227)	(0.1)	Lower ridership \$(0.209) and yield \$(0.018).
Other Operating Revenue	Non Reimb.	0.555	20.1	Primarily due to higher rental revenue.	1.794	15.1	Primarily due to higher rental revenue.
Capital & Other Reimbursements	Reimb.	(3.287)	(13.6)	Primarily due to timing of project activity.	(16.152)	(22.6)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	0.345	1.0	Primarily vacant positions and lower rates, partially offset by higher differential payments.	3.177	2.2	Primarily vacant positions, lower rates and lower penalty payments, partially offset by higher differential payments.
	Reimb.	1.528	19.3	Primarily due to vacant positions, timing of project activity and other reimbursements.	5.198	21.9	Primarily due to vacant positions, timing of project activity and other reimbursements.
Overtime	Non Reimb.	(1.818)	(28.2)	Primarily higher vacancy/absentee coverage and higher maintenance overtime.	(8.037)	(33.0)	Higher weather-related overtime, vacancy/absentee coverage, maintenance overtime and higher rates.
	Reimb.	(0.993)	(65.3)	Primarily due to timing of project activity.	(0.201)	(5.2)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.966	11.6	Vacant positions and lower rates.	3.498	10.0	Lower rates and vacant positions.
	Reimb.	(0.073)	(5.1)	Primarily due to timing of project activity.	0.255	6.1	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	1.117	20.1	Lower rates and fewer retirees/beneficiaries.	3.334	15.0	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

April 2013				Year-to-Date April 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.	0.167	1.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	0.079	0.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.167)	(8.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(0.079)	(1.4)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	(0.116)	(1.1)	Higher Railroad Retirement rates.	(0.444)	(1.1)	Higher Railroad Retirement Tax and rates, partially offset by timing of FELA indemnity payments.
	Reimb.	0.231	13.5	Primarily due to timing of project activity.	1.130	22.5	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.105	1.3	Primarily timing.	0.823	2.5	Primarily due to lower rates and consumption, partially offset by timing of accruals.
	Reimb.	(0.049)	-	VD Yard	(0.049)	-	VD Yard
Fuel	Non Reimb.	0.273	10.4	Primarily timing of natural gas payments and lower diesel fuel consumption, partially offset by higher gasoline consumption for non-revenue vehicles.	0.619	6.0	Primarily due to lower and timing of natural gas and gasoline for non-revenue vehicles.
Insurance	Non Reimb.	0.065	4.7	Timing of premium payments.	0.229	4.1	Timing of premium payments.
	Reimb.	0.354	51.9	Force Account Insurance associated with project activity.	0.957	53.6	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.096)	(33.7)	Timing of expenses	1.917	*	Decrease in non-employee Indemnity payments and lower public liability expenses.

TABLE 3

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

April 2013					Year-to-Date April 2013				
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Maintenance & Other Operating Contracts	Non Reimb.	(0.174)	(3.6)	Primarily timing of payments	5.356	27.6	Primarily due to timing of payments and services for emergency busing, IESS and security guard services, parking facilities maintenance, elevator/escalator maintenance, communication expenses and timing of vegetation management activities, partially offset by timing of non-revenue vehicle maintenance repairs.		
	Reimb.	0.134	8.1	Primarily due to timing of project activity.	0.846	20.5	Primarily due to timing of project activity.		
Professional Service Contracts	Non Reimb.	(0.316)	(12.4)	Primarily due to emergency bridge inspections and other outside services for the Engineering Department, partially offset by timing of payments and activities for IT software and hardware.	3.728	36.8	Primarily due to timing of payments and activities for IT software, MTA chargebacks and various other professional services.		
	Reimb.	0.473	83.6	Primarily due to timing of project activity.	0.687	31.4	Primarily due to timing of project activity.		
Materials & Supplies	Non Reimb.	(0.794)	(9.6)	Higher usage of running repair material for the diesel fleet and more M7 traction motors than anticipated, and higher chargeouts of signal material, partially offset by higher reclaims for pool material, lower use of MU running repair material and delayed C-3 HVAC modification and propulsion control unit initiative.	2.531	7.1	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.	1.782	41.0	Primarily due to timing of project activity and timing of payments for project material.	7.365	52.1	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

April 2013					Year-to-Date April 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.	14.340	*	FEMA credit for Superstorm Sandy temporarily placed in this account and will be moved to other operating revenue in the next accounting cycle.	15.557	*	FEMA credit for Superstorm Sandy temporarily placed in this account and will be moved to other operating revenue in the next accounting cycle.
	Reimb.	0.020	17.4	Primarily due to timing of project activity.	0.236	52.5	Primarily due to timing of project activity.
Depreciation	Non Reimb.	(6.390)	(24.5)	Primarily timing.	(4.481)	(4.3)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.003	0.0		1.148	4.2	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

