



Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

November 2013

Members

M. Pally, Co-Chair
J. Sedore, Co-Chair
J. Ballan
R. Bickford
J. Blair
N. Brown
F. Ferrer
I. Greenberg
J. Kay
S. Metzger
J. Molloy
C. Moerdler
D. Paterson
A. Saul
V. Tessitore, Jr.
C. Wortendyke



Metropolitan Transportation Authority

MEETING AGENDA

JOINT METRO-NORTH/LONG ISLAND COMMITTEES

November 12, 2013, 8:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Monday, December 16, 2013**
Metro-North Railroad Committee at 8:30 AM
Long Island Rail Road Committee at 9:30 AM

Minutes of the Regular Meeting
Metro-North Committee
Monday, September 16, 2013

Meeting Held at
347 Madison Avenue
New York, New York 10017

8:30 a.m.

The following members were present:

Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Mitchell H. Pally, Co-Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Norman Brown
Hon. John J. Molloy
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Carl V. Wortendyke

Not Present:

Hon. Andrew M. Saul, Vice-Chairman, MTA
Hon. James L. Sedore, Jr., Co-Chairman of the Committee
Hon. Jeffrey A. Kay

Also Present:

Howard R. Permut – President
Donna Evans – Chief of Staff, Metro-North Railroad
Raymond Burney – Sr. Vice President, Administration
Michael R. Coan – Chief, MTA Police Department
Seth J. Cummins – Vice President and General Counsel
Randall Fleischer – Senior Director, Business Development, Facilities and Marketing
Susan Doering – Vice President-Customer Service & Stations
John Kesich – Acting Senior Vice President - Operations, Maintenance of Equipment
Anne Kirsch – Chief Safety and Security Officer
Timothy McCarthy – Senior Director, Capital Programs
Kim Porcelain – Vice President - Finance and Information Systems
Robert Rodriguez – Director – Diversity and EEO
Michael Shiffer – Vice President – Operations Planning

The members of the Metro-North Committee met.

There were two public speakers.

Orrin Getz of Rockland County commented on the continuation of bus service until October on the Pascack Valley Line, expressing his opinion that bus service is taking a toll on Metro-North ridership. He urged Metro-North to work with New Jersey Transit to rebuild Pascack Valley Line ridership that was lost due to weather events. He noted that the Woodbury Commons parking lots are full on the weekends and suggested that Metro-North consider shuttle bus service and a permanent station at Woodbury Commons.

Murray Bodin of Concerned Grandparents – Mr. Bodin discussed difficulties he encountered when trying to purchase a ticket from a ticket vending machine. He questioned why credit cards cannot be used on trains. He noted that there is a ticket seller at Scarsdale Station. He suggested that railcars be articulated in groups of three to allow nine cars to fit on an eight car platform, stating that similar cars have been used in Paris, France. He suggested that Metro-North cancel its contract for standard railcars and re-design railcars for use in units of three railcars with one control cab.

Board Member Metzger stated that there were no changes to the work plan.

President's Report:

President Permut recognized six employees who came to the aid and saved the life of fellow employee, Metro-North Custodian Gerald Facareta. Off-duty employees Mike McDermott and Tsahi Alexander were on a train from Poughkeepsie to Grand Central Terminal when they noticed Gerald had stopped breathing. They quickly alerted Conductor Andre Beliveau, who, with assistance from employees Rich Strang and Mr. McDermott, began administering CPR. Engineer Jason Went remained in constant contact with the Operations Control Center as they waited for medical assistance. Assistant Conductor Amanda McBride made a train announcement seeking medical personnel. Customers Dr. Jennifer Adair, an Emergency Room doctor and Nurse Israel Hernandez took over from Mr. Beliveau. Soon after, MTA Police and EMS personnel arrived and with Dr. Adair and Nurse Hernandez' help, they applied a defibrillator and re-established a heartbeat. Thanks to the quick actions and concern of his coworkers, Mr. Facareta survived and is now recovering. Metro-North employees are known for their teamwork and coming together in time of crisis, and this is truly a special example.

President Permut introduced Michael Shiffer, Vice President of Planning. He noted that Mr. Shiffer has three decades of broad experience in research, teaching and executing urban and regional planning programs in the United States and Canada. Most recently, Michael successfully completed a series of consulting projects for Metro-North.

President Permut introduced John McNulty, Assistant Vice President, Operations Services. Mr. McNulty has 39 years of experience. He started on the railroad in 1974 and he has spent his entire career with the Transportation/Operations Services department.

Safety and Infrastructure Program Update:

President Permut reported that Metro-North is continuing to make progress but a significant amount of work remains to be done. In the next months, the Committee will

vote on the procurements needed for a successful program aimed at maintaining a safe operation for our customers and employees, accelerating the completion of right-of-way improvements and providing a more reliable service to Metro-North customers. Adjustments will be made to Metro-North's financial plan and service plan to achieve program goals.

Bronx Right-of-Way Improvements:

President Permut reported that Metro-North's right-of-way improvement program, along a critical six-mile section of the railroad in the Bronx between Melrose and Woodlawn, is progressing. The project includes track and drainage improvements, tie replacement, fencing repairs and general cleanup of the area. Work on the second track has been completed and that track has been returned to service. President Permut noted that the work is being undertaken one track at a time, with the track being repaired taken out of service continuously in order to accomplish the improvements as quickly and efficiently as possible. The work also requires that a second track be removed from service during off-peak periods and weekends. As a result, overall track capacity is reduced 25% to 50%. The August 19 schedule change stabilized Metro-North's service and mitigated the 6-10 minute delays customers had experienced throughout the summer attributable to congestion in the Bronx because of reduced track capacity. The August 19 schedule will remain in effect until November 17 when a new schedule is put into effect. Substitute bus service provided by New York City Transit at Melrose and Tremont stations is working well.

Track Maintenance and Improvements:

President Permut reported that Metro-North is taking a comprehensive approach to gather information about its entire track infrastructure east and west of Hudson. To determine the condition of the tracks, Metro-North has deployed new technology under a contract with TCCI to inspect our entire right-of-way. Ground Penetrating Radar (GPR) is being utilized by TCCI to accurately measure the track's structural layers with higher precision and in less time than the past method of visual inspections and excavation. The information gathered with GPR has been critical in developing the scope of Metro-North's on-going track improvement programs. GPR is also capable of observing trapped water from poor drainage, and soft subgrade due to high water conditions. Metro-North is also using a Track Loading Vehicle (TLV) to test the entire right of way. The TLV applies forces close to the strength limits of the rails, track ties, rail fasteners, and ballast while traveling along the right-of-way or from a stationary position. GPR and TLV are helping Metro-North identify and repair areas of track that could eventually cause problems for its service. GPR has inspected 85% of Metro-North's tracks and the TLV has analyzed the entire New Haven Line. President Permut noted that once the final track inventories are completed and the repairs prioritized, Metro-North will develop short, medium and long term maintenance programs to improve the integrity of the track infrastructure and keep it in a state of good repair.

President Permut responded to Board members' questions. He noted that GPR can penetrate below the surface for 18-20 inches below the track to see what is within and underlying the ballast. Metro-North is performing critical work first. Work in the Bronx is scheduled to be completed in 2013 followed by a systematic maintenance program.

President Permut will look at Metro-North's communication effort to see how service disruptions are being linked to the essential work being done. He noted that concrete ties were being replaced by wood ties in some areas because Metro-North has extra wood ties available, they are easier to install and may perform better than concrete in areas of poor drainage. The cost of the maintenance work will be reflected in the capital budget.

NTSB Update:

The investigation into the causes of the May 17 derailment/collision, the May 28 employee fatality and the CSX freight train derailment are ongoing. Metro-North is preparing for the NTSB public hearing in Washington that will look into facts surrounding these incidents.

Taste New York:

As part of Governor Cuomo's "Taste New York" initiative to encourage award-winning products of New York's agricultural industry, Metro-North and Long Island Rail Road are promoting local brews, wines and spirits. "Taste New York" signs have been installed around the points of sale and at Grand Central Terminal bar carts. On Saturday, September 7, Metro-North operated a special excursion train from Grand Central Terminal to the Hudson Valley Wine and Food Festival and offered a special getaway package on Saturday and Sunday to Poughkeepsie Station with a free shuttle to the festival. Both were done in an effort to bring more attention to New York State products and to support the State's tourism campaign. Board Member Moerdler expressed concern with intoxication issues; Board Member Pally noted that he is against selling alcohol to commuters who often get into their cars and drive home after arriving at their home station.

West Haven Station Opening:

On August 19, the Chairman and President Permut joined Connecticut Governor Malloy and other state officials in opening the West Haven Station. The station will help alleviate traffic congestion along the busy Interstate 95 corridor and will serve the needs of residents and businesses in the community of West Haven. The station's parking lot will accommodate over 650 parking spaces.

GCT App:

Metro-North's newly released Grand Central Terminal App was rated recently as "Mobile App of the Day" by Favorite Website Awards (FWA), a website with over 170 million site visits. FWA recognized the GCT app as the only one that seamlessly integrates real-time Metro-North train status and track updates for millions of Metro-North travelers. The app also includes a definitive shopping and restaurant guide, a special events calendar and an interactive historical timeline. President Permut noted that the GCT app is one element of Metro-North's strategy to increase customer satisfaction and provide timely and effective information.

Meadowlands Service:

Metro-North's special football train service began in September with Metro-North providing a one-ticket ride with direct New Haven Line service from 10 major stations for all 1 p.m. games. The service conveniently brings customers to NJ TRANSIT's Secaucus Junction from which it is easy transfer to the Meadowlands Rail Line for an express ride to the Meadowlands Sports Complex Station. Non-direct service on all three lines is available to customers by taking Metro-North to Grand Central Terminal, the subway to Penn Station-NY and transferring to a NJ TRANSIT train to the Meadowlands Sports Complex Station. Rockland, Orange, and Westchester County customers can also get to the Meadowlands Sports Complex Station from Spring Valley, Nanuet, and Pearl River stations on the Pascack Valley Line as well as from Port Jervis Line stations connecting at Secaucus Junction.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of July 22, 2013.

Information Items:

There were six information items.

- 2013 Final Mid-Year Forecast - Mid-Year Forecast financial information for revenues and expenses by month is provided in the agenda book as information.
- 2014 Preliminary Operating Budget – The preliminary budget was presented at the July MTA Board meeting and is available on the website. This item will appear on the September and November Committee agenda to provide an opportunity for public comment.
- Diversity/EEO Report—2nd Quarter 2013 – The report is in the agenda and will be discussed in greater detail at the September Diversity Committee Meeting.
- Elevator & Escalator Report—2nd Quarter 2013 – President Permut reported that the overall reliability at outlying stations is very good. The overall reliability of Grand Central Terminal escalators continues to reflect escalator outages requiring long-term maintenance and rehabilitation work. Metro-North's systematic maintenance and rehabilitation program for the 11 escalators within Grand Central Terminal will continue throughout 2013. State-of-good repair work has been completed on nine escalators. Rehabilitation work is underway on one of the two remaining escalators in Grand Central North after which the last Grand Central Terminal North escalator will be overhauled. All repairs are anticipated to be finished by the end of the year. Metro-North will replace all eleven escalators with a new, heavy-duty model that has been specifically designed to handle the high pedestrian traffic of Grand Central Terminal. Replacement of the escalators is anticipated to begin in late 2014 and be completed by 2016.
- Joint Procurements with Long Island Rail Road – Two important joint procurements are to be voted on at the Long Island Rail Road Committee Meeting and at the MTA Board meeting for approval. They are: (1) Design, manufacture, test and deliver

M-9 Rail Cars and (2) Positive Train Control (PTC) System Integrator. These procurements will be discussed in detail at the Long Island Rail Road Committee meeting held this day.

- Peekskill Station Building Lease Agreement – request for Finance and Board approval to lease the Peekskill Station building for operation of a restaurant, bar and coffee concession.

The details of the above items are contained in materials filed with the records of this meeting.

Action Item:

There was one action item.

- NYSDOT Grant for Connecting Services – request for Board approval to accept \$300,000 in a Congestion Mitigation/Air Quality (CMAQ) grant from NYSDOT to support connecting services over the next year through a variety of operational and marketing activities.

Upon motion duly made and seconded, the above action item was approved for recommendation to the Board. The details of the above item are set forth in the staff summary and other materials filed with the records of this meeting.

Procurements:

There were six procurements.

There were two competitive procurements: (1) a request to use the RFP process to solicit and evaluate proposals from prospective vendors to perform a complete refurbishment on the existing Catenary Maintenance Vehicles and reel trailers utilized by Metro-North's Maintenance of Way Division and (2) a competitively solicited, three-year miscellaneous service contract with Mermec, Inc. for track geometry testing along Metro-North's Hudson, Harlem and New Haven Lines.

There were four ratifications: (1) election of the option with Transportation Technology Center, Inc. (TTCI) to conduct a Ground Penetrating Radar (GPR) survey and analysis of Metro-North's main line tracks, (2) a non-competitive, negotiated and awarded miscellaneous service contract with C&G Surfacing for rights-of-way surfacing being provided in support of Metro-North's Maintenance of Way Division, (3) a non-competitive, negotiated and awarded miscellaneous service contract with Simplex Grinnell for emergency repairs to a fire alarm control panel at Metro-North's facility in Bridgeport, Connecticut and (4) a non-competitive, negotiated and awarded miscellaneous service contract with Delta Rail Group, Ltd. for the immediate relocation of Metro-North's Wheel Chex System used for the timely identification of wheel defects.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Details of the above items are set forth in the staff summaries and other materials filed with the records of this meeting.

Safety Report:

Ms. Kirsch gave the safety report for June and July 2013. She reported on the various safety stand downs and employee safety programs. The details of Ms. Kirsch's report are contained in the Safety Report filed with the records of the meeting.

Status of Operations Report:

Mr. Kesich gave the operations report. He noted that the six-ten minute delays that occurred in August were the result of ongoing track work in the Bronx and on the New Haven Line. The mean distance between failure was slightly below goal mainly due to New Haven Line equipment. There were increased failures in door and propulsion components on the older M-2, M-4 and M-6 fleets. The M-8 fleet was also below goal primarily due to brake and cab signal failures. Metro-North is working with Kawasaki to find solutions to these problems. It is anticipated that the M-8 fleet will meet performance goals by early 2014. In response to a question posed by Board Member Metzger, Mr. McCarthy noted that the problems Metro-North has experienced are those that are expected with any new fleet and that performance should be improving. Board Member Moerdler discussed the standee problem on Metro-North and Long Island Rail Road. He asked if three-car consists like those used in France and England would be of value to Metro-North. President Permut noted that Metro-North and Long Island Rail Road are aware of the equipment used internationally but there are issues in meeting FRA standards. Metro-North will examine the recent standee numbers to determine whether a schedule adjustment would alleviate the problem. President Permut noted that Board member questions regarding the M-9 procurement will be addressed at the Long Island Rail Road Committee meeting to be held this day. President Permut did note that if Metro-North obtains a sufficient amount of railcars, the standee problem would be alleviated without adjusting how the composition of the consist. The details of Mr. Kesich's report are contained in the operations report filed with the records of the meeting.

Financial Report:

Ms. Porcelain presented the financial results through July 31, 2013. She noted that year-to-date July overall financial results were favorable. Year-to-date July commutation ridership was higher than the mid-year forecast, non-commutation ridership was lower than the mid-year forecast. The July 18 CSX derailment on the Hudson Line near Spuyten Duyvil negatively impacted ridership and increased operating costs incurred for clean-up and repairs. Metro-North expects to be reimbursed by CSX for the cost of clearing the derailment wreckage and restoring the right-of-way. In response to a Board Member Pally's question, President Permut noted that CSX would not be reimbursing Metro-North for lost revenue. In response to Board Member Moerdler's question regarding the decrease in west-of-Hudson ridership, Mr. Shiffer stated that ridership continues to be impacted by weather events last year. The details Ms. Porcelain's report are contained in the financial reports filed with the records of the meeting.

Ridership Report:

Mr. Shiffer gave the ridership report for the months of June and July 2013. He reported that system wide rail ridership in July 2013 was 1.2% lower than in the comparable period of 2012 and 0.8% below forecast. The details of Mr. Shiffer's report are contained in the ridership report filed with the records of the meeting.

Capital Report:

Tim McCarthy reported on various on-going Capital Program projects. He noted that Otisville Tunnel is being lined during off-peak hours. The tunnel is an area with a single track; busing has been instituted while the track is out of service to accommodate the project. Mr. McCarthy also discussed replacement of certain bollards on Lexington Ave, replacement of transformers on the Cos Cob Bridge and work on the Harlem Lift Bridge. The drainage work and new interlocking at CP 109 are being impacted by track work; the work will be delayed until the spring of 2014. The details of Mr. McCarthy's report are contained in the capital report filed with the records of the meeting.

MTA Police Department

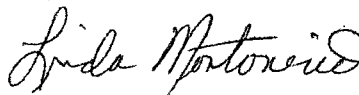
Chief Coan reported on crime trends in the months of July and August 2013. He noted that felonies in August 2013 were double that of August 2012 mainly as a result of theft of unattended property and iPhone thefts at Morris Heights Station. The details of the Chief Coan's report are contained in the MTA Police Department Report filed with the records of this meeting.

Board Member Blair thanked Metro-North for its support during the September Metro-North Commuter Council programs at fairs around the state. He noted that the programs were well received.

Adjournment

Upon motion duly made and seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted,



Linda Montanino
Assistant Secretary

**Minutes of the Regular Meeting
Long Island Committee**

Monday, September 16, 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. Vincent Tessitore, Jr.

Hon. Carl V. Wortendyke

The following members were absent:

Hon. Jeffrey A. Kay

Hon. David A. Paterson

Hon. James L. Sedore, Jr.

Also in attendance: Susan G. Metzger. Metro-North Committee members Robert C. Bickford, James F. Blair and Norman E. Brown participated in the joint procurement session.

Representing Long Island Rail Road: Helena E. Williams, Michael Gelormino, Mark Young, Albert Cosenza

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 two public speakers. Orrin Getz of Rockland County informed the Committee of a program New Jersey Transit is testing to allow the use of smart phones to buy tickets, eliminating paper tickets. He also recommended that LIRR look at Metro-North's Pascack Valley service, in comparison to the service provided to Eastern Long Island, and suggested that LIRR should offer a greater level of service in that area. Mr. Getz advocated for the hiring of veterans, noting Amtrak's goal of hiring veterans as 25% of new employees.

George Haikalis, President of the Institute of Rational Urban Mobility, requested that MTA's new leadership conduct an independent third-party review of the Manhattan and Queens elements of the East Side Access Project. While his group supports the introduction of direct LIRR service to Manhattan's east midtown, he believes that the current plan is flawed, and supports an

alternative that uses five existing tracks that lead to the upper level loop of Grand Central. He stated that his alternate approach would diminish the risks of a terrorist attack. He also asked for a reassessment of constructing a mid-day storage yard on vacant MTA property adjacent to the proposed Sunnyside intermodal transfer station in Queens.

Upon motion duly made and seconded, the Committee approved the minutes of the regular meeting of July 22, 2013. There were no changes to the Work Plan.

JOINT RAILROAD PROCUREMENTS

Members of the Long Island Rail Road and Metro-North Committees jointly convened to discuss two joint procurements. MNR President Howard Permut joined the discussion. While there was some initial discussion concerning the Positive Train Control procurement, this procurement was ultimately deferred.

The Committees considered the M-9 Rail Car Procurement. President Williams provided a handout that describes the Railroads' efforts to enhance competition for both rail cars and the PTC system. President Williams asked the Committee to approve a joint LIRR and Metro-North contract with Kawasaki Rail Car for \$1.8 billion, to design, test, furnish and deliver up to 92 Long Island Rail Road self-powered married pair cars on a base order with options for up to 584 cars for Long Island Rail Road and Metro-North, which includes some unpowered cars. The base order begins the replacement of M-3's on Long Island Rail Road, which are scheduled for replacement near the end of this decade.

President Williams noted that the Railroads worked very hard to ensure that we had enhanced competition in this procurement. She referenced the Board briefing last June about reaching out to the entire car manufacturing industry, as well as RFEI's that were conducted with manufacturers. Aggressive outreach and advertising resulted in direct contact with 23 individual car builders located in 15 countries. Ultimately, three firms, each with a manufacturing presence in New York State, were advanced through the BAFO process. The Railroads obtained very competitive pricing from Kawasaki that allows us to go forward with the electric fleet replacement strategy for both Metro-North and the Long Island Rail Road as we move into the next decade. The M-9 cars have an estimated 35 year life. The Railroads built off the positive aspects of the M-7 and M-8 platforms and added customer amenities. President Williams focused on an issue that has come up in this Committee in numerous discussions: the ability to have the car parts from sources other than the original car manufacturer. Kawasaki is required to use commercially reasonable efforts to obtain at least 40% of the generally used spare parts from commercial off-the-shelf sources. She noted that there is a balance between ensuring car reliability and providing for the diverse sourcing of spare parts. President Williams also noted that Kawasaki was able to significantly improve M/WBE participation in the manufacture of the cars. The Railroads worked closely with the MTA Department of Diversity and Civil Rights to achieve this result. Kawasaki's commitments will yield a per car average of \$278,000 of M/WBE content - considerably improved from the \$62,000 average achieved on the M-7 contract.

Committee Member Moerdler commended the Railroads for opening the process and noted that as a result there was at least one foreign competitor other than Bombardier and Kawasaki. He noted that since his time on the Board either Kawasaki or Bombardier has prevailed, in turn, on commuter rail car and subway car procurements. He asked if there had been any consideration of collusive bidding. President Williams stated that she does not believe there is any collusion. The Railroads have very good and well-controlled procurement practices. President Williams stated that the participation of Kawasaki and Bombardier can be attributed to the first capital program in 1982, where one of the key selling points was the efforts to incubate businesses that support New York manufacturing and New York jobs. Bombardier has a successful plant in Plattsburgh that helped Plattsburgh survive economically when the military started pulling out. Similarly, Kawasaki offers employment at its Yonkers plant. There are 1,500 New York State jobs that will be created by this procurement, in addition to the multiplier effect of spare parts manufacturing. That is why the legislature passed a law that allows a public authority, the MTA, to include New York content as a factor in car procurements.

There was further discussion on the number of jobs that would be created by this contract, and whether they were new jobs or the continuation of employment. President Williams stated that the evaluation process included a credit for the highest provider of New York content. Albert Cosenza stated that Kawasaki's NYS content was 33.5%, and CAF was slightly higher at 36.45%. The Empire State Development Corporation will report on Kawasaki's progress in meeting this obligation. Chairman Pally said that we will ask ESDC to send us the reports so that the Board can determine the impact of this contract. Chairman Pally noted that in order to get support for MTA Capital Plans it is important to show representatives from upstate that jobs are created which will benefit their areas. Chairman Pally noted that there are thousands of people in this State who are working today and who have worked for the last 20 years because of the Capital Plans that this agency has put together. There was discussion that CAF's NYS Content was higher than Kawasaki's, however their price was not as competitive. President Williams referenced the website Built in New York, which quantifies the benefits of the Capital Program in New York.

Committee Member Ballan noted that the useful life of these cars will probably exceed 40 years, and wanted to be assured that we were procuring state of the art technologies, and that technologies used in other parts of the world had been explored, so that the cars are not outdated when they are put into use. President Williams stated that we are confident that we have done a very thorough examination of the specifications. Outside assistance, including the engineering firm LTK, was used in preparing the specifications. The Railroads built off the successes of the M-7s and M-8s. She noted that FRA crashworthiness requirements are unique to America, which affects car weight and braking systems, and we have other requirements which differ from Europe. She stated that we are confident that we have an up-to-date specification with a full realization that a car has to last 35-40 years.

There was additional discussion, including President Permut, about alternate technologies such as articulated cars, and the issue of standees. With respect to running longer trains, President Williams noted platform constraints in certain location, such as the historic station at

Forest Hills and Penn Station. In addition, Railroad shops are not designed to do maintenance on articulated 3-car units. President Williams noted that there is an improvement designed into the M-9, based on the M-8, which allows the car end doors to open with the press of a button, replacing the heavy M-7 doors. This will improve customer mobility through cars. The Presidents stated that they would jointly look at the issue of car configuration, while noting that this is an issue separate from having adequate size fleet. It was noted that having unpowered singles could provide additional flexibility with regard to adding cars in certain places.

Committee Member Blair spoke concerning the process, and stated that he did not believe there was sufficient briefing of the Board in advance of this procurement, unlike the M-8 procurement. He indicated that if he had a vote on this procurement, he would vote no. Committee Member Greenberg noted that he echoed some of Committee Member Blair's comments, but first would like to compliment the Railroads on the procurement especially on the spare parts issue. There was discussion on the length of the warranty and the contract provision ensuring that there is fair pricing on spare parts, with a limitation on profit, for a period of twenty years after the warranty. Committee Member Greenberg then referenced the process undertaken with the Commuter Council concerning design suggestions, and whether there would be the opportunity for further input in the car design. President Williams stated that the Railroads are looking carefully at some optional design features, such as better customer messaging, and that there would be the opportunity for further discussion with respect to some customer amenities.

With respect to discussion that was had on the timing of the contract and the options thereto, President Permut referenced the statement in the Staff Summary that the option cars would be funded in the next Capital Program for 2015 to 2019. It was discussed that the Railroads have worked out an alternating schedule as to when each would get cars, and Committee Chairman Pally noted that approval of the options would be part of the Capital Program approval process, between now and next September, as the funds for these option cars would have to be included in the Capital Plan. Also, the NY State Legislature would have to approve the funds for option cars. It was agreed that there would be discussions with the Board before the exercise of options starting in 2017. There would also be discussions on how to deal with the issue of standees, which relates to the cars and also to other factors.

Committee Member Moerdler asked whether Kawasaki owed Metro-North money, and whether this was an appropriate time to recoup some of it. President Permut stated that there are ongoing negotiations with Kawasaki, and that there were continuing discussions in that regard, involving the State of Connecticut. Committee Member Metzger noted that this contract has a better price than she had expected to see, and that it has more New York content than we had in the past. This also has a greater use of minority firms than she has seen in other contracts. She noted that the discussion on process was a good one.

Upon motion duly made and seconded, the M-9 procurement was recommended for approval to the Board.

MTA LONG ISLAND RAIL ROAD

President Williams reported to the Committee concerning a safety program called "Wait for the Gate." The Committee viewed a video that LIRR is launching as a way to improve grade crossing safety on Long Island. LIRR has 295 grade crossings and there are incidents at grade crossings that are very severe and often involve fatalities. President Williams noted that it is a graphic video which will be put on the web and on social media. The video conveys an important message that we have to reiterate since with the use of cell phones drivers are distracted and think that they can go around the crossing gates. President Williams stated that LIRR works with the MTA Police on this issue, and sponsors the Tracks program in schools. The MTA Police will go to schools and drivers' education classes and show this video. There is also a poster that is part of this campaign with the message 'Don't be distracted; Wait for the gate.' Committee Member Moerdler asked "How long a period of time is there between when the gates come down and the train goes through?" President Williams stated that there is an FRA standard, and indicated that the total down time is approximately 52 – 60 seconds. Committee Member Moerdler asked if that was a long enough time. There was a discussion that some people perceive this as being too long and get impatient and make poor decisions. President Williams praised Chief Safety Officer Lori Ebbighausen for working with the Engineering Department to install better markings at crossings to make sure people do not accidentally turn on to the tracks.

President Williams spoke about Taste of New York, noting that we are pleased to be part of the Governor's statewide program to promote New York businesses and create jobs. LIRR has begun stocking New York State produced wine and beer, including our own Long Island wines. President Williams thanked the Committee for supporting the changes in LIRR's schedule that contributed to a very successful summer. The move of the Cannonball to Penn created greater ridership and produced benefits at Jamaica. The trains moved through Jamaica in a more efficient manner with less crowding for customers trying to board. The Hampton reserve was sold out by mid-July. Customers paid an extra \$20 for a reserved seat. President Williams noted that the Long Beach service was less successful, as they are still in recovery from Superstorm Sandy. Beach package sales were down from 2012 by about 7%. LIRR will continue to work with Long Beach to do everything we can to promote beach service. In conclusion, President Williams mentioned that the first Annual Car Free Day on Long Island would be Friday, September 20. LIRR will be participating, along with NICE Bus, Suffolk County Transit, New York Rideshare and Transit Solutions, the pre-tax benefit for commuters. We want to promote that pre-tax benefit and encourage people to leave their car at home and take the railroad. This contributes to traffic reduction and to reducing harmful emissions on Long Island.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported that at 3pm on Thursday, September 5th, a Signal Power Cable was damaged during manhole excavation which

resulted in service interruptions to Amtrak, LIRR and NJT. Repair work began immediately. The loss of tunnel capacity created delays of up to 30 minutes for peak trains. The cables were repaired by 10pm and the Signals were restored in all tunnels by 10:30pm. Morning train service was not impacted. The cause of the incident was in the pre-construction Utility Identification Process and the failure to identify a buried stray signal cable combined with Amtrak not being on site to monitor the work. Corrective action has been identified which includes improvements to Utility Identification Procedures and enforcing requirements for hand digging to 6 feet.

President Horodniceanu reported some of the highlights of the East Side Access Project. In Queens, the month-long construction initiative to install the under-track structural slab for the Westbound Bypass concluded successfully on August 16th. Although key tracks in the Harold Interlocking area were taken out of service during this planned outage, temporarily affecting several LIRR branches, the work was completed successfully with very positive results. In addition, the Northern Boulevard Crossing Contractor has completed the final load transfer and removal of the temporary support piles and underpinning system.

In Manhattan, final completion and administrative closeout for the construction of the East and West caverns Manhattan Structures Part I Contract (CM019), is ongoing. The Manhattan Tunnels Excavation Contract (CM009) is expected to meet its substantial completion milestone by the end of September 2013.

At the 55th Street Vent Plant Facility (CM013A), installation of a relocated Con Edison steam pipe is progressing. Mechanical excavation is expected to be complete by the end of November 2013.

The Manhattan South Structure Contract (CM005) was awarded to Michel's Corporation on July 29th, 2013. Notice-To-Proceed was issued on September 9th, with construction expected to start in October. The contract price is \$200,602,743 and the contract duration is 29 months. The Manhattan North Structure Contract (CM006) was advertised in August and is currently in procurement. Initial proposals are due at the end of October with an award planned for March 2014.

An industry outreach will be held in October for the GCT Concourse and Facilities Fit Out Contract (CM014B), with an anticipated advertisement date of December 2013. A Request For Expression of Interest (RFEI) for the work in the caverns (CM007) is planned for release in October.

MTA POLICE DEPARTMENT

Chief Coan reported that for August 2013, compared to previous year, there was an increase of two incidents; both assaults. One was in Jamaica on a late night train, and an arrest was made of three individuals. The other one was in Atlantic Terminal where two juveniles were arrested. With respect to crossings, in addition to the education campaign, the MTA Police Department also has an enforcement component. This year to date MTAPD has deployed 300 details

specifically at signal crossings and issued over 1400 summonses, 401 of which were for going through the downed gates. The other summonses were for seatbelt violations or for talking on a cellphone while driving. Chief Coan stated that MTAPD will continue both the enforcement component as well as its participation in the education campaign.

MTA LONG ISLAND RAIL ROAD

Information Items

- 2014 Preliminary Operating Budget (material previously distributed)
- 2013 Final Mid-Year Forecast
- Diversity/EEO Report – 2nd Quarter 2013
- Elevator & Escalator Service Report - 2nd Quarter 2013
- Timetable Changes/Track Work Programs

With respect to the Diversity Report, Committee Member Moerdler asked about the number of job positions at LIRR and overtime statistics. President Williams asked to defer this question to the Finance Committee, where there would be a report on overtime.

Action Item

- Service Enhancement

President Williams reminded the Committee of Service Enhancements that were brought forward at the July meeting, and that two of these required a public hearing. She reported that the public hearing was held at MTA Headquarters with respect to the restoration of Port Washington half-hourly weekend service and the extension of the Greenport weekend service from April through Thanksgiving. Nine speakers appeared at the August 27th hearing. Also, four satellite locations were established where customer comments were recorded on videotape. Transcripts were provided to Board members of all comments. Overall, there were 34 comments with respect to the Port Washington service and 14 with respect to the Greenport service. All comments were positive concerning the service restorations. There were three comments directed at West Hempstead service, which the LIRR is monitoring as additional developments continue to occur along that branch.

Upon motion duly made and seconded, the resolution with respect to the service changes was approved.

Procurements

The following four procurements were presented:

- A non-competitive renewal contract to New York State Industries for the Disabled, to provide janitorial services at LIRR's Penn Station and West Side Yards Facilities, for a period of 5 years from January 1, 2014 through December 31, 2018, in the estimated amount of \$19,510,997, and to ratify a 6 month extension from July 1, 2013 through December 31, 2013 in the firm fixed amount of \$1,782,024.

- Award of a contract for M-9 Rail Cars to Kawasaki Rail Car, Inc., on behalf of LIRR and Metro-North, in the not-to-exceed amount of \$1,834,888,620 to design, test and furnish up to 92 LIRR self-powered married pair cars on a base order and up to 584 LIRR and Metro-North cars (including unpowered cars) on future options, including authorization for LIRR and Metro-North to exercise their respective options consistent with the total contract price and the approved Capital funding in 2015-2019.
- On behalf of LIRR, Metro-North and Bridges and Tunnels, award of a five-year competitively negotiated lease to BSM Wireless in the not-to-exceed amount of \$4,164,788 for the furnishing, installation and maintenance of an Automatic Vehicle Location Monitoring System on up to 1420 highway vehicles, with an additional five-year option period.
- On behalf of LIRR and MTAHQ, pursuant to competitive sealed bidding, the award of 5 separate, 3-year contracts with an option for two additional years, for Scheduled Rubbish Removal and On-Call Container Services to Royal Waste Service, Inc., Atlas Roll-Off, Jet Sanitation Service Corp., IESI NY and Jamaica Ash & Rubbish in the combined amount of \$9,393,004.

Consideration of an item for award of a contract to design, integrate and furnish Positive Train Control systems was deferred at this time. The approval of the M-9 contract is noted above. With respect to the BSM wireless contract, Committee Member Moerdler asked if the purpose of the installation of a GPS-type device was to monitor the work activities or non-work activities of employees of the railroad. President Williams stated that it is primarily to address the scheduling time it takes to go to a worksite to factor that into the amount of track work that can get done. In addition to travel time information, we get data on vehicle idling time. We are working hard to ensure that vehicles are turned off and do not have unnecessary idling. Committee Member Moerdler asked if LIRR has had any discussions with the unions concerning this matter. President Williams replied that we have had discussions on this with the engineering unit particularly on idling, and that the MTA Inspector General is monitoring the idling issue. We have had good cooperation from the workforce. Commissioner Moerdler then asked if this procurement was advertised on the MTA website, and Dennis Mahon said it was. Committee Member Moerdler then noted that this company is headquartered in Toronto and asked if there was any New York content in this procurement. President Williams stated that the New York law permitting us to give credit for NY Content only applies to rolling stock. Notwithstanding, she indicated that we would find out about this and provide that information.

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

MTA CAPITAL CONSTRUCTION PROCUREMENT

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

The four procurement items are as follows:

1. Modification to Contract No. CH053 for additional funding related to the installation of signal bridges in an amount of \$1,454,697.
2. Ratification of a modification to Contract No. CQ032 to perform a portion of the rehabilitation and ductbench work for the East Bound 63rd Street Tunnel. This is a scope and budget transfer in the amount of \$25,600,000.
3. Ratification of a modification to Contract No. CH053 for revisions to the Support of the Excavation of the Tunnel A Approach Reception Pit in the amount of \$1,853,971.
4. Ratification of a modification to Contract No. 98-0040-01R to increase the Guaranteed Maximum Cost by \$1,348,948 to reimburse the Contract's Task Order Budget for the partial repackaging of Contract No. CM012R into Contract No. CM005 and Contract No. CM006 in the amount of \$1,348,948.

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

With respect to the Report on Operations, Committee Member Greenberg noted that most of the LIRR branches did not meet On Time Performance (OTP) goals. He noted that there were constraints on the system, including at Jamaica and Penn Station, but also that delays were up this year. He noted that the new car procurement will replace M-3's, which have more seats than the new cars will. There was discussion about how to reduce standees on the Railroad, including setting goals as part of the next Capital Plan, and the feasibility of running 14 car trains. President Williams indicated that Penn Station is a constraint on running 14 car trains. She indicated that our service is designed with standees, based on the requirement for connecting service at Jamaica. President Williams stated that when East Side Access is operational, the goal is to eliminate scheduled connections in Jamaica. This will primarily help to improve OTP, but we are also working to eliminate standees.

Committee Member Moerdler also referenced standees and advocated for a solution prior to East Side Access in 2019. Committee Chairman Pally said that unfortunately you cannot change the configuration that LIRR has had for 150 years in the next three months. Committee Member Moerdler said he has not seen any improvement in the issue in his three years on the Board. Chairman Pally said that some of answers are not politically acceptable on Long Island, and also that some of the answers are under the control of others such as Amtrak.

Vice Chairman Ferrer asked if the platform lengths that are envisioned for the lower cavern in East Side Access can accommodate longer trains. This was answered in the affirmative.

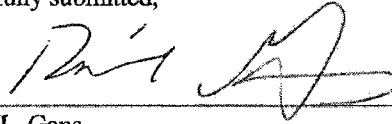
The details of these reports are contained in the reports filed with the records of the meeting.

September 16, 2013

Adjournment

Upon motion duly made and seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted,

A handwritten signature in dark ink, appearing to read 'Rich Gans', is written over a horizontal line.

Richard L. Gans
Secretary



2013 Metro-North Railroad Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2013 Committee Work Plan	Committee Chair & Members
Information Items (if any)	
Action Items (if any)	
Procurements	
President's Report	President/Senior Staff
Operations	
Safety	
Financial	
Ridership	
Capital Program	
MTA Police Report	MTA Police

II. SPECIFIC AGENDA ITEMS

Responsibility

November 2013(Joint Meeting with LIRR)

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

December 2013

2014 Final Proposed Budget	Finance
2014 Proposed Committee Work Plan	Committee Chair & Members
Diversity/EEO Report – 3 rd Quarter 2013	Diversity/EEO Office
Elevator & Escalator Service Report-3 rd Quarter 2013	Operations

January 2014

Approval of 2014 Committee Work Plan	Committee Chair & Members
Annual Strategic Investments & Planning Studies	Capital Planning

March 2014

Adopted Budget/Financial Plan 2014	Finance
2013 Annual Operating Results	Operations
Elevator & Escalator Service Report-4 th Quarter 2013	Operations
Diversity/EEO Report – 4 th Quarter 2013	Diversity/EEO Office
2014 Spring/Summer Schedule Change	Operations Planning & Analysis

April 2014 (Joint Meeting with LIRR)

Final Review of 2013 Operating Budget Results	Finance
Annual Inventory Report	Procurement
2013 Annual Ridership Report	Operations Planning & Analysis

June 2014

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 st Quarter 2014	Diversity/EEO Office
Elevator & Escalator Service Report-1 st Quarter 2014	Operations

July 2014

Environmental Audit	Environmental Compliance
Grand Central Terminal Retail Development	MTA Real Estate

September 2014

2014 Final Mid-Year Forecast	Finance
2015 Preliminary Operating Budget	Finance
2014 Fall Schedule Change	Operations Planning & Analysis
Diversity/EEO Report – 2 nd Quarter 2014	Diversity/EEO Office
Elevator & Escalator Service Report-2 nd Quarter 2014	Operations

METRO-NORTH 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.

Operations

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

Safety

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

Financial

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis.

Ridership

A monthly report will be provided that includes a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

Capital Program Progress Report

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

Police Activity Report

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

II. SPECIFIC AGENDA ITEMS

Detailed Summary

NOVEMBER 2013(Joint Meeting with LIRR)

2014 Preliminary Operating Budget

Public comment will be accepted on the Agency's 2014 Preliminary Operating Budget.

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.

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.

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 Metro-North Railroad 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 MNR'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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

Elevator & Escalator Service Report- 3rd Quarter 2013

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

JANUARY 2014

The Committee Chairman will approve the Proposed Metro-North Railroad Committee Work Plan for 2014 that will address initiatives to be reported throughout the year.

Annual Strategic Investments & Planning Studies

A comprehensive annual report will be provided to the Committee of the Agency's strategic investments & planning studies that will include fleet, facility, infrastructure, station projects, station access improvements, and environmental and feasibility studies.

MARCH 2014

Adopted Budget/Financial Plan 2012-2015

A presentation will be provided to the Committee of a revised Agency 2012-2015 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2012-2015 reflecting the out-year impact of any changes incorporated into the 2013 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2014 by category.

2013 Operating Results

A review of the prior year's performance of railroad service will be provided to the Committee.

Elevator & Escalator Service Report – 4th Quarter 2013

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

Diversity & EEO Report– 4th Quarter 2013

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR'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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

2014 Spring/Summer Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines during the spring and summer of 2014.

APRIL 2014(Joint Meeting with LIRR)

Final Review of 2013 Operating Budget Results

The customary review of prior year's Agency budget results and their implications for current and future budget performance will be presented to the Committee.

Annual Inventory Report

A report will be provided to the Committee on the Agency's inventory activity during the prior year.

2013 Annual Ridership Report

A report will be presented to the Committee on Agency ridership trends during 2013 based on monthly ticket sales data and the results of train ridership counts conducted by the Agency.

JUNE 2014

RCM Fleet Maintenance

An annual report will be provided to the Committee on the Agency's fleet maintenance plan to address fleet reliability and availability.

Diversity & EEO Report – 1st Quarter 2014

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR'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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

Elevator & Escalator Service Report– 1st Quarter 2014

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

JULY 2014

Environmental Audit

The Committee will be briefed on the results of the Agency's 2013 environmental audit report which is submitted to NYS Department of Environmental Conservation as required by the Environmental Audit Act, as well as the actions implemented to enhance overall compliance, monitoring and reporting.

Grand Central Terminal Retail Development

MTA Real Estate will provide an annual report on leasing and construction opportunities and financial and marketing information related to retail development in Grand Central Terminal.

SEPTEMBER 2014

2014 Final Mid-Year Forecast

Agency will provide the Committee with the 2014 Mid-Year Forecast financial information for revenue and expense by month.

2015 Preliminary Operating Budget

Agency will present highlights of the 2015 Preliminary Operating Budget to the Committee. Public comment will be accepted on the 2015 Preliminary Operating Budget.

2014 Fall Schedule Change

The Committee will be informed of the schedule changes taking effect for train service on the Hudson, Harlem, New Haven, Pascack and Port Jervis lines for the Fall of 2014.

Diversity & EEO Report - 2nd Quarter 2014

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to MNR'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 specifically on the efforts the agency has undertaken to address the underutilization of minorities and women.

Elevator & Escalator Service Report- 2nd Quarter 2014

Quarterly report will be provided to the Committee on system-wide reliability and availability for elevators and escalators throughout the system.

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

November 2013 (Joint Meeting with MNR)

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

December 2013

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

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

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

2013 Work Plan

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

Information Items (if any)

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

Action Items (if any)

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

Procurements

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

Police Activity Report

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

Report on Operations

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

Safety

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

Monthly Financial & Ridership Report

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

Capital Program Progress Report

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

II. SPECIFIC AGENDA ITEMS

Detailed Summary

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 November 2013

Project Description

The East Side Access project brings Long Island Rail Road (LIRR) train service to a new lower level of Grand Central Terminal. The connection significantly improves travel times for Long Island and Queens commuters to the Midtown business district and alleviates pressure at a crowded Penn Station.

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Last Reported</u> <u>EAC</u>	<u>Current Month</u> <u>EAC</u>	<u>Expenditures</u>
Design	\$ 671,220,472	\$ 671,220,472	\$ 671,220,472	\$ 599,091,716
Construction	6,442,644,684	6,442,644,684	6,442,644,684	3,412,668,020
Project Management	762,816,530	762,816,530	762,816,530	522,889,429
Real Estate	166,318,314	166,318,314	166,318,314	103,882,016
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	\$ 4,638,531,181

* An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan pending completion of a simulation of opening day service and fleet need.

Major Milestones and Forecasts

	<u>Original Schedule</u>	<u>Previous Month</u> <u>Schedule</u>	<u>Current Month</u> <u>Schedule</u>
Project Design Start	March 1999	March 1999	March 1999
Project Design Completion	4th Q 2008	February 2013	June 2014
Project Construction Start	September 2001	September 2001	September 2001
Revenue Service Date	2nd Q 2012	August 2019	August 2019

Current Issues/Highlights

- The Manhattan Tunnels Excavation (CM009) contract reached its substantial completion milestone on September 30, 2013. The contractor has demobilized from the caverns and adjacent staging areas. This contract remains on plan to be closed out by the end of this year.
- The entrance at 245 Park Avenue that was constructed as part of contract CM004 was opened October 21, 2013. The entrance includes an escalator and stairway and provides access to Metro-North Railroad's 47th Street cross passageway.
- Work is progressing at the 44th Street (CM004) ventilation facility. The Contractor is currently installing protective fireproofing on the structural steel and building the CMU walls. The contract is on plan to meet its substantial completion milestone by early 2014.
- Work is progressing at the 50th Street (CM013) ventilation facility. The Contractor is currently installing the building cladding and preparing the public open space. The contract is on plan to meet its substantial completion milestone by late 2013.

- At the 55th Street Ventilation Facility (CM013A), the contractor has begun work for the drilling and blasting excavation for the air plenum and the preparation for the 40-foot shaft to the caverns below. Excavation is currently a month ahead of plan and is expected to be completed by early 2014.
- The Notice-to-Proceed for Manhattan South Structures Contract (CM005) was issued in September 2013. The contractor has started to mobilize and prepare the required submittals in preparation of starting construction in November of this year.
- The work under the Queens Bored Tunnels and Structures (CQ031) contract to install the secant piles for the Tunnel 'A' Approach Structure (TASS) was completed in October. That completes all physical work for that contract.
- As part of the Plaza Substation and Queens Structures (CQ032) contract, the new B10 substation is on target to be completed by December when the facility will be ready to be turned over to the Systems contract. Retrofitting of the existing substations is nearing completion, as well, with the exception of the 23rd Street facility which will not be completed for one year. In addition, the CQ032 contractor has started the rehabilitation work in the existing 63rd Street Eastbound Tunnel – this effort is expected to be completed in spring 2014. Concrete placement and steel erection for the open cut facility is progressing on plan.
- In Harold, work on the first portion of the new 12kv ductbank remains on target to be completed and energized by the end of the year. Two new railroad bridge sections will be installed in early November. In addition, the cutover of the new F1 signal CIL will be completed in the first week of November. LIRR will then cutover the new Point CIL before the end of the year.
- The following procurement activities are on-going:
 - The Westbound Bypass (CH057A) contract was awarded to a joint venture made up of Schiavone and Picone. Notice-to-Proceed will be given in December.
 - Proposals for the Manhattan North Structure (CM006) contract are to be received in mid-November. This contract is expected to be awarded in March 2014.
 - A Request for Expression of Interest (RFEI) for the work in the GCT Caverns (CM007) will be released in November.
 - An industry outreach was held on November 1, 2013 for the GCT Concourse and Facilities Fit-Out Contract (CM014B). Advertisement of this contract is anticipated in early December.
 - Award of the Facilities Systems (CS179) and Signal Equipment Procurement (VS086) contracts is anticipated by the end of the year.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - November 2013

Expenditures thru September 2013; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.6	\$ 3,412.7
Design	\$ 671.2	\$ 599.1
Project Management	\$ 762.8	\$ 522.9
Real Estate	\$ 166.3	\$ 103.9
Rolling Stock†	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,638.5

† An additional \$463 million budgeted for ESA rolling stock is included in a reserve in the Board-approved 2010-2014 Capital Plan pending completion of a simulation of opening day service and fleet need.

