



Metropolitan Transportation Authority

Long Island Committee Meeting

December 2013

Members

M. Pally, Chair

J. Ballan

F. Ferrer, MTA Vice Chairman

I. Greenberg

J. Kay

C. Moerdler

J. Molloy

D. Paterson

J. Sedore

V. Tessitore, Jr.

C. Wortendyke



MEETING AGENDA

LONG ISLAND COMMITTEE

December 16, 2013, 9:30 am

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Minutes of the Regular Meeting
Long Island Committee
Tuesday, November 12, 2013
Meeting held at
347 Madison Avenue
New York, New York 10017
8:30 a.m.

The following members were present:

Hon. Mitchell H. Pally, Co-Chairman of the Committee
Hon. James L. Sedore, Co-Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Fernando Ferrer, Vice Chairman, MTA
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. John J. Molloy
Hon. Charles G. Moerdler
Hon. David A. Paterson
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

The following members were absent:

Hon. Norman Brown
Hon. Jeffrey A. Kay
Hon. Andrew M. Saul

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

Representing MTA Capital Construction Company: Michael Horodniceanu, David Cannon

Representing MTA Police: Michael Coan

The members met jointly as the Metro-North Committee and the Long Island Committee. Co-Chairman Sedore called the joint meeting to order.

There were two public speakers. Orrin Getz of Rockland County spoke concerning west-of-Hudson Metro-North service and electric grid improvements made by New Jersey Transit. Murray Bodin of Concerned Grandparents questioned the need to blow train horns before stations. Board Member Blair expressed his opinion that the sounding of train horns before stations serves a valuable safety-related purpose.

Upon motion duly made and seconded, the minutes of the September 16, 2013 Committee meeting were approved. President Williams reported a clarification to page 20 of those minutes noting that all eight platforms at East Side Access will be built to accommodate consists with a maximum length

of 12 cars. Vice Chairman Ferrer and Board Member Moerdler were not present for the vote on the minutes. Co-Chairman Sedore stated there were no changes to the 2012 Work Plan.

MTA METRO-NORTH RAIL ROAD

Comments by President Permut and Board Members are contained in the minutes of Metro-North Railroad of this day.

MTA LONG ISLAND RAIL ROAD

President Williams thanked Chief Michael Coan, the MTA Police Department, the Nassau County Police Department, District Attorney Kathleen Rice, and our own Long Island Rail Road station personnel for their fine work that led to the arrest of four individuals accused of stealing credit and debit card identities from customers who use our Ticket Vending Machines. As reported in the media, this was a well-organized, well-financed attempt to steal the identities of thousands of rail customers, including at stations in Long Island and in Chappaqua. Our staff was alerted to the issue and acted quickly in concert with the MTA Police, checking locations and identifying where tiny cameras and card skimming devices had been installed. The MTA Police set up a 72-hour stakeout at the Seacliff station that resulted in the arrests of two individuals; that led to the arrest of two others in an apartment in Queens where thousands of phony credit cards and information on customers were recovered. President Williams noted that the MTA Police solved this case in a very short period of time. She said that on October 16th, we discovered an unknown device which the MTA Police determined to be a camera. By October 18, we were able to notify all LIRR and Metro-North customers that they need to protect their debit and credit card information and to check their statements for unauthorized activity. LIRR and Metro-North launched a system-wide effort to remind customers to cover and block their pin numbers. Inspector Martelli of the MTA Police did a wonderful short on-line video, in which he advises customers how to protect their identity. We are using seat drop information and station posters to drive this message home. President Williams took a moment to urge customers to check credit card statements and look for any unauthorized activity. She again commended the MTA Police for their outstanding police work as well as the rest of the team that did a great job.

President Williams stated that on Oct. 23rd, we celebrated the 100th anniversary of the elevation of Jamaica Station. There was a beautiful ceremony in Jamaica which recognized this remarkable feat of construction occurring 100 years ago, involving the elimination of 20 at-grade crossings, the elevation of Jamaica Station, and the completion of the Headquarters building. President Williams was pleased to note that we completely refurbished the exterior of the 100-year old Headquarters building and also did a makeover of the waiting and ticket areas to create a much brighter and customer-friendly environment. This major effort is part of our commitment to the Greater Jamaica Area, where there is excitement in terms of hotel construction and opportunity for economic development in the area.

President Williams next discussed the implementation of a new program introducing Customer Service Ambassadors, who will better assist customers with face-to-face interactions at Penn Station, Jamaica Station and Atlantic Terminal. We have seven Customer Service Ambassadors to start who will be deployed in rush hour and peak periods. They will have smart phones and iPads and will help customers with their questions including regarding train schedules, departure times and track locations. Customer Service Ambassadors are easily recognizable in red blazers and vests. This is part of our ongoing effort to improve customer information and communications and improve the environment in Penn Station by helping to move pedestrian flow along. We are very excited about this program, which

will work side-by-side with our long-standing Customer Assistance Program ("CAP") at Penn Station and Jamaica. Our managers will still report to CAP if we have service disruptions, but the Customer Service Ambassadors will be there on an ongoing basis to answer questions.

President Williams then turned to the Safety Report. She was pleased to report that customer injuries are down 14.3% from last year and that the injury rate is the lowest in five years. While slip, trip and fall injuries are down over 18% as against the same period last year, we would like to see it come down further. We are airing safety commercials on our monitors at Penn Station reminding customers to slow down, step carefully and take their time. In addition, the new Customer Service Ambassadors will give that safety message to customers.

President Williams noted that while there is good news on the customer side, employee injuries are up slightly. Most of these are soft tissue injuries, such as back, knee and wrist. We have an emphasis on increasing employee awareness of safe habits they need to follow to reduce injuries. With regard to ridership, President Williams stated that unfortunately we continue to see a decrease in ridership compared to September 2012. We are down about 1.3% in September for overall ridership; commutation ridership decreased .9% and there was also a decrease in non-commutation. We continue to feel the effects of the fare increase where customers have elected not to use our service. There is increased use now of weekly tickets as opposed to the monthly tickets, indicating that customers are being cost-conscious in their ticket purchase selection.

With regard to fleet maintenance, President Williams stated that we had a terrific August, having for the first time surpassed the 300,000 mile mark in Mean Distance between Failures ("MDBF") for the combined electric and diesel fleets. Much credit is due to our Maintenance of Equipment Department, which came through for us in a remarkable way. The diesel fleet and the C-3 coaches increased their MDBF by over 100,000 miles. We were very dependent on that diesel equipment for our summer beach service, which is so important to the South Fork and North Fork of Long Island.

Regarding the Metro-North track and safety report, President Williams assured this Committee that our staff is working very closely with Metro-North, and we will implement programs that Metro-North puts in place as long as they also work for our operations. TTCI is also coming to LIRR, and the railroads will share their findings. One of the things we will be talking about is roadway worker protection, so we can raise the level of safety in both organizations.

President Williams also commented favorably on the train wrap done by both railroads in connection with promoting New York State products. Board Member Mitchell Pally noted his support of this program. Board Member Greenberg commented on the importance of looking at 12-month rolling averages when assessing fleet maintenance, and congratulated the Maintenance of Equipment Department, especially staff located at Richmond Hill and Morris Park, where we look forward to a renovation.

Board Member Ballan asked about on-time performance and the categories of delay, suggesting that a side conference could be scheduled to discuss September on-time performance, which has some low numbers, and 2013 data which does not compare favorably with 2012 data. President Williams agreed and said that she would be happy to discuss his questions. She stated that there are significant challenges throughout the year which are being addressed. President Williams noted that President Horodniceanu addressed the September 5th service disruptions during the September meeting. Referring to the list on page 194 of the Committee Book, President Williams stated that we had significant service

disruptions as a result of a contractor hitting a cable, switch trouble in Queens which impacted 72 trains, East Side Access work, and Amtrak related signal problems with F Interlocking on September 28th. President Williams noted that throughout the list on page 194 of the Committee book there are references to switch trouble in Harold Interlocking. She stated that when the system is being worked on either by East Side Access or is impacted by East River tunnel work, we are working very hard to ensure that everything gets put back together the right way. For example, this Monday we had significant delays, because there had been work done over the weekend in the East River tunnels and a cable component that Amtrak re-installed was not capable of reuse. President Williams stated that we are working closely with Amtrak and applaud their efforts in trying to get to a zero tolerance approach in their track maintenance with regard to repeat failures. Page 193 of the Committee book, comparing Amtrak failures this year versus last year, shows that Amtrak is on a major track initiative and combined with work that is getting done in East Side Access, that has an impact as well. Nonetheless, it is essential that the track structure gets rebuilt. President Williams stated that not all the on-time performance issues are related to Harold West. She stated that we are experiencing “slip- slide” right now and that we have slowed the system down which results in late trains, but that is a safer approach.

Board Member Greenberg stated that the statistics as reported do not reflect the fact that some of the problems off-peak arise when the railroad delays a reverse commuter train which may result in delaying more trains but delaying fewer people. A PCAC report several years ago stated that the way we should look at on-time performance is based on passengers and not trains. Board Member Greenberg noted that Transit moved to different statistics a few years ago and suggested that both Metro-North and LIRR should look to do that and set different goals. While we are not meeting these goals it may be that the LIRR is being run better for the passengers.

MTA CAPITAL CONSTRUCTION

MTA Capital Construction President Michael Horodniceanu reported some highlights of the East Side Access Project. The Manhattan Tunnels Excavation (CM009) reached its substantial completion milestone. The contractor for Manhattan South Structures (CM005) has taken over existing utilities and started to mobilize and prepare required submittals in preparation for construction in November 2013.

The 245 Park Avenue entrance, constructed as part of Contract CM004, opened on October 21, 2013 and includes an escalator and stairways, which provides access to the Metro-North Railroad 47th Street cross passageway.

At the 44th Street ventilation facility (CM004) substantial completion is expected by March 2014. At the 50th Street ventilation facility (CM013) substantial completion is expected by the end of 2013. At the 55th Street ventilation facility cavern excavation is a month ahead of schedule and about 75% complete. Mechanical excavation is expected to be complete before Thanksgiving.

In Queens, the Queens Bored Tunnels and Structures (CQ031) work was completed in October and substantial completion is expected by the end of November. As part of the Plaza Substation and Queens Structures Contract (CQ032), the new substation is on target to be completed by December and will then be turned over to the systems contractor. Retrofitting of the existing substation is near completion, with the exception of the 23rd Street facility which will not be completed until 2014. The contractor started rehabilitation work in the existing 63rd Street Eastbound Tunnel with expected completion in spring 2014.

In Harold, work on the first portion of the new 12kv ductbank uncovered software compatibility issues that are preventing cutovers with both Amtrak and LIRR. Currently, the Amtrak cutover is expected to be completed in January 2014 and the Long Island Rail Road cutover is expected to be completed by spring 2014.

The Westbound Bypass (CH057A) contract will be awarded by the end of November. Procurement for the Facilities Systems (CS179) and Signal Equipment Procurement (VS086) is anticipated by the end of 2013 with the expectation that it will be brought to the board in December. Proposals for the Manhattan North Structures contract (CM006) are expected by Friday, November 15, 2013 and contract award is expected by March 2014. A Request for Expression of Interest (RFEI) for work in the caverns (CM007) is planned for release in November. MTA Capital Construction Procurement held an industry outreach on November 1, 2013 for the GCT Concourse and Facilities Fit-Out Contract (CM014B) with about 70 contractors attending.

MTA Capital Construction is continuing its community outreach efforts. MTA Capital Construction has met with the Morgan Library with regard to the placement of personnel trailers on East 37th Street off of Madison Avenue. Noise mitigation efforts have been stepped up in response to complaints in Sunnyside Gardens. A GCT Cavern tour for property managers, retailers and major tenants in buildings along the corridor has been scheduled for December.

Board Member Ira Greenberg asked whether the substations under construction in Manhattan will have sufficient redundancy to which Dr. Horodniceanu responded that they would.

MTA POLICE DEPARTMENT

Chief Coan thanked President Williams for recognizing the MTA Police for the TVM case and also thanked her and President Permut for their cooperation with that case, which is progressing and continuing. In a very short time, both LIRR and Metro-North employees inspected over 550 Ticket Vending Machines and they were rendered safe. MTA Police discovered 12 illegal devices. As recently as Friday, MTA Police executed an additional search warrant at another apartment, which was also being used to make skimming devices. Additional cameras and a large amount of currency were confiscated.

For September we were up 1%; 29 incidents compared to 25. While the Committee book shows 21 larcenies, it was actually 20 compared to 16 last year. Seven of those which drove the spike were copper theft incidents. The MTA Police increased surveillance and inspections of the yards and facilities, were able to make six arrests and closed out four of those cases. For October we were down in overall crime by 23% and down in copper theft by 71%.

Chief Coan thanked Board Member Sedore and Board Member Wortendyke for visiting the Stormville facility where Metro-North and Tim McCarthy are overseeing the building of the state-of-the-art canine facility which should be completed this summer. He invited all of the board Members to come up and see this facility when it is completed. The MTA Police will be one of the only transportation Police Departments in the nation to have its own stand-alone canine facility.

MTA METRO-NORTH RAIL ROAD

Comments by President Permut and Board Members concerning the Metro-North information items are contained in the minutes of Metro-North Railroad of this day.

MTA LONG ISLAND RAIL ROAD

Information Items

There were five LIRR information items:

- 2014 Preliminary Budget (Public Comments)
- Annual Committee Charter Review
- Track Work Program and Holiday Schedule
- Customer Satisfaction Survey
- Diversity/EEO Report – 3rd Quarter 2013

President Williams mentioned the Track Work Program and Holiday Schedule, highlighting a switch resurfacing project on the weekend of November 16 and 17 as well as our Thanksgiving through Christmas and Hanukah service taking us through the New Year.

President Williams referred to our customer satisfaction survey on page 92 of the Committee book. We continue to be concerned about the level of customer satisfaction. There is a slight drop of two percentage points on overall satisfaction from 86% to 84% this year. We think that the significant factors were the lingering effects of Superstorm Sandy, coupled with the March fare increase. President Williams noted that on the Port Jefferson branch there was a significant drop in customer satisfaction, that was probably due to significant track maintenance and related signal and track outages that occurred on the branch; we were doing a concrete tie program and had to use substitute bus service. She noted that the drop in satisfaction among Far Rockaway customers was puzzling, as we did not have the same level of track activity that would have impacted those customers. While we did some customer intercepts, President Williams stated that she also wants to meet with community representatives from Far Rockaway. She believes that the statistics may have been impacted by A-train customers who were reacting to different fare and service parameters than they are used to.

President Williams stated that one of the areas that is a real concern to our customers is the condition of restrooms. She has previously reported that we probably have the most flushed toilets in New York City at Penn Station. We work hard to ensure that those restrooms are kept up to standard. We are working with Customer Services to upgrade our inspection program to try to determine the times of the day when overuse may lead to the appearance of a messy restroom. We also extended our waiting room hours to better accommodate our customers waiting for trains. We noticed that there is a correlation between those extended hours and the condition of the restrooms. We are beginning a restroom survey and have already identified five restrooms that need upgrades. We know that there will be more. We will be back reporting to this Committee on how we can improve our restroom conditions for our customers.

President Williams stated that the survey results indicate that we have work to do with our customers and she wants to assure them that we hear them and that we are trying to address particular areas where the scores have declined. On the other hand, the good news is that the Port Washington rating was up, which a couple of years ago had a 23% decline in customer satisfaction when service was reduced. Satisfaction has increased because we have restored some of this service. We are hoping to build on the positive results with Port Washington.

Board Member Moerdler asked whether the Board members are sufficiently discharging their fiduciary obligations and compliance with Perkins Brodsky by relying on surveys rather than local public hearings. He stated that we need to better understand from the riding public that they are prepared to forego reliable and robust service in order to deal with whatever the local needs are. Board Member Blair responded that the PCAC, through its Commuter Councils, sponsors President's Forums annually, where the public is invited to testify. These are attended by the senior management of the railroads. Board Member Moerdler commended the PCAC efforts, and noted that his point is that the public has a right to be heard.

Board Member Greenberg noted that this week we are having a "Meet the PCAC session" at Penn Station. He noted his concern that public hearings may be held at locations and times that are not convenient for commuters and that Board Member Moerdler's suggestion should be considered.

Board Member Tessitore observed that the employees of both railroads are still receiving high marks in overall courtesy and responsiveness. During all of the challenges that we face, our customers still acknowledge that our employees are doing the right thing. President Williams concurred in his remarks, and noted that this was the highest-rated category in the survey.

President Williams discussed the Diversity Report in the Committee book at p. 112. Referring to comments by Vice Chairman Ferrer, about how to judge overall progress, she noted that while the charts that we use for the report, for example on page 114 of the Committee book, show progress regarding total new hires, the issue is how we are doing as a component of the overall workforce. So while there were 418 new hires, the workforce only increased by 250 because of attrition and back-filling. Of the total new workforce, there was a slight increase in the percentage of representation by females, from 15.7%, to 15.9%. The minority headcount increased from 32.6% to 33.3% at the end of this period, but some minority categories did not do as well others. For example, while Black head count slightly decreased from 17.7% to 17.6%, Hispanic headcount increased from 9.8% to 10.1%. Our Asian headcount was our best increase in terms of total percentages. President Williams stated that while our reports show how we are doing on new hires and the effort is growing on new hires, we do continue to face attrition, which affects our progress. President Williams stated that at the Diversity Committee today, there will be a discussion of programs specifically developed to hire and retain more females and minorities in the workforce to encourage upward mobility.

Vice Chairman Ferrer commented that he hoped that this issue will be discussed as well at the next round of Committee meetings, with most of the Board present, rather than waiting to discuss it at the Diversity Committee. He recalled that is what we agreed to over a year ago.

Action Items

There were no LIRR action items.

MTA METRO-NORTH RAIL ROAD

Procurements

Comments by President Permut and Board Members are contained in the minutes of Metro-North Railroad of this day.

MTA LONG ISLAND RAIL ROAD

Procurements

There were six competitive procurements presented:

- Request to use the Requests for Proposals (“RFP”) process for Design/Build construction contracts for Colonial Road Improvement Project/Great Neck Pocket Extension and Massapequa Pocket Track Project.
- Request to use the RFP process to solicit various Design/Build and other contracts in connection with Superstorm Sandy restoration, mitigation and resiliency initiatives.
- Approval for LIRR and MNR to award contracts to a joint venture of Bombardier Transportation/Siemens Rail Automation 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 and (ii) authorize LIRR and MNR to exercise respective phases and options consistent with approved capital funding in 2015-2019.
- Approval to award a contract to Ansaldo STS USA in the amount of \$20,825,093 to design and furnish a new Vital Micro-Processor-Based Interlocking Control System between Speonk and Montauk.
- Approval for LIRR and MNR to award a Public Works Contract to Nouveau Elevator Industries, Inc. in the not-to-exceed amounts of \$5,950,196 for LIRR and \$4,944,913 for MNR to provide two dedicated full-time, on-site teams to provide scheduled and unscheduled, on-call maintenance services to 19 LIRR escalators and 24 MNR escalators.
- Approval to award a three-year miscellaneous services contract, with two one-year options, to National Waste Services for the on-call container services in Nassau and Suffolk counties, in the amount of \$1,783,310.

President Williams referred to the staff summary on page 126 of the Committee book requesting MTA Board approval of a resolution declaring that competitive bidding is impractical or inappropriate with respect to the use of the RFP process for two Design/Build projects, the Colonial Road Improvement Project/Great Neck Pocket Track Extension and the Massapequa Pocket Track Project. She stated that we are also asking for the same type of approval on page 128 of the Committee Book for various Design/Build contracts in connection with post- Superstorm Sandy restoration, mitigation and resiliency initiatives. She stated that LIRR is doing everything it can to expedite our procurement process to access the federal relief funds that are available for these projects. We are working closely on some of the projects with Amtrak that involve the East River tunnels and potential improvements for preventing flooding from the Long Island City side. President Williams noted that some of these projects are moving along at a faster pace, for example, the First Avenue Substation and AC Switch Gear projects. Others are still completing the 30% design.

Board Member Moerdler expressed concern, as he has previously, that these requests come without complete MWDBE goals information. Board Member Moerdler then stated that he understood the reasons to request approval in advance to expedite the procurement process for design of the work. He asked President Williams to provide assurance that these contracts will come back to the Committee before they are awarded.

President Williams confirmed that we are only asking for approval to use that type of procurement method and this Committee and the MTA Board must approve the final letting of the contracts.

Board Member Pally noted the importance of seeing MWDBE information before contracts are awarded, including the contractor's past performance in this regard. He also noted the importance that the Colonial Road and Massapequa Park infrastructure projects are permitted to proceed to allow us to alleviate concerns about infrastructure on the railroad. Board Member Moerdler noted the role of Board Member Paterson, when he was Governor, in making MWDBE compliance a cornerstone of governmental policy in this State.

Board Member Ballan commented that on three of these procurements, there were only two respondents in the process. He noted that he would vote for these procurements because the explanations as set forth in the materials seem rational, but he suggested rethinking how to broaden the competitive pool.

President Williams then briefed the Board Members on the joint procurement for the LIRR and Metro-North, seeking to award a contract to a joint venture of Bombardier Transportation/Siemens Rail Automation (formally known as Invensys Rail). She noted that Siemens acquired Invensys during this procurement. It is a major procurement with over \$218,000,000 for LIRR and \$210,000,000 for Metro-North and it is to design, integrate and furnish Positive Train Control ("PTC") systems necessary to comply with the Rail Safety Improvement Act of 2008. President Permut and President William have briefed this Committee on PTC separately and together numerous times over the past number of years. PTC, enacted in 2008, is an overlay of our signal system that seeks to prevent train collisions, over-speed derailments, and injuries to workers as the result of unauthorized incursions by a train in the work zone. The deadline for compliance is December 2015. There has been a lot of discussion in the rail industry, both by the freights and by commuter railroads, that the time frame should be extended by Congress. FRA has done a report saying that it should be extended. However, Congress has not acted to extend it. While that may be an ongoing dialogue, it is imperative that the two railroads move forward in making a good faith effort to comply with that time frame. We believe that going forward with this contract is essential at this time for us to meet a reasonable time frame for compliance with PTC. This was a very detailed procurement where we worked hard to insure we are addressing all of the different issues that have arisen. For example, there was a question in September when this staff summary was originally included in our materials about after-market support by the proposed joint venture. We worked hard to bolster those provisions to ensure that there was solid after-market support that continues for as long as 20 years into the future.

Board Member Moerdler asked why this PTC procurement was withdrawn from the prior Board meeting and whether it was because of an objection from a competitor. President Williams responded that we have not received any bid protests. She stated that we did receive a question in September from the Chairman on the commitment of Siemens to after-market support. He noted that Invensys Rail had been acquired and he asked us to take some time and go back and talk to the joint venture and make sure that their commitment to this project would continue. We issued an update for the Committee on those provisions that we were able to obtain. She noted that this contract requires the joint and several liability of each firm, and includes competitively solicited parts provisioning with a 10% level of spares and a 20-year parts support commitment, including most favorable customer pricing. There are four 5-year options for a total of 20 years for both software and hardware technical support.

Board Member Moerdler also asked if he was correct that there was only one competitive bidder which included Alstom. President Williams responded that there was a second bid and Alstom was partnered with Parsons. President Williams confirmed that there was no bid protest received from Alstom.

Board Member Moerdler then commented on the frequent appearance of Bombardier or Kawasaki in many awards. President Williams responded that she addressed this at the September Board meeting when we awarded the rail contract. She noted that it is the support by the New York State legislature for our five-year Capital Program commitments that have allowed certain companies, including Bombardier, to incubate businesses in NYS.

Board Member Moerdler asked about the number of jobs created with respect to certain Bombardier contracts, and President Williams responded that she could not specifically address the issue. She noted that there is New York content requirement in the rail car contracts, as discussed at the September meeting, which is tracked by ESDC. There was further discussion among the Board members, including Board Member Pally, about NYS job creation and the role of the Empire State Development Corporation. Board Member Moerdler then reiterated his concerns about job creation and competition.

President Williams next addressed the award to Ansaldo for a Vital Micro-Processor-Based Interlocking Control System, which is a basic signal system in dark territory, the installation of which is a necessary precursor to the PTC overlay. She noted that we need to move LIRR to a standard that eliminates dark territory and this is our first move in that direction as an overall signal strategy. She also referenced the contract with Nouveau Elevator Industries for both Metro-North and LIRR and asked for a vote on all procurements.