April 2013

(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$54.401	\$54.305	(\$0.096)	(0.2)	\$203.807	\$201.402	(\$2.405)	(1.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	2.867	2.187	(0.680)	(23.7)	12.040	14.914	2.874	23.9
Capital & Other Reimbursements	10.047	11.152	1.105	11.0	46.405	45.641	(0.764)	(1.6)
Total Receipts	\$67.315	\$67.644	\$0.329	0.5	\$262.252	\$261.958	(\$0.294)	(0.1)
Expenditures								
<i>Labor:</i>								
Payroll	\$40.412	\$37.238	\$3.174	7.9	\$163.136	\$155.998	\$7.138	4.4
Overtime	6.381	9.174	(2.793)	(43.8)	27.895	35.545	(7.650)	(27.4)
Health and Welfare	9.770	8.506	1.264	12.9	39.055	34.879	4.176	10.7
OPEB Current Payment	5.571	4.590	0.981	17.6	22.284	18.722	3.562	16.0
Pensions	16.750	17.709	(0.959)	(5.7)	67.000	67.660	(0.660)	(1.0)
Other Fringe Benefits	12.900	9.743	3.157	24.5	44.018	41.533	2.485	5.6
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$91.784	\$86.961	\$4.823	5.3	\$363.388	\$354.337	\$9.051	2.5
<i>Non-Labor:</i>								
Electric Power	\$8.114	\$7.198	\$0.916	11.3	\$34.276	\$30.721	\$3.555	10.4
Fuel	2.633	2.527	0.106	4.0	10.248	9.420	0.828	8.1
Insurance	3.527	4.589	(1.062)	(30.1)	10.905	9.308	1.597	14.6
Claims	0.134	0.213	(0.079)	(58.8)	0.536	2.170	(1.634)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.308	4.584	1.724	27.3	20.730	16.130	4.600	22.2
Professional Service Contracts	3.646	3.533	0.113	3.1	12.095	11.019	1.076	8.9
Materials & Supplies	11.481	12.506	(1.025)	(8.9)	44.704	45.979	(1.275)	(2.9)
Other Business Expenses	1.292	0.917	0.375	29.0	5.162	3.596	1.566	30.3
Total Non-Labor Expenditures	\$37.135	\$36.067	\$1.068	2.9	\$138.656	\$128.344	\$10.312	7.4
<i>Other Expenditure Adjustments:</i>								
Other	2.417	2.000	0.417	17.3	9.668	7.732	1.936	20.0
Total Other Expenditure Adjustments	\$2.417	\$2.000	\$0.417	17.3	\$9.668	\$7.732	\$1.936	20.0
Total Expenditures	\$131.336	\$125.027	\$6.309	4.8	\$511.712	\$490.414	\$21.298	4.2
Cash Timing and Availability Adjustment	0.000	1.748	1.748	-	0.000	0.078	0.078	-
Net Cash Deficit (excludes opening balance)	(\$64.021)	(\$55.635)	\$8.386	13.1	(\$249.460)	(\$228.378)	\$21.082	8.5
Subsidies								
MTA	64.021	55.630	(8.391)	(13.1)	249.460	228.380	(21.080)	(8.5)

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

Table 5

Generic Revenue or Expense Category	April 2013			Year-to-Date as of April 30, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.096)	(0.2)	Lower Metrocard/AirTrain sales \$(0.561), lower ridership \$(0.375) and lower yields \$(0.201), partially offset by higher advance sales impact \$1.041.	(2.405)	(1.2)	Lower Metrocard/AirTrain sales \$(1.886), lower advance sales impact \$(0.292), lower ridership \$(0.209) and lower yields \$(0.018) .
Other Operating Revenue	(0.680)	(23.7)	Primarily due to the timing of rental revenue and intercompany receipts, partially offset by the timing of freight revenue.	2.874	23.9	Primarily due to prior year and unanticipated current year advertising revenue, partially offset by the timing of rental revenue, intercompany receipts and miscellaneous revenue.
Capital and Other Reimbursements	1.105	11.0	Timing of activity and reimbursement for capital and other reimbursements.	(0.764)	(1.6)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.174	7.9	Primarily due to lower headcount and lower rates.	7.138	4.4	Primarily due to lower headcount, rates and penalty payments.
Overtime	(2.793)	(43.8)	Primarily higher project overtime, vacancy/absentee coverage, and maintenance overtime.	(7.650)	(27.4)	Primarily higher vacancy/absentee coverage, weather-related and maintenance overtime.
Health and Welfare	1.264	12.9	Primarily due to lower headcount and rates.	4.176	10.7	Primarily due to lower rates and lower headcount.
OPEB Current Payment	0.981	17.6	Primarily due to lower rates and lower retirees.	3.562	16.0	Primarily due to lower rates and lower retirees.
Pensions	(0.959)	(5.7)	Timing of payments.	(0.660)	(1.0)	Timing of payments.
Other Fringe Benefits	3.157	24.5	Primarily the timing of Railroad Retirement Tax and FELA payments and lower Railroad Unemployment Insurance payments.	2.485	5.6	Primarily the timing of FELA payments and lower Railroad Retirement and Railroad Unemployment Insurance payments.