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Budget	Expenditures	2012 Reforecast Award Date	Actual/ Forecast Award Date**	Planned Completion at Award*	Forecast Completion**
Manhattan Construction								
CM009: Manhattan Tunnel Excavation & Lining <i>Dragados Judlau, JV</i>	\$431.9	\$430.9	\$1.0	\$418.4	Jul-2006	Jul-2006	Oct-2012	Sep-2013
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$51.8	\$48.9	\$2.9	\$19.6	Nov-2011	Nov-2011	Apr-2013	Feb-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.4	\$2.5	\$8.6	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$220.7	\$200.6	\$20.1	\$0.0	N/A	Jul-2013	Feb-2016	Feb-2016
CM006: Manhattan Northern Structures		In Procurement			N/A	Mar-2014	N/A	Nov-2016
Queens Construction								
CQ031: Queens Bored Tunnel & Structures <i>Granite-Traylor-Frontier, JV</i>	\$801.6	\$769.9	\$31.7	\$735.4	Sep-2009	Sep-2009	Sep-2012	Oct-2013
CQ039: Northern Blvd Crossing <i>Schiavone Construction / Kiewit</i>	\$102.1	\$99.2	\$2.9	\$90.4	Feb-2010	Feb-2010	Oct-2011	Oct-2013
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$211.9	\$202.3	\$9.6	\$55.4	Aug-2011	Aug-2011	Aug-2014	Jun-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$276.5	\$228.3	\$48.2	\$169.4	Jan-2008	Jan-2008	Feb-2011	Jun-2014
CH057A: Harold Structures - Part 3: West Bound Bypass		In Procurement			N/A	Nov-2013	N/A	Feb-2016
CH057: Harold Structures - Part 3: Track D Approach, 48th St Bridge, Loop Box Structure		In Design (Repackaging)			N/A	TBD	N/A	TBD
CH058: Harold Structures - Part 3: Eastbound Reroute		In Design			Oct-2013	TBD	N/A	TBD
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection		In Procurement			Sep-2012	Dec-2013	N/A	Jul-2018 ¹⁾
Systems Package 2: Trackwork and Traction Power		In Design (Repackaging)			Apr-2013	TBD	N/A	Jul-2018 ¹⁾
Systems Package 3: Signal Equipment		In Procurement			Mar-2013	Dec-2013	N/A	Jul-2018 ¹⁾

*Planned Completion at Award dates for contracts CM009, CM019, and CH053 are adjusted to the 2009 plan.

**Project reforecasting is being finalized and contract milestones and budgets are being adjusted.

1) Integrated Systems Testing complete July 2018.

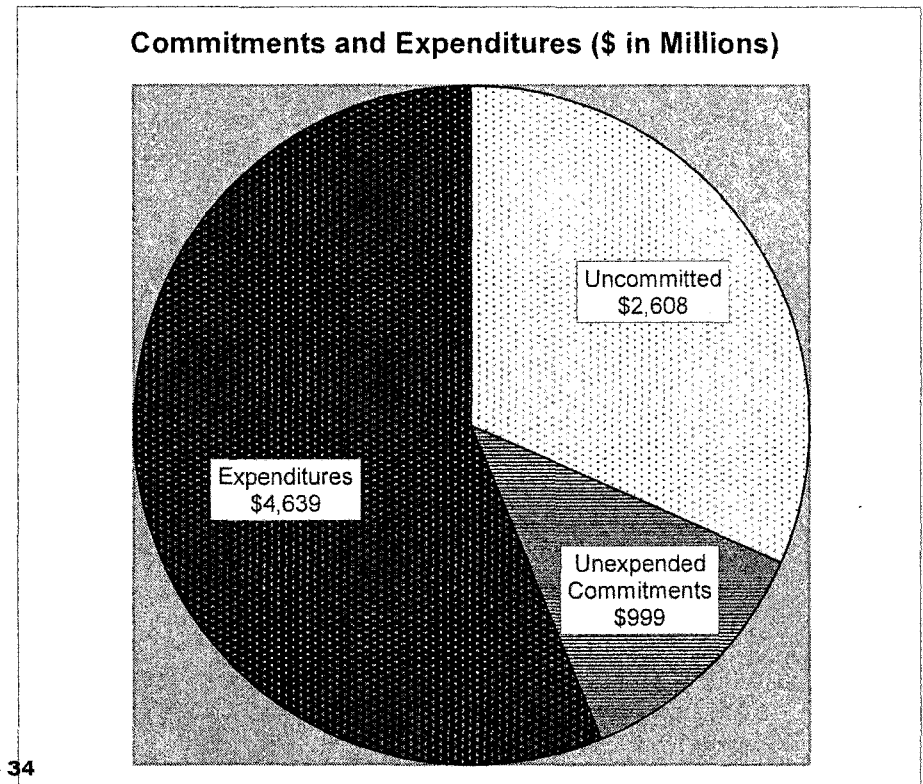
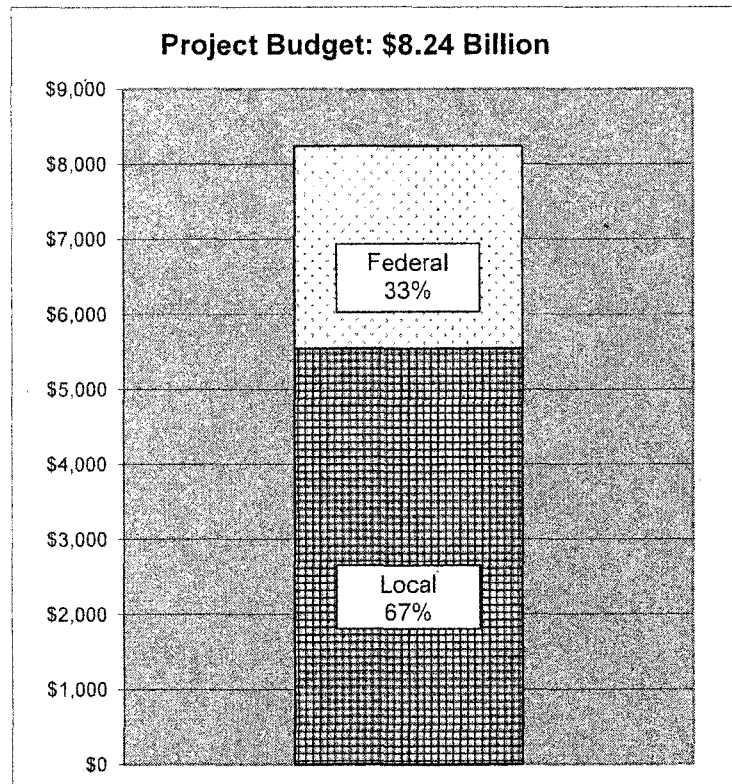
East Side Access Status

Report to the Railroad Committee - November 2013

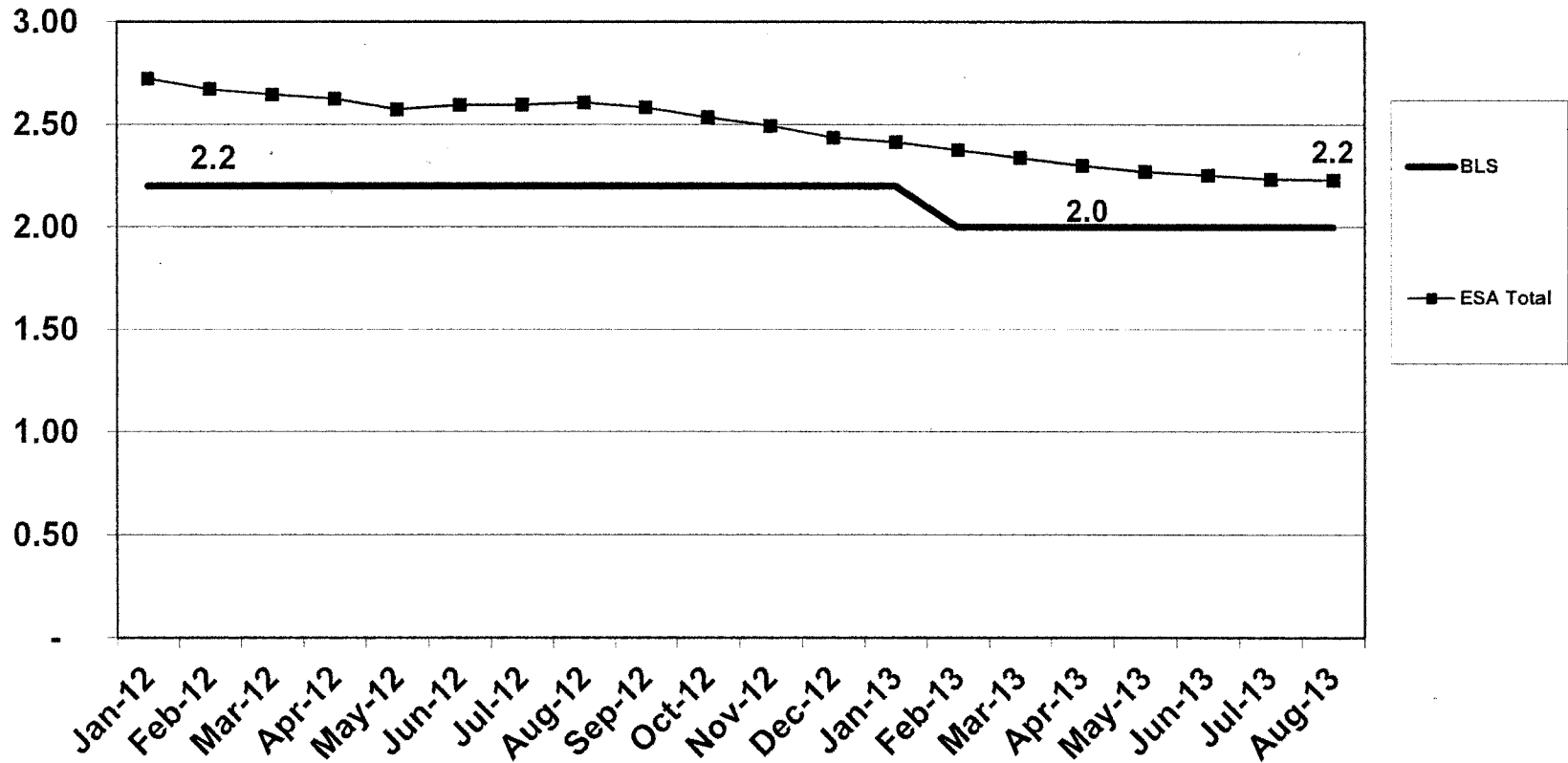
(data thru September 2013)

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	785	785	1,528	5	1,482
2005-2009	2,683	838	1,845	1,176	2,665	18	2,417
2010-2014	3,154	3,149	5	5	1,286	1,867	583
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,546	\$ 2,699	\$ 2,030	\$ 5,637	\$ 2,607	\$ 4,639

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



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



Note:

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



Police Report

November 2013



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

September 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	8	-6	-75%
Felony Assault	3	1	2	200%
Burglary	1	0	1	100%
Grand Larceny	21	16	5	31%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	29	25	4	16%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	0	1	100%
Robbery	31	45	-14	-31%
Felony Assault	26	24	2	8%
Burglary	8	13	-5	-38%
Grand Larceny	179	173	6	3%
Grand Larceny Auto	6	3	3	100%
Total Major Felonies	252	258	-6	-2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Long Island Rail Road

September 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	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	13	11	2	18%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	13	14	-1	-7%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	13	17	-4	-24%
Felony Assault	13	16	-3	-19%
Burglary	3	1	2	200%
Grand Larceny	96	93	3	3%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	126	127	-1	-1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Metro North Railroad

September 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	3	0	3	100%
Burglary	1	0	1	100%
Grand Larceny	7	5	2	40%
Grand Larceny Auto	2	0	2	100%
Total Major Felonies	15	9	6	67%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	11	17	-6	-35%
Felony Assault	12	6	6	100%
Burglary	5	12	-7	-58%
Grand Larceny	73	70	3	4%
Grand Larceny Auto	6	3	3	100%
Total Major Felonies	108	108	0	0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

September 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	11	-4	-36%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	10	10	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	18	23	-5	-22%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
September 2013

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	2	0	2	0
Fel. Assault	3	0	3	0
Burglary	1	0	1	0
Grand Larceny	21	13	7	1
GLA	2	0	2	0
Total	29	13	15	1
Crimes Per Day	0.97	0.43	0.50	0.03



MTA Police Department
Arrest Summary: Department Totals

10/2/2013
12:18:09PM

1/1/2013 to 9/30/2013

Arrest Classification	Total Arrests
Murder	2
Robbery	35
Felony Assault	34
Burglary	10
Grand Larceny	56
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	44
Assault-Misdemeanor	52
Breach of Peace	6
Child Endangerment	3
Conspiracy	12
Criminal Contempt	6
Criminal Impersonation	9
Criminal Mischief	34
Criminal Possession Stolen Property	22
Criminal Tampering	2
Criminal Trespass	29
Disorderly Conduct	9
Drug Offenses	18
DUI Offenses	13
Falsely Reporting an Incident	7
Forgery	16
Fraud	7
Graffiti	3
Harassment	5
Identity Theft	1
Issue a Bad Check	1
Menacing	14
Obstruct Government	10
Petit Larceny	71
Public Lewdness	23
Reckless Endangerment	7
Resisting Arrest	57
Sex Offenses	7
Stalking	1
Theft of Services	70
Unlawful Imprisonment/Kidnapping	1
Unlawful Surveillance	1
VTL Offenses	4
Warrant Arrest	30
Weapons Offenses	4
Unauthorized Use Vehicle	1
Arrest Totals	740



Metro-North Railroad

Information Items

November 2013

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE METRO-NORTH COMMUTER RAILROAD

This Charter for the Committee on the Operations of the Metro-North Commuter Railroad was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), on July 24, 2013.

I. PURPOSE

The Committee on the Operations of the Metro-North Commuter Railroad (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Metro-North Commuter Railroad Company ("Metro-North").

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or Metro-North. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, Metro-North or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The President of Metro-North and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

- 1 monitor and update the Board Chair and the Board on the operating performance of Metro-North, including information on railroad service;
- 2 monitor and update the Board Chair and the Board on the safety record of Metro-North; such monitoring shall include reviewing and monitoring customer and employee safety;
- 3 monitor and update the Board Chair and the Board on the implementation of security programs pertaining to Metro-North operations and facilities;
- 4 monitor and update the Board Chair and the Board on the finances of Metro-North, including financial reports, ridership reports, and the use of funds by Metro-North;
- 5 review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of Metro-North that require Board approval;
- 6 review and make recommendations to the Board Chair and the Board on proposed capital projects of Metro-North and monitor the status of such projects;
- 7 review and make recommendations to the Board Chair and the Board regarding Metro-North service and policy changes that require Board approval;

- 8 facilitate the identification of approaches and solutions that address Metro-North security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding Metro-North security issues;
- 9 review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of Metro-North: (i) legal and regulatory matters that may have a material impact on Metro-North; and (ii) the scope and effectiveness of compliance policies and programs;
- 10 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 11 review and assess the adequacy of this Charter annually; and
- 12 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Metro-North:

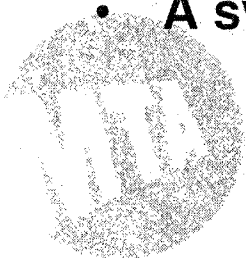
- 1 Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
- 2 Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
- 3 Monitor the progress of the capital projects undertaken by the MTACC;
- 4 Monitor the budget and the schedule of capital projects undertaken by the MTACC;
- 5 Monitor the progress of contract commitments and completions with respect to capital projects; and
- 6 Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

2013 Customer Satisfaction Survey Metro-North Railroad



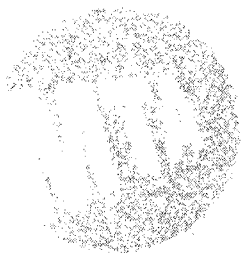
Overall Context

- **First Customer Satisfaction Survey taken since 243 new trains per week were added to the schedule**
 - Includes 187 new trains added in April 2013, the largest service expansion in Metro-North history
 - 56 new trains per week added in October 2012
 - Provided increased off-peak and weekend service
- **The Customer Satisfaction Survey was distributed in June, approximately 5 weeks after a derailment near Bridgeport caused delays along the New Haven Line.**
- **A system-wide fare increase was implemented in March 2013.**



KEY FINDINGS

- **Customer satisfaction with Metro-North remained high in 2013**
- **New Haven Line customers on M-8s were more satisfied with Metro-North than those riding older equipment on the line**
 - **As more M-8s are put into service, satisfaction will continue to rise**
- **Satisfaction with On Time Performance declined 5 percentage points from 2012**
 - **The result of the challenging operating environment the railroad experienced just before the survey was conducted**



METRO-NORTH EAST OF HUDSON SURVEY RESULTS



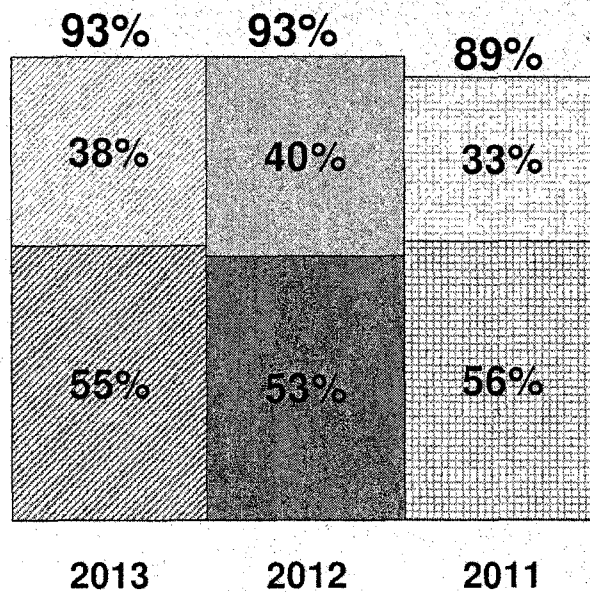
Metro-North Railroad

4

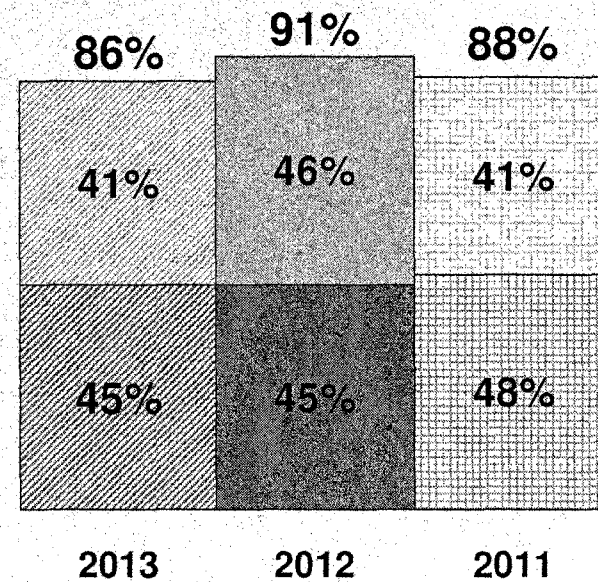
Overall Customer Satisfaction

East of Hudson

Metro-North Overall



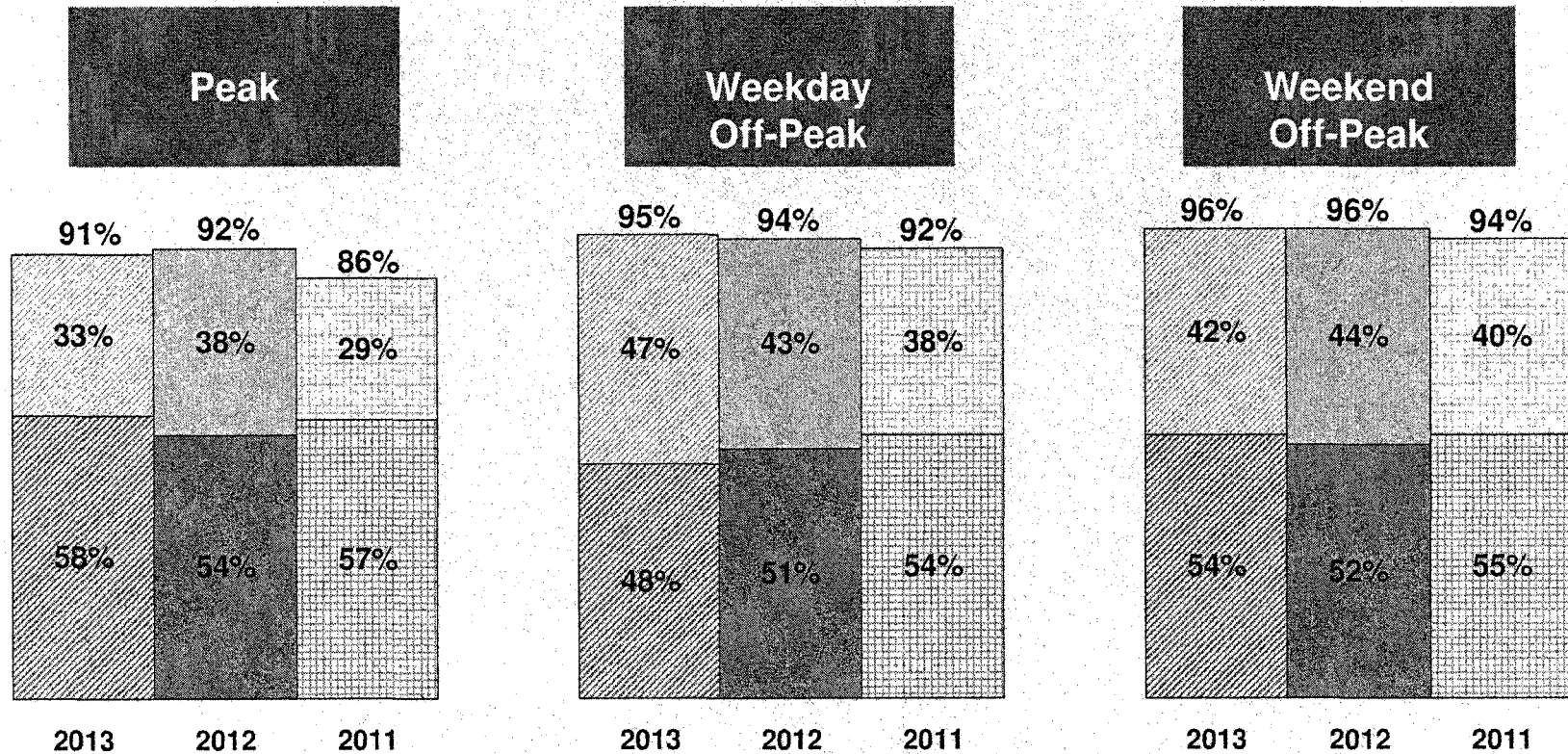
On-Time Performance



Top Area = Very Satisfied Bottom Area = Satisfied

Overall Customer Satisfaction By Time Period

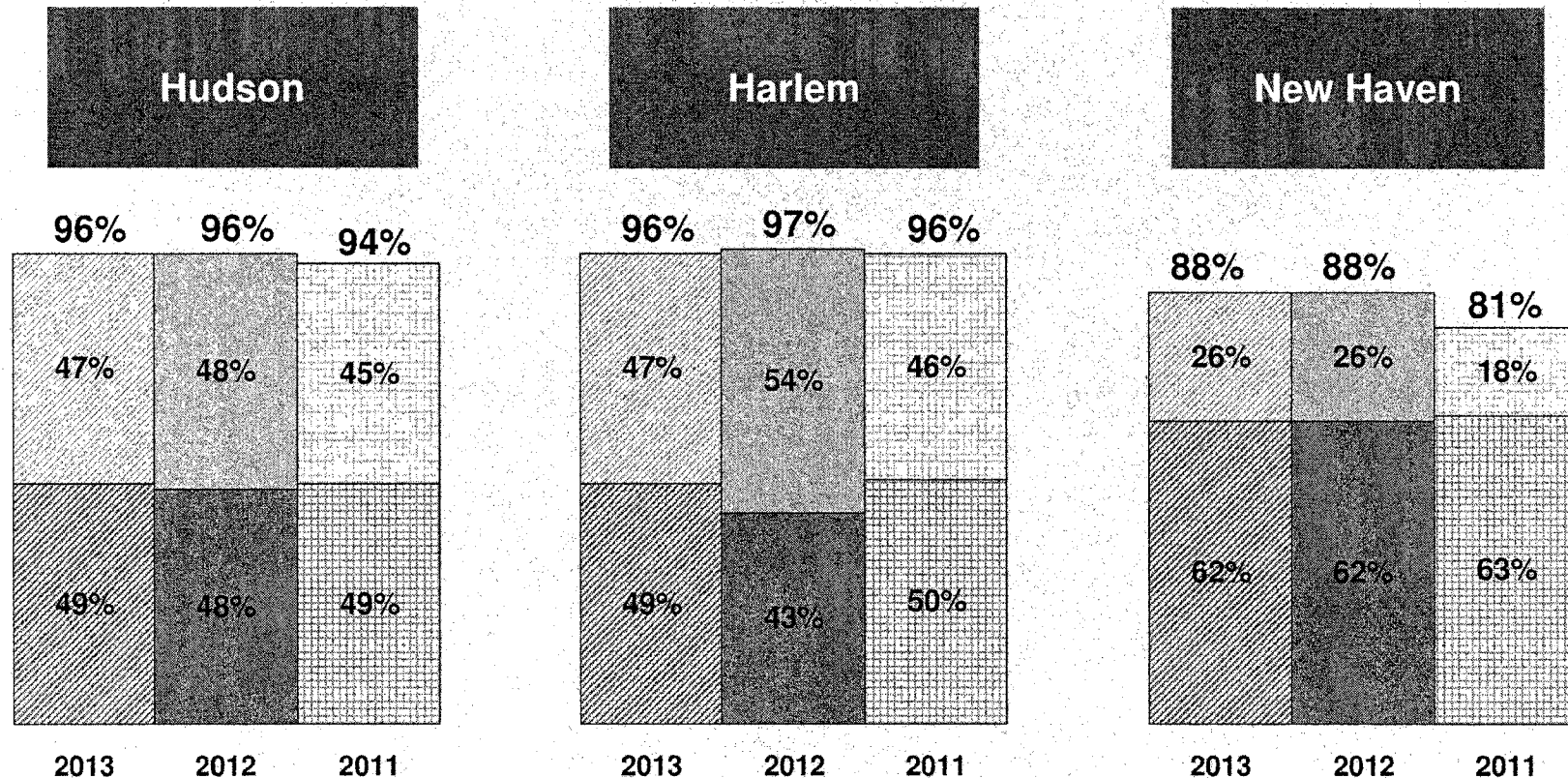
East of Hudson



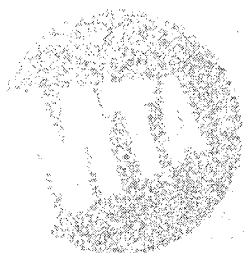
Top Area = Very Satisfied Bottom Area = Satisfied

Overall Satisfaction By Line

East of Hudson



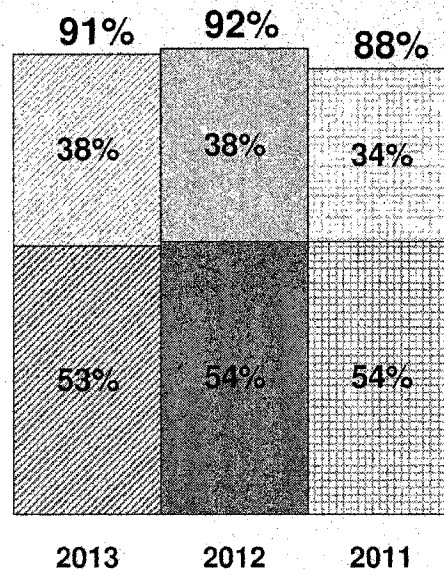
Top Area = Very Satisfied Bottom Area = Satisfied



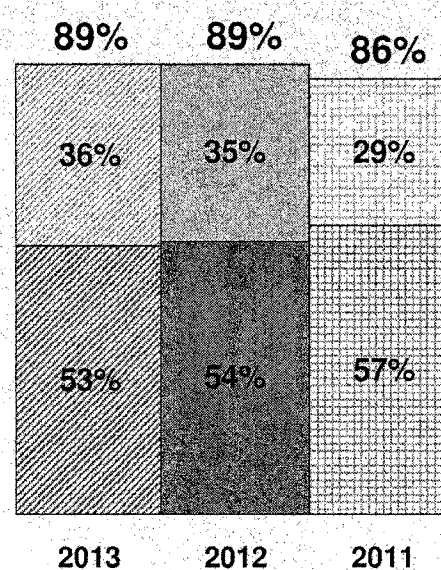
Metro-North Train Service Overall

East of Hudson

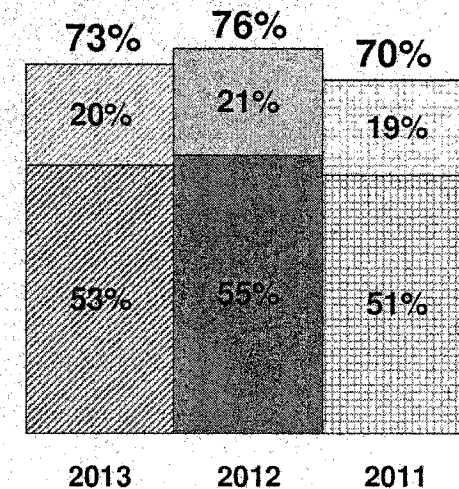
MNR Train Service Overall



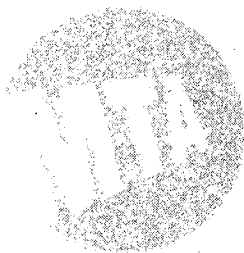
Overall Train Schedules



Value For The Money Using The Railroad

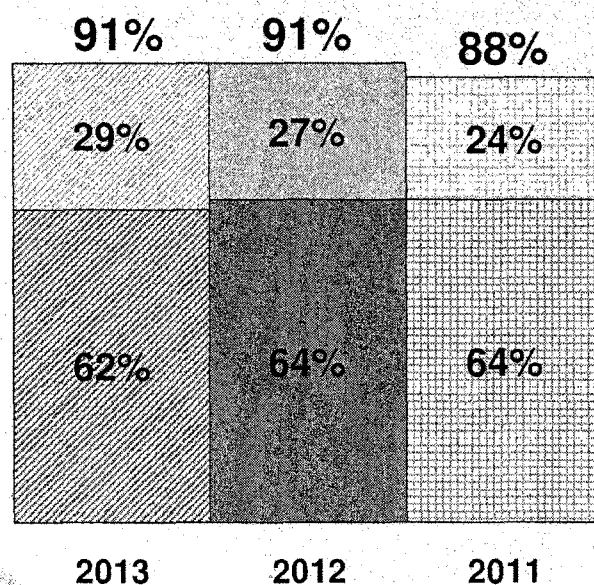


Top Area = Very Satisfied Bottom Area = Satisfied

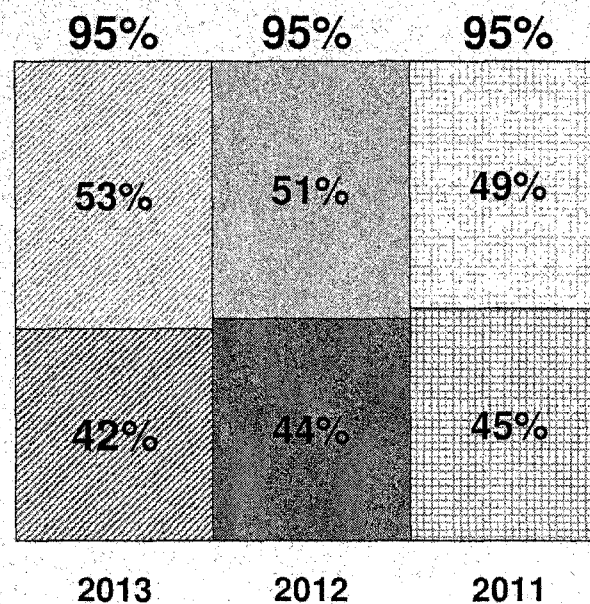


Overall Communication and Employee Courtesy and Responsiveness East of Hudson

Overall Communication



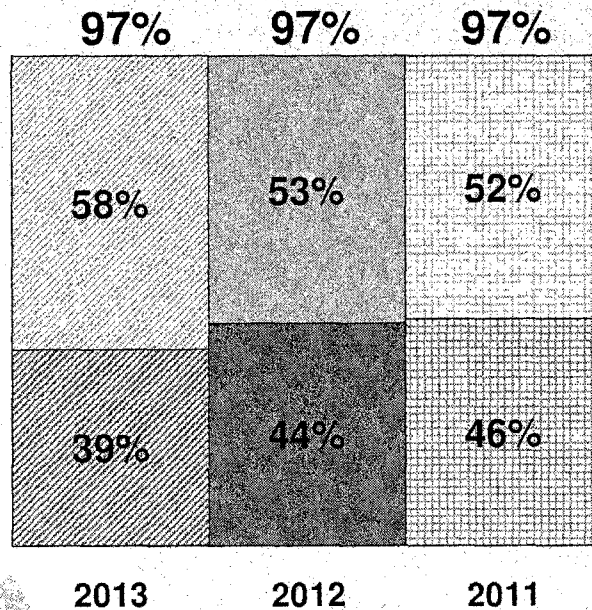
Courtesy and Responsiveness of Employees



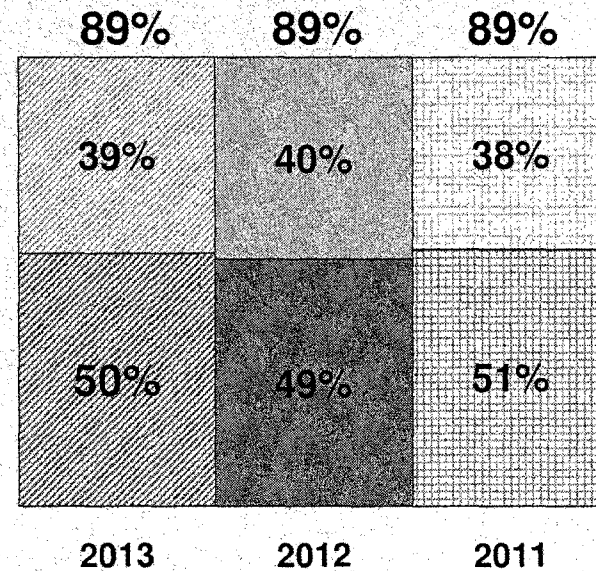
Top Area = Very Satisfied Bottom Area = Satisfied

Grand Central Terminal and Boarding Stations East of Hudson

GCT Overall



Home Boarding Station Overall



Top Area = Very Satisfied Bottom Area = Satisfied

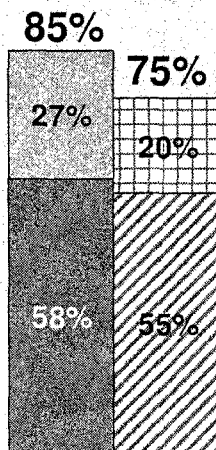
M-8 Vs. Non M-8 In 2013 (New Haven Line)

Temperature on
the Train

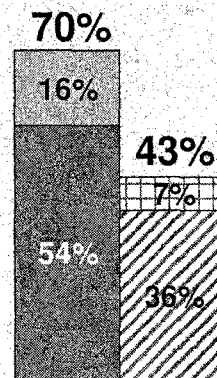
Cleanliness of the
Rest Rooms

Cleanliness of
the Train's
Interior

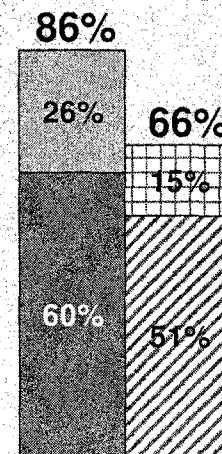
Availability of
Seats



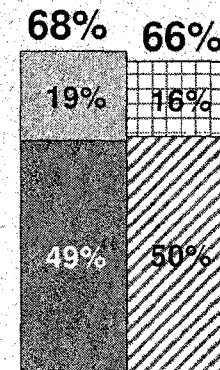
M-8 Non
M-8



M-8 Non
M-8



M-8 Non
M-8



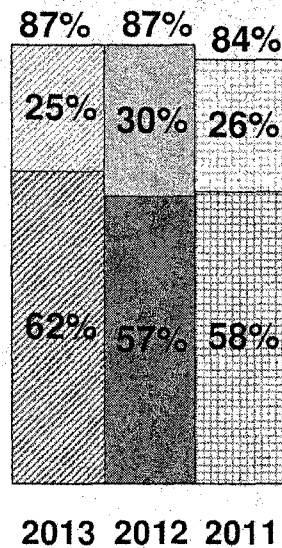
M-8 Non
M-8

Top Area = Very Satisfied Bottom Area = Satisfied

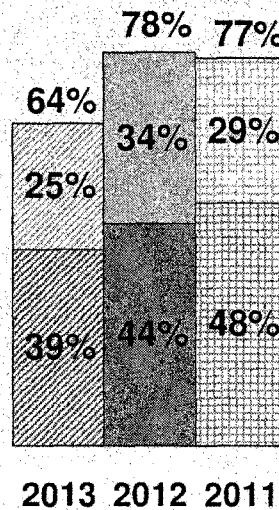
Metro-North Railroad

Reverse Peak Major Categories East of Hudson

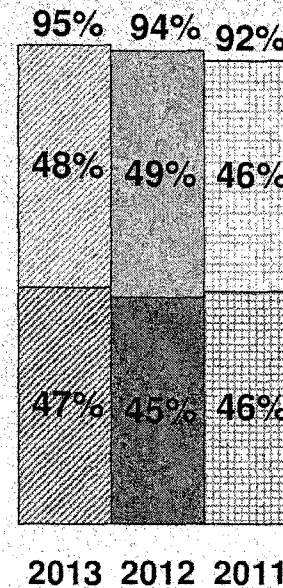
**Metro-North
Overall**



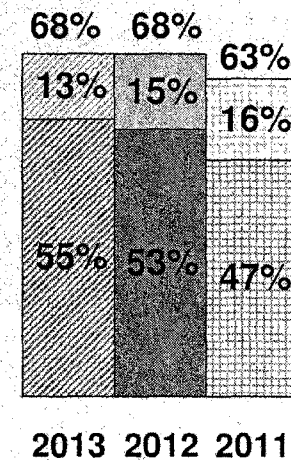
**On- time
Performance**



**Courtesy &
Responsiveness
Of Employees**



**Value For The
Money Using
The Railroad**



Top Area = Very Satisfied Bottom Area = Satisfied

WEST OF HUDSON SURVEY RESULTS

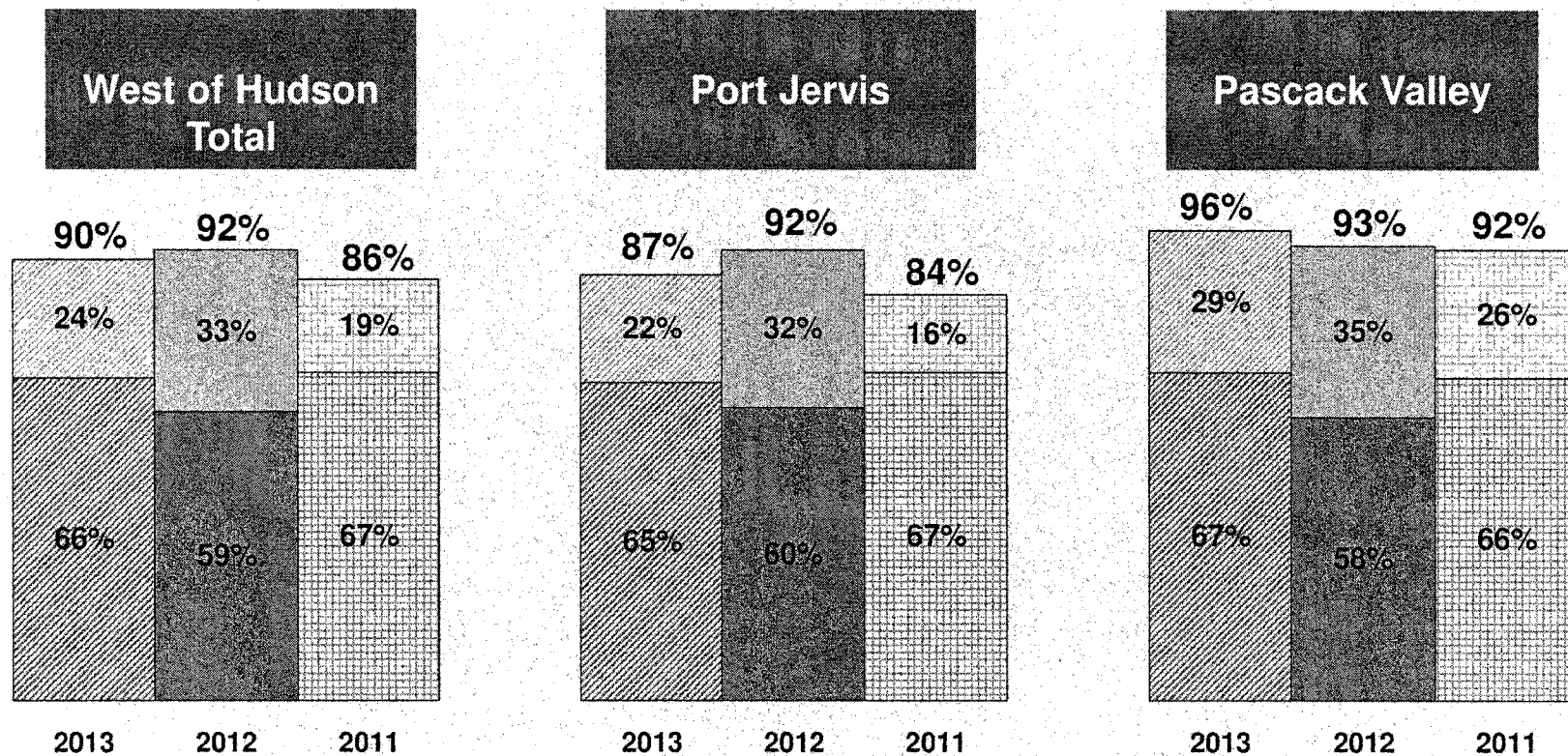


Metro-North Railroad

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Overall Customer Satisfaction

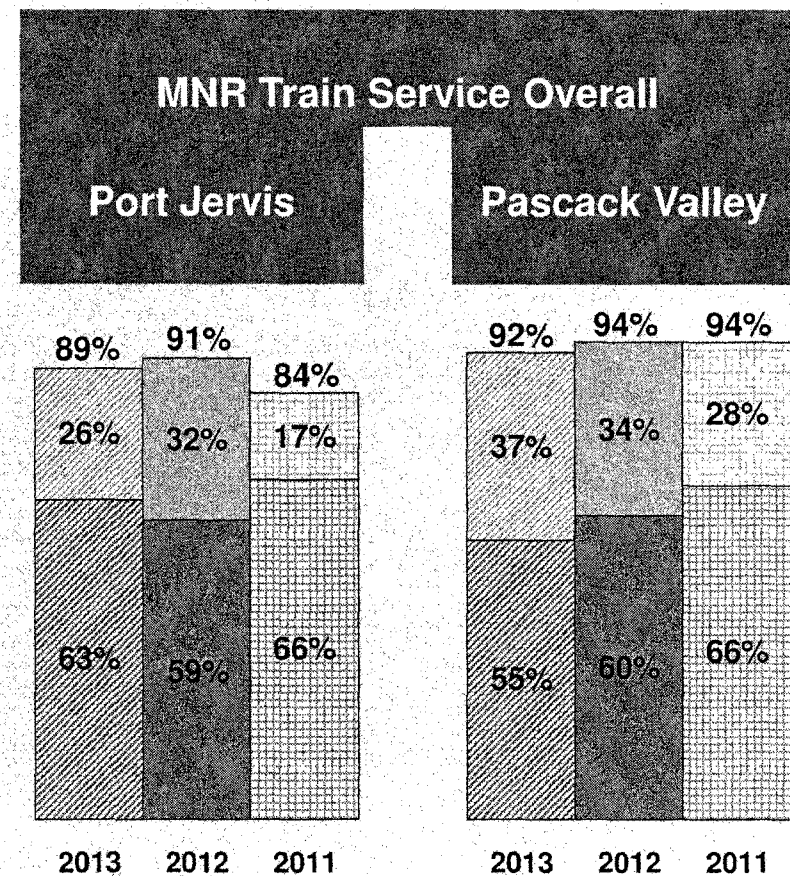
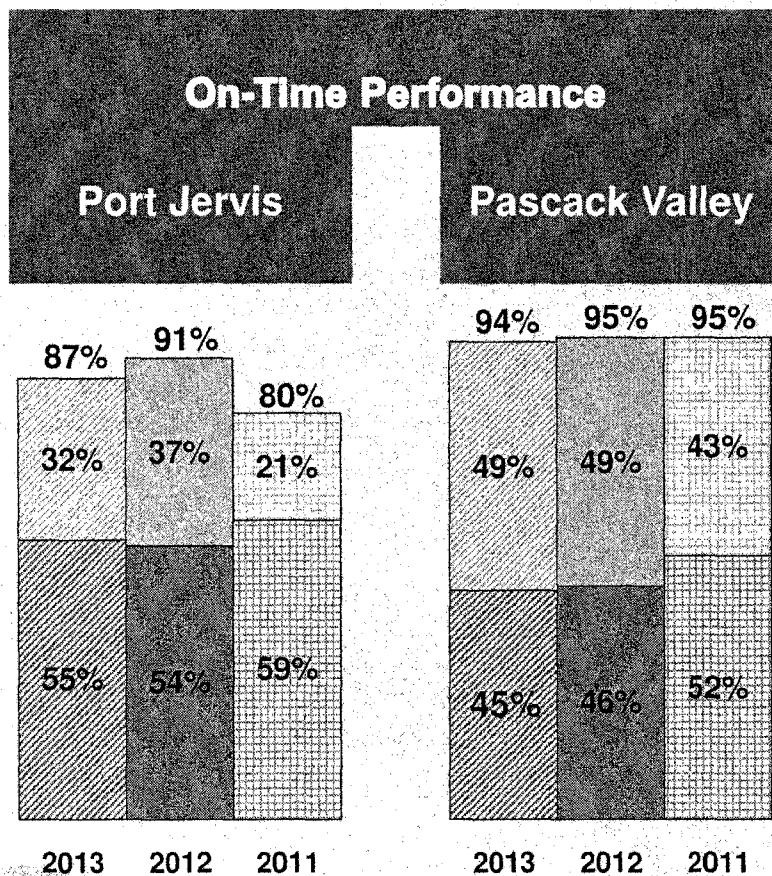
West of Hudson



Top Area = Very Satisfied Bottom Area = Satisfied

Metro-North Train Service By Line

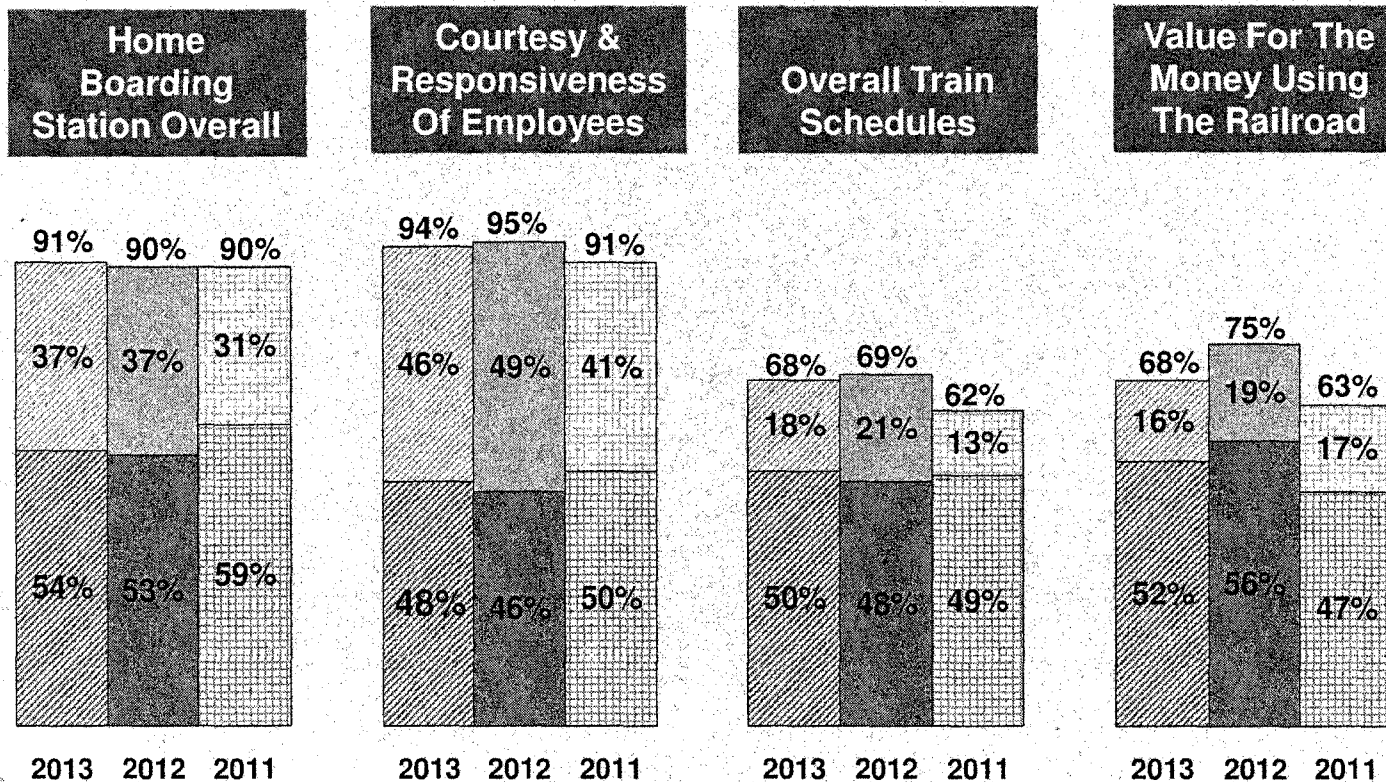
West of Hudson



Top Area = Very Satisfied Bottom Area = Satisfied

Satisfaction With Other Major Service Categories

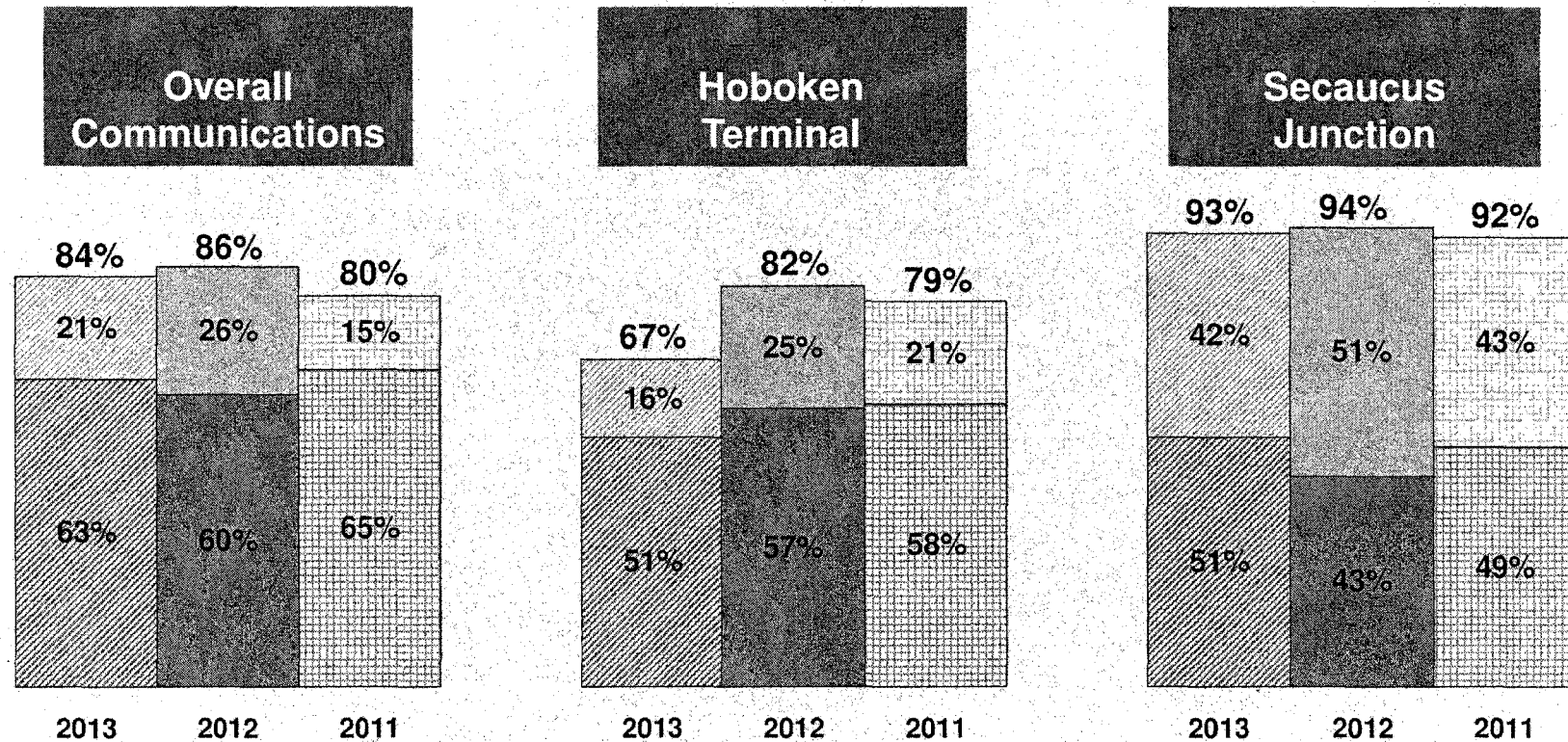
West of Hudson



Top Area = Very Satisfied Bottom Area = Satisfied

Satisfaction With Other Major Service Categories

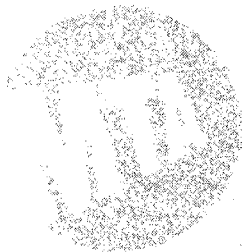
West of Hudson



Top Area = Very Satisfied Bottom Area = Satisfied

APPENDIX

- Methodology
- Full Set of Attribute Ratings



Methodology

- The MNR survey used an onboard distribution methodology among a sample of trains
- A total of 5,925 surveys were completed and tabulated, as follows:

	MNR East of Hudson Survey			
	Total	AM Peak	Off-Peak	Reverse Peak
Completed Surveys	5,186	1,750	2,919	517
Survey dates	6/26-7/02/13			
Trains sampled	93	52	30	11
	MNR West of Hudson Survey			
	Total	AM Peak	Off-Peak	No Reverse Peak
Completed Surveys	739	409	330	
Survey dates	6/12-6/25/13	06/19-06/25/13	06/12 - 6/16/13	
Trains sampled	11	9	2	

- The Customer Satisfaction Survey was conducted approximately 5 weeks after the major derailment in May.