Board Member Moerdler commented on the 0% goals for MBE and for WBE in the Nouveau contract on the ground that qualified persons are not available. He stated that this is a condemnation of the industry and the companies in it, and that they have an obligation at the least to foster by mentoring, so that we could create qualified people.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Board Member Ballan abstained with respect to the PTC procurement. Board Member Moerdler voted against the PTC and Nouveau awards. Details of the above items are set forth in the Staff Summaries and other materials, copies of which are on file with records of this meeting.

Later in the meeting, President Williams addressed the National Waste Services contract, and the Committee voted on and recommended approval of this contract as well.

MTA CAPITAL CONSTRUCTION

Procurements

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

The three procurement items are as follows:

1. Modification to Contract No. CM014A to include repairs to existing building supports that penetrate GCT train shed and the future LIRR concourse below in an amount of \$2,190,000.
2. Ratification of a modification to Contract No. CH053 for the civil work associated with the furnishing and installation of two Motor Generator (MG) Sets at Harold Interlocking and Woodside Station in the amount of \$5,700,000.

3. Ratification of a modification to Contract No. CM014A to transfer scope from future Contract CM014B for the installation of utilities and associated work within the new LIRR Concourse in the amount of \$4,275,000.

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

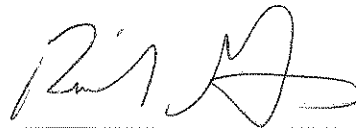
LIRR Reports on Operations, Finance and Ridership and the Capital Program

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

Adjournment

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Richard L. Gans', written over a horizontal line.

Richard L. Gans
Secretary

2013 Long Island Rail Road Committee Work Plan

I. <u>RECURRING AGENDA ITEMS</u>	<u>Responsibility</u>
Approval of Minutes 2013 Committee Work Plan Agency President's/Chief's Reports Information Items (if any) Action Items (if any) Procurements Performance Summaries Status of Operations/Safety Financial/Ridership Capital Program Report	Committee Chair & Members Committee Chair & Members President/Senior Staff Procurement & Logistics Sr. VP - Operations VP & CFO Dept. of Program Management
II. <u>SPECIFIC AGENDA ITEMS</u>	<u>Responsibility</u>
<u>December 2013</u>	
2014 Final Proposed Budget 2014 Proposed Committee Work Plan Elevator & Escalator Service Report-3 rd Quarter 2013	Management & Budget Committee Chair & Members 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

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.

Elevator & Escalator Service Report- 3rd Quarter 2013

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

MTA CAPITAL CONSTRUCTION

PROJECT UPDATE

EAST SIDE ACCESS

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access

December 2013

Project Description

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

Budget and Estimate at Completion (EAC)

	<u>Budget</u>	<u>Last Reported EAC</u>	<u>Current Month EAC</u>	<u>Expenditures</u>
Design	\$ 671,220,472	\$ 671,220,472	\$ 671,220,472	\$ 605,494,569
Construction	6,442,644,684	6,442,644,684	6,442,644,684	3,484,996,710
Project Management	762,816,530	762,816,530	762,816,530	532,551,779
Real Estate	166,318,314	166,318,314	166,318,314	104,329,300
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	\$ 4,727,372,358

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

Major Milestones and Forecasts

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

Current Issues/Highlights

- Construction will be completed on several contracts before the end of the year.
 - The 44th Street Vent Plant (CM004) contractor has installed the exterior panels and reinstalled the temporary gantry crane. Final interior work is progressing.
 - The 50th Street Vent Plant Facility (CM013) contract is currently completing work on the building's exterior and progressing the public open space work.
 - The MTA's first Small Business Federal Program contract, CM014MP, concluded its work at the end of November with the completion of a Con Edison manhole installation.
- All permits have been approved for the new Manhattan South Structures (CM005) contract. Mobilization and early construction activities are underway and progressing including waterproofing and reinforcement for the cavern walls and invert as well as the tail tracks.

- The 55th Street Vent Plant contractor (CM013A) completed the rock excavation for the air plenum and has begun the shaft excavation. All excavation will be completed in January 2014. Concrete work will follow.
- The Plaza Substations & Queens Structures (CQ032) contract began environmental work and concrete repairs in the existing 63rd Street Eastbound Tunnel in Queens and also started concrete work for the Yard Lead tunnel invert. Concrete and steel work continues in the open cut area. In preparation for the follow-on Systems contract, the B10 Substation and other existing structure fit-outs (except at 23rd Street) are on target for completion in January 2014.
- LIRR completed the Phase 1 signal cutover and removed the wires from existing Tower 36. This allowed the CH053 contractor to complete the erection of steel for bridge structures at 43rd and 48th Streets.
- The award for the Westbound Bypass (CH057A) contract was issued to the joint venture firms of Schiavone and Picone on November 21, 2013. Notice to Proceed was effective on December 2, 2013.
- Six proposals were received by the November closing date for the Manhattan North Structures (CM006) contract. Each will be evaluated and subsequently ranked with Notice of Award anticipated by March 2014.
- Final proposals are being evaluated for the Facilities Systems (CS179) and Signal Equipment Procurement (VS086) contracts. Those contracts will be awarded by the end of January 2014.
- The GCT Concourse (CM014B) and Traction Power (CS084) contracts will be advertised by the end of January 2014.
- A Request for Expression of Interest (RFEI) was advertised in November for the Grand Central Terminal Caverns contract (CM007).

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - December 2013

Expenditures thru November 2013; \$s in million

	Budget	Expenditures
Construction	\$ 6,442.6	\$ 3,485.0
Design	\$ 671.2	\$ 605.5
Project Management	\$ 762.8	\$ 532.6
Real Estate	\$ 166.3	\$ 104.3
Rolling Stock [†]	\$ 202.0	\$ -
Total	\$ 8,245.0	\$ 4,727.4

[†] 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.

	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**
Project Description								
Manhattan Construction								
CM009: Manhattan Tunnel Excavation & Lining <i>Dragados Judlau, JV</i>	\$431.9	\$430.9	\$1.0	\$423.0	Jul-2006	Jul-2006	Oct-2012	Sep-2013
CM014A: GCT Concourse Finishes Early Work <i>Yonkers Contracting</i>	\$51.8	\$49.3	\$2.5	\$23.8	Nov-2011	Nov-2011	Apr-2013	Apr-2014
CM013A: 55th St Vent Facility <i>SCC-JPP, JV</i>	\$58.8	\$56.4	\$2.5	\$10.8	Aug-2012	Aug-2012	Apr-2015	Apr-2015
CM005: Manhattan Southern Structures <i>Michels Corp.</i>	\$220.7	\$200.6	\$20.1	\$4.2	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	\$776.8	\$24.8	\$747.2	Sep-2009	Sep-2009	Sep-2012	Nov-2013
CQ039: Northern Blvd Crossing <i>Schiavone Construction / Kiewit</i>	\$102.1	\$99.4	\$2.7	\$91.2	Feb-2010	Feb-2010	Oct-2011	Sep-2013
CQ032: Plaza Substation & Queens Struct Construction <i>Tutor Perini Corporation</i>	\$218.0	\$211.7	\$6.3	\$66.3	Aug-2011	Aug-2011	Aug-2014	Aug-2015
Harold Construction								
CH053: Harold Structures (Part 1) <i>Perini Corporation</i>	\$276.5	\$228.6	\$47.9	\$179.9	Jan-2008	Jan-2008	Feb-2011	Jul-2014
CH057A: Harold Structures - Part 3: West Bound Bypass <i>Harold Structures JV</i>	\$114.7	\$104.3	\$10.4	\$0.0	N/A	Nov-2013	Feb-2016	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	Jan-2014	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	Jan-2014	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

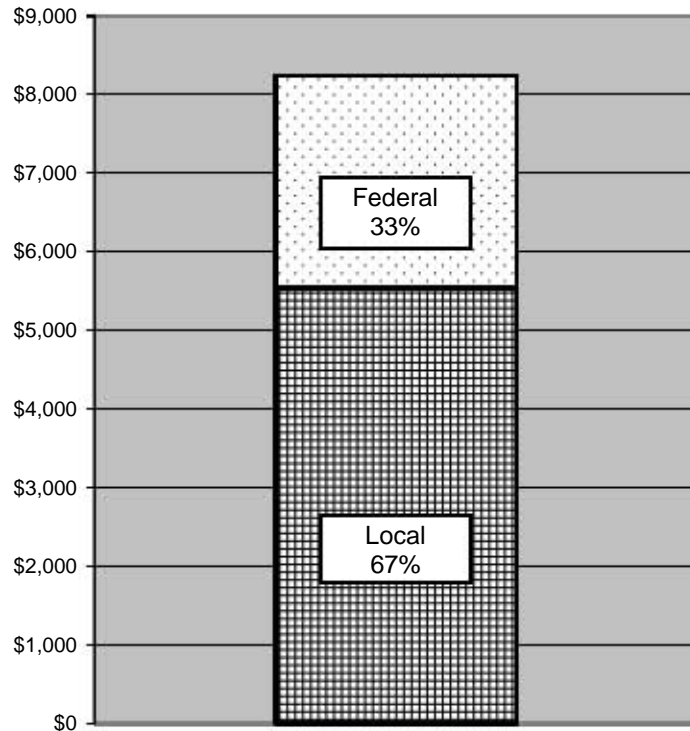
Report to the Railroad Committee - December 2013

(data thru November 2013)

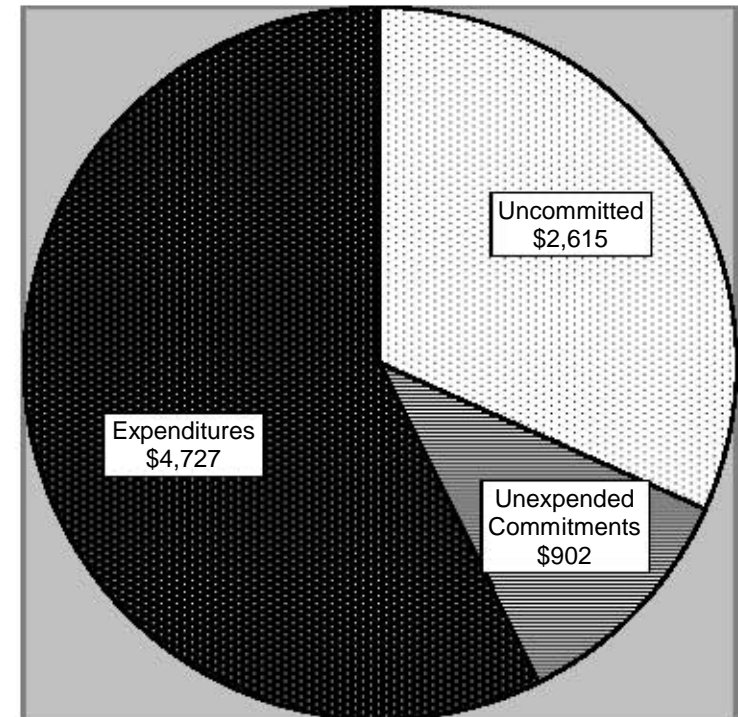
MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding*	Federal Received	Committed	Uncommitted	Expended
1995-1999	\$ 158	\$ 94	\$ 64	\$ 64	\$ 158	\$ -	\$ 157
2000-2004	1,534	748	785	785	1,526	7	1,491
2005-2009	2,683	838	1,845	1,176	2,665	18	2,448
2010-2014	3,154	3,149	5	5	1,281	1,873	632
2015-2019	717	717	-	-	-	717	-
Total	\$ 8,245	\$ 5,546	\$ 2,699	\$ 2,030	\$ 5,630	\$ 2,615	\$ 4,727

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

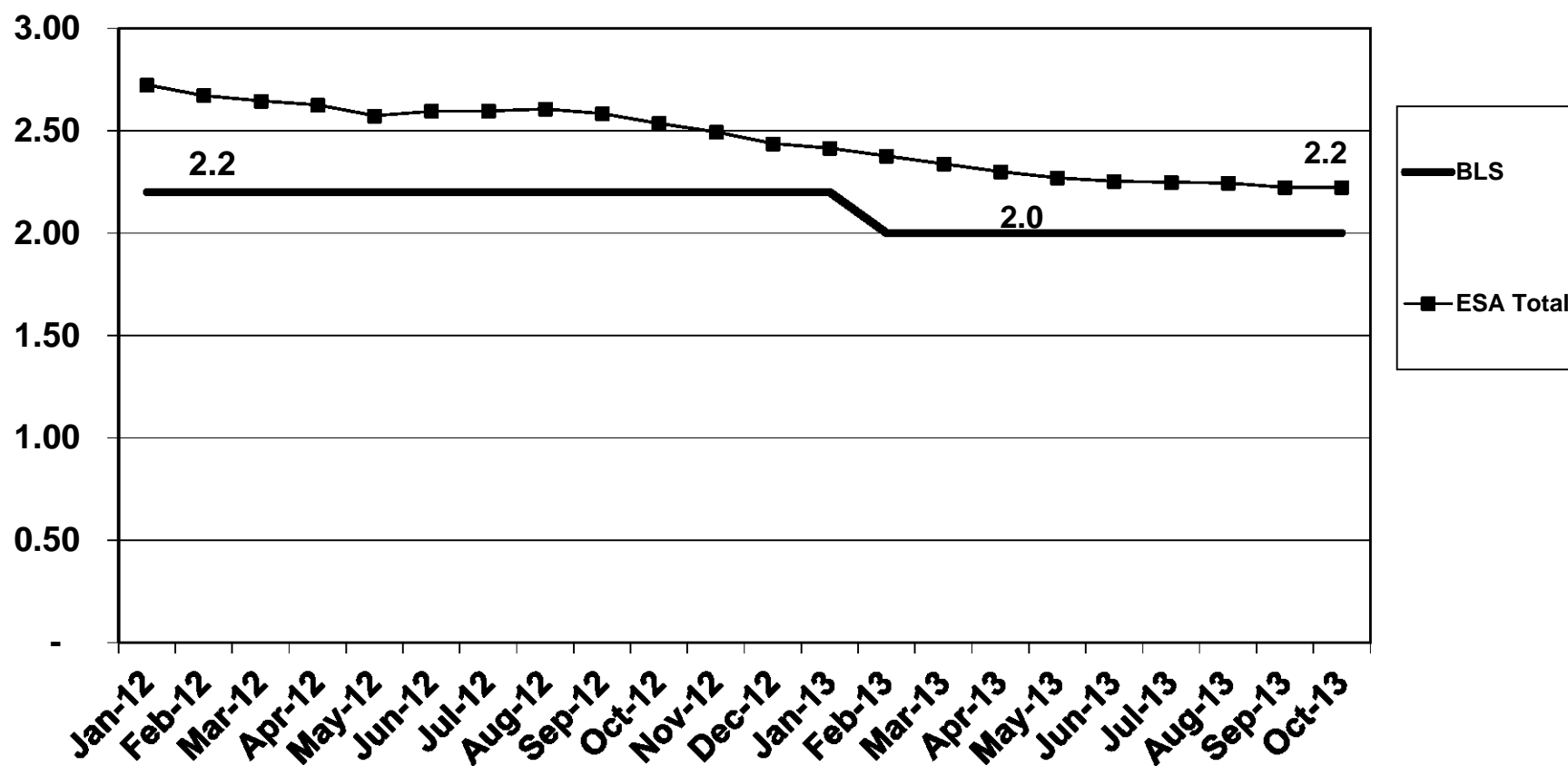
Project Budget: \$8.24 Billion



Commitments and Expenditures (\$ in Millions)



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



Note:

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



POLICE REPORT

DECEMBER 2013



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

November 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	1	5	500%
Felony Assault	0	3	-3	-100%
Burglary	0	0	0	0%
Grand Larceny	16	12	4	33%
Grand Larceny Auto	1	1	0	0%
Total Major Felonies	23	17	6	35%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	1	1	0	0%
Robbery	40	49	-9	-18%
Felony Assault	27	34	-7	-21%
Burglary	10	13	-3	-23%
Grand Larceny	214	208	6	3%
Grand Larceny Auto	7	5	2	40%
Total Major Felonies	300	310	-10	-3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

November 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	0	2	-2	-100%
Burglary	0	0	0	0%
Grand Larceny	6	6	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	9	-1	-11%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	1	0	1	100%
Rape	0	0	0	0%
Robbery	17	19	-2	-11%
Felony Assault	13	24	-11	-46%
Burglary	4	1	3	300%
Grand Larceny	111	108	3	3%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	146	152	-6	-4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

November 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	8	6	2	33%
Grand Larceny Auto	0	1	-1	-100%
Total Major Felonies	11	8	3	38%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	1	0	1	100%
Robbery	15	18	-3	-17%
Felony Assault	13	8	5	63%
Burglary	6	12	-6	-50%
Grand Larceny	90	88	2	2%
Grand Larceny Auto	6	5	1	20%
Total Major Felonies	131	131	0	0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

November 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	0	2	100%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	4	0	4	100%

Year to Date 2013 vs. 2012

	2013	2012	Diff	% Change
Murder	0	0	0	0%
Rape	0	1	-1	-100%
Robbery	8	12	-4	-33%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	13	12	1	8%
Grand Larceny Auto	1	0	1	100%
Total Major Felonies	23	27	-4	-15%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT **Per Day Average** **November 2013**

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	6	2	3	1
Fel. Assault	0	0	0	0
Burglary	0	0	0	0
Grand Larceny	16	6	8	2
GLA	1	0	0	1
Total	23	8	11	4
Crimes Per Day	0.77	0.27	0.37	0.13



MTA Police Department
Arrest Summary: Department Totals

12/5/2013
9:27:41AM

1/1/2013 to 11/30/2013

Arrest Classification	Total Arrests
Murder	2
Robbery	44
Felony Assault	34
Burglary	10
Grand Larceny	65
Grand Larceny Auto	1
Aggravated Harassment	2
Aggravated Unlicensed Operator	47
Assault-Misdemeanor	62
Breach of Peace	9
Child Endangerment	3
Conspiracy	12
Criminal Contempt	6
Criminal Impersonation	10
Criminal Mischief	41
Criminal Possession Stolen Property	26
Criminal Tampering	3
Criminal Trespass	39
Disorderly Conduct	10
Drug Offenses	30
DUI Offenses	16
Failure to Appear	1
Falsely Reporting an Incident	9
Forgery	22
Fraud	8
Graffiti	5
Harassment	5
Identity Theft	1
Issue a Bad Check	2
Menacing	16
Obstruct Government	10
Petit Larceny	92
Public Lewdness	24
Reckless Endangerment	8
Resisting Arrest	65
Sex Offenses	10
Stalking	1
Theft of Services	89
Unlawful Imprisonment/Kidnapping	2
Unlawful Surveillance	1
VTL Offenses	4
Warrant Arrest	35
Weapons Offenses	7
Unauthorized Use Vehicle	1

Arrest Totals

890



Long Island Rail Road

INFORMATION

ITEMS

Proposed 2014 Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
2014 Committee Work Plan	Committee Chair & Members
Agency President's Reports	President/Senior Staff
Information Items (if any)	
Action Items (if any)	
Procurements	Procurement & Logistics
Performance Summaries	President/Senior Staff
Status of Operations/Safety	Sr. VP - Operations
Financial/Ridership Report	VP & CFO
Capital Program Report	Dept. of Program Management

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2014

Approval of 2014 Committee Work Plan	Committee Chair & Members
--------------------------------------	---------------------------

February 2014

Adopted Budget/Financial Plan 2014	Management & Budget
2013 Annual Operating Results	Operations
Elevator & Escalator Service Report – 4 th Q 2013	System Safety
Diversity/EEO Report – 4 th Q 2013	Administration/Diversity

March 2014

2013 Annual Ridership/Marketing Plan Report	Finance/Marketing
Annual Strategic Investments & Planning Study	Strategic Investments
2014 Spring/Summer Construction Schedule Change	Service Planning

April 2014 (Joint Meeting with MNR)

Final Review of 2013 Operating Results	Management & Budget
Annual Inventory Report	Procurement

May 2014

RCM Fleet Maintenance	Operations
Diversity/EEO Report – 1 st Q 2014	Administration/Diversity
Elevator & Escalator Service Report – 1 st Q 2014	System Safety

June 2014

Positive Train Control
Penn Station Retail Development

President
MTA Real Estate

July 2014

Environmental Audit

System Safety

September 2014

2015 Preliminary Budget (Public Comment)
2014 Mid Year Forecast
Diversity/EEO Report – 2nd Q 2014
Elevator & Escalator Service Report – 2nd Q 2014
2014 Fall Construction Schedule Change

Management & Budget
Administration/Diversity
System Safety
Service Planning

October 2014

2015 Preliminary Budget (Public Comment)
ESA Readiness Update

President

November 2014 (Joint Meeting with MNR)

Review of Committee Charter
Diversity/EEO Report – 3rd Q 2014
Elevator & Escalator Service Report – 3rd Q 2014
2014 Holiday Schedule

Committee Chair & Members
Administration/Diversity
System Safety
Service Planning

December 2014

2015 Final Proposed Budget
2015 Proposed Committee Work Plan

Management & Budget
Committee Chair & Members

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.

2014 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 and items for Committee and Board information. 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/Safety

A monthly report will be given highlighting key operating performance statistics and indicators. It will also include highlighting key safety performance statistics and indicators.

Monthly Financial & Ridership Report

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. 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

JANUARY 2014

The Committee will approve the Proposed Long Island Rail Road Committee Work Plan for 2014 that will address initiatives to be reported on throughout the year.

FEBRUARY 2014

Adopted Budget/Financial Plan 2014

The Agency will present its revised 2014 Financial Plan. These plans will reflect the 2014 Adopted Budget and an updated Financial Plan for 2014 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget.

2013 Annual 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 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 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.

MARCH 2014

2013 Annual Ridership/Marketing Plan 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.

Annual Strategic Investments & Planning Study

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.

2014 Spring/Summer Construction Schedule Changes

The Committee will be advised of plans to adjust schedules to support construction projects during the spring and summer of 2014.

APRIL 2014 (Joint Meeting with MNR)

Final Review of 2013 Operating Results

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

Annual Inventory Report

The Agency will present its annual report on Inventory.

MAY 2014

2013 Annual Safety Report

An annual report will be provided to the Committee on Agency's customer and employee injuries and initiatives underway and planned to address safety.

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.

Elevator & Escalator Service Report – 1st Quarter 2014

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

Diversity & EEO Report– 1st Quarter 2014

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.

JUNE 2014

Positive Train Control

A brief presentation on Positive Train Control (PTC) will be provided. 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.

Penn Station Retail Development

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

JULY 2014

Environmental Audit Report

The Committee will be briefed on the results of the 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.

Elevator & Escalator Service Report – 2nd Quarter 2014

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

Diversity & EEO Report– 2nd Quarter 2014

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.

SEPTEMBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

2014 Mid-Year Forecast

The agency will provide the 2014 Mid-Year Forecast financial information for revenue and expense by month.

2014 Fall Construction Schedule Change

The Committee will be advised of Agency plans to adjust schedules to support construction projects during the fall of 2014.

OCTOBER 2014

2015 Preliminary Budget

Public comment will be accepted on the 2015 Budget.

East Side Access (ESA) Readiness Update

The Committee will be briefed on the status of the East Side Access Project.

NOVEMBER 2014 (Joint Meeting with MNR)

Review Committee Charter

Annual review of LIRR/LI Bus Committee Charter for Committee revision/approval.

Diversity & EEO Report– 3rd Quarter 2014

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 2014

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

Holiday Schedule

The Committee will be informed of Agency's service plans for the Thanksgiving and Christmas/New Year's holiday periods.

DECEMBER 2014

2015 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2015.

Proposed 2015 Committee Work Plan

The Committee Chair will present a draft Long Island Rail Road Committee Work Plan for 2015 that will address initiatives to be reported throughout the year.

MEMORANDUM



DATE: December 16, 2013

TO: Members of Long Island Committee

FROM: Helena E. Williams, President

A handwritten signature in black ink, appearing to read 'H. Williams', with a long horizontal flourish extending to the right.

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

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

The report provides data on the 19 escalators and 27 elevators directly maintained by the LIRR and the 15 escalators and six elevators maintained by AMTRAK. The report includes two new elevators that were placed in service at the LIRR Queens Village Station. Performance data on the six escalators and ten elevators in Jamaica station that are maintained by the Port Authority of NY/NJ remains unavailable.