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

Table 5

Generic Revenue or Expense Category	April 2013			Year-to-Date as of April 30, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	0.916	11.3	Primarily due to the timing of payments and lower rates, partially offset by higher wayside payments and higher usage.	3.555	10.4	Primarily due to lower rates and the timing of payments, partially offset by lower usage.
Fuel	0.106	4.0	Primarily due to lower consumption and the timing of payments.	0.828	8.1	Primarily due to the timing of payments and lower consumption, partially offset by higher rates.
Insurance	(1.062)	(30.1)	Timing of insurance premium payments.	1.597	14.6	Timing of payments.
Claims	(0.079)	(58.8)	Timing of payments.	(1.634)	*	Timing of payment for claims.
Maintenance and Other Operating Contracts	1.724	27.3	Timing of payments.	4.600	22.2	Timing of payments.
Professional Service Contracts	0.113	3.1	Primarily the timing of payments.	1.076	8.9	Primarily the timing of payments.
Materials and Supplies	(1.025)	(8.9)	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(1.275)	(2.9)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.375	29.0	Primarily due to the timing of employee and miscellaneous expense payments.	1.566	30.3	Primarily due to the timing of employee and miscellaneous expense payments and lower debit/credit card fees.
Other Expenditure Adjustments	0.417	17.3	Lower Metrocard/AirTrain pass through payments.	1.936	20.0	Lower Metrocard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$2.417	\$2.896	\$0.479	19.8	\$9.667	\$7.489	(\$2.178)	(22.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.108	(1.127)	(1.235)	*	0.193	1.273	1.080	*
Capital & Other Reimbursements	(14.168)	(9.775)	4.393	31.0	(24.965)	(9.577)	15.388	61.6
Total Receipts	(\$11.643)	(\$8.006)	\$3.637	31.2	(\$15.105)	(\$0.815)	\$14.290	94.6
Expenditures								
<i>Labor:</i>								
Payroll	\$2.110	\$3.411	\$1.301	61.7	\$2.600	\$1.363	(\$1.237)	(47.6)
Overtime	1.596	1.614	0.018	1.1	0.304	0.892	0.588	*
Health and Welfare	0.000	0.370	0.370	-	0.000	0.422	0.422	-
OPEB Current Payment	(0.000)	(0.137)	(0.136)	*	(0.002)	0.225	0.227	*
Pensions	0.000	(0.959)	(0.959)	-	0.000	(0.660)	(0.660)	-
Other Fringe Benefits	(0.817)	2.225	3.042	*	0.051	1.850	1.799	*
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	\$2.889	\$6.525	\$3.636	*	\$2.953	\$4.092	\$1.139	38.6
<i>Non-Labor:</i>								
Electric Power	(\$0.232)	\$0.628	\$0.860	*	(\$0.928)	\$1.852	\$2.780	*
Fuel	0.000	(0.167)	(0.167)	-	0.000	0.208	0.208	-
Insurance	(1.442)	(2.923)	(1.481)	*	(3.527)	(3.117)	0.410	11.6
Claims	0.149	0.166	0.017	11.3	0.598	(2.953)	(3.551)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.142	1.905	1.763	*	2.789	1.187	(1.602)	(57.5)
Professional Service Contracts	(0.536)	(0.580)	(0.044)	(8.1)	0.214	(3.125)	(3.339)	*
Materials & Supplies	1.153	(0.860)	(2.013)	*	4.969	(6.202)	(11.171)	*
Other Business Expenses	0.036	(13.949)	(13.985)	*	0.143	(14.085)	(14.228)	*
Total Non-Labor Expenditures	(\$0.730)	(\$15.779)	(\$15.049)	*	\$4.258	(\$26.235)	(\$30.493)	*
<i>Other Expenditure Adjustments:</i>								
Other	(2.417)	(2.000)	0.417	17.3	(9.668)	(7.732)	1.936	20.0
Total Other Expenditure Adjustments	(\$2.417)	(\$2.000)	\$0.417	17.3	(\$9.668)	(\$7.732)	\$1.936	20.0
Total Expenditures before Depreciation	(\$0.258)	(\$11.254)	(\$10.996)	*	(\$2.457)	(\$29.875)	(\$27.418)	*
Depreciation Adjustment	26.129	32.519	6.390	24.5	104.516	108.997	4.481	4.3
Other Post Employment Benefits	6.800	6.797	(0.003)	(0.0)	27.200	26.052	(1.148)	(4.2)
Environmental Remediation	0.167	0.167	0.000	0.0	0.668	0.667	(0.001)	(0.1)
Total Expenditures	\$32.838	\$28.228	(\$4.609)	(14.0)	\$129.927	\$105.841	(\$24.086)	(18.5)
Cash Timing and Availability Adjustment	0.000	1.748	1.748	-	0.000	0.078	0.078	-
Total Cash Conversion Adjustments	\$21.195	\$21.971	\$0.776	3.7	\$114.822	\$105.104	(\$9.717)	(8.5)

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

	April 2013						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service ¹	31,671	\$1.6	34,434	\$1.7	(2,763)	(\$0.1)	132,136	\$6.6	133,206	\$6.7	(1,070)	(\$0.1)
					-8.7%	-8.3%					-0.8%	-0.9%
Unscheduled Service	12,149	0.6	14,616	0.7	(2,467)	(0.1)	39,443	1.9	44,122	2.3	(4,679)	(0.3)
					-20.3%	-18.6%					-11.9%	-17.6%
Programmatic/Routine Maintenance	44,750	2.1	55,744	2.6	(10,994)	(0.5)	159,439	7.4	175,571	8.1	(16,131)	(0.7)
					-24.6%	-24.9%					-10.1%	-9.1%
Unscheduled Maintenance	486	0.0	410	0.0	76	0.0	2,200	0.1	10,990	0.5	(8,790)	(0.4)
					15.7%	15.7%					*	*
Vacancy/Absentee Coverage	39,443	2.0	60,808	2.9	(21,365)	(0.9)	130,384	6.5	200,269	9.6	(69,885)	(3.1)
					-54.2%	-44.9%					-53.6%	-48.0%
Weather Emergencies	2,033	0.1	1,012	0.1	1,021	0.1	32,560	1.5	76,263	4.1	(43,704)	(2.5)
					50.2%	50.8%					*	*
Safety/Security/Law Enforcement ²	-	0.0	-	0.0			-	0.0	-	0.0		
Other ³	1,464	0.1	1,980	0.3	(515)	(0.2)	5,859	0.3	7,054	1.2	(1,195)	(0.9)
					-35.2%	*					-20.4%	*
Subtotal	131,996	\$6.5	169,004	\$8.3	(37,008)	(\$1.8)	502,021	\$24.4	647,475	\$32.4	(145,454)	(\$8.0)
					-28.0%	-28.2%					-29.0%	-33.0%
REIMBURSABLE OVERTIME												
	29,577	\$1.5	43,946	\$2.5	(14,369)	(\$1.0)	74,533	\$3.8	72,632	\$4.0	1,901	(\$0.2)
					-48.6%	-65.3%					2.6%	-5.2%
TOTAL OVERTIME	161,573	\$8.0	212,950	\$10.8	(51,377)	(\$2.8)	576,554	\$28.2	720,107	\$36.4	(143,552)	(\$8.2)
					-31.8%	-35.2%					-24.9%	-29.2%

¹ Includes Tour Length and Holiday overtime.