SERVICE ATTRIBUTE RATINGS 2010-2013

EAST OF HUDSON	Total Satisfied			
	2013	2012	2011	2010
	%	%	%	%
1. Metro-North Railroad overall	93	93	89	93
2. Value for the money using the railroad	73	76	70	74
Home Boarding Station				
3. Your home boarding station overall	89	89	89	88
4. Directional signage to the station	89	89	87	88
5. Personal security	86	87	87	87
6. Cleanliness inside the station building (excluding restrooms)	86	85	84	83
7. Maintenance of station	87	87	85	84
8. Sound quality of audio announcements	75	77	74	75
9. Availability of parking on weekdays	70	68	62	65
10. Security of your car while parked at the station	88	88	86	87
11. Cleanliness of platforms and outdoor shelters	88	87	86	85
12. Cleanliness of the track area around the station	83	82	81	81
On Trains (AM & PM)				
13. MNR train service overall	91	92	88	92
14. On-time performance	86	91	88	91
15. Availability of seats on train	77	77	72	73
16. The temperature on the train	87	87	81	81
17. Personal security	95	95	94	94
18. Cleanliness of the restrooms	66	61	55	56
19. Cleanliness of train's interior (excluding rest rooms)	83	80	75	76
20. Sound quality of audio announcements	81	80	77	78

EAST OF HUDSON	Total Satisfied			
	2013	2012	2011	2010
Courtesy and Responsiveness of Employees	%	%	%	%
21. The overall courtesy and responsiveness of our employees	95	95	95	94
22. Conductors	96	95	96	95
23. Ticket Sellers	91	91	90	91
24. Customer Service Representatives (ushers) in GCT	92	92	92	92
25. Information Booth and Station Master's Office Personnel at GCT	92	93	92	91
26. Information Center Representatives (In NY: 511, In CT: 877-690-5114)	91	NA	NA	NA
27. Professional Appearance of Conductors	96	NA	NA	NA
Train Scheduling				
28. Overall train schedules	89	89	86	88
29. The weekday AM and PM peak schedule to and from your station	88	88	86	87
30. The weekday off-peak schedule to and from your station including late night service	84	83	80	81
31 The weekend schedule to and from your station	85	82	79	80

EAST OF HUDSON	Total Satisfied			
	2013	2012	2011	2010
Communication	%	%	%	%
32. Our overall communication to you	91	91	88	91
33. Our overall communications during normal service conditions	93	93	91	NA
34. Our overall communications during <u>unplanned</u> service disruptions	76	76	71	NA
35. Overall communications during <u>planned</u> service disruptions (track work, etc.)	84	88	84	NA
Communication during normal service conditions				
36. At your boarding station	86	86	82	87
37. On board our trains	90	90	89	90
38. At GCT	92	92	89	93
39. On our website (www.mta.info)	90	92	91	92
40. With the automated phone system for schedules, fares, etc.)	88	87	86	87
41. With Travel Information Phone Center Representatives	87	86	87	91
Communication (During Unplanned Service Disruptions)				
42. At your boarding station	71	73	67	76
43. On board our trains	78	80	75	81
44. At Grand Central Terminal	79	81	76	83
45. On our website (www.mta.info)	80	83	80	82
46. Through the "Service Status" box on our website	81	85	81	NA
47. Through e-mail alerts (if you subscribe)	85	86	82	83
48. With the automated phone system for schedules, fares, etc.	84	83	80	82
49. With Travel Information Center representatives	84	84	80	87
Grand Central Terminal (GCT)				
50. Grand Central Terminal overall	97	97	97	97
51. The Station Master's Office, including the customer waiting area	93	94	94	94
52. Cleanliness of GCT (excluding restrooms)	94	94	94	94
53. Personal security	96	95	95	95
54. Presence of MTA Police	95	94	94	93
55. Signs providing direction to/from connecting buses or subways	94	93	90	92
56. Sound quality of audio announcements	86	87	85	89
57. Have you used any of the restrooms in GCT during the past 12 months? (% Yes)	78	77	78	NA
58. Cleanliness of rest rooms	70	65	65	76

WEST OF HUDSON	Total Satisfied			
	2013	2012	2011	2010
	%	%	%	%
1. Metro-North Railroad overall	90	92	86	86
2. Value for the money using the railroad	68	75	63	63
Home Boarding Station				
3. Your home boarding station overall	91	90	90	89
4. Directional signage to the station	87	87	87	86
5. Personal security	85	82	81	77
6. Cleanliness inside the station building (excluding restrooms)	82	81	82	80
7. Maintenance of station	85	85	83	84
8. Sound quality of audio announcements	65	67	58	60
9. Availability of parking on weekdays	93	94	91	91
10. Security of your car while parked at the station	90	89	85	80
11. Cleanliness of platforms and outdoor shelters	87	86	85	85
12. Cleanliness of the track area around the station	87	86	85	82
On Trains (AM & PM)				
13. MNR train service overall	90	92	87	83
14. On-time performance	89	92	84	84
15. Availability of seats on train	89	93	84	80
16. The temperature on the train	89	82	74	79
17. Personal security	94	97	94	93
18. Cleanliness of the restrooms	69	75	59	62
19. Cleanliness of train's interior (excluding rest rooms)	88	89	83	83
20. Sound quality of audio announcements	76	78	63	68

WEST OF HUDSON	Total Satisfied			
	2013	2012	2011	2010
Courtesy and Responsiveness of Employees	%	%	%	%
21. The overall courtesy and responsiveness of our employees	94	95	91	90
22. Conductors	96	96	92	91
23. Ticket Sellers	90	92	90	86
24. Information Center Representatives (In NY: 511)	79	NA	NA	NA
Train Scheduling				
25. Overall train schedules	68	69	62	59
26. The weekday AM and PM peak schedule to and from your station	71	74	67	64
27. The weekday off-peak schedule to and from your station including late night service	56	56	48	49
28 The weekend schedule to and from your station	61	59	54	52

WEST OF HUDSON	Total Satisfied			
	2013	2012	2011	2010
Communication	%	%	%	%
29. Our overall communication to you	84	86	80	76
30. Our overall communications during normal service conditions	88	88	86	NA
31. Our overall communications during unplanned service disruptions	72	74	55	NA
Communication during normal service conditions				
32. At your boarding station	77	78	70	70
33. On board our trains	86	87	81	83
34. At Hoboken Terminal	82	88	83	84
35. At Secaucus Junction	90	91	83	84
36. At Penn Station New York	81	83	73	NA
37. On the Metro-North website	86	90	83	85
38. On the NJ TRANSIT website (www.njtransit.com)	88	91	83	85
39. With Metro-North's automated phone system for schedules, fares, etc.	79	81	77	73
40. With Metro-North's Travel Information Center Representatives	75	87	77	73
41. With NJ TRANSIT's automated phone system for schedules, fares, etc.	76	82	73	70
42. With NJ TRANSIT's Travel Information Center Representatives	77	84	74	73
Communication (During Unplanned Service Disruptions)				
43. At your boarding station	63	65	50	54
44. On board our trains	76	80	67	72
45. At Hoboken Terminal	71	77	66	71
46. At Secaucus Junction	80	80	71	76
47. At Penn Station New York	73	75	64	NA
48. On the Metro-North website	79	83	66	72
49. With Metro-North's automated phone system for schedules, fares, etc.	71	74	65	66
50. With Metro-North's Travel Information Center Representatives	73	77	64	70
51. On the NJ TRANSIT website (www.njtransit.com)	80	80	72	74
52. With NJ TRANSIT's automated phone system for schedules, fares, etc.	74	79	63	68
53. With NY TRANSIT'S Travel Information Center Representatives	73	77	64	67

WEST OF HUDSON	Total Satisfied			
	2013	2012	2011	2010
	%	%	%	%
54. Hoboken Terminal overall	67	82	79	86
55. Cleanliness of the Terminal (excluding restrooms)	75	79	77	87
56. Personal security	89	90	87	89
57. Have you used any of the restrooms in Hoboken Terminal during the past 12 months? (% Yes)	49	68	77	NA
58. Cleanliness of restrooms	54	59	66	73
Secaucus Junction				
59. Secaucus Junction overall	93	94	92	92
60. Personal security	96	97	95	NA

MNR Diversity/EEO Report
3rd Quarter 2013
November 2013

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing Metro-North Railroad's September 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 numbers and information provided above 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. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2013, 3RD QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

WORKFORCE UTILIZATION ANALYSIS AS OF 9/30/13

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	26%	23%	No	8%	14%	Yes	6%	6%	Yes	4%	6%	Yes	0%	0%	Yes	1%	0%	No	1%	2%	Yes
Professionals	45%	40%	No	8%	19%	Yes	5%	10%	Yes	4%	14%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Technicians	23%	3%	No	4%	22%	Yes	5%	3%	No	6%	10%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Protective Services	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Paraprofessionals	59%	47%	No	10%	16%	Yes	7%	6%	No	3%	25%	Yes	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	59%	44%	No	14%	33%	Yes	11%	12%	Yes	4%	3%	No	0%	1%	Yes	0%	0%	Yes	1%	3%	Yes
Skilled Craft	7%	6%	No	21%	18%	No	15%	8%	No	6%	2%	No	0%	0%	Yes	0%	0%	Yes	1%	1%	Yes
Service Maintenance	12%	13%	Yes	16%	35%	Yes	13%	15%	Yes	4%	1%	No	1%	0%	No	0%	0%	Yes	1%	2%	Yes

Metro-North Railroad has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MNR'S September 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.

*Females are also included in the percentage totals for each of the racial/ethnic groups.

**American Indian/Alaskan Native

***Native Hawaiian Other Pacific Islander

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 the agency'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.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

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 buildings, facilities or grounds of public property.

2013, 3RD QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

NEW HIRES AS OF 9/30/13

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	24	9	37.5%	4	16.7%	4	16.7%	4	16.7%	0	0.0%	0	0.0%	2	8.3%
Professionals	26	8	30.8%	4	15.4%	1	3.8%	6	23.1%	0	0.0%	0	0.0%	3	11.5%
Technicians	9	0	0.0%	2	0.0%	0	0.0%	3	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	4	2	50.0%	1	25.0%	1	25.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	68	33	48.5%	16	23.5%	8	11.8%	5	7.4%	0	0.0%	0	0.0%	7	10.3%
Skilled Craft	161	15	9.3%	21	13.0%	23	14.3%	6	3.7%	0	0.0%	0	0.0%	1	0.6%
Service Maintenance	96	6	6.3%	22	22.9%	14	14.6%	0	0.0%	0	0.0%	0	0.0%	4	4.2%
Total	388	73	18.8%	70	18.0%	51	13.1%	24	6.2%	0	0.0%	0	0.0%	17	4.4%

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

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

2013, 3RD QUARTER EEO REPORT

AGENCY NAME: METRO-NORTH RAILROAD

EEO AND TITLE VI COMPLAINTS

1/1/13 to 9/30/13

Category	Race	Disability	Gender	National Origin	Age	Sexual Harassment	Religion	Other ¹	Total Issues ²	Total Cases	Status (# Open)
EEO	15	8	9	6	5	7	1	14	65	46	16
External Complaints	7	3	2	2	2	1	1	7	25	16	10
Internal Complaints	8	5	7	4	3	6	0	7	40	30	6

Category	Race	National Origin	Color	Total Issues ³	Total Cases	Status (# Open)
Title VI	15	1	0	16	16	6

¹ "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

² In some instances a single complaint may involve two or more EEO categories.

³ In some instances a single complaint may involve two or more EEO categories based on race, national origin, or color.

Metro-North Railroad Diversity and Recruitment Strategic Plan 2013-2014

Metro-North Railroad ("MNR") has developed an aggressive diversity and outreach recruitment strategy to address the underutilization of females and minorities in its workforce. The results of these efforts will ensure MNR achieves and maintains a diverse workforce population and is seen as an employer of choice in the region. To accomplish this task, Human Resources and Diversity/EEO Departments have partnered and developed a three-prong approach that focuses on outreach, retention and culture shift.

Recruiting and Outreach:

In order to recruit and hire qualified females and minorities, the recruitment staff is committed to participating in and leading events and career fairs that portray a positive image of MNR in order to create the foundation for future recruiting success. The strategies that have proven to be the most effective are those that focus on direct contact and to that end MNR maintains extensive contacts in urban and minority communities and reaches out to high schools, local colleges, female and minority affiliated organizations and elected officials. MNR continues to seek those venues which are the most beneficial to our recruitment strategy and recognizes that our success depends upon how we market ourselves. MNR has also enhanced its Internship Program by having outreach events at GCT to recruit interns for summer 2014. The program has served as a successful recruitment tool whereby interns have been recruited and hired after successfully completing the Program.

The goal of the recruiting component is to identify and attract talent from a diverse pool and to ensure that every candidate is treated fairly throughout the hiring process. To ensure that diverse pools are reviewed and screened appropriately, hiring managers and search committee members will be provided mandatory training that addresses ethics, hiring processes, EEO issues and interview skills. This training will ensure that the application and screening processes are bias-free and that hiring managers do not let their subtle biases or cultural knowledge gaps negatively impact the hiring process.

Retention and Mobility:

Our workforce diversity report shows that middle managers tend to be more diverse than those in executive positions. Therefore, we have developed programs intended to prepare internal applicants for higher level positions. Often the best candidates for specialized managerial positions are internal applicants, but due to the lack of specialized training or certification are unable to compete for positions they have the experience to perform. The programs include the Associate Engineer Program and the MNR Mentoring Program. Both programs are intended to inspire upward mobility and improve the retention of underrepresented groups. We have also enhanced our career counseling offerings and have expanded those services to agreement employees to assist them find higher level positions within MNR.

Culture Shift:

Finally, MNR will only be successful in increasing and maintaining diversity if the organizational culture embraces diversity as an important business necessity. In order to achieve this goal, MNR has instituted mandatory trainings that include diversity awareness and ongoing events that celebrate diversity. These trainings are intended to show MNR employees that their individual qualities and contributions enhance the agency and make it better.

2013-2014 Metro-North Railroad Diversity and Recruitment Strategic Plan

The following strategies have been or will be implemented by Metro-North Railroad to improve female and minority representation in its workforce:

- MNR will continue to meet annually with all Metro-North executive and management staff to review the workplace diversity report and progress against goals, and discuss their responsibilities and efforts necessary to ensure that their departments strive to achieve their goals.
- MNR will continue to attend career fairs of regional colleges with historically diverse student populations including CUNY and SUNY colleges as a way to recruit a diverse applicant pool for jobs and internships.
- MNR has established a process for following up with contacts made at job fairs, schools, and minority associations to ensure qualified diverse applicants apply for open positions.
- MNR will continue to network with regional offices of minority associations, and attend conventions of minority associations.
- MNR will continue to develop long-term recruitment resources by visiting middle and high schools to introduce students to Metro-North Railroad and inform them of future career/employment opportunities before they seek college or craft schools.
- MNR will continue to promote and enhance programs intended to promote from within and diversify job groups that have historically been underrepresented by females and minorities. These programs include the Associate Engineer Program and MNR Mentoring Program.

New for 2013-2014

- MNR will conduct mandatory *Diversity Awareness and Equal Opportunity in the Workplace* Training to all Metro-North employees to communicate EEO policies and the value of diversity to MNR.
- MNR will expand upon MNR's successful Internship Program by having a career fair dedicated solely to recruit applicants from historically diverse institutions.
- MNR has established Career Advisement Workshops for agreement employees to prepare them to apply for higher level management positions.
- MNR will conduct mandatory *Recruitment and Hiring Process* trainings to all employees participating in search committees that will instruct committee members on their ethical responsibilities, prepare them to conduct interviews and selections in order to ensure that the hiring process is fair and non-discriminatory.
- MNR will participate in Diversity Awareness programs including weekly Brown Bag Lunch and Learn Series and other cultural awareness month events to create a diversity friendly and culturally sensitive workplace.

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Long Island Rail Road

INFORMATION

ITEMS

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE LONG ISLAND RAIL ROAD AND THE METROPOLITAN SUBURBAN BUS AUTHORITY

This Charter for the Committee on Operations of the Long Island Railroad and the Metropolitan Suburban Bus Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), on July 24, 2013.

I. PURPOSE

The Committee on Operations of the Long Island Railroad and the Metropolitan Suburban Bus Authority (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the Long Island Railroad Company and the Metropolitan Suburban Bus Authority (referred to as "Long Island Bus" or "LIB" and with LIRR as the "LIRR/LIB").

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA and/or the LIRR/LIB. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate. The Committee may request

that any member of the Board, the Auditor General, any officer or staff of the MTA, LIRR/LIB or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of the LIRR, the President of LIB and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her respective organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall:

- 1 monitor and update the Board Chair and the Board on the operating performance of the LIRR/LIB, including information on railroad, bus and paratransit service;
- 2 monitor and update the Board Chair and the Board on the safety record of LIRR/LIB; such monitoring shall include reviewing and monitoring customer and employee safety;
- 3 monitor and update the Board Chair and the Board on the implementation of security programs pertaining to LIRR/LIB operations and facilities;
- 4 monitor and update the Board Chair and the Board on the finances of the LIRR/LIB, including financial reports, ridership reports, and the use of LIRR/LIB funds;
- 5 review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of the LIRR/LIB that require Board approval;
- 6 review and make recommendations to the Board Chair and the Board on proposed capital projects of the LIRR/LIB and monitor the status of such projects;
- 7 review and make recommendations to the Board Chair and the Board regarding service and policy changes that require Board approval;

- 8 facilitate the identification of approaches and solutions that address LIRR/LIB security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding LIRR/LIB security issues;
- 9 review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the LIRR/LIB: (i) legal and regulatory matters that may have a material impact on the LIRR/LIB; and (ii) the scope and effectiveness of compliance policies and programs;
- 10 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 11 review and assess the adequacy of this Charter annually; and
- 12 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of Long Island Railroad or Long Island Bus:

- 1 Review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
- 2 Review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
- 3 Monitor the progress of the capital projects undertaken by the MTACC;
- 4 Monitor the budget and the schedule of capital projects undertaken by the MTACC;
- 5 Monitor the progress of contract commitments and completions with respect to capital projects; and
- 6 Track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

Staff Summary

Subject NOVEMBER TRACK WORK PROGRAMS						Date NOVEMBER 12, 2013			
Department SR. VICE PRESIDENT – OPERATIONS						Vendor Name			
Department Head Name M. GELOMINO <i>Michael Gelormino</i>						Contract Number			
Department Head Signature						Contract Manager Signature			
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI COMM	11/12				4	President <i>[Signature]</i>	1	Sr. VP Op. <i>u6</i>
						3	Executive VP <i>ace</i>		
						2	VP Mktg & PA <i>js</i>		

PURPOSE:

This is to inform the Metro North/Long Island Committee of the MTA Long Island Rail Road's plan to adjust schedules to support a switch resurfacing project on the weekend of November 16-17, 2013 in Amityville and Babylon.

TRACK WORK PROGRAM

- Babylon Branch – One of two main tracks between Wantagh and Babylon will be out of service for 49 hours Saturday through Sunday November 16-17, 2013 for switch resurfacing in Amityville and Babylon interlockings. During overnight periods both main tracks will be out of service between 9:00 PM and 1:00 AM to allow this work on the cross-over between tracks to take place.

DISCUSSION

Babylon Branch Switch Resurfacing – Babylon Branch November 16-17

Switch resurfacing projects in Amityville and Babylon will require one of two main tracks to be out of service between Wantagh and Babylon for 49 hours on the weekend of November 16th and 17th, 2013. Both main tracks will be out of for a period of 4 hours in both overnights from 9:00 PM until 1:00 AM. Track resurfacing through these two locations will allow for a long-lasting improvement in the horizontal and vertical geometry of the track which will provide a smoother ride for customers and better protect the track when trains are operating over these switches. During the single track operation, train service Merrick through to Babylon stations will be reduced from half-hourly to hourly service.

During the double track outages, eastbound customers traveling to stations Merrick through Babylon will detrain at Freeport and board buses to their final destinations. Customers can expect up to 16 minutes additional travel time. The final eastbound train that will operate through the affected area without requiring a bus transfer will depart Penn Station at 6:55 PM. Westbound customers traveling from Babylon through Merrick stations will board buses up to 24 minutes earlier than normal for Freeport station where train service will resume. The final westbound train departing Babylon for western terminals without requiring a

bus transfer at Freeport will depart Babylon at 7:27 pm, Amityville at 7:32 pm, Copiague at 7:35 pm, Lindenhurst at 7:37 pm, Massapequa Park at 7:40 pm, Massapequa at 7:42 pm, Seaford at 7:44 pm, Wantagh at 7:48 pm, Bellmore at 7:51 pm and Merrick at 7:54 pm. Some Patchogue and Speonk trains have been combined with Montauk trains and extra stops have been added.

HOLIDAY SERVICE

Due to increased travel demand during the holiday season, on weekends between November 30th and January 5th service will be added on the Long Beach branch during the peak demand time periods. The branch will receive eight additional trains that will operate westbound between 9 AM and 1 PM and eastbound between 4 PM and 8 PM. This increase in service will provide customers with half-hourly service during this holiday travel time period. In addition, two overnight trains between Penn Station and Huntington and Penn Station and Babylon have been added to accommodate customers taking in late night events throughout the city during the holiday season.

An overview of the LIRR's extra service for specific holidays from Thanksgiving through New Year's Day is attached.

IMPACT ON FUNDING

Funding for these projects is contained in the Long Island Rail Road Operating and Capital budgets.

2013 End-Of-Year Holiday Extra Service Programs

Thanksgiving – Christmas – New Year's – Year-End Weekends

During the last quarter of the year, the LIRR provides added service for each of the major holidays. Special programs with extra trains are developed for Thanksgiving Eve, Thanksgiving Day, Christmas Eve, New Year's Eve and New Year's Day. In addition, a year-end weekend program is included with extra service from Thanksgiving weekend through New Year's weekend. Each program fulfills a different function and provides a different pattern of extra service. Each of them is detailed below.

Thanksgiving Eve Program *(this year: Wednesday, November 27, 2013)*

The LIRR operates a regular, weekday schedule with this program added. The Thanksgiving program includes our standard eight early release afternoon eastbound trains for people leaving the City early, plus an additional Montauk Branch service opportunity (3 Babylon trains, 2 Huntington, 1 Hicksville, 1 Port Wash, 1 Far Rock, and Train 2710 to Montauk).

Thanksgiving Day Program *(this year: Thursday, November 28, 2013)*

The LIRR operates a holiday schedule with this program added. The Thanksgiving Day program includes six extra westbound trains on Thanksgiving morning for those attending the parade in NYC, and 11 early afternoon eastbound extra trains for those returning home from the parade or heading to Long Island for Thanksgiving gatherings.

Westbound Thanksgiving morning extras: 2 from Babylon, 1 from Speonk, 2 from Ronkonkoma, 1 from Port Jefferson.

Eastbound Thanksgiving afternoon extras: 4 to Babylon, 1 to Speonk, 1 to Huntington, 1 to Port Jeff, 3 to Ronkonkoma, 1 to Farmingdale.

Christmas Eve Program *(this year: Tuesday, December 24, 2013)*

The LIRR will be on a regular, weekday schedule that day, with the addition of this expanded, 13-train early release program. It includes the standard eight early release trains (3 Babylon trains, 2 Huntington, 1 Hicksville, 1 Great Neck and 1 Far Rock), plus three more Babylon Branch trains and two additional trains to Ronkonkoma. There will also be one additional service opportunity to Huntington with Port Jefferson Train 652 making an added Jamaica stop. This program also includes one cancel/combo on the Babylon Branch later in the peak period due to lighter ridership: Train 160 is cancelled, with Train 1064 making added stops.

On Christmas Day (Wednesday, December 25), the LIRR will be operating on a regular weekend/holiday schedule.

New Year's Eve Program (*this year: Tuesday, December 31, 2013*)

The LIRR will be on a regular, weekday schedule New Year's Eve, with the addition of the standard eight early release trains for those heading home from the City early. This program also includes 18 extra early evening westbound trains for those heading into NYC for New Year's Eve festivities.

Eastbound early release extras: 3 Babylon trains, 2 Huntington, 1 Hicksville, 1 Great Neck and 1 Far Rock.

Westbound early evening extras: 2 trains from Ronkonkoma, 3 from Babylon, 1 from Freeport, 1 from Speonk, 3 from Huntington, 2 from Hicksville, 1 from Port Jeff, 2 from Long Beach, 1 from Hempstead, 1 from Port Washington and 1 from Great Neck.

New Year's Day Program (*this year: Wednesday, January 1, 2014*)

The LIRR will be on a regular weekend/holiday schedule on Sunday, January 1, supplemented by the addition of 14 extra early morning eastbound trains for those heading back to Long Island after New Year's Eve activities in NYC. There are 3 trains to Ronkonkoma, 4 to Babylon, 1 to Speonk, 1 to Huntington, 1 to Port Jeff, 1 to Long Beach and 3 to Port Wash.

Year-End Weekend Program (*this year: Weekends, Nov. 30 – Jan. 5*)

Due to increased travel demand during the holiday season, on weekends between November 30th and January 5th, service will be added on the Long Beach branch during the timeframes with the highest demand. Eight additional trains will operate on the branch. Four extra westbounds will operate between 9 AM and 1 PM, and four extra eastbounds will operate between 4 PM and 8 PM. This increase in service will provide customers with half-hourly service during this holiday travel time period. In addition, two overnight trains have been added from Penn Station (one to Babylon and one to Huntington) to accommodate customers taking in late-night events throughout the city during the holiday season.

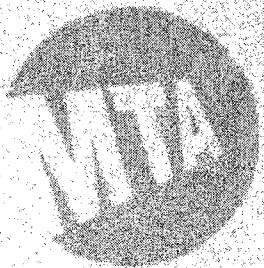
(Note: Last year, service on the Port Washington branch was also increased to half-hourly for four hours in each direction, but as part of the recently enacted service improvements, Port Washington Branch off-peak service frequency was increased to half-hourly all year long.)

2013 Customer Satisfaction Survey Long Island Rail Road



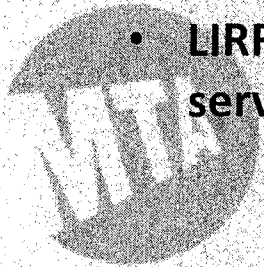
Overall Context

- Fares increased in March 2013.
- Superstorm Sandy caused extensive damage, especially along the South Shore. The railroad continues to experience lingering operational effects from the storm.
- The Port Jefferson Branch experienced higher-than-normal signal and track outages prior to survey.
- Port Washington customer satisfaction continues to benefit from 2012 service restorations, with the highest branch score in 2013.



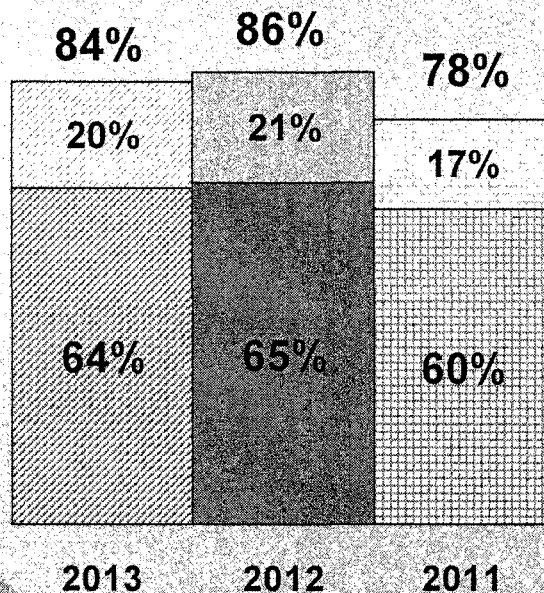
Key Findings

- Overall customer satisfaction declined slightly to 84% in 2013 from 86% in 2012.
- Overall satisfaction with Penn Station continues to decline, 83% in 2013 vs. 84% in 2012.
- Performance of frontline employees with 90% satisfaction continues among the top rated scores.
- The Overall Boarding Station score of 88% was relatively high and stayed unchanged from 2012.
- Station restroom scores decreased. LIRR has five (5) restroom renovations scheduled. We will monitor the impact of expanded waiting room hours on restroom wear and tear.
- LIRR is launching a new customer ambassador program to improve customer service at Penn Station, Atlantic Terminal and Jamaica Station.

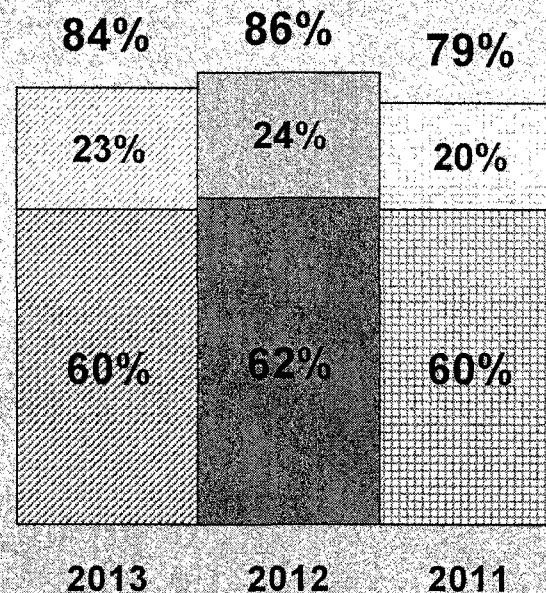


LIRR Overall Customer Satisfaction

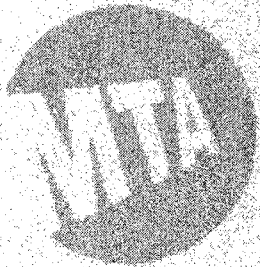
LIRR Overall



Train Service Overall



Top Area = Very Satisfied Bottom Area = Satisfied

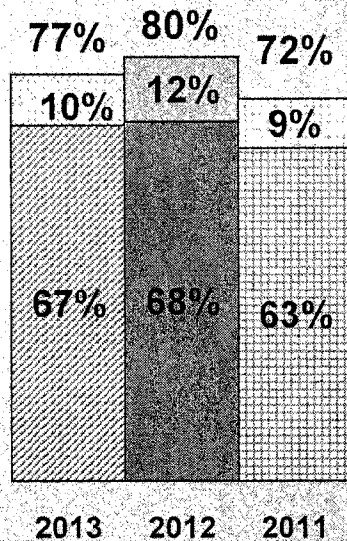


LIRR Overall Customer Satisfaction

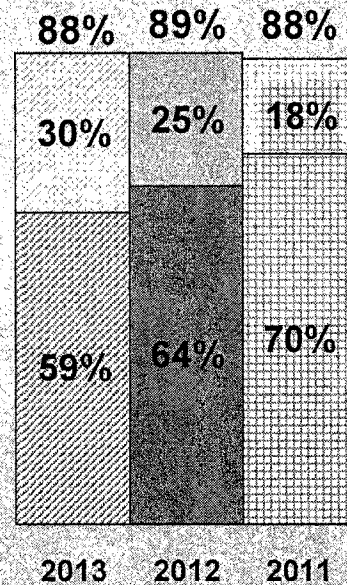
By Time Period

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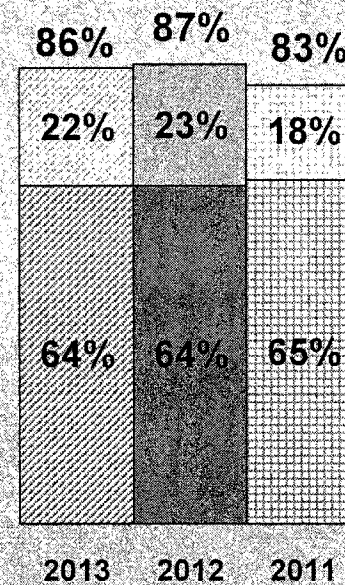
Peak



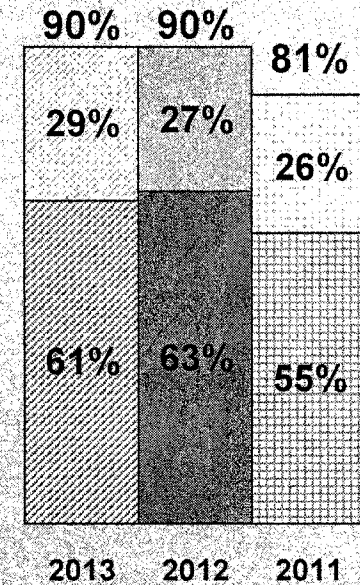
Reverse Peak



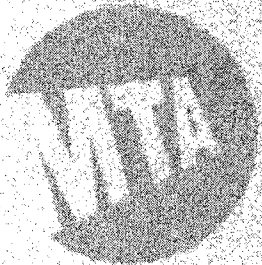
Weekday Off-Peak



Weekend Off-Peak

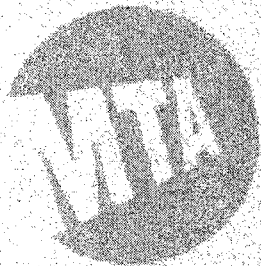


Top Area = Very Satisfied Bottom Area = Satisfied



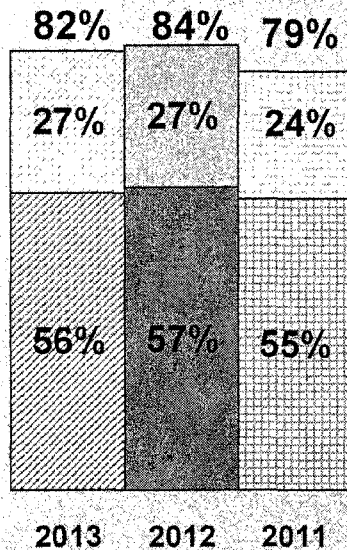
Overall Satisfaction By Branch

	2013	2012	2011
Port Washington	88%	90%	78%
Oyster Bay	87%	79%	80%
Hempstead	87%	87%	85%
West Hempstead	86%	84%	67%
Montauk	84%	89%	81%
Ronkonkoma (Electric)	83%	80%	79%
Long Beach	83%	90%	59%
Huntington	82%	86%	79%
Babylon	82%	84%	77%
Far Rockaway	81%	87%	80%
Port Jefferson	73%	90%	85%

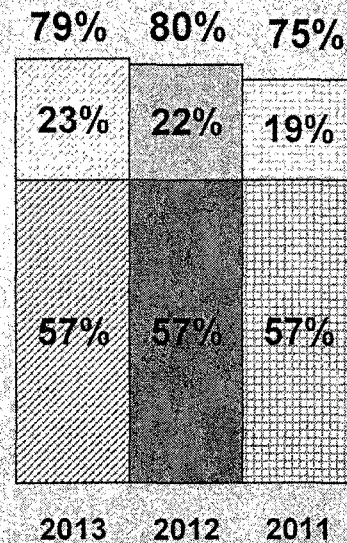


LIRR Train Service

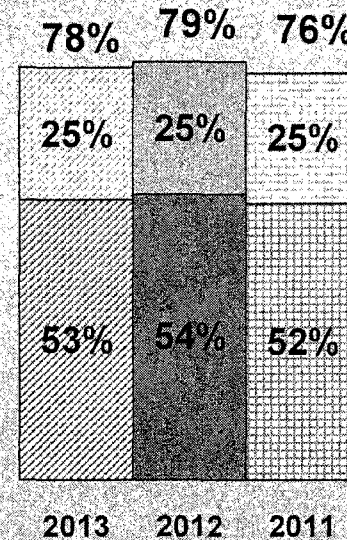
On-Time Performance



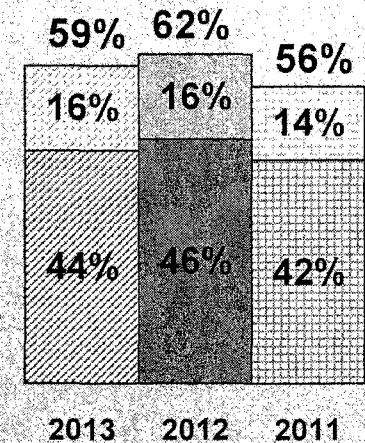
Overall Schedule Of Trains



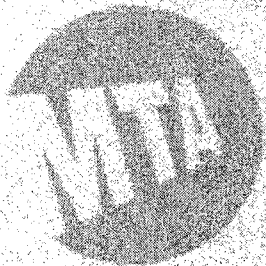
Availability of Seats



Value for the Money Using the Railroad

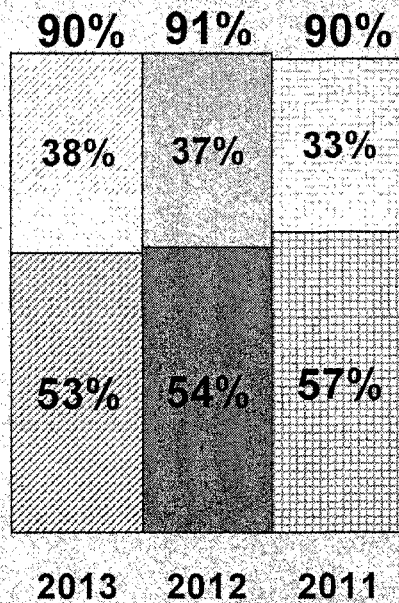


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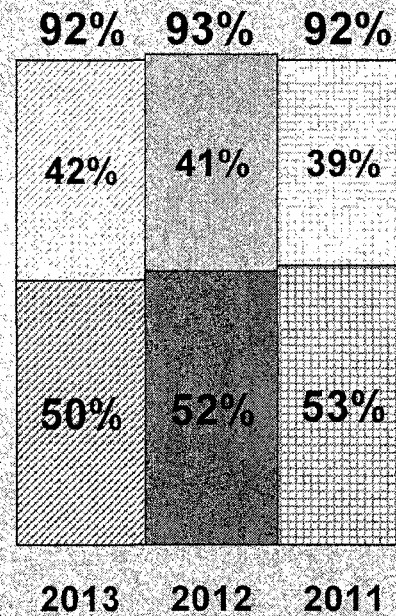


LIRR Employees

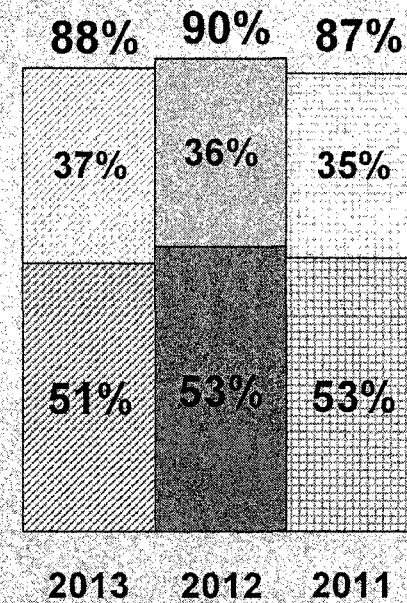
Overall Courtesy and Responsiveness



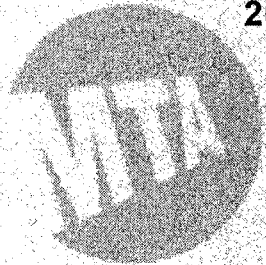
Train Conductors



Ticket Sellers

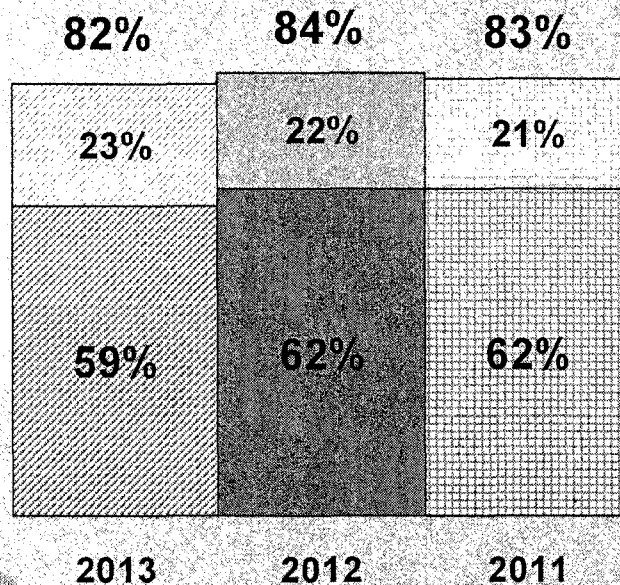


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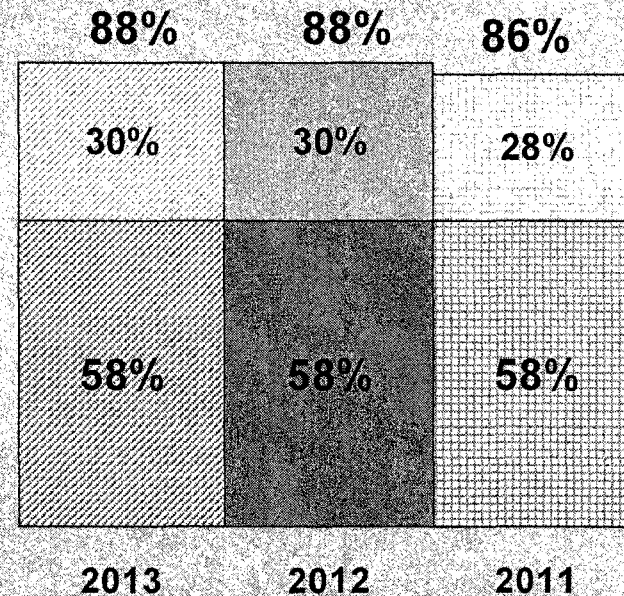