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

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

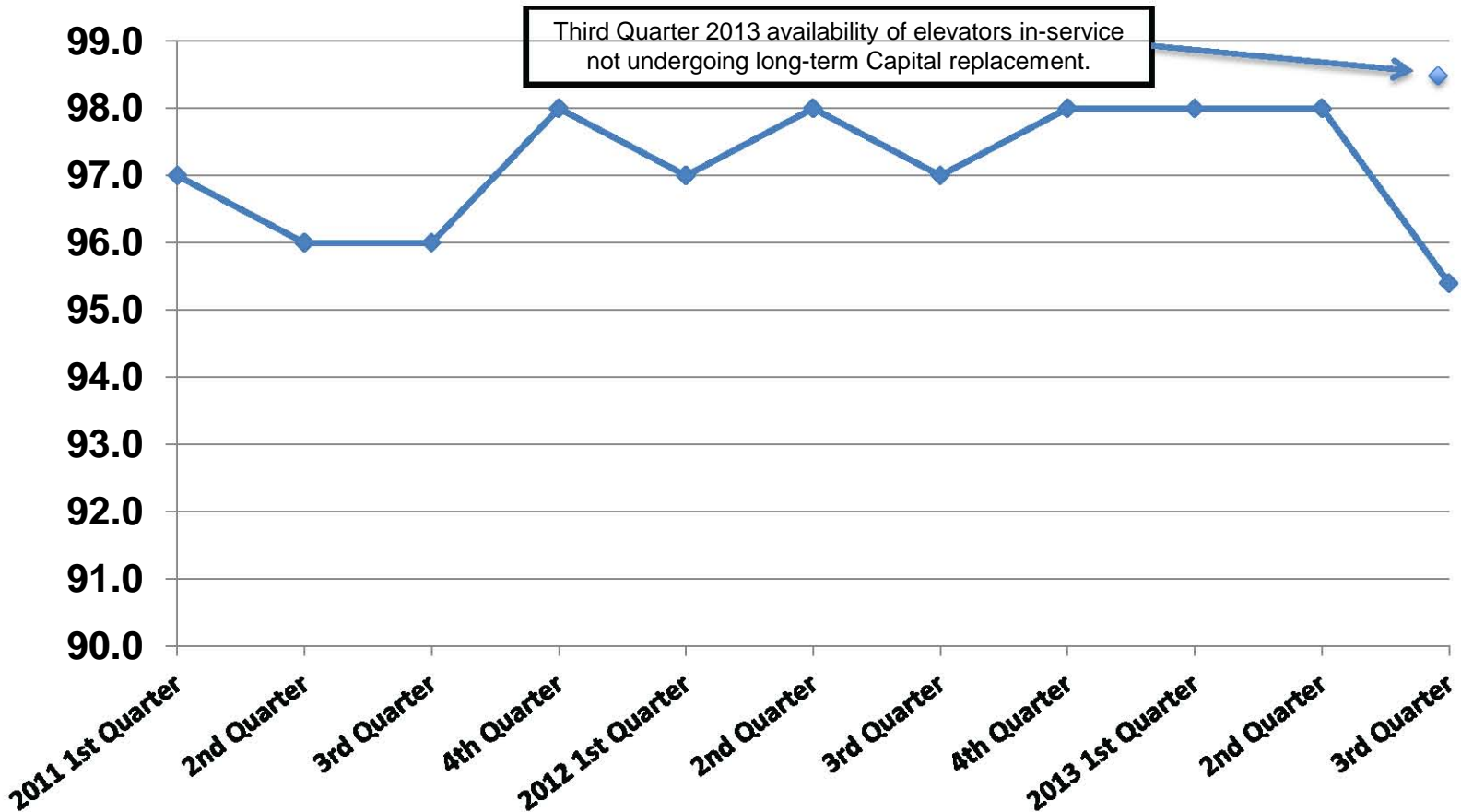
In addition, the report provides data on customer injuries/entrapments. LIRR is notified of customer injuries through employee and customer accident reports, customer claims, and police reports.

Long Island Rail Road Elevator/Escalator

Third Quarter Report
2013



Passenger Elevator Availability



Definition: Availability measures the percent of time that a unit is running and available for customer service. Elevators out of service for Capital work are included except as noted.

2013 Third Quarter Elevator Availability by Station

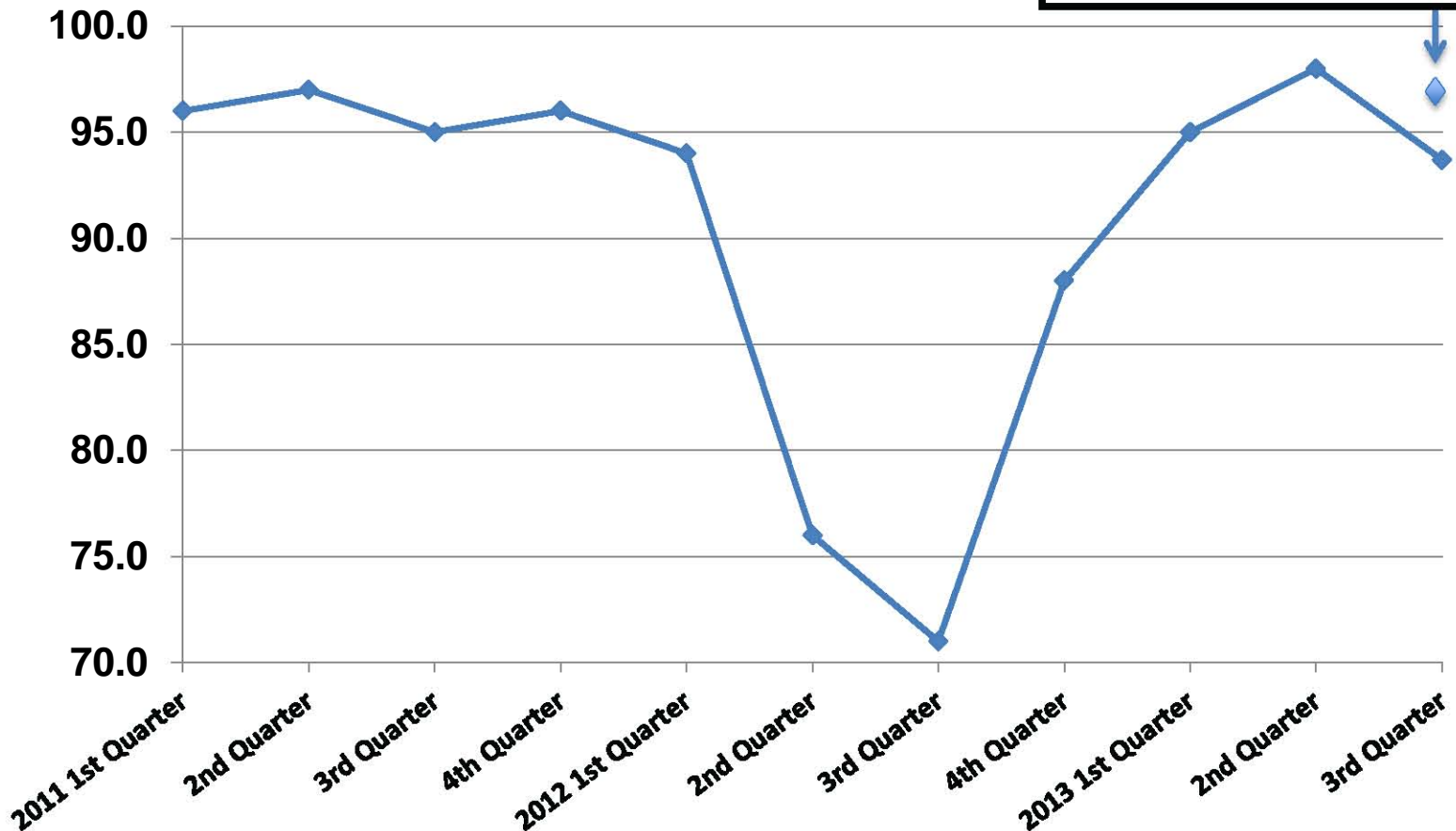
Branch/Station	Availability	Branch/Station	Availability
BABYLON		PORT JEFFERSON	
Babylon (A)	99.0%	Hicksville (A)	90.2%
Babylon (B)	98.1%	Hicksville (B)	98.9%
Massapequa	(1)	LONG BEACH	
Seaford	99.1%	Lynbrook (A)	94.9%
Bellmore	98.8%	Lynbrook (B)	96.0%
Merrick	99.3%	CITY TERMINAL	
Freeport	97.3%	Queens Village A	99.9%
Baldwin	99.1%	Queens Village B	99.8%
Rockville Centre	97.8%	Atlantic Terminal	99.5%
PORT WASHINGTON		Woodside 415x	96.9%
Great Neck (A)	98.2%	Woodside 418x	98.5%
Great Neck (B)	98.3%	Woodside 419x	96.9%
Auburndale	99.3%	Penn 34S-ELV-P34	100% (2)
RONKONKOMA		Penn CEN-ELV-P-7	100% (2)
Ronkonkoma (A)	98.5%	Penn CEN-ELV-P-8	100% (2)
Ronkonkoma (B)	98.4%	Penn CEN-ELV-P-9	100% (2)
Ronkonkoma (C)	99.1%	Penn CEN-ELV-P10	100% (2)
FAR ROCKAWAY		Penn CEN-ELV-P11	100% (2)
Valley Stream	98.7%		
Rosedale	98.4%		

(1) Elevator out of service for Capital replacement 8/21/13.

(2) Penn Station data provided by Amtrak.

Passenger Escalator Availability

Third Quarter 2013 availability of escalators in-service not undergoing long-term Capital replacement.



Definition: Availability measures the percent of time that a unit is running and available for customer service. Escalators out of service for Capital work are included except as noted.

Two escalators were out of service for part of the Third Quarter due to planned long-term rehabilitation.

2013 Third Quarter Escalator Availability by Station

Branch/Station	Availability	Branch/Station	Availability	Branch/Station	Availability
BABYLON		FAR ROCKAWAY		PENN STATION (2)	
Babylon A (W/B)	92.7%	Valley Stream	97.5%	Penn 34S-ESC-34A	100%
Babylon B (E/B)	96.9%	PORT JEFFERSON		Penn 34S-ESC-34B	100%
Lindenhurst	98.0%	Hicksville A (W/B)	97.0%	Penn 34S-ESC-34C	100%
Copague	96.7%	Hicksville B (E/B)	98.5%	Penn EXI-ESC-09E	100%
Amityville	52.4% (1)	LONG BEACH		Penn EXI-ESC-10E	100%
Massapequa Park	98.3%	Lynbrook	99.2%	Penn EXI-ESC-10W	84%
Massapequa	(3)	HEMPSTEAD		Penn EXI-ESC-7EW	98%
Seaford	98.7%	Floral Park	98.2%	Penn EXI-ESC-8EW	100%
Wantagh	97.5%			Penn MG-ESC-011	96%
Bellmore	97.4%			Penn MG-ESC-1MG	100%
Merrick	98.3%			Penn MG-ESC-2MG	100%
Freeport	98.1%			Penn MG-ESC-3MG	100%
Baldwin	97.3%			Penn MG-ESC-7MG	100%
Rockville Center	98.6%			Penn MG-ESC-8MG	99%
				Penn WEC-ESC-8WE	100%

(1) Escalator out of service from 7/5/13 to 8/12/13 for headshaft/gearbox repair.

(2) Penn Station data provided by Amtrak.

(3) Escalator taken out of service for Capital replacement on 6/10/13.

Elevator Customer Injuries/Entrapments by Station

Station Name	Mechanical Injuries	Human Factor Injuries	Entrapment
Bellmore	0	0	1
Great Neck (A)	0	0	1
Penn Station	0	1	0

Escalator Customer Injuries by Station

Station Name	Mechanical Injuries	Human Factor Injuries
Penn Station	0	6
Babylon	0	2
Jamaica	0	1
Hicksville	0	3

Definitions:

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

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




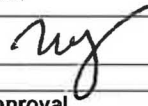
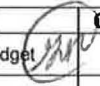
Long Island Rail Road

ACTION ITEMS



Long Island Rail Road

Subject LIRR 2014 Budget & 2014-2017 Financial Plan Adoption	Date December 4, 2013
Department Office of Management & Budget	Vendor Name
Department Head Name Gerard E. Ring	Contract Number
Department Head Signature 	Contract Manager Name
Project Manager Name	Table of Contents Ref #

Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MNR & LIRR Committee		X			3	President		VP Svc Plng Tech & CPM
2	Finance Committee		X				Exec Vice President		VP Mkt Dev & Public Affairs
3	MTA Board		X				Sr. VP Operations		General Counsel
							VP Labor Relations	2	VP & CFO 
Internal Approvals (cont.)									
Order	Approval	Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Exec Dir Mgmt & Budget 								

Purpose

To request MTA Board adoption of the MTA Long Island Rail Road's (MTA LIRR) 2013 November Forecast, 2014 Final Proposed Budget, and the Four-Year Financial Plan for 2014 – 2017.

Discussion

The 2014 Final Proposed Budget, which is consistent with information presented to the Board in November, provides funding to maintain the MTA's commitment to provide safe, reliable and efficient commuter rail service to the metropolitan New York region. In addition, funding is provided to support key customer oriented initiatives. The baseline projections, which are outlined below, reflect continued financial savings from non-service related budget reduction initiatives that were included in the MTA Long Island Rail Road's budget during prior financial plans. However, the MTA Long Island Rail Road's baseline budget excludes certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan: fare increases, unidentified MTA efficiencies, MTA re-estimates and policy actions and service investments. These impacts will be presented as part of MTA consolidated materials.

The 2014 Final Proposed Budget provides sufficient funding to maintain the LIRR's commitment to safe, secure, and reliable transportation and customer service. Achievement of on-time-performance and other operating goals is made possible through investments in reliability centered maintenance for rolling stock to ensure fleet availability and maintenance of the right-of way to maintain a state of good repair.

Additionally, the 2014 Final Proposed Budget includes funding for new needs, investments, and initiatives proposed in the July 2013 Financial Plan as follows:

- Increases in normal "platform" service for Montauk Summer Service and to events at Barclays Center
- Developing an Enterprise Asset Management System for right-of-way assets
- Implementing enhanced third rail safety procedures
- Establishing a customer-only waiting area in Jamaica Station, modeled after Penn Station

This plan also includes an additional overtime expense based on analyses performed in accordance with the presentation of a special report to the Finance Committee in September. Accordingly, overtime now reflects levels more in line with documented/historical usage and overall coverage requirements. Most of the operating budget plan-to-plan increases in overtime (approximately \$1.6 million in 2013, \$6.9 million in 2014, \$5.9 million in 2015, \$6.1 million in 2016 and \$6.5 million 2017), are attributable to this review.

2013 November Forecast - Baseline

Non-Reimbursable/Reimbursable expenses for the 2013 November Forecast before non-cash liability adjustments total \$1,541.9 million. This is comprised of \$1,311.6 million of Non-Reimbursable expenses and \$230.3 million Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2013 November Forecast is \$930.6 million. This is comprised of \$700.3 million of Non-Reimbursable revenue and \$230.3 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2013 November Forecast of \$700.3 million includes Passenger Revenue projections of \$631.2 million and \$69.1 million in other revenue from advertising, rental fees, special services and reimbursement for Sandy related costs. The Farebox revenue is based on a projected annual ridership of 83.2 million passengers.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2013 November Forecast totals \$1,311.6 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2013 November Forecast increases to \$1,718.4 million. The cash adjustments for non-cash items and timing of expenses/receipts total \$386.2 million. The resulting Net Cash Deficit is projected to be \$631.9 million in 2013.

Total Non-Reimbursable headcount is 6,134 positions. Total Reimbursable headcount is 767 positions.

2014 Final Proposed Budget - Baseline

Non-Reimbursable/Reimbursable expenses for the 2014 Final Proposed Budget before non-cash liability adjustments are \$1,674.9 million, comprised of \$1,394.8 million of Non-Reimbursable expenses and \$280.1 million of Reimbursable expenses. The total Non-Reimbursable/Reimbursable revenue for the 2014 Final Proposed Budget is \$978.8 million, comprised of \$698.7 million of Non-Reimbursable revenue and \$280.1 million of Reimbursable revenue.

The Non-Reimbursable revenue for the 2014 Final Proposed Budget of \$698.7 million includes Passenger Revenue projections of \$644.3 million and \$54.4 million in other revenue from advertising, rental fees, and special services. The Farebox revenue is based on a projected annual ridership of 83.9 million passengers.

Excluding non-cash liability adjustments, Non-Reimbursable expenses for the 2014 Final Proposed Non-Reimbursable Budget total \$1,394.8 million. Including non-cash liability adjustments, total Non-Reimbursable expenses for the 2014 Final Proposed Non-Reimbursable Budget increases to \$1,792.8 million. Cash adjustments for non-cash items and timing of expenses/receipts total \$357.0 million. The resulting Net Cash Deficit is projected to be \$737.1 million in 2014.

The Non-Reimbursable expense budget, before non-cash liability adjustments, of \$1,394.8 million is comprised of \$978.5 million in labor expenses (payroll and benefits), which represent 70 percent of total expenses. The balance of the expenses are non-payroll and are related to the operation and maintenance of the fleet and infrastructure, with expenses allocated for electric power and fuel of \$133.8 million, materials & supplies of \$126.4 million, professional and maintenance services contracts of \$111.0 million and all other costs of \$45.1 million.

Total Non-Reimbursable headcount is 6,159 positions of which approximately 91 percent are in the operating departments. Total Reimbursable headcount is 794 positions. The increase in headcount over the 2013 November Forecast is attributable to major new needs, investments, and both operating and capital initiatives.

Impact on Funding

The 2013 November Forecast, 2014 Final Proposed Budget and the Four-Year Financial Plan 2014 – 2017, which are presented in the attached schedules, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the MTA Long Island Rail Road's 2013 November Forecast, the 2014 Final Proposed Budget and the Four-Year Financial Plan for 2014 – 2017.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
Operating Revenue						
Farebox Revenue	\$581.371	\$631.193	\$644.345	\$648.993	\$652.946	\$655.779
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	63.718	69.060	54.399	46.483	47.465	47.320
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$645.089	\$700.253	\$698.744	\$695.476	\$700.411	\$703.099
Operating Expenses						
<u>Labor:</u>						
Payroll	\$407.904	\$434.307	\$450.308	\$471.482	\$503.582	\$536.751
Overtime	90.276	90.258	91.545	91.740	92.501	93.337
Health and Welfare	85.795	93.946	102.799	109.549	121.704	133.731
OPEB Current Payment	54.845	62.966	66.731	69.857	74.471	79.371
Pensions	164.459	183.003	177.353	178.778	182.754	184.409
Other Fringe Benefits	98.779	109.914	115.875	121.465	129.425	136.312
Reimbursable Overhead	(22.511)	(29.189)	(26.094)	(20.539)	(20.375)	(17.847)
Total Labor Expenses	\$879.546	\$945.206	\$978.518	\$1,022.333	\$1,084.062	\$1,146.064
<u>Non-Labor:</u>						
Electric Power	\$89.144	\$99.348	\$103.125	\$105.957	\$110.456	\$114.777
Fuel	26.374	31.363	30.671	29.790	29.985	30.767
Insurance	15.617	20.570	25.343	29.313	33.862	39.228
Claims	5.665	4.085	4.156	4.229	4.303	4.370
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	53.026	58.632	71.551	64.822	70.824	89.589
Professional Service Contracts	30.497	31.301	39.397	30.121	29.978	31.046
Materials & Supplies	88.365	108.081	126.358	124.466	130.675	140.546
Other Business Expenses	34.465	13.019	15.654	15.790	16.481	16.896
Total Non-Labor Expenses	\$343.154	\$366.398	\$416.255	\$404.487	\$426.564	\$467.219
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,222.700	\$1,311.604	\$1,394.772	\$1,426.820	\$1,510.626	\$1,613.283
Depreciation	317.340	322.744	311.549	320.849	324.042	327.267
OPEB Obligation	80.186	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	6.441	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,626.667	\$1,718.399	\$1,792.834	\$1,836.717	\$1,926.328	\$2,032.210
Baseline Surplus/(Deficit)	(\$981.578)	(\$1,018.146)	(\$1,094.090)	(\$1,141.241)	(\$1,225.916)	(\$1,329.111)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$317.340	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
Operating/Capital	(4.840)	(19.972)	(33.575)	(11.956)	(12.125)	(12.336)
Other Cash Adjustment	77.446	83.475	79.001	72.926	70.602	67.582
Total Cash Conversion Adjustments	\$389.945	\$386.247	\$356.975	\$381.819	\$382.518	\$382.512
Net Cash Surplus/(Deficit)	(\$591.633)	(\$631.899)	(\$737.115)	(\$759.422)	(\$843.398)	(\$946.599)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	190.936	230.331	280.084	249.048	244.688	242.986
Total Revenue	\$190.936	\$230.331	\$280.084	\$249.048	\$244.688	\$242.986
Expenses						
<u>Labor:</u>						
Payroll	\$61.956	\$72.620	\$90.101	\$92.662	\$90.575	\$90.579
Overtime	13.239	14.928	15.326	14.195	13.689	14.056
Health and Welfare	11.782	14.190	16.152	16.501	16.044	16.063
OPEB Current Payment	-	-	-	-	-	-
Pensions	22.043	20.003	21.505	22.010	21.440	21.495
Other Fringe Benefits	13.539	15.533	19.453	19.872	19.322	19.345
Reimbursable Overhead	22.511	29.189	26.094	20.539	20.375	17.847
Total Labor Expenses	\$145.069	\$166.463	\$188.631	\$185.779	\$181.445	\$179.385
<u>Non-Labor:</u>						
Electric Power	\$0.193	\$0.103	\$0.046	\$0.034	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	3.646	4.040	5.598	5.741	5.551	5.528
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	12.345	12.170	13.890	10.375	10.405	10.409
Professional Service Contracts	1.470	7.109	8.335	3.692	3.165	3.405
Materials & Supplies	27.645	39.953	62.178	43.322	44.020	44.156
Other Business Expenses	0.568	0.493	1.406	0.105	0.102	0.103
Total Non-Labor Expenses	\$45.867	\$63.868	\$91.453	\$63.269	\$63.243	\$63.601
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$190.936	\$230.331	\$280.084	\$249.048	\$244.688	\$242.986
Depreciation	-	-	-	-	-	-
Total Expenses	\$190.936	\$230.331	\$280.084	\$249.048	\$244.688	\$242.986
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Revenue						
Farebox Revenue	\$581.371	\$631.193	\$644.345	\$648.993	\$652.946	\$655.779
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	63.718	69.060	54.399	46.483	47.465	47.320
Capital and Other Reimbursements	190.936	230.331	280.084	249.048	244.688	242.986
Total Revenue	\$836.025	\$930.584	\$978.828	\$944.524	\$945.099	\$946.085
Expenses						
<u>Labor:</u>						
Payroll	\$469.859	\$506.927	\$540.409	\$564.144	\$594.157	\$627.330
Overtime	103.515	105.186	106.871	105.935	106.190	107.393
Health and Welfare	97.577	108.136	118.951	126.050	137.748	149.794
OPEB Current Payment	54.845	62.966	66.731	69.857	74.471	79.371
Pensions	186.501	203.006	198.858	200.788	204.194	205.904
Other Fringe Benefits	112.318	125.447	135.328	141.337	148.747	155.657
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$1,024.615	\$1,111.669	\$1,167.149	\$1,208.112	\$1,265.507	\$1,325.449
<u>Non-Labor:</u>						
Electric Power	\$89.337	\$99.451	\$103.171	\$105.991	\$110.456	\$114.777
Fuel	26.374	31.363	30.671	29.790	29.985	30.767
Insurance	19.263	24.610	30.941	35.054	39.413	44.756
Claims	5.665	4.085	4.156	4.229	4.303	4.370
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	65.371	70.802	85.441	75.197	81.229	99.998
Professional Service Contracts	31.967	38.410	47.732	33.813	33.143	34.451
Materials & Supplies	116.010	148.034	188.536	167.788	174.695	184.702
Other Business Expenses	35.033	13.512	17.060	15.895	16.583	16.999
Total Non-Labor Expenses	\$389.020	\$430.266	\$507.708	\$467.756	\$489.807	\$530.820
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,413.636	\$1,541.935	\$1,674.856	\$1,675.868	\$1,755.314	\$1,856.269
Depreciation	\$317.340	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	80.186	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	6.441	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,817.603	\$1,948.730	\$2,072.918	\$2,085.765	\$2,171.016	\$2,275.196
Baseline Surplus/(Deficit)	(\$981.578)	(\$1,018.146)	(\$1,094.090)	(\$1,141.241)	(\$1,225.916)	(\$1,329.111)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$317.340	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
Operating/Capital	(4.840)	(19.972)	(33.575)	(11.956)	(12.125)	(12.336)
Other Cash Adjustment	77.446	83.475	79.001	72.926	70.602	67.582
Total Cash Conversion Adjustments	\$389.945	\$386.247	\$356.975	\$381.819	\$382.518	\$382.512
Net Cash Surplus/(Deficit)	(\$591.633)	(\$631.899)	(\$737.115)	(\$759.422)	(\$843.398)	(\$946.599)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2012	2013	2014			
	Actual	November	Final Proposed	2015	2016	2017
		Forecast	Budget			
Receipts						
Farebox Revenue	\$606.767	\$655.916	\$668.345	\$672.993	\$676.946	\$679.779
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	41.670	111.134	45.976	37.785	38.485	38.023
Capital and Other Reimbursements	203.686	207.647	240.887	231.362	226.487	224.485
Total Receipts	\$852.122	\$974.697	\$955.208	\$942.140	\$941.918	\$942.287
Expenditures						
<u>Labor:</u>						
Payroll	\$476.980	\$507.577	\$537.697	\$561.371	\$591.320	\$624.499
Overtime	102.957	105.186	106.871	105.935	106.190	107.393
Health and Welfare	99.888	108.136	118.951	126.050	137.748	149.794
OPEB Current Payment	54.752	62.966	66.731	69.857	74.471	79.371
Pensions	187.173	203.701	198.858	200.788	204.194	205.904
Other Fringe Benefits	103.975	126.847	135.328	141.337	148.747	155.657
GASB Account	10.010	12.593	13.346	13.971	14.894	15.874
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$1,035.734	\$1,127.006	\$1,177.782	\$1,219.309	\$1,277.564	\$1,338.492
<u>Non-Labor:</u>						
Electric Power	\$84.058	\$132.822	\$103.171	\$105.991	\$110.456	\$114.777
Fuel	27.475	31.711	30.671	29.790	29.985	30.767
Insurance	26.528	23.588	30.751	34.857	39.196	45.516
Claims	7.142	2.953	2.346	2.400	2.455	2.505
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	77.095	77.745	85.441	75.197	81.229	99.998
Professional Service Contracts	23.406	39.672	44.382	30.305	29.470	30.604
Materials & Supplies	123.795	129.550	177.452	164.465	175.039	185.903
Other Business Expenses	11.038	17.549	16.327	15.248	15.922	16.324
Total Non-Labor Expenditures	\$380.537	\$455.590	\$490.541	\$458.253	\$483.752	\$526.394
<u>Other Expenditure Adjustments:</u>						
Other	25.684	24.000	24.000	24.000	24.000	24.000
Total Other Expenditure Adjustments	\$25.684	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Total Expenditures	\$1,441.955	\$1,606.596	\$1,692.323	\$1,701.562	\$1,785.316	\$1,888.886
Cash Timing and Availability Adjustment	(1.799)	-	-	-	-	-
Baseline Cash Surplus/(Deficit)	(\$591.632)	(\$631.899)	(\$737.115)	(\$759.422)	(\$843.398)	(\$946.599)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2012	2013	2014			
	Actual	November Forecast	Final Proposed Budget	2015	2016	2017
Receipts						
Farebox Revenue	\$25.396	\$24.723	\$24.000	\$24.000	\$24.000	\$24.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	(22.048)	42.074	(8.423)	(8.698)	(8.980)	(9.297)
Capital and Other Reimbursements	12.750	(22.684)	(39.197)	(17.686)	(18.201)	(18.501)
Total Receipts	\$16.097	\$44.113	(\$23.620)	(\$2.384)	(\$3.181)	(\$3.798)
Expenditures						
<u>Labor:</u>						
Payroll	(\$7.121)	(\$0.650)	\$2.712	\$2.773	\$2.837	\$2.831
Overtime	0.558	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(2.311)	0.000	(0.000)	0.000	0.000	0.000
OPEB Current Payment	0.093	-	-	-	-	-
Pensions	(0.672)	(0.695)	-	-	-	-
Other Fringe Benefits	8.343	(1.400)	0.000	0.000	(0.000)	(0.000)
GASB Account	(10.010)	(12.593)	(13.346)	(13.971)	(14.894)	(15.874)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	(\$11.119)	(\$15.337)	(\$10.633)	(\$11.197)	(\$12.057)	(\$13.043)
<u>Non-Labor:</u>						
Electric Power	\$5.279	(\$33.371)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(1.101)	(0.348)	(0.000)	(0.000)	(0.000)	(0.000)
Insurance	(7.265)	1.022	0.190	0.197	0.217	(0.760)
Claims	(1.477)	1.132	1.810	1.829	1.848	1.865
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(11.724)	(6.943)	-	-	-	-
Professional Service Contracts	8.561	(1.262)	3.350	3.508	3.673	3.847
Materials & Supplies	(7.784)	18.484	11.084	3.323	(0.344)	(1.201)
Other Business Expenditures	23.995	(4.037)	0.733	0.647	0.661	0.675
Total Non-Labor Expenditures	\$8.483	(\$25.324)	\$17.167	\$9.503	\$6.055	\$4.426
<u>Other Expenditures Adjustments:</u>						
Other	(25.684)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
Total Other Expenditures Adjustments	(\$25.684)	(\$24.000)	(\$24.000)	(\$24.000)	(\$24.000)	(\$24.000)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$12.222)	(\$20.548)	(\$41.087)	(\$28.078)	(\$33.184)	(\$36.415)
Depreciation Adjustment	\$317.340	\$322.744	\$311.549	\$320.849	\$324.042	\$327.267
OPEB Obligation	80.186	82.051	84.513	87.048	89.660	89.660
Environmental Remediation	6.441	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(1.799)	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$389.945	\$386.247	\$356.975	\$381.819	\$382.518	\$382.512