² Not Applicable

³ 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%

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>	(2,763)	(\$0.1)	Higher than budgeted crew book overtime.	(1,070)	(\$0.1)	
	-8.7%	-8.3%		-0.8%	-0.9%	
<u>Unscheduled Service</u>	(2,467)	(0.1)	Support of On-Time Performance	(4,679)	(0.3)	Greater than anticipated hours due to the derailment on 3/19/13 and the support of On-Time Performance.
	-20.3%	-18.6%		-11.9%	-17.6%	
<u>Programmatic/Routine Maintenance</u>	(10,994)	(0.5)	Higher than anticipated general maintenance needs primarily within track due to hillside yard tie replacement. Residual costs from Manhasset timber bridge replacement.	(16,131)	(0.7)	Greater than anticipated Sperry rail testing needs and Manhasset timber bridge replacement.
	-24.6%	-24.9%		-10.1%	-9.1%	
<u>Unscheduled Maintenance</u>	76	0.0		(8,790)	(0.4)	Overage attributed to equipment train derailment on mainline 3/19/13.
	15.7%	15.7%		*	*	
<u>Vacancy/Absentee Coverage</u>	(21,365)	(0.9)	Due to open jobs in Maintenance of Equipment as well as unfavorable availability in Customer Service.	(69,885)	(3.1)	Primarily due to open jobs in Maintenance of Equipment. There are an average 85 labor and 12 supervisory open jobs YTD. In addition, availability in Customer Service and Transportation is lower than projected.
	-54.2%	-44.9%		-53.6%	-48.0%	
<u>Weather Emergencies</u>	1,021	0.1		(43,704)	(2.5)	Due to Winter Storms of February 8-9 and March 6-7.
	50.2%	50.8%		*	*	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(515)	(0.2)	Due to variance between actual and forecasted wage rates including double-time payments.	(1,195)	(0.9)	Due to variance between actual and forecasted wage rates including double-time payments.
	-35.2%	*		-20.4%	*	
Subtotal	(37,008)	(\$1.8)		(145,454)	(\$8.0)	
	-28.0%	-28.2%		-29.0%	-33.0%	
REIMBURSABLE OVERTIME	(14,369)	(\$1.0)	Over-run due to timing of Jamaica to Queens-concrete tie program.	1,901	(\$0.2)	Over-run due to timing of Jamaica to Queens-concrete tie program.
	-48.6%	-65.3%		2.6%	-5.2%	
TOTAL OVERTIME	(51,377)	(\$2.8)		(143,552)	(\$8.2)	
	-31.8%	-35.2%		-24.9%	-29.2%	
* 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 APRIL 2013

	Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	3	5	(2)
Labor Relations	18	18	0
Procurement & Logistics (excl. Stores)	84	78	6
Human Resources	33	28	5
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	27	5
Market Dev. & Public Affairs	59	54	5
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
Total Administration	629	598	31
Operations			
Train Operations	1,905	1,911	(6)
Customer Services	293	288	5
Total Operations	2,198	2,199	(1)
Maintenance			
Engineering	1,589	1,532	57
Equipment	2,076	1,991	85
Procurement (Stores)	93	92	1
Total Maintenance	3,758	3,615	143
Engineering/Capital			
Department of Project Management	143	113	30
Total Engineering/Capital	143	113	30
Baseline Total Positions	6,728	6,525	203
Non-Reimbursable	5,885	5,867	18
Reimbursable	843	658	185
Total Full-Time	6,728	6,525	203
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 APRIL 2013**

Explanation of Variances	
NON-REIMBURSABLE POSITIONS	Favorable 18 positions due to open positions in the Equipment Department and vacancies company-wide.
REIMBURSABLE POSITIONS	Favorable 185 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 APRIL 2013

	<u>Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	324	291	33
Professional, Technical, Clerical	305	307	(2)
Operational Hourlies			-
Total Administration	629	598	31
Operations			
Managers/Supervisors	322	304	18
Professional, Technical, Clerical	163	159	4
Operational Hourlies	1,713	1,736	(23)
Total Operations	2,198	2,199	(1)
Maintenance			
Managers/Supervisors	723	648	75
Professional, Technical, Clerical	269	250	19
Operational Hourlies	2,766	2,717	49
Total Maintenance	3,758	3,615	143
Engineering/Capital			
Managers/Supervisors	112	89	23
Professional, Technical, Clerical	31	24	7
Operational Hourlies	-		-
Total Engineering/Capital	143	113	30
Total Positions			
Managers/Supervisors	1,481	1,332	149
Professional, Technical, Clerical	768	740	28
Operational Hourlies	4,479	4,453	26
Total Positions	6,728	6,525	203