Penn Station Terminal and Boarding Stations

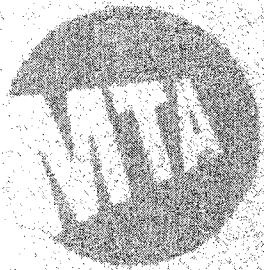
Penn Station Overall



Home Boarding Station

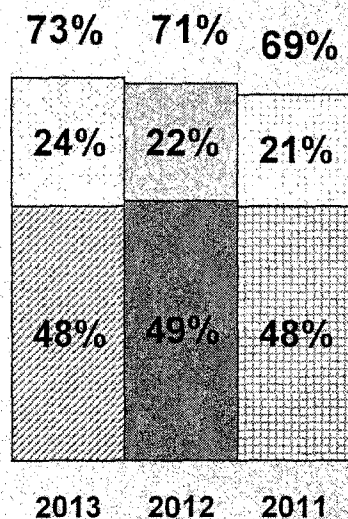


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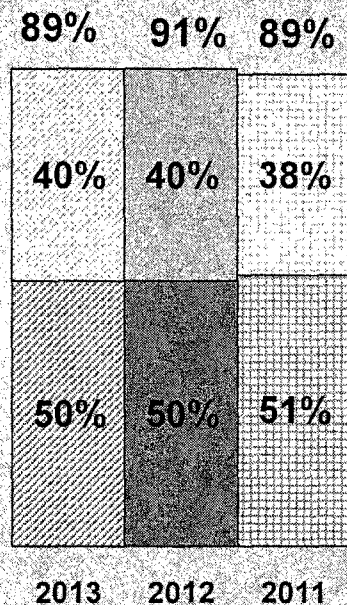


LIRR Boarding Station

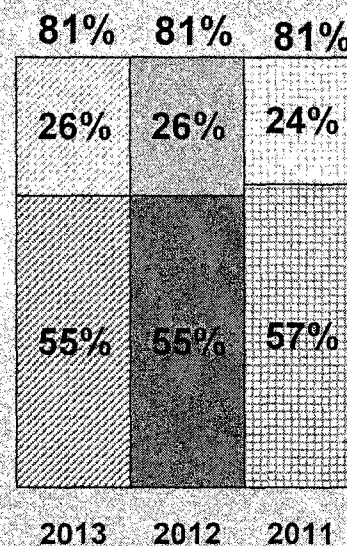
Audio Announcements During Service Disruptions



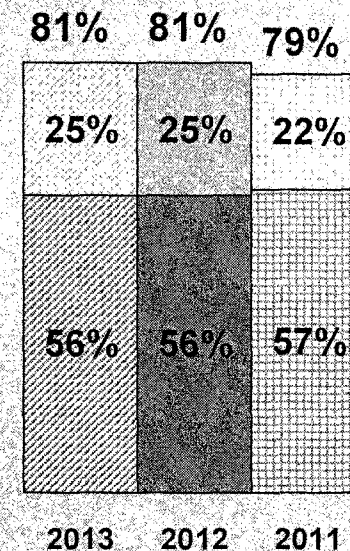
Electronic/LED Signs with Train Schedules



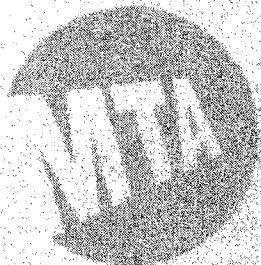
Cleanliness of Platforms & Shelters



Cleanliness of Track Area Around the Station

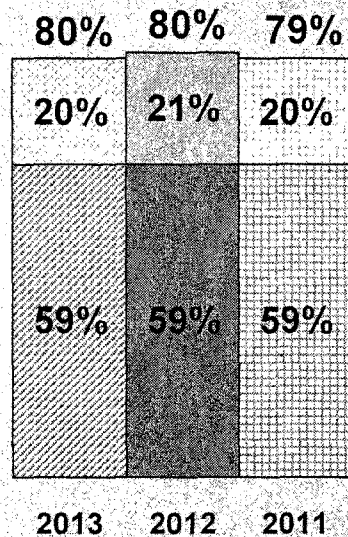


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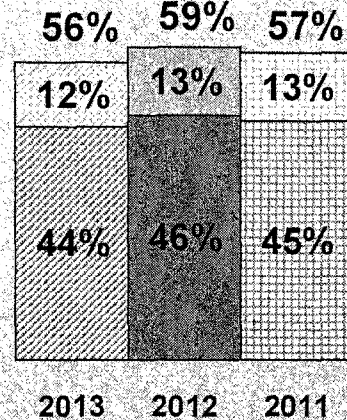


LIRR On-Board Conditions

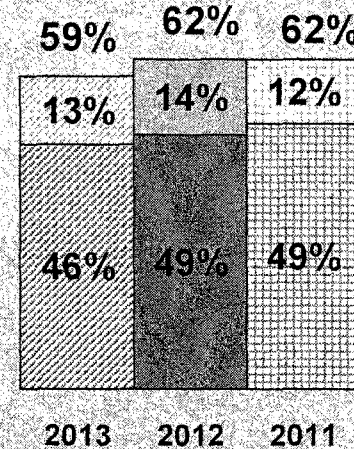
Train Interior Cleanliness



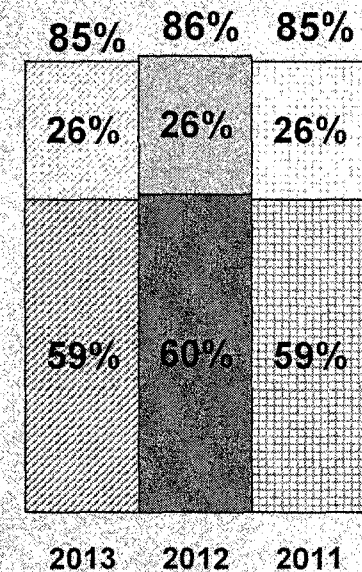
Cleanliness of Restrooms



Physical Condition of Restrooms



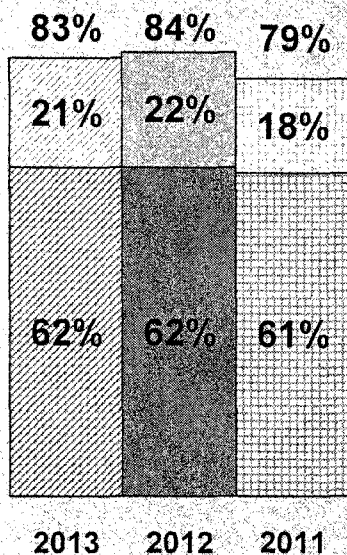
Train Interior Maintenance



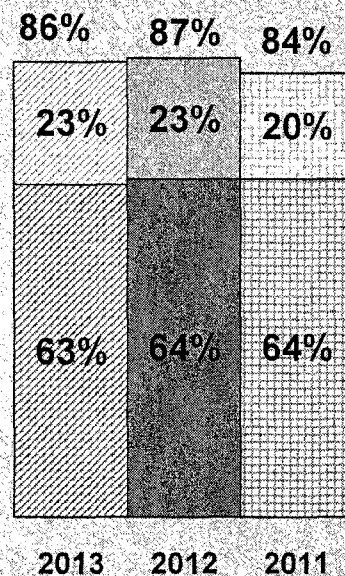
Top Area = Very Satisfied Bottom Area = Satisfied

LIRR Customer Communication

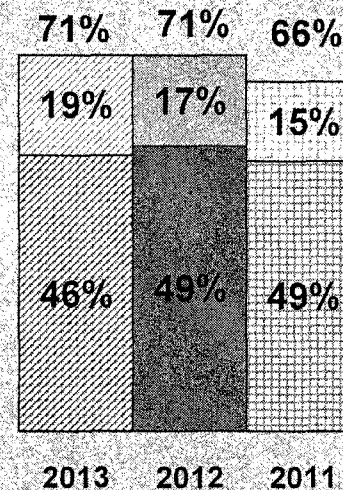
Overall Communication



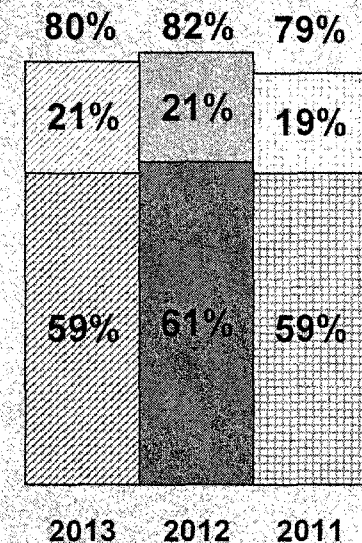
Normal Service



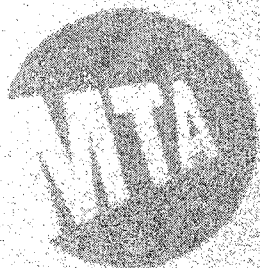
Unplanned Service Disruptions



Planned Service Changes

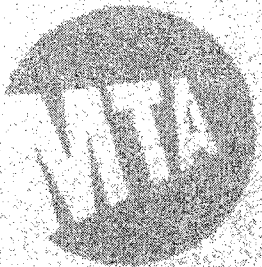


Top Area = Very Satisfied Bottom Area = Satisfied



Appendix

- Methodology
- Full Set of Attribute Ratings

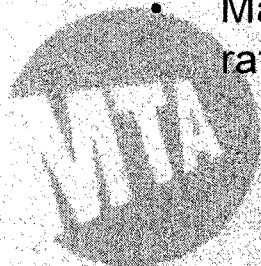


Methodology

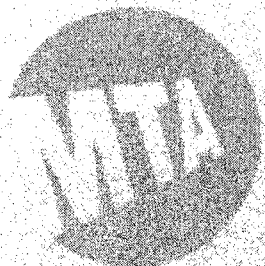
- The LIRR survey used an onboard distribution methodology among a sample of trains
- A total of 7,226 surveys were completed and tabulated, as follows:

	LIRR Survey			
	Total	AM Peak	Off-Peak	Reverse Peak
Completed Surveys	7,226	3,949	2,705	572
Survey dates	5/20-24, 6/3-6, 6/10-13, 6/15-16	5/20-24, 6/3-6, 6/10-12	6/13, 6/15-16	6/10-12
Trains sampled	70	40	22	8

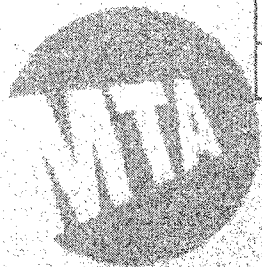
- The sample selection allowed for maximum representation of lines while keeping data collection as cost efficient as possible. Survey data were first weighted to actual ridership levels within line segments by time period. Weighting survey data helps ensure representativeness of results.
- Margin of error: $\pm 1\%$ at the 95% level of statistical confidence for a total satisfaction rating of 84% overall. At a 50% total satisfaction level, the margin of error is $\pm 2\%$.



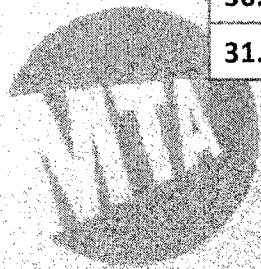
SERVICE ATTRIBUTE RATINGS 2010-2013



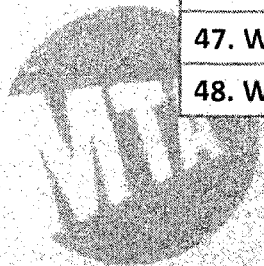
		Total Satisfied			
		2010	2011	2012	2013
1. Long Island Rail Road overall		89%	78%	86%	84%
Home Boarding Station					
2. Your boarding station overall		90%	86%	88%	88%
3. Personal security		85%	82%	85%	85%
4. Cleanliness inside the station building (excluding restrooms)		84%	80%	81%	79%
5. Maintenance of station		85%	81%	82%	82%
6. Station signage		90%	87%	89%	88%
7. Cleanliness of restroom		68%	61%	61%	60%
8. Physical condition of restroom		70%	64%	65%	63%
9. Sound quality of audio announcements		81%	79%	81%	80%
10. Audio announcements under normal conditions		85%	84%	85%	84%
11. Audio announcements during service disruptions		74%	69%	71%	73%
12. Electronic or LED signs with train schedules		91%	89%	91%	89%
13. Availability of parking on weekdays		62%	60%	62%	62%
14. Security of your car while parked at the station		77%	77%	79%	79%
15. Cleanliness of platforms and outdoor shelters		82%	81%	81%	81%
16. Cleanliness of the track area around the station		82%	79%	81%	81%



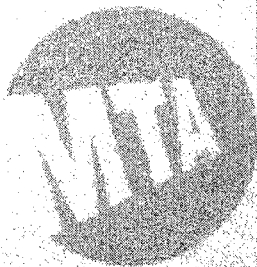
Your Train (AM & PM)		Total Satisfied			
		2010	2011	2012	2013
17. LIRR train service overall	89%	79%	86%	84%	
18. On-time performance	86%	79%	84%	82%	
19. Availability of seats	80%	76%	79%	78%	
20. Condition of seats	88%	83%	84%	82%	
21. Train interior maintenance – lights, floors, windows, etc. (excluding seats)	89%	85%	86%	85%	
22. The temperature on the train	89%	88%	88%	87%	
23. Personal security	90%	88%	90%	90%	
24. Cleanliness of restroom	64%	57%	59%	56%	
25. Physical condition of restroom	69%	62%	62%	59%	
26. Cleanliness of train's interior (excluding restrooms)	83%	79%	80%	80%	
27. Safety from train accidents	93%	93%	93%	92%	
28. Value for the money using the railroad	67%	56%	62%	59%	
29. Sound quality of audio announcements	81%	78%	81%	79%	
30. Audio announcements under normal conditions	85%	82%	84%	83%	
31. Audio announcements during service disruptions	75%	70%	74%	73%	



		Total Satisfied			
		2010	2011	2012	2013
Courtesy and Responsiveness of Our Employees					
32. The overall courtesy and responsiveness of our employees	91%	90%	91%	90%	
33. Conductors	93%	92%	93%	92%	
34. Ticket Sellers	90%	87%	90%	88%	
35. Overall schedule of trains	81%	75%	80%	79%	
36. The weekday AM and PM peak schedule to and from your station	82%	79%	82%	81%	
37. The weekday off-peak schedule to and from your station (including late night train service)	77%	70%	75%	75%	
38. The weekend schedule to and from your station	78%	71%	75%	75%	
Communication (During Normal Service Conditions)					
39. Overall communication to you	85%	79%	84%	83%	
40. Overall communications during normal service conditions	NA	84%	87%	86%	
41. Overall communications during unplanned service disruptions	NA	66%	71%	71%	
42. Overall communications during planned service disruptions (track work, etc.)	NA	79%	82%	80%	
43. At your boarding station	89%	85%	88%	87%	
44. On board your trains	89%	86%	87%	87%	
45. At your destination station	90%	87%	88%	88%	
46. At our website (www.mta.info)	89%	85%	89%	86%	
47. With the Automated Phone System (Schedules, Fares, etc.)	83%	81%	84%	82%	
48. With Customer Service Center representatives	88%	84%	86%	83%	



Communication (During Unplanned Service Disruptions)	Total Satisfied			
	2010	2011	2012	2013
49. At your boarding station	74%	65%	70%	69%
50. On board your trains	73%	67%	72%	71%
51. At your destination station	77%	69%	73%	73%
52. At our website (www.mta.info)	79%	72%	76%	74%
53. Through e-mail alerts (if you subscribe)	81%	73%	78%	75%
54. With the Automated Phone System (Schedules, Fares, etc.)	79%	71%	76%	73%
55. With Customer Service Center representatives	82%	74%	77%	74%
56. Facebook page (MTALIRR)	NA	NA	78%	75%
57. Twitter feed(@LIRRScoop)	NA	NA	81%	75%
Destination Station				
58. LIRR destination station overall	88%	84%	84%	82%
59. Cleanliness of restroom	71%	64%	64%	62%
60. Physical condition of restroom	74%	68%	67%	65%
61. Cleanliness of destination station/waiting room (excluding restrooms)	78%	75%	76%	72%
62. Personal security	85%	82%	83%	80%
63. Signs providing directions to and from LIRR trains	88%	87%	88%	87%
64. Signs providing directions to and from connecting buses or subways	85%	83%	85%	83%
65. Presence of MTA Police	81%	83%	84%	82%
66. Sound quality of audio announcements	82%	80%	81%	80%
67. Audio announcements under normal conditions	84%	82%	84%	83%
68. Audio announcements during service disruptions	78%	72%	74%	73%
69. Electronic or LED signs with train schedules	90%	87%	89%	87%





Long Island Rail Road

DIVERSITY / EEO REPORT

3rd Quarter

2013

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 September 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

2013 THIRD QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

UTILIZATION ANALYSIS WORKFORCE DATA AS OF SEPTEMBER 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%	10%	No	6%	7%	Yes	4%	5%	Yes	0%	0%	Yes	0%	0%	Yes	1%	2%	Yes
Professionals	20%	23%	Yes	10%	12%	Yes	7%	8%	Yes	6%	16%	Yes	0%	0%	Yes	0%	0%	Yes	1%	4%	Yes
Technicians	9%	9%	Yes	10%	19%	Yes	8%	10%	Yes	6%	5%	No	0%	0%	Yes	0%	0%	Yes	1%	0%	No
Administrative Support	35%	48%	Yes	19%	28%	Yes	11%	9%	No	3%	4%	Yes	0%	1%	Yes	0%	0%	Yes	2%	2%	Yes
Skilled Craft	8%	10%	Yes	16%	16%	Yes	11%	10%	No	3%	2%	No	0%	0%	Yes	0%	0%	Yes	2%	1%	No
Service Maintenance	17%	19%	Yes	19%	27%	Yes	19%	14%	No	2%	2%	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 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 THIRD QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

NEW HIRES AS OF SEPTEMBER 30, 2013

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	24	8	33.3%	0	0.0%	1	4.2%	4	16.7%	0	0.0%	0	0.0%	0	0.0%
Professionals	10	5	50.0%	3	30.0%	1	10.0%	1	10.0%	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	10	4	40.0%	1	10.0%	0	0.0%	3	30.0%	0	0.0%	0	0.0%	1	10.0%
Skilled Craft	263	37	14.1%	34	12.9%	39	14.8%	8	3.0%	1	0.4%	1	0.4%	13	4.9%
Service Maintenance	110	15	13.6%	25	22.7%	21	19.1%	5	4.5%	0	0.0%	0	0.0%	8	7.3%
Total	418	69	16.5%	63	15.1%	62	14.8%	21	5.0%	1	0.2%	1	0.2%	22	5.3%

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

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

2013 THIRD QUARTER EEO REPORT

AGENCY NAME: LONG ISLAND RAIL ROAD

EEO AND TITLE VI COMPLAINTS JUNE 30, 2013 THROUGH SEPTEMBER 30, 2013

Type	Race	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other	Total Issues	Total Cases	Status (# Open)
EEO	7	1	1	0	1	3	2	2	17	12	1
External Complaints	7	0	1	0	1	3	1	2	15	10	All Open
Internal Complaints	0	1	0	0	0	0	1	0	2	2	1

Type	Race	Color	National Origin	Total Issues	Total Cases	Status (# Open)
Title VI	1	0	0	1	1	1

2013 THIRD 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 January 1, 2013 and September 30, 2013, there were 418 new hires, of which 69 (16.5%) are female and 170 (40.6%) are minority. The highest concentration of female new hires occurred in the Officials and Administrators job category (40%). Of the 110 new hires in the Service Maintenance job category, 22.7% are Black and 19.1% are Hispanic.

Upward Mobility Programs and Other Special Initiatives

Junior Engineer:

This is an entry-level training which introduces participants to the Long Island Rail Road and its various operating and supporting departments. Specifically, the program is designed to familiarize employees with all aspects of railroad operations. The 52-week curriculum covers signals, track or structures, and on the job training. The participant will work with a mentor. Upon successful completion of the program, junior engineers are placed in an entry-level management position.

Project Management-Trainee

Project Management Trainee is a two-year, 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, trainees receive on the job and classroom training in project coordination development, controls, management, scheduling and estimating. Trainees learn, in a mentoring environment, to apply specialized knowledge, specific to the requirements of the railroad industry. There is a series of rotation assignments that introduce trainees to the railroad and its various operating and support departments. Upon successful completion of the training program, trainees are placed into appropriate entry-level project management positions.

Between January 2008 and October 2013, 10 Jr. Engineers and 19 Project Manager Trainees were hired. Of the Jr. Engineer hires, 40% are minority. Of the Project Manager Trainee hires, 26% are female and 63% are minority.

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.

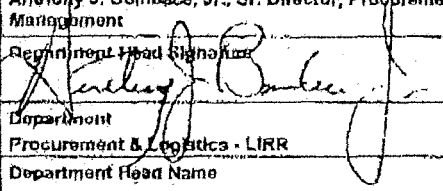
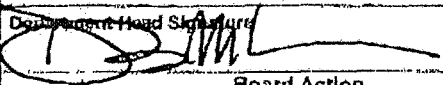
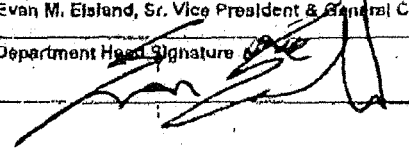
1. An annual hiring plan is developed at the conclusion of each year, to aid recruitment efforts for anticipated vacancies in each craft. Candidate pools are evaluated at the end of the recruitment process. If the pool is lacking diversity or if areas of under-representation need to be addressed, additional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

2. Between January 1 and September 30, 2013, LIRR staff attended the following job fairs/college presentations: Queensborough Community College (February 4), Apex Technical School (February 6), Lincoln Technical School (February 11), Technical Career Institute (February 13 & September 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 (September 11), NYS DOL-MLK Career fair (September 13), and Long Island Job Fair (September 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.

**METRO-NORTH/LONG ISLAND
COMMITTEE**

**PROCUREMENTS
FOR
BOARD
ACTION**

November 13, 2013

Subject Request for Authorization to Award Various Procurements Department Procurement & Material Management - MNR Department Head Name Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management Department Head Signature  Department Procurement & Logistics - LIRR Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer Department Head Signature 	Date October 25, 2013 Department Law and Procurement - MTACC Department Head Name Evan M. Eisland, Sr. Vice President & General Counsel Department Head Signature 
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Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MNR/LIRR Committee	11-12-13	X			X	President, MNR		
2	MTA Board	11-13-12	X			X	President, LIRR		
						X	President, MTACC		

MH

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Metro-North/Long Island Committee of these procurement actions.

DISCUSSION:

MNR proposes to award Non-Competitive procurements in the following categories: NONE

LIRR proposes to award Non-Competitive procurements in the following categories: NONE

MTACC proposes to award Non-Competitive procurements in the following categories: NONE

MNR proposes to award Competitive procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote (or more, where noted)</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contract)	1	TBD
SUBTOTAL:	1	

LIRR proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Two-Thirds Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase & Public Work Contract)	2	TBD
Schedule C: Competitive Requests for Proposals (Award of Purchase & Public Work Contracts)	3	\$460,197,449
SUBTOTAL:	5	\$460,197,449

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule G: Miscellaneous Service Contracts	1	\$1,783,310
SUBTOTAL:	1	\$1,783,310

MTACC proposes to award Competitive Procurements in the following categories:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule I: Modifications to Purchase & Public Work Contracts	1	\$2,190,000
SUBTOTAL:	1	\$2,190,000

MNR proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions	1	\$13,376,000
SUBTOTAL:	1	\$13,376,000

LIRR proposes to award Ratifications in the following categories: NONE

MTACC proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions	2	\$9,975,000
SUBTOTAL:	2	\$9,975,000
TOTAL:	11	\$487,521,759

The contractors noted above and 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 will result in obligating Long Island Rail Road, Metro-North Railroad and MTA Capital Construction 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.)

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.

NOVEMBER 2013

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

(Staff Summaries only required for items estimated to be greater than \$1 million)

1. Request to use RFP Process

Staff Summary Attached

Design/Build Harmon Shop Improvements Phase V – Stage 1

MTA Metro-North Railroad requests permission to use the Request for Proposal (RFP) solicitation process to select a team of Architects/Engineers/Contractors to design and construct improvements under the Harmon Shop Replacement Program, Phase V-Stage 1. The Stage 1 construction is the first stage of the new Harmon EMU Shop and it will provide a consist-based maintenance facility. The new facility will be constructed within a portion of the existing Building 6 between the current footprints of Tracks 132 & 146 (eastern side) and will allow for operations to continue on the western side of the building. The build-out of this facility includes construction of a closure/demising wall between the east and west portions of the building, demolition of the eastern portion of Building 6, general construction, foundations, construction of walls and ceilings, associated electrical, heating, ventilating and air conditioning work, demolition and construction of new tracks. Replacement of the maintenance facility in the same location as the existing Building 6 will facilitate the seamless and staged design and construction of the new facility and the efficient movement of railcars between the North Yard and the EMU Shop for maintenance.

Design/build teams will be evaluated on their technical ability, past performance, organizational resources, and cost. This procurement will be funded 100% by the 2010-2014 MNR Capital Program.

Staff Summary

Item Number B					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division Head Name: Sen. VP -- Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	11-12-13	X		
2	MTA Board Mtg.	11-13-13	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	Sr. V.P. Administration	X	V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
X	Capital Programs				

SUMMARY INFORMATION	
Vendor Name TBD	Contract Number 27044
Description Request to use the RFP Process- Design/Build Harmon Yard Improvements Phase V -- Stage 1	
Total Amount TBD	
Contract Term (including Options, if any) 36 months	
Option(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 MTA Board approval to use the RFP process to solicit and evaluate proposals from a prospective team of Architects/Engineers/Contractors to design and construct improvements at Metro-North's Harmon Shop, on the Hudson Line, located in Croton-on-Hudson, NY. The contract shall consist of the replacement of a portion of current maintenance facility in Building 6 with a consist-based maintenance facility as the first stage of the new Harmon Electric Multiple Unit (EMU) Shop (i.e.-Phase V, Stage I). This structure will be constructed within a portion of the existing Building 6 between the current footprints of Tracks 132 & 146 (eastern side).

II. Discussion: MTA Metro-North Railroad has a requirement to retain a design/build team to construct improvements at the aforementioned location to replace the eastern portion of the current building with a new Consist Maintenance Shop known as Stage 1. The new facility will be constructed within a portion of the existing Building 6 between the current footprints of Tracks 132 & 146 (eastern side) and will allow for operations to continue on the western side of the building.

The build-out of this facility includes construction of a closure/demising wall between the east and west portions of the building, demolition of the eastern portion of Building 6, general construction, foundations, construction of walls and ceilings, associated electrical, heating, ventilating and air conditioning work, demolition and construction of new tracks.

Preliminary design of a second stage will commence after completion of the preliminary design of the Consist Shop. Stage II will replace the westerly portion of Bldg. #6 thereby replacing the old building in its entirety. Replacement of the maintenance facility in the same location as the existing Building 6 will facilitate the seamless and staged design and construction of the new facility and the efficient movement of railcars between the North Yard and the EMU Shop for maintenance.

The successful design/build team will be selected on an evaluation of Architectural/Engineering/Construction technical ability, past performance, organizational resources, experience of team members, and cost.

Staff Summary

III. RECOMMENDATION: MNR requests the Board to adopt a resolution declaring that competitive bidding is impractical and/or inappropriate and that it is in the public interest to use the design/build RFP process for Harmon Phase V, Stage I to design and construct improvements at MNR's Harmon Shop.

IV. D/M/WBE INFORMATION:
TBD

V. IMPACT ON FUNDING:
Funding for this contract is included in the 2010-2014 MNR Capital Program.

VI. ALTERNATIVES:
MNR does not have the available in-house design or construction ability to complete the scope of the specified work.

NOVEMBER 2013

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

- | | | | |
|----|--|-------------|-------------------------------|
| 1. | TBD
Competitive
Contract No. TBD | STBD | <u>Staff Summary Attached</u> |
| | <p>LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award two separate Design/Build construction contracts in connection with East Side Access readiness. The first, Colonial Road Improvement Project, located just east of Great Neck Station, is comprised of three major scope elements: (i) Extension of the existing pocket track, (ii) Replacement of Colonial Roadway Bridge and (iii) Improvement of drainage deficiencies. The project is located on the Port Washington Branch. The second, The Massapequa Pocket Track Project is comprised of two major scope elements: (i) construction of a new bridge span over Unqua Creek and (ii) a new signalized 12-car stub ended pocket track, which will provide a safe, cost-effective method to increase AM and PM peak period commuter rail service and increase ridership along the Babylon Branch in anticipation of new East Side Access service. The bridge span has been installed with the next step in the project requiring procurement of a final design, manufacture of equipment, installation of wayside systems and commissioning of the new pocket track infrastructure.</p> | | |
| 2. | TBD
Competitive
Contract No. TBD | STBD | <u>Staff Summary Attached</u> |
| | <p>LIRR requests approval to adopt a resolution declaring that competitive sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives. This omnibus approval will expedite LIRR's procurement schedules, increasing our ability to acquire federal relief funds for these projects.</p> | | |

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

- | | | | |
|----|--|----------------------|-------------------------------|
| 3. | Bombardier Transportation/
Siemens Rail Automation
Competitive
Contract No. TBD | \$428,477,247 | <u>Staff Summary Attached</u> |
| | <p>LIRR requests MTA Board approval to authorize LIRR and MNR (the Railroads) to award contracts to a joint venture of Bombardier Transportation/Siemens Rail Automation (formerly known as Invensys Rail) in the not-to-exceed amount, inclusive of phases and options, of \$218,015,977 for LIRR and \$210,461,270 for MNR to (i) design, integrate and furnish Positive Train Control ("PTC") systems necessary to comply with the railroads' obligations as commuter</p> | | |

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 and Hardware Maintenance, Railway Workers Protection Systems) consistent with approved capital funding in 2015-2019.

4. **Ansaldo STS USA, Inc.** **\$20,825,093** *Staff Summary Attached*
Competitive
Contract No. TBD

LIRR requests approval to award a Contract to Ansaldo STS USA, Inc. (ASTS) in the amount of \$20,499,532 to design and furnish a new Vital Micro-Processor-Based Interlocking Control System between Speonk and Montauk. The Contract supports a LIRR project to convert this dark territory segment (approximately 45 miles) to CAB Signals (aka Automatic Speed Control) to increase safety and to support the LIRR's planned PTC system. LIRR's PTC system is based on Amtrak's PTC design which is an overlay to CAB Signaling. The proposed contract includes hardware warranties.

5. **Nouveau Elevator Industries, Inc.** **\$10,895,109** *Staff Summary Attached*
Competitive
Contract No. TBD

LIRR, on behalf of itself and Metro-North Railroad (MNR) (Railroads), requests MTA Board approval to award a competitively negotiated Public Works Contract to Nouveau Elevator Industries, Inc. (Nouveau) in the Not-To-Exceed amount of \$10,895,109; (\$5,950,196 - LIRR, \$4,944,913-MNR) to provide full-time, on-site maintenance teams consisting of two mechanics for LIRR and a mechanic and helper for MNR. These dedicated teams will provide regularly scheduled maintenance services to 19 LIRR escalators and 14 MNR escalators located throughout Nassau, Suffolk, Manhattan and Westchester Counties. The contract will be awarded for a period of three-years, plus two, (1) year options.

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)

6. **National Waste Services** **\$1,783,310**
On-Call Container Services
Contract No. TBD

LIRR requests MTA Board approval to award a three-year miscellaneous service contract, with two one-year options, to the incumbent, National Waste Services, (National) for the On-Call Container services in Nassau and Suffolk Counties, in the not-to-exceed, five year amount of \$1,783,310. Under this contract the contractor provides 10, 20, and 30 cubic yard containers on-site, as requested, to support engineering projects along the right of way in Nassau and Suffolk Counties. Previously LIRR, on behalf of itself and MTA Headquarters, solicited competitive, three-year miscellaneous service contracts, for scheduled rubbish removal, as well as on-call container services, which resulted in the award of five contracts for seven of the required eight pricing groups. However, this seventh group was re-bid to add a combined Nassau/Suffolk county option. Only one other service provider bid the combined county option for five years at \$3,396,789, which is 90.5% higher than National's bid. Unit prices over the prior contract ranged from an increase of 4.2% for 30 cubic yard (\$600/ea. to \$625/ea.), to a decrease of 8.1% for 20 cubic yard (\$680/ea. to \$625/ea.). Based on the above, the bid prices are considered fair and reasonable. LIRR's Operating or Capital budget will fund this work depending on the source of funding for a given project.

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

Staff Summary



Page 1 of 2

Item Number: 1					
Dept/Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division/Division Head Name: Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.12.13			
2	MTA Board	11.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
1	President <i>[Signature]</i>	4	VP/CFO <i>[Signature]</i>		
2	Executive VP <i>[Signature]</i>	5	Sr. VP/Gen'l Counsel <i>[Signature]</i>		
3	Sr. VP/Operations <i>[Signature]</i>	6	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description PN-BC, Colonial Road Bridge Replacement; PN-TW, Great Neck Pocket Extension; and PN-TV Massapequa Pocket Track Signal Hut	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
780 Calendar Days (PN-BC/TW) 365 Calendar Days (PN-TV)	
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/RECOMMENDATION

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award two separate Design/Build construction contracts in connection with East Side Access readiness.

II. DISCUSSION

LIRR will seek a Design/Build Contractors for the following projects:

Colonial Road Improvement Project/Great Neck Pocket Extension

The Colonial Road Improvement Project, located just east of Great Neck Station, is comprised of three major scope elements:

(i) Extension of the existing pocket track, (ii) Replacement of Colonial Roadway Bridge and (iii) Improvement of drainage deficiencies. The project is located on the Port Washington Branch.

The pocket track extension will provide a safe, cost-effective method to increase AM and PM peak period commuter rail service and increase ridership along the Port Washington Branch while maintaining and improving local mobility needs. The Colonial Road Bridge was originally constructed in 1897 and carries vehicular traffic over the railroad tracks. The 115 year old structure is beyond its useful life and will be replaced.

The existing drainage system causes flooding of the track bed, as a result of runoff from local streets which discharges within the cut section of the track. During periods of heavy rain, the current drainage system within the Railroad's ROW is inadequate to handle the heavy volume of storm water runoff. The drainage improvements would be accomplished by providing new catchment basins and drainage piping. LIRR force account will be used for field installation of switches, associated signal system, and final surfacing of track.

The preliminary design contract was awarded to HNTB in January 2010 for \$2,081,538, and is scheduled to be complete in November 2013.

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

Staff Summary



Long Island Rail Road

Page 2 of 2

LIRR followed the federal NEPA environmental process for the Colonial Road Improvement Project. Throughout the environmental process, Long Island Rail Road reached out to elected officials, residents, and commuters requesting public input to ensure the Project could be designed to meet the transportation needs of the Great Neck area while addressing the concerns of the local community. MTA Long Island Rail Road opened a special Information Center at Great Neck Station to ensure LIRR Port Washington Branch customers learned about the proposed Colonial Road Improvement Project and proposed improvements in service for the entire Port Washington Branch. The Environmental Assessment was released on December 12, 2012. In March 2013, the Federal Transit Administration (FTA) completed its review of the Environmental Assessment (EA) for the Colonial Road Improvement Project and issued a Finding of No Significant Impact (FONSI). The LIRR is now ready to proceed with an RFP for a design/build contract for the bridge replacement and drainage work.

Massapequa Pocket Track Project

The Massapequa Pocket Track Project is comprised of two major scope elements: (i) construction of a new bridge span over Unqua Creek and (ii) a new signalized 12-car stub ended pocket track, which will provide a safe, cost-effective method to increase AM and PM peak period commuter rail service and increase ridership along the Babylon Branch in anticipation of new East Side Access service. LIRR submitted environmental documentation for this project to the Federal Transit Administration (FTA) on December 30, 2011. The FTA issued a Categorical Exclusion (c)(18) finding on May 16, 2012.

The design of this new bridge span was completed in March 2012, the award for fabrication of the new span took place in December 2012, and the installation of this new span was completed in June 2013. Significant community outreach was initiated during this work.

The next step in this project is to procure the services of a firm to complete the signal system design, manufacture the equipment, and assist in commissioning the track/signal system for the new 12-car stub ended pocket track. The track will include new crossover switches, traction power infrastructure, signal infrastructure, and track drainage system from Massapequa to Massapequa Park Station. A new Signal Hut will provide the necessary signal system for the interlocking to control the movement of trains into and out of the new pocket track. Track and signal cut-over work will be performed by LIRR force account.

The LIRR is requesting to use the RFP method of procurement since each project will utilize a design/build approach. This method of procurement will ensure that the design and build requirements are met by one vendor thereby reducing risks to the project's timeline and cost. Furthermore, the competitive RFP procurement method allows the LIRR to negotiate, evaluate and select a Contractor based upon considerations other than price alone, such as technical capability, past performance, work experience in a railroad environment, qualifications of key personnel and safety records and specifically affords LIRR the ability to evaluate the contractor's approach to key components of the project such as site constraints, construction schedule, access issues, sequence of operation and minimal impact to Railroad operation.

III. D/M/WBE INFORMATION

Goals for both Contracts are to be determined by the MTA Office of Civil Rights and Diversity.

IV. IMPACT ON FUNDING

These contracts will be funded by Federal Transit Administration Grant and LIRR's 2010 to 2014 Capital Program Budget (PN-BC/TW and PN-TV)

V. ALTERNATIVES

The alternative is to use the Invitation for Bid (IFB) procurement method, however, the IFB procurement method does not allow the LIRR to negotiate costs or select a Contractor based upon best experience, technical capability and/or proposed work completion schedule.

Staff Summary



Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Chief Engineer, John Collins					
Division Head Signature & Date <i>[Signature]</i> 10/23/13					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.12.13			
2	MTA Board	11.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

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

I. PURPOSE/RECOMMENDATION:

LIRR requests approval to adopt a resolution declaring that competitive sealed bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to solicit various Design-Build and other contracts in connection with post-Super Storm Sandy restoration, mitigation and resiliency initiatives. This omnibus approval will expedite LIRR's procurement schedules, increasing our ability to acquire federal relief funds for these projects.

II. DISCUSSION:

As a result of Superstorm Sandy, LIRR sustained an unprecedented amount of storm related damage. The West Side Yard, which normally stores 300 cars, was submerged under a river of water, compromising switches, tracks, 3rd rail and signal systems. Two of the four East River Tunnels were flooded, and water in the center of the one tunnel was over 19 feet deep. The Long Beach Branch flooded south of Center Avenue Station, including the Long Beach Yard. Boats and steel containers washed up on the tracks, and switches. Tracks, 3rd rail and signal systems were compromised by salt water and overflowing sewage from a nearby treatment plant. The Long Island City and Oyster Bay Yards were flooded, and hundreds of trees and utility poles came down on the railroad. LIRR's power systems were seriously affected, including the flooding of substations on the Long Beach Branch. While LIRR implemented temporary repairs and short term measures that enabled limited service to be restored within 48 hours, and brought back most service within days of the storm, infrastructure replacements and major rehabilitations are crucial to ensure the long term operational reliability of service.

In order to take full advantage of the available federal funds for restoration, mitigation and resiliency of our infrastructure, and initially working within the framework of Governor Cuomo's Executive Orders concerning Sandy-related procurements, LIRR has developed expedited procurement strategies wherever possible, and continues to seek ways to further reduce project delivery. LIRR has initiated design contracts which provide for fast tracking of a 30% design, and under the Executive Orders utilized pre-qualification of Design-Build teams, prior to soliciting a subsequent competitive RFP for a Design-Build contract.

Staff Summary



Page 2 of 2

Planning for post-Super Storm Sandy recovery efforts includes a number of 3rd-party contracts for design, construction, design-build construction, and materials acquisition. Among the Sandy-related projects for which an RFP process will be considered are the 1st Avenue Substation AC Switchgear Replacement, the Long Beach Substation Replacement, Long Beach Signal System Replacement, the Long Island City Yard Remediation/Mitigation, West Side Storage Yard Signal, 3rd Rail and Cable Replacement, Wreck Lead Bridge, Double Track (Phase II) —South Shore Resiliency, Atlantic Avenue Tunnels Mitigation, and Infrastructure/Systems Upgrades at locations to include Hillside, Penn Station, Shea and Far Rockaway Yards.

RFPs allow LIRR to solicit and negotiate expedited delivery and construction schedules, and to competitively negotiate other contract terms which can yield faster and more efficient contract delivery. The utilization of the competitive RFP process will allow the LIRR to better assess which contractors are capable of performing the work within the contract schedule and to work out a fair allocation of risk to insure maximum competition. Additionally, the RFP process gives the Railroad the ability to negotiate and evaluate factors other than price alone, such as experience with a particular type of project, past performance, qualifications of key personnel, and safety records. The MTA Board has previously authorized use of the RFP process in connection with many past Design-Build contracts for which the above considerations were important and effective.

It is important to note that all such competitive RFPs will be brought to the Board for approval prior to award; however, obtaining pre-approval to use the RFP process under this authorization will allow LIRR to expedite the procurement of these important contracts. Federal contracting requirements will be followed in all cases.

III. D/M/WBE INFORMATION:

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

IV. IMPACT ON FUNDING:

These contracts will be funded by the Federal Super Storm Sandy relief funds.

V. ALTERNATIVES:

The alternative to the omnibus approval requested herein is to seek Board approval of the RFP process and the contract award simultaneously. However, this approach requires the LIRR to wait an additional 30 days before awarding the contract. Since the goal is to use the most expedited means of procurement to ensure timely use of limited federal recovery funds, we are seeking advance approval.

Staff Summary



Long Island Rail Road

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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	11/12/2013			
2	MTA Board	11/12/2013			
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	1	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name Bombardier Transportation/ Siemens Rail Automation (f/k/a InvensysRail)	Contract Number TBD
Description: Positive Train Control System Integrator	
Total Amount \$428,477,247 (not to exceed)	
Contract Term (including Options, if any) September 2013 – December 31, 2013	
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/Siemens Rail Automation (formerly known as Invensys Rail) in the not-to-exceed amount, inclusive of phases and options, of \$218,015,977 for LIRR and \$210,461,270 for MNR to (i) 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 and Hardware Maintenance, Railway Workers Protection Systems) 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. Subsequently, Invensys Rail was acquired by Siemens, and has changed its name to Siemens Rail Automation. 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

Staff Summary



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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, and will be funded in the next Capital Program.

Based on the Railroads' evaluation of the technical and price proposals associated with the Best and Final Offers (BAFOs), Bombardier/Siemens ("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 (based on the price evaluation formula established prior to the receipt of BAFO's, Bombardier's price was \$52M less than Parson's).

The contract includes competitively solicited spare parts provisioning (a 10% level of spares), most favored customer pricing for additional parts, a commitment to provide parts for a period of 20 years and four 5-year options for software and hardware maintenance services. Based on these provisions, the Railroads have provided for support of the system and the availability of spare parts on reasonable terms for the entire expected useful life of the system.

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.

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/Siemens 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/Siemens Rail Automation in the not-to-exceed amounts of \$218,015,9777 for LIRR and \$210,461,270 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.

Staff Summary



Long Island Rail Road

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Item Number: 4					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Positive Train Control, Chris Calvagna					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.12.13			
2	MTA Board	11.13.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Ansaldo STS USA, Inc.	6113
Description: Speonk to Montauk Signalization	
Total Amount \$20,499,532 Base Work + \$325,561 Optional Hardware Warranties	
Contract Term (including Options, if any) 900 consecutive calendar days + 5 1-year hardware warranty options	
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/RECOMMENDATION:

LIRR requests approval to award a Contract to Ansaldo STS USA, Inc. (ASTS) in the amount of \$20,825,093 to design and furnish a new Vital Micro-Processor-Based Interlocking Control System between Speonk and Montauk. The Contract supports a LIRR project to convert this dark territory segment (approximately 45 miles) to CAB Signals (aka Automatic Speed Control) to increase safety and to support the LIRR's planned PTC system. LIRR's PTC system is based on Amtrak's PTC design which is an overlay to CAB Signaling. The proposed contract includes hardware warranties.

II. DISCUSSION:

The Contract requires ASTS to design and furnish pre-wired signal enclosures for the Automatic Speed Control (ASC) Signalization of the Speonk to Montauk segment including: new interlockings at Hampton Bays and Southampton; new control points at Amagansett and Montauk; 38 grade crossing huts plus one that is contained within Speonk Interlocking; converting the existing T-20 switches at Westhampton, Bridgehampton, East Hampton and Amagansett to electric locks with derails; and a new ASC test loop case at the west end of Montauk station. The new signal system will be controlled from Babylon Tower, which will be upgraded pursuant to a separate project. The use of a "Request for Proposals" process for this procurement was approved by the MTA Board at its November 2012 meeting.

In December 2012, LIRR publicly advertised a "Request for Expression of Interest" for this project, to which six firms responded. In February 2013, LIRR publicly advertised an RFP for this project (in the New York State Contract Reporter, N.Y. Post, and the MTA website) and sent RFPs to the six rail signal suppliers that responded to the RFEI. Proposals were submitted by two firms: ASTS and GE Transportation Systems Global Signaling, LLC (GETS). (The reasons given by other invited firms for not responding were: their equipment was not yet compliant with LIRR technical requirements; and/or the scope of work was too large.) Two rounds of Best and Final Offer solicitations were conducted with the second including a modification to the technical scope of work regarding equipment type approvals.

Staff Summary



Long Island Rail Road

Page 2 of 2

At the conclusion of the BAFO process, ASTS submitted a price for the Base Work of the contract at \$20,499,532, which is slightly less than GETS' price of \$20,642,195. The contract contains five one-year options for extended hardware warranty, individually priced, with ASTS proposing a total price of \$325,561 and GETS proposing \$602,604. Based on a technical evaluation ASTS was rated slightly higher than GETS.

In selecting ASTS, the total price was considered fair and reasonable and was less than the LIRR estimate. ASTS' qualifications have been reviewed and ASTS has been found to be responsible.

The Force Account (FA) aspects of this signalization project (Estimated costs - \$48,535,798) are part of a new FA Productivity Program that resulted in the FA estimated cost being reduced 10% and includes a Productivity Tracking System that tracks manpower project activity at a much more detailed level. This insures that any issues that could impact productivity are identified as early as practical.

III. D/M/WBE INFORMATION:

This contract has a 5% DBE goal, which ASTS's proposal meets. ASTS has not completed any MTA contract with assigned MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

This contract will be funded by the LIRR Capital Budget.

V. ALTERNATIVES:

None since the LIRR does not have the ability to undertake the design of the signal system with in-house forces.

Staff Summary



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Item Number: 5					
Dept & Dept. Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date:					
Division & Division Head Name: Customer Service & Technology James Compton, General Manager					
Division Head Signature & Date:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.12.13			
2	MTA Board	11.13.13			
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		

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR, on behalf of itself and Metro-North Railroad (MNR) (Railroads), requests MTA Board approval to award a competitively negotiated Public Works Contract to Nouveau Elevator Industries, Inc. (Nouveau) in the Not-To-Exceed amount of \$10,895,109; (\$5,950,196 - LIRR, \$4,944,913-MNR) to provide full-time, on-site maintenance teams consisting of two mechanics for LIRR and a mechanic and helper for MNR. These dedicated teams will provide regularly scheduled maintenance services to 19 LIRR escalators and 14 MNR escalators located throughout Nassau, Suffolk, Manhattan and Westchester Counties. The contract will be awarded for a period of three-years, plus two, (1) year options.

II. DISCUSSION:

Pursuant to MTA Board approval, LIRR issued a joint-agency Request for Proposal (RFP) for the scheduled and unscheduled maintenance and repair of escalators. The solicitation was advertised in the New York State Contract Reporter and the NY Post. Two Addendums were issued to address questions and modify the scope of work. Two site tours were conducted to allow contractors the opportunity to view the equipment at the various locations. Two proposals were received on March 11, 2013. The incumbent, Nouveau proposed a joint-agency total of \$12,337,566, and Excel Elevator & Escalator Corp. (Excel) proposed \$14,462,377. The Technical Evaluation Committee (TEC), comprised of representatives from LIRR and MNR, evaluated the proposals based on: (i) Technical experience and resources, (ii) Cost, (iii) Technical Reporting, and (iv) compliance with all terms of the solicitation. Subsequent to oral presentations by both firms, the TEC rated Nouveau technically higher.

Cost proposals were based on; (i) cost for full-time, on-site maintenance teams; (ii) escalator clean-downs; (iii) emergency and on-call labor hours, and, (iv) mark-up on parts. Nouveau's aggregate proposed cost of \$12,337,566 is 14.7% less than Excels proposed cost of \$14,462,377. Based on recommendation from MTA Audit, LIRR negotiated a final aggregate cost with Nouveau of \$10,895,109, which reflects a savings of \$1,442,459, or 11.7% from their original aggregate proposal of \$12,337,566. Among the negotiated reductions, MNR's team rate for mechanic/helper decreased 8.9% from the current rate \$42,750/month to \$38,944/month, while

SUMMARY INFORMATION

Vendor Name

Contract Number

Nouveau Elevator Industries, Inc.