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Ridership/(Utilization)
(\$ in millions)

	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
<u>RIDERSHIP</u>						
Monthly	44.965	46.206	46.538	46.866	47.166	47.196
Weekly	1.823	1.787	1.797	1.809	1.820	1.828
Total Commutation	46.788	47.993	48.335	48.675	48.986	49.024
One-Way Full Fare	7.904	8.117	8.184	8.240	8.291	8.327
One-Way Off Peak	17.514	17.477	17.637	17.759	17.868	17.946
All Other	9.548	9.594	9.728	9.827	9.885	9.926
Total Non-Commutation	34.966	35.188	35.548	35.827	36.044	36.199
Total Ridership	81.753	83.181	83.884	84.502	85.030	85.223
<u>FAREBOX REVENUE</u>						
Total Passenger Revenue	\$581.371	\$631.193	\$644.345	\$648.993	\$652.946	\$655.779

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration						
Executive VP	5	5	5	5	5	5
Labor Relations	11	18	18	18	18	18
Procurement & Logistics (excl. Stores)	79	88	83	83	80	81
Human Resources	29	32	32	38	48	51
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	26	32	32	32	32	32
President	4	4	4	4	4	4
VP & CFO/Pensions	8	2	2	2	2	2
Information Technology	153	162	164	165	165	172
Controller	39	45	46	46	46	46
Management and Budget	18	18	19	19	19	19
Process Re-Engineering	6	7	7	7	7	7
VP - East Side Access & Special Projects	23	34	42	42	42	42
Market Dev. & Public Affairs	56	60	60	60	60	60
Gen. Counsel & Secretary	31	30	30	30	30	30
Diversity Management	1	1	1	1	1	1
System Safety	69	75	74	72	72	72
Security	6	6	11	11	11	11
Sr VP Operations/ Serv. Planning	18	24	22	22	22	22
Total Administration	584	645	654	659	666	677
Operations						
Train Operations	1,868	1,986	2,004	2,137	2,230	2,376
Customer Service	286	299	299	299	296	302
Total Operations	2,154	2,285	2,303	2,436	2,526	2,678
Maintenance						
Engineering	1,516	1,722	1,740	1,768	1,761	1,755
Equipment	1,948	2,014	2,027	2,063	2,252	2,303
Procurement (Stores)	91	93	93	93	93	93
Total Maintenance	3,555	3,829	3,860	3,924	4,106	4,151
Engineering/Capital						
Department of Project Management	121	142	136	136	136	136
Total Engineering/Capital	121	142	136	136	136	136
Total Baseline Positions	6,414	6,901	6,953	7,155	7,434	7,642
<i>Non-Reimbursable</i>	5,960	6,134	6,159	6,408	6,727	6,944
<i>Reimbursable</i>	454	767	794	747	707	698
<i>Total Full-Time</i>	6,414	6,901	6,953	7,155	7,434	7,642
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2014-2017
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2012 Actual	2013 November Forecast	2014 Final Proposed Budget	2015	2016	2017
Administration							
	Managers/Supervisors	281	332	342	348	357	368
	Professional, Technical, Clerical	303	313	312	311	309	309
	Operational Hourlies	-	-	-	-	-	-
	Total Administration	584	645	654	659	666	677
Operations							
	Managers/Supervisors	298	325	335	334	335	353
	Professional, Technical, Clerical	160	167	167	167	163	163
	Operational Hourlies	1,696	1,793	1,801	1,935	2,028	2,162
	Total Operations	2,154	2,285	2,303	2,436	2,526	2,678
Maintenance							
	Managers/Supervisors	639	744	760	770	813	807
	Professional, Technical, Clerical	255	277	269	267	267	267
	Operational Hourlies	2,661	2,808	2,831	2,887	3,026	3,077
	Total Maintenance	3,555	3,829	3,860	3,924	4,106	4,151
Engineering/Capital							
	Managers/Supervisors	97	106	99	99	99	99
	Professional, Technical, Clerical	24	36	37	37	37	37
	Operational Hourlies	-	-	-	-	-	-
	Total Engineering/Capital	121	142	136	136	136	136
Public Safety							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	Total Public Safety	-	-	-	-	-	-
Total Baseline Positions							
	Managers/Supervisors	1,315	1,507	1,536	1,551	1,604	1,627
	Professional, Technical, Clerical	742	793	785	782	776	776
	Operational Hourlies	4,357	4,601	4,632	4,822	5,054	5,239
	Total Baseline Positions	6,414	6,901	6,953	7,155	7,434	7,642

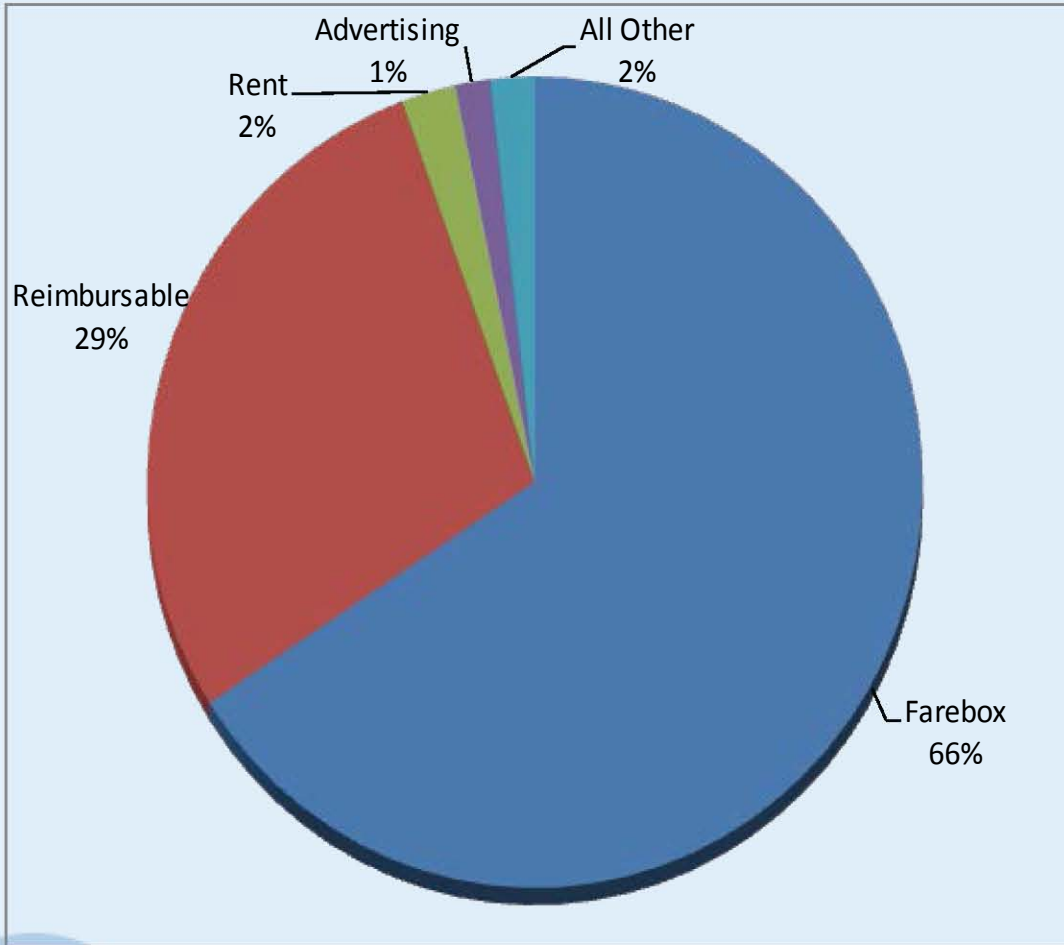
MTA Long Island Rail Road

2014 Final Proposed Operating Budget

December 2013



2014 Final Proposed Budget – Revenue

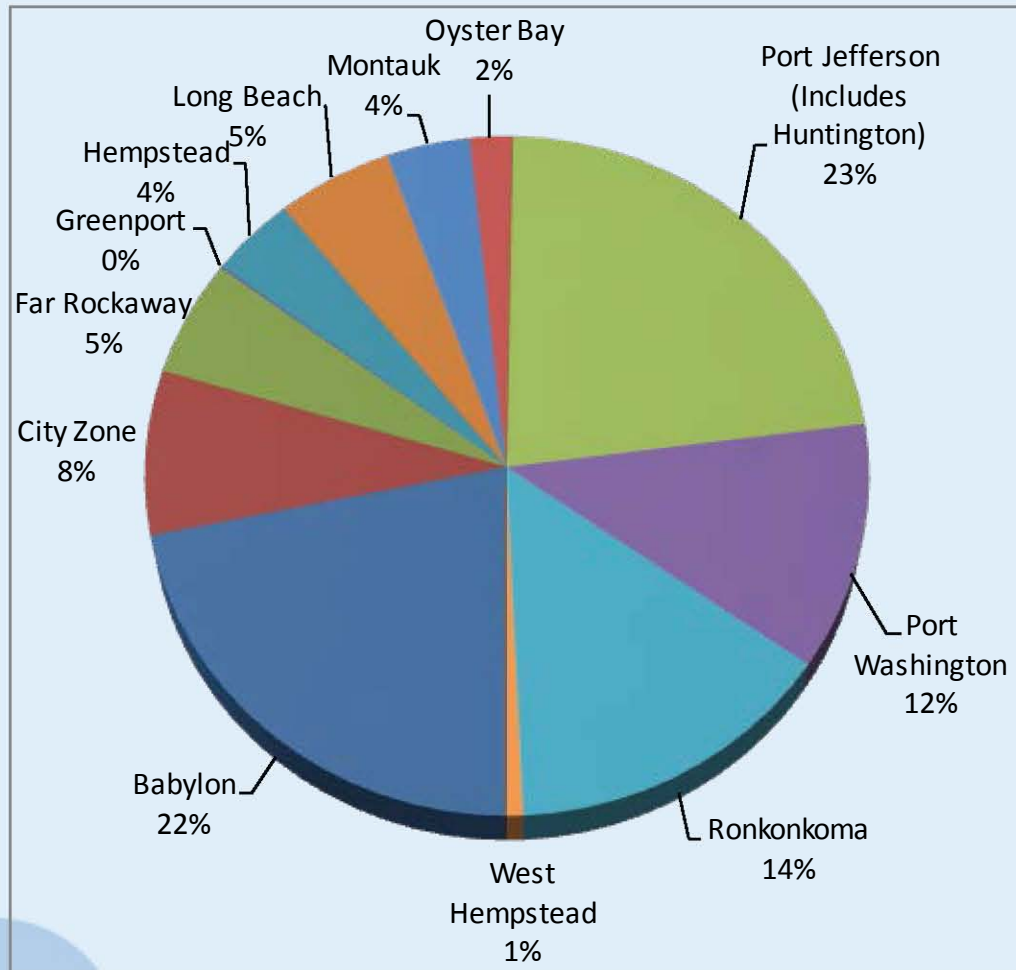


Total Revenue

	<u>Revenue (\$M)</u>
Farebox	\$ 644.3
Reimbursable	\$ 280.1
Rent	\$ 22.1
Advertising	\$ 14.3
All Other	\$ 18.0
Total	\$ 978.8



2014 Final Proposed Budget – Revenue by Branch

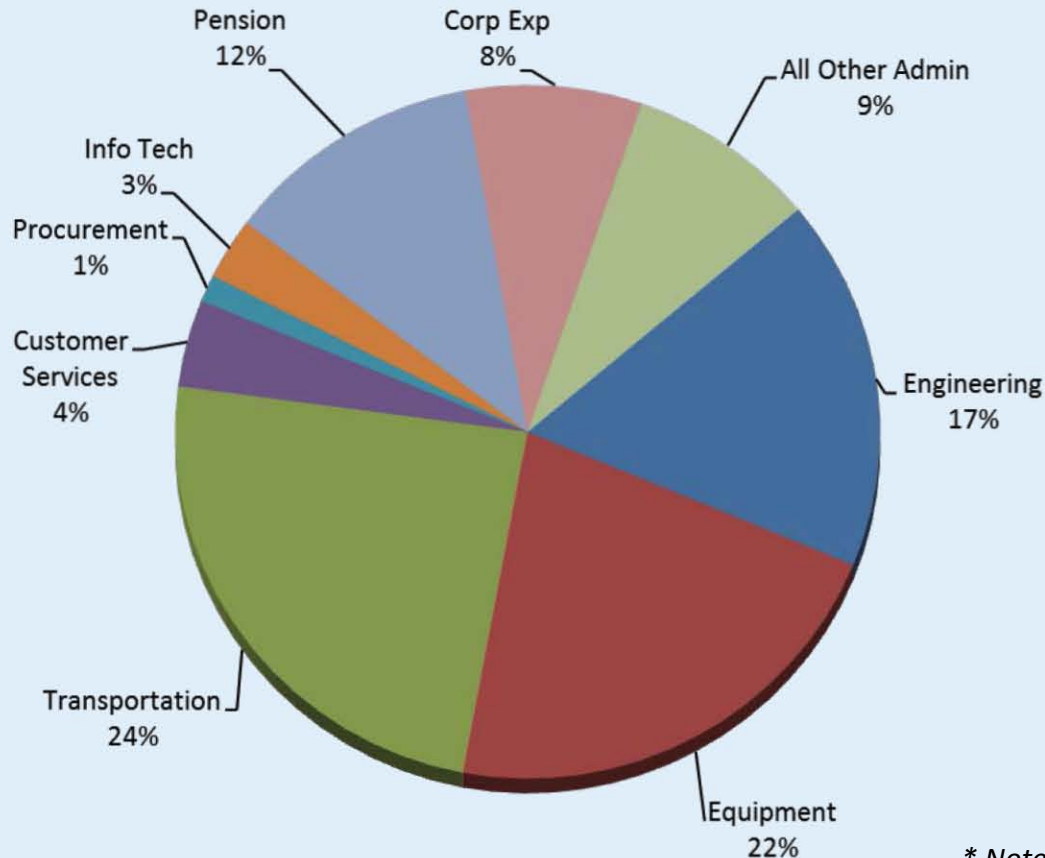


Total Branch Revenue
Based on Ticket Sales

	<u>Revenue (\$M)</u>
Babylon	\$140.3
City Zone	\$50.5
Far Rockaway	\$35.8
Greenport	\$0.6
Hempstead	\$25.3
Long Beach	\$34.3
Montauk	\$24.7
Oyster Bay	\$12.5
Port Jeff/Huntington	\$146.1
Port Washington	\$75.7
Ronkonkoma	\$93.9
West Hempstead	\$4.6
Total Branch	\$644.3



2014 Final Proposed Budget – Expenses & Headcount



Total Department (Accrued)

	Expenses (\$M)	Year-end Headcount
Engineering	\$ 290.3	1,740
Equipment	\$ 363.2	2,027
Transportation	\$ 404.5	2,004
Customer Services	\$ 68.3	299
Procurement	\$ 21.0	176
Information Tech	\$ 48.3	164
Pension	\$ 198.9	na
Corporate Expense	\$ 135.1	na
Other Admin Dept.	\$ 145.2	543
Total*	\$1,674.9	6,953

** Note: The total \$1,674 million includes \$280 million in reimbursable expenses primarily for in-house LIRR forces and materials used on capital projects. Third party capital expenses are charged directly to the Capital Budget and not reflected in the Operating Budget.*

LIRR Financial Plan Objectives

Provide sufficient funding to:

- Maintain the LIRR's commitment to delivering safe, secure and reliable transportation customer service.
- Achieve its key performance goals, including an increase in the target for fleet performance to 153,000 miles MDBF and achieve OTP of 95.1 percent.
- Invest in infrastructure maintenance and customer improvements.
 - Post-Sandy Reconstruction
 - Enterprise Asset Management
 - Support Capital Investments
 - Customer Ambassadors
- Accomplish service objectives in an efficient and cost effective manner within financial plan funding levels.



LIRR Budget Reduction Initiatives

The LIRR will undertake several key strategic projects in 2014 to produce efficiencies and generate financial plan savings. These efforts will focus on the following cost areas:

- Reduce Lease Expenses
- Right-of-Way Inventory Handling
- Overtime Usage and Employee Availability
- Operational Efficiencies
- Fare Collection



Staff Summary

Subject						Date			
Project Labor Agreement						December 16, 2013			
Department						Vendor Name			
Chief Procurement Officer - DPM						Contract Number			
Department Head Name						Contract Manager Signature			
R. Oakley <i>R.C. Oakley</i>									
Department Head Signature									
Project Manager Name									
Board Action						Internal Approval			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Comm.	12/16				5	President <i>for</i>		
2	MTA Fin. Comm.	12/16				4	Exec VP <i>acc.</i>		
3	MTA Board	12/18				3	VP Mgmt. & Finance <i>my</i>		
						2	VP & Genl Counsel <i>RL</i>		
						1	CPLO <i>my</i>		

Purpose

In conjunction with adoption of the attached Board Resolution, to obtain Board approval of a Project Labor Agreement (PLA), between The Long Island Rail Road and the Buildings and Construction Trades Council of Nassau and Suffolk, and their constituent unions, applicable to the Phase I Mainline Double Track Design-build contract (which is concurrently being presented to the Board for approval) and six other construction projects funded in the 2010-2014 Capital Program.

Discussion

The 2010-2014 Capital Program adopted by the Board requires each of the MTA Agencies to achieve greater efficiencies and savings in their respective programs. Project Labor Agreements are used in both the private and public sectors as an effective means to reduce project labor costs for owners while ensuring a fair and competitive bidding environment. While this is the first PLA to be negotiated by an MTA agency, PLAs have seen widespread use by the Thruway Authority (on past and the current Tappan Zee projects), the State Dormitory Authority, the City of New York and many other state and local entities. Contractors bidding under a PLA must commit to employ only trade workers under the terms of a local collective bargaining agreement, although the contractor is not required to be a union contractor. The trade unions, for their part, provide favorable work rules and financial considerations which the contractors can pass along to the owner, and agree to other terms such as "no strike" provisions for the length of the agreement.

LIRR identified the following seven upcoming Capital Projects as potentially benefiting from inclusion in a PLA:

- Main Line Double Track – Phase I
- Colonial Road Highway Bridge
- New Mid Suffolk Yard
- Hicksville Station Renovation
- Hicksville North Siding
- Wantagh Station Platform Replacement
- Ellison Avenue Bridge

LIRR retained industry leader Hill International (“Hill”) to perform a study as to the advisability of using a PLA for these projects. Hill also assisted in the negotiations with the Trade Council. In a Report issued on July 23, 2013, Hill concluded that the PLA would assure that LIRR would (1) receive the best work at the lowest price through experienced, highly skilled workers, (2) prevent favoritism, fraud and corruption, as the PLA is open to all bidders equally and provides for non-discrimination in hiring, (3) prevent project delay through the “no strike” provision and the guaranteed supply of skilled labor for the duration of work, and (4) provide substantial, quantifiable estimated cost savings through standardized work rules and increased efficiency.