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

RIDERSHIP	April 2013				Year-to-Date April 2013			
	Budget	Actual	Favorable/ (Unfavorable) Variance	%	Budget	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.052	4.081	0.029	0.7%	15.431	15.286	(0.145)	-0.9%
Weekly	0.137	0.150	0.013	9.2%	0.536	0.563	0.027	5.0%
Total Commutation	4.189	4.231	0.042	1.0%	15.967	15.849	(0.118)	-0.7%
One-Way Full Fare	0.654	0.625	(0.029)	-4.5%	2.456	2.454	(0.002)	-0.1%
One-Way Off-Peak	1.390	1.332	(0.058)	-4.2%	5.239	5.205	(0.033)	-0.6%
All Other	0.780	0.775	(0.005)	-0.6%	2.876	3.001	0.124	4.3%
Total Non-Commutation	2.824	2.731	(0.093)	-3.3%	10.571	10.660	0.089	0.8%
Total	7.012	6.962	(0.051)	-0.7%	26.537	26.508	(0.029)	-0.1%

MTA LONG ISLAND RAIL ROAD
FEBRUARY FINANCIAL PLAN - 2013 ADOPTED BUDGET
MONTHLY PERFORMANCE INDICATORS
April 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⁾	54.1%	47.6%	52.8%	6.5%	1.3%
	Adjusted ⁽²⁾	67.6%	58.3%	67.4%	9.3%	0.2%
Cost Per Passenger						
	Standard ⁽¹⁾	\$13.71	\$15.63	\$13.21	\$1.92	(\$0.50)
	Adjusted ⁽²⁾	\$11.63	\$13.39	\$10.93	\$1.76	(\$0.70)
Passenger Revenue/Passenger ⁽³⁾		\$7.41	\$7.44	\$6.98	(\$0.03)	\$0.43
		<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⁾	47.3%	43.8%	47.7%	3.5%	-0.4%
	Adjusted ⁽²⁾	59.2%	54.0%	60.3%	5.2%	-1.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.51	\$16.78	\$14.73	\$1.27	(\$0.78)
	Adjusted ⁽²⁾	\$13.22	\$14.36	\$12.37	\$1.14	(\$0.85)
Passenger Revenue/Passenger ⁽³⁾		\$7.34	\$7.34	\$7.02	\$0.00	\$0.32

(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

APRIL 2013

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

April

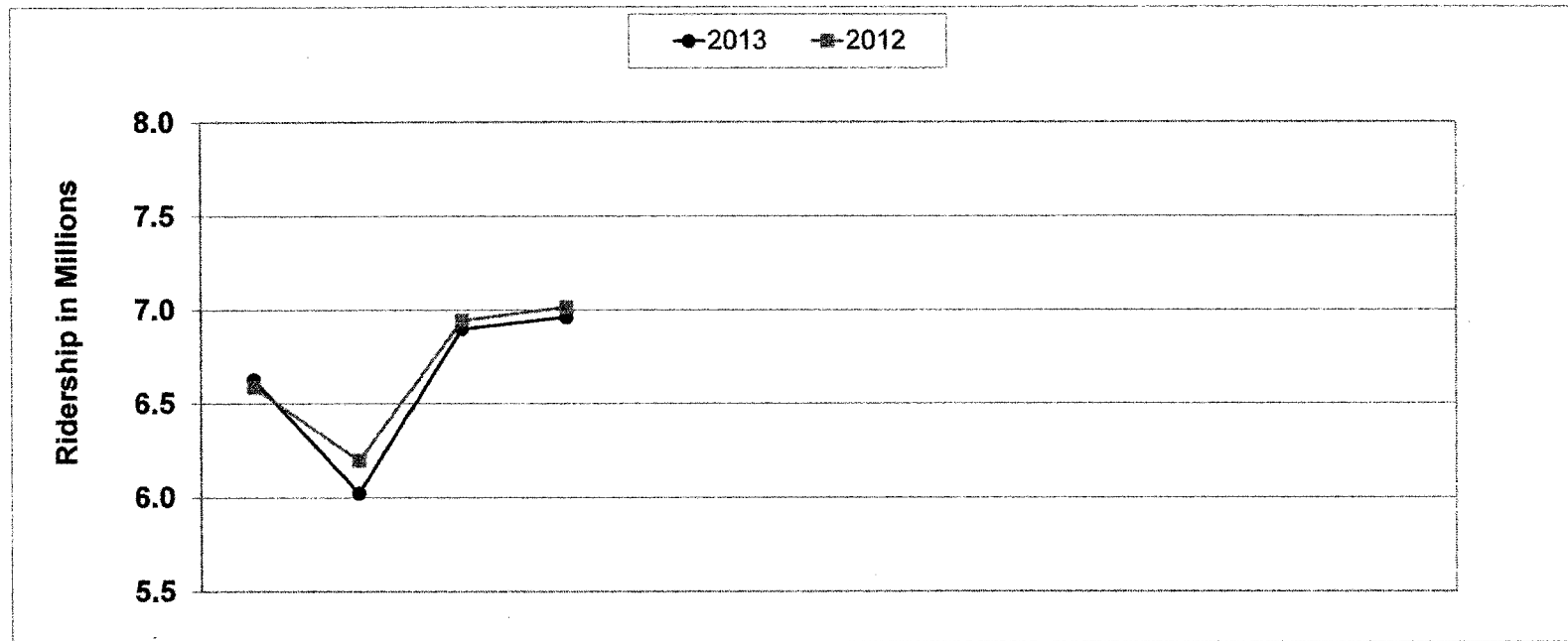
- April 2013 total ridership was 6.962 million vs. 7.015 million in April 2012 (calendar adjusted for one more work day in 2013), resulting in a decrease of 53,240 passengers, or a 0.8% decrease compared to April 2012. The LIRR experienced a slight ridership decline in April 2013, mainly due to the timing of both Easter and Passover Holidays occurring this year in March, as compared to these holidays falling in April last year.
- April 2013 commutation ridership was 4.2 million vs. 4.2 million in April 2012 (calendar adjusted), resulting in an increase of 48,792 passengers, or an increase of 1.2%.
- April 2013 non-commutation ridership was 2.7 million vs. 2.8 million in April 2012, a decrease of 102,032 passengers, or a decrease of 3.6%.
- April 2013 revenue was \$51.4 million vs. \$47.7 million, an increase of \$3,737,943 or an increase of 7.8% compared to April 2012.

