Metropolitan Transportation Authority

Long Island Committee Meeting

September 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

September 16, 2013, 9:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Tuesday, November 12, 2013 at 8:30 AM**

Minutes of the Regular Meeting
Long Island Committee
Monday, July 22, 2013
Meeting held at
347 Madison Avenue
New York, New York 10017
9:30 a.m.

The following members were present:

Hon. Mitchell H. Pally, Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Fernando Ferrer, MTA Vice Chairman
Hon. Ira R. Greenberg
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. James L. Sedore, Jr.
Hon. Carl V. Wortendyke

The following members were absent:

Hon. Jeffrey A. Kay
Hon. David A. Paterson
Hon. Vincent Tessitore, Jr.

Representing Long Island Rail Road: Helena E. Williams, Michael Gelormino, Gerard E. Ring

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Chief Michael R. Coan

Chairman Pally called the meeting to order.

There were three public speakers. Murray Bodin commented on blowing train horns at gate crossings and strategies for minimizing graffiti. Oren Goetz recommended the MTA coordinate planning for the 2014 Super Bowl at the Meadowlands, with NJ Transit, and noted its success operating the ALP-45DP locomotives along the Northeast Corridor. A third public speaker asked about the status of the completion of Train Time software.

Chairman Pally welcomed John J. Molloy to the Committee. Upon motion duly made and seconded, the minutes of the June 3, 2013 Committee meeting were approved. Chairman Pally indicated that there were no changes to the Work Plan.

MTA LONG ISLAND RAIL ROAD

President Williams acknowledged the comments of the public speakers and assured them that they are being heard. She stated that LIRR is very conscious of the FRA regulation on train horns. She was pleased to note that there is a sizable host committee planning for Super Bowl activities of which LIRR is a part, and observed that NJ Transit has been doing an excellent job with the planning process.

She noted that Nuria Fernandez, MTA Chief Operating Officer, has been one of MTA's key members as we move forward on planning for the Super Bowl.

With respect to Train Time, President Williams stated that there is substantial information on line and we will share that with anyone who has questions. Addressing the June 17th derailment at Penn Station, President Williams said that we had a train derail as it was leaving Track No. 14 heading for Line 1. Some 800 customers on that train were safely evacuated. She commended the outstanding work done by LIRR crew members, the New York City Police and Fire Departments and the MTA Police. Amtrak determined that a track issue was the probable cause of the derailment; specifically a switch point protector guard cover which appears to have become dislodged, allowing the wheels of the train to rise up over it. This resulted in extensive track damage, which Amtrak crews worked very hard to repair as quickly as possible. President Williams added that train operators drill and practice for any type of emergency evacuation that may be required and on that evening, two evacuation methods were used. The last four cars did a train-to-ground evacuation and customers were walked back to the platform. Since the angle of the train prevented all of the customers from walking through the train, a NJ Transit train moved into position for a train-to-train evacuation at the front end, with LIRR and NJT crew members assisting. President Williams stated that those involved did a tremendous job and will be recognized in LIRR's Safety Awards and Recognition Ceremony. She praised the actions of Assistant Conductor Doug Smith, who was relentless that evening. He carried water down to the tracks so that we had a constant supply for everybody on board. He rode the NJT train to assist with the front end evacuation. In addition, when we had an elderly customer who arrived back at Penn and needed to make his way home, Asst. Conductor Smith accompanied this customer so that he could make the connection at Jamaica. President Williams reiterated that she has heard outstanding examples of the tremendous efforts made by everyone – LIRR, NYFD, NYPD, the MTA PD and NJT.

President Williams reported that we are still seeing the impacts of the fare increase on ridership and are hopeful that the overall economy continues to strengthen. While we are very close on our revenue projections, we are seeing a year-to-date decrease in ridership of .9%; the commutation ridership year-to-date decreased .6% and noncommutation decreased 1.3%. The main factor for the slight ridership decrease in June was likely due to weather. Total precipitation was 10.10 inches, 7.14 inches more than June of last year, which impacted our weekend ridership.

President Williams updated the committee on the Gateway Tunnel Casement Project. The Chairman has executed agreements with Amtrak and the Hudson Yard developers in compliance with the Board's requirement as reflected in the April Staff Summary and Resolution. LIRR has successfully moved forward with vacating the West Side Yard Maintenance of Equipment facility. Demolition of the existing facility is on track to begin in August. Functions previously performed at the Maintenance of Equipment facility have been relocated primarily to Hillside, and Amtrak is now reimbursing the LIRR for its incremental monthly operating costs. The replacement of the M of E facility is part of the Tunnel Casement Project. Amtrak is required to restore that facility within a 26- month time frame.

President Williams was very pleased to report on our own Double Track Project. LIRR has released the Environmental Assessment, posted online on July 12th. We are now in the 30-day comment period and comments are welcomed.

Finally, President Williams acknowledged a key member of her staff, Chief Engineer Kevin Tomlinson, who has announced his retirement after 29 years of service. President Williams asked Kevin

to stand and be recognized. Kevin started as a summer engineering intern, working for LIRR for three summers. He was then hired as a junior engineer. He rose quickly through the ranks as Assistant Supervisor of Track and in 2000, became Manager of Operations for East Side Access, a post he held for four years. Kevin then became a member of LIRR's infrastructure planning group, our Chief Program Officer and in 2012, Chief Engineer. President Williams asked the Board Members to join her in a round of applause to acknowledge a wonderful career.

MTA CAPITAL CONSTRUCTION

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

In Queens, the Northern Boulevard Crossing load transfer has been completed. Three of the four temporary support columns have been removed and the final column is expected to be removed in the coming week. Instrumentation has been left in place to ensure that there is no movement.

Work in connection with the Westbound Bypass track outage began on July 19, 2013 and the work is progressing. As outlined last month, the outage will last 30 days and there will be some impact to Long Island Rail Road service during this period.

In Manhattan, there is no work remaining on Contract CM019 (Manhattan Structures I) with the exception of some administrative close-out work required for Substantial Completion. Contract CM009 (Manhattan Tunnels Excavation) has been extended into October to account for a scope transfer from CM012(R), which includes the concrete invert installation at the GCT3 and GCT4 Crossovers and the GCT5 West Wye

Work continues to progress at the three vent plant facilities at 44th, 50th and 55th Streets in Manhattan. The work at both the 44th and 50th Street facilities is expected to reach substantial completion in December.

Bids were received for the Manhattan South Structures Contract (CM005.) The low bid by Michels Corp. was slightly below the estimate. The second of the three contracts following from the rejection of the CM012R Bids is Manhattan Structures North (CM006) and the plan is to advertise for that contract at the end of July.

MTA Capital Construction is continuing with its community outreach efforts. In that regard, in August, residents of East 55th Street will be taken on a tour of the ESA Project so that they might better understand why the work is being done in front of their property.

MTA POLICE DEPARTMENT

Chief Coan reported that in June 20, 2013, there were 15 incidents compared to 18 in June, 2012. There was one robbery in the Baldwin Station, a case which is still open. Last night there was another robbery and four individuals were arrested. Chief Coan stated that we do not believe those two robberies are related. With respect to the 13 reported larcenies, at least three of them are phone-related and one was an iPad. The others were scattered throughout the system; some were copper thefts, some involved thefts of bags and wallets, but there were no discernible patterns of criminal activity. The sex assault that is noted will be reclassified, upon

investigation, as a false report, which will be removed in the next report, as no crime was committed. Board Member Moerdler asked Chief Coan the definition of aggravated unlicensed driver. He answered that an aggravated unlicensed operator is someone who has been caught driving without a license multiple times. He stated that the Police Department runs license plates at different locations, including at Sutphin and Archer, in front by the taxi stand.

MTA LONG ISLAND RAIL ROAD

Information Items

- September Timetable Changes
- Environmental Audit
- Penn Station Retail Development

President Williams commented on the three LIRR Information Items included in the Committee Book. First, she referred to a staff summary that was distributed regarding an information item on LIRR service investments. As Chairman Thomas Prendergast mentioned this morning in an early press discussion, he and Acting Chairman Ferrer directed LIRR to take a look at what service investments we could make if we had that opportunity. President Williams was pleased to say that we were able to identify the service investments that are being presented to the Board. The Governor's office issued a press release about our new service opportunities. There was an increased appropriation in the Governor's proposed budget which accounted for a portion of the increased revenue so far this year which allows us to maximize the amount and quality of the services our agencies provide. President Williams stated that we continue to listen to our customers and work very hard to contain and reduce costs, and the Finance Committee and the Board will get a full report on our mid-year financial plan adjustments. President Williams added that we are pleased to be able to provide expansion in service for the second consecutive year, along with various improvements that will make it easier and more convenient for riders using our system. As much as we prioritize service enhancements, our ability to provide them is constrained by the fact that we still face large fiscal challenges and because we only want to provide service enhancements that we are confident we can sustain beyond one year. The worst thing would be to provide service and then lose it during a fiscal downturn. She noted that we had about $5.5 million in service improvements last year, covering Long Beach, Atlantic Branch, Port Jefferson and Montauk service. Building on that, President Williams stated that this year we have been able to put a Service Investment program together, for approximately $2.6 million. We will improve weekend half-hourly service to Ronkonkoma and, one that has probably received the most correspondence and requests, half-hourly service on the Port Washington Branch will be restored in November. President Williams also referred to additional week day p.m. peak Ronkonkoma service, an additional week day p.m. Babylon train, a post-peak Hicksville train, and beginning this October, extending the weekend Greenport service. We will continue that service through November and next year we will pick it up earlier. She said that we are very excited about the opportunity to improve service and we look forward to rolling it out for our customers.

President Williams referred to the Committee Book starting at page 29, which has September timetable changes, the Environmental Audit and a Penn Station retail development report. She noted that the retail report includes the new Penn Station digital screens, which is a great opportunity to enhance our customer information and improve our revenue position at Penn Station. President Williams presented slides showing the digital monitors. She said that we will have 26 new digital monitors to provide robust information on our network throughout Penn Station. The monitors give LIRR the ability to use

advertisements as well as to override the system for customer information. We are working on the system now, testing it and working on instant connectivity for emergency information, allowing LIRR to communicate quickly with people at Penn Station.

Commenting on a slide of the digital screen, President Williams noted it is a very sharp definition screen, working well for advertising and emergency information, which replaces advertising if we are in a service emergency. In addition, she noted the replacement of pay phones, many of which are out of order. While most people use cell phones, we will still leave some strategically placed pay phones.

President Williams pointed out that the monitors will be able to identify next train information by branch. President Williams contrasted the existing train monitors with the new monitors, which provide a much brighter look making them easier for customers to see. President Williams stated that our goal at Penn Station is to disperse crowds, keep them moving, and not let them collect in corridors that block ingress and egress.

In response to President Williams' request for any questions on the information items, Board Member Moerdler referred to page 40 of the Committee Book. He stated that he is aware that Amtrak rather than the Long Island Rail Road has responsibility for Penn Station because he was the Building Commissioner when Madison Square Garden was built on top of it, which is a matter that disturbed him then and still troubles him. Board Member Moerdler stated the 2035 vision to transform the station into a world class rail facility, referencing a point in time 22 years from now, is too long to have people coming in from Long Island or any other part of the city or the world to be in such a dirty facility. Board Member Moerdler recommended that either the Chairman and CEO or the Board appoint a subcommittee to come back with a report which is focused on a five-year time frame within which Penn Station is either cleaned up or we take a look at the various leases that exist and see if we can default them. He noted that Amtrak is not going to do it, and the City and New Jersey Transit have refused to do it. Board Member Moerdler stated that he did not want to see us refuse to do it and would like to see some pressure applied to clean up Penn Station as President Williams is trying to do on that portion for which she is responsible.

Chairman Pally suggested that he and Board Member Moerdler discuss this subject with the MTA Chairman, together with Vice Chairman Ferrer. Vice Chairman Ferrer commented that he agreed regarding Penn Station, as many of the Board Members agree, that the situation is pretty awful and waiting for 2035 is not something we want. He noted that that there are some short term improvements referred to in the Committee Book, and that it would be good to see what is accomplished in the coming months to know whether it is satisfactory, or whether we do want to take some extreme action as Board Member Moerdler suggests.

Regarding President Williams' presentation and the advertising agreement with CBS, Vice Chairman Ferrer asked how much revenue would be generated. President Williams said that it amounts to about a million dollars more than what we were receiving under the previous advertising agreement covering static advertisement. President Williams confirmed that Jeff Rosen would have additional information about this contract. Vice Chairman Ferrer said that he would review the agreement, how much space is allocated for advertising and how much space is for customer information. He noted that there is a concern that people with limited vision be able to see the list of trains. Chairman Pally stated that the new digital screens that are only for track information are probably three to five times the size of the old screens, excluding the board over the ticket area.

Chairman Pally mentioned that he is an avid user of the 9:44 out of Ronkonkoma almost every Saturday morning. He is very glad to see the additional half hour service to and from Ronkonkoma, because the trains Saturday morning are very crowded. He appreciates this additional service that is very much warranted. President Williams thanked Chairman Pally for his comments and stated that this service is one of our fastest growing areas.

Procurements

The following four competitive procurements were presented:

- Approval to use the RFP process 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;

- On behalf of LIRR, Metro-North and NYCTA, approval of a negotiated Public Works Contract to Loram Maintenance of Way, Inc. in the not-to-exceed amount of $3,220,072 to provide Self-Propelled Rail Grinding Machine Services (Equipment and Personnel) at various points along the Agencies' rights of way;

- On behalf of LIRR, Metro-North and MTA BSC, approval to award a contract in the not-to-exceed amount of $8,745,171 to EMC2 Corp. utilizing NYSOGS Contract PT60953, for the maintenance and support of the Agencies' Storage Area Networks for a five-year period, and also covering the expansion and upgrade of the SANs for this period; and

- Approval of a contract modification in the amount of $1.769,973 to GIRO, Inc. for a 3-year contract extension and upgrade of LIRR's existing HASTUS 2007 Crew Schedules and Equipment Schedules Systems Software to HASTUS 2013, and for LIRR and MNR system maintenance and support.

Chairman Pally asked for any questions on any of the four items. Board Member Moerdler noted that the Staff Summary on page 47 of the Committee Book indicates that MTA Department of Diversity and Civil Rights will be asked to provide DBE goals for this contract, and that he sees such statements frequently in the LIRR and Metro-North's submissions for Board meetings. He asked if the goals could be provided at the time that the Board is asked to approve these items. Chairman Pally stated that he would ask Michael Garner about this. Vice Chairman Ferrer stated that he was going to ask the same question of Mr. Garner, and observed that the Executive Order #10 provides guidance on setting goals. Chairman Pally noted that the goals change depending upon the scope of the contract.

Board Member Moerdler then asked a question about the Giro contact. He stated that as he understood the summary in the Committee Book, the product is outdated, and asked why we were spending money to upgrade it, rather than putting it out for public bidding. President Williams responded that it is extremely important that we stay current with this software because it is linked with other systems. She stated that this is similar to when Microsoft issues upgrades to its Windows product. LIRR stayed with the 2007 version, did not upgrade to intermediate versions, but now must move to the 2013 upgrade. Board Member Moerdler asked that LIRR take a look at this issue, as to when the contract should be put out for a new bid or RFP. President Williams responded that she would take a look at when it was appropriate to move to a more modern integrated system.

Board Member Ballan asked about the Loram procurement, and noted that of six firms solicited, only one submitted a proposal. He asked whether there are other firms that could do this kind of work and how do we find them? Chief Procurement Officer Dennis Mahon noted that this type of equipment is often booked far in advance, while some companies' equipment will not work in third rail territory, both of which factors limit available competition.

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

MTA CAPITAL CONSTRUCTION PROCUREMENT

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

The seven procurement items are as follows:

1. Modification to Contract No. CM019 for incentive payments earned by the Contractor for achieving the early completion of four milestones in an amount of $7,500,000.
2. Modification to Contract No. CH054A for Tutor Perini to furnish transformers, control panels and disconnects in the amount of $1,355,000.
3. Modifications to Contract No. CM014A to furnish, install and energize two new distribution panels and to relocate and upgrade four circuit breakers in the amount of $413,124.
4. Modification to Contract No. CH053 for the permanent rerouting of the Amtrak Car Wash feeder cables in the amount of $369,133.
5. Modification to Contract No. PS837 to reconfigure the MTAPD C3 Center space and provide additional monitors and communication consoles and other incidentals in the amount of $360,000.
6. Ratification of a modification to Contract No. CM009 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 worksites. This is a scope and budget transfer in the amount of $28,400,000.
7. Ratification of a modification to Contract No. CH053 to provide two temporary generators to power the Amtrak Car Wash for 22 months from December 2011 to October 2013 in the amount of $845,000.

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

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

Board Member Moerdler asked about standees, and whether an additional car could be added to consists, and customers required to walk through the car to get off at the platform. President Williams responded that we are already operating maximum length consists of 12cars at many locations, including with respect to Huntington. There was discussion that cars must be added in pairs, and that adding cars would block tunnels and switches at Penn and Jamaica. Chairman Pally asked for an analysis with respect to adding cars on trains, and providing the Committee with infrastructure improvements that could be made, if and where possible, if additional cars could not be added to consists. Board Member Greenberg asked that this analysis include a historical perspective as to capacity of seating on trains, such as the loss of seating to ADA- compliant bathrooms, and options that have been looked at in the past in this regard.

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

Metropolitan Transportation Authority

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
September 2013	
2013 Final Mid-Year Forecast	Management & Budget
2014 Preliminary Operating Budget	Management & Budget
Diversity/EEO Report – 2nd Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-2nd Quarter 2013	System Safety
2013 Fall Construction Schedule Change	Service Planning
November 2013 (Joint Meeting with MNR)	
2014 Preliminary Budget (Public Comment)	
Positive Train Control	President
Annual Committee Charter Review	Committee Chair & Members
Holiday Schedule	Service Planning
December 2013	
2014 Final Proposed Budget	Management & Budget
2014 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3rd Quarter 2013	Administration/Diversity
Elevator & Escalator Service Report-3rd 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

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
September 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)

	Budget	Last Reported EAC	Current Month EAC	Expenditures
Design	$ 671,220,472	$ 671,220,472	$ 671,220,472	$ 598,915,447
Construction	6,442,644,684	6,442,644,684	6,442,644,684	3,347,398,616
Project Management	762,816,530	762,816,530	762,816,530	511,744,910
Real Estate	166,318,314	166,318,314	166,318,314	103,851,330
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**	**$ 4,561,910,302**

* 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

	Original Schedule	Previous Month Schedule	Current Month Schedule
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	February 2013	February 2013
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	August 2019	August 2019

Current Issues/Highlights

- The month-long construction initiative to support the under-track structural slab for the Westbound Bypass wrapped up on August 16th. At the same time, both LIRR and Amtrak performed a switch and track installation, taking advantage of the long term outage. During this period, some key tracks in the Harold Interlocking area were taken out of service, which temporarily impacted weekday train service and schedules on several LIRR branches.
- The Plaza Substation and Queens Structures (CQ032) contractor continues to work in the Plaza Interlocking Area (open cut area), installing steel and the permanent concrete lining. In all, nearly 100,000 cubic yards of concrete and 8,000,000 pounds of structural steel will be installed in this location. To date the contractor has installed approximately 10% of the structural steel and 20% of the concrete required as part of this contract. The final rock excavation has been completed. In total over 8,000 cubic yards of rock have been excavated. The contractor is also completing the construction of the electrical substation located along Northern Boulevard for turnover to the Systems Contract (CS179) later this year.

- The Northern Boulevard Crossing (CQ039) Contractor has completed the final load transfer and the removal of the temporary support piles and underpinning system. Substantial Completion is anticipated to occur in September 2013.
- Final completion and administrative closeout for the construction of the East and West caverns, Manhattan Structures Part 1 Contract (CM019), is on-going. The Manhattan Tunnels Excavation Contract (CM009) will meet its substantial completion milestone by the end of September. The CM009 contractor is completing work in the GCT3 and GCT4 Crossovers and GCT 5 Wye which was all added to advance the remaining work in Manhattan.
- The installation of the Con Edison relocated steam pipe is progressing at the 55th Street Vent Plant Facility (CM013A) in Manhattan. Rock excavation continues as the contractor works around the steam pipe installation. All mechanical excavation should be completed by the end of November. Drill and blast excavation for the remaining rock which includes the ventilation shaft to the tunnels below will continue into the first quarter of 2014.
- The Manhattan South Structure (CM005) contract was awarded to Michel's Corporation on July 29th. The Notice-to-Proceed date was given on September 9th, with construction expected to start later in October. The contract price is $200,602,743 and the contract duration is 29 months.
- The contract for the work north of the caverns, Manhattan North Structure (CM006), was advertised in August and is currently in procurement. Initial proposals are due in the end of October with an award planned for March 2014.
- A Request For Expression of Interest (RFEI) for the work in the caverns (CM007) is planned for release in October
- An industry outreach will be held in October for GCT Concourse and Facilities Fit Out Contract (CM014B), with an anticipated advertisement date of December 2013.
- Contract VS086 negotiations will be completed with the anticipation of bringing the procurement to the November Board for approval.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - September 2013

Expenditures thru July 2013; $s in million

	Budget	Expenditures
Construction	$ 6,442.6	$ 3,347.4
Design	$ 671.2	$ 598.9
Project Management	$ 762.8	$ 511.7
Real Estate	$ 166.3	$ 103.9
Rolling Stock†	$ 202.0	$ -
Total	**$ 8,245.0**	**$ 4,561.9**

† 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 *Dragados Judlau, JV*	$431.9	$430.7	$1.2	$393.6	Jul-2006	Jul-2006	Oct-2012	Oct-2013
CM019: GCT Concourse Civil & Structural *Dragados Judlau, JV*	$794.7	$779.4	$15.4	$770.0	Apr-2008	Apr-2008	Oct-2012	Jun-2013
CM014A: GCT Concourse Finishes Early Work *Yonkers Contracting*	$51.8	$48.9	$2.9	$19.0	Nov-2011	Nov-2011	Apr-2013	Feb-2014
CM013A: 55th St Vent Facility *SCC-JPP, JV*	$58.8	$56.4	$2.5	$7.1	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures *Michels Corp.*	$220.7	$200.6	$20.1	$0.0	N/A	Jul-2013	Jan-2016	Jan-2016
Queens Construction								
CQ031: Queens Bored Tunnel & Structures *Granite-Traylor-Frontier, JV*	$801.6	$769.3	$32.3	$719.0	Sep-2009	Sep-2009	Sep-2012	Feb-2014
CQ039: Northern Blvd Crossing *Schiavone Construction / Kiewit*	$102.1	$99.2	$2.9	$90.1	Feb-2010	Feb-2010	Oct-2011	Sep-2013
CQ032: Plaza Substation & Queens Struct Construction *Tutor Perini Corporation*	$211.9	$202.3	$9.6	$33.7	Aug-2011	Aug-2011	Aug-2014	Jul-2015
Harold Construction								
CH053: Harold Structures (Part 1) *Perini Corporation*	$278.0	$226.6	$51.4	$164.7	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	Apr-2014	N/A	Aug-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	Nov-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	Nov-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

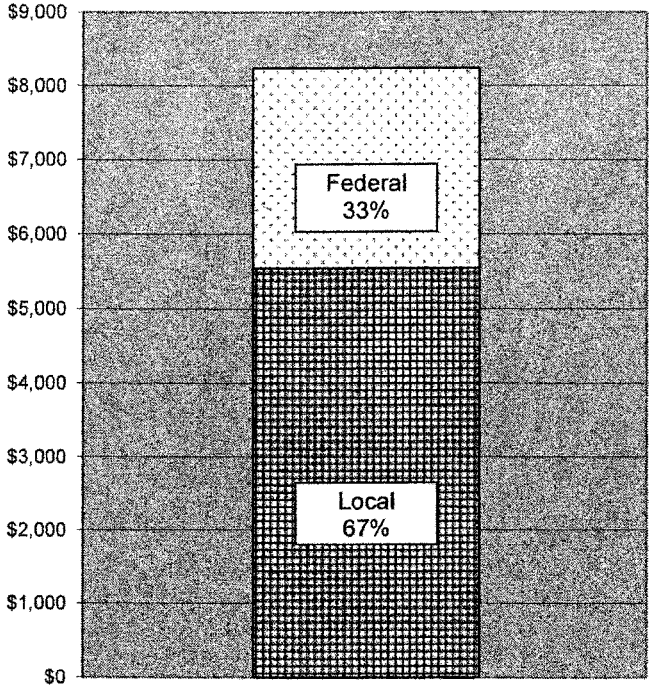
Report to the Railroad Committee - September 2013

(data thru July 2013)

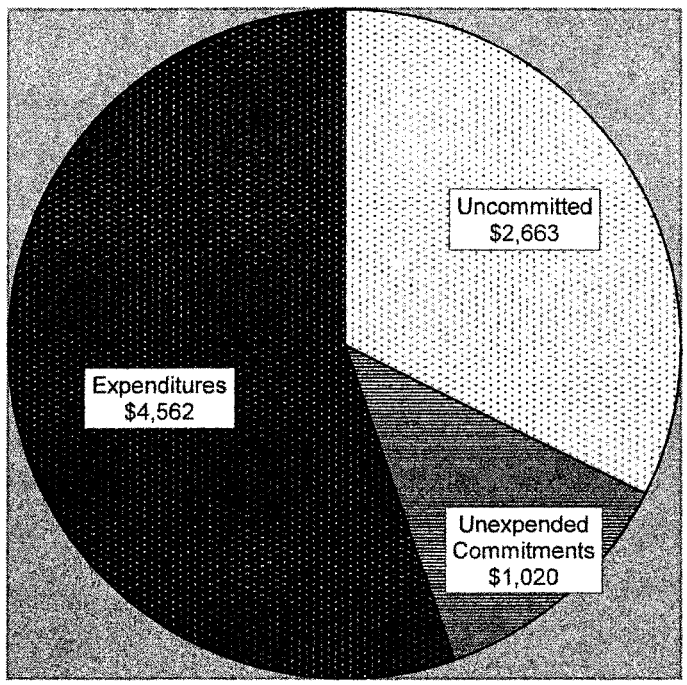
MTA Capital Program $ in Millions	Budgeted	Funding Sources: Local Funding	Funding Sources: Federal Funding*	Funding Sources: Federal Received	Status of Commitments: Committed	Status of Commitments: Uncommitted	Status of Commitments: Expended
1995-1999	$ 158	$ 94	$ 64	$ 64	$ 158	$ -	$ 157
2000-2004	1,534	748	785	785	1,500	33	1,455
2005-2009	2,683	838	1,845	1,176	2,665	18	2,399
2010-2014	3,154	3,149	5	5	1,259	1,895	550
2015-2019	717	717	-	-	-	717	-
Total	$ 8,245	$ 5,546	$ 2,699	$ 2,030	$ 5,582	$ 2,663	$ 4,562

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

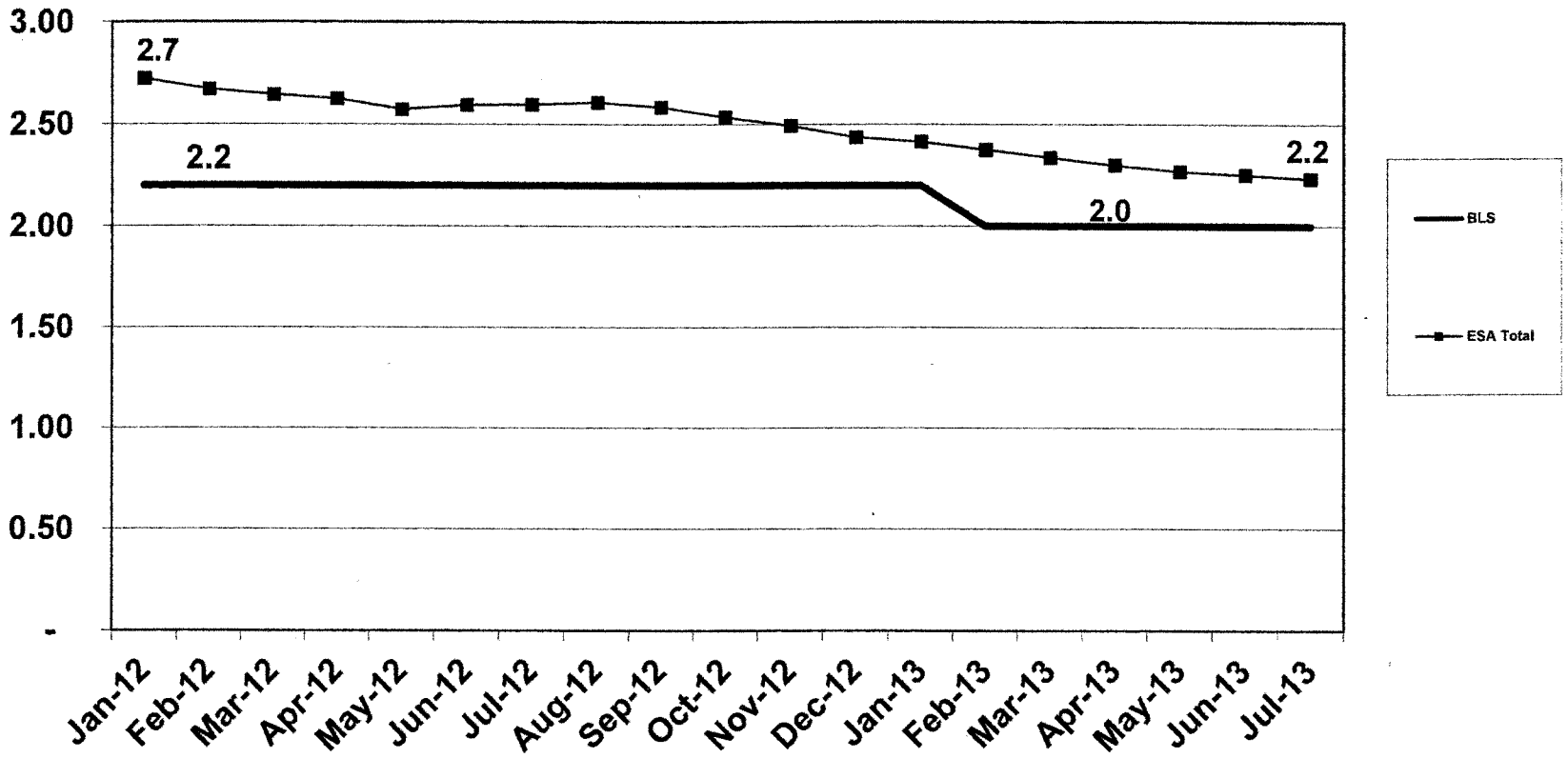
Project Budget: $8.24 Billion



Commitments and Expenditures ($ in Millions)



Lost Time Injury Rate
East Side Access Project, 2012-2013
vs. US BLS National Standard for Heavy & Civil Construction



Note:
Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

Police Report

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

August 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	3	5	-2	-40%
Felony Assault	4	0	4	100%
Burglary	0	2	-2	-100%
Grand Larceny	23	15	8	53%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	31	22	9	41%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	0	1	100%
Robbery	29	37	-8	-22%
Felony Assault	23	23	0	0%
Burglary	7	13	-6	-46%
Grand Larceny	158	157	1	1%
Grand Larceny Auto	4	3	1	33%
Total Major Felonies	223	233	-10	-4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

August 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	2	0	2	100%
Burglary	0	0	0	0%
Grand Larceny	11	12	-1	-8%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	15	2	13%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	13	15	-2	-13%
Felony Assault	13	15	-2	-13%
Burglary	3	1	2	200%
Grand Larceny	83	82	1	1%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	113	113	0	0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

August 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	2	0	2	100%
Burglary	0	2	-2	-100%
Grand Larceny	10	3	7	233%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	6	6	100%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	13	-4	-31%
Felony Assault	9	6	3	50%
Burglary	4	12	-8	-67%
Grand Larceny	66	65	1	2%
Grand Larceny Auto	4	3	1	33%
Total Major Felonies	93	99	-6	-6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

August 2013 vs. 2012

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

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	9	-2	-22%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	9	10	-1	-10%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	21	-4	-19%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
August 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	1	1	0	0
Rape	0	0	0	0
Robbery	3	3	0	0
Fel. Assault	4	2	2	0
Burglary	0	0	0	0
Grand Larceny	23	11	10	2
GLA	0	0	0	0
Total	31	17	12	2
Crimes Per Day	1.00	0.55	0.39	0.06

MTA Police Department
Arrest Summary: Department Totals

1/1/2013 to 8/31/2013

Arrest Classification	Total Arrests
Murder	1
Robbery	31
Felony Assault	30
Burglary	8
Grand Larceny	53
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	42
Assault-Misdemeanor	50
Breach of Peace	6
Child Endangerment	3
Conspiracy	12
Criminal Contempt	4
Criminal Impersonation	8
Criminal Mischief	34
Criminal Possession Stolen Property	20
Criminal Tampering	2
Criminal Trespass	27
Disorderly Conduct	9
Drug Offenses	17
DUI Offenses	13
Falsely Reporting an Incident	6
Forgery	13
Fraud	7
Graffiti	2
Harassment	4
Identity Theft	1
Menacing	9
Obstruct Government	9
Petit Larceny	61
Public Lewdness	18
Reckless Endangerment	6
Resisting Arrest	53
Sex Offenses	7
Stalking	1
Theft of Services	63
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveilance	1
VTL Offenses	3
Warrant Arrest	28
Weapons Offenses	2
Arrest Totals	**668**

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

July 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	5	-3	-60%
Felony Assault	3	3	0	0%
Burglary	2	1	1	100%
Grand Larceny	23	23	0	0%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	31	33	-2	-6%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	26	32	-6	-19%
Felony Assault	19	23	-4	-17%
Burglary	7	11	-4	-36%
Grand Larceny	134	142	-8	-6%
Grand Larceny Auto	5	3	2	67%
Total Major Felonies	192	211	-19	-9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Long Island Rail Road

July 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	3	3	0	0%
Burglary	1	0	1	100%
Grand Larceny	10	12	-2	-17%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	16	0	0%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	10	12	-2	-17%
Felony Assault	11	15	-4	-27%
Burglary	3	1	2	200%
Grand Larceny	71	70	1	1%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	95	98	-3	-3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Metro North Railroad

July 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	0	0	0	0%
Burglary	1	1	0	0%
Grand Larceny	12	11	1	9%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	14	15	-1	-7%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	9	12	-3	-25%
Felony Assault	7	6	1	17%
Burglary	4	10	-6	-60%
Grand Larceny	56	62	-6	-10%
Grand Larceny Auto	5	3	2	67%
Total Major Felonies	82	93	-11	-12%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

July 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	2	-1	-50%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	8	-1	-13%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	7	10	-3	-30%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	20	-5	-25%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
July 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	2	0	0
Fel. Assault	3	3	0	0
Burglary	2	1	1	0
Grand Larceny	23	10	12	1
GLA	1	0	1	0
Total	31	16	14	1
Crimes Per Day	1.00	0.52	0.45	0.03

MTA Police Department
Arrest Summary: Department Totals

1/1/2013 to 7/31/2013

Arrest Classification	Total Arrests
Robbery	29
Felony Assault	23
Burglary	8
Grand Larceny	49
Grand Larceny Auto	1
Aggravated Harassment	1
Aggravated Unlicensed Operator	36
Assault-Misdemeanor	43
Breach of Peace	5
Child Endangerment	3
Conspiracy	12
Criminal Contempt	2
Criminal Impersonation	8
Criminal Mischief	26
Criminal Possession Stolen Property	20
Criminal Tampering	2
Criminal Trespass	24
Disorderly Conduct	9
Drug Offenses	12
DUI Offenses	12
Falsely Reporting an Incident	6
Forgery	11
Fraud	7
Graffiti	2
Harassment	3
Identity Theft	1
Menacing	8
Obstruct Government	9
Petit Larceny	53
Public Lewdness	17
Reckless Endangerment	6
Resisting Arrest	45
Sex Offenses	5
Theft of Services	50
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	3
Warrant Arrest	25
Weapons Offenses	1
Arrest Totals	**579**