With respect to such financial benefits, Hill identified an aggregate estimated savings of \$6.5M, or nearly 11% of the total third-party labor costs over the course of the seven projects, based primarily on the following negotiated provisions agreed to by the construction unions:

- Working four 10-hour days Monday-Thursday straight-time (with Friday make-up days)
- A 40 Hour Work Week for all Trades
- Saturday Overtime Capped at Time and a Half Rate
- Eight Annual Holidays
- Maximum percentage Apprenticeship work force allowed by state law.

In addition to such quantifiable savings, the PLA includes other provisions such as the aforementioned ‘no-strike’ provision and a management rights clause which ensures the work proceeds expeditiously with a dependable work force over the full term of the agreement. LIRR and the contractors retain control over the scope and the means and methods employed to perform the work, and project work that ordinarily would be performed by LIRR labor forces is not affected by the PLA.

LIRR executed the PLA with the express requirement that the agreement would be subject to the approval of the MTA Board, which approval would be sought at the time that the Main Line Double Track award is brought to the Board. Notably, the results of the Double Track RFP help to bear out Hills’ projection of tangible cost savings: the lowest proposal is almost \$10M less than the engineer’s estimate for the contract. While there may be many reasons for this low price, the proposed contractor has verified that the PLA terms allowed it to provide a very competitive proposal price.

Minority Contracting/EEO Provisions

With the assistance of Michael Garner, MTA Chief Diversity Officer, the PLA includes numerous Equal Opportunity hiring provisions and promises fair treatment for minority and women contractors. Provisions include enhanced “bring along” opportunities for minority contractors (promoting retention of existing employees); designation of an M/WBE representative to the Labor Management Committee established under the PLA, which will review affirmative action and M/WBE participation goals; terms enhancing the ability of contractors to meet affirmative action hiring goals; and provisions affording minorities, women and economically disadvantaged non-minority males an opportunity for entry into the construction industry through apprentice programs. Veterans are benefitted through utilization of the “Helmets to Hardhats” apprentice program. Finally, the Trade Council has committed to further discussions to accommodate MTA Small Business Mentoring contracts.

Alternatives

These contracts could be solicited without a PLA. However, the economic and other benefits provided by the PLA would not be available.

BOARD RESOLUTION

WHEREAS, the 2010-2014 Capital Program adopted by the Board requires each of the MTA Agencies to achieve greater efficiencies and savings in their respective programs in order to best utilize such funds for the public benefit; and

WHEREAS, in order to effectuate such goals the Long Island Rail Road (“LIRR”) commissioned a report from the firm of Hill International (“Hill”) to determine whether a Project Labor Agreement (“PLA”) applicable to capital projects would contribute to savings; and

WHEREAS, a report dated July 23, 2013, issued by Hill, concluded that such PLA will serve the objectives of:

- Obtaining the best work at the lowest price though experienced, trained highly skilled workers;
- Preventing favoritism, fraud and corruption by treating equally all potential bidders and by providing for non-discrimination in referrals and hiring;
- Avoiding the impact of delays by providing a guaranteed supply of skilled labor for the duration of the work by virtue of the no strike/lockout provisions of the PLA;
- Achieving significant quantifiable and non-quantifiable cost savings through standardization of work rules and increased efficiency; and
- Utilizing the best efforts of the unions and contractors to maximize MBE/WBE participation in the work through apprentice and pre-apprentice programs; and

WHEREAS, the management of LIRR, concurring in the conclusions as stated above, has negotiated a PLA with the Building and Trades Council of Nassau and Suffolk Counties, applicable to seven capital projects funded in the 2010-2014 Capital Program, effectuating the savings and opportunities identified in the Hill report; and thereafter executed such PLA on or about September 17, 2013, the effectiveness of which is conditional upon subsequent approval by the Board; and

WHEREAS, the Board adopts the conclusions as stated above, and determines that it is in the public interest and consistent with applicable laws to approve such PLA;

NOW, THEREFORE IT IS RESOLVED that the Board of LIRR approves the PLA as previously executed by the LIRR and approves the incorporation of such PLA into the terms and conditions of the projects subject to such PLA.

LONG ISLAND COMMITTEE

PROCUREMENTS

FOR

BOARD ACTION

December 18, 2013

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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



Subject Request for Authorization to Award Various Procurements						Date December 18, 2013			
Department Procurement & Logistics									
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer									
Department Head Signature 									
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	LI Committee	12.16.13				X	President 		VP & Chief Financial Officer
2	MTA Board	12.18.13				X	Sr. VP-Administration		VP, General Counsel & Secy
							Sr. VP-Operations		
							Executive VP		

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION:**LIRR proposes to award Non-Competitive Procurements in the following categories:**Schedules Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Work Contracts

	<u># of Actions</u>	<u># of Actions</u>
	1	\$175,084
SUBTOTAL:	1	\$175,084

LIRR proposes to award Competitive Procurements in the following categories:Schedules Requiring Two-Thirds Vote

Schedule B: Competitive Requests for Proposals (Solicitation)

Schedule C: Competitive Requests for Proposals (Award)

	1	\$TBD
	3	\$57,836,416
SUBTOTAL:	7	\$58,896,797

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts

Schedule G: Miscellaneous Service Contracts

	1	\$385,000
	2	\$675,381
SUBTOTAL:	7	\$58,896,797

LIRR proposes to award Ratifications in the following categories:Schedules Requiring Two-Thirds Vote

Schedule D: Ratification of Completed Procurement Actions

	1	\$620,000
SUBTOTAL:	1	\$620,000

TOTAL: 9 \$59,691,881

BUDGET IMPACT:

The purchases/contracts will result in obligating LIRR operating and capital funds in the amount listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

DECEMBER 2013

MTA LONG ISLAND RAIL ROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule A: Non-Competitive Purchases and Public Work Contracts)

(Staff Summaries required for all items greater than \$100K Sole Source; \$250K Other Non-Competitive)

- | | | |
|-----------|--|------------------------------------|
| 1. | New York State Industries
For the Disabled (NYSID)
Non-Competitive
Contract No. TBD | \$175,084
Not-to-Exceed |
|-----------|--|------------------------------------|

LIRR requests MTA Board approval to award a three-year contract to the New York State Industries for the Disabled ("NYSID"), beginning January 2014, in a Not-to-Exceed amount of \$175,084, to provide semi-annual window washing services at LIRR's Atlantic Avenue Terminal. This contract is being awarded to NYSID in accordance with Section 162 of the New York State Finance Law ("State Finance Law"), which states that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a preferred source provider, such as NYSID, is expressly exempt from New York State Statutory competitive procurement requirements; provided (i) it is capable of providing the service in the form, function, and utility required by LIRR, and (ii) the price it offers is as close to the prevailing market prices as is practicable, but in no event, greater than 15% above the prevailing market price. NYSID, along with its corporate partner, "Action Window Cleaning, Inc.," has toured the facility and confirmed their ability to perform this service and comply with contract specifications. On average, NYSID's proposed labor rates are 20% less than the estimated rates for these services, and are compliant with the current New York State Prevailing Wage Schedule for years one and two (2014, 2015) of the contract term. Labor rates for year three (2016) are estimated and will be subject to adjustments under the then-current Prevailing Wage Schedule. Equipment rental rates have been reviewed and found to reflect current industry standards. NYSID's three-year proposal, which has been deemed fair and reasonable, has been forwarded to the New York State Office of General Services (OGS) for review and approval. Upon approval, OGS will provide a written certification that the NYSID proposal is compliant with requirements of the State Finance Law, at which time LIRR will issue its contract. Funding for this contract is included in LIRR's Operating Budget.

DECEMBER 2013

MTA LONG ISLAND RAIL ROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

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

- | | | | |
|----|-------------------------|--------------|--------------------------------------|
| 2. | TBD | \$TBD | <i><u>Staff Summary Attached</u></i> |
| | Competitive | | |
| | Contract No. TBD | | |

LIRR, on behalf of itself, and all other MTA Agencies, requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a five-year strategically sourced contract for Industrial Supplies. In September, 2009, the MTA Board approved a multi-year, all-agency contract to W. W. Grainger, Inc. to provide commodities classified as Industrial Supplies to the Agencies. A replacement contract is now required.

Procurements Requiring Two-Thirds Vote

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

- | | | | |
|----|--|---------------------|--------------------------------------|
| 3. | Skanska-Posillico (Joint Venture) | \$34,660,000 | <i><u>Staff Summary Attached</u></i> |
| | Competitive | | |
| | Contract No. 6119 | | |

LIRR requests MTA Board approval to award a Public Works contract to Skanska-Posillico (Joint Venture) in the amount of \$34,660,000 to provide Design-Build Services for a new second track to be constructed on the Main Line Ronkonkoma Branch, from Ronkonkoma to west of Central Islip ("Phase I"). Currently, the Main Line east of Farmingdale is mostly single track, with selected passing sidings, and double track sections at the majority of the stations between Farmingdale and Ronkonkoma. Under this project 12.6 miles of double track will be added to the existing 5.3 miles of double tracked sidings along the 17.9 mile corridor from Farmingdale to Ronkonkoma, as well as any required/associated infrastructure needed along the way. This project is to be completed in Phases which are structured in following segments; (i) Phase 1- to provide 5.2 miles of double track from Ronkonkoma to west of Central Islip and (ii) Phase 2- to provide 1.3 miles of double track between Brentwood and Central Islip and 6.1 miles of double track between Farmingdale and Deer Park. At this time and under this contract, only Phase 1 (which is funded under the 2010 – 2014 Capital Program) is being awarded. The overall goal of this project is to construct a full Second Track to Ronkonkoma which will (i) eliminate the current LIRR operational limitations by increasing service reliability and on-time performance along the Main Line; (ii) provide for faster recovery time following service incidents; and, (iii) provide more service capacity to meet existing and future service and ridership demands.

- | | | | |
|----|---------------------------|---------------------|--------------------------------------|
| 4. | EW Howell Co., LLC | \$18,807,000 | <i><u>Staff Summary Attached</u></i> |
| | Competitive | | |
| | Contract No. 6120 | | |

LIRR requests MTA Board approval to award a Public Works Contract to E W Howell, Co., LLC in the amount of \$18,594,000, plus an option for \$213,000 for a total of \$18,807,000, to design and build a new five level commuter parking facility with an additional 500 parking spaces at the LIRR's Wyandanch Station. The additional parking capacity will remedy the current shortage of

parking spaces at the station and provide additional parking capacity to support future ridership projections associated with the East Side Access project. This parking facility will also complement the Town of Babylon's Wyandanch Rising initiative by serving as a catalyst for the creation of new public open spaces and plazas, redesigned roadway networks and street scape enhancements in the vicinity of the LIRR's Wyandanch Station.

5. **Power Resources International** **\$4,369,416** Staff Summary Attached
Competitive
Contract No. 6123

LIRR requests MTA Board approval to award a Public Works contract to Power Resources International (PRI) in the amount of \$4,369,416 to design and furnish a new supervisory control system at Divide Tower (located immediately east of Hicksville Station) and upgrade the associated remote terminal units (RTUs), inclusive of an option for software and hardware warranties.

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

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

6. **Louis Berger & Assoc. PC.** **\$385,000**
Competitive IFB **Not-to-Exceed**
Contract No: 131104GS1-SA-N

LIRR requests approval to award a competitively bid Personal Service contract to Louis Berger & Assoc., PC ("Louis Berger"), for as-needed Industrial Hygienist Consulting and Laboratory Analysis Services, in support of the Railroad's System Safety Department. This contract will be issued for a period of five-years, beginning January 1, 2014, through December 31, 2018, in the total, not-to-exceed amount of \$385,000. Prior to solicitation, the Business Service Center advised that there was no opportunity for a joint solicitation or "piggybacking" of an existing agency contract. The solicitation was advertised on the MTA website, in the NYS Contract Reporter, and in the NY Post. The price schedule was based on the aggregate costs of fixed firm unit prices for various estimated tests over the five-year term. The LIRR received seven bids: Louis Berger (incumbent) - \$384,489.03, Emteque LLC - \$450,865.00, Phase Associates LLC - \$464,498.32, Omega Environmental - \$498,221.00, TRC - \$509,690.90, Airtek Environmental Corp - \$719,798.00, and Kam Wong Cichowski, Precision Environmental Inc. - \$900,526.00. Louis Berger's bid price of \$384,489.03 is \$66,375.97 (14.72%) less than second lowest bidder and \$15,510.97, or \$3.87% less than the Railroad's estimate of \$400,000. Louis Berger's low bid of \$384,489.03 represents an average annual increase of 3.5% over Louis Berger's unit pricing from the current 2008, five-year contract. Based on the above, Louis Berger's price is considered to be fair and reasonable. Funding for the contract is included in LIRR's Operating Budget.

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)

7. **Alfabet, Inc.** **\$613,462** Staff Summary Attached
Competitive
Contract No. 130514IT4-L-Y

LIRR, on behalf of all MTA Operating Agencies, MTA Headquarters and the Business Service Center (BSC), requests MTA Board approval to award a seven-year Miscellaneous Service contract in the Not to Exceed amount of \$613,462 to Alfabet, Inc. for perpetual Software Licenses for Enterprise Architecture (EA) Software, Implementation, Training, Technical Support and Maintenance Services for LIRR, MNR and BSC. This Enterprise Architecture software will provide a central repository of readily available, reusable documents using common technology and standard models among the MTA Agencies. Installation of the software is scheduled to begin in late December 2013 and attain final acceptance by late December 2014.

8. Industrial Process Measurements, Inc. \$61,919
Competitive IFB Not-to-Exceed
Contract No: 130723GS1-SA-N

LIRR requests approval to award a competitively bid, Miscellaneous Service contract to Industrial Process Measurements, Inc. ("IPM"), for renewal of as-needed, signal meter calibrations and repairs in support of the Railroad's Signal Dept. This contract will be issued for a period of three-years, from January 1, 2014, through December 31, 2016, in the total, not-to-exceed amount of \$61,919. Prior to solicitation, LIRR reached out to NYCT and MNR to see if other signal meter calibration contracts were available for LIRR to piggyback, or if any of the agencies were interested in joining the procurement. NYCT performs these services in-house, but is not equipped to service additional LIRR meters, and MNR uses different meters than LIRR. The solicitation was advertised in the NYS Contract Reporter, the NY Post and on the MTA website. The price schedule was based on the aggregate costs of fixed unit prices for estimated calibrations, and labor rates for estimated, as-required meter repairs. The LIRR received three bids: IPM (incumbent) - \$61,919, Byram Laboratories ("Byram") - \$94,620, and MCS Calibrations ("MCS") - \$137,140. IPM's bid price is \$32,701, or 34.6% less than second lowest bidder, and \$13,081, or \$17.45% less than the Railroad's estimate of \$75,000. IPM's bid of \$61,919 represents an average annual increase of 3.85% over IPM's current unit prices, which remained firm during the prior three year contract. Based on the above, IPM's price is considered fair & reasonable. Funding for the contract is included in LIRR's Operating budget.

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

Staff Summary



Long Island Rail Road

Page 1 of 1

Item Number: 2					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon, CPIO					
Department Head Signature & Date					
Division & Division Head Name: Division Head Signature & Date					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.16.13			
2	MTA Board	12.18.13			
Internal Approvals					
Order	Approval	Order	Approval		
6	President	3	VP/CFO		
5	Executive VP	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Administration		

SUMMARY INFORMATION	
Vendor Name	Contract Number
TBD	TBD
Description	
Supply and Delivery of Industrial Supplies(All Agency)	
Total Amount	
\$TBD	
Contract Term (including Options, if any)	
5 years	
Options(s) included in Total Amount:	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: E-Bid	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR, on behalf of itself, and all other MTA Agencies, requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the Request for Proposal (RFP) process pursuant to Section 1265-a of the Public Authorities Law to award a five-year strategically sourced contract for Industrial Supplies.

II. DISCUSSION:

In September, 2009, the MTA Board approved a multi-year, all-agency contract to a vendor to provide commodities classified as Industrial Supplies to the Agencies. This consolidated procurement has proven to be effective and the Agencies must now solicit a new multi-year contract. The procurement for Industrial Supplies will be strategically sourced via a Request for Proposal to allow for the greatest opportunities for additional cost savings, where feasible and practical, without sacrificing quality and safety. The RFP process is superior to competitive bidding for strategic sourcing as it allows for a multi-variable analysis of offers including price, lead times, delivery performance, order quantity variations and rebate incentives and permits discussions and negotiations with vendors to gain additional insights into service, quality, cost and other factors. Therefore, it is recommended that the Board approve the use of an RFP process rather than competitive bidding, which limits an award to the most responsive and responsible bidder based on low price alone. Further, as information, the Agencies may, as part of the RFP, employ the e-Procurement method via MedPricer, LLC, an e-procurement service provider approved by the MTA Board in January 2013. E-Procurement is a competitive procurement method whereby proposals are electronically solicited, received and negotiated in real-time on-line among qualified vendors competing for the procurement.

III. D/M/WBE INFORMATION:

MTA Department of Diversity & Civil Rights will be asked to assign D/M/WBE goals for this contract.

IV. IMPACT ON FUNDING:

This contract will be funded by the Agencies' Operating budgets.

V. ALTERNATIVES:

Proceed with item by item competitive bidding. This is not the recommended approach since it does not permit negotiation over delivery, pricing and supply strategies that might reduce agency costs.

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 3					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Department of Program Management, Richard Oakley					
Division Head Signature & Date <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.16.13			
2	MTA Board	12.18.13			
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
Skanska-Posillico (Joint Venture)	6119
Description New Second Track on the Mainline Ronkonkoma Branch (Phase I) – Design/Build	
Total Amount	
\$34,660,000	
Contract Term (including Options, if any)	
570 consecutive calendar days	
Options(s) included in Total Amount:	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a Public Works contract to Skanska-Posillico (Joint Venture) in the amount of \$34,660,000 to provide Design-Build Services for a new second track to be constructed on the Main Line Ronkonkoma Branch, from Ronkonkoma to west of Central Islip ("Phase 1"). The overall goal of this project, including a subsequent Phase 2, is to construct a full Second Track to Ronkonkoma which will (i) eliminate the current LIRR operational limitations by increasing service reliability and on-time performance along the Main Line from Farmingdale to Ronkonkoma; (ii) provide for faster recovery time following service incidents; and, (iii) allow the LIRR to provide frequent off peak service in both the east and west bound directions. The Double Track between Farmingdale and Ronkonkoma will also support Long Island wide resiliency by enabling the LIRR to provide enhanced Main Line service options in conditions where either the north or south shore branches are compromised due to severe weather events.

II. DISCUSSION:

Currently, the Main Line east of Farmingdale is mostly single track, with selected passing sidings, and double track sections at the majority of the stations between Farmingdale and Ronkonkoma. When the entire Main Line Double Track Project is complete, 12.6 miles of double track will be added to the existing 5.3 miles of double track along the 17.9 mile corridor from Farmingdale to Ronkonkoma, as well as any required/associated infrastructure needed along the way. This project is to be completed in Phases which are structured in the following segments; (i) Phase 1- to provide 5.2 miles of double track from Ronkonkoma to west of Central Islip and (ii) Phase 2- to provide 1.3 miles of double track between Brentwood and Central Islip and 6.1 miles of double track between Farmingdale and Deer Park. At this time, the LIRR seeks approval to award Phase 1 (which is funded under the 2010 – 2014 Capital Program) of the overall project.

The Contract requires Skanska-Posillico to progress the Preliminary Design Drawings developed by LIRR to a Final Design, and to provide engineering and construction services as required to complete construction of the new Main Line Second Track (Phase 1) including all surveying, plans, drawings and Technical Specifications in accordance with the Contract Documents. The required engineering services include all structural, civil, soils, utility, roadway, and such other specialties / services as necessary for the successful completion of the Contract Work.

The use of a "Request for Proposals" process for this procurement was approved by the MTA Board at the March 2013 session. On July 8, 2013, LIRR publicly advertised an RFP for this project in the New York State Contract Reporter, N.Y. Post, and on the MTA website. Proposals were submitted by seven (7) firms: Skanska-Posillico (Joint Venture), Scalandre/KSE/WSP (Joint Venture), Kiewit, Tully, Judlau/Grace (Joint Venture), ECCO III and Picone/Schiavone/Bove (Joint Venture). By Addendum issued on

Staff Summary



September 10, 2013, the terms of the LIRR/Construction Trades Council of Nassau and Suffolk Counties Project Labor Agreement were incorporated into the RFP (the Project Labor Agreement is discussed in detail in a separate Staff Summary).

On October 8, 2013, the LIRR Technical Evaluation Committee ("TEC") met to discuss and evaluate each firm's Technical capability. As a result, five firms were invited to provide oral presentations: Skanska-Posillico (Joint Venture), Scalmandre/KSE/WSP (Joint Venture), Kiewit, Tully, and Judlau/Grace (Joint Venture). At the conclusion of these presentations and based on the evaluation of the written responses as well as the items discussed and presented during the oral presentations, the TEC requested BAFOs from the following short listed firms : Skanska /Posillico (Joint Venture), Tully and Judlau/Grace (Joint Venture).

On November 7, 2013, Skanska /Posillico, Tully and Judlau/Grace were asked to submit Best And Final Offers (BAFOs). BAFO requests required that each firm confirm their proposed accelerated project schedules, and include a contingency of \$750,000, for potential wetland mitigation and additional LIPA utility relocation support. The proposers were advised that the contingency will be authorized at the sole discretion of the Railroad and at the appropriate time. The BAFO evaluation concluded with the finding that the Skanska-Posillico proposal not only demonstrated technical superiority but at the price of \$35,110,000 also offered the most competitive price to the railroad. The Skanska-Posillico proposal is \$5,760,370 less than the next lowest responsive proposer, and \$9,800,576 below LIRR's estimate, and is therefore deemed fair and reasonable. Also included in the award is an option in the credit amount of -\$250,000 which will be exercised in the event that the Town of Islip/Suffolk County approves a construction easement, allowing the contractor temporary access through Lakeland Co. Park over a six month period, resulting in savings.

On November 14, 2013, LIRR project team met with Skanska-Posillico to confirm the understanding of their proposal and to negotiate. As a result of this meeting Skanska-Posillico reduced their cost proposal by \$450,000 and committed to meeting the 10% MBE and 10% WBE goals on the contract (originally proposed at 8% and 9%).

Significant Adverse Information was discovered concerning Skanska. An award will not be made until the required approvals are obtained and Skanska is viewed to be a responsible bidder.

III. D/M/WBE INFORMATION:

This contract has 10% MBE and 10% WBE goals, Skanska-Posillico has agreed to submit a plan that would meet the contract's goal requirements. The final plan is subject to review and approval by Department of Diversity and Civil Rights.

Skanska-Posillico, a Joint Venture, has not completed any MTA contracts. Skanska is subject to a compliance agreement with respect to its MWDBE practices, and Skanska has achieved its MWDBE goals on previous MTA contracts. Posillico has not completed any MTA contracts; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. ADVERTISING

Advertisements for the procurement appeared in the New York Post on 6/27/2013, the NYS Contract Reporter on 7/11/2013 and on the MTA website on 7/16/2013. In addition LIRR, in conjunction with Suffolk County, hosted an Informational Procurement Event at Suffolk Community College on April 19, 2013, during which a presentation of the project was given to Long Island prime contractors and subcontractors, including Minority and Women Owned Businesses. Michael Garner, MTA Chief Diversity Officer, provided an overview of the MTA's program to assist MWBE contractors in doing business with the LIRR.

V. IMPACT ON FUNDING:

This contract will be funded by LIRR's 2010-2014 Capital Budget.

VI. ALTERNATIVES:

There are no alternatives, since LIRR does not have the ability to undertake the design and construction of this entire project with in-house forces.

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

Staff Summary



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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: Department of Program Management, Richard Oakley					
Division Head Signature & Date <i>R.P. Oakley</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.16.13			
2	MTA Board	12.18.13			
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 E W Howell Co., LLC	Contract Number 6120
Description Wyandanch Parking Facility – Design/Build	
Total Amount \$18,594,000 Base Work + \$213,000 Options for a total of \$18,807,000	
Contract Term (including Options, if any) 484 consecutive calendar days	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE / RECOMMENDATION:

LIRR requests MTA Board approval to award a Public Works Contract to E W Howell, Co., LLC ("EWH") in the amount of \$18,594,000, plus an option for \$213,000 for a total of \$18,807,000, to design and build a new five level commuter parking facility with an additional 500 parking spaces at the LIRR's Wyandanch Station. The additional parking capacity will remedy the current shortage of parking spaces at the station and provide additional parking capacity to support future ridership projections associated with the East Side Access project. This parking facility will also complement the Town of Babylon's Wyandanch Rising initiative by serving as a catalyst for the creation of new housing, public open spaces and plazas, redesigned roadway networks and street scape enhancements in the vicinity of the LIRR's Wyandanch Station. The Wyandanch Rising Project was identified by the Governor's Regional Economic Development Council as a transformative project.