131201GS4-L-N

Description

Scheduled and Unscheduled, On-Call Maintenance & Repair of Escalators

Total Amount

LIRR: \$ 5,950,196

MNR: \$ 4,944,913

Total: \$10,895,109 (NTE)

Contract Term (including Options, if any)

December 1, 2013 – November 30, 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:

Staff Summary



Long Island Rail Road

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LIRR's changed from mechanic/helper to two mechanics with only a 1% increase from the current contract rate of \$42,740/month to \$43,185/month. Costs for escalator cleandowns were reduced 55% for each agency from the current rate of \$8,866/each to \$5,769/each beginning in year one. Nouveau also reduced their proposed escalation rate from 4% to 3%, in accordance with MTA Audit recommendations.

Based on the above, the negotiated costs were deemed to be fair and reasonable, and the selection committee recommends Nouveau.

III. D/M/WBE INFORMATION:

0% MBE, and 0% WBE Goals were assigned for this contract. Due to the unavailability of qualified MWBEs, the MTA Department of Diversity and Civil Rights did not assign any goals to this contract.

IV. IMPACT ON FUNDING:

This contract will be funded by each Agency's Operating Budget.

V. ALTERNATIVES:

There are no viable alternatives as neither railroad has the technically qualified resources to perform the work, nor access to required replacement parts.

NOVEMBER 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 \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K)

- | | | | |
|----|---|--------------|-------------------------------|
| 1. | Yonkers Contracting Company
Contract No. CM014A
Modification No. 18 | \$ 2,190,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract No. CM014A to include repairs to existing building supports that penetrate Grand Central Terminal train shed and continue down into the future LIRR Concourse below.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number 1

Vendor Name (& Location) Yonkers Contracting Company (Yonkers, New York)		Contract Number CM014A	AWO/Modification # 18
Description GCT Concourse and Facilities Fit-Out		Original Amount: \$ 43,502,000	
Contract Term (including Options, if any) 842 Calendar Days		Prior Modifications: \$ 518,273	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A		Prior Budgetary Increases: \$ 0	
Procurement Type ☒ Competitive ☐ Non-competitive		Current Amount: \$ 44,020,273	
☐ RFP ☒ Bid ☒ Other: Modification		This Request \$ 2,190,000	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other: <i>MTA</i>		% of This Request to Current Amount: 4.97 %	
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, A. Paskoff, P.E. <i>[Signature]</i>		% of Modifications (including This Request) to Original Amount: 6.22%	

Discussion:

Contract CM014A will fit-out the lower portion of the new LIRR Concourse at the lower level of Grand Central Terminal ("GCT"). In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval to modify the Contract to include repairs to existing building supports that penetrate the Grand Central Terminal train shed and continue down into the future LIRR Concourse below.

Columns and beams that support GCT structures and seven privately-owned buildings along Park and Madison Avenues pass through the East Side Access Project area and will, eventually, be encased in the future LIRR Concourse. A survey of these building supports, which was performed by a third-party consultant under the direction of Metro-North, revealed some structural deficiencies including deteriorated and spalled concrete and corroded steel. It is prudent to repair these deficiencies before access to the support structures is hampered by the new Concourse structure and while the CM014A Contractor is already mobilized and performing work in the same location.

Based upon the survey conducted by Metro-North's consultant, MTACC developed a scope of work for the repairs to the supports for each structure. The scope of the work includes the following:

- Verify and indicate all existing conditions and dimensions with the provided MTACC design documents.
- Perform necessary inspections of seventeen (17) repair locations found to be deficient in the design documents.
- Perform structural repair work shown in the design documents. Identify location, material, size and function of existing utilities in coordination with the CM.
- Provide all temporary supports and other devices as may be required or directed by the CM to protect the safety of the adjacent structures and utilities.

The Contractor submitted a proposal, based upon unit prices, for the work identified in the survey, in the amount of \$2,651,990. MTACC's estimate was \$2,443,152. The parties held negotiations and agreed to unit prices which totaled to \$2,190,000 for all of the repair work identified in the survey. The negotiated price is considered to be fair and reasonable. There is no time impact associated with this modification.

Funding for the work related to the GCT structures will come from Metro-North. MTACC has started the process of negotiating agreements with the other building owners for the repair work to their columns and beams.

NOVEMBER 2013

METRO-NORTH RAILROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

K. Ratification of Completed Procurement Actions

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

1. Loram Rail Services, LLC (LORAM) \$ 13,376,000 (not-to-exceed)

Rail Vac. Services for Metro-North's East of Hudson Territory

As part of a comprehensive right-of-way improvement program in the Bronx that began in July, MNR expedited various procurement actions in order to implement track and drainage improvements, tie replacement, fencing repairs and general cleanup for this critical six-mile section between Melrose and Woodlawn. New Haven and Harlem Line trains operate over the four tracks in this area and then merge with the Hudson Line south of this location.

Expedited procurement actions were initiated in order to provide for the recovery and efficient operation of MNR services as well as to mitigate risk. The MNR Procurement Department sought competitive quotes/bids whenever possible. In cases where contractors have contracts in-place with MNR and equipment readily available and able to respond to immediate requirements, MNR executed agreements to enable work to begin as soon as possible. Rates and costs were reviewed in accordance with those agreements already in place, and deemed fair and reasonable for the level of equipment and/or services provided. The actions were performed in accordance with PAL§ 1265-a (4 a) and in conjunction with the MTA All-Agency Procurement Guidelines Art III-A.

Three specific procurement actions were taken with Loram Rail Services, LLC (LORAM) to facilitate support of the work being performed by MNR's Maintenance of Way Division. They are:

A miscellaneous service contract for track bed rail vacuum services was awarded which provides for LORAM rail vac. machines to excavate ballast along MNR's Right-of-Way to ensure that any fouled ballast in poor drainage areas in the track bed is corrected. LORAM is the only known provider of rail track bed vacuuming services with sufficient equipment and manpower to meet MNR's immediate needs and is currently providing rail vacuuming services for LIRR. As this equipment is scheduled seasonally by LORAM throughout North America, MNR was able to take advantage of the existing LIRR agreement to acquire these services in an expedited manner. These services are vital to returning the track/track bed to a state-of-good repair. Under the contract which will continue until the end of 2013, LORAM will provide a vacuum truck with an operating crew to support M of W's efforts to improve the right-of-way in the Bronx and in other select portions of the right-of-way with drainage conditions. The cost of these services is a total not-to-exceed \$2,125,000.

Additionally, MNR has secured the use of a LORAM rail vac. operations trainer through the end of 2013. This trainer is uniquely qualified to instruct MNR employees in the operation of this equipment, will help augment the current operation of LORAM rail vac. equipment and also ensure adequate and future qualified MNR operators. The cost of these services is a total not-to-exceed \$200,000.

As MNR will continue its track and rail rehabilitation efforts into 2014 and beyond, the Maintenance of Way Division will continue to require ongoing use of LORAM rail vac. equipment. Based on the limited availability of these machines, MNR has negotiated long-term agreement with LORAM that will ensure continued access to a rail vac. machine for up to a five year period. The agreement will be for a base period of three years (2014-2016) with an option for two additional years (2017-2018). MNR's agreement has the same contractual terms and conditions as the recently Board-approved LIRR agreement with LORAM. The cost of this agreement, including the option years, is a not-to-exceed amount of \$11,051,000.

The total cost of the above three actions with LORAM is not-to-exceed \$13,376,000 (\$2.125M= rail vac. for 2013, \$200K= ops. trainer for 2013 and \$11.051M= rail vac. services for 2014-2018). They are funded by the MNR Operating Budget.

NOVEMBER 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.)

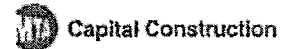
- | | | | |
|----|---|--------------|-------------------------------|
| 1. | Tutor Perini Corporation
Contract No. CH053
Modification No. 74 Part 1D | \$ 5,700,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board to ratify a modification to the Contract for the civil work associated with the furnishing and installation of two Motor Generator (MG) Sets at Harold Interlocking and Woodside Station.

- | | | | |
|----|---|--------------|-------------------------------|
| 2. | Yonkers Contracting Company
Contract No. CM014A
Modification No. 19 | \$ 4,275,000 | <u>Staff Summary Attached</u> |
|----|---|--------------|-------------------------------|

In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests the Board to ratify a modification to the Contract to transfer scope from future Contract CM014B for the installation of utilities and associated work within the new LIRR Concourse.

Schedule K: Ratification of Completed Procurement Actions



Item Number 1

Vendor Name (& Location) Tutor Perini Corporation (Peekskill, New York)		Contract Number CH053	AWO/Modification # 74 Part ID
Description Construct Harold Structures Part I for the ESA Project		Original Amount:	\$ 139,280,000
Contract Term (including Options, if any) 42 Months		Prior Modifications:	\$ 90,759,045
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ N/A		Prior Budgetary Increases:	\$ 0
Procurement Type ☒ Competitive ☐ Non-competitive		Current Amount:	\$ 230,039,045
Solicitation Type ☐ RFP ☒ Bid ☒ Other: Modification		This Request	\$ 5,700,000
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:		% of This Request to Current Amount:	2.5%
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, A. Paskoff, P.E.		% of Modifications (including This Request) to Original Amount:	69.25%

Discussion:

This contract is for the construction of various civil infrastructure elements in Harold Interlocking and to expand the existing LIRR/Amtrak right-of-way to enable mainline track diversions and facilitate the future construction of tunnels for the East Side Access ("ESA") Project. In accordance with Article IX of the MTA All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract for the civil work associated with the furnishing and installation of two Motor Generator (MG) Sets at Harold Interlocking and Woodside Station.

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

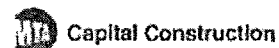
Accomplishing signal power separation has affected multiple East Side Access contracts. This modification provides for the civil work associated with the Motor Generator (MG) Sets (furnished under Contract VHL02) at Harold Interlocking and Woodside Station. This work includes furnishing seventeen (17) concrete pads for the installation of power cases and transformers; a concrete encased ductbank to carry Con Edison services to the new MG Sets at Harold and Woodside; three (3) new concrete foundations and five (5) catenary poles for the new overhead wires to be installed by Amtrak Forces.

We anticipate two additional modifications to this Contract related to Signal Power Separation. One for the installation of a guy anchor, conduits for connection to an existing bridge, and revised ConEd conduit layouts, and one for the pulling of cables in the conduits. In addition, we anticipate another Modification related to signal power separation to Contract CQ031. That modification will be to furnish two catenary poles and a guy anchor in the vicinity of the work being performed under that contract.

The Contractor submitted a cost proposal of \$6,651,325 while the MTACC project estimate was \$5,874,188. Negotiations were held, and both parties agreed to \$5,700,000 which is considered fair and reasonable. Time impact, if any, and any impact cost associated with this modification will be addressed as part of a Time Impact Analysis that is currently being performed for this Contract.

In order to complete the Civil Work that is required to power the H-3 and H-4 Signal Huts during the cutovers to the new switching and signaling systems scheduled for the later this year and first quarter of 2014 respectively, the MTACC President approved a limited Retroactive Memorandum and on October 3, 2013, the Contractor was directed to proceed with the work up to the not-to-exceed amount of \$500,000. 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 Actions



Item Number 2

Vendor Name (& Location) Yonkers Contracting Company (Yonkers, New York)	Contract Number CM014A	AWO/Modification # 19
Description GCT Concourse and Facilities Fit-Out	Original Amount:	\$ 43,502,000
Contract Term (including Options, if any) 842 Calendar Days	Prior Modifications:	\$ 518,273.00
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ N/A	Prior Budgetary Increases:	\$ 0
Procurement Type ☒ Competitive ☐ Non-competitive	Current Amount:	\$ 44,020,272.7
Solicitation Type ☐ RFP ☒ Bid ☒ Other: Modification	This Request	\$ 4,275,000
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other	% of This Request to Current Amount:	9.71%
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, A. Paskoff, P.E.	% of Modifications (including This Request) to Original Amount:	11.01%

Discussion:

The work under this Contract is for the facility fit-out of the lower portion of the new LIRR Concourse located in the lower level of Grand Central Station for the East Side Access (ESA) project. In accordance with Article IX of the All-Agency Procurement Guidelines, MTACC requests that the Board ratify a modification to the Contract to transfer scope from future Contract CM014B which includes the installation of utilities and associated work within the new LIRR Concourse.

The work under this modification includes the installation of manholes and sub-grade utilities, demolition of an existing platform and walls, construction of an access ramp, and installation of a roll-up door. This work was to be performed under future and adjacent Contract CM014B (scheduled to be awarded in 2014), however, MTACC has determined that advancing this work now will alleviate certain schedule and constructability risks associated with that Contract. The CM014A Contractor is currently mobilized, on-site, and performing similar works within Madison Yard.

The Contractor submitted a proposal in the amount of \$5,378,435 and the MTACC estimate was \$4,830,645. Negotiations were held and the parties agreed to a cost of \$4,275,000 for the work which is considered fair and reasonable. The budget for this work will be transferred from CM014B.

In order to transfer this work to the CM014A Contractor without impacting its schedule, it was necessary to commence a portion of the work in October. Therefore, the MTACC President approved a limited retroactive memorandum for the demolition of walls, fabrication of manholes and purchase of the roll-up door, and, on October 23, 2013, the Contractor was directed to proceed with that work up to that not-to-exceed amount of \$1,750,000. Authorization to proceed with the remainder of the work under this modification will be given upon Board ratification of this modification.

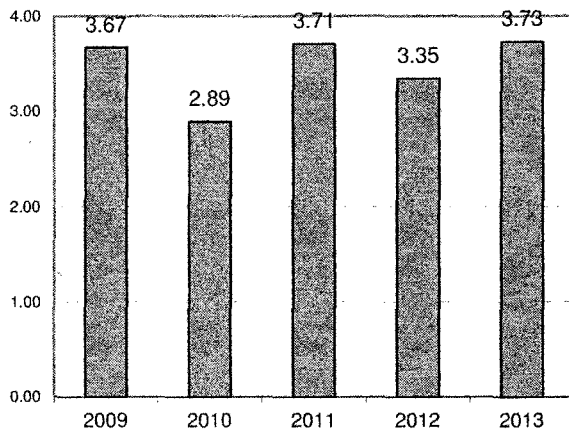


Metro-North Railroad

Safety Report November 2013

MTA Metro-North Railroad

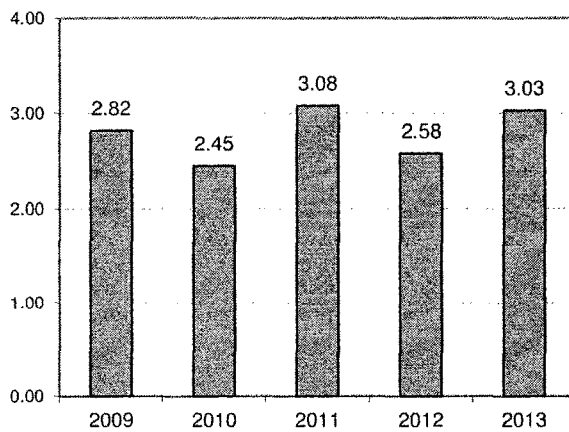
Summary of Employee Injuries thru August



Total Employee Injuries

Year	Total	Total FI*
2009	156	3.67
2010	119	2.89
2011	154	3.71
2012	140	3.35
2013	160	3.73

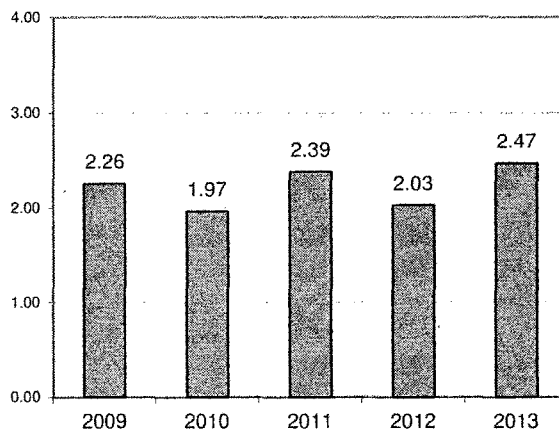
% change from last year: 11.6%
2013 Total FI Goal 2.80



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2009	120	2.82
2010	101	2.45
2011	128	3.08
2012	108	2.58
2013	130	3.03

% change from last year: 17.5%
2013 FRA FI Goal 2.35



Employee Lost Time and Restricted Duty Injuries

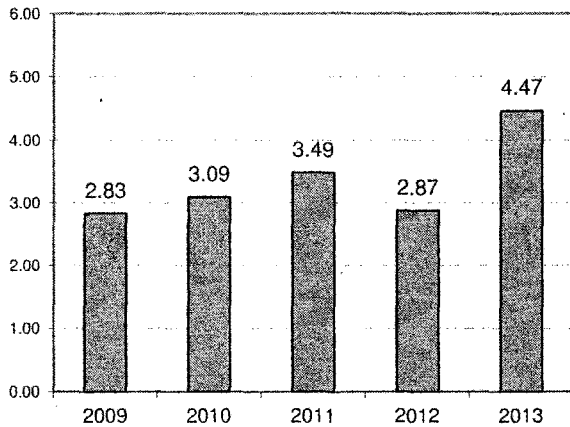
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	87	9	2.05	0.21	2.26
2010	67	14	1.63	0.34	1.97
2011	76	23	1.83	0.55	2.39
2012	78	7	1.86	0.17	2.03
2013	100	6	2.33	0.14	2.47

% change from last year: 21.7%
2013 LT&RD FI Goal 1.75

* - Injuries per 200,000 hours worked

MTA Metro-North Railroad

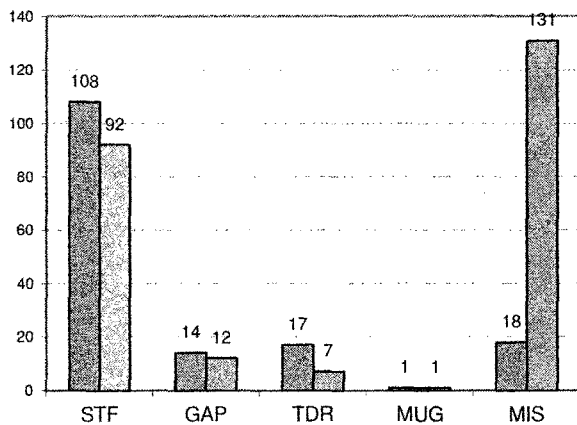
Summary of Customer/Contractor Injuries thru August



Total Customer Injuries

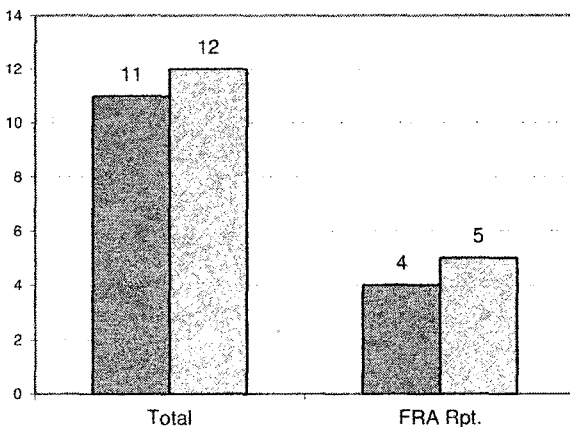
Year	Total	Total FI*
2009	146	2.83
2010	161	3.09
2011	183	3.49
2012	158	2.87
2013	243	4.47

% change from last year: 55.4%
2013 Total FI Goal 2.70



Top 5 Customer Injuries by Type

Year	Slip/Trip/Fall	Gap	Train Doors	Mugging	Misc.
2012	108	14	17	1	18
2013	92	12	7	1	131



Contractor Injuries

Year	Total	FRA Rpt.
2012	11	4
2013	12	5
% Chg	9.1%	25.0%

* - Injuries per 1,000,000 rides



Metro-North Railroad

**Status of Operations
Report
November 2013**

Performance Summary			2013 Data			2012 Data	
			Annual Goal	September	YTD thru September	September	YTD thru September
On Time Performance (Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)	System	Overall	97.8%	94.4%	95.5%	97.0%	97.7%
		AM Peak	97.0%	93.6%	93.8%	98.5%	98.0%
		AM Reverse Peak	97.6%	94.4%	96.1%	98.8%	98.2%
		PM Peak	98.0%	94.5%	95.7%	94.0%	97.1%
		Total Peak		94.1%	94.9%	96.7%	97.7%
		Off Peak Weekday	97.9%	93.4%	95.0%	96.3%	97.3%
		Weekend	97.9%	96.5%	97.4%	98.4%	98.3%
	Hudson Line	Overall	98.2%	98.1%	97.3%	97.9%	98.1%
		AM Peak	98.0%	98.5%	96.8%	99.7%	99.1%
		AM Reverse Peak	98.5%	99.2%	98.2%	100.0%	98.2%
		PM Peak	98.4%	98.5%	97.8%	95.8%	97.8%
		Total Peak		98.6%	97.4%	98.1%	98.4%
		Off Peak Weekday	98.1%	97.8%	97.0%	97.9%	97.7%
		Weekend	98.2%	97.8%	97.8%	97.6%	98.0%
	Harlem Line	Overall	98.3%	98.1%	96.9%	97.6%	98.2%
		AM Peak	98.0%	97.9%	95.9%	99.6%	98.4%
		AM Reverse Peak	98.0%	96.4%	97.1%	99.7%	98.5%
		PM Peak	98.5%	99.3%	96.7%	94.7%	98.0%
		Total Peak		98.2%	96.4%	97.8%	98.3%
		Off Peak Weekday	98.4%	98.0%	96.8%	96.7%	97.9%
		Weekend	98.5%	97.9%	98.1%	98.7%	98.7%
	New Haven Line	Overall	97.2%	89.1%	93.2%	96.0%	97.0%
		AM Peak	95.7%	86.7%	90.2%	96.9%	96.9%
		AM Reverse Peak	96.8%	89.7%	94.1%	97.4%	97.8%
		PM Peak	97.5%	87.9%	93.7%	92.2%	96.0%
		Total Peak		87.7%	92.2%	95.0%	96.7%
		Off Peak Weekday	97.5%	87.1%	92.5%	95.1%	96.7%
		Weekend	97.4%	94.5%	96.6%	98.7%	98.1%
Operating Statistics							
	Trains Scheduled			18,342	166,353	17,177	160,422
	Avg. Delay per Late Train (min) excluding trains canceled or terminated			12.3	11.9	19.2	15.1
	Trains Over 15 min. Late excluding trains canceled or terminated		1,000	174	1,283	191	954
	Trains Canceled		160	132	205	20	162
	Trains Terminated		160	75	297	16	186
	Percent of Scheduled Trips Completed		99.8%	98.9%	99.7%	99.8%	99.8%
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)	System	Overall	99.8%	99.6%	99.7%	99.8%	99.8%
		AM Peak	99.8%	99.4%	99.4%	99.7%	99.6%
		AM Reverse Peak	99.8%	99.9%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.1%	99.6%	99.7%	99.8%
		Total Peak	99.8%	99.3%	99.5%	99.7%	99.7%
		Off Peak Weekday	99.8%	99.7%	99.8%	99.9%	99.9%
		Weekend	99.8%	99.8%	99.8%	99.9%	99.8%
	Hudson Line	AM Peak	99.8%	99.9%	99.9%	100.0%	99.9%
		PM Peak	99.8%	99.1%	99.8%	99.8%	99.9%
	Harlem Line	AM Peak	99.8%	99.3%	99.8%	100.0%	99.9%
		PM Peak	99.8%	98.8%	99.7%	99.6%	99.9%
	New Haven Line	AM Peak	99.8%	99.0%	98.8%	99.2%	99.1%
		PM Peak	99.8%	99.4%	99.4%	99.6%	99.7%

Categories of Delay		2013 Data			2012 Data	
		August	September	YTD thru September	September	YTD thru September
Train Delay Incidents Resulting in Late Trains. <i>(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)</i>	Maintenance of Way	3204	1056	9046	103	1429
	Capital Projects	2	7	88	11	196
	Maintenance of Equipment	64	109	1436	165	1152
	Operations Services	21	28	246	19	154
	Police Incidents	60	57	468	21	362
	Other	131	7	217	11	196
	Customers	73	70	505	31	364
	3rd Party Operations <i>(Other railroads, marine traffic, etc.)</i>	0	1	5	0	32
	Weather and Environmental	10	72	461	262	675

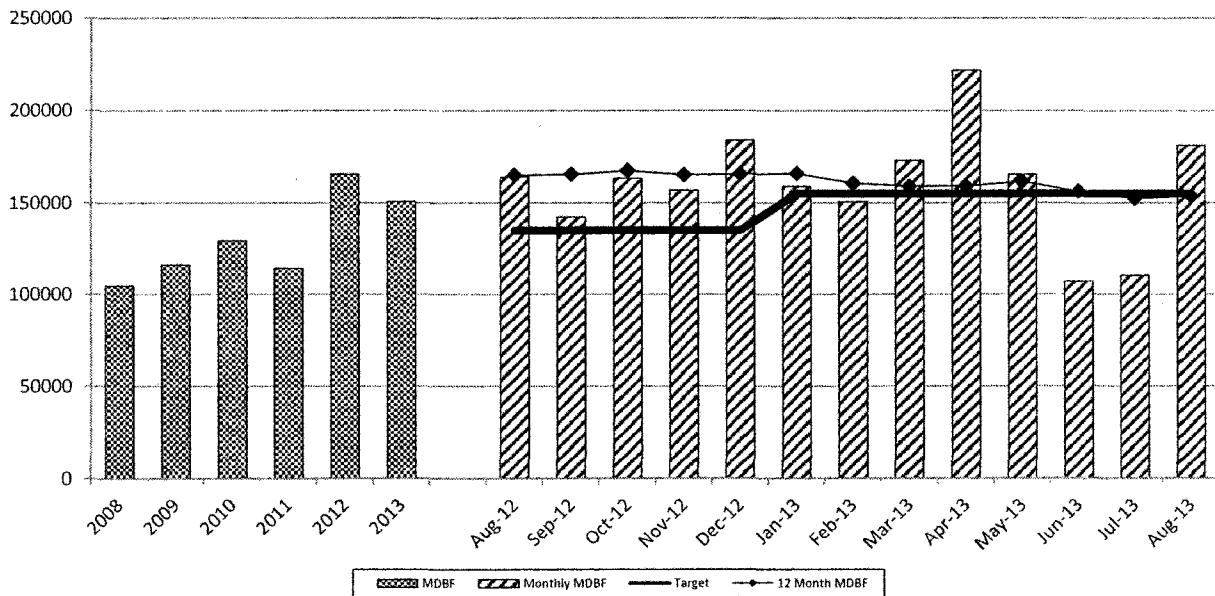
EVENTS RESULTING IN 10 or MORE LATE (L), CANCELED (C) OR TERMINATED (T) TRAINS

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend			Late	Cxl'd	Term
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T			
09/04	Wed	A ground in the overhead wire on track 3 from cp257 to cp261, at cp266 and from cp223 to the State line, causing delays on the New haven line.	7	0	0	2	0	0	0	0	0	1	0	0	0	0	0	10	0	0
09/05	Thr	Speed restrictions due to track work at various locations on all three lines, causing delays.	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	0	0
09/06	Fri	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	2	0	0	0	0	0	1	0	0	17	0	0	0	0	0	20	0	0
09/09	Mon	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	1	0	0	13	0	0	0	0	0	14	0	0
09/10	Tue	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	1	0	0	0	0	0	2	0	0	10	0	0	0	0	0	13	0	0
09/11	Wed	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	2	0	0	0	0	0	3	0	0	7	0	0	0	0	0	12	0	0
09/12	Thr	Congestion from cp112-cp3 due to tree down at MP11.	29	2	0	12	0	0	0	0	0	0	0	0	0	0	0	41	2	0
09/16	Mon	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	7	0	0	0	0	0	1	0	0	6	0	0	0	0	0	14	0	0
09/20	Fri	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	1	0	0	12	0	0	0	0	0	13	0	0
09/21	Sat	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0
09/24	Tue	Unable to control cp1 Interlocking, causing delays.	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	0	0
09/25	Wed	Major disruption for service on the New Haven line due to Con Ed Feeder Failure, causing no overhead overhead power from CAT37 - CAT183.	5	27	24	6	7	1	15	32	3	32	39	32	0	0	0	58	105	60
09/25	Wed	Train 2529 struck a trespasser on track 1 at White Plains Station, affecting service on the Harlem line.	0	0	0	0	0	0	0	0	0	11	3	2	0	0	0	11	3	2
09/26	Thr	Delays due to residual effect of Con Ed Feeder Failure from Wednesday, September 25th.	9	1	0	2	0	0	4	4	0	26	10	4	0	0	0	41	15	4
09/27	Fri	Delays due to residual effect of Con Ed Feeder Failure from Wednesday, September 25th.	5	0	0	4	0	0	4	0	0	18	0	0	0	0	0	31	0	0
09/28	Sat	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	0
09/30	Mon	Delays due to residual effect of Con Ed Feeder Failure from Wednesday, September 25th.	8	0	0	0	0	0	5	0	0	25	0	0	0	0	0	38	0	0
09/30	Mon	Speed restrictions due to track work at various locations on the New Haven line, causing delays.	0	0	0	0	0	0	4	0	0	12	0	0	0	0	0	16	0	0
TOTAL FOR MONTH			75	30	24	26	7	1	41	36	3	215	52	38	24	0	0	381	125	66
																		572		

	Equip- ment Type	Total Fleet Size	2013 Data						2012 Data		
			MDBF Goal (miles)	Aug MDBF (miles)	Primary Failure Goal	Aug No of Primary Failures	YTD MDBF thru Aug (miles)	12 month MDBF Rolling Avg (miles)	Aug MDBF (miles)	Aug No. of Primary Failures	YTD MDBF thru Aug (miles)
Mean Distance Between Failures	M2	104	80,000	108,373	6	5	84,293	93,357	113,897	9	122,275
	M4/M6	96	60,000	71,601	6	6	44,165	44,168	49,602	10	87,868
	M8	250	240,000	269,920	6	6	197,955	177,115	126,103	8	130,861
	M3	140	130,000	344,485	2	1	214,049	241,870	302,172	0	746,880
	M7	336	450,000	1,031,161	4	2	593,314	704,006	976,439	2	619,078
	Coach	213	290,000	164,725	5	9	310,267	355,765	279,697	5	354,160
	P-32	31	35,000	29,932	5	7	30,298	31,935	63,898	3	36,936
	BL-20	12	12,000	26,251	3	1	10,604	11,768	12,028	2	9,719
	Fleet	1182	155,000	181,516	37	37	150,665	153,657	164,082	39	168,308
	M2/4/6/8		120,000	152,411	18	17	102,798	99,249	93,701	27	114,613
	M3/7		310,000	802,269	6	3	473,546	556,516	1,127,525	2	633,279
	Diesel/Coach		120,000	101,077	13	17	120,996	131,740	161,424	10	130,061

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

ALL FLEETS Mean Distance Between Failures 2008 - 2013



West of Hudson Performance Summary			2013 Data			2012 Data		
			Annual Goal	September	YTD thru September	September	YTD thru September	
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	West of Hudson Total	Overall	97.0%	95.9%	97.0%	97.3%	97.4%	
		AM Peak	97.1%	96.4%	98.0%	97.1%	97.8%	
		PM Peak	96.3%	97.7%	97.1%	96.9%	98.0%	
		Total Peak		97.0%	97.6%	97.0%	97.9%	
		Off Peak Weekday	97.1%	94.2%	96.6%	96.8%	97.3%	
		Weekend	97.3%	96.6%	96.9%	98.4%	96.6%	
	Pascack Line	Overall	97.6%	97.3%	97.5%	98.2%	98.2%	
		Valley Line	AM Peak	97.8%	98.8%	98.7%	98.1%	98.7%
			PM Peak	97.3%	98.6%	97.6%	99.3%	98.5%
			Total Peak		98.7%	98.2%	98.7%	98.6%
			Off Peak Weekday	97.5%	96.0%	97.1%	97.3%	98.1%
			Weekend	97.8%	97.1%	97.2%	99.2%	98.0%
	Port Jervis Line	Overall	96.2%	94.1%	96.4%	95.9%	96.1%	
		AM Peak	96.2%	93.3%	97.2%	95.8%	96.6%	
		PM Peak	95.2%	96.7%	96.6%	94.2%	97.4%	
		Total Peak		95.0%	96.9%	95.0%	97.0%	
		Off Peak Weekday	96.5%	92.5%	96.0%	96.1%	96.2%	
		Weekend	96.5%	95.7%	96.6%	97.1%	94.2%	
Operating Statistics								
Trains Scheduled			1,451	14,441	1,600	14,803		
Avg. Delay per Late Train (min) excluding trains canceled or terminated			34.3	22.8	16.4	20.3		
Trains Over 15 min. Late excluding trains canceled or terminated		80	36	174	15	154		
Trains Canceled			2	29	3	14		
Trains Terminated			5	37	6	41		
Percent of Scheduled Trips Completed			99.8%	99.5%	99.5%	99.4%	99.6%	

SEPTEMBER 2013 STANDEE REPORT

East of Hudson

East of Hudson			SEPT 2012	YTD 2012	SEPT 2013	YTD 2013
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	1	0
		Total Standees	0	0	1	0
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	0	5	0	0
		Total Standees	0	5	0	0
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	43	19	NA	24
		Total Standees	43	19	0	24
	EAST OF HUDSON TOTAL - AM PEAK		43	24	1	24
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	35	4
		Total Standees	0	0	35	4
	Harlem Line	Program Standees	0	0	0	0
		Add'l Standees	2	1	12	4
		Total Standees	2	1	12	4
	New Haven Line	Program Standees	0	0	0	0
		Add'l Standees	9	9	NA	16
		Total Standees	9	9	0	16
	EAST OF HUDSON TOTAL - PM PEAK		11	10	47	24

West of Hudson

West of Hudson			SEPT 2012	YTD 2012	SEPT 2013	YTD 2013
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	1	0	0
		Total Standees	0	1	0	0
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
	WEST OF HUDSON TOTAL - AM PEAK		0	1	0	0
	Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0
Add'l Standees			0	0	0	0
Total Standees			0	0	0	0
Pascack Valley Line		Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	0	0	0	0
WEST OF HUDSON TOTAL - PM PEAK		0	0	0	0	

Definitions

Weekday standees are calculated based on the most recent average weekday customer counts for the train's maximum load point. For Hudson, Harlem and most New Haven Line trains, this point occurs at GCT/125th St.. However, for certain New Haven Line trains, this maximum load point is east of Stamford.

"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).

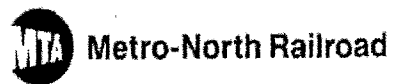
Notes: These statistics do not include the effects of daily ridership variation or uneven distribution of customers within trains. Annulled or terminated trains are not included in this report. Holidays and Special Events for which there are special equipment programs are not included.

NA-New Haven Line YTD averages include through September 24 only, due to the Con Ed feeder failure on Sept. 25. Standees incurred between Sept. 26-30 will be available at a later date.



Metro-North Railroad

Financial Report November 2013



FINANCIAL STATEMENTS
MONTH ENDED: AUGUST 31, 2013

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

**MTA METRO-NORTH RAILROAD
AUGUST 2013 FINANCIAL AND RIDERSHIP REPORT
EXECUTIVE SUMMARY**

August YTD financial results were favorable with a net operating deficit that was \$7.2 million or 1.7% lower than the Mid-Year Forecast. Through August, total Operating Revenue was \$0.3 million higher than the Mid-Year Forecast primarily due to higher farebox revenue. Operating expenses were \$6.9 million lower than the Mid-Year Forecast primarily due to timing in non-payroll expenditures and vacancies partially offset by higher overtime costs. YTD results include the continuation of the Bronx Right-of-Way Improvement project which includes track and drainage improvements, tie replacement fencing, repairs and general clean-up. This program, which began in July, and similar work that is underway in other segments of the railroad, will continue through the fall and will result in on-going overtime, material and track equipment costs until completed.

Capital program expenditures (and reimbursements) were \$13.4 million lower than Forecast also due to revised timing of several projects Mainline/High Speed Turnouts, New Haven Line Grade Crossing, Cable Replacement Project and Track Program work).

Ridership

Total ridership was 7.1 million for August and 55.5 million YTD which was on target to the Mid-Year Forecast.

East of Hudson

- August ridership of 7.0 million was 0.8% higher the Mid-Year Forecast and 0.8% lower than 2012.
- YTD ridership of 54.4 million was on target to the Mid-Year Forecast and 0.6% lower than 2012.
- Commutation ridership was higher than the Mid-Year Forecast by 0.4% and 0.1%, respectively, YTD and for the month. Compared to 2012, YTD commutation was 0.2% higher.
- Non-commutation ridership for August was 1.7% higher than the Mid-Year Forecast and 1.3% lower than 2012.

West of Hudson

- YTD ridership was 1.7% higher than the Mid-Year Forecast reflecting higher commutation and non-commutation ridership.

Revenue and Reimbursements

Total Revenue and Reimbursements of \$554.6 million through August was \$13.1 million, or 2.3% lower than the Mid-Year Forecast.

- Farebox Revenue of \$411.5 million was \$0.4 million higher than the Mid-Year Forecast primarily due to higher ridership on the Harlem and New Haven Lines partly offset by lower ridership on the Hudson Line due to the CSX derailment.
- Other Operating Revenue of \$44.1 million was on target to the Mid-Year Forecast.
- Capital and Other Reimbursements of \$99.1 million was \$13.4 million lower than the Mid-Year Forecast due to scheduling changes in a number of projects.

Expenses

Total non-reimbursable and reimbursable expenses of \$981.1 million through August were \$20.3 million (2.0%) lower than the Mid-Year Forecast:

- \$20.8 million was attributable to lower non-labor costs. These were primarily driven by timing of contract service expenditures, lower electric power costs and timing of capital projects.
- Total Labor costs (operating and capital) were \$8.3 million (1.5%) above the Mid-Year Forecast due to higher overtime requirements related to the CSX freight and Infrastructure Improvement Program, retiree payouts and other payment timing differences, partly offset by vacancies.

YTD Financial Performance Measures

- Adjusted Farebox Operating Ratio of 69.7% through August was 0.8 percentage points better than the Mid-Year Forecast primarily due to MNR's lower operating expenses.
- Adjusted Cost per Passenger of \$12.31 for the period was \$0.15 lower than the Forecast due also due to the overall lower expenses.
- Revenue per Passenger of \$7.65 for the period was on target to the Forecast.

**MTA METRO-NORTH RAILROAD
AUGUST 2013 FINANCIAL REPORT
YEAR-TO-DATE ACTUAL VERSUS MID-YEAR FORECAST**

REVENUE

Total Revenue and reimbursements were \$13.1 million (2.3%) lower than the Mid-Year Forecast through August:

- **Farebox Revenue** – year-to-date and the month were higher than the Mid-Year Forecast by \$0.4 million and \$0.7 million, respectively reflecting higher ridership on the Harlem and New Haven Lines partly offset by lower ridership on the Hudson Line due to the CSX derailment.
- **Other Operating Revenue** – year-to-date and the month were on target to the Mid-Year Forecast.
- **Capital and Other Reimbursements** – YTD versus the Mid-Year Forecast was \$13.4 million lower, and for the month \$4.8 million lower due to changes in the timing of several projects (Mainline/High Speed Turnouts, New Haven Line Grade Crossing, Cable Replacement Project and Track Program work) which resulted in lower reimbursements.

EXPENSES

Total Expenses – Year-to-date expenses of \$981.1 million were \$20.3 million (2.0%) lower than the Mid-Year Forecast. For the month, expenses were \$0.9 million (0.7%) lower than the Mid-Year Forecast.

Labor expenses (including fringes and overhead recoveries) were \$560.2 million YTD. This was \$8.3 million (1.5%) above the Mid-Year Forecast due to higher overtime requirements and reallocation of reimbursable project forces related to the Maintenance of Way Infrastructure Improvement Program and CSX freight derailment as well as retiree payouts and other payment timing differences. These were partly offset by vacancies. For the month, labor expenses were \$3.6 million higher than the Mid-Year Forecast.

Non-Labor Expenses

YTD non-labor expenses were \$227.7 million, \$20.8 million lower than the Mid-Year Forecast and \$3.0 million lower for the month:

- **Electric Power** – \$3.3 million lower year-to-date due to lower rates and consumption. For the month, expenses were \$0.6 million lower than the Mid-Year Forecast.
- **Maintenance & Other Operating Contracts** – \$4.7 million lower than the Mid-Year Forecast primarily due to timing of costs across a variety of operating categories (general repairs and utilities payments), partially offset by timing of reimbursable projects. For the month, these costs were \$2.3 million lower than the Mid-Year Forecast.
- **Professional Services** – \$8.1 million below the Mid-Year Forecast primarily due to the timing of expenses for IT related work, legal expense, advertising, bridge inspections and reimbursable projects. For the month, expenses were \$0.9 million lower than the Mid-Year Forecast.
- **Materials & Supplies** – year-to-date expenditures were \$5.4 million below the Mid-Year Forecast due to timing differences in the following reimbursable capital projects: Cyclical Track Program, New Haven Line Grade Crossing Improvements, and Fiber Cable Replacement. For the month, expenses were \$0.4 million higher than the Mid-Year Forecast.
- **Other Business Expenses** – year-to-date expenditures were \$0.4 million below the Mid-Year Forecast due to lower NJT subsidy payments due to improved revenue. For the month, expenses were \$0.3 million higher than the Mid-Year Forecast.

Depreciation and Other Non-Cash Liability Adjustments – \$193.3 million year-to-date (\$23.5 million for the month), which was \$7.7 million lower than the Mid-Year Forecast primarily due to the timing of recording completed capital projects and fewer projects requiring environmental remediation.

CASH DEFICIT

The Cash Deficit through August was \$217.9 million, which is \$14.1 million favorable to the Mid-Year Forecast. This is essentially due to \$11.2 million in lower actual cash disbursements (a function of the overall lower expenses) and \$2.9 million in higher revenue (primarily higher farebox revenue).