Long Island Rail Road

INFORMATION

ITEMS

MTA LONG ISLAND RAIL ROAD

July Financial Plan - 2013 Mid-Year Forecast

BY MONTH

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	$46.032	$44.181	$52.292	$51.408	$53.403	$56.463	$57.352	$55.205	$54.310	$53.280	$53.538	$54.141	$631.605
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.191	4.387	3.749	3.314	20.531	3.553	3.323	3.619	3.341	3.371	3.654	16.614	71.647
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	**$48.223**	**$48.568**	**$56.041**	**$54.722**	**$73.934**	**$60.016**	**$60.675**	**$58.824**	**$57.651**	**$56.651**	**$57.192**	**$70.755**	**$703.252**
Operating Expenses													
Labor:													
Payroll	$38.101	$33.222	$33.195	$33.617	$37.797	$33.314	$36.033	$36.881	$35.854	$36.803	$36.927	$40.776	$432.520
Overtime	6.970	9.795	7.359	7.436	6.111	6.520	8.410	6.743	7.086	7.397	6.646	9.254	89.727
Health and Welfare	8.037	8.138	7.831	7.461	7.748	7.947	7.669	7.806	7.956	7.758	8.217	8.137	94.705
OPEB Current Payment	5.017	4.362	5.115	5.386	5.386	5.386	5.386	5.386	5.386	5.386	5.386	5.384	62.966
Pensions	15.509	15.722	15.416	14.872	15.122	15.254	14.741	15.149	15.265	14.945	15.487	16.288	183.770
Other Fringe Benefits	10.019	10.097	8.889	10.402	9.561	9.332	10.983	9.197	9.027	9.025	7.469	7.560	111.561
Reimbursable Overhead	(1.433)	(1.185)	(1.524)	(2.461)	(2.020)	(1.788)	(2.692)	(2.325)	(2.121)	(2.684)	(1.730)	(2.093)	(24.056)
Total Labor Expenses	**$82.220**	**$80.151**	**$76.281**	**$76.713**	**$79.705**	**$75.965**	**$80.530**	**$78.837**	**$78.453**	**$78.630**	**$78.402**	**$85.306**	**$951.193**
Non-Labor:													
Electric Power	$8.742	$8.034	$7.972	$7.363	$7.663	$9.305	$9.784	$9.266	$9.379	$7.706	$7.552	$8.662	$101.428
Fuel	2.230	2.337	2.700	2.739	2.844	2.668	2.700	2.774	2.553	2.637	2.638	2.553	31.373
Insurance	1.338	1.348	1.339	1.339	1.830	1.754	1.755	1.755	2.430	1.755	1.812	2.508	20.963
Claims	0.243	0.264	(1.669)	0.312	0.455	0.455	0.455	0.455	0.455	0.456	0.508	1.696	4.085
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	4.286	4.048	0.706	5.921	5.931	5.775	6.541	5.826	6.367	5.794	6.002	6.401	63.598
Professional Service Contracts	2.360	2.264	(1.089)	2.936	3.014	3.316	5.396	3.044	3.098	3.045	3.196	4.169	34.749
Materials & Supplies	5.687	10.017	8.242	8.653	8.772	10.715	9.429	8.828	10.369	8.776	8.869	10.855	109.212
Other Business Expenses	1.024	0.709	0.692	1.220	1.273	1.311	1.354	1.378	1.323	0.827	1.317	1.107	13.535
Total Non-Labor Expenses	**$25.910**	**$29.021**	**$18.893**	**$30.483**	**$31.782**	**$35.299**	**$37.414**	**$33.326**	**$35.974**	**$30.996**	**$31.894**	**$37.951**	**$378.943**
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Non-Cash Liability Adjs.	**$108.130**	**$109.172**	**$95.174**	**$107.196**	**$111.487**	**$111.264**	**$117.944**	**$112.163**	**$114.427**	**$109.626**	**$110.296**	**$123.257**	**$1,330.136**
Depreciation	$26.072	$26.072	$24.334	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.362	$322.744
OPEB Obligation	6.233	6.888	6.135	6.797	6.800	6.800	6.800	6.800	6.800	6.851	7.000	8.147	82.051
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Total Expenses	**$140.602**	**$142.299**	**$125.810**	**$141.523**	**$145.817**	**$145.594**	**$152.274**	**$146.493**	**$148.757**	**$144.007**	**$144.826**	**$158.929**	**$1,736.931**
Net Surplus/(Deficit)	**($92.379)**	**($93.731)**	**($69.769)**	**($86.801)**	**($71.883)**	**($85.578)**	**($91.599)**	**($87.669)**	**($91.106)**	**($87.356)**	**($87.634)**	**($88.174)**	**($1,033.679)**
Cash Conversion Adjustments:													
Depreciation	$26.072	$26.072	$24.334	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.362	$322.744
Operating Capital	(1.836)	(0.254)	(1.096)	(2.602)	(5.167)	(0.826)	(1.725)	(1.596)	(1.668)	(4.719)	(2.996)	(3.083)	(27.569)
Other Cash Adjustments	(3.983)	30.708	(16.880)	6.405	(4.158)	12.708	10.489	(1.101)	12.223	5.080	11.282	5.808	68.580
Total Cash Conversion Adjustments	**$20.253**	**$56.526**	**$6.357**	**$31.166**	**$18.038**	**$39.245**	**$36.127**	**$24.666**	**$37.918**	**$27.724**	**$35.649**	**$30.087**	**$363.755**
Baseline Net Cash Surplus/(Deficit)	**($72.126)**	**($37.205)**	**($63.412)**	**($55.635)**	**($53.845)**	**($46.333)**	**($55.472)**	**($63.003)**	**($53.188)**	**($59.632)**	**($51.985)**	**($58.087)**	**($669.924)**

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	12.553	9.594	12.143	25.008	22.389	18.470	24.386	22.204	20.836	27.139	19.437	22.660	236.819
Total Revenue	**$12.553**	**$9.594**	**$12.143**	**$25.008**	**$22.389**	**$18.470**	**$24.386**	**$22.204**	**$20.836**	**$27.139**	**$19.437**	**$22.660**	**$236.819**
Expenses													
Labor:													
Payroll	$4.306	$3.505	$4.383	$7.779	$6.510	$6.155	$8.529	$7.572	$6.986	$8.583	$6.201	$7.259	$77.768
Overtime	0.253	0.287	0.986	2.484	2.660	1.353	1.378	1.319	1.306	1.276	1.008	0.894	$15.204
Health and Welfare	0.817	0.671	0.931	1.439	1.258	1.124	1.510	1.361	1.262	1.506	1.087	1.239	$14.205
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	$0.000
Pensions	1.241	1.028	1.334	1.878	1.628	1.496	2.009	1.801	1.685	2.005	1.463	1.668	$19.236
Other Fringe Benefits	0.814	0.671	0.923	1.733	1.515	1.353	1.819	1.639	1.520	1.814	1.310	1.493	$16.604
Reimbursable Overhead	1.433	1.185	1.524	2.461	2.020	1.788	2.692	2.325	2.121	2.684	1.730	2.093	$24.056
Total Labor Expenses	**$8.864**	**$7.347**	**$10.081**	**$17.774**	**$15.591**	**$13.269**	**$17.937**	**$16.017**	**$14.880**	**$17.868**	**$12.799**	**$14.646**	**$167.073**
Non-Labor:													
Electric Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Insurance	0.181	0.127	0.193	0.509	0.441	0.399	0.567	0.522	0.443	0.544	0.343	0.383	4.652
Claims	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.599	0.530	0.641	1.766	1.649	0.878	1.205	0.921	1.015	1.465	0.787	0.813	12.269
Professional Service Contracts	1.374	0.001	0.031	0.665	0.657	0.652	0.663	0.660	0.654	0.665	0.645	0.642	7.309
Materials & Supplies	1.486	1.570	1.147	4.275	4.033	3.255	3.994	4.065	3.826	6.577	4.846	6.157	45.231
Other Business Expenses	0.049	0.019	0.050	0.019	0.018	0.017	0.020	0.019	0.018	0.020	0.017	0.019	0.285
Total Non-Labor Expenses	**$3.689**	**$2.247**	**$2.062**	**$7.234**	**$6.798**	**$5.201**	**$6.449**	**$6.187**	**$5.956**	**$9.271**	**$6.638**	**$8.014**	**$69.746**
Other Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Other Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Non-Cash Liability Adjs.	**$12.553**	**$9.594**	**$12.143**	**$25.008**	**$22.389**	**$18.470**	**$24.386**	**$22.204**	**$20.836**	**$27.139**	**$19.437**	**$22.660**	**$236.819**
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	$0.000
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Expenses	**$12.553**	**$9.594**	**$12.143**	**$25.008**	**$22.389**	**$18.470**	**$24.386**	**$22.204**	**$20.836**	**$27.139**	**$19.437**	**$22.660**	**$236.819**
Baseline Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**($0.000)**

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid-Year Forecast
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	$46.032	$44.161	$52.292	$51.408	$53.403	$56.463	$57.352	$55.205	$54.310	$53.280	$53.538	$54.141	$631.605
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.191	4.387	3.749	3.314	20.531	3.553	3.323	3.619	3.341	3.371	3.654	16.614	71.647
Capital and Other Reimbursements	12.553	9.594	12.143	25.008	22.389	18.470	24.386	22.204	20.836	27.139	19.437	22.660	236.819
Total Revenue	**$60.776**	**$58.162**	**$68.184**	**$79.730**	**$96.323**	**$78.486**	**$85.061**	**$81.028**	**$78.487**	**$83.790**	**$76.629**	**$93.415**	**$940.071**
Expenses													
Labor:													
Payroll	$42.407	$36.727	$37.578	$41.396	$44.307	$39.469	$44.562	$44.453	$42.840	$45.386	$43.128	$48.035	$510.288
Overtime	7.223	10.082	8.345	9.920	8.771	7.873	9.788	8.062	8.392	8.673	7.654	10.148	104.931
Health and Welfare	8.854	8.809	8.762	8.900	9.006	9.071	9.179	9.167	9.218	9.264	9.304	9.376	108.910
OPEB Current Payment	5.017	4.362	5.115	5.386	5.386	5.386	5.386	5.386	5.386	5.386	5.386	5.384	62.966
Pensions	16.750	16.750	16.750	16.750	16.750	16.750	16.750	16.950	16.950	16.950	16.950	17.956	203.006
Other Fringe Benefits	10.833	10.768	9.812	12.135	11.076	10.685	12.802	10.836	10.547	10.839	8.779	9.053	128.165
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	**$91.084**	**$87.498**	**$86.362**	**$94.487**	**$95.296**	**$89.234**	**$98.467**	**$94.854**	**$93.333**	**$96.498**	**$91.201**	**$99.952**	**$1,118.266**
Non-Labor:													
Electric Power	$8.742	$8.034	$7.972	$7.363	$7.663	$9.305	$9.784	$9.266	$9.379	$7.706	$7.552	$8.662	$101.428
Fuel	2.230	2.337	2.700	2.739	2.844	2.668	2.700	2.774	2.553	2.637	2.638	2.553	31.373
Insurance	1.519	1.475	1.532	1.848	2.271	2.153	2.322	2.277	2.873	2.299	2.155	2.891	25.615
Claims	0.243	0.264	(1.669)	0.312	0.455	0.455	0.455	0.455	0.455	0.456	0.508	1.696	4.085
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	4.885	4.578	1.347	7.687	7.580	6.653	7.746	6.747	7.382	7.259	6.789	7.214	75.867
Professional Service Contracts	3.734	2.265	(1.058)	3.601	3.671	3.968	6.059	3.704	3.752	3.710	3.841	4.811	42.058
Materials & Supplies	7.173	11.587	9.389	12.928	12.805	13.970	13.423	12.893	14.195	15.353	13.715	17.012	154.443
Other Business Expenses	1.073	0.728	0.742	1.239	1.291	1.328	1.374	1.397	1.341	0.847	1.334	1.126	13.820
Total Non-Labor Expenses	**$29.599**	**$31.268**	**$20.955**	**$37.717**	**$38.580**	**$40.500**	**$43.863**	**$39.513**	**$41.930**	**$40.267**	**$38.532**	**$45.965**	**$448.689**
Other Expenses Adjustments:													
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses before Non-Cash Liability Adjs.	**$120.683**	**$118.766**	**$107.317**	**$132.204**	**$133.876**	**$129.734**	**$142.330**	**$134.367**	**$135.263**	**$136.765**	**$129.733**	**$145.917**	**$1,566.955**
Depreciation	$26.072	$26.072	$24.334	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.362	$322.744
OPEB Obligation	6.233	6.868	6.135	6.797	6.800	6.800	6.800	6.800	6.800	6.851	7.000	8.147	82.051
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Total Expenses	**$153.155**	**$151.893**	**$137.953**	**$166.531**	**$168.206**	**$164.064**	**$176.660**	**$168.697**	**$169.593**	**$171.146**	**$164.263**	**$181.589**	**$1,973.750**
Net Surplus/(Deficit)	**($92.379)**	**($93.731)**	**($69.769)**	**($86.801)**	**($71.883)**	**($85.578)**	**($91.599)**	**($87.669)**	**($91.106)**	**($87.356)**	**($87.634)**	**($88.174)**	**($1,033.679)**
Cash Conversion Adjustments:													
Depreciation	$26.072	$26.072	$24.334	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.362	$322.744
Operating Capital	(1.836)	(0.254)	(1.096)	(2.602)	(5.167)	(0.826)	(1.725)	(1.596)	(1.668)	(4.719)	(2.996)	(3.083)	(27.569)
Other Cash Adjustments	(3.983)	30.708	(16.880)	6.405	(4.158)	12.708	10.489	(1.101)	12.223	5.080	11.282	5.808	68.580
Total Cash Conversion Adjustments	**$20.253**	**$56.526**	**$6.357**	**$31.166**	**$18.038**	**$39.245**	**$36.127**	**$24.666**	**$37.918**	**$27.724**	**$35.649**	**$30.087**	**$363.755**
Net Cash Surplus/(Deficit)	**($72.126)**	**($37.205)**	**($63.412)**	**($55.635)**	**($53.845)**	**($46.333)**	**($55.472)**	**($63.003)**	**($53.188)**	**($59.632)**	**($51.985)**	**($58.087)**	**($669.924)**

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid-Year Forecast
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	$49.257	$46.203	$51.638	$54.305	$56.571	$58.615	$59.504	$57.357	$56.462	$55.432	$55.690	$56.295	$657.328
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.334	4.934	5.460	2.187	17.786	3.667	4.120	3.485	4.507	3.368	3.520	58.978	114.345
Capital and Other Reimbursements	14.197	13.448	6.844	11.152	10.509	20.431	19.029	19.126	20.506	22.582	24.143	23.964	205.931
Total Receipts	**$65.787**	**$64.584**	**$63.941**	**$67.644**	**$84.865**	**$82.713**	**$82.653**	**$79.968**	**$81.475**	**$81.382**	**$83.353**	**$139.237**	**$977.604**
Expenditures													
Labor:													
Payroll	$42.059	$36.492	$40.209	$37.238	$47.030	$36.320	$40.013	$49.231	$40.157	$46.542	$43.850	$49.394	$510.535
Overtime	8.637	10.041	7.692	9.174	10.717	7.874	7.830	10.077	8.392	8.672	7.654	8.170	104.931
Health and Welfare	16.985	0.181	9.206	8.506	9.453	9.071	9.179	9.167	9.218	9.263	9.304	9.376	108.910
OPEB Current Payment	9.174	(0.040)	4.998	4.590	5.384	5.386	5.386	5.386	5.386	5.386	5.386	6.544	62.966
Pensions	17.412	16.749	15.790	17.709	16.785	16.750	16.750	16.950	16.950	16.950	16.950	17.956	203.701
Other Fringe Benefits	9.228	9.248	13.313	9.743	13.851	12.009	12.806	13.830	11.913	11.453	11.922	11.248	140.565
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.593	12.593
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$103.495**	**$72.671**	**$91.210**	**$86.961**	**$103.220**	**$89.410**	**$91.964**	**$104.641**	**$92.016**	**$98.266**	**$95.066**	**$115.281**	**$1,144.201**
Non-Labor:													
Electric Power	$7.260	$3.856	$12.407	$7.198	$7.947	$9.305	$9.784	$9.266	$9.379	$8.038	$7.884	$48.475	$140.799
Fuel	2.134	1.950	2.809	2.527	3.020	2.776	2.808	2.883	2.661	2.745	2.746	2.660	31.721
Insurance	4.676	0.044	(0.000)	4.589	(1.124)	2.891	2.962	0.060	3.360	2.604	2.356	1.011	23.429
Claims	1.630	0.095	0.232	0.213	0.031	0.032	0.032	0.032	0.032	0.032	0.032	0.032	2.425
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.157	3.823	3.566	4.584	7.251	6.844	9.488	8.490	9.124	9.000	8.530	8.953	83.810
Professional Service Contracts	3.047	3.090	1.349	3.533	3.057	3.354	6.624	3.089	3.138	4.274	3.227	5.538	43.320
Materials & Supplies	9.494	13.024	10.956	12.506	11.678	10.850	10.834	10.858	11.356	11.767	10.722	10.821	134.865
Other Business Expenditures	0.979	0.896	0.804	0.917	1.390	1.426	1.471	1.494	1.439	2.130	2.617	2.395	17.958
Total Non-Labor Expenditures	**$33.378**	**$26.777**	**$32.123**	**$36.067**	**$33.250**	**$37.478**	**$44.003**	**$36.172**	**$40.489**	**$40.590**	**$38.114**	**$79.885**	**$478.327**
Other Adjustments:													
Other	$1.792	$2.071	$1.870	$2.000	$2.162	$2.158	$2.158	$2.158	$2.158	$2.158	$2.158	$2.158	$25.000
Total Other Expenditure Adjustments	**$1.792**	**$2.071**	**$1.870**	**$2.000**	**$2.162**	**$2.158**	**$2.158**	**$2.158**	**$2.158**	**$2.158**	**$2.158**	**$2.158**	**$25.000**
Total Expenditures	**$138.664**	**$101.520**	**$125.202**	**$125.027**	**$138.632**	**$129.046**	**$138.125**	**$142.971**	**$134.663**	**$141.014**	**$135.338**	**$197.324**	**$1,647.528**
Cash Timing and Availability Adjustments	0.751	(0.270)	(2.151)	1.748	(0.078)	-	-	-	-	-	-	-	-
Baseline Net Cash Deficit	**($72.126)**	**($37.205)**	**($63.412)**	**($55.635)**	**($53.845)**	**($46.333)**	**($55.472)**	**($63.003)**	**($53.188)**	**($59.632)**	**($51.985)**	**($58.087)**	**($669.924)**

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
($ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	$3.225	$2.022	($0.654)	$2.897	$3.168	$2.152	$2.152	$2.152	$2.152	$2.152	$2.152	$2.154	$25.723
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.143	0.547	1.711	(1.127)	(2.745)	0.114	0.797	(0.134)	1.166	(0.003)	(0.134)	42.364	42.698
Capital and Other Reimbursements	1.644	3.854	(5.299)	(13.856)	(11.880)	1.961	(5.357)	(3.078)	(0.330)	(4.557)	4.706	1.304	(30.888)
Total Receipts	**$5.011**	**$6.422**	**($4.243)**	**($12.086)**	**($11.458)**	**$4.227**	**($2.408)**	**($1.060)**	**$2.988**	**($2.408)**	**$6.724**	**$45.822**	**$37.533**
Expenditures													
Labor:													
Payroll	$0.348	$0.235	($2.631)	$4.158	($2.723)	$1.149	$4.549	($4.778)	$2.683	($1.156)	($0.722)	($1.359)	($0.247)
Overtime	(1.414)	0.041	0.653	0.746	(1.946)	(0.001)	1.958	(2.015)	0.000	0.001	0.000	1.978	0.000
Health and Welfare	(8.131)	8.628	(0.444)	0.394	(0.447)	0.000	0.000	0.000	0.000	0.001	0.000	0.000	0.000
OPEB Current Payment	(4.157)	4.402	0.117	0.796	0.002	0.000	0.000	0.000	0.000	0.000	0.000	(1.160)	0.000
Pensions	(0.662)	0.001	0.960	(0.959)	(0.035)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.695)
Other Fringe Benefits	1.605	1.520	(3.501)	2.392	(2.775)	(1.324)	(0.004)	(2.994)	(1.366)	(0.614)	(3.143)	(2.195)	(12.400)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(12.593)	(12.593)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**($12.411)**	**$14.827**	**($4.848)**	**$7.526**	**($7.924)**	**($0.176)**	**$6.503**	**($9.787)**	**$1.317**	**($1.768)**	**($3.865)**	**($15.329)**	**($25.935)**
Non-Labor:													
Electric Power	$1.482	$4.178	($4.435)	$0.165	($0.284)	$0.000	$0.000	$0.000	$0.000	($0.332)	($0.332)	($39.813)	($39.371)
Fuel	0.096	0.387	(0.109)	0.212	(0.176)	(0.108)	(0.108)	(0.109)	(0.108)	(0.108)	(0.108)	(0.107)	(0.348)
Insurance	(3.157)	1.431	1.532	(2.741)	3.395	(0.738)	(0.640)	2.217	(0.487)	(0.305)	(0.201)	1.880	2.186
Claims	(1.387)	0.169	(1.901)	0.099	0.424	0.423	0.423	0.423	0.423	0.424	0.476	1.664	1.660
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.728	0.755	(2.219)	3.103	0.329	(0.191)	(1.742)	(1.743)	(1.742)	(1.741)	(1.741)	(1.739)	(7.943)
Professional Service Contracts	0.687	(0.825)	(2.407)	0.068	0.614	0.614	(0.565)	0.615	0.614	(0.564)	0.614	(0.727)	(1.262)
Materials & Supplies	(2.321)	(1.437)	(1.567)	0.422	1.127	3.120	2.589	2.035	2.839	3.586	2.993	6.191	19.578
Other Business Expenditures	0.094	(0.168)	(0.062)	0.322	(0.099)	(0.098)	(0.097)	(0.097)	(0.098)	(1.283)	(1.283)	(1.269)	(4.138)
Total Non-Labor Expenditures	**($3.779)**	**$4.491**	**($11.168)**	**$1.650**	**$5.330**	**$3.022**	**($0.140)**	**$3.341**	**$1.441**	**($0.323)**	**$0.418**	**($33.920)**	**($29.638)**
Other Adjustments:													
Other	($1.792)	($2.071)	($1.870)	($2.000)	($2.162)	($2.158)	($2.158)	($2.158)	($2.158)	($2.158)	($2.158)	($2.158)	($25.000)
Total Other Expenditures Adjustments	**($1.792)**	**($2.071)**	**($1.870)**	**($2.000)**	**($2.162)**	**($2.158)**	**($2.158)**	**($2.158)**	**($2.158)**	**($2.158)**	**($2.158)**	**($2.158)**	**($25.000)**
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	**($12.970)**	**$23.669**	**($22.128)**	**($4.909)**	**($16.213)**	**$4.915**	**$1.797**	**($9.664)**	**$3.588**	**($6.657)**	**$1.119**	**($5.585)**	**($43.040)**
Depreciation Adjustment	$26.072	$26.072	$24.334	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.363	$27.362	$322.744
OPEB Obligation	6.233	6.888	6.135	6.797	6.800	6.800	6.800	6.800	6.800	6.851	7.000	8.147	82.051
Environmental Remediation	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.163	2.000
Baseline Total Cash Conversion Adjustments	**$19.502**	**$56.796**	**$8.508**	**$29.418**	**$18.117**	**$39.245**	**$36.127**	**$24.666**	**$37.918**	**$27.724**	**$35.649**	**$30.087**	**$363.755**
Cash Timing and Availability Adjustments	$0.751	($0.270)	($2.151)	$1.748	($0.078)	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Net Cash Conversion Adjustments	**$20.253**	**$56.526**	**$6.357**	**$31.166**	**$18.038**	**$39.245**	**$36.127**	**$24.666**	**$37.918**	**$27.724**	**$35.649**	**$30.087**	**$363.755**

MTA LONG ISLAND RAIL ROAD

July Financial Plan - 2013 Mid-Year Forecast
Ridership/Utilization
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
RIDERSHIP													
Monthly	3.816	3.503	3.886	4.081	4.054	3.766	3.905	3.764	3.725	4.328	3.646	3.842	**46.316**
Weekly	0.134	0.126	0.154	0.150	0.127	0.150	0.172	0.201	0.141	0.140	0.105	0.126	**1.725**
Total Commutation	**3.950**	**3.629**	**4.040**	**4.231**	**4.182**	**3.915**	**4.077**	**3.965**	**3.866**	**4.468**	**3.751**	**3.969**	**48.042**
One-Way Full Fare	0.625	0.560	0.644	0.625	0.669	0.711	0.747	0.727	0.685	0.668	0.626	0.649	**7.936**
One-Way Off-Peak	1.324	1.121	1.429	1.332	1.610	1.612	1.748	1.692	1.529	1.439	1.529	1.642	**18.007**
All Other	0.729	0.711	0.786	0.775	0.772	0.880	0.855	0.869	0.777	0.777	0.756	0.823	**9.509**
Total Non-Commutation	**2.678**	**2.392**	**2.858**	**2.731**	**3.052**	**3.203**	**3.350**	**3.287**	**2.991**	**2.884**	**2.910**	**3.114**	**35.451**
Total Ridership	**6.628**	**6.021**	**6.898**	**6.962**	**7.233**	**7.119**	**7.427**	**7.252**	**6.857**	**7.352**	**6.661**	**7.082**	**83.492**
FAREBOX REVENUE													
Passenger Revenue	$46.032	$44.181	$52.292	$51.408	$53.403	$56.463	$57.352	$55.205	$54.310	$53.280	$53.538	$54.141	$631.605
Total Revenue	**$46.032**	**$44.181**	**$52.292**	**$51.408**	**$53.403**	**$56.463**	**$57.352**	**$55.205**	**$54.310**	**$53.280**	**$53.538**	**$54.141**	**$631.605**

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive VP	5	5	5	5	5	6	5	5	5	5	5	5
Labor Relations	16	18	18	18	18	18	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	81	80	78	83	83	83	83	83	84	88	88	88
Human Resources	29	28	29	32	32	32	32	32	32	32	32	32
Sr VP Administration	2	2	2	2	2	2	2	2	2	2	2	2
Strategic Investments	27	27	30	35	35	35	35	35	35	35	35	35
President	4	4	4	4	4	4	4	4	4	4	4	4
VP & CFO/Pensions	8	8	8	2	2	2	2	2	2	2	2	2
Information Technology	151	151	151	162	162	162	162	162	162	162	162	162
Controller	40	40	41	42	42	42	45	45	45	45	45	45
Management and Budget	18	18	17	18	18	18	18	18	18	18	18	18
Process Re-Engineering	6	6	6	7	7	7	7	7	7	7	7	7
VP - East Side Access & Special Projects	25	27	29	27	27	27	27	27	27	27	27	34
Market Dev. & Public Affairs	57	54	52	59	59	60	60	60	60	60	61	61
Gen. Counsel & Secretary	31	31	31	30	30	29	29	29	30	30	30	30
Diversity Management	1	1	1	1	1	1	1	1	1	1	1	1
System Safety/Training	70	70	70	74	74	76	76	76	79	79	79	74
Security	6	5	6	5	5	6	6	6	6	6	6	6
Sr VP Operations/Serv. Planning	18	19	19	24	24	24	24	24	24	24	24	24
Total Administration	**595**	**594**	**597**	**630**	**630**	**634**	**636**	**636**	**641**	**645**	**646**	**648**
Operations												
Train Operations	1,884	1,875	1,910	1,907	1,943	1,957	1,962	1,955	1,950	1,954	1,961	1,992
Customer Services	287	288	290	293	295	305	305	305	299	299	299	299
Total Operations	**2,171**	**2,163**	**2,200**	**2,200**	**2,238**	**2,262**	**2,267**	**2,260**	**2,249**	**2,253**	**2,260**	**2,291**
Maintenance												
Engineering	1,535	1,534	1,552	1,535	1,565	1,550	1,630	1,623	1,664	1,685	1,703	1,722
Equipment	1,976	1,972	1,985	1,993	2,001	2,026	2,012	2,018	2,019	2,024	2,020	2,019
Procurement (Stores)	93	93	91	93	93	93	93	93	93	93	93	93
Total Maintenance	**3,604**	**3,599**	**3,628**	**3,621**	**3,659**	**3,669**	**3,735**	**3,734**	**3,776**	**3,802**	**3,816**	**3,834**
Engineering/Capital												
Department of Project Management	120	119	118	117	119	130	134	134	134	134	140	142
Total Engineering/Capital	**120**	**119**	**118**	**117**	**119**	**130**	**134**	**134**	**134**	**134**	**140**	**142**
Total Positions	**6,490**	**6,475**	**6,543**	**6,568**	**6,646**	**6,695**	**6,772**	**6,764**	**6,800**	**6,834**	**6,862**	**6,915**
Non-Reimbursable	5,899	5,986	5,983	5,742	5,799	5,878	5,844	5,726	5,869	5,902	6,046	6,148
Reimbursable	591	489	560	826	847	817	928	1,038	931	932	816	767
Total Full-Time	6,490	6,475	6,543	6,568	6,646	6,695	6,772	6,764	6,800	6,834	6,862	6,915
Total Full-Time-Equivalents												

**Reflects Authorized positions*

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	291	292	294	319	319	321	323	323	328	330	330	335
Professional, Technical, Clerical	304	302	303	311	311	313	313	313	313	315	316	313
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	**595**	**594**	**597**	**630**	**630**	**634**	**636**	**636**	**641**	**645**	**646**	**648**
Operations												
Managers/Supervisors	305	302	303	322	322	324	326	326	325	325	325	325
Professional, Technical, Clerical	159	160	160	163	166	175	175	175	170	168	167	167
Operational Hourlies	1,707	1,701	1,737	1,715	1,750	1,763	1,766	1,759	1,754	1,760	1,768	1,799
Total Operations	**2,171**	**2,163**	**2,200**	**2,200**	**2,238**	**2,262**	**2,267**	**2,260**	**2,249**	**2,253**	**2,260**	**2,291**
Maintenance												
Managers/Supervisors	641	643	645	687	686	696	727	730	735	734	734	737
Professional, Technical, Clerical	259	255	251	252	252	252	275	275	277	277	277	277
Operational Hourlies	2,704	2,701	2,732	2,682	2,721	2,721	2,733	2,729	2,764	2,791	2,805	2,820
Total Maintenance	**3,604**	**3,599**	**3,628**	**3,621**	**3,659**	**3,669**	**3,735**	**3,734**	**3,776**	**3,802**	**3,816**	**3,834**
Engineering/Capital												
Managers/Supervisors	97	96	96	96	96	98	102	102	100	100	105	106
Professional, Technical, Clerical	23	23	22	21	23	32	32	32	34	34	35	36
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	**120**	**119**	**118**	**117**	**119**	**130**	**134**	**134**	**134**	**134**	**140**	**142**
Public Safety												
Managers/Supervisors	-	-	-	-	-	-	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-	-	-	-	-	-	-
Total Positions												
Managers/Supervisors	1,334	1,333	1,338	1,424	1,423	1,439	1,478	1,481	1,488	1,489	1,494	1,503
Professional, Technical, Clerical	745	740	736	747	752	772	795	795	794	794	795	793
Operational Hourlies	4,411	4,402	4,469	4,397	4,471	4,484	4,499	4,488	4,518	4,551	4,573	4,619
Total Positions	**6,490**	**6,475**	**6,543**	**6,568**	**6,646**	**6,695**	**6,772**	**6,764**	**6,800**	**6,834**	**6,862**	**6,915**

*Reflects Authorized positions

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2013 Mid Year Forecast
Overtime - Non-Reimbursable/Reimbursable Basis
($ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
Scheduled Service	$2.095	$2.085	$0.778	$1.684	$1.360	$0.821	$1.642	$0.787	$1.446	$1.787	$1.712	$2.325	$18.522
Unscheduled Service	0.521	0.482	0.546	0.441	0.635	0.543	0.421	0.538	0.567	0.584	0.537	0.625	6.441
Programmatic/Routine Maintenance	1.743	1.466	2.275	2.206	1.730	1.949	2.253	1.978	1.905	2.247	1.769	2.241	23.762
Unscheduled Maintenance	0.035	0.013	0.430	0.022	0.022	0.021	0.023	0.020	0.020	0.025	0.022	0.029	0.684
Vacancy/Absentee Coverage	1.903	2.400	2.475	2.825	2.208	3.021	3.909	3.259	2.987	2.551	2.368	3.458	33.365
Weather Emergencies	0.435	3.037	0.529	0.112	0.096	0.105	0.100	0.101	0.102	0.142	0.179	0.522	5.459
Safety/Security/Law Enforcement	-	-	-	-	-	-	-	-	-	-	-	-	-
Other	0.238	0.311	0.325	0.145	0.059	0.059	0.061	0.061	0.059	0.062	0.059	0.054	1.494
Sub-Total	**$6.970**	**$9.795**	**$7.359**	**$7.436**	**$6.111**	**$6.520**	**$8.410**	**$6.743**	**$7.086**	**$7.397**	**$6.646**	**$9.254**	**$89.727**
REIMBURSABLE OVERTIME	0.253	0.287	0.986	2.484	2.660	1.353	1.378	1.319	1.306	1.276	1.008	0.894	15.204
TOTAL NR & R OVERTIME	**$7.223**	**$10.082**	**$8.345**	**$9.920**	**$8.771**	**$7.873**	**$9.788**	**$8.062**	**$8.392**	**$8.673**	**$7.654**	**$10.148**	**$104.931**

Long Island Rail Road

DIVERSITY / EEO REPORT

2nd Quarter

2013

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

UTILIZATION ANALYSIS
WORKFORCE DATA AS OF JUNE 30, 2013

JOB CATEGORY	FEMALES			BLACKS			HISPANICS			ASIANS			AI/AN			NHOPI			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	22%	Yes	11%	11%	Yes	6%	7%	Yes	4%	4%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	20%	22%	Yes	10%	12%	Yes	7%	8%	Yes	6%	18%	Yes	0%	0%	Yes	0%	0%	Yes	1%	4%	Yes
Technicians	9%	13%	Yes	10%	19%	Yes	8%	10%	Yes	6%	7%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	35%	48%	Yes	19%	28%	Yes	11%	9%	No	3%	3%	Yes	0%	0%	Yes	0%	0%	Yes	2%	2%	Yes
Skilled Craft	8%	10%	Yes	16%	17%	Yes	11%	10%	No	3%	2%	No	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	17%	20%	Yes	19%	27%	Yes	19%	14%	No	2%	3%	Yes	0%	0%	Yes	0%	0%	Yes	2%	4%	Yes

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

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

NEW HIRES
AS OF JUNE 30, 2013

JOB CATEGORY	TOTAL[1]	FEMALES[2]		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	14	6	42.9%	0	0.0%	1	7.1%	2	14.3%	0	0.0%	0	0.0%	0	0.0%
Professionals	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Technicians	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	3	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	159	20	12.6%	15	9.4%	24	15.1%	6	3.8%	1	0.6%	0	0.0%	10	6.3%
Service Maintenance	81	9	11.1%	16	19.8%	15	18.5%	3	3.7%	0	0.0%	0	0.0%	7	8.6%
Total	**259**	**36**	**13.9%**	**32**	**12.4%**	**40**	**15.4%**	**11**	**4.2%**	**1**	**0.4%**	**0**	**0.0%**	**17**	**6.6%**

2013 SECOND QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EEO AND TITLE VI COMPLAINTS

AS OF JUNE 30, 2013

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	**4**	**1**	**1**	**1**	**1**	**3**	**0**	**4**	**15**	**11**	**5**
External Complaints	3	0	1	1	1	2	0	2	10	6	5
Internal Complaints	1	1	0	0	0	1	0	2	5	5	0

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

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

EFFORTS TO IMPROVE THE REPRESENTATION OF UNDERUTILIZED PROTECTED GROUPS

EEO Program Management and Evaluation

LIRR Office of Diversity Management is responsible for monitoring the agency's EEO program and progress towards EEO goals. On an annual basis, Diversity Management develops goals for under-represented EEO job groups, based on estimated availability percentages and internal job group populations, and disseminates the information to each department, including Human Resources. On a quarterly basis, Diversity also disseminates Progress Towards Goals reports to Human Resources.

Diversity Management reviews all applicant flow reports to ensure that candidate pools are diverse, and concurs with every non-represented new hire and promotion, pursuant to FTA/DOT Circular requirements.

LIRR continues to focus and improve on female and minority under-representation. Between Janaury 1, 2013 and June 30, 2013, there were 259 new hires, of which, 36 (13.9%) were female and 101 (38.9%) were minority. The highest concentration of female new hires occurred in the Officials and Administrators job category (42.9%). Of the 81 new hires in the Service Maintenance job category, 19.8% were Blacks and 18.5% were Hispanic.

Upward Mobility Programs and Other Special Initiatives

The Long Island Rail Road is in the process of hiring junior engineers and project management trainees.

Junior Engineer:
This position is a Training Program and is an introduction to the Long Island Rail Road and its various operating and supporting departments. Specifically, this program is designed to familiarize employees with all aspects of railroad operations. The schedule includes a 52-week signal, track or structures training curriculum plus on the job training. The participant will work with a mentor. Upon successful completion of the program, the junior engineers will be placed in an entry-level management position.