II. DISCUSSION:

The Contract requires EWH to utilize a preliminary design package developed by the Town of Babylon and approved by the MTA/LIRR, along with available additional reference documents and provide (i) a final design; (ii) all planning, engineering and construction services as required for the final design; and (iii) construction of the parking facility structure. The required engineering / architectural services shall include, without limitation, all structural, civil, architectural, soils and such other specialties as are necessary for the successful completion of the Contract. EWH shall also provide project management, superintendence, inspection, labor, materials, tools, equipment, testing and all ancillary services, material, equipment and other related services as are necessary.

The use of a "Request for Proposals" process for this procurement was approved by the MTA Board at its March 2013 meeting. On July 31, 2013, LIRR sent bid invitation letters to twenty five firms, and in August 2013, publicly advertised an RFP for this project in the New York State Contract Reporter, N.Y. Post and on the MTA website. Proposals were submitted by four firms: Prismatic Development, EW Howell, Yonkers Contracting and Peter Scalamandre & Sons, Inc. Each firm responded to questions from the LIRR's Technical Evaluation Committee (TEC) team followed by oral presentations and a LIRR request for Best and Final Offers (BAFOs) from each firm. BAFO pricing (including options) is as follows: EW Howell (\$18,807,000.00); Peter Scalamandre & Sons (\$20,327,000.00); Prismatic Development (\$24,397,000.00); Yonkers Contracting (\$24,911,000.00). All four firms were found to be technically qualified and after computation of technical scores and BAFO cost scores, EWH was determined to be the recommended awardee.

Staff Summary



Long Island Rail Road

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III. DBE INFORMATION:

The Department of Diversity and Civil Rights has a 17% DBE goal, which EWH pledges to meet.

EW Howell Co. LLC has not completed any MTA contracts that have been assigned MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING:

This Contract is funded by LIRR's Capital Budget.

V. ADVERTISING:

This procurement was advertised in the New York Post on August 8, 2013, the NYS Contract Reporter on August 1, 2013 and the MTA Website on August 5, 2013.

VI. ALTERNATIVES:

There are no alternatives as LIRR does not have the ability to undertake the design and construction of the Wyandanch Parking Facility with in-house forces.

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

Staff Summary



Long Island Rail Road

Page 1 of 2

Item Number: 5					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Dept. of Program Management, Richard Oakley					
Division Head Signature & Date <i>R.C. Oakley</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	12.16.13			
2	MTA Board	12.18.13			
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 Power Resources International	Contract Number 6123
Description Divide Tower Supervisory System & Remote Terminal Units	
Total Amount \$4,020,347 Base Work + \$349,069 Optional Software & Hardware Warranties = \$4,369,416	
Contract Term (including Options, if any) 550 consecutive calendar days + 5 1-year software & hardware warranty options	
Options(s) included in Total Amount: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

LIRR requests MTA Board approval to award a Public Works contract to Power Resources International (PRI) in the amount of \$4,369,416 to design and furnish a new supervisory control system at Divide Tower (located immediately east of Hicksville Station) and upgrade the associated remote terminal units (RTUs), inclusive of an option for software and hardware warranties.

II. DISCUSSION:

Twenty-eight (28) interlockings along the Main Line (between Hicksville and the Ronkonkoma) and Port Jefferson Branches are controlled from Divide Tower, utilizing the existing supervisory system. The supervisory system communicates with the RTUs at the interlocking locations to control train movement. The purpose of this project is to renew and/or upgrade the existing supervisory control system at Divide Tower and the associated RTUs. The new/upgraded system will replace the existing proprietary control system installed approximately 25 years ago, which is growing increasingly difficult and expensive to maintain.

Permission to use the "Request for Proposals" (RFP) process for this solicitation was granted at the MTA Board's October 31, 2012 meeting. The RFP was advertised in newspapers and in the Contract Reporter on June 13, 2013 and on the MTA Website. In addition, twelve known firms were notified of the solicitation. Proposals were due on August 21, 2013. Three firms submitted proposals: ARINC; Siemens, and PRI. Oral presentations were held during late September and early October 2013, which clarified points of concern from the LIRR Technical Evaluation Committee (TEC). After the oral presentations were complete, the TEC conducted its technical evaluation of the proposals, and PRI scored significantly higher than its competitors. When cost was factored into the technical scoring, PRI maintained its significant lead, proposing the lowest cost of the three firms (\$4,369,416 inclusive of the option vs. the other proposed prices of \$5,466,415 and \$5,538,210). All three firms proposed lower prices than LIRR's internal estimate of \$5,643,681. PRI's price, relative to the other proposals and the LIRR estimate is therefore considered fair and reasonable.

III. D/M/WBE INFORMATION:

This contract has 10% MBE and 10% WBE goals. PRI is itself a NYS certified MBE and fulfills the MBE requirement for this contract (proposing 27%). PRI is proposing a 7.7% WBE utilization and requesting a waiver of the remaining 2.3%. (All three proposers failed to fulfill the 10%/10% M/WBE goals for this contract.) Award will not be made to PRI unless approval of a MBE/WBE participation plan is granted by DDCR. PRI has not completed any MTA contract as a prime contractor; therefore, no assessment of the firms MWDDBE performance can be determined at this time.

Staff Summary



Long Island Rail Road

Page 2 of 2

IV. ADVERTISING:

The procurement was advertised in the New York Post and the NYS Contract Reporter on 6/13/13 and on the MTA Website on 6/11/13.

V. IMPACT ON FUNDING:

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

VI. ALTERNATIVES:

LIRR does not have the ability to undertake the design and furnishing of the equipment with in-house forces. There is no alternative since the supervisory control system must be maintained in a state-of-good repair.

Schedule G: Miscellaneous Service Contracts

Staff Summary



Long Island Rail Road

Item Number: 7

Vendor Name (& Location): Alfabet, Inc. Cambridge Innovation Center, One Broadway, Cambridge, Ma.	
Description: Purchase, Installation, Implementation, Training, Maintenance & Support Services of Enterprise Architecture Software	
Contract Term (including Options, if any) December 23, 2013 – December 31, 2020	
Option(s) included in Total Amount? <input type="checkbox"/> Yes	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	

Contact Number 130514IT4-L-Y	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$ 613,462	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name:	
Contract Manager : Reggie Matela/John Latterner	

Discussion:

LIRR, on behalf of all MTA Operating Agencies, MTA Headquarters and the Business Service Center (BSC), requests MTA Board approval to award a seven-year Miscellaneous Service contract in the Not to Exceed amount of \$613,462 to Alfabet, Inc. for perpetual Software Licenses for Enterprise Architecture (EA) software, implementation, training, technical support and maintenance services for MTA. This Enterprise Architecture software will provide a central repository of readily available, reusable documentation using common technology and standard models among the MTA Agencies. Installation of the software is scheduled to begin in late December 2013 and attain final acceptance by late December 2014.

The RFP sought to identify the software and technical support best able to meet the three Agencies' requirements for a central repository. The solicitation was advertised on May 29, 2013 in the New York State Contract Reporter, on May 30, 2013 in the New York Post, and on the MTA Website.

On July 15, 2013, three proposers responded to LIRR's Request for Proposal: IBM, Alfabet, Inc. and Troux Technologies, Inc. A Technical Evaluation Committee (TEC) evaluated each proposal based upon responsiveness to software requirements, thoroughness of implementation plan including ability to complete within the established schedule, qualifications of key personnel and experience within Enterprise Architecture community and recommended short listing two of the companies: Alfabet, Inc. and IBM. LIRR requested Best and Final Offers (BAFOs) from both Proposers, which were received on September 30, 2013. The BAFO responses were evaluated (including additional technical information that had been requested). Alfabet Inc. submitted the best technical solution and a lowest price of \$613,462 for software licenses, implementation, technical services, training, one-year warranty, and five-year maintenance and support, which was determined to be within the competitive range.

Based on the information obtained from our RFEI, RFP and the BAFO prices provided, Alfabet, Inc.'s proposal was deemed fair and reasonable.

A responsibility review of Alfabet Inc. yielded no adverse information. Alfabet, Inc. is therefore deemed a responsive and responsible proposer.

ADVERTISING

This procurement was advertised in the New York State Contract Reporter on May 29, 2013, and in the New York Post and MTA Website on June 3, 2013

M/WBE INFORMATION

Department of Diversity and Civil Rights has established goals as follows: MBE = 10.0% / WBE = 10.0%

IMPACT ON FUNDING

The funding for this project is included in each Agency's 2013/ 2014 Operating Budget.

DECEMBER 2013

MTA LONG ISLAND RAIL ROAD

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote

Schedule D: Ratification of Completed Procurement Actions

(Ratifications are to be briefly summarized with staff summaries attached only for unusually large or especially significant items)

9. **Virginia Transformer Corporation** **\$620,000** *Staff Summary Attached*
 Ratification
 Contract No. 400004295

Pursuant to an Emergency Declaration, LIRR requests MTA Board ratification of a purchase contract to Virginia Transformer Corporation in the amount of \$620,000 to provide two rectifier transformers for use at LIRR's Island Park and Valley Stream substations.

On September 21, 2013, LIRR declared that an emergency existed with regard to the LIRR Island Park substation. Traction power transformer #2 failed, resulting in a substation fire and critical need to replace it. This type of transformer (Dynapower UltraCast 4MW 33KV) is utilized exclusively at the Island Park and Valley Stream substations. Since the cost of a traction power transformer is high (\$300k) and there are many different electrical/mechanical design characteristics specific to sites, the LIRR does not purchase new transformers to store as spares. A third-party consultant will perform a root cause analysis of the failure of the Dynapower Transformer to determine whether legal action is warranted.



Staff Summary

Item Number: 9

Vendor Name (& Location) Virginia Transformer Corporation (Roanoke, VA)		Contract Number 400004295	AWO/Modification #
Description Two Rectifier Transformers		Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Contract Term (including Options, if any) N/A		Total Amount: \$620,000	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Requesting Dept/Div & Dept/Div Head Name: Engineering-John Collins	
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

DISCUSSION:

Pursuant to an Emergency Declaration, LIRR requests MTA Board ratification of a purchase contract to Virginia Transformer Corporation in the amount of \$620,000 to provide two rectifier transformers for use at LIRR's Island Park and Valley Stream substations.

On September 21, 2013, LIRR declared that an emergency existed with regard to the LIRR Island Park substation. Traction power transformer #2 failed, resulting in a substation fire and critical need to replace it. This type of transformer (Dynapower UltraCast 4MW 33KV) is utilized exclusively at the Island Park and Valley Stream substations. Since the cost of a traction power transformer is high (\$300k) and there are many different electrical/mechanical design characteristics specific to sites, the LIRR does not purchase new transformers to store as spares.

The loss of these transformers has eliminated redundancy, and has the potential to impact/suspend train service through these areas. Further, with one transformer out of service, the remaining transformer is required to bear the entire load, putting additional strain on that unit and having the potential of negatively impacting the service life of the asset.

In accordance with LIRR's procedure for Emergencies, LIRR sought informal bids from three qualified vendors, with the availability and delivery times being the major consideration for award, as well as price reasonableness. Two bids were received: Virginia Transformer (low bidder) quoted a unit price of 310,000.00 each with a 14 week lead time; Schaffner MTC LLC quoted a unit price of \$316,750.00 each with a 23 week lead time. Based upon the market pricing and availability, the offer by Virginia Transformer is deemed fair and reasonable.

With regard to the Dynapower transformer, a third-party consultant will perform a root cause analysis of the failure to determine whether legal action is warranted.

This emergency contract will be funded through LIRR's Operating Budget. It is recommended that the MTA Board ratify the award to Virginia Transformer Corporation, in the amount of \$620,000 to provide the LIRR with the specified transformers, as per emergency request.

**LONG ISLAND COMMITTEE
BOARD PROCUREMENT PACKAGE
DECEMBER 2013**

Staff Summary



Subject Request for Authorization to Award Various Procurements					
Department Law and Procurement					
Department Head Name Evan M. Eisland					
Department Head Signature <i>David K. Cannon for Evan Eisland</i>					
Project Manager Name David K. Cannon					
Board Action					
Order	To	Date	Approval	Info	Other
1	Long Island Committee	12/16/13	X		
2	Board	12/18/13	X		

Date: December 3, 2013			
Vendor Name Various			
Contract Number Various			
Contract Manager Name Various			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
5	President <i>CE</i>	3	Chief Financial Officer <i>AD</i>
4 <i>WTC</i>	Executive Vice President	2	Vice President, Project Controls
		1 <i>ONE</i>	Chief Procurement Officer

PURPOSE::

To obtain approval of the Board to award various contract modifications and to inform the Long Island Committee of these procurement actions.

DISCUSSION:-

MTA Capital Construction proposes to award Competitive Procurements in the following category:

Schedules Requiring Majority Vote:

	# of Actions	\$ Amount
Schedule H Modifications To Personal or Miscellaneous Service Contracts	2	\$122,708,818
Schedule I Modification To Purchase and Public Work Contracts	1	\$ 837,913
TOTAL	3	\$123,546,731

Responsibility/Responsiveness and Compliance:

MTACC found the contractors/consultants in the following Staff Summary Sheets to be in all respects, responsive and responsible, and in compliance with State laws and regulations concerning procurements.

Budget Impact:

The approval of the modifications will obligate MTA Capital Construction capital funds in their respective amount listed. Funds are available in the current capital budget for this purpose.

Recommendation:

That the modifications be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Capital Construction Company
BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

- 1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.**
- 2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.**
- 3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.**
- 4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.**
- 5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.**
- 6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.**
- 7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.**

DECEMBER 2013

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

Schedule H. Modifications To Purchase and Public Work Contracts

(Approval/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or duration threshold required for Board approval)

- | | | | |
|----|--|--------------|-------------------------------|
| 1. | URS Corporation – New York
Contract No. 98-0001-01
Modification No. 32 | \$94,367,654 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval for a modification to Contract 98-0001-01 in order to continue services through June 30, 2015.

- | | | | |
|----|--|--------------|-------------------------------|
| 2. | Jacobs/LiRo Joint Venture
Contract No. PS819
Modification No. 11 | \$28,341,164 | <u>Staff Summary Attached</u> |
|----|--|--------------|-------------------------------|

Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, MTACC seeks Board approval for a modification to the Contract to increase the Contract value and extend the Contract Term through June 30, 2015.

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)

- | | | | |
|----|--|------------|-------------------------------|
| 3. | Tutor Perini Corporation
Contract No. CH053
Modification No. 114 | \$ 837,913 | <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 for the installation of an additional communications ductbank.

Schedule H: Modifications to Personal or Miscellaneous Service Contracts

Item Number: 1

Page | 1 of 2

Vendor Name (& Location) URS Corporation – New York (New York, NY)	Contract Number 98-0001-01	AWO/Modification # 32
Description Program Management Consultant Services	Original Contract Amount: \$ 28,556,770 Original Option Amount: \$ 135,535,230 Original Board Approved Amount: \$ 164,092,000	
Contract Term (including Options, if any) October 5, 1998 – December 31, 2014	Prior Modifications: \$ 326,882,947 Prior Budgetary Increases: \$ -0-	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Current Amount: \$ 490,974,947	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	This Request \$ 94,367,654	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	% of This Request to Current Allocated Amount: 19.2 %	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of Modifications (Including This Request) to Original Board Approved Amount: 256.7%	
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, A. Paskoff, P.E.		

Discussion:

The work under this Contract includes program and construction management services along with general conditions work for the East Side Access ("ESA") Project and in support of other MTACC projects. In accordance with Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to increase the Board authorized amount of Contract 98-0001-01, Program Management Services and to extend services through June 2015.

On July 29, 1998, the MTA Board approved a personal services contract with Bechtel/URS Joint Venture (the Contract has since been assigned solely to URS) to provide program management services for the East Side Access Project ("ESA") in the amount of \$164,092,000. The Contract initially was awarded at a cost not-to-exceed \$28,556,770 for Phase I, preliminary engineering. The contract included several options which were intended to be exercised upon the approval of the Environmental Impact Statement and an executed Full Funding Grant Agreement between the MTA and the FTA. The options provided for program management services for Phase II: Detailed Design; Phase III: Construction; and Phase IV: Start-up, Testing & Closeout along with Construction Management services and general conditions work.

In October 2000, the MTA Board approved a modification (an increase of which extended the preliminary engineering phase, exercised the options for program management services for Phase II – IV and extended the overall term under this Contract to December 31, 2011) and increased the Board approved amount from \$164,092,000 to a cost not-to-exceed \$207,074,000.

In February 2002, the Board approved the exercise of the remaining options under the Contract for construction management services (\$120,693,000) and general conditions work (\$50,100,000) along with establishing a 15% contingency in the amount of \$18,104,000 leading to a total Board approved amount not-to-exceed \$395,971,000 for the Contract. The prior allocations of the Board approved funding for this Contract have been authorized by Contract Modifications in one or two year increments. MTACC has historically requested Board approval for these Modifications.

Since 2006, there have been several changes to the ESA project that have and will impact the contract scope, value and duration. The Project's construction sequencing has been revised and the construction end date has been extended. Additional construction contracts were added as a result of the re-sequencing of construction work. The URS scope has been expanded to include some of these additional construction contracts and other specialized task order work. In addition, the extended duration of the project added additional labor, overhead and associated escalation costs.

The URS contract provides essential services for the ESA Project and MTACC's other projects. For the ESA project, URS provides key personnel to supplement the 20 MTACC employees dedicated full time to the project. URS provides program Management services which include design management, procurement and contract administration, project controls including cost and schedule control, systems integration, operational readiness and office administration. URS provides the Construction Management staff that serve as the

Authorized Representative for designated third party contracts. URS also provides project-wide services in support of safety, quality, code compliance, environmental testing and third party coordination. Finally, URS provides General Conditions services which include construction support typically provided by contractors, such as site access control and security, provision of work trains to support contractor needs, geotechnical instrumentation, and survey work. These services were combined under this contract for better control and efficiency reasons given the number of contractors occupying the same or adjoining work sites simultaneously and sequentially. URS also maintains key contracts which include rental of a warehouse and contracts to maintain the information network (switches, servers, etc.) from the central office to each site, copiers, software licenses, etc.

URS also provides program and construction management services for MTACC HQ and other MTACC projects under this Contract. These services include the provision of key personnel to supplement MTACC staff in the areas of project cost estimating, scheduling, risk, quality, safety, community relations, contract compliance, and claims analysis. Funding for non-ESA work comes from MTACC's administrative budget or from the MTACC project receiving the service.

MTACC continues to consider the benefits and impacts of re-soliciting this Contract but has concluded that re-soliciting this contract at this time would be too disruptive to the continuity of the project. Re-solicitation of this contract would result in the loss of key seasoned team members and key contracts. A minimum six month overlap between URS and a new consultant would be required to transition the project and would result in duplicative staff and added costs. Instead, MTACC is seeking a contract extension through June 2015. MTACC will continue to evaluate management needs for MTACC and the ESA Project during the course of this extension and will either negotiate a modification to the Contract for the continuation of the services for the duration of the ESA project or release a new competitive solicitation.

It should be noted that MTACC addressed the need for additional competition in 2008 when a competitively solicited Construction Management ("CM") contract was awarded to the joint venture of Jacob/Edwards and Kelsey/LiRo (now Jacobs/LiRo Joint Venture). The solicitation gave other firms an opportunity to participate on the ESA project while providing additional competition with URS and additional resources for CM Services. Under this CM contract, Jacobs/LiRo act as the MTA's Authorized Representative for a discrete set of construction contracts, thereby supplementing the construction management services provided under the URS Contract. In addition, in June 2011 MTACC negotiated changes to the existing contract to include concessions that extend through the end of the contract. Cost concessions include a minimum 1% reduction to the fixed fee, up to 2% for some scope areas. MTACC eliminated all fixed fees on general conditions professional services task orders and reduced the remaining fixed fee on general conditions work by 1%. In regards to annual escalation, MTACC froze escalation for one year and reduced future escalation costs by utilizing the Producer Price Inflation Index in order to determine annual allowable percentage and by imposing a 1% lower allowable ceiling for a maximum allowable annual amount of 2%. Lastly in several cases salary rates were capped or more favorable rates negotiated. These concessions are still in effect. MTA continues to monitor costs by holding regular staffing meetings in order to monitor new hires as well as terminations, redeploy existing staff to work on similar contracts and promote from within in order to maximize experience and minimize cost. In addition we have actively reduced overtime and continue to hold the line on hourly salary rates.

ESA currently has active construction contracts valued over \$3.1 billion. Over the next year the project will award an additional \$2 billion of construction contracts. Many of these contracts have work performed in multiple shifts, and in some cases, periods of operation are six days per week. In addition, as noted above, MTACC has staffing requirements that are being supplemented through the URS Contract. MTACC does not have the in-house resources to provide all of the necessary management and oversight and, therefore, the services under this Contract are still required. Accordingly, we are requesting additional funding through June 2015.

The estimate to continue services through June 2015 is \$94,367,654 while the Consultant proposed \$98,029,686. Negotiations were held and the parties agreed to a not-to-exceed cost of \$94,367,654 which is considered to be fair and reasonable. The breakdown of these funds is the following: \$21,171,592 for Project Management services; \$39,418,081 for Construction Management; \$15,500,000 for General Conditions; and \$18,277,981 for Non-ESA Services. Funding is available in the 2010 - 2014 Capital Program.

Schedule H: Modifications to Personal or Miscellaneous Service Contracts

Item Number: 2

Page | 1 of 2

Vendor Name (& Location) Jacobs /LiRo , Joint Venture	Contract Number PS 819	AWO/Modification # 11
Description Consultant Construction Management Services	Original Amount:	\$ 75,000,000
Contract Term (including Options, if any) 84 months	Prior Modifications:	\$ -0-
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases:	\$ -0-
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 75,000,000
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request	\$ 28,341,164
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Allocated Amount:	37.8 %
Requesting Dept./Div. & Dept./Div. Head Name: East Side Access, A. Paskoff, P.E.	% of Modifications (including This Request) to Original Board Approved Amount:	37.8%

Discussion:

This Contract is for consultant construction management services for the East Side Access Project. In accordance with Article XIII of the All-Agency Procurement Guidelines for services, MTA Capital Construction ("MTACC") seeks Board Approval to increase the value of the Contract and extend the duration of the Contract until June 30, 2015.

MTACC competitively negotiated and the Board approved Contract was awarded to the Jacobs/E&K/LiRo Joint Venture (now known as Jacobs/LiRo Joint Venture, and referred to as the CCM in this document) on January 24, 2008 for \$75M and an 84-month duration. The scope of work includes construction management services for third party and force account contracts and equipment and material procurements. The services include, among other things, acting as the MTA's Authorized Representative on a discrete number of third party contracts; overseeing and inspecting construction work; inspecting worksites for safety and quality requirements; managing the project schedule and budget; monitoring and coordinating shop drawings and requests for information; conducting progress meetings; reviewing and processing change orders; processing payments; reviewing claims; assisting in securing necessary permits; and overseeing systems installation and testing.

Since 2008, there have been several changes to the ESA project that have and will impact the contract scope, value and duration. The Project's construction sequencing has been revised and the construction end date has been extended. Additional construction contracts have been added as a result of the re-sequencing of construction work. The CCM scope has been expanded to include some of these additional construction contracts and other specialized task order work, such as preconstruction cost and schedule analyses, risk assessment, provision of specialized engineers to provide advanced soft tunnel techniques, and Building Information Modeling (BIM) Services, which provide 4 dimensional (time based construction) modeling.

The extended duration of the project has added additional costs for labor, overhead and associated escalation. The CCM is responsible for managing third party construction in Harold Interlocking. Two of these contracts have faced significant delays, which are the part of an errors and omissions claim the MTA has brought against the designer. The CCM has incurred additional labor and overhead costs as a result.

As a means to contain cost growth, MTACC negotiated a number of cost concessions in June 2011. MTACC negotiated a reduction in fixed fee from 8 % to 7% for a 1 ½ year period from July 2011 until December 2012. In addition MTACC froze escalation for one year and reduced future escalation costs by utilizing the Producer Price Inflation Index in order to determine annual allowable percentage and by imposing a maximum allowable annual amount of 3%, as opposed to the original allowable aggregate rate of 3.5%. Over the past several years the PPI did not exceed 2% , allowing MTA to take advantage of considerable escalation savings. Lastly, in several cases, salary rates were capped or more favorable hourly rates negotiated.