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
August 2013
(\$ in millions)

SCHEDULE I - A

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)			Mid-Year Forecast	Favorable (Unfavorable)		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
Revenue												
Farebox Revenue	\$53.140	\$53.829	\$0.689	1.3	\$0.000	\$0.000	\$0.000	-	\$53.140	\$53.829	\$0.689	1.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.694	3.730	0.037	1.0	0.000	0.000	0.000	-	3.694	3.730	0.037	1.0
<i>Capital & Other Reimbursements:</i>												
MTA	0.000	0.000	0.000	-	10.238	4.803	(5.435)	(53.1)	10.238	4.803	(5.435)	(53.1)
CDOT	0.000	0.000	0.000	-	4.091	5.194	1.104	27.0	4.091	5.194	1.104	27.0
Other	0.000	0.000	0.000	-	1.416	0.993	(0.423)	(29.9)	1.416	0.993	(0.423)	(29.9)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	15.744	10.990	(4.754)	(30.2)	15.744	10.990	(4.754)	(30.2)
Total Revenue/Receipts	\$56.834	\$57.560	\$0.726	1.3	\$15.744	\$10.990	(\$4.754)	(30.2)	\$72.578	\$68.550	(\$4.029)	(5.6)
Expenses												
<i>Labor:</i>												
Payroll	\$34.314	\$35.953	(\$1.639)	(4.8)	\$3.480	\$2.646	\$0.833	24.0	\$37.794	\$38.599	(\$0.806)	(2.1)
Overtime	4.660	6.400	(1.739)	(37.3)	1.385	0.978	0.407	29.4	6.045	7.378	(1.333)	(22.0)
Health and Welfare	7.455	8.053	(0.598)	(8.0)	1.180	0.841	0.339	28.7	8.635	8.894	(0.259)	(3.0)
OPEB Current Payment	1.800	1.887	(0.087)	(4.9)	0.000	0.000	0.000	-	1.800	1.887	(0.087)	(4.9)
Pensions	6.187	6.478	(0.291)	(4.7)	0.734	0.567	0.166	22.6	6.921	7.046	(0.125)	(1.8)
Other Fringe Benefits	7.950	9.103	(1.153)	(14.5)	0.830	0.595	0.235	28.3	8.781	9.699	(0.918)	(10.5)
Reimbursable Overhead	(3.920)	(2.806)	(1.114)	(28.4)	3.776	2.719	1.057	28.0	(0.144)	(0.087)	(0.057)	(39.7)
Total Labor	\$58.447	\$65.069	(\$6.622)	(11.3)	\$11.385	\$8.347	\$3.038	26.7	\$69.831	\$73.415	(\$3.584)	(5.1)
<i>Non-Labor:</i>												
Electric Power	\$7.155	\$6.541	\$0.614	8.6	\$0.000	\$0.005	(\$0.005)	-	\$7.155	\$6.546	\$0.609	8.5
Fuel	2.130	2.283	(0.153)	(7.2)	0.000	0.000	(0.000)	-	2.130	2.284	(0.154)	(7.2)
Insurance	1.250	1.241	0.009	0.7	0.279	0.194	0.085	30.4	1.529	1.436	0.093	6.1
Claims	0.041	0.095	(0.054)	-	0.000	0.000	0.000	-	0.041	0.096	(0.054)	-
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	7.945	6.979	0.966	12.2	1.996	0.705	1.290	64.7	9.941	7.685	2.256	22.7
Professional Service Contracts	2.915	1.745	1.170	40.1	0.842	1.115	(0.273)	(32.4)	3.757	2.860	0.897	23.9
Materials & Supplies	5.595	6.673	(1.079)	(19.3)	1.208	0.489	0.719	59.6	6.803	7.162	(0.359)	(5.3)
Other Business Expenses	1.907	2.085	(0.179)	(9.4)	0.035	0.136	(0.100)	-	1.942	2.221	(0.279)	(14.4)
Total Non-Labor	\$28.939	\$27.645	\$1.293	4.5	\$4.360	\$2.644	\$1.716	39.4	\$33.298	\$30.289	\$3.010	9.0
<i>Other Adjustments:</i>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$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.	\$87.385	\$92.714	(\$5.328)	(6.1)	\$15.744	\$10.990	\$4.754	30.2	\$103.130	\$103.704	(\$0.575)	(0.6)
Depreciation	20.182	18.757	1.425	7.1	0.000	0.000	0.000	-	20.182	18.757	1.425	7.1
OPEB Obligation	4.776	4.776	0.000	0.0	0.000	0.000	0.000	-	4.776	4.776	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$112.343	\$116.247	(\$3.903)	(3.5)	\$15.744	\$10.990	\$4.754	30.2	\$128.088	\$127.237	\$0.851	0.7
Net Surplus/(Deficit)	(\$55.509)	(\$58.687)	(\$3.178)	(5.7)	\$0.000	(\$0.000)	(\$0.000)	-	(\$55.509)	(\$58.688)	(\$3.178)	(5.7)
<i>Cash Conversion Adjustments:</i>												
Depreciation	20.182	18.757	(1.425)	(7.1)	0.000	0.000	0.000	-	20.182	18.757	(1.425)	(7.1)
Operating/Capital	(3.521)	(0.942)	2.579	73.2	0.000	0.000	0.000	-	(3.521)	(0.942)	2.579	73.2
Other Cash Adjustments	2.285	6.873	4.588	*	0.000	0.000	0.000	-	2.285	6.873	4.588	*
Total Cash Conversion Adjustments	\$18.946	\$24.689	\$5.742	30.3	\$0.000	\$0.000	\$0.000	-	\$18.946	\$24.689	\$5.742	30.3
Net Cash Surplus/(Deficit)	(\$36.563)	(\$33.999)	\$2.564	7.0	\$0.000	(\$0.000)	(\$0.000)	-	(\$36.563)	(\$33.999)	\$2.564	7.0

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August Year-To-Date
(\$ in millions)

SCHEDULE I - B

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$411.124	\$411.477	\$0.352	0.1	\$0.000	\$0.000	\$0.000	-	\$411.124	\$411.477	\$0.352	0.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	44.077	44.054	(0.024)	(0.1)	0.000	0.000	0.000	-	44.077	44.054	(0.024)	(0.1)
Capital & Other Reimbursements												
MTA	0.000	0.000	0.000	-	67.039	52.130	(14.909)	(22.2)	67.039	52.130	(14.909)	(22.2)
CDOT	0.000	0.000	0.000	-	36.139	40.183	4.044	11.2	36.139	40.183	4.044	11.2
Other	0.000	0.000	0.000	-	9.294	6.764	(2.530)	(27.2)	9.294	6.764	(2.530)	(27.2)
Total Capital and Other Reimbursements	0.000	0.000	0.000	-	112.472	99.078	(13.394)	(11.9)	112.472	99.078	(13.394)	(11.9)
Total Revenue/Receipts	\$455.202	\$455.530	\$0.328	0.1	\$112.472	\$99.078	(\$13.394)	(11.9)	\$567.673	\$554.608	(\$13.066)	(2.3)
Expenses												
Labor:												
Payroll	\$271.872	\$272.834	(\$0.962)	(0.4)	\$26.388	\$24.934	\$1.454	5.5	\$298.260	\$297.768	\$0.492	0.2
Overtime	37.236	42.783	(5.547)	(14.9)	10.933	11.103	(0.170)	(1.6)	48.169	53.886	(5.717)	(11.9)
Health and Welfare	61.030	63.389	(2.359)	(3.9)	8.812	8.270	0.542	6.2	69.842	71.659	(1.817)	(2.6)
OPEB Current Payment	13.250	13.390	(0.140)	(1.1)	0.000	0.000	0.000	-	13.250	13.390	(0.140)	(1.1)
Pensions	48.810	50.074	(1.264)	(2.6)	5.247	4.845	0.402	7.7	54.057	54.919	(0.861)	(1.6)
Other Fringe Benefits	62.562	62.695	(0.133)	(0.2)	6.630	6.471	0.159	2.4	69.192	69.166	0.027	0.0
Reimbursable Overhead	(27.907)	(24.032)	(3.875)	(13.9)	27.051	23.419	3.633	13.4	(0.856)	(0.613)	(0.242)	(28.3)
Total Labor	\$466.853	\$481.132	(\$14.279)	(3.1)	\$85.062	\$79.042	\$6.020	7.1	\$551.915	\$560.174	(\$8.259)	(1.5)
Non-Labor:												
Electric Power	\$54.828	\$51.485	\$3.343	6.1	\$0.000	\$0.036	(\$0.036)	-	\$54.828	\$51.522	\$3.307	6.0
Fuel	18.145	19.364	(1.219)	(6.7)	0.000	0.000	0.000	-	18.145	19.364	(1.219)	(6.7)
Insurance	8.883	8.779	0.104	1.2	2.146	2.087	0.059	2.7	11.030	10.867	0.163	1.5
Claims	0.256	0.168	0.087	34.2	0.000	0.000	0.000	-	0.256	0.168	0.087	34.2
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	60.515	55.330	5.185	8.6	7.893	8.387	(0.495)	(6.3)	68.407	63.717	4.690	6.9
Professional Service Contracts	17.434	11.546	5.888	33.8	5.493	3.292	2.201	40.1	22.927	14.838	8.089	35.3
Materials & Supplies	41.187	41.629	(0.442)	(1.1)	11.363	5.556	5.807	51.1	52.550	47.185	5.365	10.2
Other Business Expenses	19.854	19.336	0.518	2.6	0.515	0.676	(0.161)	(31.3)	20.369	20.012	0.357	1.8
Total Non-Labor	\$221.102	\$207.638	\$13.464	6.1	\$27.410	\$20.035	\$7.375	26.9	\$248.511	\$227.673	\$20.839	8.4
Other Adjustments												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$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.	\$687.954	\$688.770	(\$0.816)	(0.1)	\$112.471	\$99.076	\$13.395	11.9	\$800.426	\$787.846	\$12.579	1.6
Depreciation	156.413	149.784	6.629	4.2	0.000	0.000	0.000	-	156.413	149.784	6.629	4.2
OPEB Obligation	42.967	42.967	0.000	0.0	0.000	0.000	0.000	-	42.967	42.967	0.000	0.0
Environmental Remediation	1.587	0.517	1.070	67.4	0.000	0.000	0.000	-	1.587	0.517	1.070	67.4
Total Expenses	\$886.922	\$882.038	\$6.883	0.8	\$112.471	\$99.076	\$13.395	11.9	\$1,001.393	\$981.115	\$20.278	2.0
Net Surplus/(Deficit)	(\$433.720)	(\$426.508)	\$7.212	1.7	\$0.000	\$0.001	\$0.001	-	(\$433.720)	(\$426.507)	\$7.213	1.7
Cash Conversion Adjustments:												
Depreciation	156.413	149.784	(6.629)	(4.2)	0.000	0.000	0.000	-	156.413	149.784	(6.629)	(4.2)
Operating/Capital	(17.396)	(11.843)	5.553	31.9	0.000	0.000	0.000	-	(17.396)	(11.843)	5.553	31.9
Other Cash Adjustments	62.718	70.701	7.983	12.7	0.000	0.000	0.000	-	62.718	70.701	7.983	12.7
Total Cash Conversion Adjustments	\$201.735	\$208.642	\$6.907	3.4	\$0.000	\$0.000	\$0.000	-	\$201.735	\$208.642	\$6.907	3.4
Net Cash Surplus/(Deficit)	(\$231.985)	(\$217.866)	\$14.119	6.1	\$0.000	\$0.001	\$0.001	-	(\$231.985)	(\$217.865)	\$14.120	6.1

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
 ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
 EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
 JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
 AUGUST 2013
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	(\$4.754)	(30.2%)	Lower reimbursements reflect scheduling changes in capital project expenditures.	(\$13.394)	(11.9%)	Lower reimbursements reflect scheduling changes in capital project expenditures.
PAYROLL	Non-Reimb	(\$1.639)	(4.8%)	Reflects payment timing differences and retiree payouts partly offset by vacancies.	(\$0.962)	(0.4%)	
	Reimb	\$0.833	24.0%	Reflects delays on Mainline High Speed Turnouts, 2013 Cyclical Track Program, Replace/Repair Undergrade Bridge Programs, Replace Timbers/Undergrade Bridge, Drainage and Undercutting and the Replace Fiber/C&S Cables and lower than projected activity on the MTA Engineering and Design Reimbursable costs and the Capital Administration.	\$1.454	5.5%	Reflects lower than projected activity on the Capital Administration and delays on the Mainline High Speed Turnouts and the Replace/Repair Undergrade Bridge Projects.
OVERTIME	Non-Reimb	(\$1.739)	(37.3%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program, coverage in Maintenance of Equipment due to timing of FRA mandated training, service coverage, and timing differences related to payroll and calendar cutoff dates.	(\$5.547)	(14.9%)	Due to increased overtime requirements for the Maintenance of Way Infrastructure Improvement Program and CSX freight derailment, coverage in Maintenance of Equipment due to timing of FRA mandated training, service coverage, and timing differences related to payroll and calendar cutoff dates.
	Reimb	\$0.407	29.4%	Reflects delays on the Mainline High speed Turnouts and the Cyclical Track Programs.	(\$0.170)	(1.6%)	Reflects higher than projected activity on the Danbury Branch Signal System and the Verizon Cellphone in GCT Trainshed partially offset lower than forecasted activity on the Misc. I&C NHL & Branch Lines.
HEALTH AND WELFARE	Non-Reimb	(\$0.598)	(8.0%)	Due to higher labor costs for the period.	(\$2.359)	(3.9%)	
	Reimb	\$0.339	28.7%	Reflects lower project activity.	\$0.542	6.2%	Reflects lower project activity.
PENSIONS	Reimb	\$0.166	22.6%	Reflects lower project activity.	\$0.402	7.7%	Reflects lower project activity.
OTHER FRINGE BENEFITS	Non-Reimb	(\$1.153)	(14.5%)	Due to higher labor costs for the period.	(\$0.133)	(0.2%)	
	Reimb	\$0.235	28.3%	Reflects rate differentials and project adjustments	\$0.159	2.4%	Reflects rate differentials and project adjustments

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
AUGUST 2013
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
REIMBURSABLE OVERHEAD	Non-Reimb	(\$1.114)	(28.4%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, Cyclical Track Program, Cos Cob West Substation, West of Hudson Track Program, and Overhead Bridge Program.	(\$3.875)	(13.9%)	Reflects lower capital project activity for the following projects: Mainline/High Speed Turnouts, West of Hudson Track Program, Cable Replacement Projects, Cyclical Track Program, New Haven Line Grade Crossings, and Overhead Bridge Program.
	Reimb	\$1.057	28.0%	Reflects lower project activity.	\$3.633	13.4%	Reflects lower project activity.
ELECTRIC POWER	Non-Reimb	\$0.614	8.6%	Primarily due to lower rates.	\$3.343	6.1%	Primarily due to lower rates.
FUEL	Non-Reim	(\$0.153)	(7.2%)	Primarily due to higher rates and consumption on the New Haven Line	(\$1.219)	(6.7%)	Due to higher heating oil prices and colder than anticipated winter.
INSURANCE	Reimb	\$0.085	30.4%	Reflects lower project activity.	\$0.059	2.7%	
CLAIMS	Non-Reimb	(\$0.054)	*	Primarily due to the timing of claims expense.	\$0.087	34.2%	Reflects lower expense for claims.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	\$0.966	12.2%	Reflects timing of expenses for maintenance contracts and GCT utilities partly offset by 2013 YTD true-up expense for MTA Police services.	\$5.185	8.6%	Reflects timing of expenses for maintenance contracts and GCT utilities.
	Reimb	\$1.290	64.7%	Reflects delays on the West of Hudson Track Program and the Radio Frequency Rebanding and the lower activity on the Cos Cob West Substation.	(\$0.495)	(6.3%)	Reflects higher activity on the Design Guard Booths @ Stamford and E. Bridgeport, NHL - C & S System Replacement Study and the S-20 Undergrade Bridge Rehabilitation partially offset by delay of the West of Hudson Track Program and lower activity on the Haverstraw - Ossining Ferry Operations.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	\$1.170	40.1%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, and bridge inspections.	\$5.888	33.8%	Favorable variance reflects the timing of expenses for IT costs, legal expenses, advertising, bridge inspections, medical services, and outside training.
	Reimb	(\$0.273)	(32.4%)	Reflects higher activity on the NHL - EMU Fleet Replacement - M8 Spec Develop partially offset by delays on the Overhead Bridge Program - EOFH and NHL - Stamford Station Real-Time Info System.	\$2.201	40.1%	Reflects delay on the Overhead Bridge Program - EOFH and the NHL - Stamford Station Real-Time Information System partially offset by the higher activity on the Cos Cob Substation.

MTA METRO-NORTH RAILROAD
ACCURAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
AUGUST 2013
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
		Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
		\$	%		\$	%	
MATERIAL AND SUPPLIES	Non-Reimb	(\$1.079)	(19.3%)	Primarily reflects YTD accounting adjustment for obsolete inventory.	(\$0.442)	(1.1%)	
	Reimb	\$0.719	59.6%	Reflects delay on the Bronx Stations Capacity, NH Rail Yard Component Out Shop and the Cyclical Track Program partially offset by higher activity on the NHL - Bridge Timber Replacement Program and the West Haven Station.	\$5.807	51.1%	Reflects delay on the Replace Fiber/C&S Cables, Bronx Stations Capacity IMP, NH Rail Yard - Component Change out Shop, Cyclical Track Program, NH Branch Line Grade Xing Imp., NHL - Bridge Timbers and Mitre Rail - Walk SAGA, and the Reconstruction Moses Wheeler Bridge.
OTHER BUSINESS EXPENSES	Non-Reimb	(\$0.179)	(9.4%)	Reflects lower Amtrak recoveries partly offset by lower NJT subsidy payment.	\$0.518	2.6%	
	Reimb	(\$0.100)	*	Reflects insignificant variances on several projects.	(\$0.161)	(31.3%)	Reflects insignificant variances on several projects.
DEPRECIATION	Non-Reimb	\$1.425	7.1%	Timing of capitalization of assets.	\$6.629	4.2%	Timing of capitalization of assets.
ENVIRONMENTAL REMEDIATION	Non-Reimb	\$0.000	0.0%		\$1.070	67.4%	Primarily due to fewer projects requiring remediation.
OPERATING CAPITAL	Non-Reimb	\$2.579	73.2%	Reflects lower activity during the period on the W-O-H Improvements, Vehicle Replacement, Ticket Vending Machines, Park Ave Tunnel Fire Alarm, GCT Escalators Heavy Repair And Maintenance, Shop Equipment Replacement Plan, Purchase Snowmelter Cabinets and the Purchase Mobile & Rolling Stock Radios.	\$5.553	31.9%	Reflects lower activity during the period on the W-O-H Improvements, Ticket Vending Machines Upgrade, Vehicle Replacement, Park Ave Tunnel Fire Alarm, Snowmelter Cabinets projects, Replace Railtop Culverts, Repair Boring Machines - Harmon Shop, C&S Microcomputer Upgrade, Employee Welfare Facility, Shop Equipment Replacement, Purchase Mobile & Rolling Stock Radios and the NYPA Improvement Support.

* Variance exceeds 100%.

MTA Metro-North Railroad
July Financial Plan - 2013 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August						August Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u> ¹	34,012	\$1.9	40,543	\$2.2	(6,531)	(\$0.3)	321,874	\$17.4	339,898	\$18.0	(18,024)	(\$0.5)
					-19.2%	-13.7%					-5.6%	-3.1%
<u>Unscheduled Service</u>	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	3,295	\$0.2	(3,295)	(\$0.2)
					-	-					-	-
<u>Programmatic/Routine Maintenance</u>	29,116	\$1.4	46,123	\$2.2	(17,006)	(\$0.8)	152,521	\$7.2	218,363	\$10.4	(65,842)	(\$3.2)
					-58.4%	-58.8%					-43.2%	-43.9%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	\$0.0	10,405	\$0.5	12,172	\$0.6	(1,767)	(\$0.1)
					-	-					-17.0%	-28.6%
<u>Vacancy/Absentee Coverage</u> ²	20,009	\$0.9	27,350	\$1.2	(7,341)	(\$0.4)	123,427	\$5.4	156,724	\$7.0	(33,297)	(\$1.5)
					-36.7%	-40.7%					-27.0%	-28.6%
<u>Weather Emergencies</u>	9,054	\$0.4	7,037	\$0.3	2,018	\$0.1	102,209	\$4.9	93,637	\$4.3	8,572	\$0.6
					22.3%	24.7%					8.4%	11.4%
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0	0	\$0.0
					-	-					-	-
<u>Other</u> ⁴	3,873	\$0.1	5,928	\$0.5	(2,055)	(\$0.4)	41,802	\$1.7	31,818	\$2.2	9,984	(\$0.5)
					-53.1%	*					23.9%	-28.1%
Subtotal	96,064	\$4.7	126,980	\$6.4	(30,916)	(\$1.7)	752,238	\$37.2	855,907	\$42.8	(103,669)	(\$5.5)
					-32.2%	-36.8%					-13.8%	-14.9%
REIMBURSABLE OVERTIME	26,729	\$1.4	23,760	\$1.2	2,969	\$0.2	217,876	\$10.9	237,135	\$11.3	(19,258)	(\$0.4)
					11.1%	14.9%					-8.8%	-3.4%
TOTAL OVERTIME	122,793	\$6.0	150,740	\$7.6	(27,947)	(\$1.5)	970,114	\$48.2	1,093,042	\$54.1	(122,928)	(\$5.9)
					-22.8%	-25.0%					-12.7%	-12.3%

Totals may not add due to rounding.

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ Not Applicable

⁴ Reflects overtime for Customer Service and Material Management Depts as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

MTA Metro-North Railroad
July Financial Plan - 2013 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	August			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u> ¹	(6,531)	(\$0.3)	Overtime required for service coverage and to meet revenue collection requirements.	(18,024)	(\$0.5)	Overtime required for service coverage and to meet revenue collection requirements.
	-19.2%	-13.7%		-5.6%	-3.1%	
<u>Unscheduled Service</u>	0	\$0.0		(3,295)	(\$0.2)	Service restoration efforts for the CSX freight train derailment on the Hudson Line in July in addition to the New Haven Line derailment in May.
	-	-		-	-	
<u>Programmatic/Routine Maintenance</u>	(17,006)	(\$0.8)	Reflects M of W Infrastructure Improvement Program to address and remediate areas of poor drainage along right-of-way.	(65,842)	(\$3.2)	Reflects M of W Infrastructure Improvement Program to address and remediate areas of poor drainage along right-of-way. M of E overtime reduction efforts have been delayed by incremental work required in association with the New Haven Line derailment cleanup.
	-58.4%	-58.8%		-43.2%	-43.9%	
<u>Unscheduled Maintenance</u>	0	\$0.0		(1,767)	(\$0.1)	Reflects the right-of-way cleanup of the CSX freight train derailment on the Hudson Line in July.
	-	-		-17.0%	-28.6%	
<u>Vacancy/Absentee Coverage</u> ²	(7,341)	(\$0.4)	Additional overtime incurred for coverage in the M of E department due to timing of FRA mandated training.	(33,297)	(\$1.5)	Primarily additional overtime incurred for coverage in the M of E department due to timing of FRA mandated training (originally scheduled for later in the year).
	-36.7%	-40.7%		-27.0%	-28.6%	
<u>Weather Emergencies</u>	2,018	\$0.1		8,572	\$0.6	
	22.3%	24.7%		8.4%	11.4%	
<u>Safety/Security/Law Enforcement</u> ³	0	\$0.0		0	\$0.0	
	-	-		-	-	
<u>Other</u> ⁴	(2,055)	(\$0.4)	Reflects timing differences related to payroll and calendar cutoff dates and fill Customer Service vacancies.	9,984	(\$0.5)	Reflects timing differences related to payroll and calendar cutoff dates and fill Customer Service vacancies.
	-53.1%	*		23.9%	-28.1%	
Subtotal	(30,916)	(\$1.7)		(103,669)	(\$5.5)	
	-32.2%	-36.8%		-13.8%	-14.9%	
REIMBURSABLE OVERTIME						
	2,969	\$0.2		(19,258)	(\$0.4)	Reflects track availability constraints for turnout replacement/upgrades in GCT and on the main lines in New York, and for tie replacement, track surfacing, and turnout installation on the New Haven Line in Connecticut.
	11.1%	14.9%		-8.8%	-3.4%	
TOTAL OVERTIME	(27,947)	(\$1.5)		(122,928)	(\$5.9)	

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

* Exceeds 100%

¹ Includes Service Delay and Tour Length related overtime.

² Excludes T&E crew coverage (included in Scheduled Service category)

³ Not Applicable

⁴ Reflects overtime for Customer Service and Maternal Management Depts. as well as other administrative functions. Also reflects timing differences related to payroll and calendar cutoff dates.

⁵ Certain prior month cause category line items have been reclassified to conform to the current cause reporting classification.

MTA METRO-NORTH RAILROAD
2013 Overtime Report
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

SCHEDULE III

	August 2013				Year-to-Date			
	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Receipts	\$53.620	\$54.379	\$0.759	1.4	\$416.214	\$418.535	\$2.321	0.6
Toll Receipts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Receipts	4.914	4.233	(0.681)	(13.9)	54.260	53.616	(0.644)	(1.2)
<i>Capital & Other Reimbursements</i>								
MTA	11.100	8.428	(2.672)	(24.1)	56.874	52.124	(4.750)	(8.4)
CDOT	4.747	11.296	6.549	*	35.490	39.624	4.134	11.6
Other	1.196	2.804	1.608	*	15.468	17.317	1.849	12.0
Total Capital and Other Reimbursements	17.043	22.528	5.485	32.2	107.832	109.065	1.233	1.1
Total Receipts	\$75.577	\$81.140	\$5.563	7.4	\$578.306	\$581.216	\$2.910	0.5
Expenditures								
<i>Labor</i>								
Payroll	\$44.396	\$43.107	\$1.289	2.9	\$305.090	\$297.933	\$7.157	2.3
Overtime	6.777	8.800	(2.023)	(29.9)	49.686	54.652	(4.966)	(10.0)
Health and Welfare	6.741	6.053	0.688	10.2	66.933	66.456	0.477	0.7
OPEB Current Payment	1.800	1.687	0.113	6.3	13.250	12.976	0.274	2.1
Pensions	7.090	7.036	0.054	0.8	39.518	39.306	0.212	0.5
Other Fringe Benefits	10.352	11.002	(0.650)	(6.3)	74.537	73.810	0.727	1.0
GASB Account	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	\$77.156	\$77.685	(\$0.529)	(0.7)	\$549.014	\$545.133	\$3.881	0.7
<i>Non-Labor</i>								
Electric Power	\$7.173	\$6.080	\$1.093	15.2	\$51.429	\$45.953	\$5.476	10.6
Fuel	1.831	2.088	(0.257)	(14.0)	16.162	16.070	0.092	0.6
Insurance	0.444	1.659	(1.215)	*	9.692	10.211	(0.519)	(5.4)
Claims	0.048	0.155	(0.107)	*	0.491	0.714	(0.223)	(45.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.089	11.515	(2.426)	(26.7)	68.669	64.817	3.852	5.6
Professional Service Contracts	3.647	1.959	1.688	46.3	23.108	16.213	6.895	29.8
Materials & Supplies	8.862	10.059	(1.197)	(13.5)	59.015	63.033	(4.018)	(6.8)
Other Business Expenditures	3.890	3.939	(0.049)	(1.3)	32.711	36.937	(4.226)	(12.9)
Total Non-Labor	\$34.984	\$37.454	(\$2.470)	(7.1)	\$261.277	\$253.948	\$7.329	2.8
<i>Other Adjustments:</i>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$112.140	\$115.139	(\$2.999)	(2.7)	\$810.291	\$799.081	\$11.210	1.4
Net Cash Deficit (excludes Opening Cash Balance)	(\$36.563)	(\$33.999)	\$2.564	7.0	(\$231.985)	(\$217.865)	\$14.120	6.1
Subsidies								
MTA	29.366	26.269	(3.097)	(10.5)	176.890	169.513	(7.377)	(4.2)
CDOT	7.197	6.546	(0.651)	(9.0)	54.235	53.081	(1.154)	(2.1)
Total Subsidies	\$36.563	\$32.815	(\$3.748)	(10.3)	\$231.125	\$222.594	(\$8.531)	(3.7)
Cash Timing and Availability Adjustment	\$0.000	\$9.494	\$9.494	-	\$0.777	\$3.498	\$2.721	*

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	August, 2013			Year-To-Date as of August 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
OTHER REVENUE	(0.681)	(13.9%)	Timing difference for Amtrak reimbursements, partially offset by higher net GCT revenue in the month.			
CAPITAL AND OTHER REIMBURSEMENTS:						
MTA	(2.672)	(24.1%)	Timing difference in receipts, and lower project activity.	(4.750)	(8.4%)	Primarily receipt timing.
CDOT	6.549	*	Receipt timing differences.	4.134	11.6%	Primarily due to higher project activity.
OTHER	1.608	*	Past costs and advances from ConEd for GCT vault repairs.	1.849	12.0%	Receipt timing differences (Primarily Con Ed vault repairs).
OVERTIME	(2.023)	(29.9%)	Higher overtime requirements primarily in Maintenance of Way - Track, and operations for areas of poor drainage repair, increased flagging, vacation and vacancy coverage, as well as payment of overtime from CSX freight train derailment in July.	(4.966)	(10.0%)	Higher overtime requirements primarily in Maintenance of Way - Track, and operations for areas of poor drainage repair, derailment repair coverage, increased flagging, vacation and vacancy coverage, as well as payment of overtime from CSX freight train derailment in July.
HEALTH & WELFARE	0.688	10.2%	Lower NYSHIP/Empire Plan payments in the month.			
OPEB CURRENT PAYMENT	0.113	6.3%	Nothing material to report.			
OTHER FRINGE BENEFITS	(0.650)	(6.3%)	Higher payments for employee injury claims (\$0.7m).			
ELECTRIC POWER	1.093	15.2%	Primarily due to lower rates on the Harlem/Hudson and NHL, and lower usage on the New Haven line, payment timing differences, and lower non-traction power costs, partially offset by higher usage on the Harlem Hudson Line.	5.476	10.6%	Lower rates on both Harlem/Hudson and New Haven lines, and payment timing differences, as well as lower non-traction power payments, partially offset by higher traction power usage.
FUEL	(0.257)	(14.0%)	Primarily higher prices for diesel fuel on both lines as well as higher payments for non-revenue fuel.			

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
(\$ in millions)

Generic Receipt or Expense Category	August, 2013			Year-To-Date as of August 31, 2013		
	Variance Fav (Unfav)		Reason for Variance	Variance Fav (Unfav)		Reason for Variance
	\$	%		\$	%	
INSURANCE	(1.215)	*	Primarily payment timing for property insurance premium (Paid in August, forecasted in Sept.).	(0.519)	(5.4%)	Higher payments for force account, partially offset by timing for terrorism and automobile premiums.
CLAIMS	(0.107)	*	Nothing material to report.	(0.223)	(45.4%)	Nothing material to report.
MAINTENANCE & OTHER OPERATING CONTRACTS	(2.426)	(26.7%)	Timing in payments for NHL police costs, revenue vehicle maintenance, partially offset by offset by lower payments in the month for capital project activity (West of Hudson track improvements, highway vehicle replacement, ferry service operations), and other contract services.	3.852	5.6%	Timing in payments for capital related projects (West of Hudson improvements, ferry service operations, highway vehicle replacement program and other), as well as lower payments for safety equipment & supplies, and other various operating contract services, partially offset by higher payments in the period for occupancy costs and Police services.
PROFESSIONAL SERVICE CONTRACTS	1.688	46.3%	Timing difference for capital project expenditures (EofH Overhead Bridge Program, M8 fleet specifications, and other), I.T. related services and expenses (\$0.4m), medical, and other services.	6.895	29.8%	Timing difference for I.T. hardware and services, NHL BSC services, outside training, legal fees, and other professional services, as well as lower capital project expenditures (EofH Overhead Bridge Program and other).
MATERIALS & SUPPLIES	(1.197)	(13.5%)	Higher usage in the month for track and truck/suspension material, as well as timing of capital related track and C&S material invoices.	(4.018)	(6.8%)	Higher usage for the period for door material, track, truck/suspension material, and HVAC material, as well as timing of capital related track and C&S material invoices.
OTHER BUSINESS EXPENSES				(4.226)	(12.9%)	Primarily due to a payment timing difference for NJT subsidy, higher capital project activity, as well as other purchases ahead of forecast.
MTA SUBSIDY RECEIPTS	(3.097)	(10.5%)	Lower subsidy draw due a lower net cash deficit in the month, and the change in available bank balance, partially offset by lower CDOT subsidy payment.	(7.377)	(4.2%)	Lower subsidy draw due a lower net cash deficit in the period, partially offset by the change in available bank balance, and lower CDOT subsidy payments.
CDOT SUBSIDY RECEIPTS	(0.651)	(9.0%)	Due to a credit for actual to estimate billing for the month of June.	(1.154)	(2.1%)	
TOTAL SUBSIDY RECEIPTS	(3.748)	(10.3%)		(8.531)	(3.7%)	

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
(\$ in millions)

	August 2013				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.480	\$0.550	\$0.070	14.6	\$5.090	\$7.058	\$1.969	38.7
Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.220	0.503	(0.718)	(58.8)	10.183	9.562	(0.620)	(6.1)
Capital & Other Reimbursements		0.000			0.000	0.000		
MTA	0.862	3.625	2.763	*	(10.165)	(0.006)	10.159	99.9
CDOT	0.656	6.102	5.445	*	(0.649)	(0.559)	0.090	13.8
Other	(0.220)	1.811	2.031	*	6.174	10.553	4.379	70.9
Total Capital and Other Reimbursements	1.299	11.538	10.239	*	(4.640)	9.987	14.627	*
Total Revenue/Receipts	\$2.999	\$12.590	\$9.592	*	\$10.633	\$26.608	\$15.976	*
Expenditures								
Labor								
Payroll	(\$6.602)	(\$4.508)	\$2.095	31.7	(\$6.830)	(\$0.165)	\$6.665	97.6
Overtime	(0.732)	(1.422)	(0.690)	(94.3)	(1.517)	(0.766)	0.751	49.5
Health and Welfare	1.894	2.841	0.947	50.0	2.909	5.203	2.294	78.9
OPEB Current Payment	0.000	0.200	0.000		0.000	0.414	0.414	-
Pensions	(0.169)	0.010	0.179	*	14.539	15.613	1.073	7.4
Other Fringe Benefits	(1.571)	(1.303)	0.268	17.1	(5.345)	(4.644)	0.700	13.1
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	(0.144)	(0.087)	0.057	39.7	(0.856)	(0.613)	0.242	28.3
Total Labor	(\$7.325)	(\$4.270)	\$3.055	41.7	\$2.901	\$15.041	\$12.140	*
Non-Labor								
Electric Power	(\$0.018)	\$0.466	\$0.484	*	\$3.399	\$5.569	\$2.169	63.8
Fuel	0.299	0.196	(0.103)	(34.6)	1.983	3.294	1.311	66.1
Insurance	1.085	(0.223)	(1.308)	*	1.338	0.656	(0.682)	(51.0)
Claims	(0.007)	(0.059)	(0.053)	*	(0.235)	(0.546)	(0.310)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	0.852	(3.830)	(4.682)	*	(0.262)	(1.100)	(0.838)	*
Professional Service Contracts	0.110	0.901	0.791	*	(0.181)	(1.375)	(1.194)	*
Materials & Supplies	(2.059)	(2.897)	(0.838)	(40.7)	(6.465)	(15.848)	(9.383)	*
Other Business Expenses	(1.948)	(1.718)	0.230	11.8	(12.342)	(16.925)	(4.583)	(37.1)
Total Non-Labor	(\$1.686)	(\$7.165)	(\$5.480)	*	(\$12.766)	(\$26.275)	(\$13.510)	*
Other Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures Adjustments before Non-Cash Liability Adj.								
	(\$9.010)	(\$11.435)	(\$2.424)	(26.9)	(\$9.865)	(\$11.235)	(\$1.369)	(13.9)
Depreciation	20.182	18.757	(1.425)	(7.1)	156.413	149.784	(6.629)	(4.2)
OPEB Obligation	4.776	4.776	0.000	0.0	42.967	42.967	0.000	0.0
Environmental Remediation	0.000	0.000	0.000	-	1.587	0.517	(1.070)	67.4
Total Expenditures Adjustments	\$15.948	\$12.098	(\$3.850)	(24.1)	\$191.102	\$182.034	(\$9.068)	(4.7)
Total Cash Conversion Adjustments	\$18.946	\$24.689	\$5.742	30.3	\$201.735	\$208.642	\$6.907	3.4

-- Results are preliminary and subject to audit review.
-- Differences are due to rounding.
* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
UTILIZATION
(in millions)

	Month of August		Variance		Year-to-Date August		Variance	
	Forecast	Actual	Fav (Unfav) Amount	%	Forecast	Actual	Fav (Unfav) Amount	%
<u>Farebox Revenue</u>								
Harlem Line	\$15.915	\$15.918	\$0.003	0.0	\$123.599	\$123.837	\$0.238	0.2
Hudson Line	\$11.807	\$11.832	\$0.025	0.2	\$90.141	\$89.423	(\$0.718)	-0.8
New Haven Line	\$25.380	\$26.042	\$0.662	2.6	\$197.075	\$197.907	\$0.832	0.4
Total Farebox Revenue	\$53.102	\$53.792 ⁽¹⁾	\$0.690	1.3	\$410.814	\$411.166 ⁽¹⁾	\$0.352	0.1
<u>Ridership</u>								
Harlem Line	2.230	2.235	0.005	0.2	17.814	17.848	0.034	0.2
Hudson Line	1.370	1.373	0.003	0.2	10.613	10.558	(0.055)	-0.5
New Haven Line	3.341	3.388	0.047	1.4	25.947	26.011	0.064	0.2
Total Ridership East of Hudson	6.940	6.996	0.055	0.8	54.373	54.417	0.044	0.1
West of Hudson	0.138	0.137	(0.001)	-0.7	1.033	1.050	0.017	1.7
Total Ridership	7.078	7.132	0.054	0.8	55.406	55.467	0.061	0.1

(1) Excludes West of Hudson Mail & Ride revenue totaling \$0.037 million for the month and \$0.310 million year-to-date.

East of Hudson:

Year-to-date ridership of 54.4 million was 0.1% higher to the Mid-Year Forecast and 0.6% lower than 2012. For the month, ridership of 7.0 million was 0.8% higher than the Mid-Year Forecast and 0.8% lower than August 2012. All lines were favorable in the month. Year-to-date, the Hudson Line was the only line unfavorable due to the service disruption in July as a result of the CSX freight train derailment. The estimated ridership loss due to the incident was 90,000.

Commutation ridership was 0.4% higher year-to-date and 0.1% higher for the month vs. the Mid-Year Forecast. Compared to August 2012 year-to-date, commutation ridership was 0.2% higher. Non-commutation ridership was 0.4% below the Mid-Year Forecast year-to-date, and 1.7% lower than 2012. For the month, non-commutation ridership was 1.7% higher than the Mid-Year Forecast and 1.3% lower than 2012.

West of Hudson:

West of Hudson ridership was 0.7% lower for the month reflecting a 3.6% lower non-commutation, and a 1.6% higher commutation ridership; and 1.7% higher year-to-date vs. 2013 Mid-Year Forecast reflecting both higher commutation and non-commutation ridership.

MTA METRO-NORTH RAILROAD
2013 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2013

<u>Department</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
President	3	3	-
Labor Relations	9	7	2
Safety	21	19	3
COS/Corporate & Public Affairs	16	15	1
Legal	18	16	2
Claims Services	13	13	0
Environmental Compliance & Svce	7	7	-
VP Administration	3	3	-
VP Human Resources	3	3	0
Human Resources	32	31	2
Training	48	45	3
Employee Relations & Diversity	5	5	-
VP Planning	2	2	1
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	14	13	1
Business Development, Facilities & Mktg (1)	22	22	(0)
Long Range Planning	7	7	-
VP Finance & Information Systems	1	1	0
Controller	78	75	3
Information Technology & Project Mgmt	79	78	1
Budget	17	17	0
Customer Service (2) (3)	41	41	1
Procurement & Material Mgmt (4)	30	30	0
Total Administration	486	467	19
Operations			
Operations Administration	48	47	0
Operations Services	1,776	1,730	46
Customer Service (2) (3)	235	227	8
Business Development, Facilities & Mktg (1)	38	36	3
Metro-North West	33	38	(5)
Total Operations	2,130	2,078	52
Maintenance			
GCT	349	348	2
Maintenance of Equipment	1,282	1,248	34
Maintenance of Way	1,694	1,645	49
Procurement & Material Mgmt (4)	131	123	8
Total Maintenance	3,456	3,363	93
Engineering/Capital			
Construction Management	37	36	1
Engineering & Design	62	55	7
Total Engineering/Capital	99	91	9
Total Positions	6,171	5,999	172
Non-Reimbursable	5,671	5,641	30
Reimbursable	499	358	142
Total Full-Time	6,170	5,998	172
Total Full-Time-Equivalents (of part-time positions)	1	1	-

(1) Business Development, Facilities and Marketing includes administrative positions and operations positions for Commissary services.

(2) Customer Service positions includes administrative positions for Customer Info. Center and operations positions for Ticket Selling & Station Cleaning functions.

(3) Includes 2 part-time positions equal to 1 FTE.

(4) Procurement & Material Management positions includes maintenance positions for material distribution/storeroom functions and administrative positions for Contracts Mgmt, Purchasing, and Procurement Administration functions.

MTA METRO-NORTH RAILROAD
2013 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
August 31, 2013

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	166	166	1
Professional, Technical, Clerical	320	302	18
Operational Hourlies	-	-	-
Total Administration	486	467	19
Operations (1)			
Managers/Supervisors	143	138	6
Professional, Technical, Clerical	229	222	7
Operational Hourlies	1,757	1,718	39
Total Operations	2,130	2,078	52
Maintenance (1)			
Managers/Supervisors	494	480	14
Professional, Technical, Clerical	494	473	22
Operational Hourlies	2,468	2,411	57
Total Maintenance	3,456	3,363	93
Engineering/Capital			
Managers/Supervisors	41	35	7
Professional, Technical, Clerical	58	56	2
Operational Hourlies	-	-	-
	99	91	9
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	845	818	28
Professional, Technical, Clerical	1,100	1,052	48
Operational Hourlies	4,225	4,129	96
Total Positions	6,171	5,999	172

Notes

(1) Reflects allocation of Customer Service, Business Development and Procurement & Material Management functions between Administration, Operations and Maintenance categories.

**MTA METRO-NORTH RAILROAD
2013 MID-YEAR FORECAST VS. ACTUALS**

August 31, 2013

<u>Agency-wide (Non-Reimbursable and Reimbursable)</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<i>Functional Classification:</i>				
Operations (1)	2,130	2,078	52	Reflects vacancies in operation services staffing.
Maintenance (1)	3,456	3,363	93	Reflects vacancies in Maintenance of Way and Maintenance of Equipment positions (trackmen, vehicle & machine operators, signalman and maintainers, electricians, and building maintenance forces).
Administration (1)	486	467	19	Reflects timing differences in hiring administrative personnel.
Engineering / Capital	99	91	9	
Total Agency-wide Headcount	6,171	5,999	172	
Non-Reimbursable	5,671	5,641	30	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work.
Reimbursable	499	358	142	Reflects a transfer of reimbursable Maintenance of Way positions to perform operating work as well as vacant reimbursable positions.

Notes

(1) Reflects allocation of Customer Service, Business Development and Procurement & Material Management functions between Administration, Operations and Maintenance categories.

**MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
AUGUST 2013**

	MONTH			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	60.0%	60.6%	63.3%	-0.6%	-3.3%
Adjusted ⁽²⁾	66.6%	67.4%	69.5%	-0.8%	-2.9%
Cost per Passenger					
Standard ⁽¹⁾	\$12.98	\$12.77	\$11.22	(\$0.21)	(\$1.76)
Adjusted ⁽²⁾	\$12.77	\$12.56	\$11.05	(\$0.21)	(\$1.72)
Passenger Revenue/Passenger ⁽³⁾	\$7.78	\$7.74	\$7.10	\$0.04	\$0.68
	YEAR-TO-DATE			VARIANCE	
	2013	FORECAST	2012	FORECAST	2012
Farebox Operating Ratio					
Standard ⁽¹⁾	61.1%	60.3%	63.2%	0.8%	-2.1%
Adjusted ^{(2) (4)}	69.7%	68.9%	70.3%	0.8%	-0.6%
Cost per Passenger					
Standard ⁽¹⁾	\$12.51	\$12.68	\$11.41	\$0.17	(\$1.10)
Adjusted ⁽²⁾	\$12.31	\$12.46	\$11.23	\$0.15	(\$1.08)
Passenger Revenue/Passenger ⁽³⁾	\$7.65	\$7.65	\$7.21	\$0.00	\$0.44

(1) 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, Environmental Remediation (GASB-49), and the NHL share of MTA Police and Business Service Center costs.

(2) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR 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 revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

(3) Includes Bar Car Services.

(4) Actuals for the Adjusted Performance Indicator calculation include \$11.3 million in Hurricane Sandy revenue recoveries from the FTA. Excluding this adjustment the adjusted FOR would be 68.1% year-to-date.

* Includes East and West of Hudson revenues and expenses.



Metro-North Railroad

**Ridership Report
November 2013**

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

AUGUST 2013

Operations Planning & Analysis Department
October, 2013

AUGUST 2013 RIDERSHIP REPORT MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

August

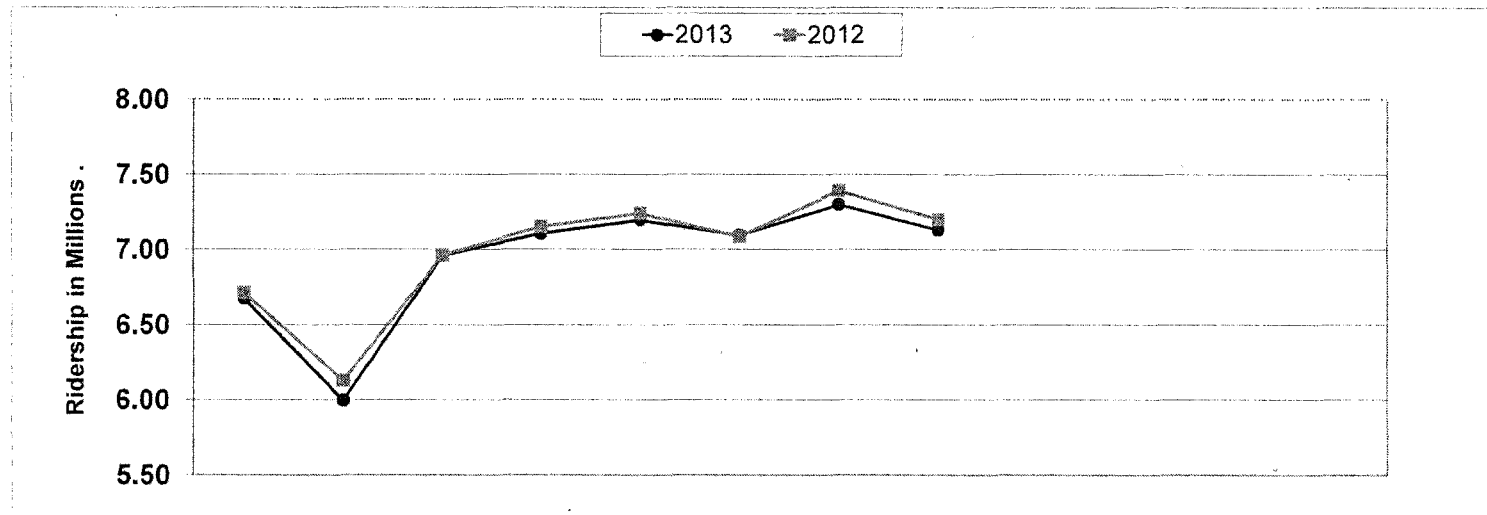
- August 2013 **Total MNR System Ridership** was 7.178 million vs. 7.249 million in August 2012, a decrease of 71,056 passengers (-1.0%).
- August 2013 **Total Rail Ridership** was 7.132 million vs. 7.202 million in August 2012, a decrease of 69,702 passengers (-1.0%).
 - **Rail Commutation Ridership** was (-0.6%) vs. 2012
 - **Rail Non-commutation Ridership** was (-1.5%) vs. 2012
- August 2013 **East of Hudson Ridership** was 6.996 million vs. 7.051 million in August 2012, a decrease of 55,402 passengers (-0.8%).
- August 2013 **West of Hudson Ridership** was 0.137 million vs. 0.151 million in August 2012, a decrease of 14,300 passengers (-9.5%).
- August 2013 **Connecting Services Ridership** was 0.046 million vs. 0.047 million in August 2012, a decrease of 1,354 passengers (-2.9%).
- August 2013 **Rail Revenue** was \$54.9 million vs. \$51.6 million in August 2012, an increase of \$3,342,768 (+6.5%).

Year To Date

- 2013 YTD **Total MNR System Ridership** was 0.8% below 2012 and 0.1% above forecast.
- 2013 YTD **Total Rail Ridership** was 0.7% below 2012 and 0.1% above forecast.
- 2013 YTD **East of Hudson Ridership** was 0.6% below 2012 and 0.1% above forecast.
- 2013 YTD **West of Hudson ridership** was 8.7% below 2012 and 1.7% above forecast.
- 2013 YTD **Connecting Services Ridership** was 2.9% below 2012 and 5.8% below forecast.
- 2013 YTD **Rail Revenue** was 4.9% above 2012 and 0.2% above forecast.

AUGUST RAIL RIDERSHIP ⁽¹⁾

- AUGUST's Total Rail Ridership was 1.0% below 2012 and 0.8% above forecast.

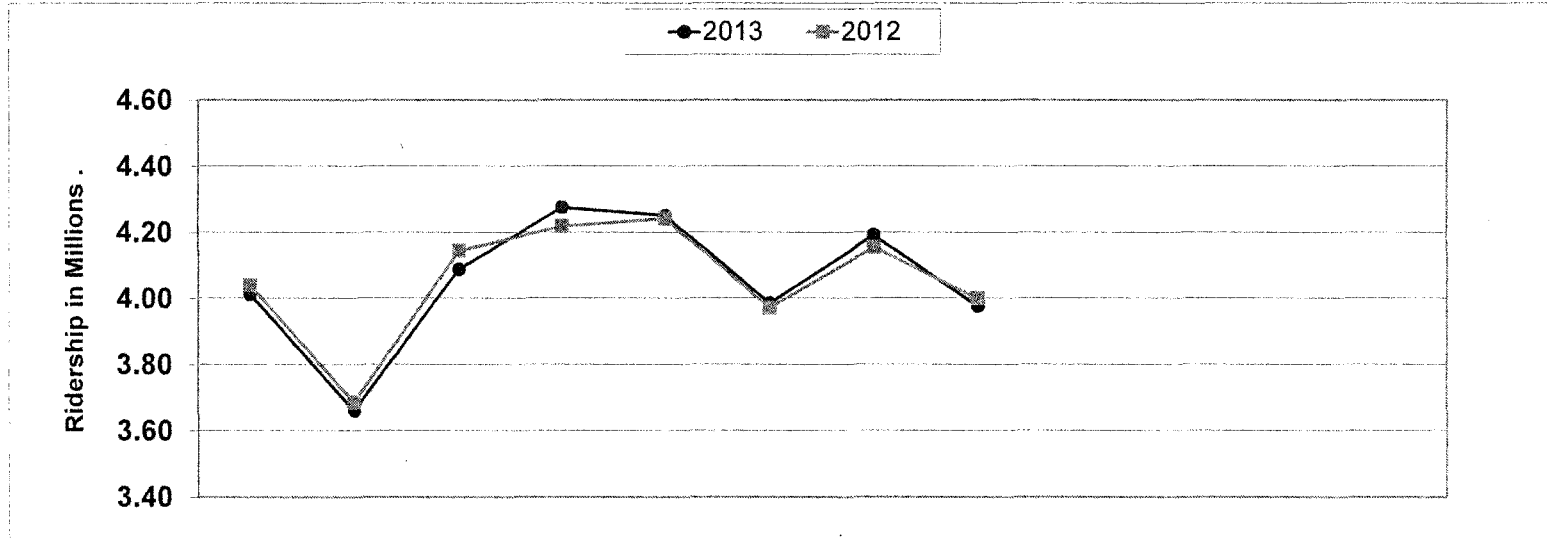


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.68	6.00	6.96	7.11	7.20	7.10	7.30	7.13					55.47
2012	6.72	6.13	6.96	7.15	7.24	7.09	7.39	7.20					55.88
PCT CHG.	-0.6%	-2.1%	0.0%	-0.7%	-0.6%	0.1%	-1.2%	-1.0%					-0.7%

(1) Includes East and West of Hudson

AUGUST RAIL COMMUTATION RIDERSHIP ⁽¹⁾

- AUGUST's Rail Commutation Ridership was 0.6% below 2012 and 0.1% above forecast.