Project Management-Trainee:
The Project Management-Trainee is an entry-level training position, responsible to assist with the coordination and administration of projects in the Department of Project Management. Working with seasoned project managers, the Trainees receive on the job and classroom training to develop project coordination, controls, management, scheduling, and/or estimating skills. The Trainee will learn, in a mentoring environment, to apply his/her knowledge with the specialized requirements of the railroad industry. There will be a series of rotation assignments as part of the development and training period. This will introduce the trainees to the railroad and its various operating and support departments. Training may include, but is not limited to, project coordination, administration, controls, scheduling, and estimating. The position will provide support to the project management teams as required. The program is two years in duration. Upon successful completion of the training program, the Trainees will be appropriately placed into an entry-level project management related position.

Targeted Recruitment and Outreach Efforts

The Long Island Rail Road has developed a recruitment strategy designed to address under-representation of females and minorities in our workforce, and to better reflect the demographics of the markets we serve.

1. An annual hiring plan is developed at the conclusion of each year, to aid recruitment efforts for anticipated vacancies in each craft . Candidate pools are evaluated at the end of the recruitment process. If the pool is lacking diversity or if areas areas of under-representation need to be addressed, additional outreach is conducted.

2. Between January 1 and June 30, 2013, LIRR staff attended the following job fairs/college presentations: Queensborough Communitiy College (February 4), Apex Technical School (February 6), Lincoln Technical School (February 11), Technical Career Institute (February 13 & June 19), SUNY at Stony Brook (February 15), NYU-Poly Engineering & Technology Spring Career Fair (February 28), Cooper Union (March 5), NYU-Wagner Public Service Career Expo (March 7), Columbia University (March 8), Latino Job Fair (March 11), Big East Non-Profit & Government Fair (March 21), NYIT (April 4), Manhattan College (April 16), Hofstra University (April 24), Post Sandy Job Fair (May 14), B.O.C.E.S. (May 17), Nassau County Job Fair (June 11), NYS DOL-MLK Career fair (June 13), and Long Island Job Fair (June 21). We also targeted veterans by attending veterans specific job fairs on February 16 and March 27, meeting with veteran representatives from the NYS Department of Labor and Colonel Robert Yost, Director of Transition Strategic Outreach from the U.S. Army, and posting jobs on HireVeterans.com and with the NYC Mayors Office of Veterans' Affairs. We also post jobs with the Dept. of Labor, Nontraditional Employment for Women, and the Chinese-American Planning Council.

OVERVIEW

The Long Island Rail Road has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing the LIRR's June 30, 2013 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

Long Island Rail Road
Elevator/Escalator

Second Quarter Report
2013

MEMORANDUM

Long Island Rail Road

DATE: September 16, 2013

TO: Members of Long Island Committee

FROM: Helena E. Williams, President

RE: **LIRR Report on Elevator/Escalator Performance: Second Quarter 2013**

Attached for your review is the LIRR's second quarter (2013) report on the performance of its customer elevators and escalators.

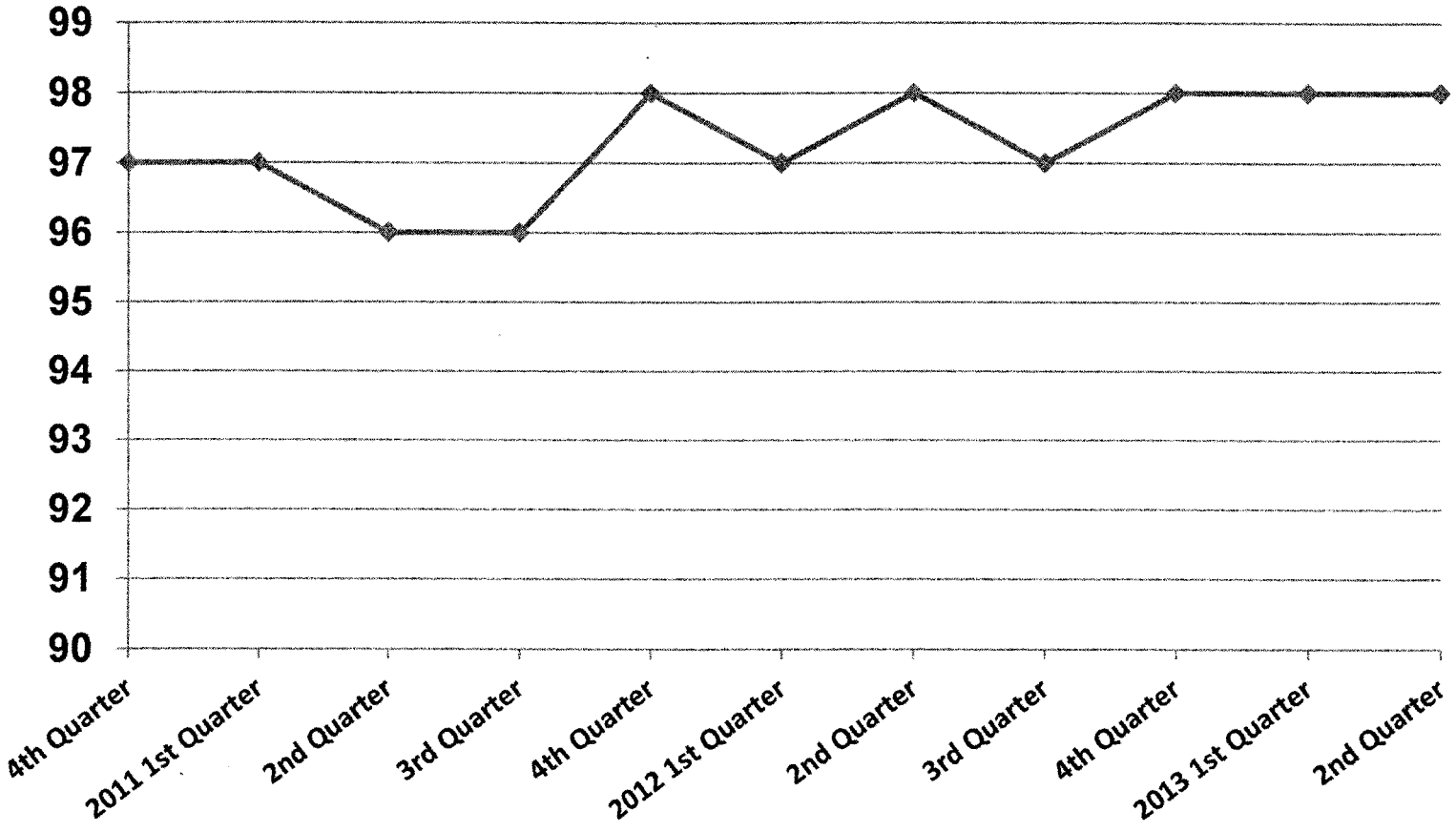
The report provides data on the 19 escalators and 25 elevators directly maintained by the LIRR and the 15 escalators and six elevators maintained by AMTRAK. Performance data on the six escalators and ten elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

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

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

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

Passenger Elevator Availability



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

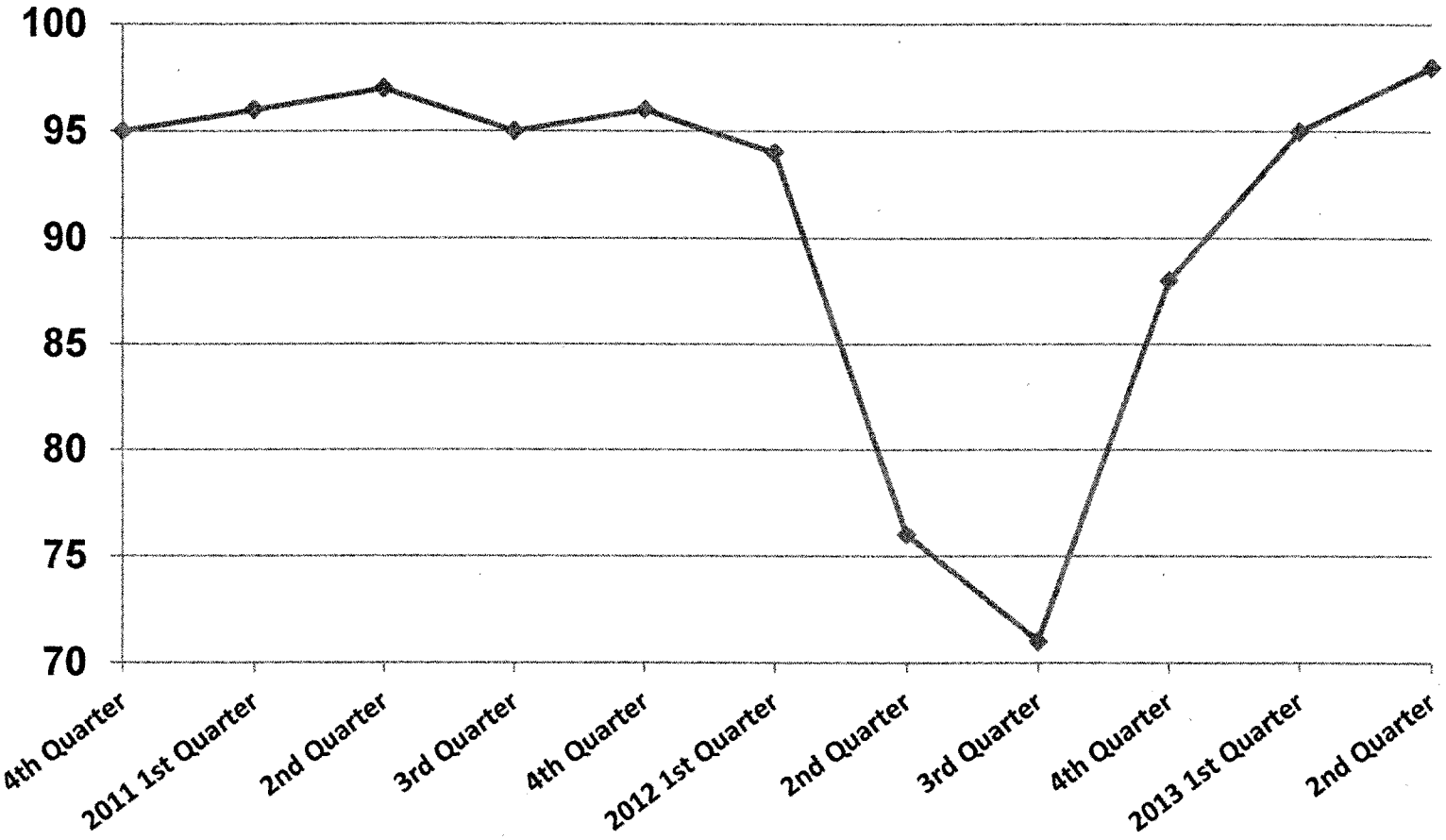
2013 Second Quarter
Elevator Availability by Station

Branch/Station	Availability	Branch/Station	Availability
BABYLON		**FAR ROCKAWAY**	
Babylon (A)	98.9%	Valley Stream	99.1%
Babylon (B)	99.0%	Rosedale	98.8%
Massapequa	98.3%	**PORT JEFFERSON**	
Seaford	99.0%	Hicksville (A)	97.4%
Bellmore	99.1%	Hicksville (B)	82.3% (1)
Merrick	99.6%	**LONG BEACH**	
Freeport	98.5%	Lynbrook (A)	97.8%
Baldwin	98.4%	Lynbrook (B)	97.0%
Rockville Centre	99.2%	**CITY TERMINAL**	
PORT WASHINGTON		Atlantic Terminal	95.7%
Great Neck (A)	99.4%	Woodside 415x	96.5%
Great Neck (B)	99.2%	Woodside 418x	99.4%
Auburndale	98.3%	Woodside 419x	97.2%
RONKONKOMA		Penn 34S-ELV-P34	100% (2)
Ronkonkoma (A)	99.6%	Penn CEN-ELV-P-7	100% (2)
Ronkonkoma (B)	99.2%	Penn CEN-ELV-P-8	99% (2)
Ronkonkoma (C)	99.6%	Penn CEN-ELV-P-9	99% (2)
		Penn CEN-ELV-P10	100% (2)
		Penn CEN-ELV-P11	99% (2)

(1) Elevator out of service for floor and door repairs from 6/17/13 to 7/1/13.

(2) Penn Station data provided by Amtrak.

Passenger Escalator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service. Please note: Two escalators were out of service for part of the First Quarter due to planned long-term rehabilitation.

2013 Second Quarter
Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		**FAR ROCKAWAY**		**PENN STATION** (2)	
Babylon A (W/B)	94.3%	Valley Stream	98.2%	Penn 34S-ESC-34A	100%
Babylon B (E/B)	98.0%	**PORT JEFFERSON**		Penn 34S-ESC-34B	99%
Lindenhurst	97.8%	Hicksville A (W/B)	94.3%	Penn 34S-ESC-34C	100%
Copiague	98.3%	Hicksville B (E/B)	99.0%	Penn EXI-ESC-09E	100%
Amityville	97.9%	**LONG BEACH**		Penn EXI-ESC-10E	100%
Massapequa Park	95.1%	Lynbrook	98.5%	Penn EXI-ESC-10W	93%
Massapequa	99.0%	**HEMPSTEAD**		Penn EXI-ESC-7EW	100%
Seaford	99.0%	Floral Park	88.2% (1)	Penn EXI-ESC-8EW	100%
Wantagh	98.4%			Penn MG-ESC-011	100%
Bellmore	99.4%			Penn MG-ESC-1MG	100%
Merrick	94.1%			Penn MG-ESC-2MG	99%
Freeport	97.3%			Penn MG-ESC-3MG	100%
Baldwin	99.2%			Penn MG-ESC-7MG	100%
Rockville Center	98.7%			Penn MG-ESC-8MG	100%
				Penn WEC-ESC-8WE	100%

(1) Escalator out of service from 3/29/13 to 4/10/13 due to controller problems.
(2) Penn Station data provided by Amtrak.

Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Hicksville	0	0	1
Woodside	0	0	2
Atlantic Terminal	0	0	1
Massapequa	0	0	1

Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station	0	3
Copiague	0	3
Amityville	0	1
Wantagh	1	0
Hicksville	0	2

Definitions:
Mechanical includes sudden changes in speed, handrail, alignment. **Human Factor** includes lost balance, encumbrances, Slip/Trip/Fall, pushed/shoved, intoxication, caught between, etc. **Entrapment** is defined when customers are removed from an elevator with special tools or training. These events require intervention but not necessarily involve a customer injury.

Please note: These numbers are subject to change based upon additional customer injury reports and claims that may be received after the reporting period end date of June 30, 2013.

Long Island Rail Road

Staff Summary

Subject	Date
NOVEMBER TIMETABLE CHANGES/TRACK WORK PROGRAMS	SEPTEMBER 16, 2013
Department SR. VICE PRESIDENT - OPERATIONS	**Vendor Name**
Department Head Name M. GELORMINO	**Contract Number**
Department Head Signature Michael Gelormino	**Contract Manager Signature**
Project Manager Name	

Board Action

Order	To	Date	Approval	Info	Other
1	LI Committee	9/16/13			

Internal Approvals

Order	Approval	Order	Approval
4	President	1	Sr. VP Op
3	Executive VP APP.		VP & Chief Financial Officer
2	VP Mktg & PA		Sr. VP Admin

PURPOSE

This is to inform the Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules beginning November 11, 2013, through February 23, 2014. Recently approved service investments as well as several construction projects are supported during this time period. Ongoing projects include East Side Access work in Harold interlocking, Atlantic Ave. tunnel lighting work and Half Tie replacement and Massapequa Station rehabilitation. While Direct Fixation work between Amityville and Wantagh is complete, some schedules remain adjusted on the Babylon branch on the weekends in support of Half Tie Replacement between Jamaica and East New York. Mechanized Tie replacement work on the Hempstead branch is complete and train schedules are restored on the Hempstead, Far Rockaway and Long Beach branch midday weekday.

NOVEMBER 11 TIMETABLE CHANGES:

Service Investments

- Main Line –
  - A new weekday eastbound PM peak Farmingdale train departing New York Penn station at 4:09 PM and arriving Farmingdale at 5:04 PM
  - A new weekday westbound PM reverse peak train departing Farmingdale at 7:00 PM and arriving Penn Station at 7:46 PM
  - A new weekday post PM peak eastbound train departing Penn Station at 8:22 PM and arriving Hicksville at 9:11 PM
  - Added Hicksville stop to the weekday 5:01 PM peak Ronkonkoma train
  - Weekend Greenport service extended through Thanksgiving Weekend.
- Port Washington branch
  - Restoration of weekend half hourly service on the Port Washington branch.

Track Work Programs

- Main Line – One of two main tracks between Deer Park and Brentwood will be out of service for 20 hours beginning Saturday, October 5, at 6:00 AM for Switch Replacement at Pine-Aire Siding in Deer Park.

- Port Jefferson branch – Single Main Track will be out of service between Huntington and Port Jefferson for 16 hours on Sunday, October 6 and Sunday, October 20, 2013, for Boutet Welding and miscellaneous finishing work from recent track work on the branch.
- Port Jefferson branch – One of two main tracks will be out of service between Hicksville and Syosset for 48 hours on the weekend of October 12 and 13, 2013, for Switch Replacement in the Hicksville area. Both main tracks will be out of service for a period of 5 hours in the overnight from Saturday into Sunday.
- Main Line – One of two main tracks will be out of service between Hicksville and Bethpage for 48 hours on the weekend of October 19 and 20, 2013, for Switch Replacement in the Hicksville area. Both main tracks will be out of service for a period of 5 hours in the overnight from Saturday into Sunday.
- Main Line – Two of four main tracks will be out of service between Jamaica and Bellerose for 52 hours on the weekend of October 26 and 27, 2013, for Switch Resurfacing in Queens Village.
- Babylon branch – One of two main tracks will be out of service between Freeport and Amityville for 50 hours for two weekends – November 2 and 3 and November 9 and 10, 2013 – for Switch Replacement in Wantagh. Both main tracks will be out of service for a period of 5 hours in the overnight period.
- Montauk branch – One of two main tracks will be out of service between Babylon and Sayville midday weekdays from November 12-22, 2013, for Grade Crossing Renewal of 2nd Ave. in Bay Shore.

DISCUSSION

Service Investments

- Main Line –
    - A new weekday PM peak train to Farmingdale from Penn Station has been added departing Penn Station at 4:09 PM. This new train will help relieve crowded Ronkonkoma and Huntington peak trains making stops at Woodside, Jamaica, Mineola, Westbury, Hicksville, Bethpage and Farmingdale.
    - Improved reverse peak service on the Main Line in the evening. A new westbound train departing Farmingdale for Penn Station at 7:00 PM has been added. This new train will make stops at Farmingdale, Bethpage, Hicksville, Mineola, Jamaica, Woodside and Penn Station.
    - A new weekday post PM peak train to Hicksville leaving Penn Station at 8:22 PM. This new train will close a 48 minute gap in service to local stations between New Hyde Park and Hicksville and will help relieve overcrowding on the trains around this service. The new train will make stops at Woodside, Jamaica, New Hyde Park, Merillon Ave., Mineola, Carle Place, Westbury and Hicksville.
    - The 5:01 PM peak train to Ronkonkoma will have an added stop at Hicksville to improve capacity utilization, provide intra-island service opportunities and provide an additional service opportunity to Hicksville.
    - Weekend service from Ronkonkoma to Greenport is extended from Columbus Day weekend through Thanksgiving weekend to accommodate weekend travel to Long Island's North Fork through the Thanksgiving holiday.
- Port Washington branch –
    - Restoration of half-hourly service on the Port Washington Branch. Thirty-two trains per day (16 eastbound and 16 westbound) will be restored on Saturdays and Sundays on the Port Washington branch, increasing service from hourly to half-hourly.

Track Work Programs

- Main Line – One of two main tracks between Deer Park and Brentwood will be out of service for 20 hours beginning Saturday, October 5 at 6:00 AM for Switch Replacement at Pine-Aire Siding in Deer Park. Three westbound trains during the half-hourly service period will originate out of Farmingdale instead of Ronkonkoma. Customers at Ronkonkoma, Central Islip, Brentwood, Deer Park and Wyandanch will be accommodated by regular trains 30 minutes earlier or 30 minutes later.
- Port Jefferson branch – Single Main track will be out of service between Huntington and Port Jefferson for 16 hours on Sunday, October 6 and Sunday, October 20, 2013, for Boutet Welding and

miscellaneous finishing work from recent track work on the branch. Customers at stations Greenlawn through Port Jefferson will be accommodated with bus service to and from Huntington, where normal train service will resume. Westbound customers will board buses up to 18 minutes earlier than normal in order to connect with trains at Huntington. Customers can expect up to 26 minutes additional travel time.

- Port Jefferson branch – One of two main tracks will be out of service between Hicksville and Syosset for 48 hours on the weekend of October 12 and 13, 2013, for Switch Replacement in the Hicksville area. Both main tracks will be out of service for a period of 5 hours in the overnight from Saturday into Sunday. Huntington service will be reduced from half-hourly to hourly during the outage, with customers accommodated on trains 30 minutes earlier or 30 minutes later. Huntington-Port Jefferson diesel service will be reduced from every 90 minutes to every 2 hours, in order to connect with electric trains at Huntington. During the five-hour overnight window when both tracks are out of service, customers will be accommodated by buses from Hicksville to Huntington. Train service will resume at Huntington for customers traveling to stations Greenlawn through Port Jefferson. Customers on buses can expect up to 30 minutes additional travel time, and will depart up to 27 minutes earlier than regular train service.
- Main Line – One of two main tracks will be out of service between Hicksville and Bethpage for 48 hours on the weekend of October 19 and 20, 2013 for Switch Replacement in the Hicksville area. Both main tracks will be out of service for a period of 5 hours in the overnight from Saturday into Sunday. During the five-hour overnight window when both tracks are out of service, customers will be accommodated by buses from Hicksville to all Ronkonkoma Branch stations Bethpage through Ronkonkoma. Customers on buses can expect up to 30 minutes additional travel time, and will depart up to 27 minutes earlier than regular train service.
- Main Line – Two of four main tracks will be out of service between Jamaica and Bellerose for 52 hours on the weekend of October 26 and 27 for Switch Resurfacing in Queens Village. During this outage, Hempstead Branch trains will be unable to operate west of Bellerose. Westbound customers will have regular train service from Hempstead through Bellerose, where they will transfer to a bus to Jamaica where train service will resume. Eastbound customers will board buses at Jamaica for all Hempstead Branch stations Hollis through Hempstead. Westbound customers can expect up to 16 minutes additional travel time, and eastbound customers up to 33 minutes additional travel time.
- Babylon branch – One of two main tracks will be out of service between Freeport and Amityville for 50 hours for two weekends – November 2 and 3 and November 9 and 10, 2013 – for Switch replacement in Wantagh. Both main tracks will be out of service for a period of 5 hours in the overnight period. Service from Freeport to Babylon will be reduced from half-hourly to hourly, with customers accommodated on trains 30 minutes earlier or 30 minutes later. Some Montauk Branch connecting trains will be adjusted to connect with electric trains at Babylon. During the five-hour overnight window when both tracks are out of service, customers will be accommodated by buses from Freeport to all Babylon Branch stations Merrick through Babylon. Customers on buses can expect up to 20 minutes additional travel time.
- Montauk branch – One of two main tracks will be out of service between Babylon and Sayville midday weekdays from November 12-22, 2013, for Grade Crossing Renewal of 2nd Ave. in Bay Shore. Three eastbound and three westbound midday trains are cancelled to accommodate the work. Four of these trains will be replaced with buses and the remaining pair will be accommodated by extra stops on existing trains. Customers on buses can expect up to 25 minutes additional travel time. Customers on trains can expect up to 5 minutes additional travel time.

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

IMPACT ON FUNDING

The funding for the service was included in the MTA's July Financial Plan.

ACTION ITEM

Long Island Rail Road

Staff Summary

Subject LIRR Service Investments	**Date** September 16, 2013
Department Sr. Vice President – Operations	**Vendor Name**
Department Head Name M. Gelormino	**Contract Number**
Department Head Signature Michael Gelormino	**Contract Manager Signature**
Project Manager Name	

Board Action

Order	To	Date	Approval	Info	Other
1	LI Comm.	9/16			
2	MTA Fin. Comm.	9/16			
3	MTA Board	9/18			

Internal Approval

Order	Approval	Order	Approval
4	President		
3	Sr. VP Op.		
2	VP Mgmt. & Finance		
1	VP Mkt. Dev. & Public Affairs		

Purpose

To obtain Board approval of a proposal to restore half-hourly service on the Port Washington Branch on weekends, and to operate weekend service on the Ronkonkoma Branch between Ronkonkoma and Greenport for approximately 10 additional weekends each year.

Discussion

As part of its service investments, the LIRR proposed an increase in service on the Port Washington and Ronkonkoma branches. The increase in service will include the restoration of 32 daily weekend trains on the Port Washington Branch to provide half-hour service, effective with the November 11 schedule. Currently, trains operate hourly on the weekend. The increase in service will also include the extension of weekend service on the Ronkonkoma branch to and from Greenport by approximately 10 weeks, providing service starting in April and extending through November of each year. Currently, weekend Greenport service runs from Memorial Day Weekend through Columbus Day Weekend.

The MTA held a public hearing on the proposed changes on August 27, 2013 at the MTA Board Room. It also permitted customers to record videotaped comments about the proposed changes on August 28, 2013 at the Great Neck and Port Washington Stations and on August 29, 2013 at the Ronkonkoma and Riverhead Stations. Board Members are being provided with the comments made by the public.

Budget impact

The net cost is as submitted to the Board as part of the July Financial Plan.

Recommendation

That the Board approve the restoration of half-hourly service on the Port Washington Branch on weekends, and weekend service on the Ronkonkoma Branch between Ronkonkoma and Greenport for approximately 10 additional weekends each year.

The Long Island Rail Road Company
BOARD RESOLUTION

WHEREAS, in a Staff Summary dated September 16, 2013, the Senior Vice President of Operations has recommended the following actions:

- To restore half-hourly service on the Port Washington branch on weekends.
- To operate weekend service on the Ronkonkoma branch between Ronkonkoma and Greenport for approximately 10 additional weekends per year.

WHEREAS, a public hearing, as required by MTA Board-adopted Service Change Guidelines, was held on the proposed changes on August 27, 2013 and a summary of public comments was provided to Board Members;

WHEREAS, upon a review of the Staff Summary and the documents provided to Board Members, the Board has determined that:

- The Proposed changes would provide increased service on the Port Washington and Ronkonkoma branches;
- The funding for the proposed changes are included in the July Financial Plan; and

WHEREAS, Board of the LIRR has considered the analyses of these major service changes prepared in accordance with Title VI requirements, and has considered impacts of these proposed changes upon riders of commuter rail services, including minority and low-income users of such services;

NOW, THEREFORE IT IS RESOLVED that the Board approves the service changes described in said Staff Summary; and authorizes the President or her designee to implement such changes at such time as deemed practicable.

LONG ISLAND COMMITTEE

PROCUREMENTS

FOR

BOARD ACTION

September 18, 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	Date
Request for Authorization to Award Various Procurements	September 18, 2013
Department Procurement & Logistics	
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer	
Department Head Signature	

Board Action

Order	To	Date	Approval	Info	Other
1	LI Committee	9.16.13			
2	MTA Board	9.18.13			

Internal Approvals

Order	Approval	Order	Approval
X	President		VP & Chief Financial Officer
X	Sr. VP-Administration		VP, General Counsel & Secy
	Sr. VP-Operations		
	Executive VP		

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:

		# of Actions	# of Actions
LIRR proposes to award Non-Competitive Procurements in the following categories:			
Schedules Requiring Two-Thirds Vote			
Schedule A:	Non-Competitive Purchases and Public Works	1	$21,293,021
	SUBTOTAL:	1	$21,293,021
		# of Actions	# of Actions
LIRR proposes to award Competitive Procurements in the following categories:			
Schedules Requiring Two-Thirds Vote			
Schedule C:	Competitive Requests for Proposals (Award of Purchase & Public Wk Contracts)	2	$2,256,183,664
	SUBTOTAL:	2	$2,256,183,664
Schedules Requiring Majority Vote			
Schedule E:	Miscellaneous Procurement Contracts	1	$4,164,788
Schedule G:	Miscellaneous Service Contracts	1	$9,393,004
	SUBTOTAL:	2	$13,557,792
LIRR proposes to award Ratifications in the following categories:		**NONE**	
	TOTAL:	**5**	**$2,291,034,477**

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.)

SEPTEMBER 2013

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Work Contracts)
(Staff Summaries required for all items greater than $100K Sole Source; $250K Other Non-Competitive)

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Work Contracts
(Staff Summaries required for all items greater than: $100K Sole Source; $250K Other Non-Competitive)

1.	**New York State Industries**	**Renewal -**	**$19,510,997 EST**	*Staff Summary Attached*
	For the Disabled (NYSID)	**Ratification -**	**$ 1,782,024 FFP**	
	Contract No. TBD	**For Approval -**	**$21,293,021 EST**	

LIRR requests MTA Board approval to award a renewal contract to a preferred source, New York State Industries for the Disabled ("NYSID"), to provide Janitorial Services at LIRR's Penn Station and West Side Yard Facilities, that includes all labor, material, and equipment for a period of 5 years, from January 1, 2014 thru December 31, 2018, in the estimated amount of $19,510,997 , and to ratify a 6 month extension from July 1, 2013 thru December 31, 2013 in the firm fixed amount of $1,782,024 and at the current monthly rate of $297,004 that is required to finalize negotiations and to provide the time (up to 90 days) to obtain contract approval from the NYS Office of the State Comptroller.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary

Long Island Rail Road

Item Number: 1

Vendor Name (& Location) New York State Industries for the Disabled, Inc.	**Contract Number** TBD
Description Penn Station and West Side Yard Janitorial Services	**Renewal?** ☒ Yes ☐ No
Contract Term (including Options, if any) January 1, 2014 thru December 31, 2018	**Total Amount:** Renewal- $19,510,997 EST Ratification- $ 1,782,024 FFP For Approval- $21,293,021 EST
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:** Transportation Dept. / Rod Brooks, VP, Transportation
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Preferred Source	**Contract Manager:** Donald Riker

Discussion:

LIRR requests MTA Board approval to award a renewal contract to a preferred source, New York State Industries for the Disabled ("NYSID"), to provide Janitorial Services at LIRR's Penn Station and West Side Yard Facilities, that includes all labor, material, and equipment for a period of 5 years, from January 1, 2014 thru December 31, 2018, in the estimated amount of $19,510,997, and to ratify a 6 month extension from July 1, 2013 thru December 31, 2013 in the firm fixed amount of $1,782,024 and at the current monthly rate of $297,004 that is required to finalize negotiations and to provide the time (up to 90 days) to obtain contract approval from the NYS Office of General Services and Office of the State Comptroller.

This renewal contract is being awarded to NYSID in accordance with Section 162 of the New York State Finance Law (State Finance Law), which states that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is expressly exempt from New York State Statutory competitive procurement requirements provided (i) it is capable of providing the service in the form, function and utility required by LIRR and (ii) the price it offers is as close to the prevailing market prices as is practicable, but in no event greater than 15% above the prevailing market price.

NYSID's proposed pricing for this 5 year contract was $19,612,842. LIRR P&L and MTA Audit staff identified opportunities for targeted savings, which consisted mostly of salary and fringe benefits. Pursuant to negotiations, reductions were obtained in, labor hours, salary and fringe benefits and a revision to the ratio of experienced to new workers. These negotiations achieved the MTA suggested savings and reduced the 5 year total to $19,005,506 or an average price per year of $3,801,101. The hours and administrative fees from the prior contract remain unchanged during the term of the new contract. However, the negotiated contract value reflects a 6% increase over the prior contract value due primarily to the increase in the July 1, 2013 published adjustment in wage and supplemental benefit changes in the NYS Prevailing Wage Rates. Specifically, rates for an experienced worker increased from $26.63 to $33.54 and from $20.94 to $26.16 for a new worker over the current contract. These prevailing wage rates are effective for the next two years and are reflected in the firm fixed pricing for years 1 and 2 of the new contract. Absent the same prevailing wage rate information for the remaining three years of the contract, years 3, 4 and 5 reflect an estimated increase of 2% per year, and will be adjusted annually based on the revised prevailing wage rate schedule released each July. Taking all factors into account, the costs associated with this contract are deemed to be fair and reasonable.

To ensure proper charging for the headcount associated with this contract, NYSID will use a biometric time clock system at Penn Station and will supply monthly certified payroll records that will be reconciled semi-annually. The Business Service Center reviewed the Scope of Work and determined that, due to the unique nature and level of the services required for Penn Station cleaning versus traditional office cleaning, this service was not an appropriate candidate for a multiagency joint procurement.

This Contract is subject to approval by the New York State Office of General Services and the New York State Comptroller. Therefore, the 6 month ratification includes a request for an additional 3 months extension to obtain said approvals.

Funding will be provided through the LIRR's Operating Budget.

SEPTEMBER 2013

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

2. **Bombardier Transportation/Invensys Rail** **$421,295,044** *Staff Summary Attached*
Competitive
Contract No. TBD

LIRR requests MTA Board approval to authorize LIRR and MNR (the Railroads) to award contracts to a joint venture of Bombardier Transportation/Invensys Rail (BT/IR) in the amount, inclusive of options, of $214,420,544 for LIRR and $206,874,500 for MNR to design, integrate and furnish Positive Train Control ("PTC") systems necessary to comply with the railroads' obligations as commuter railroads under the Rail Safety Improvement Act of 2008 and the implementing FRA Regulations; and (ii) authorize LIRR and MNR to exercise respective options consistent with approved capital funding in 2015-2019. PTC is a technology that is capable of preventing train-to-train collisions, over-speed derailments, and injuries to workers as the result of unauthorized incursions by a train. LIRR as lead agency solicited proposals for a system integrator. Two vendors responded to the RFP issued on April 9, 2012, as follows: Bombardier Transportation and Invensys Rail (as a joint venture) and Parsons Transportation. Both proposers were found qualified and thus invited to submit technical and price proposals, and thereafter, Best and Final Offers ("BAFOs"). The joint venture was the highest rated proposer with the lowest overall price and highest rated technical proposal.

3. **Kawasaki Rail Car, Inc.** **$1,834,888,620** *Staff Summary Attached*
Competitive
Contract No. TBD

LIRR requests MTA Board approval to authorize LIRR and MNR to award the M-9 Car Procurement Contract to Kawasaki Rail Car, Inc. (KRC) in an amount not-to-exceed $1,834,888,620 to design, test, furnish and deliver up to 92 LIRR self-powered married pair cars on a base order and up to 584 LIRR and MNR cars (including unpowered cars) on future options. The base order costs include spare parts, special tools, diagnostic test equipment, technical documentation and training. Base order cars, which will replace an equal number of M-3 vehicles, are funded in the 2010-2014 Capital Program. Option cars would be funded in the approved 2015-2019 program. Three carbuilders submitted Best and Final Offers (BAFOs). Based on the Railroads' evaluation of the technical and price proposals associated with the BAFOs, Kawasaki Rail Car ("KRC") was the highest rated proposer with the lowest unit price and overall price.

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)

4.	**BSM Wireless, Inc.**	**$1,929,305-LIRR**	*Staff Summary Attached*
	Competitive RFP	**$1,928,450-MNR**	
	Contract No. TBD	**$ 307,033-B&T**	
		$4,164,788-NTE	

LIRR, on behalf of itself, Metro-North, and Bridges and Tunnels requests MTA Board approval to award a five-year competitively negotiated Miscellaneous Procurement Lease Contract to BSM Wireless, Inc. (BSM) in the not-to-exceed amount of $4,164,788. The contract covers the furnishing, installation, and maintenance of an Automatic Vehicle Location Monitoring (AVLM) System on up to 1420 highway vehicles (650 LIRR, 650 MNR and 120 B&T). Also included in this request is the option to continue the lease for an additional five year period.

Procurements Requiring Majority Vote

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

5.	**Royal Waste Service, Inc.**	**$5,926,148 (LIRR $5,807,619; MTAHQ $118,529)**
	Atlas Roll-Off	**$1,547,050 (LIRR)**
	Jet Sanitation Service Corp.	**$ 733,699 (LIRR)**
	IESI NY	**$ 653,338 (LIRR)**
	Jamaica Ash & Rubbish	**$ 532,769 (LIRR)**
	Contract No. TBD	**$9,393,004 NTE**

In accordance with MTA All-Agency Procurement initiatives, and pursuant to sealed competitive bidding, the Long Island Rail Road on behalf of itself and MTA Headquarters (MTAHQ), requests MTA Board approval to award 5 separate, 3- year Miscellaneous Service Contracts with one option for 2 additional years, for Scheduled Rubbish Removal and On-Call Container Services to Royal Waste Service ($5,926,148), Atlas Roll-Off ($1,547,050), Jet Sanitation ($733,699), IESI, NY ($653,338), and Jamaica Ash & Rubbish ($532,769) in the combined, five-year not-to-exceed amount of $9,393,004. The MTA Business Service Center identified only MTAHQ as a candidate for this joint-agency service solicitation. A scheduled service consists of a defined number of pick-ups of specific size containers located at listed stations, facilities, and yards. Scheduled services were offered in 6 geographic regions under separate price schedules. On-call container services include the delivery and removal of 10, 20, and 30 cubic yard containers, as requested, in support of engineering grade crossing work along the right-of-way. On-call container service was offered in 2 regional groupings under separate price schedules. The solicitation allowed contractors to bid on any or all of the regional groupings. Eight bidders responded to this solicitation. Aggregate prices for seven of the eight geographical Groupings resulted in savings ranging from 9% to 29% over the prior contract in 2007. Unit prices are established for all labor, equipment, and dumping fees, and are fixed for the entire period of performance and, based on the above savings, are therefore considered fair and reasonable. All awardees are licensed to operate in their respective regions and are either current or previous service providers. These Contracts will be funded by each agency's Operating Budget.