Year-To-Date

- 2013 YTD total ridership was 26.5 million vs. 26.7 million in 2012, a decrease of 230,766 or a 0.9% decrease compared to 2012, and 0.1% above budget.
- 2013 YTD commutation ridership was 15.8 million vs. 15.9 million in 2012, a decrease of 85,748 or a 0.5% decrease compared to 2012, and 0.7% below budget.
- 2013 YTD non-commutation ridership was 10.7 million vs. 10.8 million in 2012, a decrease of 145,018 or a decrease of 1.3% compared to 2012, and 0.8% above budget.
- 2013 YTD revenue was \$193.9 million vs. \$187.2 million in 2012, an increase of \$6,706,444 or an increase of 3.6% compared to 2012 and 0.1% above budget.

APRIL RIDERSHIP

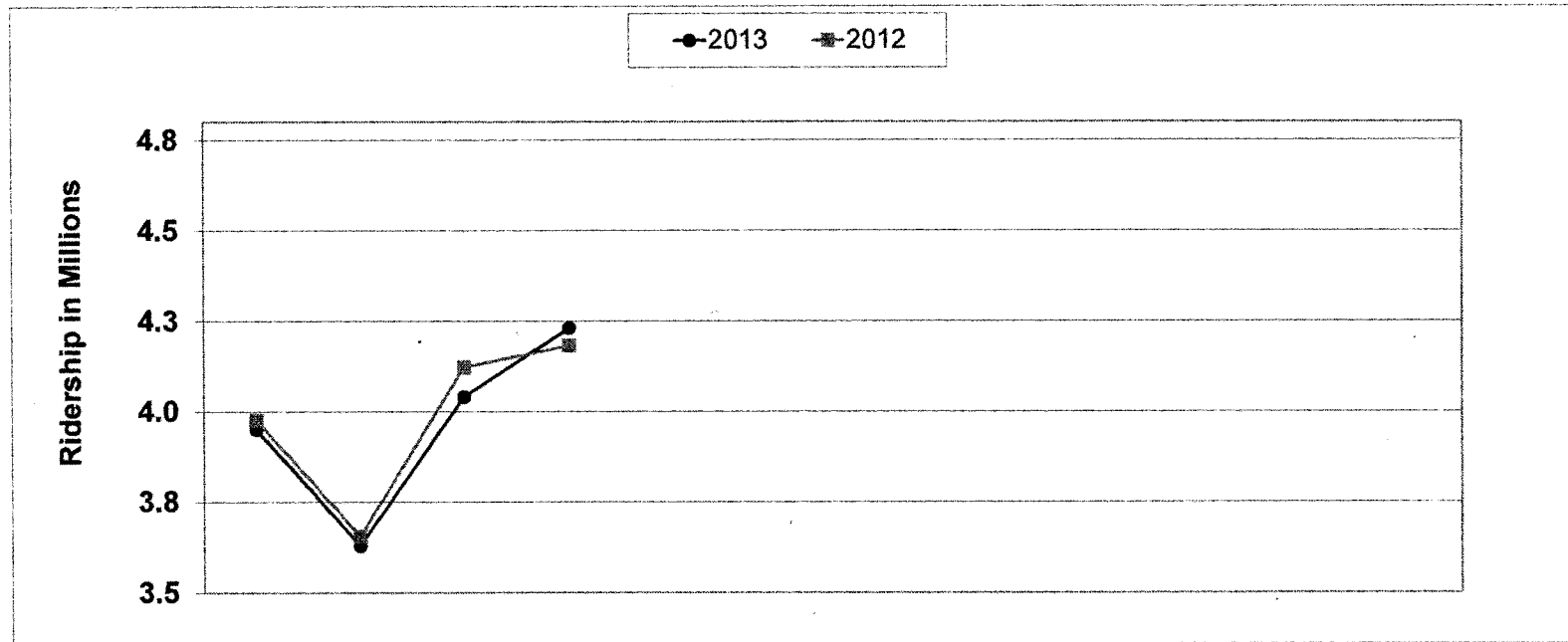
- April's Total Ridership was -0.8% below '12 and -0.7% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.6	6.0	6.9	7.0									26.5
2012	6.6	6.2	6.9	7.0									26.7
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%									-0.9%