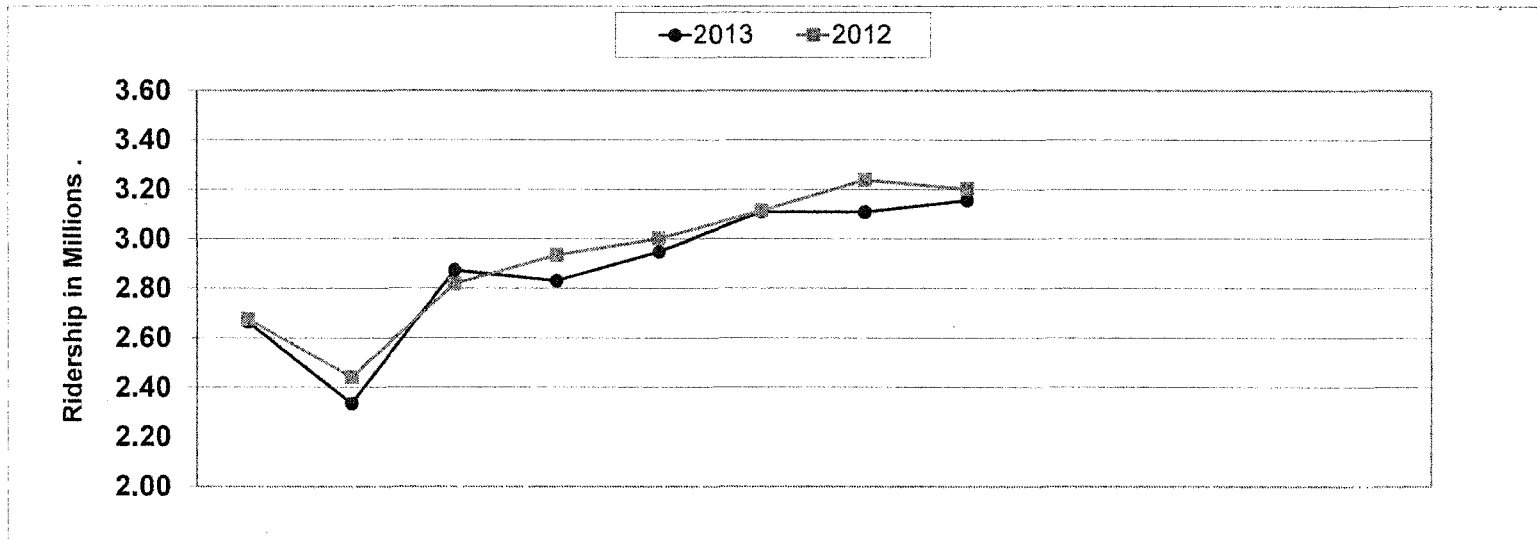


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	4.01	3.66	4.09	4.27	4.25	3.99	4.19	3.98					32.44
2012	4.04	3.68	4.14	4.22	4.24	3.97	4.15	4.00					32.45
PCT CHG.	-0.7%	-0.7%	-1.4%	1.4%	0.2%	0.4%	0.9%	-0.6%					0.0%

1) Includes East and West of Hudson

AUGUST RAIL NON-COMMUTATION RIDERSHIP ⁽¹⁾

- AUGUST's Rail Non-Commutation Ridership was 1.5% below 2012 and 1.6% above forecast.

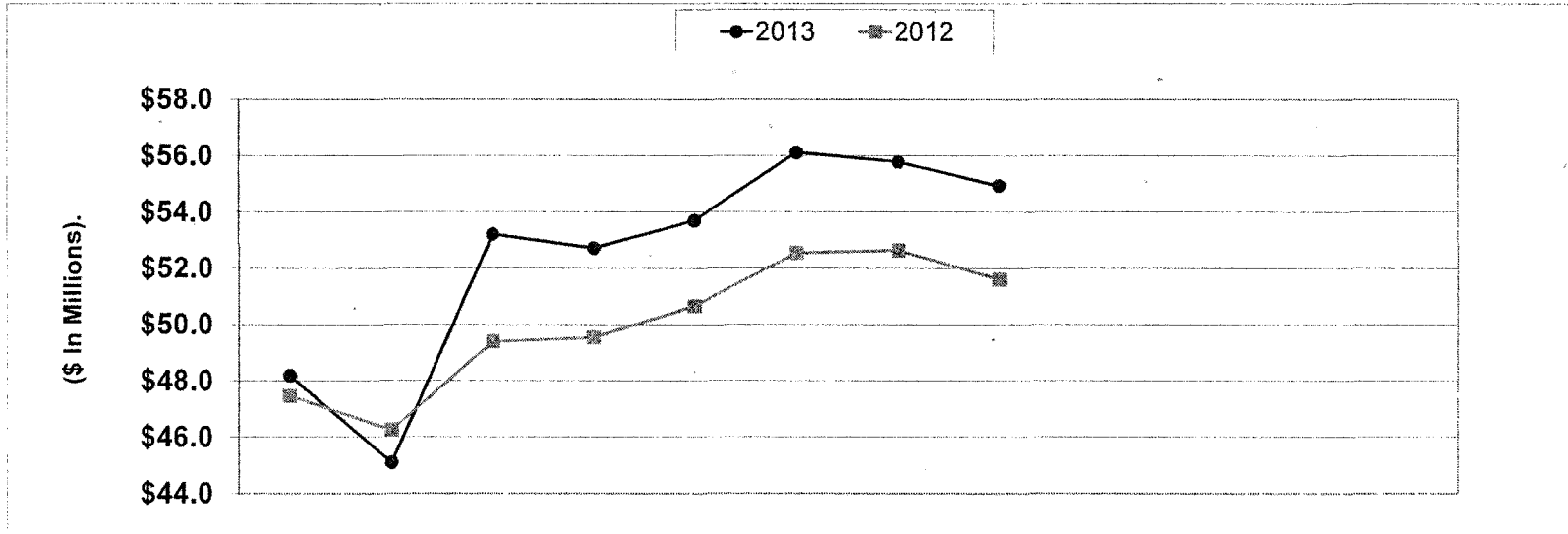


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.66	2.34	2.87	2.83	2.95	3.11	3.11	3.16					23.03
2012	2.68	2.44	2.82	2.93	3.00	3.11	3.24	3.20					23.43
PCT CHG.	-0.4%	-4.4%	2.0%	-3.5%	-1.8%	-0.2%	-4.0%	-1.5%					-1.7%

1) Includes East and West of Hudson.

AUGUST RAIL REVENUE ⁽¹⁾

- AUGUST's Total Rail Revenue was 6.5% above 2012 and 1.4% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$48.2	\$45.1	\$53.2	\$52.7	\$53.7	\$56.1	\$55.8	\$54.9					\$419.8
2012	\$47.5	\$46.3	\$49.4	\$49.5	\$50.7	\$52.5	\$52.6	\$51.6					\$400.1
PCT CHG.	1.5%	-2.5%	7.7%	6.4%	6.0%	6.8%	6.0%	6.5%					4.9%

1) Includes East and West of Hudson.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
AUGUST 2013**

TICKET TYPE/SERVICE	AUGUST 2013	AUGUST 2012 (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,898,954	3,913,059	(14,105)	-0.4%
West of Hudson	77,284	85,960	(8,676)	-10.1%
Total Rail Commutation Ridership	3,976,238	3,999,019	(22,781)	-0.6%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	3,096,656	3,137,953	(41,297)	-1.3%
West of Hudson	59,371	64,995	(5,624)	-8.7%
Total Rail Non-Commutation Ridership	3,156,027	3,202,948	(46,921)	-1.5%
TOTAL RAIL RIDERSHIP				
East of Hudson	6,995,610	7,051,012	(55,402)	-0.8%
West of Hudson	136,655	150,955	(14,300)	-9.5%
TOTAL RAIL RIDERSHIP	7,132,265	7,201,967	(69,702)	-1.0%
CONNECTING SERVICES RIDERSHIP (2)	45,935	47,289	(1,354)	-2.9%
TOTAL MNR SYSTEM RIDERSHIP	7,178,200	7,249,256	(71,056)	-1.0%

Notes:

1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership

2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry.

**MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2013 YTD	2012 YTD (1)	CHANGE VS. 2012	
			AMOUNT	PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	31,834,681	31,766,647	68,034	0.2%
West of Hudson	604,466	686,665	(82,199)	-12.0%
Total Rail Commutation Ridership	32,439,147	32,453,312	(14,165)	0.0%
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	22,582,409	22,965,203	(382,794)	-1.7%
West of Hudson	445,419	463,623	(18,204)	-3.9%
Total Rail Non-Commutation Ridership	23,027,828	23,428,826	(400,998)	-1.7%
TOTAL RAIL RIDERSHIP				
East of Hudson	54,417,090	54,731,850	(314,760)	-0.6%
West of Hudson	1,049,885	1,150,288	(100,403)	-8.7%
TOTAL RAIL RIDERSHIP	55,466,975	55,882,138	(415,163)	-0.7%
CONNECTING SERVICES RIDERSHIP (2)	365,907	377,022	(11,115)	-2.9%
TOTAL MNR SYSTEM RIDERSHIP	55,832,882	56,259,160	(426,278)	-0.8%

Notes:

1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership.

2) Includes Hudson Rail Link, Haverstraw-Ossining Ferry and Newburgh-Beacon Ferry

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
AUGUST 2013**

LINE	AUGUST 2013 ACTUAL	AUGUST 2013 FORECAST	VARIANCE VS. FORECAST		AUGUST 2012 RESTATE ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,234,767	2,229,554	5,213	0.2%	2,263,833	(29,066)	-1.3%
Hudson Line	1,373,141	1,370,031	3,110	0.2%	1,405,446	(32,305)	-2.3%
New Haven Line	3,387,702	3,340,581	47,121	1.4%	3,381,733	5,969	0.2%
Total East of Hudson	6,995,610	6,940,166	55,444	0.8%	7,051,012	(55,402)	-0.8%
WEST OF HUDSON							
Port Jervis Line	89,188	88,829	359	0.4%	97,195	(8,007)	-8.2%
Pascack Valley Line	47,467	48,819	(1,352)	-2.8%	53,760	(6,293)	-11.7%
Total West of Hudson	136,655	137,648	(993)	-0.7%	150,955	(14,300)	-9.5%
TOTAL RAIL RIDERSHIP	7,132,265	7,077,814	54,451	0.8%	7,201,967	(69,702)	-1.0%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	29,041	29,218	(177)	-0.6%	28,367	674	2.4%
Haverstraw-Ossining Ferry	10,596	12,033	(1,437)	-11.9%	11,683	(1,087)	-9.3%
Newburgh-Beacon Ferry	6,298	7,456	(1,158)	-15.5%	7,239	(941)	-13.0%
Total Connecting Services	45,935	48,707	(2,772)	-5.7%	47,289	(1,354)	-2.9%
TOTAL MNR SYSTEM	7,178,200	7,126,521	51,679	0.7%	7,249,256	(71,056)	-1.0%

Notes:

1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership

**MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
2013 YEAR-TO-DATE**

TICKET TYPE/SERVICE	2013 YTD ACTUAL	2013 YTD FORECAST	VARIANCE VS. FORECAST		2012 YTD RESTATE ⁽¹⁾	CHANGE FROM 2012	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	17,847,802	17,813,651	34,151	0.2%	17,902,742	(54,940)	-0.3%
Hudson Line	10,558,160	10,612,712	(54,552)	-0.5%	10,689,942	(131,782)	-1.2%
New Haven Line	26,011,128	25,946,777	64,351	0.2%	26,139,166	(128,038)	-0.5%
Total East of Hudson	54,417,090	54,373,140	43,950	0.1%	54,731,850	(314,760)	-0.6%
WEST OF HUDSON							
Port Jervis Line	657,140	652,442	4,698	0.7%	727,451	(70,311)	-9.7%
Pascack Valley Line	392,745	380,364	12,381	3.3%	422,837	(30,092)	-7.1%
Total West of Hudson	1,049,885	1,032,806	17,079	1.7%	1,150,288	(100,403)	-8.7%
TOTAL RAIL RIDERSHIP	55,466,975	55,405,946	61,029	0.1%	55,882,138	(415,163)	-0.7%
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	236,809	247,146	(10,337)	-4.2%	239,947	(3,138)	-1.3%
Haverstraw-Ossining Ferry	85,197	84,791	406	0.5%	82,322	2,875	3.5%
Newburgh-Beacon Ferry	43,901	56,395	(12,494)	-22.2%	54,753	(10,852)	-19.8%
Total Connecting Services	365,907	388,332	(22,425)	-5.8%	377,022	(11,115)	-2.9%
TOTAL MNR SYSTEM	55,832,882	55,794,278	38,604	0.1%	56,259,160	(426,278)	-0.8%

Notes:

1) 2012 ridership figures have been restated to eliminate calendar impacts on ridership



Metro-North Railroad

Capital Program Report

November 2013

**CAPITAL PROGRAM
HIGHLIGHTS
November 12, 2013**

STATIONS/PARKING/FACILITIES

North White Plains Station Access and Parking Garage

A Notice of Award was issued to the contractor on September 19, 2013. Design-BUILDER has commenced with preparation of initial submittals.

Poughkeepsie Station Improvements

Proposals were received and are currently under final review for a consultant to design specific station building elements.

New Haven Line Station Improvements

Mount Vernon East, Pelham, New Rochelle, Larchmont, Mamaroneck, and Harrison Stations: Non-track outage related work activities continues at Mount Vernon East, Pelham and New Rochelle Stations for both underpass and overpass rehabilitation (including staircases), as well as non-track outage related work activities at Mamaroneck and Harrison Stations for platform ramps and stairs replacement and electrical upgrades.

Submittal process commenced for the two projects under the Small Business Mentoring Program:

- Pelham-New Rochelle platform guardrail replacement & Pelham bike parking area.
- Larchmont platform, ramp, stairs and guardrail replacement.

Park Avenue Tunnel Renewal

Park Avenue Tunnel Rehabilitation Project/Priority Repairs: Masonry repairs on all 4 tracks are progressing. Repairs to ten ventilation gratings in the tunnel are ongoing.

Fordham Station Improvements

Construction contract was advertised August 28, 2013, bids opened on October 18, 2013, and award anticipated by the end of 4th Quarter, 2013.

POWER

Substation Replacement Bridge-23

Fabrication of the long lead equipment for Phase II East switchgear components is in progress. First major cutover of feeder for the Phase I west switchgear was completed on October 7, 2013, and Phase II East Switchgear outage is tentatively scheduled for 2nd quarter of 2014. Factory Acceptance Testing (FAT) for Pelham balancing substation has been completed and accepted by MNR. The delivery to site occurred in September 2013 with commissioning anticipated by the 1st quarter of 2014.

Harlem River Lift Bridge-Cable Replacement/Control System

Construction kick-off meeting was held on September 11, 2013. Submittal process is underway.

TRACK AND STRUCTURES

2013 Cyclical Track Program

Work has been completed on the Upper Harlem Line. Curve replaced at Port Chester.

Rehabilitation - Woodbury Viaduct

Contractor submittal process is underway. Fabrication of pre-cast abutments is complete. Excavation for scour repairs continues.

Rebuild Retaining Walls – Embankment Stabilization at Milepost 43.8 (North of Peekskill)

Shaft-drilling and rock socket installation is progressing. Preparation and placement of concrete for drilled shafts and rock sockets have commenced.

Rehabilitate Catenary Structures

Steel and concrete work is advancing and painting is progressing on track 3 side at Harrison and Mamaroneck Stations.

Undergrade Bridges – East of Hudson

Painting of select undergrade bridges – Painting of HA36.14 is complete.

HU 32.81 Track 4 over Croton River – Submittal process is on-going. Contractor completed the demolition of the existing superstructure by barge in October 2013.

Design of 5 Undergrade Bridges – Design consultant progressing towards the 60% design for: NH 25.74 (Willet Ave.), HU 3.41(NYC 110th St), HA 14.57A (Bronx River).

Undergrade Bridges – West of Hudson

Design of repairs to seven (7) undergrade bridges on the Port Jervis Line is progressing. Force account repair work continues for JS 38.03.

Otisville Tunnel Repairs

Installation of light fixtures in the tunnel is complete. Shotcrete application is progressing on schedule.

Overhead Bridges – East of Hudson

HU 38.90 Montrose Station Road Bridge – all work is complete. Bridge Street Poughkeepsie – the excavation of the proposed substructures is complete and the west abutment is in place.

Drainage and Undercutting Program

Sing-Sing Creek Project has achieved substantial completion.

SHOPS AND YARDS

Harmon Shop Improvements

- **Phase V, Preliminary Design (Consist Track)** – Design is progressing toward the 30% design development due for completion in December 2013.
- **Phase V, Stage I Pre-demo work** – Harmon shop communications systems and office space relocation progressing with installation of communication ductbanks, radio antenna, and fit-out of Training Dept. trailers.
- **Phase V, Stage I Design-Build** – Request for Expression of Interest process is continuing and design-builders have submitted their responses.

Employee Welfare & Storage Facilities

North White Plains Roofs: Project was advertised on September 18, 2013.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel

Contractor is progressing design of construction documents for the GCT rehabilitation: (1) Train Shed Repairs 60% design level (Stage 1) has been submitted for MNR's review. (2) Select Platform Edges at 90% design level have been submitted for review; (3) Train Shed Repair Effectiveness Study was received and comments were returned on October 18, 2013 for incorporation. (4) Design of ESA concourse repairs is complete.

GCT Elevator Rehabilitation Phase 4

60% design package was received on September 24, 2013.

GCT Utilities – Domestic Water System

Bids were received on August 23, 2013 and are under review.

ROLLING STOCK

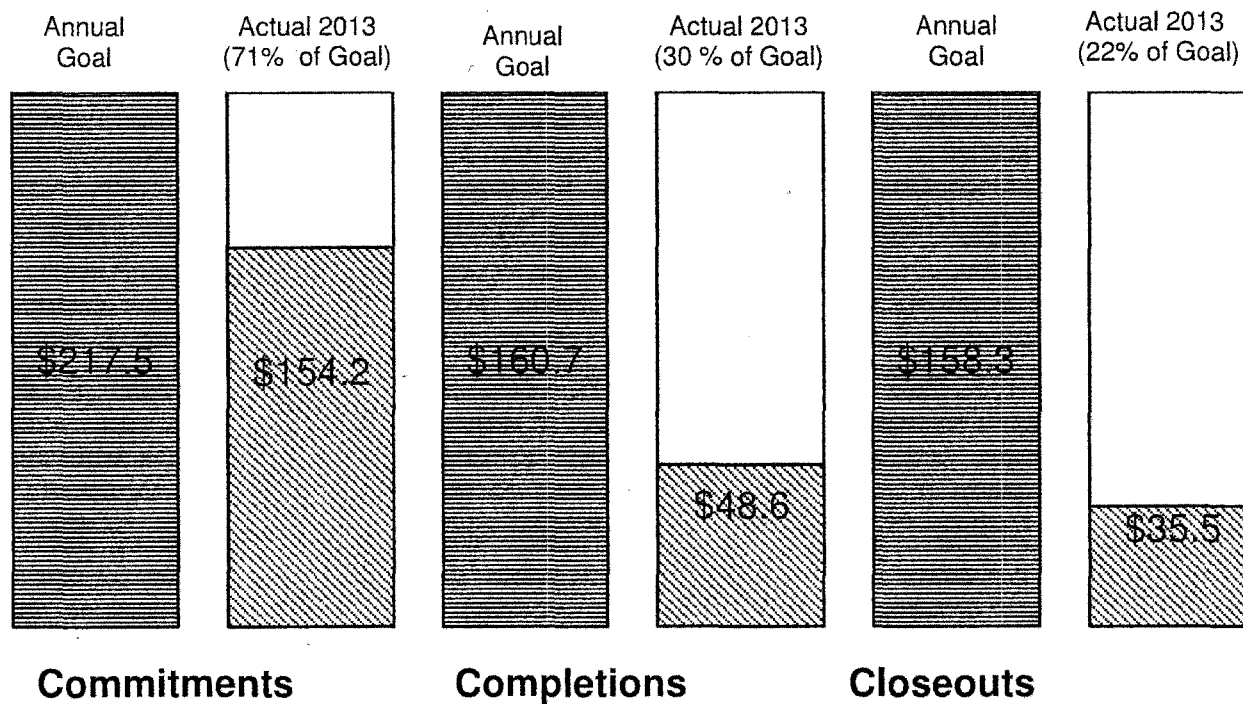
M-8 Car Program

As of October 21, 2013, 262 cars have been conditionally accepted and placed into revenue service.

2013 MNR Capital Program Goals

As of September 30, 2013

In Millions



■ 2013 Goals ▨ Actual as of September 2013 □ Forecast October - December 2013



LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

The graphic features the title "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a square frame defined by a grid of dotted lines. A diagonal dotted line runs from the bottom-left corner to the top-right corner of the square.

September 2013

**Helena E. Williams
President**

11/12/13 *****

Performance Summary

Performance Summary			2013 Data		2012 Data	
			Annual	YTD thru	YTD thru	
			Goal	Sept	Sept	Sept
On Time Performance <i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>	System	Overall	95.1%	94.0%	93.5%	95.0%
						94.9%
		AM Peak		93.3%	92.3%	95.1%
		PM Peak		92.8%	90.5%	94.0%
		Total Peak		93.0%	91.4%	94.6%
		Off Peak Weekday		94.1%	94.0%	94.3%
		Weekend		95.0%	95.0%	96.5%
	Babylon Branch	Overall	95.1%	93.3%	92.9%	94.7%
						94.5%
		AM Peak		94.8%	92.0%	93.9%
		PM Peak		94.2%	90.1%	94.8%
		Total Peak		94.6%	91.1%	94.3%
		Off Peak Weekday		91.5%	93.4%	93.2%
		Weekend		95.3%	94.6%	97.7%
	Far Rockaway Branch	Overall	95.1%	97.4%	96.6%	98.9%
						97.6%
		AM Peak		94.6%	92.5%	96.2%
		PM Peak		97.2%	93.2%	99.4%
		Total Peak		95.8%	92.9%	97.6%
		Off Peak Weekday		97.9%	97.4%	99.0%
		Weekend		97.8%	98.5%	99.6%
	Huntington Branch	Overall	95.1%	92.7%	92.4%	95.0%
						94.6%
		AM Peak		91.3%	92.8%	95.4%
		PM Peak		89.3%	88.4%	92.1%
		Total Peak		90.3%	90.7%	93.8%
		Off Peak Weekday		92.0%	91.7%	94.0%
		Weekend		95.2%	94.8%	96.8%
	Hempstead Branch	Overall	95.1%	97.4%	96.5%	97.6%
						97.4%
		AM Peak		97.5%	95.2%	96.3%
		PM Peak		96.1%	94.0%	97.7%
		Total Peak		96.8%	94.7%	97.0%
		Off Peak Weekday		97.7%	96.8%	98.3%
		Weekend		97.3%	97.7%	97.1%
	Long Beach Branch	Overall	95.1%	95.3%	95.1%	95.7%
						96.5%
		AM Peak		95.0%	93.0%	97.1%
		PM Peak		95.5%	93.7%	97.4%
		Total Peak		95.2%	93.3%	97.2%
		Off Peak Weekday		96.1%	95.1%	97.0%
		Weekend		93.9%	97.2%	92.2%
	Montauk Branch	Overall	95.1%	92.0%	90.6%	92.0%
						90.8%
		AM Peak		92.5%	92.1%	95.4%
		PM Peak		91.7%	88.0%	85.1%
		Total Peak		92.1%	90.1%	90.8%
		Off Peak Weekday		94.1%	93.0%	92.7%
		Weekend		88.9%	86.6%	91.7%
	Oyster Bay Branch	Overall	95.1%	92.7%	92.8%	94.2%
						95.3%
		AM Peak		91.4%	93.8%	94.0%
		PM Peak		86.7%	87.0%	93.9%
		Total Peak		89.2%	90.7%	93.9%
		Off Peak Weekday		93.0%	93.1%	91.6%
		Weekend		96.5%	95.2%	99.6%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Sept	Sept	Sept	Sept
Port Jefferson Branch	Overall	95.1%	93.3%	91.2%	89.3%	91.5%
	AM Peak		93.1%	90.7%	92.1%	92.0%
	PM Peak		95.0%	87.1%	88.0%	88.2%
	Total Peak		94.0%	89.0%	90.2%	90.2%
	Off Peak Weekday		92.3%	90.5%	83.8%	89.5%
	Weekend		94.3%	95.5%	96.7%	97.0%
Port Washington Branch	Overall	95.1%	94.2%	94.1%	95.9%	95.9%
	AM Peak		91.9%	90.9%	95.6%	94.6%
	PM Peak		91.1%	90.6%	93.6%	94.3%
	Total Peak		91.5%	90.7%	94.6%	94.4%
	Off Peak Weekday		94.5%	94.9%	95.4%	96.1%
	Weekend		97.1%	97.1%	98.2%	98.0%
Ronkonkoma Branch	Overall	95.1%	92.5%	91.4%	93.2%	92.6%
	AM Peak		90.6%	91.2%	95.6%	92.4%
	PM Peak		92.3%	91.5%	93.3%	92.7%
	Total Peak		91.4%	91.3%	94.6%	92.5%
	Off Peak Weekday		92.8%	90.9%	91.5%	92.3%
	Weekend		93.3%	92.4%	94.5%	93.2%
West Hempstead Branch	Overall	95.1%	94.5%	95.3%	97.2%	97.0%
	AM Peak		92.0%	94.3%	95.8%	96.6%
	PM Peak		89.2%	90.1%	94.7%	93.0%
	Total Peak		90.5%	92.0%	95.2%	94.6%
	Off Peak Weekday		96.8%	97.2%	98.6%	98.3%
	Weekend		100.0%	97.6%	80.0%	97.5%
Operating Statistics						
Trains Scheduled			19,894	179,012	19,139	177,065
Avg. Delay per Late Train (min)			-12.6	-13.2	-10.8	-12.9
excluding trains canceled or terminated						
Trains Over 15 min. Late			234	2,229	119	1,709
excluding trains canceled or terminated						
Trains Canceled			36	784	31	344
Trains Terminated			27	458	36	275
Percent of Scheduled Trips Completed			99.7%	99.3%	99.6%	99.7%
Consist Compliance						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.4%			
PM Peak			99.2%			
Total Peak			99.3%			

Categories Of Delay		2013 Data			2012 Data		YTD 2012 Vs 2013
		August	Sept	YTD Thru Sept	Sept	YTD Thru Sept	
Late Train Incidents	National Rail Passenger Corp	361	52	1,671	78	589	1,082
	Capital Programs	24	151	282	9	105	177
	Engineering	114	231	1,454	125	1,133	321
	Penn Station Central Control	43	30	184	8	79	105
	Maintenance of Equipment	234	68	1,208	116	1,274	(66)
	** Other / Miscellaneous	108	196	2,264	142	1,596	668
	Public	634	342	3,808	377	3,663	145
	Transportation	38	63	461	48	410	51
	Vandalism	97	16	159	11	84	75
	Maintenance of Way (Sched.)	24	36	223	42	129	94

**** 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
9/2	Mon	Heavy holiday loading system wide							13			13		
9/4	Wed	Switch trouble in Harold Interlocking	7						5			12		
9/5	Thurs	Loss of F Interlocking due to Capital Program work				63	12		49	3	8	112	15	8
9/8	Sun	Signal trouble in Harold							21			21		
9/9	Mon	Signal trouble in Harold	12		3				38			50		3
9/11	Wed	Switch trouble in Queens	21	4		1			50	2	6	72	6	6
9/12	Thurs	Track condition west of Kew Gardens	43									43		
9/17	Tues	Broken rail west of Merrick Station	4		1				13	1		17	1	1
9/17	Tues	Third rail damage at Massapequa Park Station							7	4	1	7	4	1
9/20	Fri	Bridge strike at Woodside Station				9			4			13		
9/21	Sat	Substation fire at Island Park							4		7	4		7
9/23	Mon	Train 421 mis-platformed	12						2			14		
9/28	Sat	Amtrak related signal trouble in F Interlocking							26			26		
TOTAL FOR MONTH			99	4	4	73	12	0	232	10	22	404	26	26
													456	

Long Island Rail Road

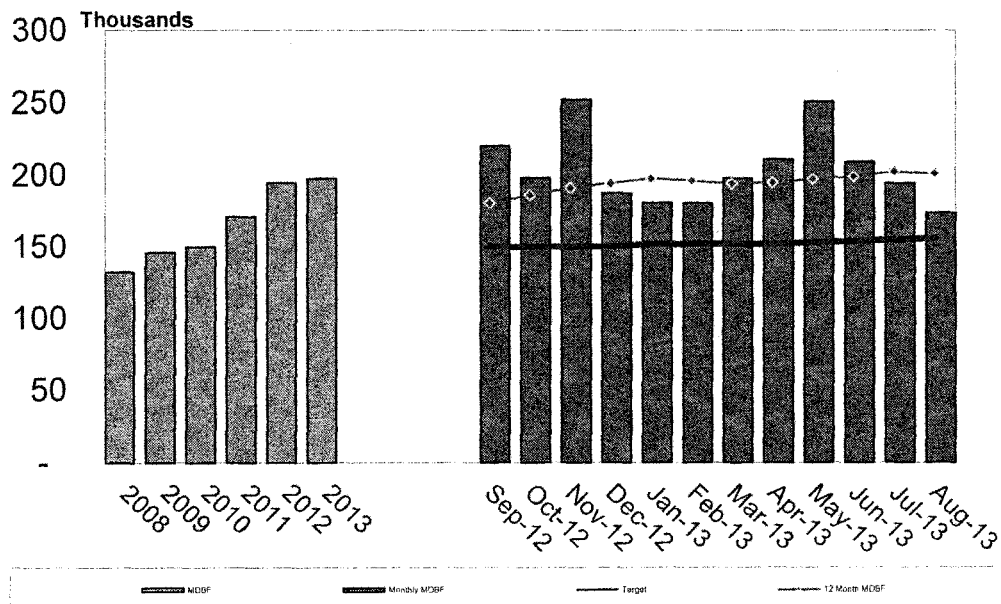
MEAN DISTANCE BETWEEN FAILURES

			2013 Data					2012 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)	12 month MDBF Rolling Avg (miles)	August MDBF (miles)	August No. of Primary Failures	YTD MDBF thru August (miles)
Mean Distance Between Failures	M-3	150	55,000	67,491	9	91,362	89,365	92,968	7	73,866
	M-7	836	350,000	361,721	14	441,503	424,213	360,558	14	412,793
	DM	21	18,000	20,752	4	23,420	25,190	28,321	3	27,687
	DE	24	18,000	13,377	7	16,722	20,279	29,056	3	18,212
	C-3	134	75,000	188,543	4	109,806	111,063	87,595	8	102,545
	Diesel	179	45,000	62,055	15	57,137	62,117	62,350	14	58,722
	Fleet	970	152,000	173,746	38	197,449	200,956	187,756	35	188,292

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 SEPTEMBER 2013

Standee Report

East Of Jamaica

			2013 Data September	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	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	3	1
		Total Standees	3	1
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	13
		Total Standees	0	13
	Montauk Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	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	0	20
		Total Standees	8	20
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	7	21
		Total Standees	7	59
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
August 2013		System Wide PEAK	50	93

Definitions

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

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

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

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

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

**OPERATING REPORT
FOR MONTH OF SEPTEMBER 2013**
Standee Report
West Of Jamaica

			2013 Data	
			August	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	6	10
		Total Standees	6	10
	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	13	39
		Total Standees	13	39
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	0
		Total Standees	1	0
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	0	0
		Total Standees	18	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	0	20
		Total Standees	8	20
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	12	21
		Total Standees	42	39
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
August 2013		System Wide PEAK	87	108

Definitions

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

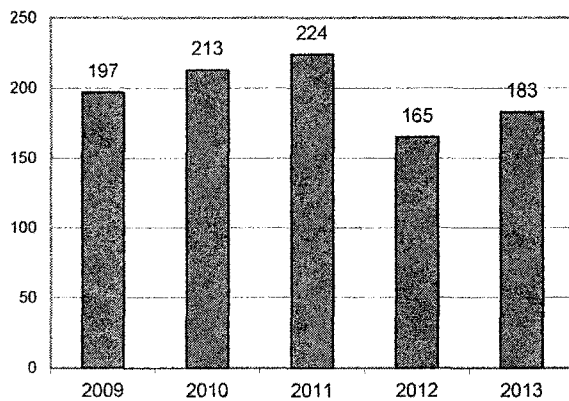
"Program Standees" is the average number of customers in excess of programmed seating capacity.

"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.

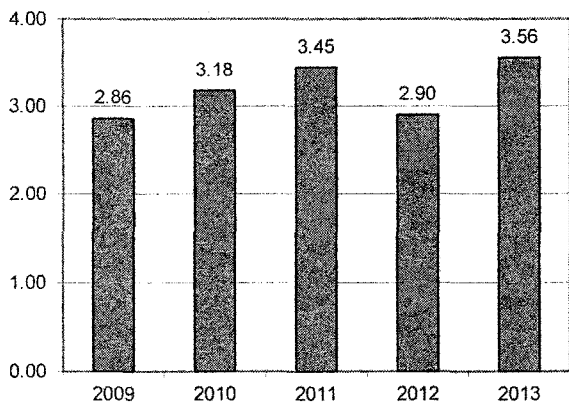
MTA Long Island Rail Road Summary of Employee Injuries thru August



Total Employee Injuries

Year	Total
2009	197
2010	213
2011	224
2012	165
2013	183

% change from last year: 10.9%



Employee FRA Reportable Injuries

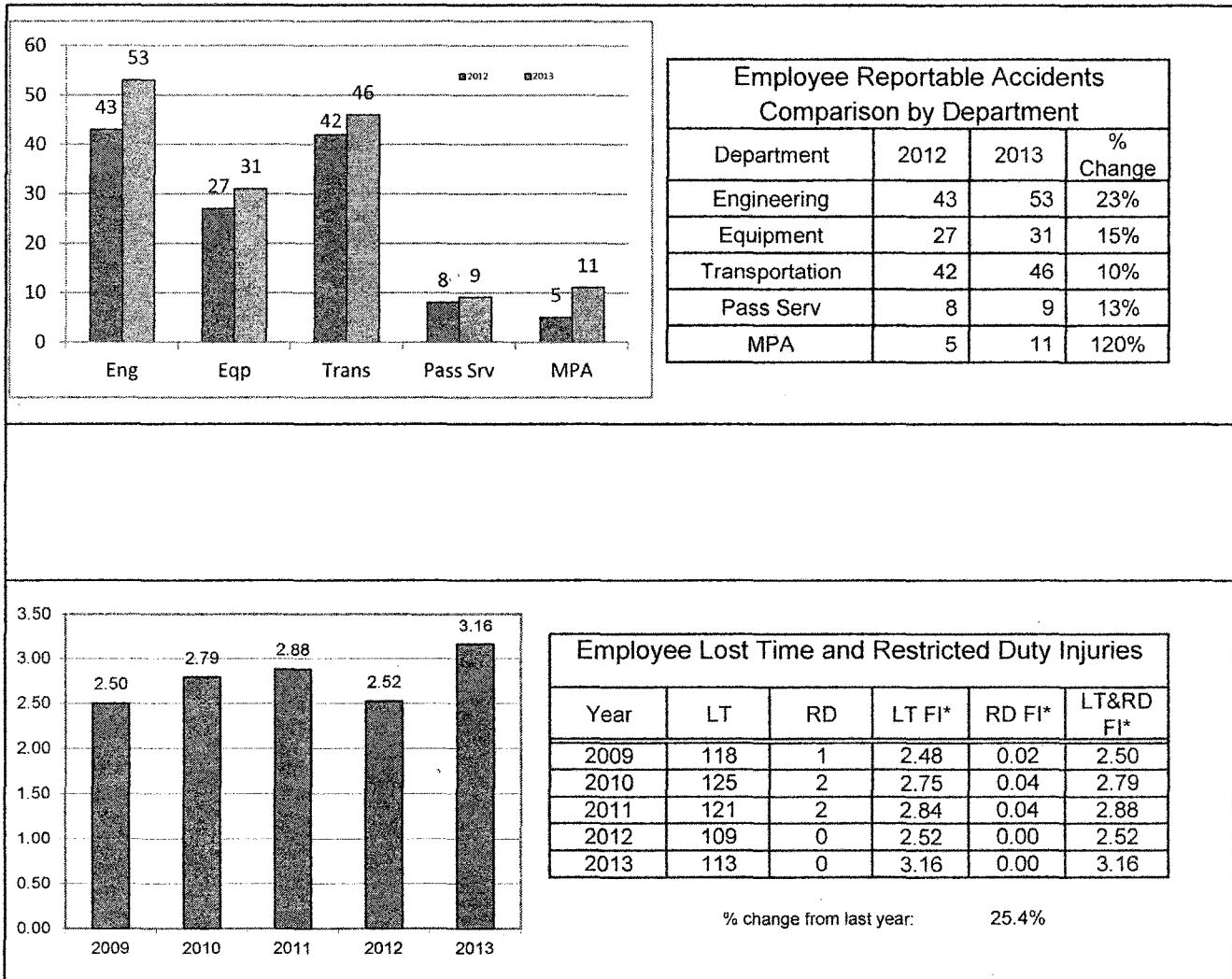
Year	Total	FRA FI*
2009	136	2.86
2010	142	3.18
2011	147	3.45
2012	125	2.90
2013	150	3.56

% change from last year: 22.8%

* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF SEPTEMBER 2013**

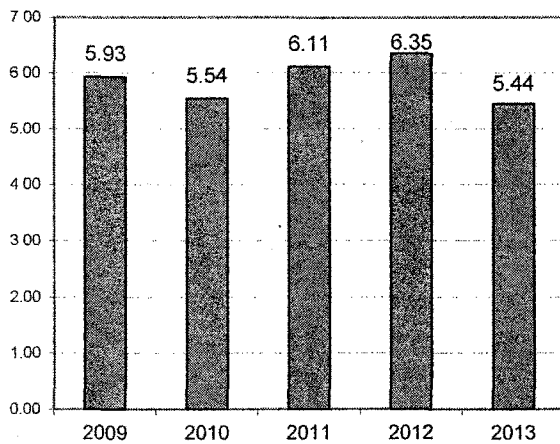
MTA Long Island Rail Road Summary of Employee Injuries thru August



* - Injuries per 200,000 hours worked

**OPERATING REPORT
FOR MONTH OF SEPTEMBER 2013**

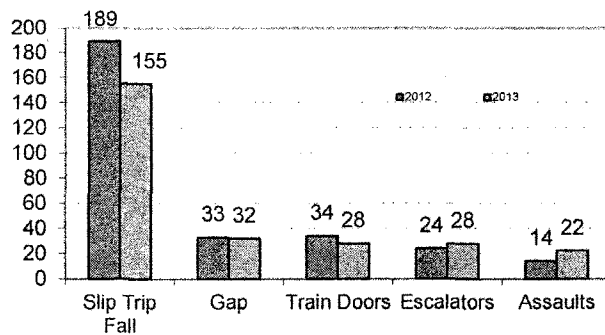
MTA Long Island Rail Road Summary of Customer Injuries thru August



Total Customer Injuries

Year	Total	FI*
2009	329	5.93
2010	301	5.54
2011	325	6.11
2012	355	6.35
2013	301	5.44

% change from last year: -14.3%



Top 5 Customer Injuries by Type

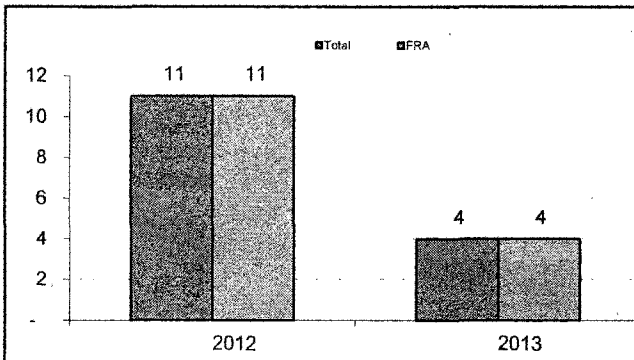
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2012	189	33	34	24	14
2013	155	32	28	28	22

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF SEPTEMBER 2013**

MTA Long Island Rail Road

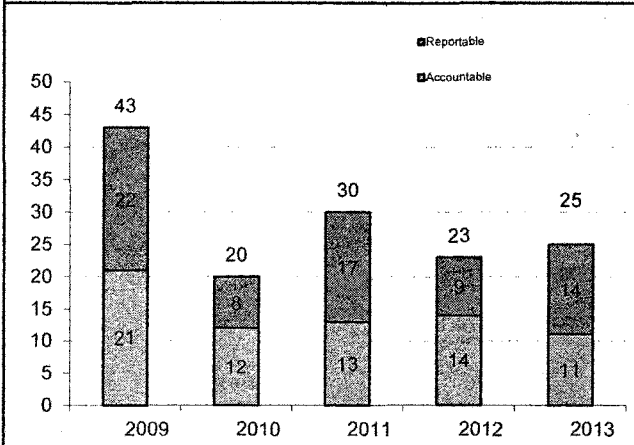
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru August



Contractor Injuries

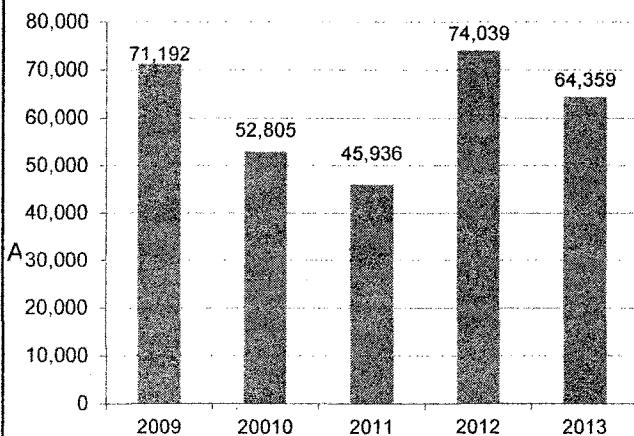
Year	Total	FRA Rpt.
2012	11	11
2013	4	4

% change from last year: -63.6%



Train Accidents

Year	Non-Reportable	Reportable
2009	21	22
2010	12	8
2011	13	17
2012	14	9
2013	11	14



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	71,192
2010	52,805
2011	45,936
2012	74,039
2013	64,359



Long Island Rail Road

Monthly Financial Report

August 2013

MTA LONG ISLAND RAIL ROAD

August Ridership and Financial Report

Executive Summary

Ridership

- During the month of August, total ridership was 7.3 million, which was 0.9% lower than August 2012 (adjusted for same number of work days) and 0.3% above the forecast.
 - 2013 Total ridership through August was 55.3 million. This was 0.9% lower than 2012 (adjusted for same number of work days) and 0.4% lower than the 2013 forecast.
 - Through August 2013, commutation ridership was 0.7% lower than 2012 (work day adjusted) and 0.2% lower than the 2013 forecast.
 - Through August 2013, non-commutation ridership was 1.1% lower than 2012 and 0.8% lower than forecast.
-

Revenues

- Farebox revenue through August totaling \$416.3 million was on forecast.
- Capital & Other Revenue of \$192.0 million was \$0.6 million higher than forecast due to timing of federal reimbursement for Superstorm Sandy, partially offset by the timing of capital program activity.
- In summary, total LIRR revenue of \$608.3 million was \$0.5 million higher than the mid-year forecast.

Expenses

- Through August, total expenses of \$1,259.2 million were \$28.0 million less than forecast.
- Straight-time payroll spending was \$6.3 million less than Mid-Year Forecast due to the existence of vacant positions and lower rates. At the end of August, 158 of 6,764 positions were vacant. These vacancies consisted primarily of management/supervisory and professional/technical positions.
- Year-to-date overtime hours worked was 0.9%, or 12,683 hours higher than the forecast. The majority was due to vacancy coverage, which was 15,508 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 15.7% 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 August, the Adjusted Farebox Operating Ratio was 62.6%, which is favorable to forecast due to lower expenses.
- Through August, the Adjusted Cost per Passenger was \$13.36 which is lower than forecast due to lower expenses.
- Through August, the Revenue per Passenger was \$7.56, which is higher than forecast.

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

REVENUE

Year-to-date August **Total Revenues** (including Capital and Other Reimbursements) of \$608.3 were \$0.5 million or 0.1% favorable to forecast. The month of August of \$84.3 was favorable to forecast by \$3.3 million or 4.0%.

- **Y-T-D Farebox Revenues** were on forecast. The month was \$1.1 favorable to forecast due to higher ridership and higher yield per passenger.
- **Y-T-D Other Operating Revenues** were \$1.8 favorable to forecast. The month was \$0.1 favorable primarily due to timing.
- **Y-T-D Capital and Other Reimbursements** were \$(1.3) unfavorable to forecast. The month was \$2.0 favorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date August **Total Expenses** (including depreciation and other) of \$1,259.2 were favorable to the forecast by \$28.0 or 2.2%. The total expenses for the month of \$161.4 were favorable to forecast by \$7.3 or 4.3%.

Labor Expenses, \$13.6 favorable Y-T-D; \$2.8 favorable for the month.

- **Payroll**, \$6.3 favorable Y-T-D; \$1.0 favorable for the month (primarily vacant positions and lower rates).
- **Overtime**, \$(1.8) unfavorable Y-T-D; \$(0.2) unfavorable for the month (primarily capital project activity, open job coverage in Maintenance of Equipment and lower availability/coverage in Customer Service, partially offset by lower maintenance overtime).
- **Health & Welfare**, \$1.0 favorable Y-T-D; \$0.5 favorable for the month (primarily vacant positions).
- **OPEB Current Payment**, \$3.5 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$4.6 favorable Y-T-D; \$0.9 favorable for the month (lower FELA Indemnity payments and Railroad Retirement Taxes).

Non-Labor Expenses, \$16.4 favorable Y-T-D; \$3.2 favorable for the month.

- **Electric Power**, \$0.5 favorable Y-T-D; \$0.7 favorable for the month (lower rates and accrual adjustments).
- **Fuel**, \$1.4 favorable Y-T-D; \$0.2 favorable for the month (lower consumption).
- **Maintenance and Other Operating Contracts**, \$3.5 favorable Y-T-D; \$(0.6) unfavorable for the month (primarily timing of project activity, partially offset by prior period accrual reversals for non-revenue vehicle maintenance).
- **Professional Services**, \$7.2 favorable Y-T-D; \$1.8 favorable for the month (primarily timing of project activity and timing of charges and activity for various IT hardware, software and system initiatives).
- **Materials and Supplies**, \$3.4 favorable Y-T-D; \$0.7 favorable for the month (primarily running repair and Reliability Centered Maintenance activities, partially offset by the timing of capital material usage).
- **Other Business Expenses**, \$0.4 favorable Y-T-D; \$0.2 favorable for the month (timing of miscellaneous expenses).

Depreciation and Other, \$2.0 unfavorable Y-T-D; \$1.2 favorable for the month (Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.7%, 0.8 percentage points higher than year-to-date July. The Farebox Operating Ratio for the month of August of 54.1 was 5.4 percentage points above the forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 62.6%. The adjusted Farebox Operating Ratio reflects the removal of the UAAL associated with the LIRR's closed pension plan and OPEB retiree expenses and the inclusion of Other Operating Revenue to reflect operational actions at the Rail Road.