The Department of Diversity and Civil Rights has assigned 10% MBE and 10% WBE goals on the Scheduled Rubbish Removal and 17% DBE goals on the federally funded On-Call Container Service. Supplier MBE/WBE/DBE submittals are with the Department of Diversity and Civil Rights for review and approval.

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

Staff Summary

Long Island Rail Road

Item Number: 2	
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon	
Department Head Signature & Date	
Division & Division Head Name: Strategic Investments, Elisa Picca	
Division Head Signature & Date	

Board Reviews

Order	To	Date	Approval	Info	Other
1	LI Committee	9/16/2013			
2	MTA Board	9/18/2013			

Internal Approvals

Order	Approval	Order	Approval
6	President	3	VP/CFO
5	Executive VP	2	Sr. VP/Operations
4	VP/Gen'l Counsel & Sec'y		Sr. VP/Administration

SUMMARY INFORMATION	
Vendor Name Bombardier Transportation/Invensys Rail	**Contract Number** TBD
Description: Positive Train Control System Integrator	
Total Amount $421,295,044	
Contract Term (including Options, if any) September 2013 – December 31, 2018	
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:	

PURPOSE: To obtain Board approval to authorize LIRR and MNR (the Railroads) to award contracts to a joint venture of Bombardier Transportation/Invensys Rail in the amount, inclusive of phases and options, of $214,420,544 for LIRR and $206,874,500 for MNR to design, integrate and furnish Positive Train Control ("PTC") systems necessary to comply with the railroads' obligations as commuter railroads under the Rail Safety Improvement Act of 2008 and the implementing FRA Regulations; and (ii) authorize LIRR and MNR to exercise respective phases and options (e.g. – Post Warranty Software Maintenance, Railway Workers Protection System, etc.) consistent with approved capital funding in 2015-2019.

DISCUSSION:

PTC is a technology that meets the requirements mandated by the 2008 Rail Safety Improvement Act (RSIA) and implementing FRA regulations. MNR/LIRR are among 42 railroads and commuter agencies nationwide that are required to implement a PTC system. PTC is capable of preventing train-to-train collisions, over-speed derailments, and injuries to workers as the result of unauthorized incursions by a train into work zones.

The LIRR as lead agency solicited proposals for a System Integrator (SI). Two vendors responded to the RFP issued on April 9, 2012, as follows: Bombardier Transportation and Invensys Rail (as a joint venture) and Parsons Transportation. Both proposers were found qualified and thus invited to submit technical and price proposals, and thereafter, Best And Final Offers ("BAFOs"). Invensys Rail initially responded to the RFP on its own behalf; but thereafter joint ventured with Bombardier. The Railroads conducted a series of technical and contractual meetings with the proposers to clarify the requirements of the PTC system and ensure that the proposers fully understood the system requirements.

The SI is responsible to develop, modify, design, deliver, provide, test and commission a new PTC system for each Railroad. The vendor will provide a PTC system interoperable with Amtrak's ACSES II, an FRA Type Approved system. The PTC system is comprised of four subsystems. These include the central back office, wayside, communications and onboard systems. The system provided must comply with FRA regulations in 49 CFR 236, subpart I. The procurement

was structured to require the SI to provide common hardware and software systems that will be installed by the Railroads. This approach permits economies of scale and assists in reducing costs.

The contract will be executed in three phases: the design/engineering phase, the Pilot Phase and the Production Phase. During the design/engineering phase, the SI will develop the necessary hardware and software systems to provide the PTC functionality. The functionality will be demonstrated in two Pilot tests for each railroad. The Pilots require the installation, testing and FRA approval of the hardware and software systems. All functionality will be verified during the Pilots. Also, all wayside and onboard equipment will be tested and verified. The Production Phase will be based on the successful completion of the Pilot Phase. The main Production Phase consists of the delivery of the wayside and onboard systems for various segments for installation by the Railroads' work forces.

Based on the Railroads' evaluation of the technical and price proposals associated with the Best and Final Offers (BAFOs), Bombardier/Invensys ("Bombardier") was the highest rated proposer with the lowest overall price and highest rated technical proposal. Bombardier was rated slightly above Parsons in the technical scoring and submitted a substantially lower price.

LIRR and MNR filed updates to their respective PTC implementation plans with the FRA and reported that compliance by the currently mandated date of December 2015 was not possible, and advocated for an extension of the deadline until 2018. The Railroads will make all reasonable efforts to implement PTC at the earliest date possible.

The contract includes competitively solicited spare parts provisioning (a 10% level of spares), most favored customer pricing for additional parts and an option for software maintenance services.

IMPACT ON FUNDING:
Base funding is included in the 2005-2009 program (LIRR and Metro-North), and the 2010-2014 Capital Program (LIRR and MNR) and funding for subsequent phases and contract options will be included in the 2015-2019 Capital Program (LIRR and MNR). The State of Connecticut will fund $53 million of the cost of PTC on the Metro-North system.

DBE:
Bombardier/Invensys has committed to meeting the established DBE goal of 8%.

ALTERNATIVES:
There are none. PTC is a federal mandate. Through this RFP, the Railroads have obtained favorable pricing from well-qualified proposers, and award of this contract presents the best opportunity to progress these mandatory requirements in the most timely manner.

RECOMMENDATION:
It is recommended that the Board (i) approve the award of a competitively negotiated contracts to the joint venture of Bombardier Transportation/Invensys Rail in the amounts of $214,420,544 for LIRR and $206,874,500 for MNR (inclusive of phases and options) to design, integrate, and furnish PTC systems necessary to comply with the Railroads' obligations as commuter railroads under the Rail Safety Improvement Act of 2008 and the implementing FRA Regulations; and (ii) authorize LIRR and MNR to exercise respective phases and options consistent with the total contract price as indicated above and the approved Capital funding in 2015-2019.

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

Staff Summary

Long Island Rail Road

Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Strategic Investments, Elisa Picca					
Division Head Signature & Date					
Board Reviews					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	LI Committee	9/16/13			
2	MTA Board	9/18/13			

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
6	President	3	VP/CFO
5	Executive VP	2	Sr. VP/Operations
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration

SUMMARY INFORMATION	
Vendor Name	**Contract Number**
Kawasaki Rail Car, Inc (KRC)	TBD
Description	
Design, manufacture, test and deliver M-9 Rail cars	
Total Amount	
$1,834,888,620	
Contract Term (including Options, if any)	
9 Years	
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:	

Narrative

I. **PURPOSE:** To obtain Board approval to authorize LIRR and MNR to award the M-9 Car Procurement Contract to Kawasaki Rail Car Inc. (KRC) in an amount not-to-exceed $1,834,888,620 to design, test, furnish and deliver up to 92 LIRR self-powered married pair cars on a base order and up to 584 LIRR and MNR cars (including unpowered cars) on future options. The base order costs include spare parts, special tools, diagnostic test equipment, technical documentation and training. Base order cars, which will replace an equal number of M-3 vehicles, are funded in the 2010-2014 Capital Program. Option cars, which would be funded in the approved 2015-2019 program, will be used for both Railroads' M-3 car replacements and ridership growth.

II. **DISCUSSION:** The M-9 car will be produced as an electric Multiple Unit (EMU) in pair configuration as well as an unpowered single car. The M-9 car builds on the success of the M-7 car and M-8 car procurements and continues to modernize the Railroads' fleets. For example, each car utilizes AC traction, has unitized HVAC systems for improved reliability and customer comfort, improved diagnostics, larger windows, single leaf car doors for improved reliability, and incorporates automated public address announcements in the car interior and exteriors.

Based on the Railroads' evaluation of the technical and price proposals associated with the Best and Final Offers (BAFOs), and evaluation credits described below, Kawasaki Rail Car ("KRC") was clearly the highest rated proposer (only slightly below the highest technical rating and KRC offered the lowest unit price and overall price).

In June 2012, the M-9 RFP was advertised in compliance with Public Authorities Law Section 1265-a. Aggressive outreach by the Railroads resulted in 12 separate carbuilders receiving the RFP package. Of these, seven carbuilders fully participated in the vendor qualification discussions, and six were found qualified to submit Price and Technical Proposals. Initial Technical and Price Proposals were received in April 2013 from three out of the qualified six as follows: KRC, CAF USA, Inc. ("CAF") and Bombardier Transportation ("BT"). The proposals were evaluated by the Railroads in accordance with the advertised technical and financial criteria. The proposers were invited to provide oral presentations and participate in a series of separate technical reviews. All three proposers were found qualified and invited to submit Best And Final Offers, which were received on August 12, 2013.

BAFOs were evaluated based on stated criteria including price of base and option cars and related apparatus (80%), and technical qualifications (20%). KRC provided the most attractive BAFO pricing. The evaluation took the BAFO pricing

and adjusted it based on the probability of the base cars being awarded (100% probability) and option cars (ranging from 20% to 95% probability) being exercised by both Railroads. The final evaluation also gave credit for higher technical evaluation, improvements offered to Life Cycle Cost, NYS Content and Domestic Steel content. In addition to its favorable pricing, KRC provided an attractive proposal in terms of Domestic Steel content (where it committed to the highest US steel content), and in terms of NYS Content (CAF had the highest proposed NYS content at 36.45%, but KRC committed to 33.5%). Using this evaluation approach, KRC had the lowest evaluation price while meeting all technical requirements.

In post-BAFO discussions KRC agreed to increase the base car order by 16 cars and reduce the total option quantity to 584 cars. This base order quantity was increased due to the very favorable car pricing offered by KRC. Further, the Railroads negotiated a provision requiring KRC to use commercially reasonable efforts to obtain at least 40% of the generally purchased spare parts as "Commercial Off-The-Shelf" products or products available from multiple sources. This is a significant improvement over M-7 spare parts sourcing. Additionally, the RFP incorporated new provisions used by NYCT in its car procurement to require the following: KRC must make spare parts available for twenty years after the warranty for the last car has expired, provide "most favored customer pricing," including cost disclosure to the Railroads for their procurement of spare parts in the aftermarket, and finally cap profits at 8%.

Optional car features include customer amenities such as assisted listening devices, customer information media screens, and internet access. An option is also included for interoperability between M-9 and future M-9A.

III. **M/WBE INFORMATION:**
KRC has committed to achieving 4.80% MBE participation and 3.99% WBE participation as against the total contract value. This is significantly better than the other proposers (Bombardier – 3.12/2.12% and CAF – 3.50/0.4%). Additionally, this is a significant improvement on prior state-funded car procurements where M/WBE requirements were based on only the NYS Content portion of contracts. Thus, KRC's M/WBE commitments yield a per car average of $278,553, as opposed to M-7, where $62,978 per car was required. The Railroads were able to maximize M/WBE participation working closely with the MTA Department of Diversity and Civil Rights.

IV. **IMPACT ON FUNDING:** The Base Contract will be funded from LIRR's approved 2010-2014 Capital Program and Options for additional LIRR/MNR cars will be funded in an approved 2015-2019 MTA Capital Program.

V. **ALTERNATIVES:** None. A new solicitation is highly unlikely to result in better pricing.

VI. **RECOMMENDATION:** It is recommended that the Board (i) approve the award of a competitively negotiated contract to KRC in the amount of $1,834,888,620 to design, furnish and deliver base order cars to LIRR and related non-car items such as spare parts, special tools, diagnostic test equipment, technical documentation and training, and (ii) authorize LIRR and MNR to exercise their respective car and apparatus options pursuant to an M-9 contract and consistent with an approved 2015-2019 Capital Program.

Schedule E: Miscellaneous Procurement Contracts

Staff Summary

Long Island Rail Road

Item Number: 4

Vendor Name (& Location) BSM Wireless, Inc. (Toronto, Canada)	**Contract Number** TBD
Description Five (5) Year Lease, with Option for Five (5) additional years to Furnish, Install and Maintain an Automatic Vehicle Location Monitoring (AVLM) System	**Renewal?** ☒ Yes ☐ No
Contract Term (including Options, if any) October 1, 2013 – September 30, 2023	**Total Amount:** $1,929,305 – LIRR $1,928,450 – MNR $ 307,033 – B&T $4,164,788 - NTE
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:** Office of Security / R. Murphy, Chief of Security Systems
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	**Contract Manager :** D. Riker, Manager / J. Callis, Contract Specialist

Discussion:

LIRR, on behalf of itself, Metro-North, and Bridges and Tunnels requests MTA Board approval to award a five-year competitively negotiated Miscellaneous Procurement Lease Contract to BSM Wireless, Inc. (BSM) in the not-to-exceed amount of $4,164,788. The contract covers the furnishing, installation, and maintenance of an Automatic Vehicle Location Monitoring (AVLM) System on up to 1420 highway vehicles (650 LIRR, 650 MNR and 120 B&T). Also included in this request is the option to continue the lease for an additional five year period.

The AVLM System is a leased, vendor-hosted software system that uses globally positioned, satellite-based technology to be installed in LIRR, MNR, and B&T's fleet of highway vehicles including cars, light and heavy duty trucks, high rail vehicles and tow trucks. The purpose of the AVLM system is to provide (i) immediate vehicle location information covering on-and-offsite travel (ii) improved adherence to maintenance schedules through remote diagnostics, (iii) enhanced reporting, including but not limited to; idling reports, high/low vehicle usage, commutation reporting, and (iv) monitoring of fuel efficiency and safety.

In March 2013, the LIRR issued an RFP on behalf of the agencies, for a leased, vendor hosted AVLM system, including all associated engineering, software, and onboard vehicle hardware, consisting of an electronic black box, antenna, proximity badge reader, security panic alarm, and cabling, wireless data communications, maintenance, repairs and training. The RFP was advertised in the New York Post and the New York State Contract Reporter in March 2013. Four (4) known sources were sent copies of the RFP with eighteen (18) additional companies requesting copies. A Pre-Proposal Conference was held in April 2013, with four proposers attending. Three proposals were received by the May 17, 2013 due date: Interfleet ($6,897,959), Radio Satellite Integrators ("RSI") ($5,834,110), and BSM Wireless ("BSM") ($4,164,788). The Technical Evaluation Committee (TEC) comprised of representatives from the LIRR, MNR and B&T evaluated each proposal in accordance with the following criteria; (i) Technical Proposal and Approach, (ii) Price, (iii) Relevant Experience, and (iv) Other Relevant Matters. The TEC found each proposer to be technically acceptable and within the competitive range. All three proposers made oral presentations in June. Subsequent to the presentation, the TEC requested additional information and Best and Final Offers (BAFOs) from each proposer. BSM and RSI's BAFO pricing remained unchanged from their original proposals, while the Interfleet price increased 6% from $6,897,959 to $7,309,599. Final TEC evaluations determined BSM Wireless offered the best technical solution at the lowest total price for each agency.

LIRR's previous lease with Interfleet, was based on a unit price of $2,733/unit. BSM's final offer of $4,164,788 is based on a unit price of $2,968/unit, representing an 8.6% increase since 2006. As a result, the TEC unanimously recommended making award of the Joint-Agency contract to BSM in an amount not-to-exceed $4,164,788. Based on competitive solicitation, the price is considered fair and reasonable.

BSM, founded in 1999, with corporate headquarters in Toronto, and regional offices in Montreal and Chicago, supports industries in the rail, transportation, oil, gas, and constructions fields. BSM has demonstrated relevant experience through the provision of similar AVLM systems installed and maintained for the Union Pacific and Canadian National Railroads. Accordingly, BSM has been deemed a qualified and responsible proposer.

This Contract will be funded by each agencies Operating Funds.

LONG ISLAND COMMITTEE

BOARD PROCUREMENT PACKAGE

SEPTEMBER 2013

Staff Summary

MTA Capital Construction

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

Date	August 30, 2013
Vendor Name	Various
Contract Number	Various
Contract Manager Name	Various
Table of Contents Ref #	

Board Action

Order	To	Date	Approval	Info	Other
1	LI Committee	9/16/13	X		
2	Board	9/18/13	X		

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 inthe following categories:

Schedules Requiring Majority Vote	# of Actions	$ Amount
Schedule I Modifications To Purchase and Public Work Contracts	1	$ 1,454,697
SUBTOTAL	1	$ 1,454,697

MTA Capital Construction proposes to award Ratifications inthe following category:

Schedules Requiring Majority Vote	# of Actions	$ Amount
Schedule K Ratificationof Completed Procurement Actions	3	$28,802,919
SUBTOTAL	3	$28,802,919
TOTAL	**4**	**$30,257,616**

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/ratificationsbe 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.

SEPTEMBER 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. Tutor Perini Corporation **$ 1,454,697** ***Staff Summary Attached***
Contract No. CH053
Modification No. 64 Part 1E

In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval of a contract modification for additional funding related to the installation of signal bridges.

Schedule I: Modifications to Purchase and Public Work Contracts

MTA Capital Construction

Item Number 1

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	**Contract Number** CH053 / **AWO/Modification #** 64 Part 1E
Description Construct Harold Structures Part I for the ESA Project	
Contract Term (including Options, if any) 42 Months	**Original Amount:** $ 139,280,000
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A	**Prior Modifications:** $ 85,440,945
Procurement Type ☒ Competitive ☐ Non-competitive	**Prior Budgetary Increases:** 0
Solicitation Type ☐ RFP ☒ Bid ☒ Other: Modification	**Current Amount:** $224,720,945
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	**This Request** $ 1,454,697
Requesting Dept./Div.& Dept./Div. Head Name: East Side Access, A. Paskoff, P.E.	**% of This Request to Current Amount:** .65% **% of Modifications (Including This Request) to Original Amount:** 62.39%

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/Amtrak right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval for additional funding related to the installation of Signal Bridges.

In January 2012, the Board approved a multi-part modification in a lump sum amount of $3.8 million for the design, fabrication, delivery and installation of nine Signal Bridge Structures (12, 15, 16, 20, 21, 23, 24, 30 & E35), the scope of which was transferred from future Force Account packages FHL02 and VHL02. The plan was to negotiate and finalize each Signal Bridge package once their design was complete and to deduct the cost for each partial modification from the $3.8M which was MTACC's estimate for the work.To date, there have been four Signal Bridge packages negotiated as Modifications (64 Part 1A, 1B, 1C, 1D) for a total of $1,675,697, and this amount was deducted from the $3.8M lump sum (see table below). These four Modifications included the fabrication of all nine Signal Bridges and the installation of the foundations for and erection of Signal Bridge E35.

In order to limit the overall duration of the CH053 Contract, MTACC has transferred the scope and corresponding budget for the installation of Signal Bridges 16, 24 & 30 in the amount of $1,173,000, to future Contract CH057A and the installation of Signal Bridge 23 in the amount of $306,000, to the future Contract CH057. This leaves a balance of $645,303 for the remaining Signal Bridge Work in this Contract which includes the installation of the foundations for and erection of Signal Bridges 12, 15, 20 & 21 and off-loading Signal Bridges 16, 23, 24 & 30.

The purpose of this Modification is to increase the Contract amount for the remaining Signal Bridge Work. This is necessary because the original design for the Signal Bridges included standard pre-cast foundations. Due to site constraints and the proximity of the rail lines, these foundations do not work at the Signal Bridge locations. Therefore, the design of the foundations was revised to cast-in-place, which increased the overall cost of installation. In order to accommodate the new design, the size of the foundations increased and, therefore, support of excavation and reinforcement were required to be installed. In addition, there are significantly more labor costs for casting the foundations on site. Railroad Protection is also required to cover the increased time for installation. To the extent that this Modification is the result of errors and omissions in design, MTACC intends to seek compensation for any resulting damages from the designer.

This final CH053 Signal Bridge Mod 64 Part 1E includes the installation of foundations for and erection of Signal Bridges 12, 15, 20 & 21, as well as the off-loading of the remaining Signal Bridges 16, 23, 24 & 30 to storage for installation in Contracts CH057 and CH057A.A negotiation session was held. The Contractor's proposal was $2,327,227. MTACC's estimate was $2,001,111. Both parties agreed to a cost of $2,100,000 which is considered fair and reasonable. As noted above, the amount remaining in this Contract for this Work is $645,303. Therefore, this request is for the difference between the negotiated amount of $2,100,000 and the remaining $645,303, which nets to $1,454,697.

SEPTEMBER 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. **Tutor Perini Corporation** — **$25,600,000** — ***Staff Summary Attached***
Contract No. CQ032
Modification No. 32
In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC is requesting Board ratification of a modification to the Contract to perform a portion of the rehabilitation and ductbench work for the East Bound 63rd Street Tunnel. This is a scope and budget transfer.

2. **Tutor Perini Corporation** — **$ 1,853,971** — ***Staff Summary Attached***
Contract No. CH053
Modification No. 109
Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC is requestingBoard ratification of a modification to the contract for revisions to the Support of Excavation of the Tunnel A Approach Reception Pit.

3. **PB America/STV/Parsons Transportation Group, Joint Venture** — **$ 1,348,948** — ***Staff Summary Attached***
Contract No. 98-0040-01R
Modification No. 47
Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board ratification of a Contract modification to increase the Guaranteed Maximum Cost by $1,348,948 to reimburse the Contract's Task Order Budget for the partial repackaging of Contract CM012R into Contracts CM005 and CM006.

Schedule K: Ratification of Completed Procurement

MTA Capital Construction

Item Number 1

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)	
Description Plaza Substation and Queens Structures for the ESA Project	
Contract Term (including Options, if any) February 3, 2010 – August 13, 2014 (1,653 days)	
Option(s) included in Total Amount? ☐ 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 #**
CQ032	32
Original Amount:	$ 147,377,000
Prior Modifications:	$ 32,035,444
Prior Budgetary Increases:	$ 0
Current Amount:	$ 179,412,444
This Request	$ 25,600,000
% of This Request to Current Amount:	14.27%
% of Modifications (including This Request) to Original Amount:	39.11%

Discussion:

The work under this Contract is for the structural and architectural rehabilitation of existing facilities within the 63rd Street Tunnel as well as the construction of the Plaza Interlocking and Facility Power Substation B10 for the East Side Access (ESA) Project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC is requesting Board ratification of a modification to the Contract to perform a portion of the rehabilitation and ductbench work for the East Bound 63rd Street Tunnel. This is a scope and budget transfer.

The Work of this modification was originally included in the scope of future Contract CS179 (currently in negotiations) and was subsequently included as part of Contract CM012R. However, following the rejection of all bids received under CM012R, the portion of the rehabilitation and ductbench Work for the East Bound Tube of the 63rd St. Tunnel (from the Bellmouth in Queens to the FDR Drive in Manhattan) is being transferred to this Contract, CQ032. The advantage of transferring the Work to this Contract is that it will allow this Work to be completed at least nine months earlier than the alternative of transferring the Work back into Contract CS179 which is still in negotiations. Earlier completion of this Work will improve access for follow-on Contractors, alleviate some adjacent Contractor interferences and improve overall program efficiency. The West Bound Tube work (and the remainder of East Bound Tube Work) will be completed under the CM006 Contract – Manhattan North Structures, which is currently in procurement. The West Bound Tube Work cannot proceed simultaneously with the East Bound Tube Work because one tube must remain available to support construction access requirements.

The Contractor submitted a cost proposal in the amount of $36,157,286 while MTACC's estimate is $21,804,182. Negotiations were held and the parties agreed to a cost of $25,600,000 for this Work which is considered to be fair and reasonable. Funding for this Modification will be transferred from CS179 to CQ032. In addition, a new Milestone will be added and there is no impact cost associated with the addition of the Milestone. The addition of this scope of work will not impact the CQ032's schedule or substantial completion date. In order to achieve the schedule savings and efficiency benefits discussed above, the MTACC President approved a retroactive memorandum and on August 27, 2013, the Contractor was directed to proceed with the work up to the not-to exceed amount of $3,000,000. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification.

Schedule K: Ratification of Completed Procurement

Capital Construction

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	109
Original Amount:	$ 139,280,000
Prior Modifications:	$ 85,440,945
Prior Budgetary Increases:	$0
Current Amount:	$ 224,720,945
This Request	$ 1,853,971
% of This Request to Current Amount:	.83%
% of Modifications (including This Request) to Original Amount:	63%

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/AMTRAK right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. In accordance with Articles IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board ratificationof a modification to the contract for revisions to the Support of Excavation of the Tunnel A Approach Reception Pit.

The original scope of work for the CH053 Contract included the Tunnel A Approach Reception Pit (TARP), along with the design and construction of the accompanying Support of Excavation (SOE) (from Sta 1203+85.11 to Sta 1204+81.79). The TARP was originally designed to receive and remove the Tunnel Boring Machine (TBM) that was mining Tunnel A under the CQ031 Contract, and later to house signal and utility rooms. Due to delays with the 12 kV work (currently the subject of an errors and omission claim against the designer), the CH053 Contractor was unable to complete the TARP in time to receive the TBM and the TBM was re-directed on a tangential path for removal. Although the TARP was not used for its first intent, the removal of the TBM, it will still house the signal and utility rooms. Subsequently, the Project conducted a value engineering analysis related to system ventilation requirements which eliminated fans and utility rooms from the Three Tunnel (Tunnels A, B, C) and Tunnel D Emergency Exits. The TARP was then redesigned to house some of the control and signal rooms, and jet fans displaced by the eliminated Three Tunnel Emergency Exit. The new design widened the TARP and extended it to the West (now from Sta 1203+10 to Sta 1204+81.79) to accommodate the additional utilities.

Consequently, the SOE for the TARP was redesigned to support the modified TARP as well as the extensive excavations required on the north side of the TARP. The excavations in this area include a portion of Microtunnel Run 12, which contains conduits for the 27 kV, 2.4 kV car wash feed, 12 kV, and signal power feed, and a new power feed for the jet fans; manholes and a communications ductbank. The new design strengthens the SOE on the north side of the TARP so it can be used for two phases of construction: first the gross excavation to the north for the ductbanks and Microtunnel, eliminating the multiple trench excavations that would be required, and then for the excavation of the TARP.

The Contractor submitted a cost proposal of $2,328,971 which included a credit for the original scope of work. MTACC's internal estimate was $1,482,489. Negotiations were held, and both parties agreed to $1,853,971, which is considered fair and reasonable. In order to avoid impacting the critical path of this contract, the Contractor was directed to proceed with the work up to the not-to exceed amount of $250,000. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification.

Schedule K: Ratification of Completed Procurement

Capital Construction

Item Number: 3

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

Contract Number	**AWO/Modification #**
98-0040-01R	47
Original Amount:	$ 140,000,000
Prior Modifications:	$ 227,960,563
Prior Budgetary Increases:	$ 0
Current Amount:	$ 367,960,563
This Request	$ 1,348,948
% of This Request to Current Amount:	0.37%
% of Modifications (including This Request) to Original Amount:	164%

Discussion:

This Contract is for engineering, design and construction phase services for the LIRR East Side Access (ESA) project. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board ratification of a Contract modification to increase the Guaranteed Maximum Cost by $1,348,948to reimburse the Contract's Task Order Budget for the partial repackaging of Contract CM012R into Contracts CM005 and CM006.

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

Work Category	Original Contract	Previous Modifications	Current Contract	Proposed Modification	Proposed Contract
Final Design	$120,000,000	$ 156,706,670	$ 276,706,670	$ 1,348,948	$ 278,055,618
Construction Phase Services	$ 20,000,000	$ 70,707,435	$ 90,707,435	$ 0	$ 90,707,435
Misc. Technical Support	$ 0	$ 546,458	$ 546,458	$ 0	$ 546,458
TOTAL	**$ 140,000,000**	**$227,960,563**	**$ 367,960,563**	**$ 1,348,948**	**$ 369,309,511**

On October 24, 2012, bids were received for Contract CM012R, Manhattan Structures 2 and Facilities Fit-Out. All of the bids were considerably higher than the budget and estimate for this work and were, therefore, rejected. The revised strategy for procurement of the work that was to be included in CM012R is to issue several modifications to current Contracts, and to solicit and award three new Contracts, CM005, CM006 and CM007. This required the Consultant to repackage the CM012R drawings and specifications. The repackaging work under the Task Orders budget in order to maintain the procurement schedules for CM005 (actual bid opening on June 20, 2013) and CM006 (RFP due date is scheduled for fourth quarter of this year). The purpose of this modification is to increase the Contract amount to account for this repackaging, reclassify the Work from Task Order to Contract Modification and thereby replenish the Task Order Budget.

1. CM005 Manhattan South Structures
   The scope of this package includes repackaging the permanent final lining, architectural fit-out, plumbing &drainage, and embedded electrical conduits of the 38th St Ventilation Facility; GCT 1&2 Caverns; and Tail Track Tunnels and Cross Passages. The GCT East and West Cavern waterproofing and inverts are also part of the CM005 scope. The Consultant proposed $505,373 for this work while MTACC's estimate was for $489,796. Negotiations were held and the parties agreed to a cost of $491,949 which is considered fair and reasonable.

2. CM006 Manhattan North Structures
   The scope of this package includes repackaging the Manhattan approach tunnel linings, cross passages and bench north of the GCT Caverns; the permanent final lining, architectural fit-out, plumbing & drainage, and embedded electrical conduits of the 50th St and 55th St Air Plenum Caverns; the GCT 3/4/5 interlocking Caverns and auxiliary spaces; and Cross Flue. A portion of the 63rd St Tunnel rehabilitation work is also part of the CM006 scope. The Consultant proposed $996,947 for this work while MTACC's estimate was for $801,465. Negotiations were held and the parties agreed to a cost of $856,999 which is considered fair and reasonable.

LONG ISLAND RAIL ROAD

August 2013

Helena E. Williams
President

09/16/13 *****

Long Island Rail Road

OPERATING REPORT
FOR MONTH OF AUGUST 2013

Performance Summary

			2013 Data			2012 Data	
			Annual		YTD thru		YTD thru
			Goal	August	August	August	August
On Time Performance	**System**	**Overall**	***95.1%***	**91.9%**	**93.4%**	**93.6%**	**94.9%**
(Trains that arrive at		AM Peak		84.3%	92.2%	96.4%	94.8%
their final destination		PM Peak		93.1%	90.2%	89.6%	92.0%
within 5 minutes 59 seconds		**Total Peak**		**88.5%**	**91.2%**	**93.3%**	**93.5%**
of scheduled arrival time)		Off Peak Weekday		93.3%	93.9%	92.9%	95.0%
		Weekend		93.3%	95.0%	96.2%	96.3%
	Babylon Branch	**Overall**	***95.1%***	**90.8%**	**92.8%**	**93.2%**	**94.5%**
		AM Peak		83.7%	91.6%	97.4%	96.1%
		PM Peak		93.9%	89.6%	88.1%	91.4%
		Total Peak		**88.2%**	**90.7%**	**93.2%**	**94.0%**
		Off Peak Weekday		92.7%	93.6%	91.7%	94.1%
		Weekend		90.2%	94.5%	97.6%	96.4%
	Far Rockaway Branch	**Overall**	***95.1%***	**96.0%**	**96.5%**	**96.1%**	**97.4%**
		AM Peak		84.7%	92.3%	95.7%	95.3%
		PM Peak		97.5%	92.8%	93.2%	94.7%
		Total Peak		**90.5%**	**92.5%**	**94.6%**	**95.0%**
		Off Peak Weekday		98.3%	97.3%	96.3%	98.1%
		Weekend		96.8%	98.6%	97.5%	98.5%
	Huntington Branch	**Overall**	***95.1%***	**92.2%**	**92.4%**	**93.6%**	**94.6%**
		AM Peak		87.0%	92.9%	98.0%	94.5%
		PM Peak		89.6%	88.3%	87.3%	89.1%
		Total Peak		**88.2%**	**90.7%**	**92.8%**	**91.9%**
		Off Peak Weekday		93.0%	91.7%	91.1%	94.7%
		Weekend		94.6%	94.8%	98.4%	96.7%
	Hempstead Branch	**Overall**	***95.1%***	**95.1%**	**96.4%**	**96.4%**	**97.4%**
		AM Peak		88.2%	95.0%	97.0%	96.7%
		PM Peak		96.0%	93.8%	91.3%	94.4%
		Total Peak		**91.9%**	**94.4%**	**94.3%**	**95.6%**
		Off Peak Weekday		96.0%	96.7%	97.4%	97.9%
		Weekend		96.4%	97.7%	96.3%	98.0%
	Long Beach Branch	**Overall**	***95.1%***	**93.4%**	**95.0%**	**96.0%**	**96.6%**
		AM Peak		84.9%	92.7%	95.3%	96.2%
		PM Peak		95.0%	93.5%	93.0%	94.2%
August 2013		**Total Peak**		**89.7%**	**93.1%**	**94.2%**	**95.3%**
		Off Peak Weekday		94.4%	94.9%	96.5%	96.9%
		Weekend		95.7%	97.6%	97.2%	97.3%
	Montauk Branch	**Overall**	***95.1%***	**87.8%**	**90.4%**	**85.6%**	**90.7%**
		AM Peak		87.5%	92.1%	89.1%	93.1%
		PM Peak		89.8%	87.5%	79.7%	86.0%
		Total Peak		**88.7%**	**89.9%**	**85.0%**	**90.0%**
		Off Peak Weekday		90.1%	92.9%	86.0%	91.5%
6-Nov-13		Weekend		83.0%	86.3%	85.3%	89.8%
	Oyster Bay Branch	**Overall**	***95.1%***	**92.1%**	**92.8%**	**96.1%**	**95.4%**
		AM Peak		86.4%	94.1%	98.1%	95.7%
		PM Peak		86.4%	87.1%	92.0%	91.3%
		Total Peak		**86.4%**	**90.9%**	**95.3%**	**93.7%**
		Off Peak Weekday		95.0%	93.1%	95.3%	95.3%
		Weekend		93.3%	95.0%	100.0%	98.3%

Long Island Rail Road

OPERATING REPORT
FOR MONTH OF AUGUST 2013

Performance Summary			2013 Data Annual Goal	2013 Data August	2013 Data YTD thru August	2012 Data August	2012 Data YTD thru August
	Port Jefferson Branch	**Overall**	***95.1%***	**91.5%**	**90.9%**	**89.3%**	**91.8%**
		AM Peak		82.4%	90.4%	93.5%	92.0%
		PM Peak		90.3%	86.2%	90.7%	88.2%
		Total Peak		**86.1%**	**88.4%**	**92.2%**	**90.2%**
		Off Peak Weekday		91.5%	90.3%	85.3%	90.2%
		Weekend		98.8%	95.7%	94.8%	97.0%
	Port Washington Branch	**Overall**	***95.1%***	**90.8%**	**94.1%**	**94.8%**	**95.9%**
		AM Peak		80.7%	90.8%	96.9%	94.5%
		PM Peak		93.3%	90.5%	92.0%	94.3%
		Total Peak		**87.3%**	**90.7%**	**94.4%**	**94.4%**
		Off Peak Weekday		91.0%	95.0%	94.3%	96.2%
		Weekend		96.1%	97.1%	98.0%	98.0%
	Ronkonkoma Branch	**Overall**	***95.1%***	**90.1%**	**91.2%**	**92.6%**	**92.5%**
		AM Peak		81.5%	91.2%	97.6%	92.0%
		PM Peak		94.9%	91.4%	89.1%	92.7%
		Total Peak		**87.7%**	**91.3%**	**93.9%**	**92.3%**
		Off Peak Weekday		91.0%	90.7%	90.8%	92.4%
		Weekend		91.8%	92.3%	95.0%	93.0%
	West Hempstead Branch	**Overall**	***95.1%***	**94.4%**	**95.4%**	**95.4%**	**96.9%**
		AM Peak		88.2%	94.6%	97.4%	96.7%
		PM Peak		93.9%	90.2%	89.1%	92.8%
		Total Peak		**91.3%**	**92.2%**	**92.9%**	**94.6%**
		Off Peak Weekday		96.1%	97.3%	96.8%	98.3%
		Weekend		100.0%	97.3%	100.0%	100.0%
Operating Statistics	**Trains Scheduled**			**20,699**	**159,118**	**20,726**	**157,926**
	Avg. Delay per Late Train (min) excluding trains canceled or terminated			-15.2	-13.3	-11.9	-12.9
	Trains Over 15 min. Late excluding trains canceled or terminated			439	1,995	235	1,590
	Trains Canceled			78	748	24	313
	Trains Terminated			42	431	28	239
	Percent of Scheduled Trips Completed			99.4%	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		99.2%			
		PM Peak		99.5%			
		Total Peak		99.3%			