APRIL COMMUTATION RIDERSHIP

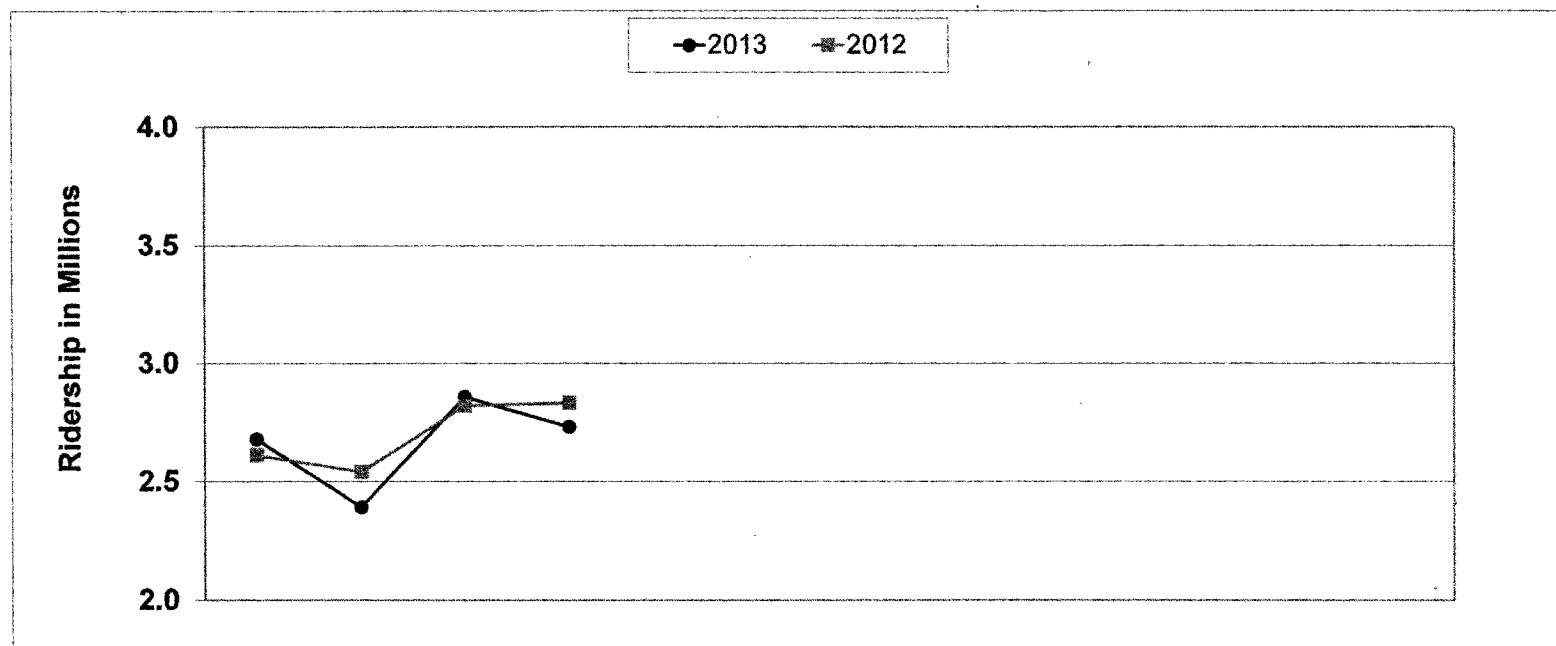
- April's Commutation Ridership was 1.2% above '12 and 1.0% above Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	3.9	3.6	4.0	4.2									15.8
2012	4.0	3.7	4.1	4.2									15.9
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%									-0.5%

APRIL NON-COMMUTATION RIDERSHIP

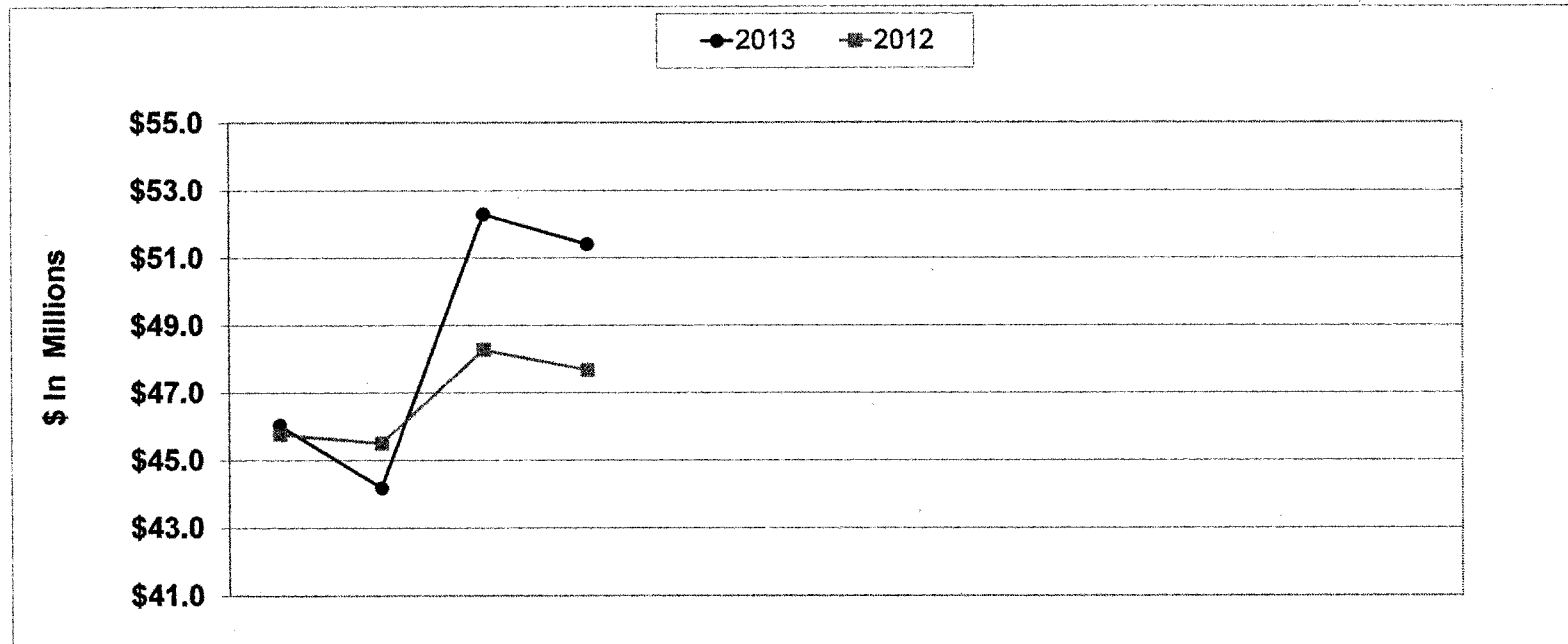
- April's Non-Commutation Ridership was -3.6% below '12 and -3.3% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.7	2.4	2.9	2.7									10.7
2012	2.6	2.5	2.8	2.8									10.8
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%									-1.3%