TABLE 1

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

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$55.205	\$56.280	\$1.075	1.9	\$0.000	\$0.000	\$0.000	-	\$55.205	\$56.280	\$1.075	1.9
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.619	3.757	0.138	3.8	0.000	0.000	0.000	-	3.619	3.757	0.138	3.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	22.204	24.243	2.039	9.2	22.204	24.243	2.039	9.2
Total Revenue	\$58.824	\$60.036	\$1.212	2.1	\$22.204	\$24.243	\$2.039	9.2	\$81.028	\$84.279	\$3.251	4.0
Expenses												
Labor												
Payroll	\$36.881	\$37.212	(\$0.331)	(0.9)	\$7.572	\$6.227	\$1.345	17.8	\$44.453	\$43.439	\$1.014	2.3
Overtime	6.743	6.372	0.371	5.5	1.319	1.912	(0.593)	(45.0)	8.062	8.284	(0.222)	(2.8)
Health and Welfare	7.806	7.325	0.481	6.2	1.361	1.350	0.011	0.8	9.167	8.675	0.492	5.4
OPEB Current Payment	5.386	4.761	0.625	11.6	0.000	0.000	0.000	-	5.386	4.761	0.625	11.6
Pensions	15.149	14.827	0.322	2.1	1.801	2.123	(0.322)	(17.9)	16.950	16.950	0.000	0.0
Other Fringe Benefits	9.197	8.537	0.660	7.2	1.639	1.374	0.265	16.1	10.836	9.911	0.925	8.5
Reimbursable Overhead	(2.325)	(2.370)	0.045	2.0	2.325	2.370	(0.045)	(2.0)	0.000	0.000	0.000	-
Total Labor Expenses	\$78.837	\$76.663	\$2.174	2.8	\$16.017	\$15.367	\$0.660	4.1	\$94.854	\$92.020	\$2.834	3.0
Non-Labor:												
Electric Power	\$9.266	\$8.473	\$0.793	8.6	\$0.000	\$0.053	(\$0.053)	-	\$9.266	\$8.526	\$0.740	8.0
Fuel	2.774	2.591	0.183	6.6	0.000	0.000	0.000	-	2.774	2.591	0.183	6.6
Insurance	1.755	1.775	(0.020)	(1.1)	0.522	0.365	0.157	30.0	2.277	2.140	0.137	6.0
Claims	0.455	0.438	0.017	3.6	0.000	0.000	0.000	-	0.455	0.438	0.017	3.6
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	5.826	4.811	1.015	17.4	0.921	2.568	(1.647)	*	6.747	7.379	(0.632)	(9.4)
Professional Service Contracts	3.044	1.802	1.242	40.8	0.660	0.076	0.584	88.5	3.704	1.878	1.826	49.3
Materials & Supplies	8.828	6.392	2.436	27.6	4.065	5.791	(1.726)	(42.4)	12.893	12.182	0.711	5.5
Other Business Expenses	1.378	1.152	0.226	16.4	0.019	0.034	(0.015)	(76.8)	1.397	1.186	0.211	15.1
Total Non-Labor Expenses	\$33.326	\$27.434	\$5.892	17.7	\$6.187	\$8.886	(\$2.699)	(43.6)	\$39.513	\$36.320	\$3.193	8.1
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	\$112.163	\$104.097	\$8.066	7.2	\$22.204	\$24.243	(\$2.039)	(9.2)	\$134.367	\$128.340	\$6.027	4.5
Depreciation	\$27.363	\$26.435	\$0.928	3.4	\$0.000	\$0.000	\$0.000	-	\$27.363	\$26.435	\$0.928	3.4
Other Post Employment Benefits	6.800	6.489	0.311	4.6	0.000	0.000	0.000	-	\$6.800	6.489	0.311	4.6
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	\$146.493	\$137.188	\$9.305	6.4	\$22.204	\$24.243	(\$2.039)	(9.2)	\$168.697	\$161.431	\$7.266	4.3
Net Surplus/(Deficit)	(\$87.669)	(\$77.152)	\$10.517	12.0	\$0.000	\$0.000	\$0.000	-	(\$87.669)	(\$77.152)	\$10.517	12.0
Cash Conversion Adjustments												
Depreciation	27.363	26.435	(0.928)	(3.4)	0.000	0.000	0.000	-	27.363	26.435	(0.928)	(3.4)
Operating/Capital	(1.596)	(0.408)	1.188	74.4	0.000	0.000	0.000	-	(1.596)	(0.408)	1.188	74.4
Other Cash Adjustments	(1.101)	(22.728)	(21.626)	*	0.000	0.000	0.000	-	(1.101)	(22.728)	(21.626)	*
Total Cash Conversion Adjustments	\$24.666	\$3.300	(\$21.366)	(86.6)	0.000	\$0.000	\$0.000	-	\$24.666	\$3.300	(\$21.366)	(86.6)
Net Cash Surplus/(Deficit)	(\$63.003)	(\$73.852)	(\$10.849)	(17.2)	\$0.000	\$0.000	\$0.000	-	(\$63.003)	(\$73.852)	(\$10.849)	(17.2)

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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	\$416.336	\$416.317	(\$0.019)	(0.0)	\$0.000	\$0.000	\$0.000	-	\$416.336	\$416.317	(\$0.019)	(0.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	\$0.000	0.000	0.000	-
Other Operating Revenue	44.667	46.473	1.806	4.0	0.000	0.000	0.000	-	44.667	46.473	1.806	4.0
Capital & Other Reimbursements	0.000	0.000	0.000	-	146.747	145.492	(1.255)	(0.9)	146.747	145.492	(1.255)	(0.9)
Total Revenue	\$461.003	\$462.790	\$1.787	0.4	\$146.747	\$145.492	(\$1.255)	(0.9)	\$607.750	\$608.282	\$0.532	0.1
Expenses												
Labor												
Payroll	\$282.160	\$282.018	\$0.142	0.1	\$48.739	\$42.623	\$6.116	12.5	\$330.899	\$324.642	\$6.257	1.9
Overtime	59.344	60.183	(0.839)	(1.4)	10.720	11.644	(0.924)	(8.6)	70.064	71.827	(1.763)	(2.5)
Health and Welfare	62.637	61.565	1.072	1.7	9.111	9.162	(0.051)	(0.6)	71.748	70.727	1.021	1.4
OPEB Current Payment	41.424	37.939	3.485	8.4	0.000	0.000	0.000	-	41.424	37.939	3.485	8.4
Pensions	121.785	120.600	1.185	1.0	12.415	13.600	(1.185)	(9.5)	134.200	134.200	0.000	0.0
Other Fringe Benefits	78.480	75.140	3.340	4.3	10.467	9.226	1.241	11.9	88.947	84.366	4.581	5.2
Reimbursable Overhead	(15.428)	(15.524)	0.096	0.6	15.428	15.524	(0.096)	(0.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$630.402	\$621.921	\$8.481	1.3	\$106.880	\$101.778	\$5.102	4.8	\$737.282	\$723.699	\$13.583	1.8
Non-Labor												
Electric Power	\$68.129	\$67.456	\$0.673	1.0	\$0.000	\$0.156	(\$0.156)	-	\$68.129	\$67.612	\$0.517	0.8
Fuel	20.992	19.588	1.404	6.7	0.000	0.000	0.000	-	20.992	19.588	1.404	6.7
Insurance	12.458	12.411	0.047	0.4	2.939	2.172	0.767	26.1	15.397	14.583	0.814	5.3
Claims	0.970	1.824	(0.854)	(88.1)	0.000	0.000	0.000	-	0.970	1.824	(0.854)	(88.1)
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	39.034	33.255	5.779	14.8	8.189	10.455	(2.266)	(27.7)	47.223	43.710	3.513	7.4
Professional Service Contracts	21.241	12.870	8.371	39.4	4.703	5.871	(1.168)	(24.8)	25.944	18.741	7.203	27.8
Materials & Supplies	70.343	66.172	4.171	5.9	23.825	24.624	(0.799)	(3.4)	94.168	90.797	3.371	3.6
Other Business Expenses	8.961	8.341	0.620	6.9	0.211	0.435	(0.224)	*	9.172	8.776	0.396	4.3
Total Non-Labor Expenses	\$242.128	\$221.918	\$20.210	8.3	\$39.867	\$43.714	(\$3.847)	(9.6)	\$281.995	\$265.631	\$16.364	5.8
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	\$872.530	\$843.839	\$28.691	3.3	\$146.747	\$145.492	\$1.255	0.9	\$1,019.277	\$989.331	\$29.946	2.9
Depreciation	\$213.293	\$216.460	(3.167)	(1.5)	0.000	\$0.000	\$0.000	-	\$213.293	\$216.460	(\$3.167)	(1.5)
Other Post Employment Benefits	53.253	52.061	1.192	2.2	0.000	0.000	0.000	-	53.253	52.061	1.192	2.2
Environmental Remediation	1.336	1.333	0.003	0.2	0.000	0.000	0.000	-	1.336	1.333	0.003	0.2
Total Expenses	\$1,140.412	\$1,113.693	\$26.719	2.3	\$146.747	\$145.492	\$1.255	0.9	\$1,287.159	\$1,259.185	\$27.974	2.2
Net Surplus/(Deficit)	(\$679.409)	(\$650.903)	\$28.506	4.2	\$0.000	\$0.000	\$0.000	-	(\$679.409)	(\$650.903)	\$28.506	4.2
Cash Conversion Adjustments												
Depreciation	213.293	216.460	3.167	1.5	0.000	0.000	0.000	-	213.293	216.460	3.167	1.5
Operating/Capital	(15.103)	(15.108)	(0.005)	0.0	0.000	0.000	0.000	-	(15.103)	(15.108)	(0.005)	0.0
Other Cash Adjustments	34.187	13.121	(21.066)	(61.6)	0.000	0.000	0.000	-	34.187	13.121	(21.066)	(61.6)
Total Cash Conversion Adjustments	\$232.378	\$214.473	(\$17.905)	(7.7)	\$0.000	\$0.000	\$0.000	-	\$232.378	\$214.473	(\$17.905)	(7.7)
Net Cash Surplus/(Deficit)	(\$447.031)	(\$436.430)	\$10.601	2.4	\$0.000	\$0.000	\$0.000	-	(\$447.031)	(\$436.430)	\$10.601	2.4

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

August 2013					Year-to-Date August 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	1.075	1.9	Higher yield \$0.903 and ridership \$0.172.	(0.019)	(0.0)	Lower ridership \$(1.861), partially offset by higher yield \$1.842.
Other Operating Revenue	Non Reimb.	0.138	3.8	Primarily due to federal reimbursements for Superstorm Sandy.	1.806	4.0	Primarily due to federal reimbursements for Superstorm Sandy.
Capital & Other Reimbursements	Reimb.	2.039	9.2	Primarily due to timing of project activity.	(1.255)	(0.9)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	(0.331)	(0.9)	Engineering workforce performing more maintenance activity than project activity, partially offset by vacant positions and lower rates.	0.142	0.1	Vacant positions, lower rates and lower work rule payments, partially offset by higher retiree payments and Engineering workforce performing more maintenance activity than project activity.
	Reimb.	1.345	17.8	Primarily due to vacant positions, timing of project activity and other reimbursements.	6.116	12.5	Primarily due to vacant positions, timing of project activity and other reimbursements.
Overtime	Non Reimb.	0.371	5.5	Lower maintenance overtime, partially offset by higher vacancy/absentee coverage.	(0.839)	(1.4)	Primarily higher vacancy/absentee coverage.
	Reimb.	(0.593)	(45.0)	Primarily due to timing of project activity.	(0.924)	(8.6)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.481	6.2	Vacant positions.	1.072	1.7	Vacant positions.
	Reimb.	0.011	0.8	Primarily due to timing of project activity.	(0.051)	(0.6)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.625	11.6	Fewer retirees/beneficiaries.	3.485	8.4	Fewer retirees/beneficiaries.

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

August 2013					Year-to-Date August 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Pensions	Non Reimb.	0.322	2.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	1.185	1.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.322)	(17.9)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(1.185)	(9.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	0.660	7.2	Timing of FELA Indemnity payments and lower Railroad Retirement taxes due to vacant positions.	3.340	4.3	Timing of FELA Indemnity payments, lower Railroad Retirement taxes due to vacant positions and accrual adjustments to Railroad Unemployment Insurance.
	Reimb.	0.265	16.1	Primarily due to timing of project activity.	1.241	11.9	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.793	8.6	Accrual adjustments and lower rates, partially offset by higher consumption.	0.673	1.0	Primarily lower rates and consumption, partially offset by accrual adjustments.
	Reimb.	(0.053)	-	VD Yard	(0.156)	-	VD Yard
Fuel	Non Reimb.	0.183	6.6	Lower consumption.	1.404	6.7	Lower consumption.
Insurance	Non Reimb.	(0.020)	(1.1)	Timing of premium payments	0.047	0.4	Timing of premium payments.
	Reimb.	0.157	30.0	Force Account Insurance associated with project activity.	0.767	26.1	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.017	3.6	Timing of indemnity payments.	(0.854)	(88.1)	Timing of public liability expenses.

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

August 2013					Year-to-Date August 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance & Other Operating Contracts	Non Reimb.	1.015	17.4	Primarily prior period accrual adjustments for non-revenue vehicle maintenance, partially offset by timing of payments for elevator/escalator repairs.	5.779	14.8	Timing of payments for HVAC maintenance, security services, vegetation management, environmental and plant maintenance services, partially offset by higher payments for busing services.
	Reimb.	(1.647)	*	Primarily due to timing of project activity.	(2.266)	(27.7)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	1.242	40.8	Primarily due to timing of payments and activities for IT software, hardware and maintenance and miscellaneous consulting services.	8.371	39.4	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.	0.584	88.5	Primarily due to timing of project activity.	(1.168)	(24.8)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.436	27.6	Pool material reclaims greater than chargeouts, lower usage of running repair material for the MU fleet, delayed propulsion control unit initiative and lower use of running repair material in the Wheel and A/C Support Shops.	4.171	5.9	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.	(1.726)	(42.4)	Primarily due to timing of project activity and timing of payments for project material.	(0.799)	(3.4)	Primarily due to timing of project activity and timing of payments for project material.

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

August 2013					Year-to-Date August 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Other Business Expenses	Non Reimb.	0.226	16.4	Lower bad debt expenses and timing of miscellaneous expenses.	0.620	6.9	Lower bad debt expenses, timing of payments for recruitment and other miscellaneous expenses, partially offset by the timing of payments for travel expenses.
	Reimb.	(0.015)	(76.8)	Primarily due to timing of project activity.	(0.224)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.928	3.4	Primarily timing.	(3.167)	(1.5)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.311	4.6	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	1.192	2.2	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES

August 2013

(\$ in millions)

	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Opening Cash Balance	\$0.004	\$1.176	\$1.173	*	\$0.004	\$0.004	\$0.000	0.0
Receipts								
Farebox Revenue	\$57.357	\$57.113	(\$0.244)	(0.4)	\$433.449	\$431.451	(\$1.998)	(0.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.485	3.382	(0.103)	(3.0)	43.972	38.544	(5.428)	(12.3)
Capital & Other Reimbursements	19.126	11.821	(7.305)	(38.2)	114.736	95.802	(18.934)	(16.5)
Total Receipts	\$79.968	\$72.316	(\$7.652)	(9.6)	\$592.157	\$565.796	(\$26.361)	(4.5)
Expenditures								
<i>Labor:</i>								
Payroll	\$49.231	\$47.683	\$1.548	3.1	\$330.592	\$324.584	\$6.008	1.8
Overtime	10.077	10.383	(0.306)	(3.0)	72.043	72.709	(0.666)	(0.9)
Health and Welfare	9.167	9.370	(0.203)	(2.2)	71.749	70.313	1.436	2.0
OP&B Current Payment	5.386	4.825	0.561	10.4	40.264	37.681	2.583	6.4
Pensions	16.950	16.948	0.002	0.0	134.895	134.789	0.106	0.1
Other Fringe Benefits	13.830	10.747	3.083	22.3	94.029	83.107	10.922	11.6
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$104.641	\$99.956	\$4.685	4.5	\$743.572	\$723.183	\$20.389	2.7
<i>Non-Labor:</i>								
Electric Power	\$9.266	\$17.171	(\$7.905)	(85.3)	\$67.023	\$64.483	\$2.540	3.8
Fuel	2.883	2.460	0.424	14.7	20.908	20.874	0.034	0.2
Insurance	0.060	2.340	(2.280)	*	14.098	13.491	0.607	4.3
Claims	0.032	0.922	(0.890)	*	2.297	3.408	(1.111)	(48.4)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	8.490	4.783	3.707	43.7	48.203	38.094	10.109	21.0
Professional Service Contracts	3.089	1.231	1.858	60.2	27.143	21.735	5.408	19.9
Materials & Supplies	10.858	14.396	(3.538)	(32.6)	90.199	94.488	(4.289)	(4.8)
Other Business Expenses	1.494	0.986	0.508	34.0	9.377	7.470	1.907	20.3
Total Non-Labor Expenditures	\$36.172	\$44.290	(\$8.118)	(22.4)	\$279.248	\$264.042	\$15.206	5.4
<i>Other Expenditure Adjustments:</i>								
Other	2.158	2.007	0.151	7.0	16.368	15.575	0.793	4.8
Total Other Expenditure Adjustments	\$2.158	\$2.007	\$0.151	7.0	\$16.368	\$15.575	\$0.793	4.8
Total Expenditures	\$142.971	\$146.254	(\$3.282)	(2.3)	\$1,039.188	\$1,002.801	\$36.387	3.5
Cash Timing and Availability Adjustment	0.000	0.085	0.085	-	0.000	0.574	0.574	-
Net Cash Deficit (excludes opening balance)	(\$63.003)	(\$73.852)	(\$10.849)	(17.2)	(\$447.031)	(\$436.430)	\$10.601	2.4
Subsidies								
MTA	63.003	72.684	9.681	15.4	447.031	436.436	(10.596)	(2.4)
Closing Cash Balance	\$0.004	\$0.009	\$0.005	*	\$0.004	\$0.009	\$0.005	*

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

Table 5

Generic Revenue or Expense Category	August 2013			Year-to-Date as of August 31, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.244)	(0.4)	Higher yields \$0.903 and higher ridership \$0.172, partially offset by lower advance sales impact \$(1.141) and lower Metrocard/AirTrain sales \$(0.178).	(1.998)	(0.5)	Lower ridership \$(1.861), lower advance sales impact \$(1.331) and lower Metrocard/AirTrain sales \$(0.648), partially offset by higher yields \$1.842.
Other Operating Revenue	(0.103)	(3.0)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue, partially offset by the timing of Superstorm Sandy federal reimbursements.	(5.428)	(12.3)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue, partially offset by the timing of Superstorm Sandy federal reimbursements.
Capital and Other Reimbursements	(7.305)	(38.2)	Timing of activity and reimbursement for capital and other reimbursements.	(18.934)	(16.5)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	1.548	3.1	Primarily due to lower headcount and lower rates.	6.008	1.8	Primarily due to lower headcount, rates and work rule payments, partially offset by higher retiree payments.
Overtime	(0.306)	(3.0)	Primarily higher project overtime and higher vacancy/absentee coverage, partially offset by lower maintenance overtime.	(0.666)	(0.9)	Primarily higher project overtime and higher vacancy/absentee coverage, partially offset by lower maintenance and weather-related overtime.
Health and Welfare	(0.203)	(2.2)	Primarily due to the timing of payments.	1.436	2.0	Primarily due to lower headcount and the timing of payments.
OPEB Current Payment	0.561	10.4	Primarily due to fewer retirees/beneficiaries.	2.583	6.4	Primarily due to fewer retirees/beneficiaries.

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

Table 5

Generic Revenue or Expense Category	August 2013			Year-to-Date as of August 31, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	3.083	22.3	Primarily the timing of and lower FELA payments and lower Railroad Retirement taxes.	10.922	11.6	Primarily the timing of and lower FELA payments and lower Railroad Retirement payments.
Non-Labor:						
Electric Power	(7.905)	(85.3)	Primarily due to the timing of payments and higher consumption, partially offset by lower rates.	2.540	3.8	Primarily due to lower rates and the timing of payments, partially offset by higher consumption.
Fuel	0.424	14.7	Primarily due to timing of payments and lower consumption.	0.034	0.2	Primarily due to lower consumption, partially offset by the timing of payments.
Insurance	(2.280)	*	Timing of payments.	0.607	4.3	Timing of payments.
Claims	(0.890)	*	Timing of payments.	(1.111)	(48.4)	Timing of payment for claims.
Maintenance and Other Operating Contracts	3.707	43.7	Timing of payments.	10.109	21.0	Timing of payments.
Professional Service Contracts	1.858	60.2	Primarily the timing of payments.	5.408	19.9	Primarily the timing of payments.
Materials and Supplies	(3.538)	(32.6)	Primarily the timing of program, production plan and operating funded capital material and supplies.	(4.289)	(4.8)	Primarily the timing of program, production plan and operating funded capital material and supplies.
Other Business Expenses	0.508	34.0	Primarily due to the timing of payments.	1.907	20.3	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.151	7.0	Lower Metrocard/AirTrain pass through payments.	0.793	4.8	Lower Metrocard/AirTrain pass through payments.

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

	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$2,152	\$0.833	(\$1,319)	(61.3)	\$17,113	\$15,134	(\$1,979)	(11.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.134)	(0.375)	(0.241)	*	(0.695)	(7.928)	(7.233)	*
Capital & Other Reimbursements	(3.078)	(12.422)	(9.344)	*	(32.011)	(49.690)	(17.679)	(55.2)
Total Receipts	(\$1.060)	(\$11.963)	(\$10.903)	*	(\$15.593)	(\$42.485)	(\$26.892)	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$4,778)	(\$4,244)	\$0,534	11.2	\$0,307	\$0,058	(\$0,249)	(81.1)
Overtime	(2,015)	(2,099)	(0,084)	(4.2)	(1,979)	(0,882)	1,097	55.4
Health and Welfare	0.000	(0,695)	(0,695)	-	(0,001)	0,414	0,415	*
OPEB Current Payment	0.000	(0,064)	(0,064)	-	1,160	0,257	(0,903)	(77.8)
Pensions	0.000	0,002	0,002	-	(0,695)	(0,589)	0,106	15.2
Other Fringe Benefits	(2,994)	(0,836)	2,158	72.1	(5,082)	1,258	6,340	*
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	(\$9,787)	(\$7,936)	\$1,851	18.9	(\$6,290)	\$0,516	\$6,806	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$8,646)	(\$8,646)	-	\$1,106	\$3,129	\$2,023	*
Fuel	(0,109)	0,131	0,240	*	0,084	(1,287)	(1,370)	*
Insurance	2,217	(0,200)	(2,417)	*	1,299	1,092	(0,207)	(15.9)
Claims	0,423	(0,484)	(0,907)	*	(1,327)	(1,584)	(0,257)	(19.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1,743)	2,596	4,339	*	(0,980)	5,616	6,596	*
Professional Service Contracts	0,615	0,647	0,032	5.1	(1,199)	(2,994)	(1,795)	*
Materials & Supplies	2,035	(2,214)	(4,249)	*	3,969	(3,691)	(7,660)	*
Other Business Expenses	(0,097)	0,200	0,297	*	(0,205)	1,306	1,511	*
Total Non-Labor Expenditures	\$3,341	(\$7,970)	(\$11,311)	*	\$2,747	\$1,589	(\$1,158)	(42.2)
<i>Other Expenditure Adjustments:</i>								
Other	(2,158)	(2,007)	0,151	7.0	(16,368)	(15,575)	0,793	4.8
Total Other Expenditure Adjustments	(\$2,158)	(\$2,007)	\$0,151	7.0	(\$16,368)	(\$15,575)	\$0,793	4.8
Total Expenditures before Depreciation	(\$8,604)	(\$17,913)	(\$9,309)	*	(\$19,911)	(\$13,470)	\$6,441	32.3
Depreciation Adjustment	27,363	26,435	(0,928)	(3.4)	213,293	216,460	3,167	1.5
Other Post Employment Benefits	6,800	6,489	(0,311)	(4.6)	53,253	52,061	(1,192)	(2.2)
Environmental Remediation	0,167	0,167	(0,000)	(0.2)	1,336	1,333	(0,003)	(0.2)
Total Expenditures	\$25,726	\$15,177	(\$10,548)	(41.0)	\$247,971	\$256,384	\$8,413	3.4
Cash Timing and Availability Adjustment	0.000	0,085	0,085	-	0.000	0,574	0,574	-
Total Cash Conversion Adjustments	\$24,666	\$3,300	(\$21,366)	(86.6)	\$232,378	\$214,473	(\$17,905)	(7.7)

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

	August 2013						August Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
Scheduled Service ¹	14,879	\$0.8	15,730	\$0.8	(851)	(\$0.0)	220,980	\$11.3	225,111	\$11.5	(4,132)	(\$0.2)
					-5.7%	-6.2%					-1.9%	-1.9%
Unscheduled Service	10,208	0.5	6,656	0.4	3,552	\$0.2	79,415	4.1	79,892	4.1	(477)	(0.0)
					34.8%	34.1%					-0.6%	-0.1%
Programmatic/Routine Maintenance	41,898	2.0	34,400	1.6	7,498	0.4	336,745	15.6	331,730	15.3	5,015	0.3
					17.9%	18.7%					1.5%	2.1%
Unscheduled Maintenance	436	0.0	413	0.0	23	0.0	12,923	0.6	14,303	0.7	(1,380)	(0.1)
					5.3%	5.3%					-10.7%	-10.7%
Vacancy/Absentee Coverage	65,951	3.3	70,052	3.4	(4,101)	(0.2)	448,859	22.0	464,366	22.6	(15,508)	(0.6)
					-6.2%	-5.0%					-3.5%	-2.5%
Weather Emergencies	2,025	0.1	268	0.0	1,757	0.1	85,633	4.5	79,771	4.2	5,862	0.3
					86.8%	87.6%					6.8%	6.5%
Safety/Security/Law Enforcement ²	-	0.0	-	0.0			-		-	0.0	-	-
Other ³	1,511	0.1	1,568	0.1	(57)	(0.0)	12,653	1.3	13,960	1.9	(1,307)	(0.6)
					-3.8%	-64.8%					-10.3%	-50.1%
Subtotal	136,908	\$6.7	129,087	\$6.4	7,820	\$0.4	1,197,208	\$59.3	1,209,134	\$60.2	(11,926)	(\$0.8)
					5.7%	5.5%					-1.0%	-1.4%
REIMBURSABLE OVERTIME	25,863	\$1.3	34,749	\$1.9	(8,886)	(\$0.6)	213,151	\$10.7	213,908	\$11.6	(757)	(\$0.9)
					-34.4%	-45.0%					-0.4%	-8.6%
TOTAL OVERTIME	162,771	\$8.1	163,837	\$8.3	(1,066)	(\$0.2)	1,410,359	\$70.1	1,423,042	\$71.8	(12,683)	(\$1.8)
					-0.7%	-2.8%					-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 may not add due to rounding. NOTE: Percentages are based on each type of Overtime and not on Total Overtime. * Exceeds 100%												

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

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	(851)	(\$0.0)		(4,132)	(\$0.2)	Higher than anticipated crew book and holiday overtime.
	-5.7%	-6.2%		-1.9%	-1.9%	
Unscheduled Service	3,552	0.2		(477)	(0.0)	
	34.8%	34.1%		-0.6%	-0.1%	
Programmatic/Routine Maintenance	7,498	0.4		5,015	0.3	
	17.9%	18.7%		1.5%	2.1%	
Unscheduled Maintenance	23	0.0		(1,380)	(0.1)	
	5.3%	5.3%		-10.7%	-10.7%	
Vacancy/Absentee Coverage	(4,101)	(0.2)	Primarily due to open jobs in Maintenance of Equipment and less than forecast availability in Customer Service.	(15,508)	(0.6)	Average 10 vacant craft positions Year-to-date in the Maintenance of Equipment department as well as less than forecast availability in Customer Service.
	-6.2%	-5.6%		-3.5%	-2.5%	
Weather Emergencies	1,757	0.1		5,862	0.3	
	86.8%	87.6%		6.8%	6.5%	
Safety/Security/Law Enforcement						
Other	(57)	(0.0)		(1,307)	(0.6)	Due to variance between actual and forecasted wage rates including double-time payments.
	-3.8%	-64.8%		-10.3%	-50.1%	
Subtotal	7,820	\$0.4		(11,926)	(\$0.8)	
	5.7%	5.5%		-1.0%	-1.4%	
REIMBURSABLE OVERTIME	(8,886)	(\$0.6)	Over-run attributed to 2013 annual track program latest project schedule requirements as well as greater than anticipated flagging needs.	(757)	(\$0.9)	Over-run attributed to 2013 annual track program latest project schedule requirements as well as greater than anticipated flagging needs.
	-34.4%	-45.0%		-0.4%	-8.6%	
TOTAL OVERTIME	(1,066)	(\$0.2)		(12,683)	(\$1.8)	
	-0.7%	-2.8%		-0.9%	-2.5%	
* Exceeds 100%						

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

OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA LONG ISLAND RAIL ROAD
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 AUGUST 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	83	83	0
Human Resources	32	52	(20)
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	41	4
Management & Budget	18	16	2
Process Re-Engineering	7	6	1
VP - East Side Access & Special Projects	27	28	(1)
Market Dev. & Public Affairs	60	56	4
Gen. Counsel & Secretary	29	29	0
Diversity Management	1	1	0
System Safety/Training	76	72	4
Security	6	6	0
Sr VP Operations/Service Planning	24	20	4
Total Administration	636	630	6
Operations			
Train Operations	1,955	1,931	24
Customer Services	305	286	19
Total Operations	2,260	2,217	43
Maintenance			
Engineering	1,623	1,570	53
Equipment	2,018	1,987	31
Procurement (Stores)	93	92	1
Total Maintenance	3,734	3,649	85
Engineering/Capital			
Department of Project Management	134	110	24
Total Engineering/Capital	134	110	24
Baseline Total Positions	6,764	6,606	158
<i>Non-Reimbursable</i>	<i>5,726</i>	<i>5,833</i>	<i>(108)</i>
<i>Reimbursable</i>	<i>1,038</i>	<i>773</i>	<i>265</i>
Total Full-Time	6,764	6,606	158
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 AUGUST 2013**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (108) positions due to switch of Engineering labor force from project to maintenance activity, partially offset by various managerial and supervisory vacant positions company-wide.
REIMBURSABLE POSITIONS - Favorable 265 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 AUGUST 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	323	316	7
Professional, Technical, Clerical	313	314	(1)
Operational Hourlies	-	-	-
Total Administration	636	630	6
Operations			
Managers/Supervisors	326	308	18
Professional, Technical, Clerical	175	167	8
Operational Hourlies	1,759	1,742	17
Total Operations	2,260	2,217	43
Maintenance			
Managers/Supervisors	730	681	49
Professional, Technical, Clerical	275	250	25
Operational Hourlies	2,729	2,718	11
Total Maintenance	3,734	3,649	85
Engineering/Capital			
Managers/Supervisors	102	87	15
Professional, Technical, Clerical	32	23	9
Operational Hourlies	-	-	-
Total Engineering/Capital	134	110	24
Total Positions			
Managers/Supervisors	1,481	1,392	89
Professional, Technical, Clerical	795	754	41
Operational Hourlies	4,488	4,460	28
Total Positions	6,764	6,606	158

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

RIDERSHIP	August 2013				Year-to-Date August 2013			
	Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.764	3.718	(0.046)	-1.2%	30.775	30.665	(0.110)	-0.4%
Weekly	0.201	0.217	0.016	7.9%	1.213	1.275	0.062	5.1%
Total Commutation	3.965	3.935	(0.030)	-0.8%	31.988	31.939	(0.049)	-0.2%
One-Way Full Fare	0.727	0.785	0.059	8.1%	5.308	5.394	0.086	1.6%
One-Way Off-Peak	1.692	1.656	(0.036)	-2.1%	11.868	11.486	(0.381)	-3.2%
All Other	0.869	0.899	0.030	3.5%	6.376	6.471	0.095	1.5%
Total Non-Commutation	3.287	3.340	0.053	1.6%	23.552	23.352	(0.200)	-0.8%
Total	7.252	7.275	0.023	0.3%	55.540	55.291	(0.248)	-0.4%

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

		MONTH			VARIANCE	
		<u>2013</u>	<u>Mid-Year Forecast</u>	<u>2012</u>	<u>vs. Forecast</u>	<u>vs. 2012</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	54.1%	48.7%	47.5%	5.4%	6.6%
	Adjusted ⁽²⁾	67.0%	60.0%	59.0%	7.0%	8.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.37	\$15.69	\$14.57	\$1.32	\$0.20
	Adjusted ⁽²⁾	\$12.32	\$13.52	\$12.46	\$1.20	\$0.14
Passenger Revenue/Passenger ⁽³⁾		\$7.77	\$7.64	\$6.92	\$0.13	\$0.85
		YEAR-TO-DATE			VARIANCE	
		<u>2013</u>	<u>Mid-Year Forecast</u>	<u>2012</u>	<u>vs. Forecast</u>	<u>vs. 2012</u>
Farebox Operating Ratio						
	Standard ⁽¹⁾	48.7%	47.1%	49.0%	1.6%	-0.3%
	Adjusted ⁽²⁾	62.6%	60.4%	61.5%	2.2%	1.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.53	\$15.98	\$14.38	\$0.45	(\$1.15)
	Adjusted ⁽²⁾	\$13.36	\$13.74	\$12.16	\$0.38	(\$1.20)
Passenger Revenue/Passenger ⁽³⁾		\$7.56	\$7.53	\$7.04	\$0.03	\$0.52

(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

AUGUST 2013

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

August

- August 2013 total ridership was 7.275 million vs. 7.337 million in August 2012 (calendar adjusted for one less work day in 2013), resulting in a decrease of 62,507 passengers, or a 0.9% decrease compared to August 2012.
- August 2013 commutation ridership was 3.935 million vs. 3.969 million in August 2013 (calendar adjusted), resulting in a decrease of 34,037 passengers, or a decrease of 0.9%.
- August 2013 non-commutation ridership was 3.340 million vs. 3.368 million in August 2012, a decrease of 28,470 passengers, or a decrease of 0.8%.
- August 2013 revenue was \$56.3 million vs. \$51.6 million, an increase of \$4,705,000 or an increase of 9.1% compared to August 2012.

Year-To-Date

- 2013 YTD total ridership was 55.291 million vs. 55.769 million in 2012, a decrease of 477,364 or a 0.9% decrease compared to 2012, and 0.4% below mid-year forecast.
- 2013 YTD commutation ridership was 31.939 million vs. 32.155 million in 2012, a decrease of 215,992 or a 0.7% decrease compared to 2012, and 0.2% below mid-year forecast.
- 2013 YTD non-commutation ridership was 23.352 million vs. 23.613 million in 2012, a decrease of 261,372 or a decrease of 1.1% compared to 2012, and 0.8% below mid-year forecast.
- 2013 YTD revenue was \$416.3 million vs. \$392.3 million in 2012, an increase of \$24,006,115 or an increase of 6.1% compared to 2012 and shows 0.0% change compared to mid-year forecast.

AUGUST RIDERSHIP

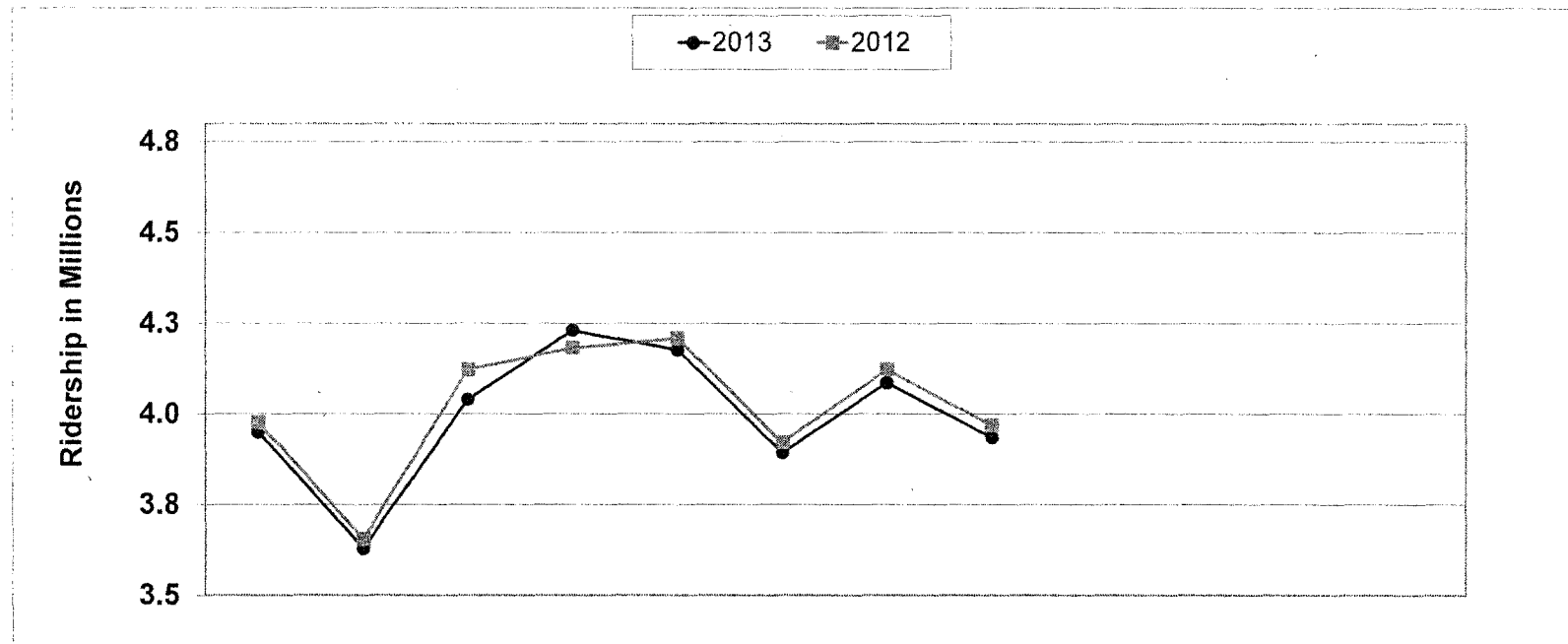
- August's Total Ridership was -0.9% below '12 and 0.3% above Mid Year Forecast.



	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	7.3					55.3
2012	6.6	6.2	6.9	7.0	7.2	7.1	7.4	7.3					55.8
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%	-1.2%	-0.6%	-0.9%					-0.9%

AUGUST COMMUTATION RIDERSHIP

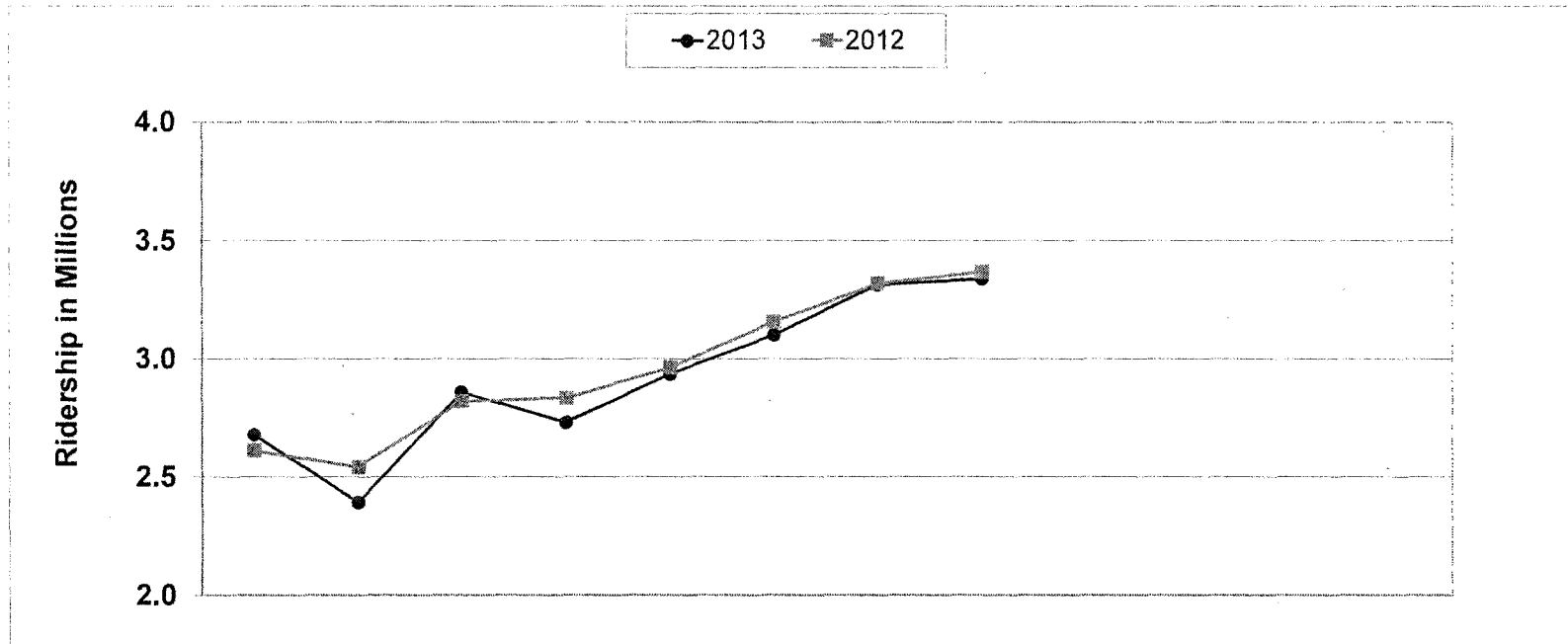
- August's Commutation Ridership was -0.9% below '12 and -0.8% below Mid Year Forecast.



	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	4.1	3.9					31.9
2012	4.0	3.7	4.1	4.2	4.2	3.9	4.1	4.0					32.2
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%	-0.7%	-0.9%	-0.9%					-0.7%

AUGUST NON-COMMUTATION RIDERSHIP

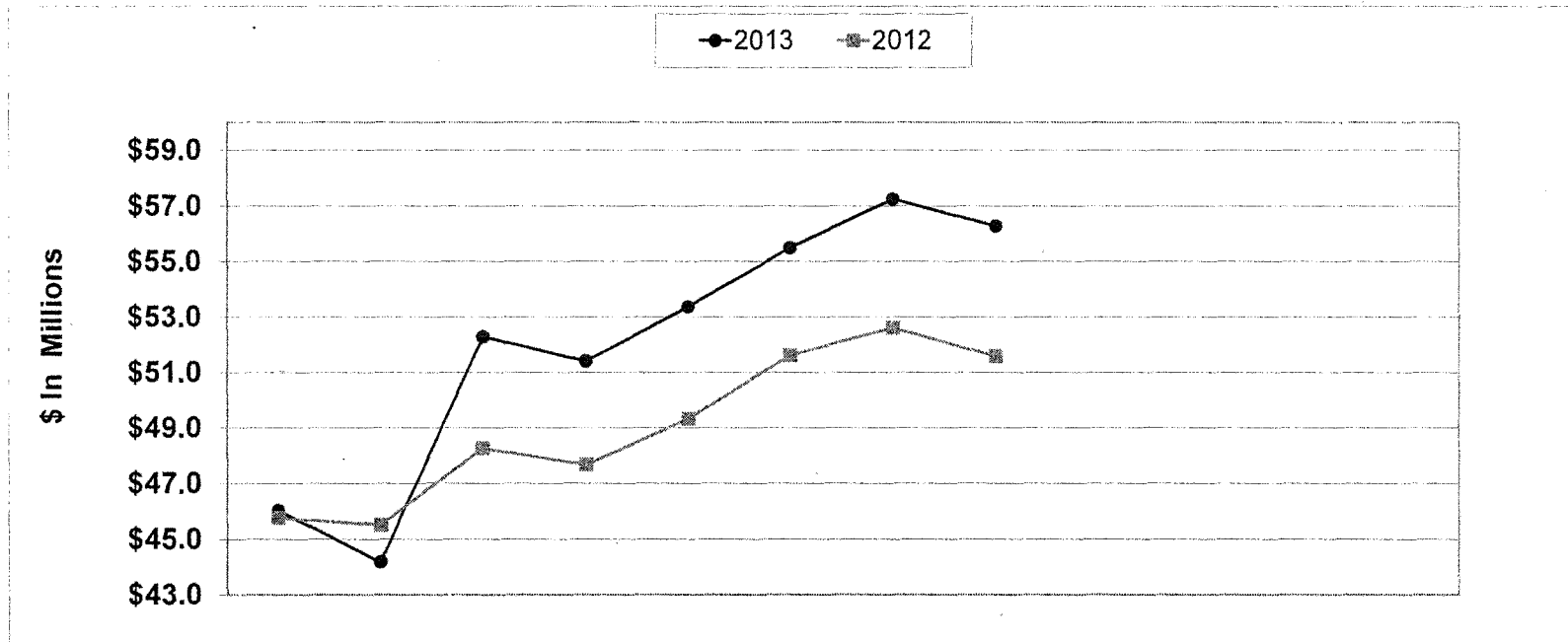
- August's Non-Commutation Ridership was -0.8% below '12 and 1.6% above Mid Year Forecast.



	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	3.3					23.4
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3	3.4					23.6
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%	-1.7%	-0.1%	-0.8%					-1.1%

AUGUST REVENUE

- August's Total Revenue was 9.1% above '12 and 1.9% above 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	\$56.3					\$416.3
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3	\$51.6	\$52.6	\$51.6					\$392.3
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%	7.5%	8.8%	9.1%					6.1%

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

TICKET TYPE/SERVICE	AUGUST 2013	AUGUST 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,935,027	3,969,064	(34,037)	-0.9%
NON-COMMUTATION RIDERSHIP	3,339,695	3,368,165	(28,470)	-0.8%
TOTAL RIDERSHIP	7,274,722	7,337,229	(62,507)	-0.9%

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

TICKET TYPE/SERVICE	AUGUST 2013	AUGUST 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	31,939,386	32,155,378	(215,992)	-0.7%
NON-COMMUTATION RIDERSHIP	23,352,104	23,613,476	(261,372)	-1.1%
TOTAL RIDERSHIP	55,291,490	55,768,854	(477,364)	-0.9%

* 2012 ridership numbers were adjusted using 2013 factors.

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

REVENUE	AUGUST 2013	AUGUST 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$26,299,909	\$24,151,621	\$2,148,288	8.9%
NON-COMMUTATION REVENUE	\$29,979,772	\$27,423,061	\$2,556,712	9.3%
TOTAL REVENUE	\$56,279,681	\$51,574,682	\$4,705,000	9.1%

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

REVENUE	AUGUST 2013	AUGUST 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$215,001,242	\$203,131,447	\$11,869,795	5.8%
NON-COMMUTATION REVENUE	\$201,315,961	\$189,179,642	\$12,136,319	6.4%
TOTAL REVENUE	\$416,317,204	\$392,311,089	\$24,006,115	6.1%



Long Island Rail Road

CAPITAL PROGRAM REPORT

NOVEMBER 2013

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
SEPTEMBER and OCTOBER 2013**

HIGHLIGHTS

PN-V4/UD: ESCALATOR REPLACEMENT PROGRAM

Project Budget: \$14.03M

Milestone: Design Completion

Design for the replacement of 6 Escalators and associated equipment at Rockville Centre, Baldwin, Freeport, Amityville, Copiague, and Lindenhurst on the Babylon Branch is complete. The new all-weather heavy duty escalators will be equipped with safety enhancements that measure horizontal impact / forces applied to the comb plates at the top and bottom of the equipment, sense handrail speed variations, and provide remote monitoring capability. Construction is planned to commence in the 1st Quarter 2014.

PN-UH: ELEVATOR REPLACEMENT PROGRAM

Project Budget: \$4.82M

Milestone: Design Completion

Design for the replacement of the elevators at Woodside and Merrick Stations is complete. The Design-Build plan calls for replacement of the 2 elevators within the existing shaft enclosure walls, and repairs and reconstruction of the exterior facades. The work will include rehabilitation of the elevator shafts and shaft enclosures, new elevator cabs, new elevator machine room equipment, and electrical upgrades. Construction is planned to commence in the 1st Quarter 2014.

PN-EC: LITTLE NECK STATION PLATFORM IMPROVEMENTS

Project Budget: \$1.30M

Milestone: Beneficial Use

Replacement of the guardrails and handrails on the platform, stairs, and ramps at Little Neck Station on the Port Washington Branch is complete. One eastbound and 2 westbound platform shelters were also replaced and a new full service Ticket Vending Machine was installed on the westbound platform. These improvements to the platforms at Little Neck Station are part of the LIRR's ongoing efforts to maintain the stations and improve the customer experience.

PN-ZC: LONG BEACH SYSTEMS RESTORATION

Project Budget: \$56.40M

Milestone: Design Start

A Design Contract for Development of Contract Bid Documents for the Long Beach Signal System, Equipment Platform Design, and Construction Phase Services was awarded to AECOM for \$1,920,035. The Design will address replacement of various systems along the Long Beach Branch that were damaged by Superstorm Sandy in Fall 2012. The work elements will include track switch machines, signal and power apparatus, communications equipment, and foundations for equipment platforms. Design is planned for completion in Fall 2014. LIRR forces are currently fast tracking those component replacements not requiring design.

PN-ZE: SUBSTATION REPLACEMENTS [LONG BEACH YARD, OCEANSIDE AND OIL CITY]

Project Budget: \$56.63M

Milestone: Design Start

A Design Contract for the Preliminary Design of Long Beach Substation was awarded to Hennington, Durham & Richardson Architecture and Engineering, P.C. for \$948,379. The Preliminary Design will address replacement of the substation at Long Beach Yard. Long Beach Substation is one of 3 substations servicing the Long Beach Branch that were damaged by Superstorm Sandy in Fall 2012 and will require full replacement.

MENTORING ACTIVITIES

- HVAC Replacement West Side Yard: Equipment installation completed. Punchlist work commenced.
- Supplemental HVAC at JCC: Submittals in progress. Equipment installation continued.
- NYSDOT Bridges Packages #1 and #2: Work substantially completed. Punchlist work commenced.
- Lawrence, Laurelton, and Merillon Ave Pavement: Work continued.
- Queens Village Waiting Room: Work continued.
- Phase 1- Ronkonkoma Parking Garage Perimeter Steel: Work completed. Punchlist work commenced.
- Ronkonkoma Parking Garage Cable Replacement: Contract issued for \$692,000.
- Hillside UCC Shop [Under Car Cleaning]: Submittal review commenced.

2013 LIRR Capital Program Goals