Long Island Rail Road

OPERATING REPORT
FOR MONTH OF AUGUST 2013

Categories Of Delay		2013 Data			2012 Data		
		July	August	YTD Thru August	August	YTD Thru August	YTD 2012 Vs 2013
Late Train Incidents	National Rail Passenger Corp	332	361	1,619	11	511	1,108
	Capital Programs	42	24	131	23	96	35
	Engineering	123	118	1,227	138	1,008	219
	Penn Station Central Control	20	43	154	8	71	83
	Maintenance of Equipment	137	245	1,151	143	1,158	(7)
	** Other / Miscellaneous	192	96	2,056	343	1,454	602
	Public	470	624	3,455	553	3,286	169
	Transportation	44	45	406	76	362	44
	Vandalism	3	97	143	3	73	70
	Maintenance of Way (Sched.)	17	24	187	20	87	100

*** 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
8/1	Thu	Broken crossing protection east of New Hyde Park				12						12		
8/5	Mon	Amtrak requiring extension on track work program in Line 4	73	3	5				21			94	3	5
8/6	Tues	Amtrak related track condition in Line 2	49		5				16			65		5
8/9	Fri	Train 2009 struck unauthorized pedestrian west of Brentwood	15	9	1				8		3	23	9	4
8/9	Fri	Loss of third rail power at Jamaica	6	2					4			10	2	
8/11	Sun	LIPA power outage in Valley Stream							10	2		10	2	
8/15	Thurs	Train 1001 disabled in Jay Interlocking	83	3	2				20	1		103	4	2
8/16	Fri	Track circuit failure in Hunt Interlocking				8			16			24		
8/18	Sun	Train 8055 struck unauthorized pedestrian west of New Hyde Park							28	5	3	28	5	3
8/19	Mon	Amtrak related third rail damage in Line 4	67	8	6				56	2		123	10	6
8/22	Thu	Amtrak related track circuit failure in JO Interlocking				10	3		3			13	3	
8/23	Fri	Track circuit failure west of Wood Interlocking due to vandalism	40	2					42	2		82	4	
8/23	Fri	Police assistance at Woodside due to suspicious people on Tr. 2401	4		6							4		6
8/24	Sat	Customer with fatal medical condition at Bellmore Station							25	10	2	25	10	2
8/25	Sun	Heavy Loading							10			10		
8/26	Mon	NYAR struck an unauthorized person in Hicksville Station	6	1					4		3	10	1	3
8/26	Mon	Crossing protection not functioning east of Bethpage	18									18		
8/27	Tues	Train 605 disabled in Line 4	7						8			15		
8/27	Tues	Track circuit failure at New Hyde Park				11			1			12		
8/29	Thurs	Amtrak related track circuit failure in C Interlocking	8			1			4			13		
8/29	Thurs	Heavy loading due to US Open	1			2			8			11		
8/30	Fri	Train 2714 with equipment trouble in Harold Interlocking				13	2		1			14	2	
		TOTAL FOR MONTH	**377**	**28**	**25**	**57**	**5**	**0**	**285**	**22**	**11**	**719**	**55**	**36**
												810		

Long Island Rail Road

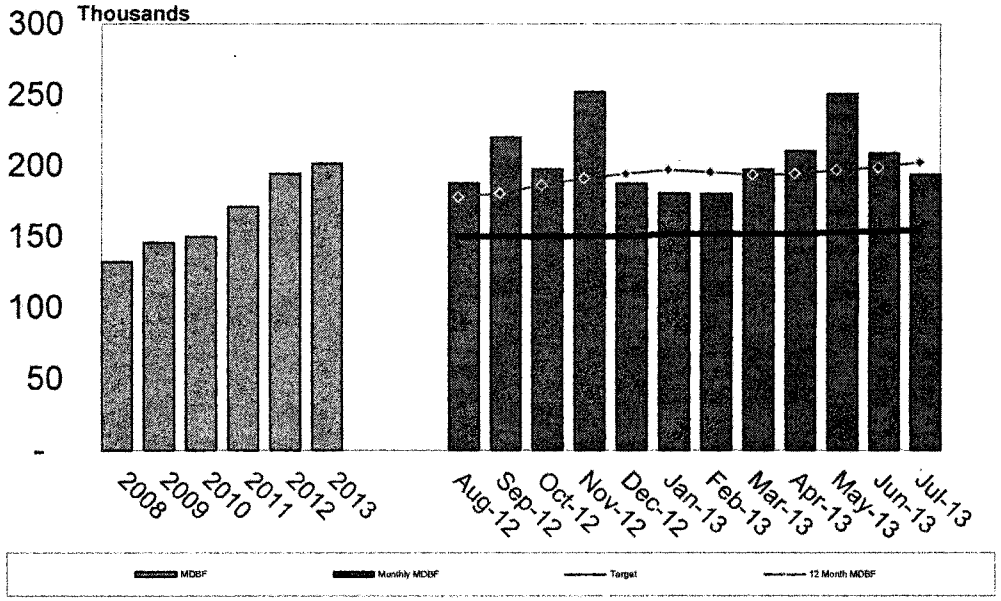
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2013 Data: MDBF Goal (miles)	2013 Data: July MDBF (miles)	2013 Data: July No. of Primary Failures	2013 Data: YTD MDBF thru July (miles)	2013 Data: 12 month MDBF Rolling Avg (miles)	2012 Data: July MDBF (miles)	2012 Data: July No. of Primary Failures	2012 Data: YTD MDBF thru July (miles)
Mean Distance Between Failures	M-3	152	*55,000*	116,825	5	96,602	92,449	55,465	10	71,389
	M-7	836	*350,000*	637,252	8	456,396	424,092	375,624	13	421,934
	DM	21	*18,000*	16,504	5	23,928	25,988	19,100	4	27,582
	DE	24	*18,000*	10,138	9	17,372	21,867	18,465	5	17,283
	C-3	134	*75,000*	105,983	7	102,808	104,337	98,409	7	105,392
	Diesel	179	*45,000*	43,602	21	56,414	62,144	53,599	16	58,188
	Fleet	**970**	***152,000***	**194,053**	**34**	**201,581**	**202,540**	**161,419**	**39**	**188,374**

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

ALL FLEETS
Mean Distance Between Failure

2008 - 2013



Long Island Rail Road

OPERATING REPORT
FOR MONTH OF AUGUST 2013

Standee Report

East Of Jamaica

			2013 Data August	
			AM Peak	PM Peak
Daily Average	**Babylon Branch**	Program Standees	0	0
		Add'l Standees	1	2
		Total Standees	**1**	**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	1	0
		Total Standees	**1**	**0**
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	**2**	**0**
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	**4**	**0**
	Montauk Branch	Program Standees	0	0
		Add'l Standees	7	0
		Total Standees	**7**	**0**
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	31	0
		Total Standees	**31**	**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	6	0
		Total Standees	**14**	**0**
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	2	16
		Total Standees	**2**	**54**
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	**0**	**0**
	August 2013	**System Wide PEAK**	**64**	**56**

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 AUGUST 2013

Standee Report

West Of Jamaica

			2013 Data August AM Peak	2013 Data August PM Peak
Daily Average	**Babylon Branch**	Program Standees	0	0
		Add'l Standees	1	5
		Total Standees	**1**	**5**
	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	4	6
		Total Standees	**4**	**6**
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	2	10
		Total Standees	**2**	**10**
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	11	2
		Total Standees	**29**	**2**
	Montauk Branch	Program Standees	0	0
		Add'l Standees	3	0
		Total Standees	**3**	**0**
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	2	0
		Total Standees	**2**	**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	6	0
		Total Standees	**14**	**0**
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	15
		Total Standees	**30**	**33**
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	**0**	**0**
	August 2013	**System Wide PEAK**	**85**	**56**

Definitions

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

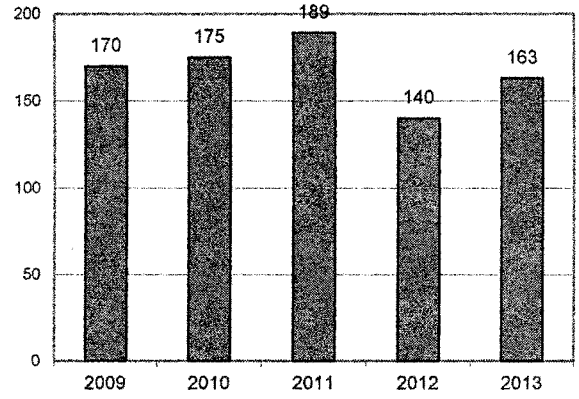
"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**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.

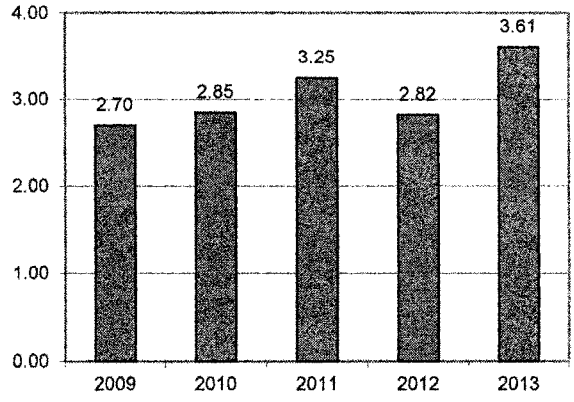
MTA Long Island Rail Road
Summary of Employee Injuries thru July



Total Employee Injuries

Year	Total
2009	170
2010	175
2011	189
2012	140
2013	163

% change from last year: 16.4%



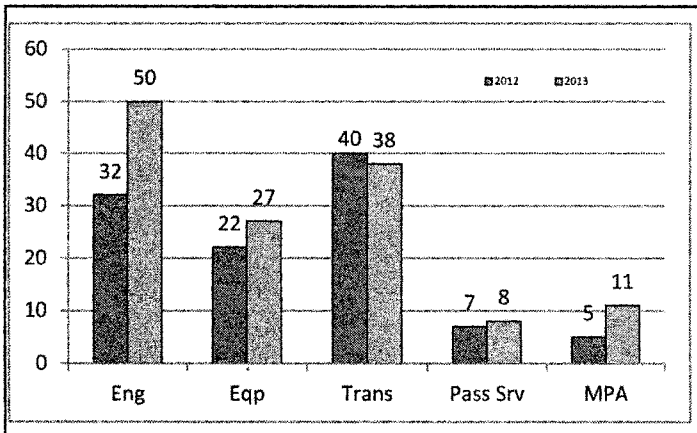
Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	114	2.70
2010	113	2.85
2011	120	3.25
2012	106	2.82
2013	134	3.61

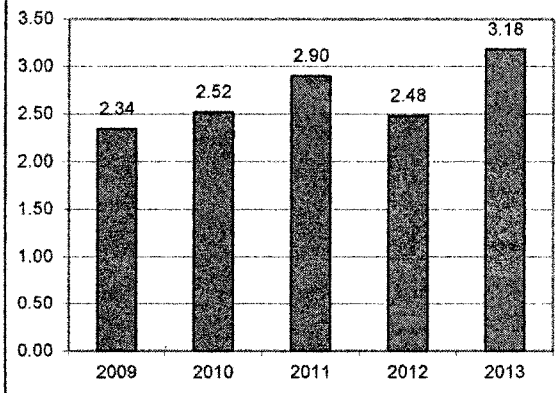
% change from last year: 28.0%

* Federal Railroad Administration Frequency Index

MTA Long Island Rail Road
Summary of Employee Injuries thru July



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	32	50	56%
Equipment	22	27	23%
Transportation	40	38	-5%
Pass Serv	7	8	14%
MPA	5	11	120%



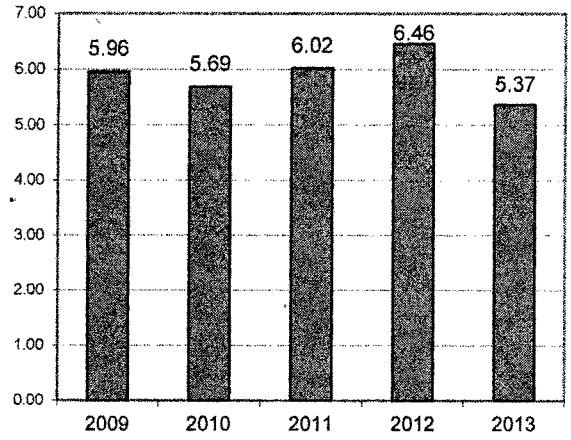
Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	98	1	2.32	0.02	2.34
2010	100	2	2.47	0.05	2.52
2011	105	2	2.84	0.06	2.90
2012	93	0	2.48	0.00	2.48
2013	118	0	3.18	0.00	3.18

% change from last year: 28.2%

August 2013

* - Injuries per 200,000 hours worked

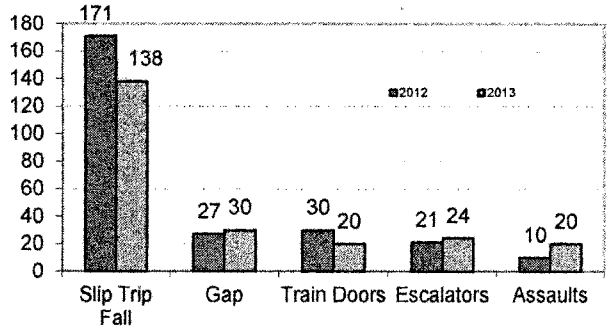
MTA Long Island Rail Road
Summary of Customer Injuries thru July



Total Customer Injuries

Year	Total	FI*
2009	288	5.96
2010	269	5.69
2011	279	6.02
2012	313	6.46
2013	258	5.37

% change from last year: -16.9%



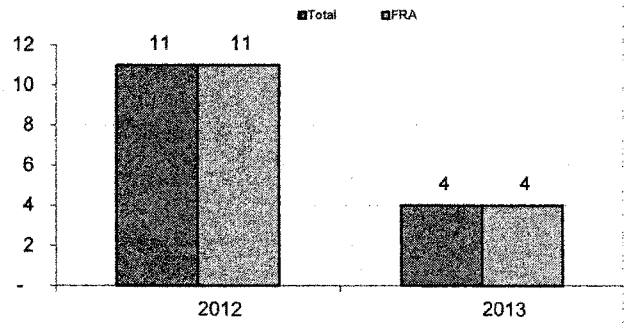
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2012	171	27	30	21	10
2013	138	30	20	24	20

*- Injuries per 1,000,000 rides

MTA Long Island Rail Road

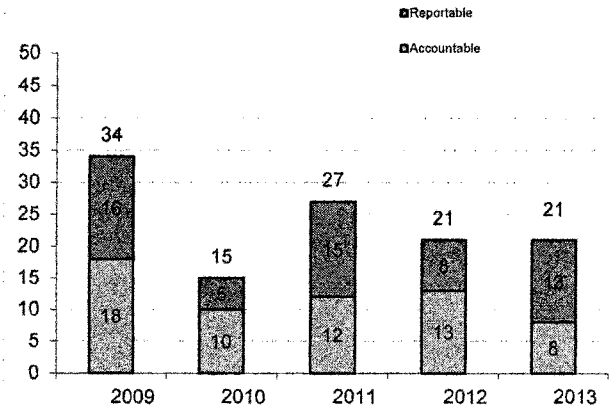
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru July



Contractor Injuries

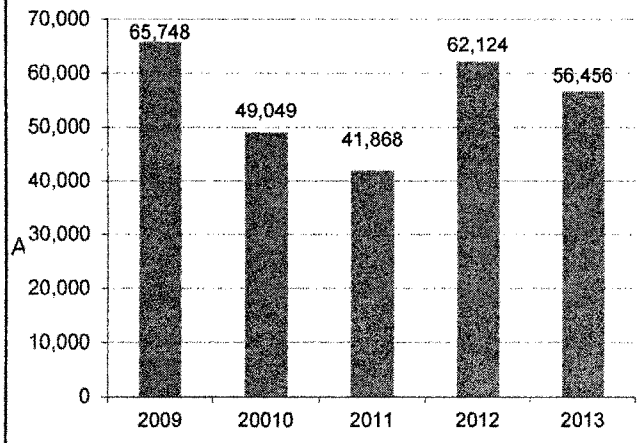
Year	Total	FRA Rpt.
2012	11	11
2013	4	4

% change from last year: -63.6%



Train Accidents

Year	Non-Reportable	Reportable
2009	18	16
2010	10	5
2011	12	15
2012	13	8
2013	8	13



T.R.A.C.K.S. Participants
Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	65,748
2010	49,049
2011	41,868
2012	62,124
2013	56,456

6-Nov-13

LONG ISLAND RAIL ROAD

July 2013

Helena E. Williams
President

09/16/13 *****

Long Island Rail Road

OPERATING REPORT
FOR MONTH OF JULY 2013

Performance Summary

			2013 Data			2012 Data	
			Annual		YTD thru		YTD thru
			Goal	July	July	July	July
On Time Performance	**System**	**Overall**	***95.1%***	**93.3%**	**93.6%**	**93.3%**	**95.1%**
(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)		AM Peak		97.6%	93.3%	91.9%	94.6%
		PM Peak		85.7%	89.8%	91.2%	92.4%
		Total Peak		**92.0%**	**91.7%**	**91.6%**	**93.5%**
		Off Peak Weekday		93.9%	94.0%	93.5%	95.4%
		Weekend		93.8%	95.2%	94.8%	96.3%
	Babylon Branch	**Overall**	***95.1%***	**92.4%**	**93.1%**	**93.2%**	**94.7%**
		AM Peak		98.6%	92.8%	92.4%	95.9%
		PM Peak		82.7%	89.0%	92.5%	92.0%
		Total Peak		**91.5%**	**91.1%**	**92.5%**	**94.1%**
		Off Peak Weekday		93.2%	93.7%	93.0%	94.4%
		Weekend		92.2%	95.1%	94.9%	96.2%
	Far Rockaway Branch	**Overall**	***95.1%***	**96.4%**	**96.5%**	**97.0%**	**97.6%**
		AM Peak		98.4%	93.4%	90.5%	95.3%
		PM Peak		89.4%	92.1%	96.3%	94.9%
		Total Peak		**94.3%**	**92.8%**	**93.1%**	**95.1%**
		Off Peak Weekday		96.2%	97.2%	98.1%	98.3%
		Weekend		99.3%	98.9%	98.4%	98.6%
	Huntington Branch	**Overall**	***95.1%***	**92.6%**	**92.4%**	**93.1%**	**94.7%**
		AM Peak		99.4%	93.8%	92.7%	94.0%
		PM Peak		82.8%	88.1%	88.1%	89.4%
		Total Peak		**91.4%**	**91.1%**	**90.5%**	**91.8%**
		Off Peak Weekday		92.5%	91.5%	91.9%	95.2%
		Weekend		93.9%	94.8%	96.4%	96.5%
	Hempstead Branch	**Overall**	***95.1%***	**96.6%**	**96.6%**	**97.6%**	**97.5%**
		AM Peak		98.6%	96.0%	96.2%	96.7%
		PM Peak		88.9%	93.4%	97.9%	94.9%
		Total Peak		**94.0%**	**94.8%**	**97.0%**	**95.8%**
		Off Peak Weekday		96.9%	96.8%	97.8%	97.9%
		Weekend		98.6%	97.9%	97.6%	98.2%
	Long Beach Branch	**Overall**	***95.1%***	**93.7%**	**95.3%**	**95.8%**	**96.7%**
		AM Peak		95.8%	93.9%	93.9%	96.4%
		PM Peak		89.7%	93.2%	93.3%	94.3%
		Total Peak		**92.9%**	**93.6%**	**93.7%**	**95.4%**
		Off Peak Weekday		94.1%	95.0%	96.2%	97.0%
		Weekend		93.7%	97.9%	97.3%	97.3%
	Montauk Branch	**Overall**	***95.1%***	**87.2%**	**90.8%**	**85.9%**	**91.5%**
		AM Peak		95.5%	92.8%	90.5%	93.7%
		PM Peak		78.8%	87.1%	81.8%	87.0%
		Total Peak		**86.9%**	**90.1%**	**86.7%**	**90.8%**
		Off Peak Weekday		91.1%	93.3%	88.4%	92.3%
		Weekend		80.9%	86.9%	81.3%	90.4%
	Oyster Bay Branch	**Overall**	***95.1%***	**95.0%**	**92.9%**	**91.8%**	**95.3%**
		AM Peak		97.4%	95.2%	91.8%	95.3%
		PM Peak		83.3%	87.2%	81.0%	91.2%
		Total Peak		**90.9%**	**91.5%**	**86.8%**	**93.4%**
		Off Peak Weekday		96.1%	92.8%	92.0%	95.3%
		Weekend		98.3%	95.2%	98.0%	98.1%

Long Island Rail Road

OPERATING REPORT
FOR MONTH OF JULY 2013

Performance Summary			2013 Data Annual Goal	2013 Data July	2013 Data YTD thru July	2012 Data July	2012 Data YTD thru July
	Port Jefferson Branch	**Overall**	***95.1%***	**93.3%**	**90.8%**	**89.9%**	**92.1%**
		AM Peak		96.0%	91.6%	88.1%	91.7%
		PM Peak		83.1%	85.6%	85.7%	87.8%
		Total Peak		**90.0%**	**88.8%**	**87.0%**	**89.9%**
		Off Peak Weekday		92.6%	90.1%	87.5%	90.9%
		Weekend		98.8%	95.2%	97.5%	97.3%
	Port Washington Branch	**Overall**	***95.1%***	**93.1%**	**94.6%**	**96.0%**	**96.1%**
		AM Peak		96.4%	92.2%	91.5%	94.1%
		PM Peak		85.7%	90.1%	96.5%	94.7%
		Total Peak		**90.8%**	**91.1%**	**94.1%**	**94.4%**
		Off Peak Weekday		93.9%	95.6%	96.4%	96.5%
		Weekend		94.7%	97.3%	98.2%	98.0%
	Ronkonkoma Branch	**Overall**	***95.1%***	**93.5%**	**91.4%**	**87.8%**	**92.5%**
		AM Peak		97.4%	92.6%	89.4%	91.2%
		PM Peak		93.9%	90.8%	87.8%	93.2%
		Total Peak		**95.8%**	**91.8%**	**88.7%**	**92.1%**
		Off Peak Weekday		92.2%	90.6%	86.8%	92.6%
		Weekend		93.2%	92.4%	88.8%	92.7%
	West Hempstead Branch	**Overall**	***95.1%***	**94.5%**	**95.6%**	**96.7%**	**97.2%**
		AM Peak		99.1%	95.5%	96.2%	96.6%
		PM Peak		81.8%	89.7%	90.5%	93.4%
		Total Peak		**89.7%**	**92.3%**	**93.1%**	**94.8%**
		Off Peak Weekday		97.3%	97.5%	98.7%	98.5%
		Weekend		100.0%	96.9%	100.0%	100.0%
Operating Statistics	**Trains Scheduled**			**20,639**	**138,419**	**20,144**	**137,200**
	Avg. Delay per Late Train (min) excluding trains canceled or terminated			-11.7	-12.9	-13.1	-12.9
	Trains Over 15 min. Late excluding trains canceled or terminated			189	1,556	272	1,355
	Trains Canceled			74	670	16	289
	Trains Terminated			50	389	41	211
	Percent of Scheduled Trips Completed			99.4%	99.2%	99.7%	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		98.5%			
		PM Peak		98.9%			
		Total Peak		98.7%			

Categories Of Delay		2013 Data			2012 Data		
		June	July	YTD Thru July	July	YTD Thru July	YTD 2012 Vs 2013
Late Train Incidents	National Rail Passenger Corp	281	332	1,258	105	500	758
	Capital Programs	11	42	107	9	73	34
	Engineering	207	123	1,110	190	870	240
	Penn Station Central Control	11	20	111	15	63	48
	Maintenance of Equipment	113	137	907	187	1,015	(108)
	** Other / Miscellaneous	100	192	1,958	229	1,111	847
	Public	397	470	2,831	550	2,733	98
	Transportation	86	44	361	54	286	75
	Vandalism	7	3	46	5	70	(24)
	Maintenance of Way (Sched.)	10	17	163	10	67	96

*** 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
7/3	Wed	Heavy holiday loading system wide				14	1		13			**27**	**1**	
7/4	Thurs	Heavy holiday loading system wide							14			**14**		
7/7	Sun	Heavy loading system wide							10			**10**		
7/9	Tues	Switch trouble at Brook Interlocking				6			5			**11**		
7/9	Tues	Train 152 struck bench wall in Penn Station				13			2			**15**		
7/12	Fri	Amtrak related third rail trouble in A Interlocking				35	8		16			**51**	**8**	
7/15	Mon	Train 5761 with equipment trouble in Patchogue				4	1		6			**10**	**1**	
7/17	Wed	Amtrak related track condition in East River Tunnels				36	26		28	3	20	**64**	**29**	**20**
7/18	Thurs	Track circuit failure east of Wood Interlocking				35	1		5			**40**	**1**	
7/19	Fri	Amtrak related E29DC power problems in Line 4				66			36			**102**		
7/19	Fri	Heavy loading system wide							12			**12**		
7/20	Sat	Amtrak related track condition in Line 3							25	3		**25**	**3**	
7/20	Sat	Track circuit failure at Divide Interlocking							14	2	2	**14**	**2**	**2**
7/24	Wed	Train 819 disabled in F Interlocking	20		3					2		**20**	**2**	**3**
7/27	Sat	Track program between Jay and Harold Interlockings							20			**20**		
7/28	Sun	Heavy loading system wide							20			**20**		
7/29	Mon	Train 1725 striking unauthorized trespassers west of Hollis Station							11		2	**11**		**2**
7/30	Tues	Brush fire east of New Hyde Park				20	2		4			**24**	**2**	**0**
		TOTAL FOR MONTH	20	0	3	229	39	0	241	10	24	**490**	**49**	**27**
													566	

Long Island Rail Road

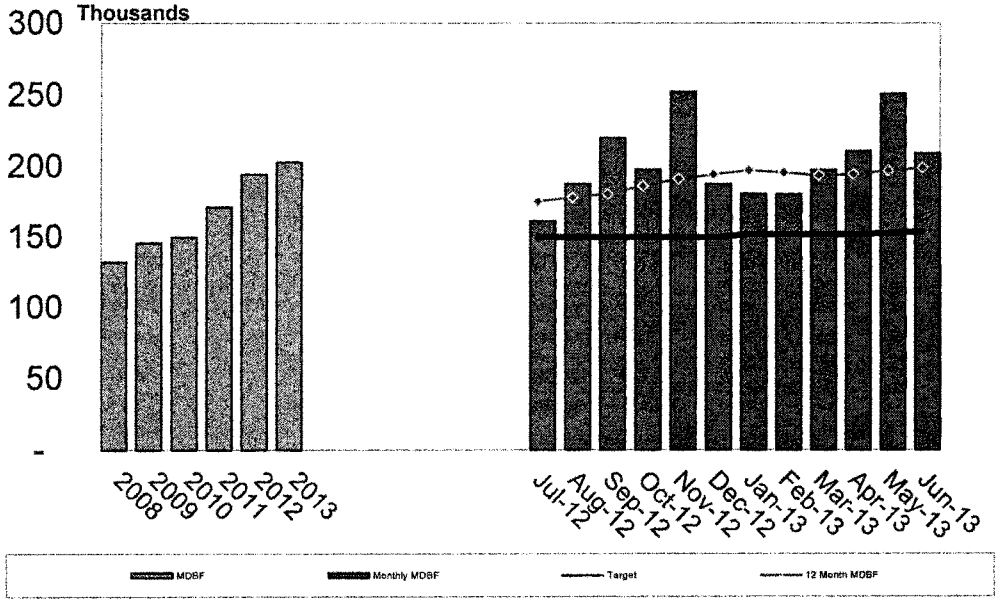
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2013 Data: MDBF Goal (miles)	2013 Data: June MDBF (miles)	2013 Data: June No. of Primary Failures	2013 Data: YTD MDBF thru June (miles)	2013 Data: 12 month MDBF Rolling Avg (miles)	2012 Data: June MDBF (miles)	2012 Data: June No. of Primary Failures	2012 Data: YTD MDBF thru June (miles)
Mean Distance Between Failures	M-3	150	*55,000*	110,088	5	93,793	86,063	91,791	6	75,009
	M-7	836	*350,000*	486,194	10	434,801	407,291	370,955	13	430,920
	DM	21	*18,000*	19,587	4	26,248	26,590	24,279	3	30,005
	DE	24	*18,000*	21,640	4	19,783	23,926	12,930	7	17,085
	C-3	134	*75,000*	100,015	7	102,223	103,621	165,217	4	106,789
	Diesel	179	*45,000*	57,668	15	59,735	63,828	58,873	14	59,117
	Fleet	**1,120**	***152,000***	**209,246**	**30**	**202,972**	**198,947**	**187,799**	**33**	**193,907**

Mean Distance Between Failures (MDBF) is the average number of miles a railcar or locomotive travels before breaking down and causing a delay. The higher the MDBF, the more reliable the equipment and the service.

ALL FLEETS
Mean Distance Between Failure

2008 - 2013



Long Island Rail Road

OPERATING REPORT FOR MONTH OF JULY 2013

Standee Report

East Of Jamaica

			2013 Data July	
			AM Peak	PM Peak
Daily Average	**Babylon Branch**	Program Standees	0	0
		Add'l Standees	2	4
		Total Standees	**2**	**4**
	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	7	1
		Total Standees	**7**	**1**
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	**4**	**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	26	0
		Total Standees	**26**	**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	14
		Total Standees	**18**	**14**
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	2	0
		Total Standees	**2**	**38**
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	**0**	**0**
		System Wide PEAK	**59**	**57**

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 JULY 2013

Standee Report

West Of Jamaica

			2013 Data July	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	15	4
		Total Standees	**15**	**4**
	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	9	13
		Total Standees	**9**	**13**
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	4	18
		Total Standees	**4**	**18**
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	47	2
		Total Standees	**65**	**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	0	0
		Total Standees	**0**	**0**
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	10	14
		Total Standees	**18**	**14**
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	0
		Total Standees	**30**	**18**
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	**0**	**0**
		System Wide PEAK	**140**	**69**

Definitions

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

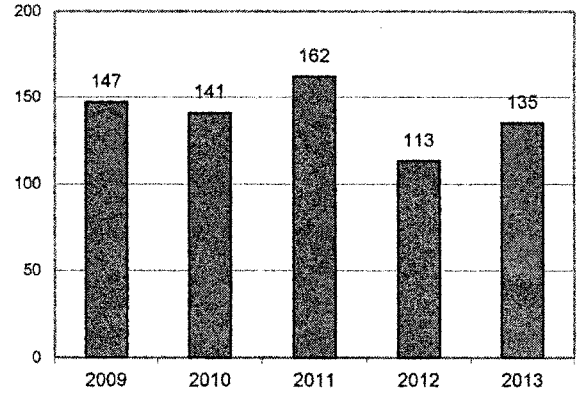
"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**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.

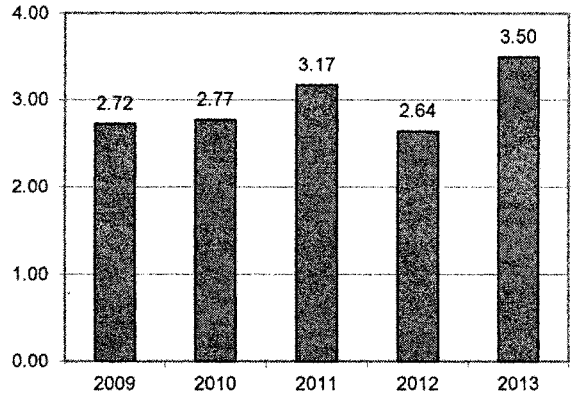
MTA Long Island Rail Road
Summary of Employee Injuries thru June



Total Employee Injuries

Year	Total
2009	147
2010	141
2011	162
2012	113
2013	135

% change from last year: 19.5%



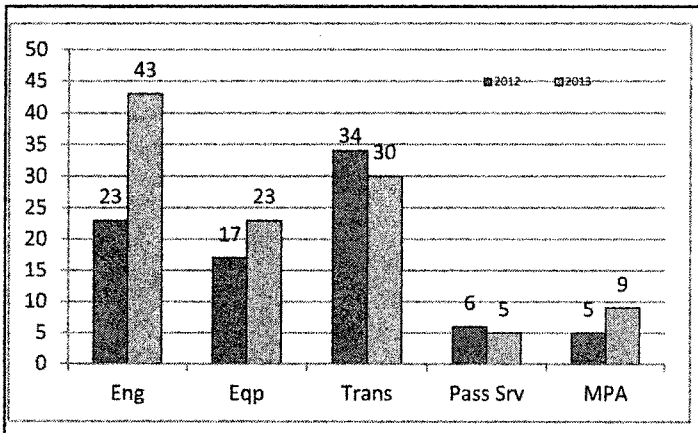
Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	97	2.72
2010	93	2.77
2011	101	3.17
2012	85	2.64
2013	110	3.50

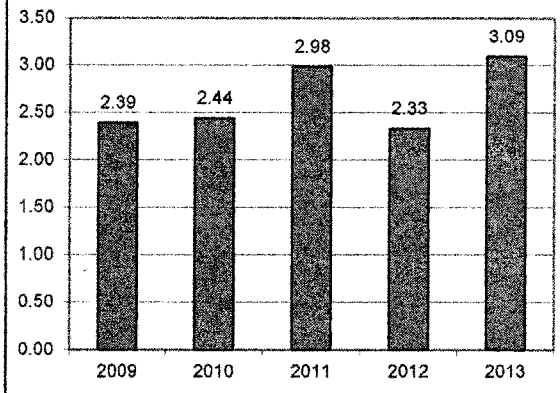
% change from last year: 32.6%

* Federal Railroad Administration Frequency Index

MTA Long Island Rail Road
Summary of Employee Injuries thru June



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	23	43	87%
Equipment	17	23	35%
Transportation	34	30	-12%
Pass Serv	6	5	-17%
MPA	5	9	80%

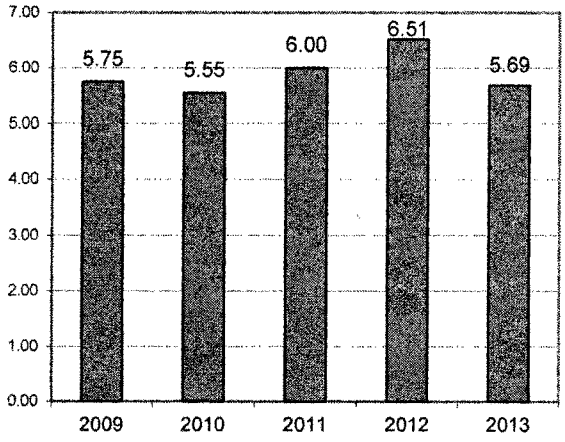


Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	84	1	2.36	0.03	2.39
2010	80	2	2.38	0.06	2.44
2011	93	2	2.92	0.06	2.98
2012	75	0	2.33	0.00	2.33
2013	97	0	3.09	0.00	3.09

% change from last year: 32.6%

* - Injuries per 200,000 hours worked

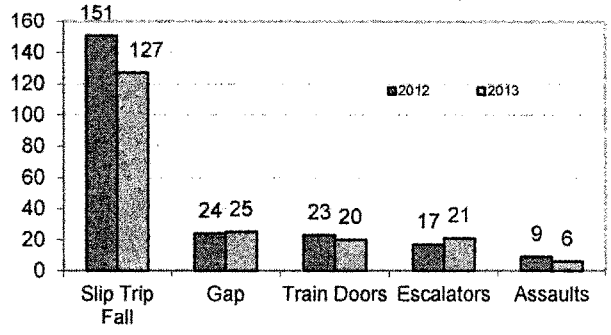
MTA Long Island Rail Road
Summary of Customer Injuries thru June



Total Customer Injuries

Year	Total	FI*
2009	236	5.75
2010	222	5.55
2011	236	6.00
2012	268	6.51
2013	231	5.69

% change from last year: -12.6%



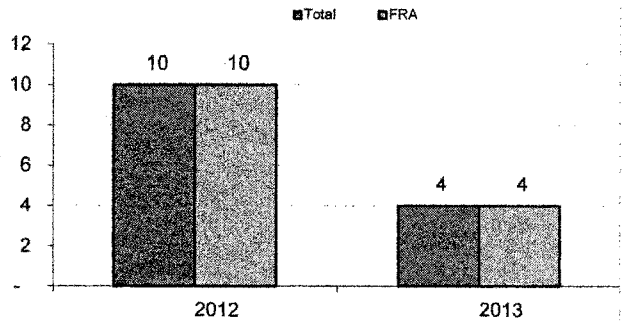
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2012	151	24	23	17	9
2013	127	25	20	21	6

*- Injuries per 1,000,000 rides

MTA Long Island Rail Road

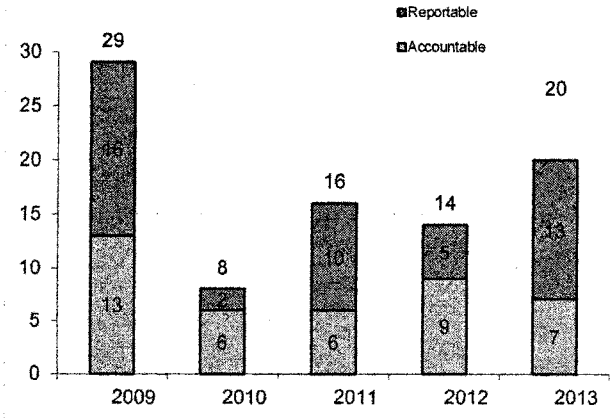
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru June



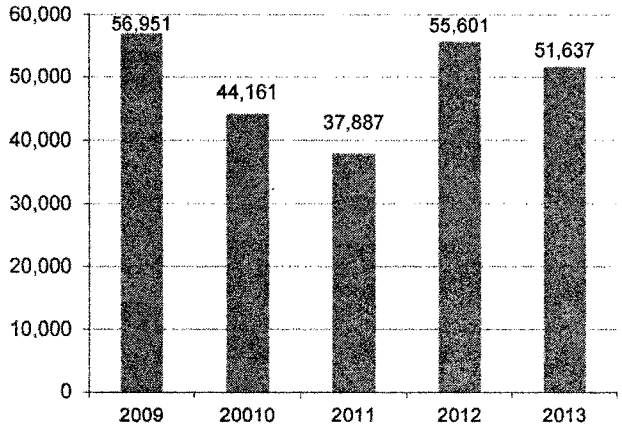
Contractor Injuries

Year	Total	FRA Rpt.
2012	10	10
2013	4	4

% change from last year: -60.0%



Train Accidents		
Year	Non-Reportable	Reportable
2009	13	16
2010	6	2
2011	6	10
2012	9	5
2013	7	13



T.R.A.C.K.S. Participants
Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	56,951
2010	44,161
2011	37,887
2012	55,601
2013	51,637

Long Island Rail Road

Monthly Financial Report

July 2013

MTA LONG ISLAND RAIL ROAD
July Ridership and Financial Report
Executive Summary

Ridership

- During the month of July, total ridership was 7.4 million, which was 0.6% lower than July 2012 (adjusted for same number of work days) and 0.4% below the forecast.
- 2013 Total ridership through July was 48.0 million. This was 0.9% lower than 2012 (adjusted for same number of work days) and 0.6% lower than the 2013 forecast.
- Through July 2013, commutation ridership was 0.6% lowerthan 2012 (work day adjusted) and 0.1% lower than the 2013 forecast.
- Through July 2013, non-commutation ridership was 1.2% lower than 2012 and 1.2% lower than forecast.