Notwithstanding this effort to contain growth, as a result of the factors discussed above, among others, the contract will have exhausted its authorized funds in 72 months rather than the 84 months initially contemplated. In addition, because of the extended duration of the project, additional CCM services will be required beyond the 84 months initially contemplated.

Item No. 2

Page | 2 of 2

ESA currently has active construction contracts valued over \$2.9 billion. Over the next year the project will award an additional \$2 billion of construction contracts. Many of these contracts have work performed in multiple shifts, and in some cases, periods of operation are six days per week. MTACC does not have the in-house resources to provide all of the necessary management and oversight for this. Therefore the services under this Contract are still required. Due to the above-mentioned impacts additional funding is required and, at this time, MTACC is looking to extend the Contract term an additional 5 months through June 2015. MTACC will continue to evaluate management needs for the ESA Project during the course of this extension and will either negotiate a modification to the Contract for the continuation of the services for the duration of the ESA project or release a new competitive solicitation.

The in-house estimate to continue services through June 2015 is \$28,341,164 while the Consultant proposed \$29,449,266. Discussions were held with the contractor to review their assumptions and the parties agreed to a not-to-exceed cost of \$28,341,164 for construction management services, which is considered to be fair and reasonable. Funding is available in the 2010 – 2014 Capital Program for this contract modification.

Schedule I: Modifications to Purchase and Public Work Contracts

Item No. 3

Vendor Name (& Location)
Tutor Perini Corporation (Peekskill, New York)
Description
Construct Harold Structures Part I for the ESA Project
Contract Term (including Options, if any)
42 Months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div. & Dept./Div. Head Name:
East Side Access, A. Paskoff, P.E.

Contract Number	AWO/Modification #
CH053	114
Original Amount:	\$ 139,280,000
Prior Modifications:	\$ 90,759,045
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 235,739,045
This Request	\$ 837,913
% of This Request to Current Amount:	.35%
% of Modifications (including This Request) to Original Amount:	65.8%

Discussion:

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

Originally, LIRR forces were to install eight hundred (800) feet of communications cable and four (4) pull boxes in an above grade trough. As a result of revisions to the Signal Power Separation design, however, these cables will now be located in a below grade ductbank. To minimize the cost and time impact of this additional work, it will be performed concurrently with the work that the CH053 Contractor is performing for Microtunnel Run #12 with a single support of excavation.

The Contractor submitted a cost proposal of \$1,140,767 while the MTACC estimate was \$886,918. Negotiations were held, and both parties agreed to \$837,913 which is considered fair and reasonable. The budget for this work will come from CH053 Contingency. This work was not part of the original design and is part of an Errors and Omissions claim. 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.



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 rectangular frame. Behind the text is a grid of dotted lines. A series of dotted lines also forms a stylized, upward-sloping line graph that starts from the bottom left and extends towards the top right, passing behind the text.

November 2013

Helena E. Williams
President

Performance Summary

			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	Nov	Nov	Nov	Nov
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%	92.1%	93.5%	87.8%	94.4%
		AM Peak		85.5%	91.9%	87.7%	94.6%
		PM Peak		90.2%	90.7%	79.3%	91.6%
		Total Peak		87.7%	91.3%	83.9%	93.2%
		Off Peak Weekday		92.7%	94.0%	86.5%	94.3%
		Weekend		96.0%	95.2%	94.5%	96.2%
	Babylon Branch	Overall	95.1%	90.4%	92.8%	87.3%	94.0%
		AM Peak		86.7%	91.7%	86.7%	95.5%
		PM Peak		86.2%	89.9%	72.6%	90.8%
		Total Peak		86.5%	90.9%	81.0%	93.4%
		Off Peak Weekday		91.5%	93.2%	87.3%	93.4%
		Weekend		93.7%	94.7%	93.6%	96.2%
	Far Rockaway Branch	Overall	95.1%	96.3%	96.7%	92.3%	97.2%
		AM Peak		86.4%	92.4%	87.9%	95.1%
		PM Peak		96.1%	94.0%	84.1%	94.8%
		Total Peak		90.8%	93.2%	86.1%	94.9%
		Off Peak Weekday		96.9%	97.5%	92.9%	97.7%
		Weekend		99.8%	98.7%	95.9%	98.4%
	Huntington Branch	Overall	95.1%	91.5%	92.5%	85.7%	93.8%
		AM Peak		84.7%	92.2%	78.1%	93.8%
		PM Peak		87.1%	88.1%	76.3%	88.9%
		Total Peak		85.9%	90.2%	77.3%	91.4%
		Off Peak Weekday		92.8%	92.1%	82.3%	93.4%
		Weekend		94.4%	94.9%	95.2%	96.3%
	Hempstead Branch	Overall	95.1%	94.7%	96.4%	91.4%	97.1%
		AM Peak		89.0%	94.8%	91.4%	96.4%
		PM Peak		92.2%	94.0%	90.2%	94.9%
		Total Peak		90.5%	94.4%	90.9%	95.7%
		Off Peak Weekday		95.1%	96.8%	90.0%	97.3%
		Weekend		97.4%	97.7%	95.2%	97.8%
	Long Beach Branch	Overall	95.1%	94.2%	95.1%	95.2%	96.4%
		AM Peak		87.5%	92.8%	87.9%	96.1%
		PM Peak		96.4%	94.2%	95.2%	94.5%
		Total Peak		91.7%	93.5%	91.4%	95.4%
		Off Peak Weekday		93.4%	95.1%	96.2%	96.9%
		Weekend		98.4%	97.3%	100.0%	96.7%
	Montauk Branch	Overall	95.1%	89.1%	90.7%	84.8%	90.6%
		AM Peak		84.4%	91.2%	91.1%	93.0%
		PM Peak		88.0%	88.5%	61.9%	84.5%
		Total Peak		86.2%	89.9%	78.6%	89.3%
		Off Peak Weekday		88.8%	92.8%	84.9%	91.2%
		Weekend		92.5%	87.6%	89.8%	90.4%
	Oyster Bay Branch	Overall	95.1%	91.6%	92.8%	89.0%	94.9%
		AM Peak		89.3%	93.7%	94.1%	95.7%
		PM Peak		84.2%	86.8%	85.7%	91.2%
		Total Peak		86.9%	90.5%	89.9%	93.6%
		Off Peak Weekday		91.6%	93.2%	87.0%	94.5%
		Weekend		97.5%	95.3%	93.6%	97.8%

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Nov	Nov	Nov	Nov
Port Jefferson Branch	Overall	95.1%	89.6%	91.4%	82.6%	90.9%
	AM Peak		79.4%	90.0%	87.5%	91.7%
	PM Peak		90.0%	87.5%	71.4%	86.9%
	Total Peak		84.3%	88.9%	80.0%	89.5%
	Off Peak Weekday		87.9%	90.9%	78.4%	88.7%
	Weekend		97.9%	95.8%	96.0%	96.8%
Port Washington Branch	Overall	95.1%	94.1%	94.2%	90.4%	95.5%
	AM Peak		84.7%	90.6%	91.6%	94.6%
	PM Peak		91.8%	91.0%	82.1%	93.8%
	Total Peak		88.4%	90.8%	87.9%	94.2%
	Off Peak Weekday		96.1%	95.2%	88.0%	95.4%
	Weekend		96.5%	97.2%	98.5%	98.1%
Ronkonkoma Branch	Overall	95.1%	89.3%	91.3%	83.4%	91.9%
	AM Peak		80.8%	90.5%	85.4%	92.5%
	PM Peak		93.0%	92.0%	83.1%	92.0%
	Total Peak		86.5%	91.1%	84.3%	92.3%
	Off Peak Weekday		87.9%	90.8%	79.8%	91.2%
	Weekend		95.4%	92.7%	90.9%	93.2%
West Hempstead Branch	Overall	95.1%	93.7%	95.3%	85.4%	96.0%
	AM Peak		92.0%	94.1%	90.0%	96.5%
	PM Peak		87.5%	90.2%	76.2%	91.7%
	Total Peak		89.6%	92.0%	82.5%	93.9%
	Off Peak Weekday		96.3%	97.2%	87.4%	97.3%
	Weekend		83.3%	94.1%	40.0%	91.8%
Operating Statistics		Trains Scheduled	19,782	219,645	15,594	210,769
Avg. Delay per Late Train (min)			10.7	-12.8	-15.6	-12.9
excluding trains canceled or terminated						
Trains Over 15 min. Late			193	2,598	487	2,329
excluding trains canceled or terminated						
Trains Canceled			27	840	138	533
Trains Terminated			26	503	68	373
Percent of Scheduled Trips Completed			99.7%	99.4%	98.7%	99.6%
Consist Compliance						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
AM Peak			99.2%			
PM Peak			99.1%			
Total Peak			99.1%			

Categories Of Delay		2013 Data			2012 Data		YTD 2012 Vs 2013
		Oct	Nov	YTD Thru Nov	Nov	YTD Thru Nov	
Late Train Incidents	National Rail Passenger Corp	71	102	1,844	8	656	1,188
	Capital Programs	5	-	287	1	134	153
	Engineering	204	152	1,810	44	1,231	579
	Penn Station Central Control	25	28	237	6	98	139
	Maintenance of Equipment	69	192	1,464	71	1,445	19
	** Other / Miscellaneous	151	604	3,024	1,317	3,061	(37)
	Public	352	371	4,546	399	4,428	118
	Transportation	52	77	575	56	526	49
	Vandalism	70	5	238	2	87	151
	Maintenance of Way (Sched.)	46	25	290	4	148	142

*** 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
11/1	Fri	Low adhesion system wide	16			2			53			71		
11/7	Thurs	Switch trouble in Harold				8			3			11		
11/7	Thurs	Low adhesion system wide	2			1			17			20		
11/7	Thurs	Low adhesion - 100W in effect				6			20			26		
11/11	Mon	Amtrak related third rail power issue in Line 3, Penn Station	8	6	7				4		1	12	6	8
11/12	Tues	Low adhesion - 100W in effect	74						46			120		
11/13	Wed	Amtrak related signal trouble in F Interlocking	12						13			25		
11/15	Fri	Amtrak related track condition in Line 3, Penn Station	10		7				8		1	18		8
11/16	Sat	Switch trouble in Port Washington							11			11		
11/18	Mon	Low adhesion - 100W in effect	19						2			21		
11/18	Mon	Train 2712 canceled in Hicksville due to equipment trouble				9		1				9		1
11/19	Tues	Low adhesion - 100W in effect	10						2			12		
11/19	Tues	Train 2819 inappropriate action by operator	12						1			13		
11/19	Tues	Switch trouble in Brook Interlocking				22	4		7			29	4	
11/20	Wed	Train 603 disabled at Carle Place	59		1				16			75		1
11/22	Fri	Low adhesion system wide	9						9			18		
11/22	Fri	Track circuit failure on Main Line 1	17						1			18		
11/23	Sat	Low adhesion -100W in effect							10			10		
11/24	Sun	Various delays system wide due to heavy wind							26			26		
11/25	Mon	Track circuit failure at Syosset due to a broken rail	23	1					1			24	1	
11/26	Tues	Low adhesion system wide				39	1		47			86	1	
11/27	Wed	Inclement weather	20									20		
11/27	Wed	Heavy holiday loading				4			14			18		
11/27	Wed	Heavy holiday unloading				7			13			20		
TOTAL FOR MONTH			291	7	15	98	5	1	324	0	2	713	12	18
													743	

Long Island Rail Road

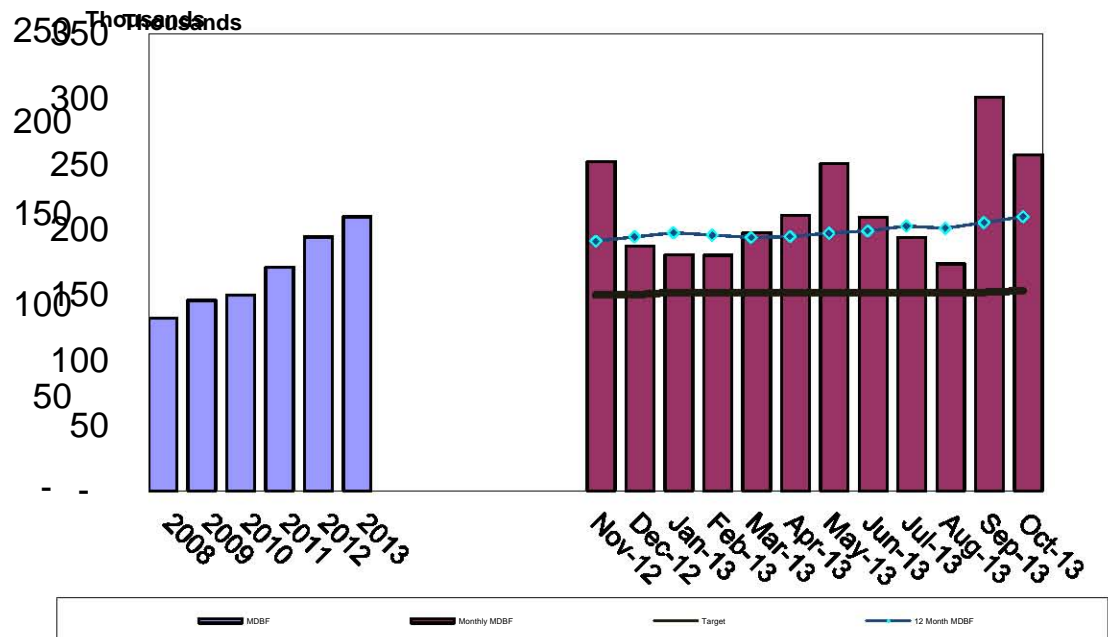
MEAN DISTANCE BETWEEN FAILURES

	2013 Data							2012 Data		
	Equip- ment Type	Total Fleet Size	MDBF Goal (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)	12 month MDBF Rolling Avg (miles)	October MDBF (miles)	October No. of Primary Failures	YTD MDBF thru October (miles)
Mean Distance Between Failures	M-3	150	55,000	89,874	7	92,108	87,850	110,858	5	78,719
	M-7	836	350,000	572,577	9	473,824	460,688	385,501	12	407,162
	DM	21	18,000	41,288	2	26,604	28,610	12,690	6	26,270
	DE	24	18,000	45,035	2	19,174	21,335	36,212	2	19,574
	C-3	134	75,000	122,171	6	112,018	112,416	121,034	5	104,470
	Diesel	179	45,000	90,567	10	62,347	65,363	57,980	13	60,227
	Fleet	970	152,000	257,230	26	209,768	209,846	197,801	30	191,851

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

ALL FLEETS Mean Distance Between Failure

2008 - 2013





Standee Report

East Of Jamaica

			2013 Data October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	13
		Total Standees	1	13
	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	6	2
		Total Standees	6	2
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	4	0
		Total Standees	4	0
	Long Beach Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	32	0
		Total Standees	32	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	29	40
		Total Standees	37	40
	Ronkonkoma Branch	Program Standees	0	38
		Add'l Standees	3	16
		Total Standees	3	54
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			83	109

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 NOVEMBER 2013

Standee Report

West Of Jamaica

			2013 Data October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	1	12
		Total Standees	1	12
	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	5	25
		Total Standees	5	25
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	4	16
		Total Standees	4	16
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	21	0
		Total Standees	39	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	4	0
		Total Standees	4	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	29	40
		Total Standees	37	40
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	11
		Total Standees	30	29
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			121	122

Definitions

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

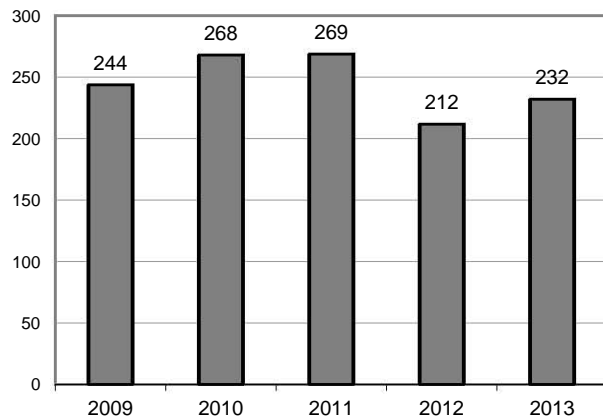
"**Program Standees**" is the average number of customers in excess of programmed seating capacity.

"**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.

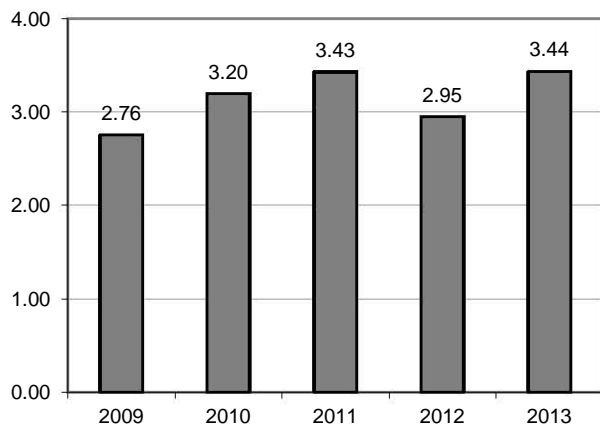
MTA Long Island Rail Road Summary of Employee Injuries thru October



Total Employee Injuries

Year	Total
2009	244
2010	268
2011	269
2012	212
2013	232

% change from last year: 9.4%



Employee FRA Reportable Injuries

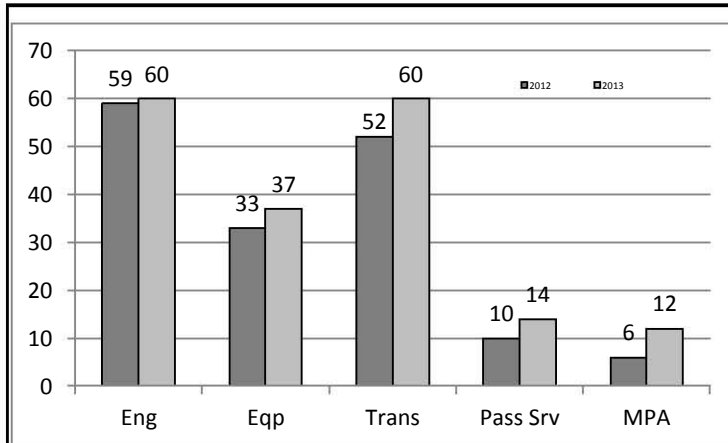
Year	Total	FRA FI*
2009	165	2.76
2010	179	3.20
2011	183	3.43
2012	160	2.95
2013	183	3.44

% change from last year: 16.6%

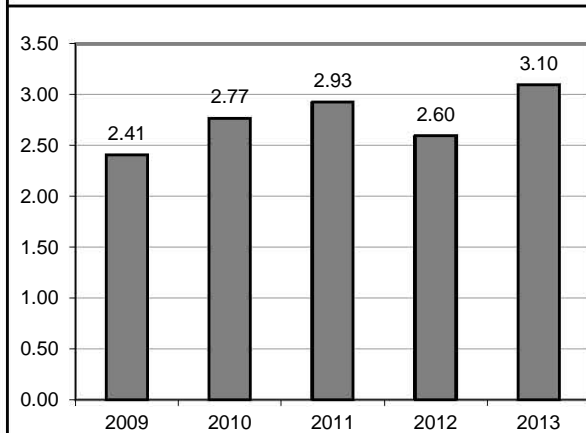
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF NOVEMBER 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru October



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	59	60	2%
Equipment	33	37	12%
Transportation	52	60	15%
Pass Serv	10	14	40%
MPA	6	12	100%

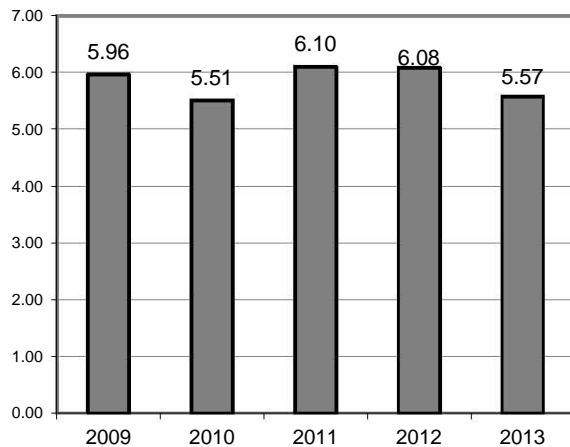


Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	143	1	2.39	0.02	2.41
2010	152	3	2.72	0.05	2.77
2011	154	2	2.89	0.04	2.93
2012	141	0	2.60	0.00	2.60
2013	165	0	3.10	0.00	3.10

% change from last year: 19.2%

* - Injuries per 200,000 hours worked

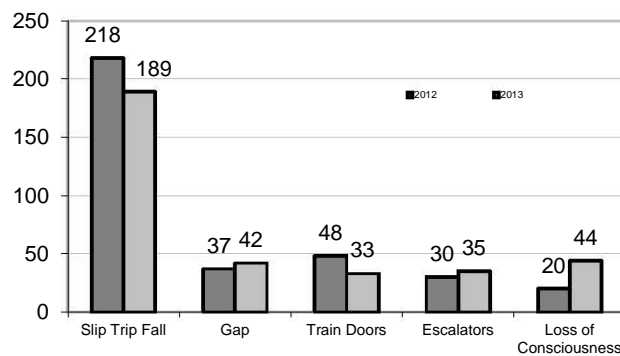
MTA Long Island Rail Road Summary of Customer Injuries thru October



Total Customer Injuries

Year	Total	FI*
2009	414	5.96
2010	375	5.51
2011	409	6.10
2012	421	6.08
2013	387	5.57

% change from last year: -8.4%



Top 5 Customer Injuries by Type

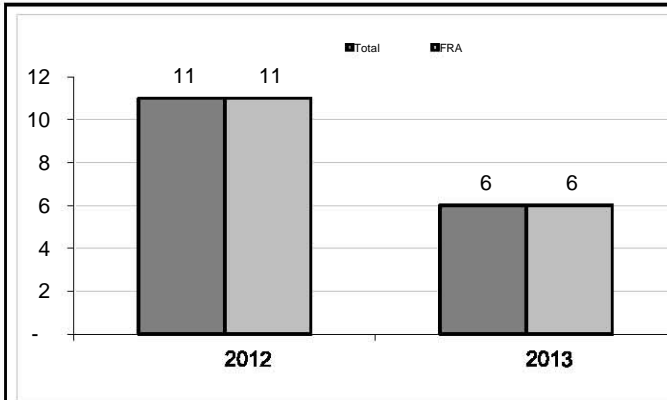
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Loss of Consciousness
2012	218	37	48	30	20
2013	189	42	33	35	44

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF NOVEMBER 2013**

MTA Long Island Rail Road

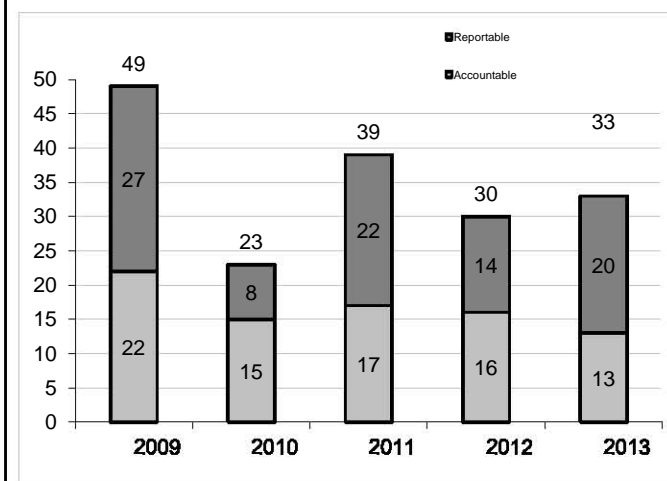
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru October



Contractor Injuries

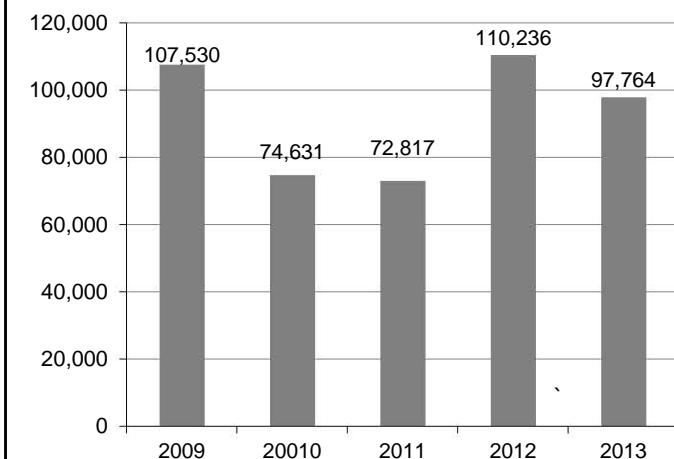
Year	Total	FRA Rpt.
2012	11	11
2013	6	6

% change from last year: -45.5%



Train Accidents

Year	Non-Reportable	Reportable
2009	22	27
2010	15	8
2011	17	22
2012	16	14
2013	13	20



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	107,530
2010	74,631
2011	72,817
2012	110,236
2013	97,764



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 rectangular frame. Behind the text is a grid of dotted lines. A thick, dashed diagonal line runs from the bottom-left corner to the top-right corner of the grid.