APRIL REVENUE

- April's Total Revenue was 7.8% above '12 and -1.1% below Budget.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$46.0	\$44.2	\$52.3	\$51.4									\$193.9
2012	\$45.8	\$45.5	\$48.3	\$47.7									\$187.2
PCT CHG.	0.6%	-2.9%	8.3%	7.8%									3.6%

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

TICKET TYPE/SERVICE	APRIL 2013	APRIL 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,230,589	4,181,797	48,792	1.2%
NON-COMMUTATION RIDERSHIP	2,731,070	2,833,102	(102,032)	-3.6%
TOTAL RIDERSHIP	6,961,659	7,014,899	(53,240)	-0.8%

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

TICKET TYPE/SERVICE	APRIL 2013	APRIL 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	15,848,775	15,934,523	(85,748)	-0.5%
NON-COMMUTATION RIDERSHIP	10,659,708	10,804,726	(145,018)	-1.3%
TOTAL RIDERSHIP	26,508,483	26,739,249	(230,766)	-0.9%

* 2012 ridership numbers were adjusted using 2013 factors.

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

REVENUE	APRIL 2013	APRIL 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,959,284	\$25,513,148	\$2,446,135	9.6%
NON-COMMUTATION REVENUE	\$23,449,041	\$22,157,234	\$1,291,807	5.8%
TOTAL REVENUE	\$51,408,325	\$47,670,382	\$3,737,943	7.8%

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

REVENUE	APRIL 2013	APRIL 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$105,746,823	\$101,957,199	\$3,789,624	3.7%
NON-COMMUTATION REVENUE	\$88,166,437	\$85,249,616	\$2,916,821	3.4%
TOTAL REVENUE	\$193,913,260	\$187,206,816	\$6,706,444	3.6%



Long Island Rail Road

CAPITAL PROGRAM

HIGHLIGHTS

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
MAY and JUNE 2013**

PN-ZE: SUBSTATION REPLACEMENTS [SANDY PROJECT]

Project Budget: \$66.93M

Milestone: Contract Award

A Contract for the Replacement of Oceanside Substation on the Long Beach Branch was awarded to Powell Electrical Systems based on a low bid price of \$5,031,744. This Contract includes an option for replacement of the Oil City Substation following the in-service use of the new substation at Oceanside. The new substations will be prefabricated modular structures with new switchgear and associated equipment. Because of the extensive damage done to the Long Beach substations by Super Storm Sandy, infrastructure replacement is necessary to ensure long-term service reliability. The balance of work within this project is in various stages of design and procurement.

PN-BB: BRIDGE PROGRAM

Project Budget: \$7.1M

Milestone: Contract Award

A Contract for a Systemwide Comprehensive Bridge Study was awarded to Stantec Consulting Services for \$7,082,542. The Bridge Study will include a comprehensive structural inspection of bridges; viaducts crossing roadways, waterways, and other railways identified as bridges; tunnels and culverts; high tension towers; underwater structural and scour inspection; and mechanical and electrical inspection of moveable bridges systemwide. This comprehensive structural inspection will provide the LIRR with an up-to-date structural assessment of bridge-related infrastructure assets.

PN-BE: REHABILITATION OF 3 MONTAUK BRIDGES

Project Budget: \$19.39M

Milestone: Beneficial Use

The rehabilitation of Shinnecock Canal Bridge, Montauk Bridge, and North Highway Bridge on the Montauk Branch is complete. The project work included repair of the steel superstructure bridge elements and the concrete at the abutments and cap beams, bridge deck waterproofing, painting and protective coatings, track resurfacing, and site improvements. This project is part of the LIRR's efforts to maintain and improve the railroad's bridges.

PN-TX: SECOND TRACK FARMINGDALE TO RONKONKOMA

Project Budget (Phase 1): \$138.0M

Milestone: Release of Environmental Assessment for 30 Day Comment Period

The Double Track Ronkonkoma to Farmingdale Environmental Assessment will be available on the MTA website beginning July 12th. The 30 day public comment period commences on July 12th and will conclude on August 12th. The Double Track project adds 12.6 miles of double track to the 17.9 mile corridor between Ronkonkoma and Farmingdale. The project can be accomplished within the LIRR's existing right of way and requires no acquisition of private property. The project will improve service reliability on the Main Line, allow for half hourly service frequency in the off peak and provide for greater regional resiliency in major weather events affecting the south shore of Long Island.

MENTORING ACTIVITIES

- Richmond Hill Sheridan Shop Roof Replacement: Work on lower roof continued.
- HVAC Replacement West Side Yard: Equipment installation continued.
- Supplemental HVAC at JCC: Submittals in progress. Equipment installation commenced.
- NYSDOT Bridges Packages #1 and #2: Work commenced.
- Lawrence, Laurelton, and Merillon Ave Pavement: Work commenced.
- Queens Village Waiting Room: Submittals in progress.
- Phase 1 - Ronkonkoma Parking Garage Perimeter Steel: Submittals in progress.
- Holban Yard Repaving: Contract for Parking Lot Rehabilitation awarded.

2013 LIRR Capital Program Goals

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