Revenues

- Farebox revenue through July totaling $360.0 million was $1.1 million below forecast.
- Capital & Other Revenue of $164.0 million was $1.6 million lower than forecast due to timing of capital program activity, partially offset by the timing of federal reimbursement for Superstorm Sandy.
- In summary, total LIRR revenue of $524.0 million was $2.7 million lower than the mid-year forecast.

Expenses

- Through July, total expenses of $1,097.8 million were $20.7 million less than forecast.
- Straight-time payroll spending was $5.2 million less than mid-year forecast due to the existence of vacant positions and lower rates. At the end of July, 127 of 6,772 positions were vacant. These vacancies consisted primarily of management/supervisory positions.
- Year-to-date overtime hours worked was 0.9%, or 11,617 hours higher than the forecast. The majority was due to vacancy coverage, which was 11,406 hours over forecast. The LIRR has established a corporate initiative to fill all vacant positions that contribute to overtime.
- Year-to-date overtime hours increased by 17.0% in 2013 compared to 2012. This increase is primarily caused by higher weather-related overtime, vacancy coverage and maintenance overtime.
- Other variances are primarily timing related.

Financial Performance Measures

- Through July, the Adjusted Farebox Operating Ratio was 62.0%, which is favorable to forecast due to lower expenses.
- Through July, the Adjusted Cost per Passenger was $13.52 which is lower than forecast due to lower expenses.
- Through July, the Revenue per Passenger was $7.53, which is higher than forecast.

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

REVENUE

Year-to-date July **Total Revenues** (including Capital and Other Reimbursements) of $524.0 were $(2.7) million or 0.5% unfavorable to forecast. The month of July of $83.5 was unfavorable to forecast by $(1.6) million or 1.9%.

- **Y-T-D Farebox Revenues** were $(1.1) unfavorable to the forecast. The month was $(0.1) unfavorable to forecast due to lower ridership.
- **Y-T-D Other Operating Revenues** were $1.7 favorable to forecast. The month was $0.3 favorable primarily due to miscellaneous revenue.
- **Y-T-D Capital and Other Reimbursements** were $(3.3) unfavorable to forecast. The month was $(1.8) favorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date July **Total Expenses** (including depreciation and other) of $1,097.8 were favorable to the forecast by $20.7 or 1.9%. The total expenses for the month of $163.3 were favorable to forecast by $13.4 or 7.6%.

Labor Expenses, $10.7 favorable Y-T-D; $4.1 favorable for the month.

- **Payroll**, $5.2 favorable Y-T-D; $2.4 favorable for the month (primarily vacant positions and lower rates).
- **Overtime**, $(1.5) unfavorable Y-T-D; $(0.6) unfavorable for the month (primarily capital project activity, lower availability and open job coverage in Maintenance of Equipment and lower availability/coverage in Customer Service).
- **Health & Welfare**, $0.5 favorable Y-T-D; $0.4 favorable for the month (primarily vacant positions).
- **OPEB Current Payment**, $2.9 favorable Y-T-D; $0.5 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, $3.7 favorable Y-T-D; $1.3 favorable for the month (lower FELA Indemnity payments and Railroad Retirement Taxes).

Non-Labor Expenses, $13.2 favorable Y-T-D; $7.8 favorable for the month.

- **Electric Power**, $(0.2) unfavorable Y-T-D; $0.8 favorable for the month (lower rates and consumption, partially offset by accrual adjustments).
- **Fuel**, $1.2 favorable Y-T-D; $0.2 favorable for the month (lower consumption).
- **Maintenance and Other Operating Contracts**, $4.1 favorable Y-T-D; $2.3 favorable for the month (primarily timing of payments for vegetation management, elevator/escalator maintenance, HVAC and waste maintenance).
- **Professional Services,** $5.4 favorable Y-T-D; $4.2 favorable for the month (primarily timing of charges for Super Storm Sandy work and timing of various IT hardware, software and system initiatives).
- **Materials and Supplies**, $2.7 favorable Y-T-D; $0.7 favorable for the month (primarily timing of capital material usage).
- **Other Business Expenses**, $0.2 favorable Y-T-D; on forecast for the month.

Depreciation and Other, $3.2 unfavorable Y-T-D; $1.4 favorable for the month (Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 47.9%, 0.8 percentage points higher than year-to-date June. The Farebox Operating Ratio for the month of June of 52.5 was 4.4 percentage points above the forecast resulting from lower expenses, partially offset by lower revenue. The adjusted year-to-date Farebox Operating Ratio was 62.0%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2013
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$57.352	$57.253	($0.099)	(0.2)	$0.000	$0.000	$0.000	-	$57.352	$57.253	($0.099)	(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	3.323	3.611	0.288	8.7	0.000	0.000	0.000	-	3.323	3.611	0.288	8.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	24.386	22.619	(1.767)	(7.2)	24.386	22.619	(1.767)	(7.2)
Total Revenue	**$60.675**	**$60.864**	**$0.189**	**0.3**	**$24.386**	**$22.619**	**($1.767)**	**(7.2)**	**$85.061**	**$83.484**	**($1.578)**	**(1.9)**
Expenses												
Labor:												
Payroll	$36.033	$35.380	$0.653	1.8	$8.529	$6.763	$1.766	20.7	$44.562	$42.143	$2.419	5.4
Overtime	8.410	8.747	(0.337)	(4.0)	1.378	1.616	(0.238)	(17.3)	9.788	10.363	(0.575)	(5.9)
Health and Welfare	7.669	7.336	0.333	4.3	1.510	1.426	0.084	5.6	9.179	8.762	0.417	4.5
OPEB Current Payment	5.386	4.849	0.537	10.0	0.000	0.000	0.000	-	5.386	4.849	0.537	10.0
Pensions	14.741	14.559	0.182	1.2	2.009	2.191	(0.182)	(9.0)	16.750	16.750	0.000	0.0
Other Fringe Benefits	10.983	10.027	0.956	8.7	1.819	1.460	0.359	19.7	12.802	11.487	1.315	10.3
Reimbursable Overhead	(2.692)	(2.447)	(0.245)	(9.1)	2.692	2.447	0.245	9.1	0.000	0.000	0.000	-
Total Labor Expenses	**$80.530**	**$78.451**	**$2.079**	**2.6**	**$17.937**	**$15.902**	**$2.035**	**11.3**	**$98.467**	**$94.353**	**$4.114**	**4.2**
Non-Labor:												
Electric Power	$9.784	$8.968	$0.816	8.3	$0.000	$0.009	($0.009)	-	$9.784	$8.976	$0.808	8.3
Fuel	2.700	2.504	0.196	7.3	0.000	0.000	0.000	-	2.700	2.504	0.196	7.3
Insurance	1.755	1.720	0.035	2.0	0.567	0.372	0.195	34.3	2.322	2.093	0.229	9.9
Claims	0.455	1.097	(0.642)	*	0.000	0.000	0.000	-	0.455	1.097	(0.642)	*
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	6.541	3.349	3.192	48.8	1.205	2.100	(0.895)	(74.3)	7.746	5.448	2.298	29.7
Professional Service Contracts	5.396	0.823	4.573	84.8	0.663	1.024	(0.361)	(54.4)	6.059	1.846	4.213	69.5
Materials & Supplies	9.429	9.589	(0.160)	(1.7)	3.994	3.095	0.899	22.5	13.423	12.684	0.739	5.5
Other Business Expenses	1.354	1.264	0.090	6.6	0.020	0.117	(0.097)	*	1.374	1.382	(0.008)	(0.6)
Total Non-Labor Expenses	**$37.414**	**$29.314**	**$8.100**	**21.7**	**$6.449**	**$6.717**	**($0.268)**	**(4.2)**	**$43.863**	**$36.031**	**$7.832**	**17.9**
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	**$117.944**	**$107.765**	**$10.179**	**8.6**	**$24.386**	**$22.619**	**$1.767**	**7.2**	**$142.330**	**$130.384**	**$11.946**	**8.4**
Depreciation	$27.363	$26.402	$0.961	3.5	$0.000	$0.000	$0.000	-	$27.363	$26.402	$0.961	3.5
Other Post Employment Benefits	6.800	6.315	0.485	7.1	0.000	0.000	0.000	-	$6.800	6.315	0.485	7.1
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	$0.167	0.167	0.000	0.2
Total Expenses	**$152.274**	**$140.648**	**$11.626**	**7.6**	**$24.386**	**$22.619**	**$1.767**	**7.2**	**$176.660**	**$163.268**	**$13.392**	**7.6**
Net Surplus/(Deficit)	**($91.599)**	**($79.784)**	**$11.815**	**12.9**	**$0.000**	**$0.000**	**$0.000**	**-**	**($91.599)**	**($79.784)**	**$11.815**	**12.9**
Cash Conversion Adjustments												
Depreciation	27.363	26.402	(0.961)	(3.5)	0.000	0.000	0.000	-	27.363	26.402	(0.961)	(3.5)
Operating/Capital	(1.725)	(1.721)	0.004	0.2	0.000	0.000	0.000	-	(1.725)	(1.721)	0.004	0.2
Other Cash Adjustments	10.489	6.738	(3.750)	(35.8)	0.000	0.000	0.000	-	10.489	6.738	(3.750)	(35.8)
Total Cash Conversion Adjustments	**$36.127**	**$31.420**	**($4.707)**	**(13.0)**	**0.000**	**$0.000**	**$0.000**	**-**	**$36.127**	**$31.420**	**($4.707)**	**(13.0)**
Net Cash Surplus/(Deficit)	**($55.472)**	**($48.364)**	**$7.108**	**12.8**	**$0.000**	**$0.000**	**$0.000**	**-**	**($55.472)**	**($48.364)**	**$7.108**	**12.8**

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$361.131	$360.038	($1.093)	(0.3)	$0.000	$0.000	$0.000	-	$361.131	$360.038	($1.093)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	41.048	42.716	1.668	4.1	0.000	0.000	0.000	-	41.048	42.716	1.668	4.1
Capital & Other Reimbursements	0.000	0.000	0.000	-	124.543	121.249	(3.294)	(2.6)	124.543	121.249	(3.294)	(2.6)
Total Revenue	**$402.179**	**$402.753**	**$0.574**	**0.1**	**$124.543**	**$121.249**	**($3.294)**	**(2.6)**	**$526.722**	**$524.002**	**($2.720)**	**(0.5)**
Expenses												
Labor:												
Payroll	$245.279	$244.806	$0.473	0.2	$41.167	$36.396	$4.771	11.6	$286.446	$281.203	$5.243	1.8
Overtime	52.601	53.811	(1.210)	(2.3)	9.401	9.732	(0.331)	(3.5)	62.002	63.543	(1.541)	(2.5)
Health and Welfare	54.831	54.240	0.591	1.1	7.750	7.812	(0.062)	(0.8)	62.581	62.052	0.529	0.8
OPEB Current Payment	36.038	33.177	2.861	7.9	0.000	0.000	0.000	-	36.038	33.177	2.861	7.9
Pensions	106.636	105.773	0.863	0.8	10.614	11.477	(0.863)	(8.1)	117.250	117.250	0.000	0.0
Other Fringe Benefits	69.283	66.603	2.680	3.9	8.828	7.851	0.977	11.1	78.111	74.455	3.656	4.7
Reimbursable Overhead	(13.103)	(13.153)	0.050	0.4	13.103	13.153	(0.050)	(0.4)	0.000	0.000	0.000	-
Total Labor Expenses	**$551.565**	**$545.257**	**$6.308**	**1.1**	**$90.863**	**$86.421**	**$4.442**	**4.9**	**$642.428**	**$631.679**	**$10.749**	**1.7**
Non-Labor:												
Electric Power	$58.863	$58.983	($0.120)	(0.2)	$0.000	$0.103	($0.103)	-	$58.863	$59.086	($0.223)	(0.4)
Fuel	18.218	16.997	1.221	6.7	0.000	0.000	0.000	-	18.218	16.997	1.221	6.7
Insurance	10.703	10.636	0.067	0.6	2.417	1.807	0.610	25.2	13.120	12.443	0.677	5.2
Claims	0.515	1.386	(0.871)	*	0.000	0.000	0.000	-	0.515	1.386	(0.871)	*
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	33.208	28.444	4.764	14.3	7.268	7.887	(0.619)	(8.5)	40.476	36.331	4.145	10.2
Professional Service Contracts	18.197	11.068	7.129	39.2	4.043	5.795	(1.752)	(43.3)	22.240	16.864	5.376	24.2
Materials & Supplies	61.515	59.781	1.734	2.8	19.760	18.834	0.926	4.7	81.275	78.614	2.661	3.3
Other Business Expenses	7.583	7.189	0.394	5.2	0.192	0.402	(0.210)	*	7.775	7.590	0.185	2.4
Total Non-Labor Expenses	**$208.802**	**$194.484**	**$14.318**	**6.9**	**$33.680**	**$34.828**	**($1.148)**	**(3.4)**	**$242.482**	**$229.311**	**$13.171**	**5.4**
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	**$760.367**	**$739.741**	**$20.626**	**2.7**	**$124.543**	**$121.249**	**$3.294**	**2.6**	**$884.910**	**$860.990**	**$23.920**	**2.7**
Depreciation	$185.930	$190.024	(4.094)	(2.2)	$0.000	$0.000	$0.000	-	$185.930	$190.024	($4.094)	(2.2)
Other Post Employment Benefits	46.453	45.573	0.880	1.9	0.000	0.000	0.000	-	46.453	45.573	0.880	1.9
Environmental Remediation	1.169	1.167	0.002	0.2	0.000	0.000	0.000	-	1.169	1.167	0.002	0.2
Total Expenses	**$993.919**	**$976.505**	**$17.414**	**1.8**	**$124.543**	**$121.249**	**$3.294**	**2.6**	**$1,118.462**	**$1,097.754**	**$20.708**	**1.9**
Net Surplus/(Deficit)	**($591.740)**	**($573.751)**	**$17.989**	**3.0**	**$0.000**	**$0.000**	**($0.000)**	**-**	**($591.740)**	**($573.751)**	**$17.989**	**3.0**
Cash Conversion Adjustments												
Depreciation	185.930	190.024	4.094	2.2	0.000	0.000	0.000	-	185.930	190.024	4.094	2.2
Operating/Capital	(13.507)	(14.700)	(1.193)	(8.8)	0.000	0.000	0.000	-	(13.507)	(14.700)	(1.193)	(8.8)
Other Cash Adjustments	35.289	35.848	0.560	1.6	0.000	0.000	0.000	-	35.289	35.848	0.560	1.6
Total Cash Conversion Adjustments	**$207.712**	**$211.173**	**$3.461**	**1.7**	**$0.000**	**$0.000**	**$0.000**	**-**	**$207.712**	**$211.173**	**$3.461**	**1.7**
Net Cash Surplus/(Deficit)	**($384.028)**	**($362.578)**	**$21.449**	**5.6**	**$0.000**	**$0.000**	**$0.000**	**-**	**($384.028)**	**($362.578)**	**$21.449**	**5.6**

TABLE 3

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

		July 2013			Year-to-Date July 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Revenue							
Farebox Revenue	Non Reimb.	(0.099)	(0.2)	Lower ridership $(0.202), partially offset by higher yield $0.103.	(1.093)	(0.3)	Lower ridership $(2.026), partially offset by higher yield $0.933.
Other Operating Revenue	Non Reimb.	0.288	8.7	Primarily due to timing of miscellaneous and freight revenue.	1.668	4.1	Primarily due to timing of miscellaneous and freight revenue.
Capital & Other Reimbursements	Reimb.	(1.767)	(7.2)	Primarily due to timing of project activity.	(3.294)	(2.6)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	0.653	1.8	Vacant positions and lower rates, partially offset by higher retiree payments and Engineering workforce performing more maintenance activity than project activity.	0.473	0.2	Vacant positions and lower rates, partially offset by higher retiree payments and Engineering workforce performing more maintenance activity than project activity.
	Reimb.	1.766	20.7	Primarily due to vacant positions, timing of project activity and other reimbursements.	4.771	11.6	Primarily due to vacant positions, timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.337)	(4.0)	Primarily unfavorable vacancy/absentee coverage, partially offset by lower maintenance overtime.	(1.210)	(2.3)	Primarily higher rates and unfavorable vacancy/absentee coverage.
	Reimb.	(0.238)	(17.3)	Primarily due to timing of project activity.	(0.331)	(3.5)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.333	4.3	Vacant positions.	0.591	1.1	Vacant positions.
	Reimb.	0.084	5.6	Primarily due to timing of project activity.	(0.062)	(0.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.537	10.0	Fewer retirees/beneficiaries.	2.861	7.9	Fewer retirees/beneficiaries.

TABLE 3

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

July 2013					Year-to-Date July 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Pensions	Non Reimb.	0.182	1.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	0.863	0.8	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.182)	(9.0)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(0.863)	(8.1)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	0.956	8.7	Timing of FELA Indemnity payments and employee equipment reimbursements and lower Railroad Retirement taxes due to vacant positions.	2.680	3.9	Timing of FELA Indemnity payments, lower Railroad Retirement taxes due to vacant positions and accrual adjustments to Railroad Unemployment Insurance.
	Reimb.	0.359	19.7	Primarily due to timing of project activity.	0.977	11.1	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.816	8.3	Primarily lower rates and consumption, partially offset by accrual adjustments.	(0.120)	(0.2)	Primarily lower rates and consumption, partially offset by accrual adjustments.
	Reimb.	(0.009)	-		(0.103)	-	VD Yard
Fuel	Non Reimb.	0.196	7.3	Lower consumption.	1.221	6.7	Lower consumption and rates.
Insurance	Non Reimb.	0.035	2.0		0.067	0.6	Timing of premium payments.
	Reimb.	0.195	34.3	Force Account Insurance associated with project activity.	0.610	25.2	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.642)	*	Timing of public liability expenses	(0.871)	*	Timing of public liability expenses.

TABLE 3

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

		July 2013			Year-to-Date July 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Maintenance & Other Operating Contracts	Non Reimb.	3.192	48.8	Timing of payments for HVAC maintenance, elevator/escalator repairs, security services, vegetation management, environmental and plant maintenance services, partially offset by higher non-revenue vehicle maintenance and the reclassification of parking facilities payments (previously in Professional Services).	4.764	14.3	Timing of payments for HVAC maintenance, elevator/escalator repairs, security services, vegetation management, environmental and plant maintenance services, partially offset by higher non-revenue vehicle maintenance and the reclassification of parking facilities payments (previously in Professional Services).
	Reimb.	(0.895)	(74.3)	Primarily due to timing of project activity.	(0.619)	(8.5)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	4.573	84.8	Primarily due to timing of payments and activities for IT software, hardware and maintenance, timing of charges for Superstorm Sandy and reclassification of parking facilities payments from Professional Services to Maintenance Services.	7.129	39.2	Primarily due to timing of payments and activities for IT software, hardware and maintenance, timing of charges for Superstorm Sandy and reclassification of parking facilities payments from Professional Services to Maintenance Services.
	Reimb.	(0.361)	(54.4)	Primarily due to timing of project activity.	(1.752)	(43.3)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(0.160)	(1.7)	Higher Engineering material and pool material chargeouts greater than rebuilds, partially offset by lower usage of running repair material for the MU fleet, delayed C-3 HVAC modification and propulsion control unit initiatives and timing of payments for TVM purchases.	1.734	2.8	Primarily due to lower usage of running repair material in the MU Car Shop and Support Shops, delayed startup of propulsion control unit replacement and C-3 fleet modifications, timing of payments for TVM purchases and timing of corporate inventory adjustments, partially offset by pool material chargeouts greater than rebuilds.
	Reimb.	0.899	22.5	Primarily due to timing of project activity and timing of payments for project material.	0.926	4.7	Primarily due to timing of project activity and timing of payments for project material.

TABLE 3

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

July 2013					Year-to-Date July 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Other Business Expenses	Non Reimb.	0.090	6.6	Lower bad debt expenses and timing of miscellaneous expenses, partially offset by higher debit/credit card fees.	0.394	5.2	Higher restitution of property damage reimbursements and timing of payments for recruitment and other miscellaneous expenses, partially offset by the timing of payments for travel expenses.
	Reimb.	(0.097)	*	Primarily due to timing of project activity.	(0.210)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.961	3.5	Primarily timing.	(4.094)	(2.2)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.485	7.1	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	0.880	1.9	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
July 2013
($ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$59.504	$61.983	$2.479	4.2	$376.092	$374.338	($1.754)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.120	2.487	(1.633)	(39.6)	40.487	35.163	(5.324)	(13.2)
Capital & Other Reimbursements	19.029	17.421	(1.608)	(8.4)	95.610	83.980	(11.630)	(12.2)
Total Receipts	**$82.653**	**$81.891**	**($0.762)**	(0.9)	**$512.189**	**$493.480**	**($18.709)**	(3.7)
Expenditures								
Labor:								
Payroll	$40.013	$38.627	$1.386	3.5	$281.361	$276.901	$4.460	1.6
Overtime	7.830	8.267	(0.437)	(5.6)	61.966	62.325	(0.359)	(0.6)
Health and Welfare	9.179	16.466	(7.287)	(79.4)	62.582	60.943	1.639	2.6
OPEB Current Payment	5.386	7.910	(2.524)	(46.9)	34.878	32.856	2.022	5.8
Pensions	16.750	16.718	0.032	0.2	117.945	117.842	0.103	0.1
Other Fringe Benefits	12.806	10.256	2.550	19.9	80.199	72.360	7.839	9.8
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	**$91.964**	**$98.243**	**($6.279)**	(6.8)	**$638.931**	**$623.227**	**$15.704**	2.5
Non-Labor:								
Electric Power	$9.784	$4.138	$5.646	57.7	$57.757	$47.312	$10.445	18.1
Fuel	2.808	3.492	(0.684)	(24.3)	18.025	18.414	(0.389)	(2.2)
Insurance	2.962	1.493	1.469	49.6	14.038	11.151	2.887	20.6
Claims	0.032	0.086	(0.054)	*	2.265	2.486	(0.221)	(9.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.488	6.361	3.127	33.0	39.713	33.311	6.402	16.1
Professional Service Contracts	6.624	3.808	2.816	42.5	24.054	20.504	3.550	14.8
Materials & Supplies	10.834	9.944	0.890	8.2	79.341	80.091	(0.750)	(0.9)
Other Business Expenses	1.471	1.069	0.402	27.3	7.883	6.484	1.399	17.8
Total Non-Labor Expenditures	**$44.003**	**$30.391**	**$13.612**	30.9	**$243.076**	**$219.752**	**$23.323**	9.6
Other Expenditure Adjustments:								
Other	2.158	1.990	0.168	7.8	14.210	13.568	0.642	4.5
Total Other Expenditure Adjustments	**$2.158**	**$1.990**	**$0.168**	7.8	**$14.210**	**$13.568**	**$0.642**	4.5
Total Expenditures	**$138.125**	**$130.623**	**$7.502**	5.4	**$896.217**	**$856.547**	**$39.670**	4.4
Cash Timing and Availability Adjustment	0.000	0.368	0.368	-	0.000	0.489	0.489	-
Net Cash Deficit (excludes opening balance)	**($55.472)**	**($48.364)**	**$7.108**	12.8	**($384.028)**	**($362.578)**	**$21.449**	5.6
Subsidies								
MTA	55.472	49.530	(5.942)	(10.7)	384.028	363.751	(20.277)	(5.3)

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

Table 5

Generic Revenue or Expense Category	July 2013 Favorable/ (Unfavorable) Variance $	July 2013 Favorable/ (Unfavorable) Variance %	July 2013 Reason for Variance	Year-to-Date as of July 31, 2013 Favorable/ (Unfavorable) Variance $	Year-to-Date as of July 31, 2013 Favorable/ (Unfavorable) Variance %	Year-to-Date as of July 31, 2013 Reason for Variance
Receipts						
Farebox Revenue	2.479	4.2	Higher advance sales impact $2.723 and higher yields $0.103, partially offset by lower ridership $(0.202) and lower Metrocard/AirTrain sales $(0.145).	(1.754)	(0.5)	Lower ridership $(2.026), lower Metrocard/AirTrain sales $(0.470) and lower advance sales impact $(0.191), partially offset by higher yields $0.933.
Other Operating Revenue	(1.633)	(39.6)	Primarily due to the timing of rental revenue and intercompany receipts, partially offset by miscellaneous revenue.	(5.324)	(13.2)	Primarily due to the timing of rental revenue and intercompany receipts.
Capital and Other Reimbursements	(1.608)	(8.4)	Timing of activity and reimbursement for capital and other reimbursements.	(11.630)	(12.2)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.386	3.5	Primarily due to lower headcount and lower rates, partially offset by higher retiree payments.	4.460	1.6	Primarily due to lower headcount and lower rates, partially offset by higher retiree payments.
Overtime	(0.437)	(5.6)	Primarily higher vacancy/absentee coverage and higher project overtime.	(0.359)	(0.6)	Primarily higher vacancy/absentee coverage and higher project overtime.
Health and Welfare	(7.287)	(79.4)	Primarily due to the timing of payments.	1.639	2.6	Primarily due to the timing of payments and lower headcount.
OPEB Current Payment	(2.524)	(46.9)	Primarily due to the timing of payments.	2.022	5.8	Primarily due to fewer retirees.
Other Fringe Benefits	2.550	19.9	Primarily the timing of FELA payments and lower Railroad Retirement taxes.	7.839	9.8	Primarily the timing of FELA payments and lower Railroad Retirement payments.

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

Table 5

	July 2013			Year-to-Date as of July 31, 2013		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Non-Labor:						
Electric Power	5.646	57.7	Primarily due to the timing of payments and lower rates and consumption.	10.445	18.1	Primarily due to the timing of payments and lower rates and consumption.
Fuel	(0.684)	(24.3)	Primarily due to timing of payments, partially offset by lower consumption.	(0.389)	(2.2)	Primarily due to the timing of payments, partially offset by lower consumption.
Insurance	1.469	49.6	Timing of an insurance audit credit.	2.887	20.6	Timing of payments.
Claims	(0.054)	*	Timing of payments.	(0.221)	(9.7)	Timing of payment for claims.
Maintenance and Other Operating Contracts	3.127	33.0	Timing of payments.	6.402	16.1	Timing of payments.
Professional Service Contracts	2.816	42.5	Primarily the timing of payments.	3.550	14.8	Primarily the timing of payments.
Materials and Supplies	0.890	8.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(0.750)	(0.9)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.402	27.3	Primarily due to the timing of payments.	1.399	17.8	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.168	7.8	Lower Metrocard/AirTrain pass through payments.	0.642	4.5	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
July 2013
($ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$2.152	$4.731	$2.579	*	$14.961	$14.300	($0.661)	(4.4)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.797	(1.125)	(1.922)	*	(0.561)	(7.553)	(6.992)	*
Capital & Other Reimbursements	(5.357)	(5.198)	0.159	3.0	(28.933)	(37.269)	(8.336)	(28.8)
Total Receipts	**($2.408)**	**($1.592)**	**$0.816**	33.9	**($14.533)**	**($30.522)**	**($15.989)**	*
Expenditures								
Labor:								
Payroll	$4.549	$3.516	($1.033)	(22.7)	$5.085	$4.302	($0.783)	(15.4)
Overtime	1.958	2.096	0.138	7.0	0.036	1.217	1.181	*
Health and Welfare	0.000	(7.704)	(7.704)	-	(0.001)	1.109	1.110	*
OPEB Current Payment	0.000	(3.060)	(3.060)	-	1.160	0.321	(0.839)	(72.4)
Pensions	0.000	0.032	0.032	-	(0.695)	(0.592)	0.103	14.9
Other Fringe Benefits	(0.004)	1.230	1.234	*	(2.088)	2.094	4.182	*
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	**$6.503**	**($3.889)**	**($10.392)**	*	**$3.497**	**$8.452**	**$4.955**	*
Non-Labor:								
Electric Power	$0.000	$4.838	$4.838	-	$1.106	$11.775	$10.669	*
Fuel	(0.108)	(0.988)	(0.880)	*	0.193	(1.418)	(1.610)	*
Insurance	(0.640)	0.599	1.239	*	(0.918)	1.292	2.210	*
Claims	0.423	1.011	0.588	*	(1.750)	(1.100)	0.650	37.2
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.742)	(0.913)	0.829	47.6	0.763	3.020	2.257	*
Professional Service Contracts	(0.565)	(1.962)	(1.397)	*	(1.814)	(3.640)	(1.826)	*
Materials & Supplies	2.589	2.741	0.152	5.9	1.934	(1.477)	(3.411)	*
Other Business Expenses	(0.097)	0.313	0.410	*	(0.108)	1.107	1.215	*
Total Non-Labor Expenditures	**($0.140)**	**$5.640**	**$5.780**	*	**($0.594)**	**$9.559**	**$10.153**	*
Other Expenditure Adjustments:								
Other	(2.158)	(1.990)	0.168	7.8	(14.210)	(13.568)	0.642	4.5
Total Other Expenditure Adjustments	**($2.158)**	**($1.990)**	**$0.168**	7.8	**($14.210)**	**($13.568)**	**$0.642**	4.5
Total Expenditures before Depreciation	**$4.205**	**($0.239)**	**($4.444)**	*	**($11.307)**	**$4.443**	**$15.750**	*
Depreciation Adjustment	27.363	26.402	(0.961)	(3.5)	185.930	190.024	4.094	2.2
Other Post Employment Benefits	6.800	6.315	(0.485)	(7.1)	46.453	45.573	(0.880)	(1.9)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.169	1.167	(0.002)	(0.2)
Total Expenditures	**$38.535**	**$32.644**	**($5.890)**	(15.3)	**$222.245**	**$241.206**	**$18.961**	8.5
Cash Timing and Availability Adjustment	0.000	0.368	0.368	-	0.000	0.489	0.489	-
Total Cash Conversion Adjustments	**$36.127**	**$31.420**	**($4.707)**	(13.0)	**$207.712**	**$211.173**	**$3.461**	1.7

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

	July 2013						July Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
Scheduled Service [1]	31,740	$1.6	31,969	$1.7	(228)	($0.0)	206,101	$10.5	209,381	$10.6	(3,281)	($0.2)
					-0.7%	-0.6%					-1.6%	-1.6%
Unscheduled Service	8,300	0.4	8,720	0.5	(420)	(0.0)	69,207	3.6	73,236	3.8	(4,029)	(0.2)
					-5.1%	-8.9%					-5.8%	-5.2%
Programmatic/Routine Maintenance	47,688	2.3	41,873	2.0	5,816	0.3	294,846	13.6	297,330	13.7	(2,484)	(0.0)
					12.2%	12.6%					-0.8%	-0.3%
Unscheduled Maintenance	492	0.0	1,663	0.1	(1,171)	(0.1)	12,487	0.6	13,890	0.6	(1,403)	(0.1)
					*	*					-11.2%	-11.3%
Vacancy/Absentee Coverage	78,037	3.9	88,662	4.4	(10,625)	(0.5)	382,908	18.7	394,315	19.1	(11,406)	(0.4)
					-13.6%	-11.7%					-3.0%	-2.0%
Weather Emergencies	2,009	0.1	1,362	0.1	647	0.0	83,608	4.4	79,503	4.2	4,105	0.2
					32.2%	27.4%					4.9%	4.7%
Safety/Security/Law Enforcement [2]	-	0.0	-	0.0			-	0.0	-	0.0	-	-
Other [3]	1,524	0.1	2,497	0.2	(973)	(0.1)	11,142	1.2	12,392	1.8	(1,249)	(0.6)
					-63.9%	*					-11.2%	-49.4%
Subtotal	169,791	$8.4	176,746	$8.7	(6,955)	($0.3)	1,060,301	$52.6	1,080,047	$53.8	(19,746)	($1.2)
					-4.1%	-4.0%					-1.9%	-2.3%
REIMBURSABLE OVERTIME	26,953	$1.4	31,658	$1.6	(4,704)	($0.2)	187,287	$9.4	179,158	$9.7	8,129	($0.3)
					-17.5%	-17.3%					4.3%	-3.5%
TOTAL OVERTIME	**196,744**	**$9.8**	**208,403**	**$10.4**	**(11,659)**	**($0.6)**	**1,247,588**	**$62.0**	**1,259,205**	**$63.5**	**(11,617)**	**($1.5)**
					-5.9%	-5.9%					-0.9%	-2.5%

[1] Includes Tour Length and Holiday overtime.
[2] Not Applicable
[3] Reflects overtime for marketing, material management and other administrative functions.
Totals my 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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service	(228)	($0.0)		(3,281)	($0.2)	Higher than anticipated crew book and holiday overtime.
	-0.7%	-0.6%		-1.6%	-1.6%	
Unscheduled Service	(420)	(0.0)		(4,029)	(0.2)	Support of On-Time Performance.
	-5.1%	-8.9%		-5.8%	-5.2%	
Programmatic/Routine Maintenance	5,816	0.3		(2,484)	(0.0)	
	12.2%	12.6%		-0.8%	-0.3%	
Unscheduled Maintenance	(1,171)	(0.1)		(1,403)	(0.1)	
	*	*		-11.2%	-11.3%	
Vacancy/Absentee Coverage	(10,625)	(0.5)	Primarily due to open jobs in Maintenance of Equipment and less than forecast availability in Customer Service and Maintenance of Equipment.	(11,406)	(0.4)	Avg 8.2 Labor and .5 Foreman Open Jobs YTD in Maintenance of Equipment versus forecast as well as less than forecast availability in Customer Service.
	-13.6%	-11.7%		-3.0%	-2.0%	
Weather Emergencies	647	0.0		4,105	0.2	
	32.2%	27.4%		4.9%	4.7%	
Safety/Security/Law Enforcement						
Other	(973)	(0.1)	Due to variance between actual and forecasted wage rates including double-time payments.	(1,249)	(0.6)	Due to variance between actual and forecasted wage rates including double-time payments.
	-53.9%	*		-11.2%	-49.4%	
Subtotal	**(6,955)**	**($0.3)**		**(19,746)**	**($1.2)**	
	-4.1%	-4.0%		-1.9%	-2.3%	
REIMBURSABLE OVERTIME	(4,704)	($0.2)	Over-run attributed to 2013 annual track program latest project schedule requirements as well as greater than anticipated flagging needs.	8,129	($0.3)	Greater than forecast flagging needs for ESA and the annual track program.
	-17.5%	-17.3%		4.3%	-3.5%	
TOTAL OVERTIME	**(11,659)**	**($0.6)**		**(11,617)**	**($1.5)**	
	-5.9%	-5.9%		-0.9%	-2.5%	

* Exceeds 100%

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

Type	Definition
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	*Program Maintenance* work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes *Routine Maintenance* work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	Resulting from an extraordinary event (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 courage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

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

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	83	80	3
Human Resources	32	58	(26)
Sr VP Administration	2	2	0
Strategic Investments	35	28	7
President	4	4	0
VP & CFO	2	7	(5)
Information Technology	162	156	6
Controller	45	40	5
Management & Budget	18	17	1
Process Re-Engineering	7	6	1
VP - East Side Access & Special Projects	27	28	(1)
Market Dev. & Public Affairs	60	57	3
Gen. Counsel & Secretary	29	29	0
Diversity Management	1	1	0
System Safety/Training	76	73	3
Security	6	6	0
Sr VP Operations/Service Planning	24	20	4
Total Administration	**636**	**635**	**1**
Operations			
Train Operations	1,962	1,946	16
Customer Services	305	289	16
Total Operations	**2,267**	**2,235**	**32**
Maintenance			
Engineering	1,630	1,580	50
Equipment	2,012	1,993	19
Procurement (Stores)	93	92	1
Total Maintenance	**3,735**	**3,665**	**70**
Engineering/Capital			
Department of Project Management	134	110	24
Total Engineering/Capital	**134**	**110**	**24**
Baseline Total Positions	**6,772**	**6,645**	**127**
Non-Reimbursable	**5,844**	**5,896**	**(52)**
Reimbursable	**928**	**749**	**179**
Total Full-Time	**6,772**	**6,645**	**127**
Total Full-Time-Equivalents	-		-

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

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (52) positions due to switch of Engineering labor force from project to maintenance activity and summer interns, partially offset by various managerial and supervisory vacant positions company-wide.
REIMBURSABLE POSITIONS - Favorable 179 positions primarily due to the timing of project activity and vacant positions.

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

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	323	320	3
Professional, Technical, Clerical	313	315	(2)
Operational Hourlies	-	-	-
Total Administration	**636**	**635**	**1**
Operations			
Managers/Supervisors	326	305	21
Professional, Technical, Clerical	175	166	9
Operational Hourlies	1,766	1,764	2
Total Operations	**2,267**	**2,235**	**32**
Maintenance			
Managers/Supervisors	727	678	49
Professional, Technical, Clerical	275	250	25
Operational Hourlies	2,733	2,737	(4)
Total Maintenance	**3,735**	**3,665**	**70**
Engineering/Capital			
Managers/Supervisors	102	84	18
Professional, Technical, Clerical	32	26	6
Operational Hourlies	-		-
Total Engineering/Capital	**134**	**110**	**24**
Total Positions			
Managers/Supervisors	1,478	1,387	91
Professional, Technical, Clerical	795	757	38
Operational Hourlies	4,499	4,501	(2)
Total Positions	**6,772**	**6,645**	**127**

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

RIDERSHIP	July 2013				Year-to-Date July 2013			
	Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.905	3.903	(0.002)	0.0%	27.011	26.946	(0.065)	-0.2%
Weekly	0.172	0.183	0.011	6.2%	1.012	1.058	0.046	4.5%
Total Commutation	4.077	4.086	0.009	0.2%	28.023	28.004	(0.019)	-0.1%
One-Way Full Fare	0.747	0.749	0.002	0.2%	4.581	4.609	0.028	0.6%
One-Way Off-Peak	1.748	1.654	(0.094)	-5.4%	10.176	9.830	(0.345)	-3.4%
All Other	0.855	0.912	0.057	6.7%	5.508	5.573	0.065	1.2%
Total Non-Commutation	3.350	3.315	(0.035)	-1.0%	20.265	20.012	(0.252)	-1.2%
Total	7.427	7.401	(0.026)	-0.4%	48.288	48.017	(0.271)	-0.6%

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

	MONTH			VARIANCE	
	2013	Mid-Year Forecast	2012	vs. Forecast	vs. 2012
Farebox Operating Ratio					
Standard [1]	52.5%	48.1%	51.0%	4.4%	1.5%
Adjusted [2]	64.3%	58.2%	67.1%	6.1%	-2.8%
Cost Per Passenger					
Standard [1]	$14.79	$16.11	$14.20	$1.32	($0.59)
Adjusted [2]	$12.80	$14.04	$11.18	$1.24	($1.62)
Passenger Revenue/Passenger [3]	$7.76	$7.75	$7.25	$0.01	$0.51

	YEAR-TO-DATE			VARIANCE	
	2013	Mid-Year Forecast	2012	vs. Forecast	vs. 2012
Farebox Operating Ratio					
Standard [1]	47.9%	46.9%	49.2%	1.0%	-1.3%
Adjusted [2]	62.0%	60.5%	61.8%	1.5%	0.2%
Cost Per Passenger					
Standard [1]	$15.71	$16.03	$14.35	$0.32	($1.36)
Adjusted [2]	$13.52	$13.78	$10.29	$0.26	($3.23)
Passenger Revenue/Passenger [3]	$7.53	$7.51	$7.06	$0.02	$0.47

(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

JULY 2013

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

July

• July 2013 total ridership was 7.401 million vs. 7.442 million in July 2012 (calendar adjusted for one more work day in 2013), resulting in a decrease of 41,083 passengers, or a 0.6% decrease compared to July 2012. July 2013 showed some indication that more favorable weather yielded a 9.0% increase in Leisure Sales compared to July 2012. In addition, the All Star Games held in July at Citi Field brought approximately 15,174 LIRR customers to the Mets Willets Points station over the three day event.

• July 2013 commutation ridership was 4.086 million vs. 4.122 million in July 2012 (calendar adjusted), resulting in a decrease of 36,411 passengers, or a decrease of 0.9%.

• July 2013 non-commutation ridership was 3.315 million vs. 3.320 million in July 2012, a decrease of 4,672 passengers, or a decrease of 0.1%. Having one less Sunday compared to July 2012 contributed to the decrease in non-commutation ridership.

• July 2013 revenue was $57.3 million vs. $52.6 million, an increase of $4,644,280 or an increase of 8.8% compared to July 2012.

Year-To-Date

• 2013 YTD total ridership was 48.017 million vs. 48.432 million in 2012, a decrease of 414,857 or a 0.9% decrease compared to 2012, and 0.6% below mid-year forecast.

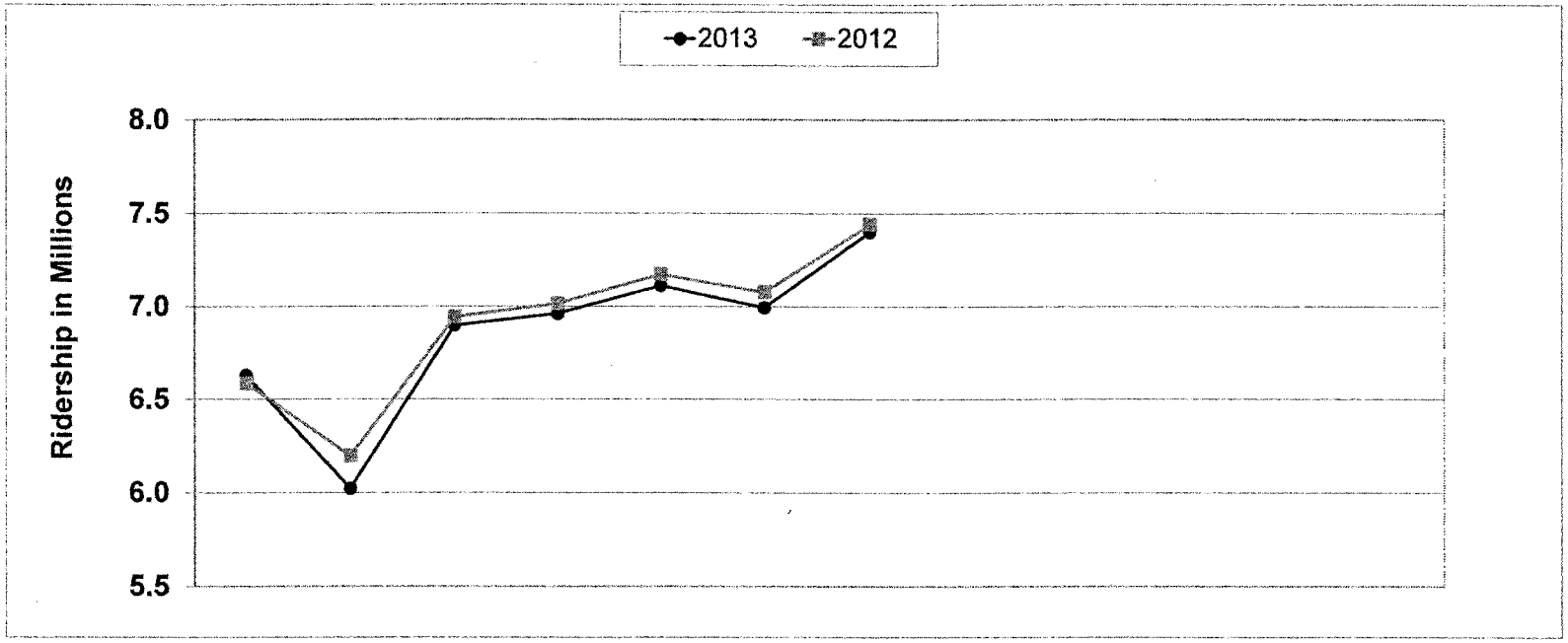
• 2013 YTD commutation ridership was 28.004 million vs. 28.186 million in 2012, a decrease of 181,955 or a 0.6% decrease compared to 2012, and 0.1% below mid-year forecast.

• 2013 YTD non-commutation ridership was 20.012 million vs. 20.245 million in 2012, a decrease of 232,902 or a decrease of 1.2% compared to 2012, and 1.2% below mid-year forecast.

• 2013 YTD revenue was $360.0 million vs. $340.7 million in 2012, an increase of $19,301,115 or an increase of 5.7% compared to 2012 and 0.3% below mid-year forecast.

JULY RIDERSHIP

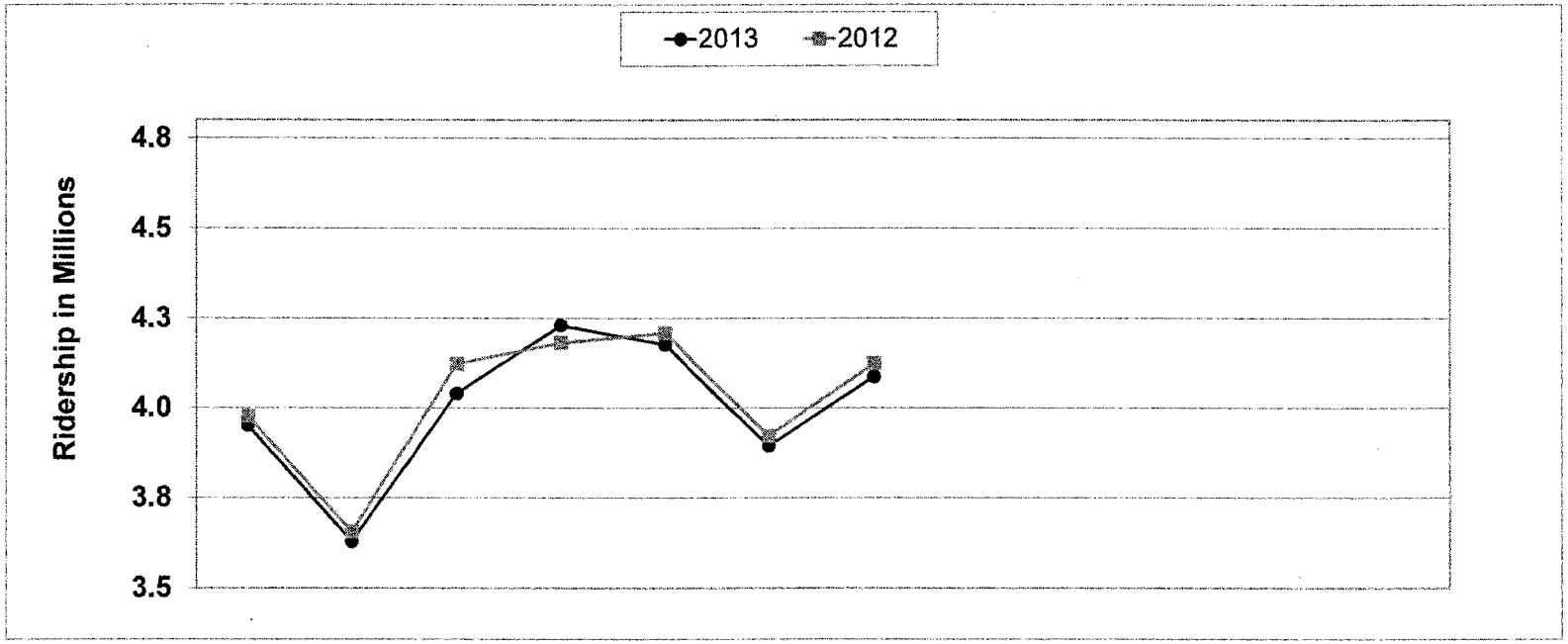
- July's Total Ridership was -0.6% below '12 and -0.4% below Mid Year Forecast.



	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	7.0	7.4						48.0
2012	6.6	6.2	6.9	7.0	7.2	7.1	7.4						48.4
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%	-1.2%	-0.6%						-0.9%

JULY COMMUTATION RIDERSHIP

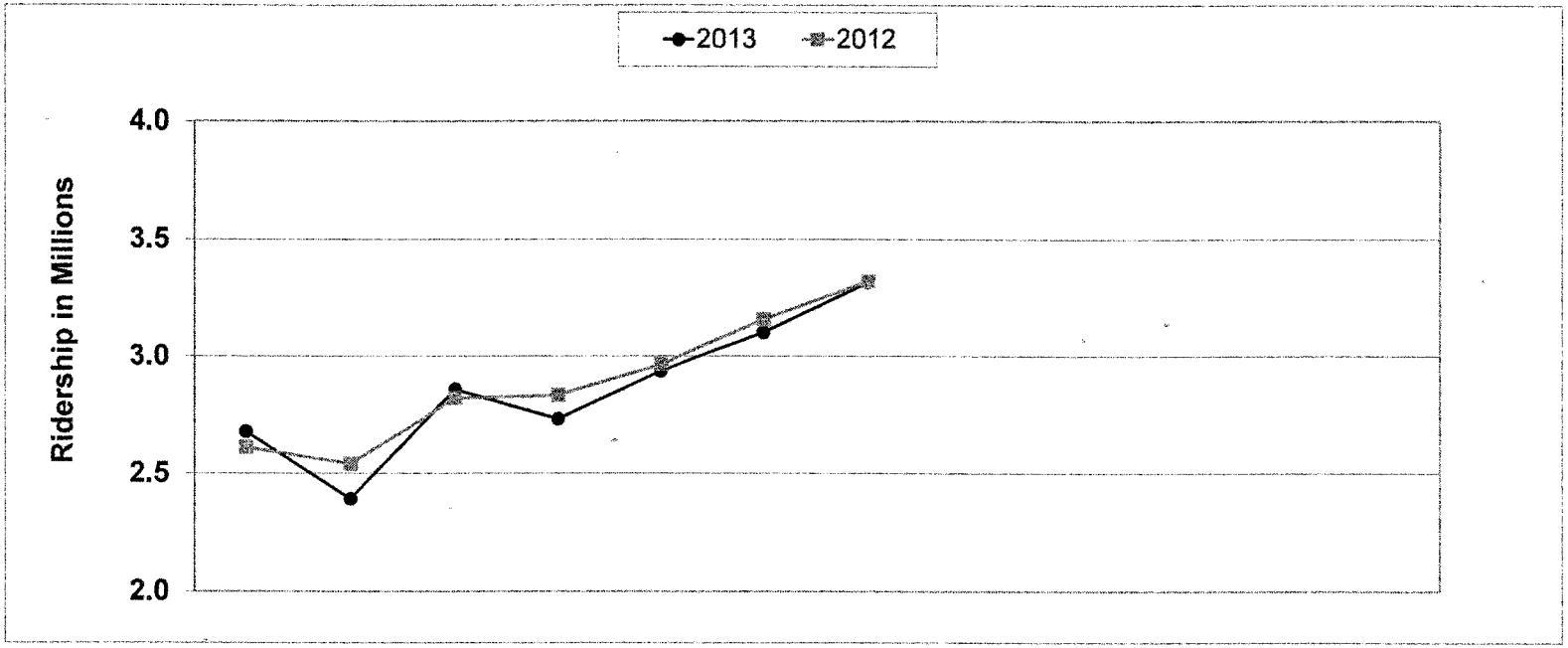
- July's Commutation Ridership was -0.9% below '12 and 0.2% above Mid Year Forecast.



	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	3.9	4.1						28.0
2012	4.0	3.7	4.1	4.2	4.2	3.9	4.1						28.2
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%	-0.7%	-0.9%						-0.6%

JULY NON-COMMUTATION RIDERSHIP

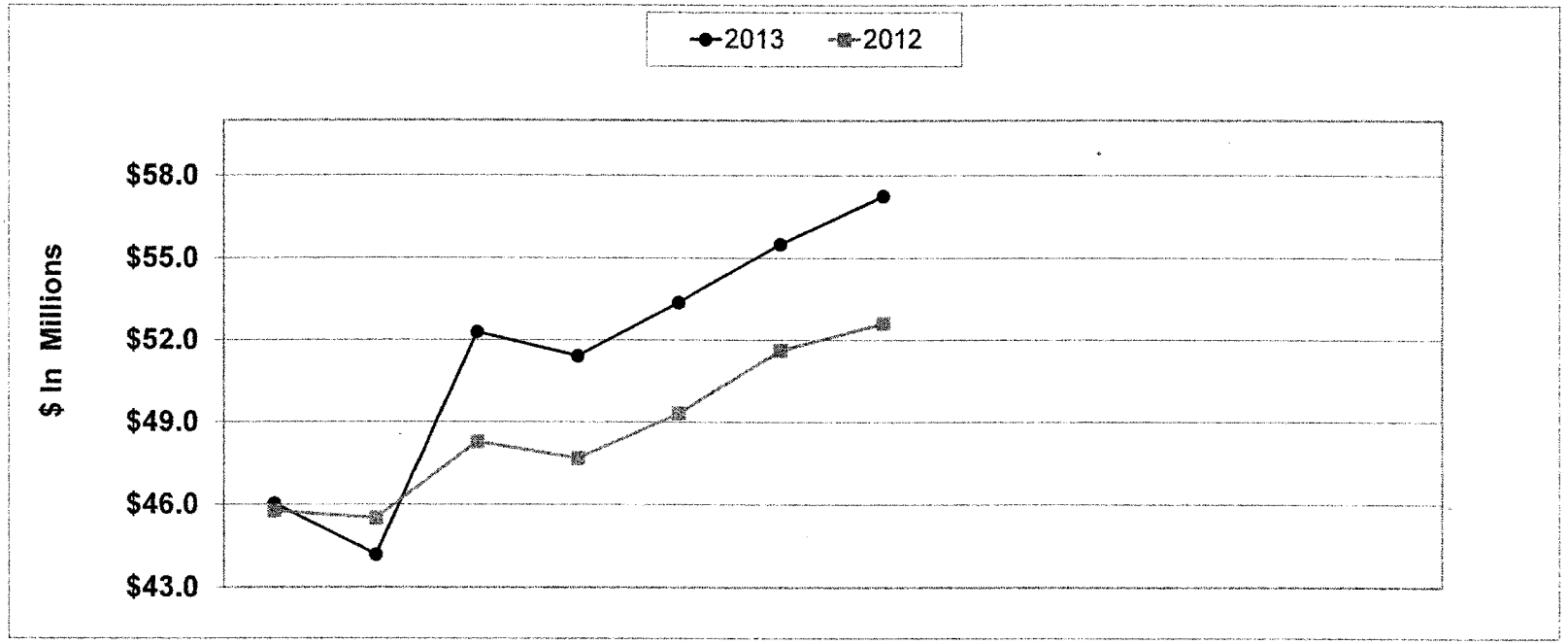
- July's Non-Commutation Ridership was -0.1% below '12 and -1.0% below Mid Year Forecast.



	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	3.1	3.3						20.0
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3						20.2
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%	-1.7%	-0.1%						-1.2%

JULY REVENUE

•July's Total Revenue was 8.8% above '12 and -0.2% below Mid Year Forecast.



	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	$55.5	$57.3						$360.0
2012	$45.8	$45.5	$48.3	$47.7	$49.3	$51.6	$52.6						$340.7
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%	7.5%	8.8%						5.7%

MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
JULY 2013

TICKET TYPE/SERVICE	JULY 2013	JULY 2012	CHANGE VS. 2012 NUMBER	CHANGE VS. 2012 PERCENT
COMMUTATION RIDERSHIP	4,086,062	4,122,472	(36,411)	-0.9%
NON-COMMUTATION RIDERSHIP	3,315,058	3,319,730	(4,672)	-0.1%
TOTAL RIDERSHIP	7,401,120	7,442,202	(41,083)	-0.6%

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

TICKET TYPE/SERVICE	JULY 2013	JULY 2012	CHANGE VS. 2012 NUMBER	CHANGE VS. 2012 PERCENT
COMMUTATION RIDERSHIP	28,004,359	28,186,314	(181,955)	-0.6%
NON-COMMUTATION RIDERSHIP	20,012,409	20,245,311	(232,902)	-1.2%
TOTAL RIDERSHIP	48,016,768	48,431,625	(414,857)	-0.9%

** 2012 ridership numbers were adjusted using 2013 factors.*

MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
JULY 2013

REVENUE	JULY 2013	JULY 2012	CHANGE VS. 2012 AMOUNT	CHANGE VS. 2012 PERCENT
COMMUTATION REVENUE	$27,299,900	$25,470,894	$1,829,006	7.2%
NON-COMMUTATION REVENUE	$29,952,887	$27,137,612	$2,815,274	10.4%
TOTAL REVENUE	$57,252,786	$52,608,506	$4,644,280	8.8%

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

REVENUE	JULY 2013	JULY 2012	CHANGE VS. 2012 AMOUNT	CHANGE VS. 2012 PERCENT
COMMUTATION REVENUE	$188,701,333	$178,979,826	$9,721,508	5.4%
NON-COMMUTATION REVENUE	$171,336,189	$161,756,581	$9,579,608	5.9%
TOTAL REVENUE	$360,037,522	$340,736,407	$19,301,115	5.7%

Long Island Rail Road

Monthly Financial Report

June 2013

MTA LONG ISLAND RAIL ROAD
June Ridership and Financial Report
Executive Summary

Ridership

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

Revenues

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

Expenses

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

Financial Performance Measures

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

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

REVENUE

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

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

OPERATING EXPENSES

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

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

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

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

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

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

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 47.1%, 1.1 percentage points higher than year-to-date May. The Farebox Operating Ratio for the month of June of 53.1 was 2.5 percentage points above the forecast resulting from lower expenses, partially offset by lower revenue. The adjusted year-to-date Farebox Operating Ratio was 61.7%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2013
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$56.463	$55.498	($0.965)	(1.7)	$0.000	$0.000	$0.000	-	$56.463	$55.498	($0.965)	(1.7)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.553	4.700	1.147	32.3	0.000	0.000	0.000	-	3.553	4.700	1.147	32.3
Capital & Other Reimbursements	0.000	0.000	0.000	-	18.470	22.341	3.871	21.0	18.470	22.341	3.871	21.0
Total Revenue	**$60.016**	**$60.198**	**$0.182**	**0.3**	**$18.470**	**$22.341**	**$3.871**	**21.0**	**$78.486**	**$82.539**	**$4.053**	**5.2**
Expenses												
Labor:												
Payroll	$33.314	$32.909	$0.405	1.2	$6.155	$5.655	$0.500	8.1	$39.469	$38.564	$0.905	2.3
Overtime	6.520	6.375	0.145	2.2	1.353	2.117	(0.764)	(56.5)	7.873	8.492	(0.619)	(7.9)
Health and Welfare	7.947	7.821	0.126	1.6	1.124	1.248	(0.124)	(11.0)	9.071	9.068	0.003	0.0
OPEB Current Payment	5.386	4.828	0.558	10.4	0.000	0.000	0.000	-	5.386	4.828	0.558	10.4
Pensions	15.254	14.843	0.411	2.7	1.496	1.907	(0.411)	(27.5)	16.750	16.750	0.000	0.0
Other Fringe Benefits	9.332	8.589	0.743	8.0	1.353	1.281	0.072	5.3	10.685	9.870	0.815	7.6
Reimbursable Overhead	(1.788)	(2.181)	0.393	22.0	1.788	2.181	(0.393)	(22.0)	0.000	0.000	0.000	-
Total Labor Expenses	**$75.965**	**$73.182**	**$2.783**	**3.7**	**$13.269**	**$14.389**	**($1.120)**	**(8.4)**	**$89.234**	**$87.572**	**$1.662**	**1.9**
Non-Labor:												
Electric Power	$9.305	$8.600	$0.705	7.6	$0.000	$0.000	($0.000)	-	$9.305	$8.601	$0.704	7.6
Fuel	2.668	2.383	0.285	10.7	0.000	0.000	0.000	-	2.668	2.383	0.285	10.7
Insurance	1.754	1.746	0.008	0.4	0.399	0.326	0.073	18.4	2.153	2.072	0.081	3.8
Claims	0.455	0.743	(0.288)	(63.3)	0.000	0.000	0.000	-	0.455	0.743	(0.288)	(63.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.775	5.476	0.299	5.2	0.878	1.431	(0.553)	(62.9)	6.653	6.906	(0.253)	(3.8)
Professional Service Contracts	3.316	1.423	1.893	57.1	0.652	0.944	(0.292)	(44.8)	3.968	2.367	1.601	40.3
Materials & Supplies	10.715	8.910	1.805	16.8	3.255	5.227	(1.972)	(60.6)	13.970	14.137	(0.167)	(1.2)
Other Business Expenses	1.311	1.329	(0.018)	(1.4)	0.017	0.024	(0.007)	(40.1)	1.328	1.353	(0.025)	(1.8)
Total Non-Labor Expenses	**$35.299**	**$30.611**	**$4.688**	**13.3**	**$5.201**	**$7.952**	**($2.751)**	**(52.9)**	**$40.500**	**$38.562**	**$1.938**	**4.8**
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	**$111.264**	**$103.793**	**$7.471**	**6.7**	**$18.470**	**$22.341**	**($3.871)**	**(21.0)**	**$129.734**	**$126.134**	**$3.600**	**2.8**
Depreciation	$27.363	$27.347	$0.016	0.1	$0.000	$0.000	$0.000	-	$27.363	$27.347	$0.016	0.1
Other Post Employment Benefits	6.800	6.422	0.378	5.6	0.000	0.000	0.000	-	$6.800	6.422	0.378	5.6
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	$0.167	0.167	0.000	0.2
Total Expenses	**$145.594**	**$137.729**	**$7.865**	**5.4**	**$18.470**	**$22.341**	**($3.871)**	**(21.0)**	**$164.064**	**$160.070**	**$3.994**	**2.4**
Net Surplus/(Deficit)	**($85.578)**	**($77.531)**	**$8.047**	**9.4**	**$0.000**	**$0.000**	**$0.000**	**-**	**($85.578)**	**($77.531)**	**$8.047**	**9.4**
Cash Conversion Adjustments												
Depreciation	27.363	27.347	(0.016)	(0.1)	0.000	0.000	0.000	-	27.363	27.347	(0.016)	(0.1)
Operating/Capital	(0.826)	(1.145)	(0.319)	(38.7)	0.000	0.000	0.000	-	(0.826)	(1.145)	(0.319)	(38.7)
Other Cash Adjustments	12.708	15.515	2.807	22.1	0.000	0.000	0.000	-	12.708	15.515	2.807	22.1
Total Cash Conversion Adjustments	**$39.245**	**$41.717**	**$2.472**	**6.3**	**0.000**	**$0.000**	**$0.000**	**-**	**$39.245**	**$41.717**	**$2.472**	**6.3**
Net Cash Surplus/(Deficit)	**($46.333)**	**($35.814)**	**$10.519**	**22.7**	**$0.000**	**$0.000**	**$0.000**	**-**	**($46.333)**	**($35.814)**	**$10.519**	**22.7**

TABLE 2

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$303.779	$302.785	($0.994)	(0.3)	$0.000	$0.000	$0.000	-	$303.779	$302.785	($0.994)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	37.725	39.104	1.379	3.7	0.000	0.000	0.000	-	37.725	39.104	1.379	3.7
Capital & Other Reimbursements	0.000	0.000	0.000	-	100.157	98.630	(1.527)	(1.5)	100.157	98.630	(1.527)	(1.5)
Total Revenue	**$341.504**	**$341.889**	**$0.385**	**0.1**	**$100.157**	**$98.630**	**($1.527)**	**(1.5)**	**$441.661**	**$440.519**	**($1.142)**	**(0.3)**
Expenses												
Labor:												
Payroll	$209.246	$209.426	($0.180)	(0.1)	$32.638	$29.633	$3.005	9.2	$241.884	$239.060	$2.824	1.2
Overtime	44.191	45.064	(0.873)	(2.0)	8.023	8.116	(0.093)	(1.2)	52.214	53.180	(0.966)	(1.8)
Health and Welfare	47.162	46.904	0.258	0.5	6.240	6.386	(0.146)	(2.3)	53.402	53.290	0.112	0.2
OPEB Current Payment	30.652	28.328	2.324	7.6	0.000	0.000	0.000	-	30.652	28.328	2.324	7.6
Pensions	91.895	91.213	0.682	0.7	8.605	9.287	(0.682)	(7.9)	100.500	100.500	0.000	0.0
Other Fringe Benefits	58.300	56.577	1.723	3.0	7.009	6.392	0.617	8.8	65.309	62.968	2.341	3.6
Reimbursable Overhead	(10.411)	(10.706)	0.295	2.8	10.411	10.706	(0.295)	(2.8)	0.000	0.000	0.000	-
Total Labor Expenses	**$471.035**	**$466.806**	**$4.229**	**0.9**	**$72.926**	**$70.519**	**$2.407**	**3.3**	**$543.961**	**$537.326**	**$6.635**	**1.2**
Non-Labor:												
Electric Power	$49.079	$50.016	($0.937)	(1.9)	$0.000	$0.094	($0.094)	-	$49.079	$50.110	($1.031)	(2.1)
Fuel	15.518	14.493	1.025	6.6	0.000	0.000	0.000	-	15.518	14.493	1.025	6.6
Insurance	8.948	8.916	0.032	0.4	1.850	1.435	0.415	22.4	10.798	10.350	0.448	4.1
Claims	0.060	0.289	(0.229)	*	0.000	0.000	0.000	-	0.060	0.289	(0.229)	*
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	26.667	25.095	1.572	5.9	6.063	5.787	0.276	4.6	32.730	30.882	1.848	5.6
Professional Service Contracts	12.801	10.246	2.555	20.0	3.380	4.772	(1.392)	(41.2)	16.181	15.017	1.164	7.2
Materials & Supplies	52.086	50.191	1.895	3.6	15.766	15.739	0.027	0.2	67.852	65.930	1.922	2.8
Other Business Expenses	6.229	5.924	0.305	4.9	0.172	0.284	(0.112)	(65.2)	6.401	6.208	0.193	3.0
Total Non-Labor Expenses	**$171.388**	**$165.170**	**$6.218**	**3.6**	**$27.231**	**$28.110**	**($0.879)**	**(3.2)**	**$198.619**	**$193.280**	**$5.339**	**2.7**
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	**$642.423**	**$631.977**	**$10.446**	**1.6**	**$100.157**	**$98.629**	**$1.528**	**1.5**	**$742.580**	**$730.606**	**$11.974**	**1.6**
Depreciation	$158.567	$163.622	(5.055)	(3.2)	$0.000	$0.000	$0.000	-	$158.567	$163.622	($5.055)	(3.2)
Other Post Employment Benefits	39.653	39.258	0.395	1.0	0.000	0.000	0.000	-	39.653	39.258	0.395	1.0
Environmental Remediation	1.002	1.000	0.002	0.2	0.000	0.000	0.000	-	1.002	1.000	0.002	0.2
Total Expenses	**$841.645**	**$835.857**	**$5.788**	**0.7**	**$100.157**	**$98.629**	**$1.528**	**1.5**	**$941.802**	**$934.486**	**$7.316**	**0.8**
Net Surplus/(Deficit)	**($500.141)**	**($493.967)**	**$6.174**	**1.2**	**($0.000)**	**$0.000**	**$0.000**	**-**	**($500.141)**	**($493.967)**	**$6.174**	**1.2**
Cash Conversion Adjustments												
Depreciation	158.567	163.622	5.055	3.2	0.000	0.000	0.000	-	158.567	163.622	5.055	3.2
Operating/Capital	(11.782)	(12.979)	(1.197)	(10.2)	0.000	0.000	0.000	-	(11.782)	(12.979)	(1.197)	(10.2)
Other Cash Adjustments	24.800	29.110	4.310	17.4	0.000	0.000	0.000	-	24.800	29.110	4.310	17.4
Total Cash Conversion Adjustments	**$171.585**	**$179.753**	**$8.168**	**4.8**	**$0.000**	**$0.000**	**$0.000**	**-**	**$171.585**	**$179.753**	**$8.168**	**4.8**
Net Cash Surplus/(Deficit)	**($328.556)**	**($314.214)**	**$14.341**	**4.4**	**$0.000**	**$0.000**	**$0.000**	**-**	**($328.556)**	**($314.214)**	**$14.342**	**4.4**

TABLE 3

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

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

TABLE 3

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

		June 2013			Year-to-Date June 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Pensions	Non Reimb.	0.411	2.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	0.682	0.7	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.411)	(27.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(0.682)	(7.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	0.743	8.0	Timing of FELA Indemnity payments and accrual adjustments to Railroad Unemployment Insurance.	1.723	3.0	Timing of FELA Indemnity and accrual adjustments to Railroad Unemployment Insurance.
	Reimb.	0.072	5.3	Primarily due to timing of project activity.	0.617	8.8	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.705	7.6	Primarily lower rates and accrual adjustments, partially offset by higher Fuel Cost Adjustment charges.	(0.937)	(1.9)	Primarily due to timing of facility related electricity payments.
	Reimb.	(0.000)	-		(0.094)	-	VD Yard
Fuel	Non Reimb.	0.285	10.7	Lower diesel fuel consumption.	1.025	6.6	Primarily timing of natural gas payments and lower diesel fuel consumption.
Insurance	Non Reimb.	0.008	0.4		0.032	0.4	Timing of premium payments.
	Reimb.	0.073	18.4	Force Account Insurance associated with project activity.	0.415	22.4	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.288)	(63.3)	Timing of public liability expenses	(0.229)	*	Timing of public liability expenses.

TABLE 3

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

		June 2013			Year-to-Date June 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Maintenance & Other Operating Contracts	Non Reimb.	0.299	5.2	Timing of payments for HVAC maintenance, elevator/escalator repairs, security services, environmental and plant maintenance services, partially offset by timing of vegetation management payments and the reclassification of parking facilities payments (previously in Professional Services).	1.572	5.9	Primarily due to timing of payments and services for vegetation management, plant maintenance, environmental services, elevator/escalator maintenance, HVAC maintenance, IESS and security guard services and communication expenses, partially offset by higher non-revenue vehicle maintenance repairs and the reclassification of parking facilities payments (previously in Professional Services).
	Reimb.	(0.553)	(62.9)	Primarily due to timing of project activity.	0.276	4.6	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.893	57.1	Primarily due to timing of payments and activities for IT software and hardware and reclassification of parking facilities payments from Professional Services to Maintenance Services.	2.555	20.0	Primarily due to timing of payments and activities for IT hardware and software and reclassification of parking facilities payments from Professional Services to Maintenance services.
	Reimb.	(0.292)	(44.8)	Primarily due to timing of project activity.	(1.392)	(41.2)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	1.805	16.8	Timing of corporate inventory adjustment, lower usage of running repair material for the MU fleet and delayed C-3 HVAC modification and propulsion control unit initiatives.	1.895	3.6	Primarily due to lower usage of running repair material in the MU Car Shop and Support Shops, delayed startup of propulsion control unit replacement and C-3 fleet modifications and timing of corporate inventory adjustments.
	Reimb.	(1.972)	(60.6)	Primarily due to timing of project activity and timing of payments for project material.	0.027	0.2	Primarily due to timing of project activity and timing of payments for project material.

TABLE 3

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

June 2013					Year-to-Date June 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Other Business Expenses	Non Reimb.	(0.018)	(1.4)	Higher bad debt expenses, partially offset by timing of miscellaneous expenses.	0.305	4.9	Higher restitution of property damage reimbursements and timing of payments for recruitment and other miscellaneous expenses, partially offset by the timing of payments for travel expenses.
	Reimb.	(0.007)	(40.1)	Primarily due to timing of project activity.	(0.112)	(65.2)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.016	0.1	Primarily timing.	(5.055)	(3.2)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.378	5.6		0.395	1.0	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
June 2013
($ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$58.615	$54.304	($4.311)	(7.4)	$316.588	$312.354	($4.234)	(1.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.667	2.467	(1.200)	(32.7)	36.367	32.676	(3.691)	(10.1)
Capital & Other Reimbursements	20.431	13.318	(7.113)	(34.8)	76.581	66.559	(10.022)	(13.1)
Total Receipts	**$82.713**	**$70.089**	**($12.624)**	(15.3)	**$429.536**	**$411.589**	**($17.947)**	(4.2)
Expenditures								
Labor:								
Payroll	$38.320	$37.285	$1.035	2.7	$241.348	$238.274	$3.074	1.3
Overtime	7.874	8.262	(0.388)	(4.9)	54.136	54.059	0.078	0.1
Health and Welfare	9.071	1.200	7.871	86.8	53.403	44.477	8.926	16.7
OPEB Current Payment	5.386	1.838	3.548	65.9	29.492	24.947	4.545	15.4
Pensions	16.750	16.748	0.002	0.0	101.195	101.123	0.072	0.1
Other Fringe Benefits	12.009	9.332	2.677	22.3	67.393	62.104	5.289	7.8
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	**$89.410**	**$74.664**	**$14.746**	16.5	**$546.967**	**$524.984**	**$21.983**	4.0
Non-Labor:								
Electric Power	$9.305	$6.876	$2.429	26.1	$47.973	$43.173	$4.800	10.0
Fuel	2.776	1.834	0.942	33.9	15.217	14.922	0.295	1.9
Insurance	2.891	0.066	2.825	97.7	11.076	9.658	1.418	12.8
Claims	0.032	0.129	(0.097)	*	2.233	2.400	(0.167)	(7.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.844	5.129	1.715	25.1	30.225	26.950	3.275	10.8
Professional Service Contracts	3.354	3.574	(0.220)	(6.6)	17.430	16.695	0.735	4.2
Materials & Supplies	10.850	10.538	0.312	2.9	68.507	70.148	(1.641)	(2.4)
Other Business Expenses	1.426	0.783	0.643	45.1	6.412	5.415	0.997	15.6
Total Non-Labor Expenditures	**$37.478**	**$28.929**	**$8.549**	22.8	**$199.073**	**$189.361**	**$9.711**	4.9
Other Expenditure Adjustments:								
Other	2.158	1.990	0.168	7.8	12.052	11.578	0.474	3.9
Total Other Expenditure Adjustments	**$2.158**	**$1.990**	**$0.168**	7.8	**$12.052**	**$11.578**	**$0.474**	3.9
Total Expenditures	**$129.046**	**$105.582**	**$23.464**	18.2	**$758.092**	**$725.924**	**$32.168**	4.2
Cash Timing and Availability Adjustment	0.000	(0.321)	(0.321)	-	0.000	0.121	0.121	-
Net Cash Deficit (excludes opening balance)	**($46.333)**	**($35.814)**	**$10.519**	22.7	**($328.556)**	**($314.214)**	**$14.342**	4.4
Subsidies								
MTA	46.333	35.820	(10.513)	(22.7)	328.556	314.221	(14.334)	(4.4)

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

Table 5

	June 2013			Year-to-Date as of June 30, 2013		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Receipts						
Farebox Revenue	(4.311)	(7.4)	Lower advance sales impact $(3.183), lower ridership $(0.982) and lower Metrocard/AirTrain sales $(0.163), partially offset by higher yields $0.017.	(4.234)	(1.3)	Lower advance sales impact $(2.915), lower ridership $(1.819) and lower Metrocard/AirTrain sales $(0.325), partially offset by higher yields $0.825.
Other Operating Revenue	(1.200)	(32.7)	Primarily due to the timing of rental revenue and intercompany receipts.	(3.691)	(10.1)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue.
Capital and Other Reimbursements	(7.113)	(34.8)	Timing of activity and reimbursement for capital and other reimbursements.	(10.022)	(13.1)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.035	2.7	Primarily due to lower headcount and lower rates.	3.074	1.3	Primarily due to lower headcount and rates.
Overtime	(0.388)	(4.9)	Primarily higher project overtime.	0.078	0.1	
Health and Welfare	7.871	86.8	Primarily due to the timing of payments.	8.926	16.7	Primarily due to the timing of payments and lower headcount.
OPEB Current Payment	3.548	65.9	Primarily due to the timing of payments.	4.545	15.4	Primarily due to timing of payments and lower retirees.
Other Fringe Benefits	2.677	22.3	Primarily the timing of FELA payments.	5.289	7.8	Primarily the timing of FELA payments and lower Railroad Retirement payments.

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

Table 5

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

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
June 2013
($ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$2.152	($1.194)	($3.346)	*	$12.809	$9.569	($3.240)	(25.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.114	(2.233)	(2.347)	*	(1.358)	(6.428)	(5.070)	*
Capital & Other Reimbursements	1.961	(9.023)	(10.984)	*	(23.576)	(32.071)	(8.495)	(36.0)
Total Receipts	**$4.227**	**($12.451)**	**($16.678)**	*	**($12.125)**	**($28.930)**	**($16.805)**	*
Expenditures								
Labor:								
Payroll	$1.149	$1.279	$0.130	11.4	$0.536	$0.786	$0.250	46.6
Overtime	(0.001)	0.231	0.232	*	(1.922)	(0.879)	1.043	54.3
Health and Welfare	0.000	7.868	7.868	-	(0.001)	8.812	8.813	*
OPEB Current Payment	0.000	2.990	2.990	-	1.160	3.381	2.221	*
Pensions	0.000	0.002	0.002	-	(0.695)	(0.623)	0.072	10.3
Other Fringe Benefits	(1.324)	0.538	1.862	*	(2.084)	0.864	2.948	*
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	**($0.176)**	**$12.908**	**$13.084**	*	**($3.006)**	**$12.341**	**$15.347**	*
Non-Labor:								
Electric Power	$0.000	$1.725	$1.725	-	$1.106	$6.937	$5.831	*
Fuel	(0.108)	0.549	0.657	*	0.301	(0.430)	(0.731)	*
Insurance	(0.738)	2.006	2.744	*	(0.278)	0.693	0.971	*
Claims	0.423	0.614	0.191	45.1	(2.173)	(2.111)	0.062	2.9
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(0.191)	1.778	1.969	*	2.505	3.932	1.427	57.0
Professional Service Contracts	0.614	(1.207)	(1.821)	*	(1.249)	(1.678)	(0.429)	(34.4)
Materials & Supplies	3.120	3.599	0.479	15.4	(0.655)	(4.218)	(3.563)	*
Other Business Expenses	(0.098)	0.570	0.668	*	(0.011)	0.793	0.804	*
Total Non-Labor Expenditures	**$3.022**	**$9.633**	**$6.611**	*	**($0.454)**	**$3.919**	**$4.372**	*
Other Expenditure Adjustments:								
Other	(2.158)	(1.990)	0.168	7.8	(12.052)	(11.578)	0.474	3.9
Total Other Expenditure Adjustments	**($2.158)**	**($1.990)**	**$0.168**	7.8	**($12.052)**	**($11.578)**	**$0.474**	3.9
Total Expenditures before Depreciation	**$0.688**	**$20.552**	**$19.864**	*	**($15.512)**	**$4.682**	**$20.193**	*
Depreciation Adjustment	27.363	27.347	(0.016)	(0.1)	158.567	163.622	5.055	3.2
Other Post Employment Benefits	6.800	6.422	(0.378)	(5.6)	39.653	39.258	(0.395)	(1.0)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.002	1.000	(0.002)	(0.2)
Total Expenditures	**$35.018**	**$54.488**	**$19.470**	55.6	**$183.710**	**$208.562**	**$24.851**	13.5
Cash Timing and Availability Adjustment	0.000	(0.321)	(0.321)	-	0.000	0.121	0.121	-
Total Cash Conversion Adjustments	**$39.245**	**$41.717**	**$2.472**	6.3	**$171.585**	**$179.753**	**$8.168**	4.8

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

	June 2013						June Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
Scheduled Service [1]	15,668	$0.8	16,028	$0.8	(360)	($0.0)	174,360	$8.8	177,413	$9.0	(3,052)	($0.2)
					-2.3%	-1.5%					-1.8%	-1.7%
Unscheduled Service	10,755	0.5	12,005	0.6	(1,250)	(0.1)	60,908	3.2	64,516	3.3	(3,608)	(0.1)
					-11.6%	-15.3%					-5.9%	-4.7%
Programmatic/Routine Maintenance	42,214	1.9	39,146	1.8	3,068	0.2	247,158	11.4	255,457	11.7	(8,299)	(0.3)
					7.3%	9.5%					-3.4%	-2.9%
Unscheduled Maintenance	455	0.0	463	0.0	(8)	(0.0)	11,995	0.5	12,227	0.6	(232)	(0.0)
					-1.8%	-1.8%					-1.9%	-1.8%
Vacancy/Absentee Coverage	62,195	3.0	58,077	2.8	4,118	0.2	304,671	14.8	305,652	14.7	(781)	0.1
					6.6%	6.8%					-0.3%	0.6%
Weather Emergencies	2,129	0.1	1,427	0.1	702	0.0	81,599	4.3	78,141	4.1	3,458	0.2
					33.0%	38.9%					4.2%	4.1%
Safety/Security/Law Enforcement [2]	-	0.0	-	0.0			-	0.0	-	0.0	-	-
Other [3]	1,506	0.1	1,217	0.2	289	(0.2)	9,618	1.1	9,895	1.6	(276)	(0.5)
					19.2%	*					-2.9%	-44.1%
Subtotal	134,922	$6.5	128,362	$6.4	6,559	$0.1	890,510	$44.2	903,301	$45.1	(12,791)	($0.9)
					4.9%	2.2%					-1.4%	-2.0%
REIMBURSABLE OVERTIME	27,008	$1.4	38,909	$2.1	(11,901)	($0.8)	160,334	$8.0	147,501	$8.1	12,833	($0.1)
					-44.1%	-56.4%					8.0%	-1.2%
TOTAL OVERTIME	**161,929**	**$7.9**	**167,271**	**$8.5**	**(5,341)**	**($0.6)**	**1,050,844**	**$52.2**	**1,050,802**	**$53.2**	**42**	**($1.0)**
					-3.3%	-7.9%					0.0%	-1.9%

[1] Includes Tour Length and Holiday overtime.
[2] Not Applicable
[3] Reflects overtime for marketing, material management and other administrative functions.
Totals my 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 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service	(360)	($0.0)		(3,052)	($0.2)	Higher than anticipated crew book and holiday overtime.
	-2.3%	-1.5%		-1.8%	-1.7%	
Unscheduled Service	(1,250)	(0.1)	Support of On-Time Performance	(3,608)	(0.1)	Support of On-Time Performance
	-11.6%	-15.3%		-5.9%	-4.7%	
Programmatic/Routine Maintenance	3,068	0.2	Primarily due to Maintenance of Equipment aggressive management oversight.	(8,299)	(0.3)	Higher than anticipated track maintenance needs from Jamaica to Queens.
	7.3%	9.5%		-3.4%	-2.9%	
Unscheduled Maintenance	(8)	(0.0)		(232)	(0.0)	
	-1.8%	-1.8%		-1.9%	-1.8%	
Vacancy/Absentee Coverage	4,118	0.2	Better than expected availability in Transportation and Maintenance of Equipment.	(781)	0.1	Better than expected availability in Transportation and Maintenance of Equipment.
	6.6%	6.8%		-0.3%	0.6%	
Weather Emergencies	702	0.0		3,458	0.2	
	33.0%	38.9%		4.2%	4.1%	
Safety/Security/Law Enforcement						
Other	289	(0.2)	Due to variance between actual and forecasted wage rates including double-time payments.	(276)	(0.5)	Due to variance between actual and forecasted wage rates including double-time payments.
	19.2%			-2.9%	-44.1%	
Subtotal	**6,559**	**$0.1**		**(12,791)**	**($0.9)**	
	4.9%	2.2%		-1.4%	-2.0%	
REIMBURSABLE OVERTIME	(11,901)	($0.8)	Over-run attributed to 2013 annual track program latest project schedule requirements as well as greater than anticipated flagging needs.	12,833	($0.1)	Over-run attributed to 2013 annual track program latest project schedule requirements as well as greater than anticipated flagging needs.
	-44.1%	-56.4%		8.0%	-1.2%	
TOTAL OVERTIME	**(5,341)**	**($0.6)**		**42**	**($1.0)**	
	-3.3%	-7.9%		0.0%	-1.9%	

g Exceeds 100%

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

Type	Definition
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	*Program Maintenance* work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes *Routine Maintenance* work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	Resulting from an extraordinary event (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 courage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

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

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

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

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

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

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

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

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

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

	MONTH			VARIANCE	
	2013	Mid-Year Forecast	2012	vs. Forecast	vs. 2012
Farebox Operating Ratio					
Standard [1]	53.1%	50.6%	53.5%	2.5%	-0.4%
Adjusted [2]	66.9%	62.3%	67.1%	4.6%	-0.2%
Cost Per Passenger					
Standard [1]	$15.00	$15.75	$13.41	$0.75	($1.59)
Adjusted [2]	$12.87	$13.53	$11.26	$0.66	($1.61)
Passenger Revenue/Passenger [3]	$7.97	$7.97	$7.17	$0.00	$0.80

	YEAR-TO-DATE			VARIANCE	
	2013	Mid-Year Forecast	2012	vs. Forecast	vs. 2012
Farebox Operating Ratio					
Standard [1]	47.1%	46.6%	48.9%	0.5%	-1.8%
Adjusted [2]	61.7%	60.9%	61.8%	0.8%	-0.1%
Cost Per Passenger					
Standard [1]	$15.88	$16.01	$14.38	$0.13	($1.50)
Adjusted [2]	$13.65	$13.73	$12.11	$0.08	($1.54)
Passenger Revenue/Passenger [3]	$7.49	$7.46	$7.03	$0.03	$0.46

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

JUNE 2013

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

June

• June 2013 total ridership was 6.995 million vs. 7.078 million in June 2012 (calendar adjusted for one less work day in 2013), resulting in a decrease of 82,849 passengers, or a 1.2% decrease compared to June 2012. Weather was a factor that had a negative impact on ridership. Specifically, for the month of June this year the total water precipitation was 10.10 inches, which was 7.14 inches more compared to June last year.

• June 2013 commutation ridership was 3.893 million vs. 3.921 million in June 2012 (calendar adjusted), resulting in a decrease of 27,638 passengers, or a decrease of 0.7%.

• June 2013 non-commutation ridership was 3.102 million vs. 3.157 million in June 2012, a decrese of 55,211 passengers, or a decrease of 1.7%.

• June 2013 revenue was $55.5 million vs. $51.6 million, an increase of $3,884,921 or an increase of 7.5% compared to June 2012.

Year-To-Date

• 2013 YTD total ridership was 40.616 million vs. 40.989 million in 2012, a decrease of 373,774 or a 0.9% decrease compared to 2012, and 0.6% below mid-year forecast.

• 2013 YTD commutation ridership was 23.918 million vs. 24.064 million in 2012, a decrease of 145,544 or a 0.6% decrease compared to 2012, and 0.1% below mid-year forecast.

• 2013 YTD non-commutation ridership was 16.697million vs. 16.926 million in 2012, a decrease of 228,230 or a decrease of 1.3% compared to 2012, and 1.3% below mid-year forecast.

• 2013 YTD revenue was $302.8 million vs. $288.1 million in 2012, an increase of $14,656,835 or an increase of 5.1% compared to 2012 and 0.3% below mid-year forecast.

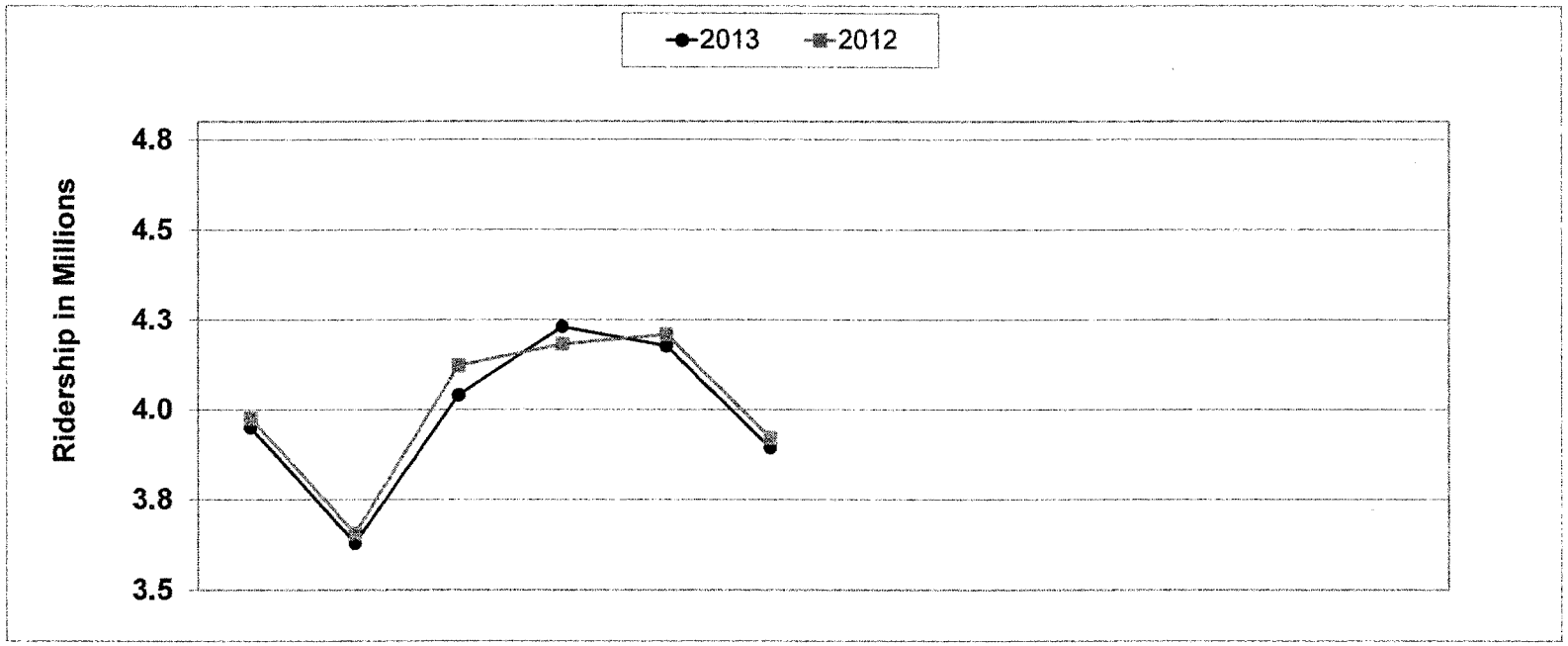
JUNE RIDERSHIP

- June's Total Ridership was -1.2% below '12 and -1.7% below Mid Year Forecast.

	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	7.0							40.6
2012	6.6	6.2	6.9	7.0	7.2	7.1							41.0
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%	-1.2%							-0.9%

JUNE COMMUTATION RIDERSHIP

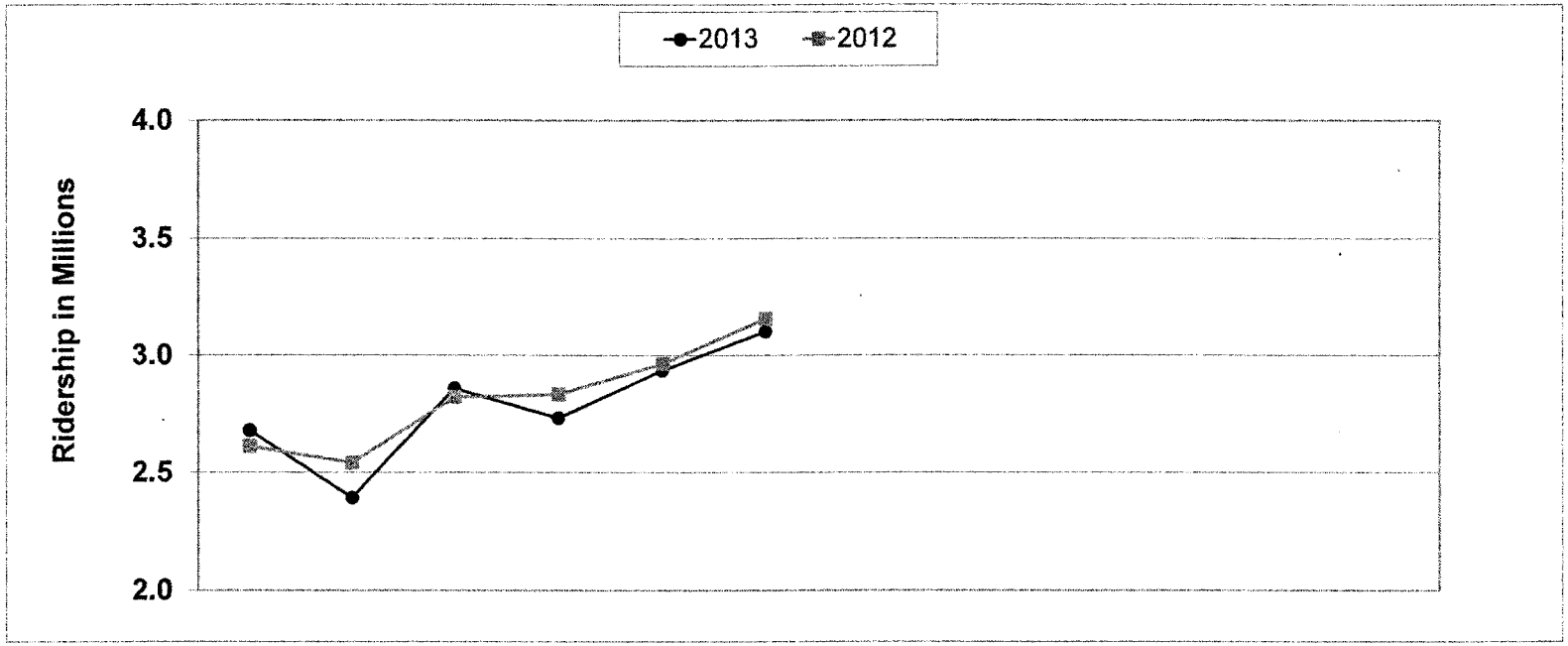
- June's Commutation Ridership was -0.7% below '12 and -0.6% below Mid Year Forecast.



	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	3.9							23.9
2012	4.0	3.7	4.1	4.2	4.2	3.9							24.1
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%	-0.7%							-0.6%

JUNE NON-COMMUTATION RIDERSHIP

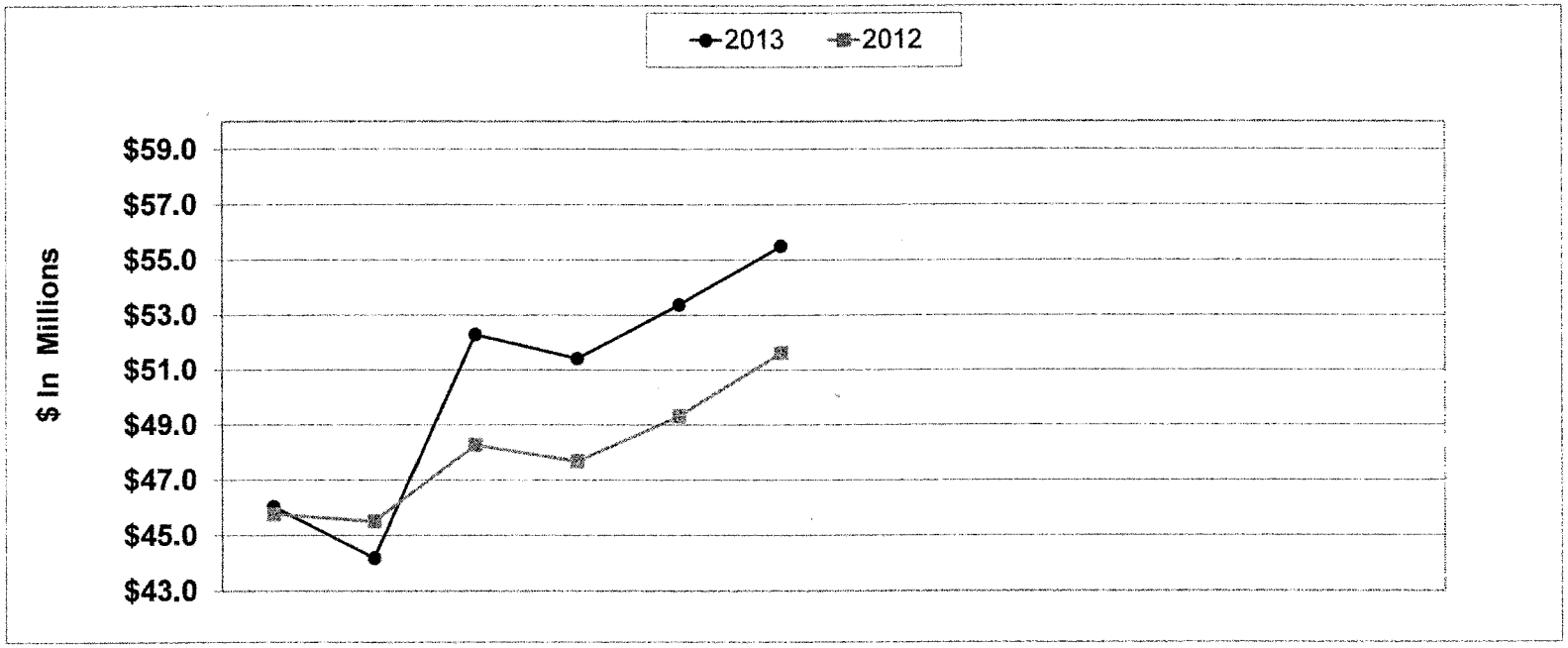
- June's Non-Commutation Ridership was -1.7% below '12 and -3.2% below Mid Year Forecast.



	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	3.1							16.7
2012	2.6	2.5	2.8	2.8	3.0	3.2							16.9
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%	-1.7%							-1.3%

JUNE REVENUE

- June's Total Revenue was 7.5% above '12 and -1.7% below Mid Year Forecast.



	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	$55.5							$302.8
2012	$45.8	$45.5	$48.3	$47.7	$49.3	$51.6							$288.1
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%	7.5%							5.1%

MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
JUNE 2013

TICKET TYPE/SERVICE	JUNE 2013	JUNE 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,892,914	3,920,552	(27,638)	-0.7%
NON-COMMUTATION RIDERSHIP	3,101,823	3,157,034	(55,211)	-1.7%
TOTAL RIDERSHIP	6,994,737	7,077,586	(82,849)	-1.2%

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

TICKET TYPE/SERVICE	JUNE 2013	JUNE 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	28,004,359	28,186,314	(181,955)	-0.6%
NON-COMMUTATION RIDERSHIP	20,012,409	20,245,311	(232,902)	-1.2%
TOTAL RIDERSHIP	48,016,768	48,431,625	(414,857)	-0.9%

** 2012 ridership numbers were adjusted using 2013 factors.*

MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
JUNE 2013

REVENUE	JUNE 2013	JUNE 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	$28,046,303	$26,003,368	$2,042,935	7.9%
NON-COMMUTATION REVENUE	$27,451,449	$25,609,464	$1,841,986	7.2%
TOTAL REVENUE	$55,497,752	$51,612,832	$3,884,921	7.5%

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

REVENUE	JUNE 2013	JUNE 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	$188,701,333	$178,979,826	$9,721,508	5.4%
NON-COMMUTATION REVENUE	$171,336,189	$161,756,581	$9,579,608	5.9%
TOTAL REVENUE	$360,037,522	$340,736,407	$19,301,115	5.7%

Long Island Rail Road

CAPITAL PROGRAM REPORT

SEPTEMBER 2013

HIGHLIGHTS

PN-4Y: EAST RIVER TUNNEL VENTILATION
Project Budget: $91.06M
Milestone: Beneficial Use
Reconstruction of the East River Tunnels ventilation facilities and shafts at Long Island City, Queens, and 1st Avenue, Manhattan, is complete. Construction includes new ventilation structures equipped with bidirectional SCADA-controlled fans to ventilate all four East River Tunnels, new concrete shaft liners, and new wider staircases for simultaneous emergency access and egress. The Long Island City facility also includes a new LIRR traction power substation. This project was executed under the Joint Venture Agreement between the LIRR and Amtrak and is essential to both railroads' plans for increased service reliability and enhanced safety measures in the East River Tunnels between Queens and Manhattan.

PN-TV: MASSAPEQUA POCKET TRACK
Project Budget: $19.60M
Milestone: Design Completion
Design for a new 12-car stub-ended electrified and interlocked pocket track is complete. The new structure will have approximately 1700 LF of new track with 3 interlocked turnouts and switches providing for crossovers to each Main Line track. As part of this project, LIRR forces already installed a new 75' bridge span over Unqua Creek that shares the existing Unqua Creek Bridge abutment. The operational flexibility and the additional storage capacity gained through this project will enable additional mid-branch train service on the Babylon Branch and support the service demands of East Side Access. Construction of the pocket track is planned to commence in the 1st quarter 2014.

PN-TR: HICKSVILLE STATION IMPROVEMENTS
PN-TQ: HICKSVILLE NORTH TRACK SIDING
Current Project Budget: $55.20M [TR]; $2.32M [TQ]
Milestone: Design Start
A Design Contract for Hicksville Station Improvements and North Track Siding was awarded to AECOM USA, Inc for $2,925,849. The rehabilitation of Hicksville Station includes replacement of two elevated platforms, two elevators, and two escalators; repairs to the supporting substructure; new aluminum stairs and new handrails; new platform canopies and waiting rooms; lighting, electrical, communication, and heating systems; and a new Security CCTV system. The Design Contract also includes a new electrified North Track Siding west of Hicksville Station. The new track with its associated interlocked signal system and switches will be critical to the efforts at increasing capacity along the eastern Main Line segment of the railroad.

PN-2D: NEW ELEVATORS AT QUEENS VILLAGE STATION
Project Budget: $8.45M
Milestone: Beneficial Use
The installation of 2 new elevators serving the eastbound and westbound platforms at Queens Village Station on the Hempstead Branch is complete. The project work included new elevator shafts, machine rooms, associated equipment, and site and platform improvements. The existing platform waiting room was rehabilitated with new light fixtures, doors and windows, benches, painting, and CCTV cameras. This project is part of the LIRR's efforts to provide further ADA accessibility to LIRR services in the southeast Queens area.

PN-B8: QUEENS BOULEVARD BRIDGE
Project Budget: $18.88M
Milestone: Beneficial Use
Rehabilitation of the Queens Boulevard Bridge in Woodside on the Main Line is complete. Queens Boulevard Bridge carries 4 Main Line tracks and 2 Port Washington tracks. The below-deck work on the 10 span superstructure included bearing replacement, reconstruction of bridge seats, abutment repairs, and miscellaneous steel and concrete repairs. This project has returned the bridge to a State of Good Repair thereby minimizing future maintenance and repairs and preventing bridge- related service disruptions.

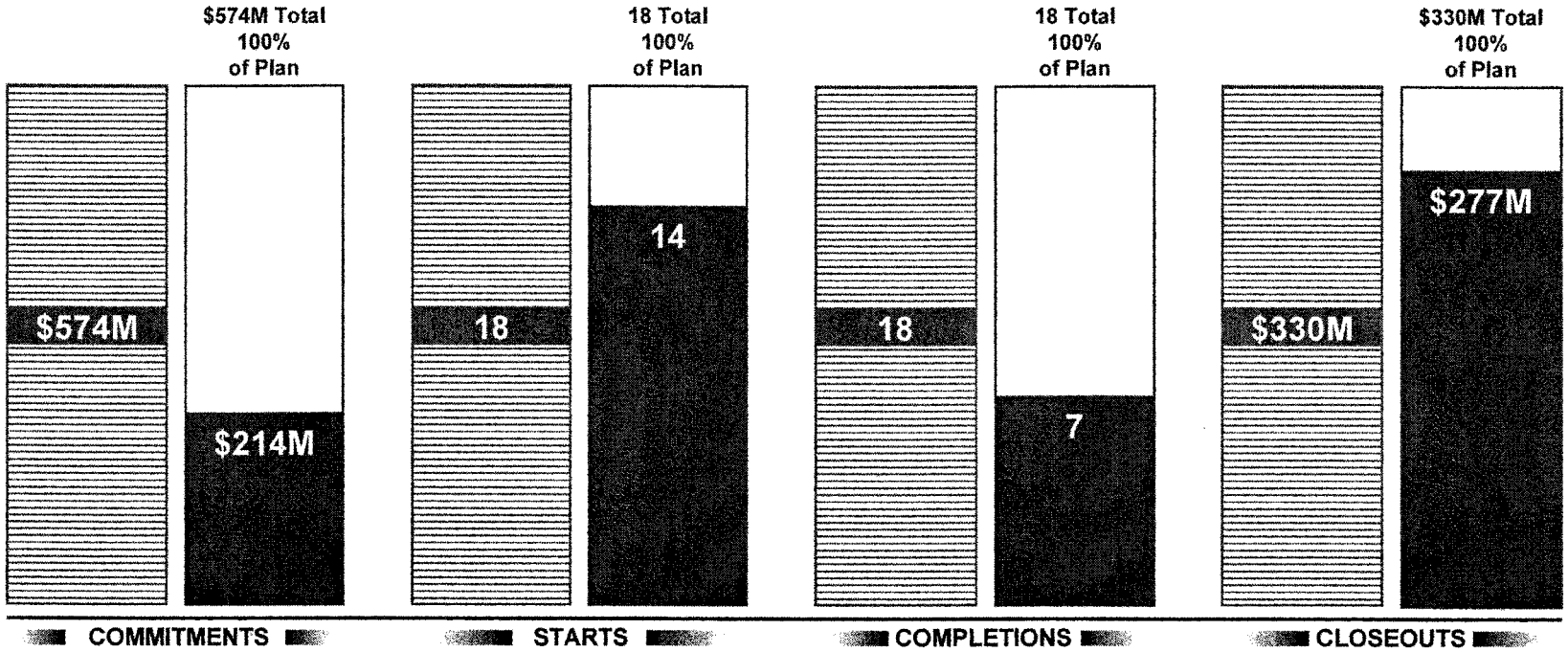
MAIN LINE DOUBLE TRACK – Phase I

The 2nd Main Line Track Farmingdale to Ronkonkoma will add 12.6 miles of double track to the 17.9 mile corridor between Farmingdale and Ronkonkoma LIRR Stations. Construction of the second track will require grading and filling adjacent to the existing single track, constructing retaining walls, relocating utilities, and modifying grade crossings. The additional related railroad infrastructure improvement work needed to support rail operations will include railroad track, third rail, ties, switches, cable, signal equipment, and utility poles. Main Line Double Track Phase I consists of construction of the second track and systems from Ronkonkoma to west of Central Islip. A Design-Build package for Phase I civil and site work was advertised and approximately 100 prospective designers and contractors attended a site tour on Aug 6. Proposals for Phase I are due Sep 24.

MENTORING ACTIVITIES

- Richmond Hill Sheridan Shop Roof Replacement: Work on roof completed.
- HVAC Replacement West Side Yard: Equipment installation continued.
- Supplemental HVAC at JCC: Submittals in progress. Equipment installation continued.
- NYSDOT Bridges Packages #1 and #2: Work continued.
- Lawrence, Laurelton, and Merillon Ave Pavement: Work continued.
- Queens Village Waiting Room: Work commenced.
- Phase 1 - Ronkonkoma Parking Garage Perimeter Steel: Work commenced.
- Ronkonkoma Parking Garage Cable Replacement: Bids received and under evaluation.
- Hillside UCC Shop [Under Car Cleaning]: Contract awarded for $1,000,026.

2013 LIRR Capital Program Goals



2013 PLAN

ACTUAL as of August 31, 2013

FORECAST as of December 31, 2013