October 2013

Helena E. Williams
President

Performance Summary

			2013 Data			2012 Data	
			Annual	YTD thru		YTD thru	
			Goal	Oct	Oct	Oct	Oct
On Time Performance			95.1%	95.0%	93.6%	95.3%	94.9%
<i>(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)</i>							
	System	Overall					
		AM Peak		94.1%	92.5%	96.5%	95.0%
		PM Peak		92.6%	90.7%	92.3%	92.2%
		Total Peak		93.4%	91.6%	94.5%	93.7%
		Off Peak Weekday		95.4%	94.1%	95.5%	95.0%
		Weekend		96.6%	95.1%	96.1%	96.3%
	Babylon Branch	Overall	95.1%	93.8%	93.0%	94.3%	94.5%
		AM Peak		93.9%	92.2%	97.3%	96.0%
		PM Peak		91.3%	90.3%	90.6%	91.7%
		Total Peak		92.7%	91.3%	94.3%	94.1%
		Off Peak Weekday		93.2%	93.3%	93.9%	94.0%
		Weekend		97.8%	94.8%	95.2%	96.4%
	Far Rockaway Branch	Overall	95.1%	98.3%	96.8%	98.2%	97.6%
		AM Peak		96.8%	93.0%	96.4%	95.5%
		PM Peak		98.6%	93.8%	98.9%	95.5%
		Total Peak		97.6%	93.4%	97.5%	95.5%
		Off Peak Weekday		98.3%	97.5%	98.3%	98.2%
		Weekend		99.2%	98.6%	98.9%	98.6%
	Huntington Branch	Overall	95.1%	93.7%	92.6%	94.2%	94.6%
		AM Peak		93.6%	92.9%	95.3%	94.7%
		PM Peak		86.0%	88.1%	91.4%	89.6%
		Total Peak		90.0%	90.6%	93.5%	92.3%
		Off Peak Weekday		94.3%	92.0%	95.8%	94.7%
		Weekend		96.8%	95.0%	92.7%	96.4%
	Hempstead Branch	Overall	95.1%	97.4%	96.6%	98.8%	97.5%
		AM Peak		96.1%	95.3%	97.5%	96.8%
		PM Peak		95.7%	94.2%	98.9%	95.1%
		Total Peak		95.9%	94.8%	98.2%	96.0%
		Off Peak Weekday		97.9%	96.9%	99.0%	98.0%
		Weekend		98.2%	97.7%	99.0%	98.0%
	Long Beach Branch	Overall	95.1%	96.6%	95.2%	96.5%	96.5%
		AM Peak		96.0%	93.3%	97.7%	96.5%
		PM Peak		96.4%	94.0%	94.5%	94.5%
		Total Peak		96.2%	93.6%	96.2%	95.5%
		Off Peak Weekday		96.7%	95.2%	96.6%	96.9%
		Weekend		97.0%	97.1%	96.6%	96.6%
	Montauk Branch	Overall	95.1%	93.4%	90.9%	93.2%	91.0%
		AM Peak		89.7%	91.9%	91.9%	93.2%
		PM Peak		92.6%	88.5%	86.9%	86.0%
		Total Peak		91.2%	90.2%	89.7%	90.1%
		Off Peak Weekday		94.8%	93.2%	94.1%	91.8%
		Weekend		92.7%	87.1%	95.2%	90.4%
	Oyster Bay Branch	Overall	95.1%	94.1%	92.9%	96.1%	95.4%
		AM Peak		96.9%	94.1%	98.6%	95.8%
		PM Peak		87.0%	87.0%	90.8%	91.5%
		Total Peak		92.3%	90.9%	95.0%	93.8%
		Off Peak Weekday		95.3%	93.3%	97.1%	95.1%
		Weekend		93.7%	95.0%	95.3%	98.2%

October 2013

Performance Summary		2013 Data			2012 Data	
		Annual	YTD thru		YTD thru	
		Goal	Oct	Oct	Oct	Oct
Port Jefferson Branch	Overall	95.1%	94.6%	91.5%	91.9%	91.5%
	AM Peak		94.0%	91.0%	92.5%	92.0%
	PM Peak		88.8%	87.3%	85.7%	88.0%
	Total Peak		91.6%	89.3%	89.3%	90.1%
	Off Peak Weekday		96.2%	91.1%	91.5%	89.7%
	Weekend		95.7%	95.5%	96.0%	96.9%
	Port Washington Branch	95.1%	95.8%	94.3%	96.1%	96.0%
	AM Peak		93.0%	91.1%	95.8%	94.7%
	PM Peak		93.6%	90.9%	94.2%	94.3%
	Total Peak		93.3%	91.0%	95.0%	94.5%
Ronkonkoma Branch	Off Peak Weekday		96.3%	95.1%	96.1%	96.1%
	Weekend		99.4%	97.3%	98.6%	98.0%
	Overall	95.1%	92.9%	91.5%	93.8%	92.7%
	AM Peak		93.0%	91.4%	97.2%	92.9%
	PM Peak		95.1%	91.9%	91.0%	92.6%
	Total Peak		93.9%	91.6%	94.4%	92.7%
	Off Peak Weekday		92.4%	91.1%	92.7%	92.3%
	Weekend		92.6%	92.4%	95.4%	93.4%
	West Hempstead Branch	95.1%	96.1%	95.4%	95.8%	96.9%
	AM Peak		94.8%	94.3%	100.0%	97.0%
Operating Statistics	PM Peak		92.8%	90.4%	90.0%	92.7%
	Total Peak		93.7%	92.2%	94.6%	94.6%
	Off Peak Weekday		97.7%	97.3%	96.5%	98.2%
	Weekend		75.0%	95.6%	100.0%	97.7%
	Trains Scheduled		20,851	199,863	18,110	195,175
	Avg. Delay per Late Train (min) excluding trains canceled or terminated		-11.6	-13.1	-11.8	-12.9
	Trains Over 15 min. Late excluding trains canceled or terminated		176	2,405	133	1,842
	Trains Canceled		29	813	51	395
	Trains Terminated		19	477	30	305
	Percent of Scheduled Trips Completed		99.8%	99.4%	99.6%	99.6%
Consist Compliance						
(Percent of trains where the number of seats provided was greater than or equal to the required number of seats per loading standards)						
	AM Peak		98.8%			
	PM Peak		98.5%			
	Total Peak		98.6%			

Categories Of Delay		Sept	2013 Data		2012 Data		YTD 2012 Vs 2013
			Oct	YTD Thru Oct	Oct	YTD Thru Oct	
Late Train Incidents	National Rail Passenger Corp	52	71	1,742	59	648	1,094
	Capital Programs	151	5	287	28	133	154
	Engineering	231	204	1,658	54	1,187	471
	Penn Station Central Control	30	25	209	13	92	117
	Maintenance of Equipment	68	69	1,277	100	1,374	(97)
	** Other / Miscellaneous	196	151	2,415	148	1,744	671
	Public	348	352	4,170	366	4,029	141
	Transportation	57	52	499	60	470	29
	Vandalism	16	70	233	1	85	148
	Maintenance of Way (Sched.)	36	46	269	15	144	125

*** 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
10/1	Tues	Amtrak related track circuit failure in "C" Interlocking				7	1		4			11	1	
10/7	Mon	Amtrak related track circuit failure in Line 1, Penn Station				18			5			23		
10/8	Tues	Signal trouble at Harold Interlocking	11						10			21		
10/9	Wed	Broken rail east of Port Interlocking	37	5	1				10			47	5	1
10/10	Thurs	Signal trouble at Harold Interlocking				5	2		13			18	2	
10/10	Thurs	Signal trouble at Forest Hills				5			13			18		
10/16	Wed	Train 4703 with a trespasser strike east of Hicksville Station				22	5		10		1	32	5	1
10/21	Mon	Tipped third rail east of Queens Interlocking	64	7	1				8			72	7	1
10/31	Thurs	Low adhesion - 100W in effect				3			7			10		
TOTAL FOR MONTH			112	12	2	60	8	0	80	0	1	252	20	3
												275		

Long Island Rail Road

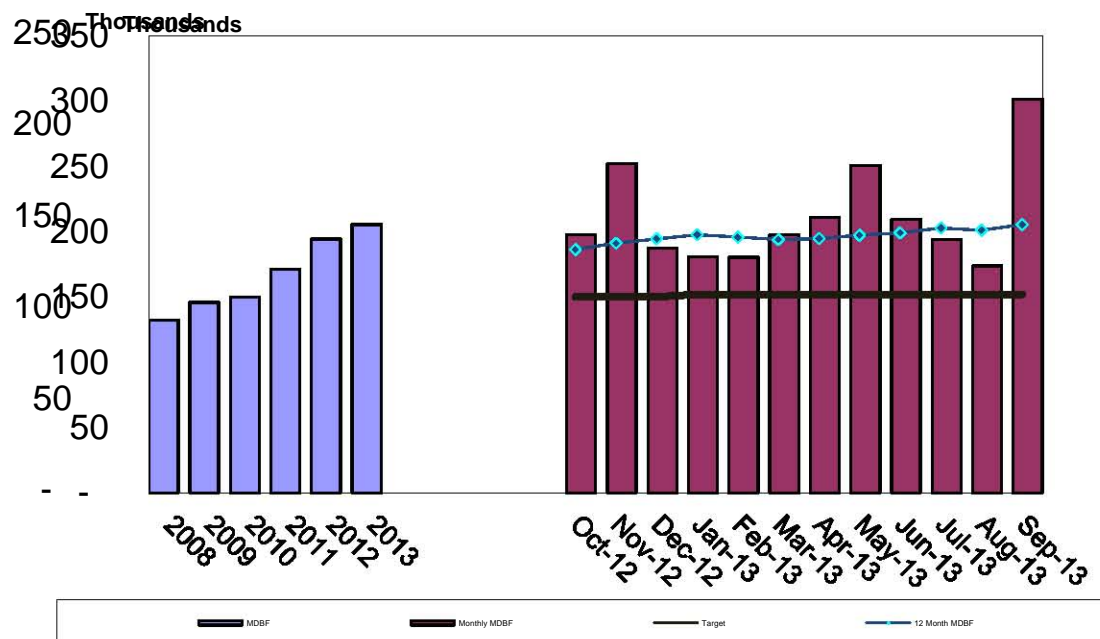
MEAN DISTANCE BETWEEN FAILURES

	Equip- ment Type	Total Fleet Size	2013 Data					2012 Data		
			MDBF Goal (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)	12 month MDBF Rolling Avg (miles)	September MDBF (miles)	September No. of Primary Failures	YTD MDBF thru September (miles)
Mean Distance Between Failures	M-3	150	55,000	100,935	6	92,387	89,195	105,792	5	76,284
	M-7	836	350,000	805,128	6	464,469	445,772	384,714	12	409,614
	DM	21	18,000	76,821	1	25,474	25,156	77,990	1	29,974
	DE	24	18,000	46,045	2	18,025	20,982	25,738	3	18,763
	C-3	134	75,000	119,922	6	110,910	112,195	106,708	6	102,991
	Diesel	179	45,000	98,716	9	60,107	63,118	79,545	10	60,472
	Fleet	970	152,000	301,182	21	205,313	205,396	220,036	27	191,237

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

ALL FLEETS Mean Distance Between Failure

2008 - 2013



Standee Report
East Of Jamaica

East Of Jamaica			2013 Data	
			October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	2	2
		Total Standees	2	2
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	0	1
		Total Standees	0	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	4	5
		Total Standees	4	5
	Montauk Branch	Program Standees	0	0
		Add'l Standees	0	3
		Total Standees	0	3
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	25	0
		Total Standees	25	0
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Port Washington Branch	Program Standees	8	0
		Add'l Standees	15	20
		Total Standees	23	20
Ronkonkoma Branch	Program Standees	0	38	
	Add'l Standees	0	6	
	Total Standees	0	44	
West Hempstead Branch	Program Standees	0	0	
	Add'l Standees	0	0	
	Total Standees	0	0	
System Wide PEAK			55	75

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 OCTOBER 2013**
Standee Report
West Of Jamaica

			2013 Data October	
			AM Peak	PM Peak
Daily Average	Babylon Branch	Program Standees	0	0
		Add'l Standees	8	9
		Total Standees	8	9
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
	Huntington Branch	Program Standees	0	0
		Add'l Standees	9	10
		Total Standees	9	10
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	1	4
		Total Standees	1	4
	Long Beach Branch	Program Standees	18	0
		Add'l Standees	13	0
		Total Standees	31	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	3	0
		Total Standees	3	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	15	20
		Total Standees	23	20
	Ronkonkoma Branch	Program Standees	30	18
		Add'l Standees	0	6
		Total Standees	30	24
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	0	0
System Wide PEAK			106	66

Definitions

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

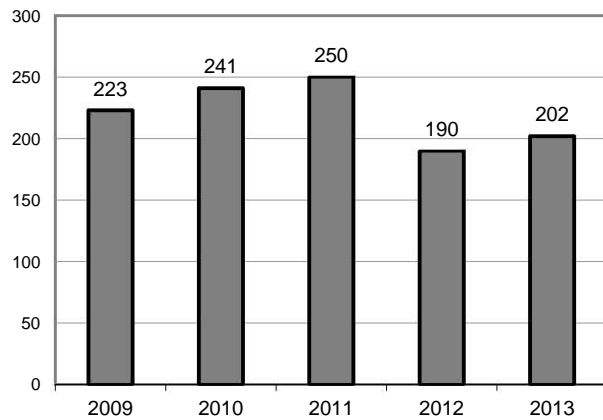
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Holidays and Special Events for which there are special equipment programs are not included.

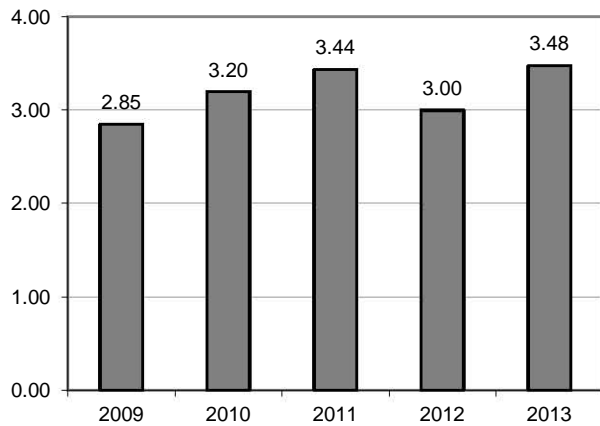
MTA Long Island Rail Road Summary of Employee Injuries thru September



Total Employee Injuries

Year	Total
2009	223
2010	241
2011	250
2012	190
2013	202

% change from last year: 6.3%



Employee FRA Reportable Injuries

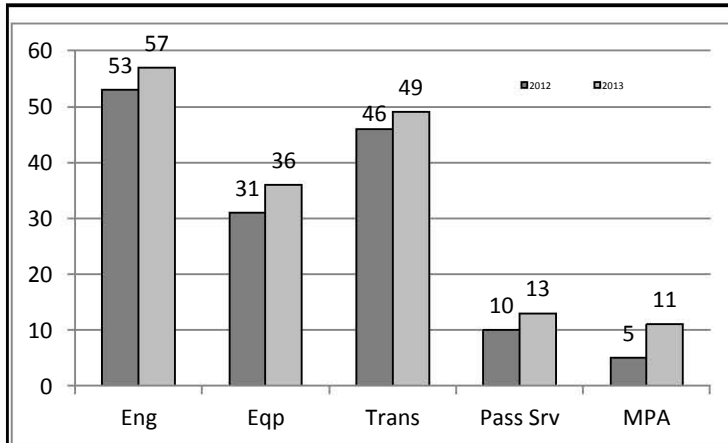
Year	Total	FRA FI*
2009	151	2.85
2010	159	3.20
2011	165	3.44
2012	145	3.00
2013	166	3.48

% change from last year: 16.0%

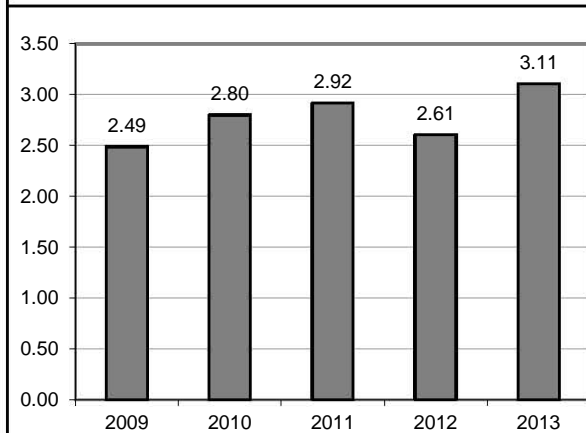
* Federal Railroad Administration Frequency Index

**OPERATING REPORT
FOR MONTH OF OCTOBER 2013**

MTA Long Island Rail Road Summary of Employee Injuries thru September



Employee Reportable Accidents Comparison by Department			
Department	2012	2013	% Change
Engineering	53	57	8%
Equipment	31	36	16%
Transportation	46	49	7%
Pass Serv	10	13	30%
MPA	5	11	120%

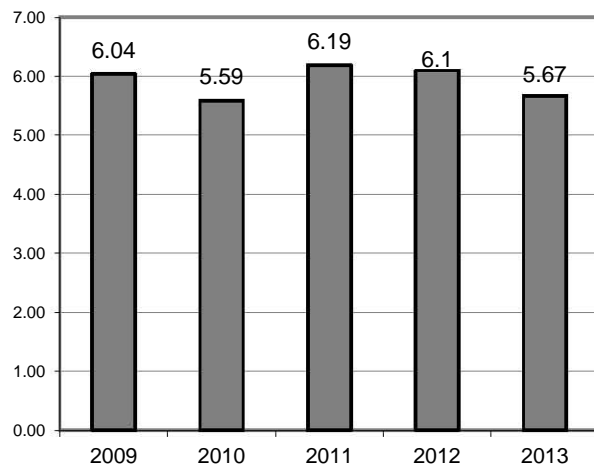


Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2009	131	1	2.47	0.02	2.49
2010	136	3	2.74	0.06	2.80
2011	138	2	2.88	0.04	2.92
2012	126	0	2.61	0.00	2.61
2013	148	0	3.11	0.00	3.11

% change from last year: 19.2%

* - Injuries per 200,000 hours worked

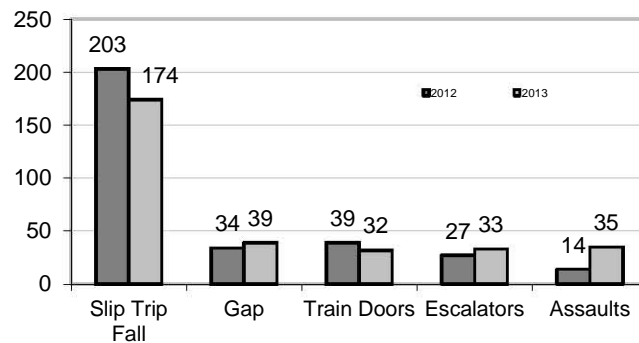
MTA Long Island Rail Road Summary of Customer Injuries thru September



Total Customer Injuries

Year	Total	FI*
2009	377	6.04
2010	342	5.59
2011	372	6.19
2012	382	6.1
2013	352	5.67

% change from last year: -7.0%



Top 5 Customer Injuries by Type

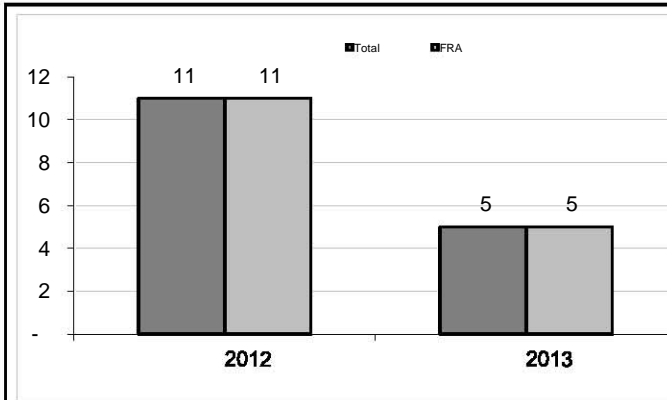
Year	Slip Trip Fall	Gap	Train Doors	Escalators	Assaults
2012	203	34	39	27	14
2013	174	39	32	33	35

*- Injuries per 1,000,000 rides

**OPERATING REPORT
FOR MONTH OF OCTOBER 2013**

MTA Long Island Rail Road

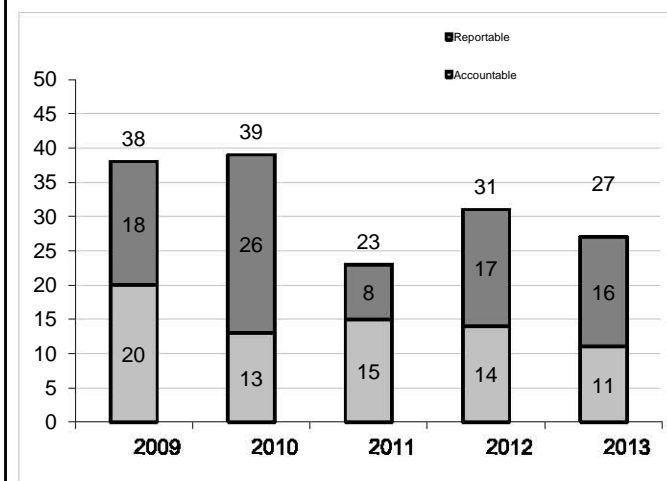
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru September



Contractor Injuries

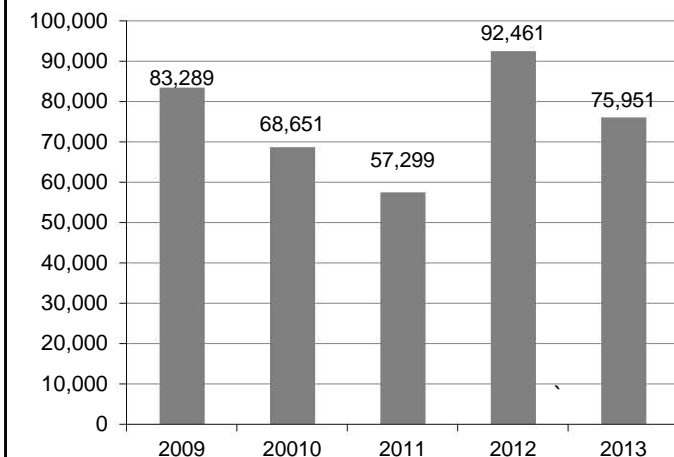
Year	Total	FRA Rpt.
2012	11	11
2013	5	5

% change from last year: -54.5%



Train Accidents

Year	Non-Reportable	Reportable
2009	20	18
2010	13	26
2011	15	8
2012	14	17
2013	11	16



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

Together Railroads and Communities Keeping Safe

Total Participants

Year	Total
2009	83,289
2010	68,651
2011	57,299
2012	92,461
2013	75,951



Long Island Rail Road

Monthly Financial Report

October 2013

MTA LONG ISLAND RAIL ROAD

October Ridership and Financial Report

Executive Summary

Ridership

- During the month of October, total ridership was 7.4 million, which was 12.2% higher than October 2012 (adjusted for same number of calendar work days) and 1.1% above the forecast. October 2012 included Sandy.
 - 2013 Total ridership through October was 69.5 million. This was 0.4% higher than 2012 (adjusted for same number of calendar work days) and 0.3% lower than the 2013 forecast.
 - Through October 2013, commutation ridership was 0.8% higher than 2012 (calendar work day adjusted) and 0.1% higher than the 2013 forecast.
 - Through October 2013, non-commutation ridership was 0.3% lower than 2012 and 0.9% lower than forecast.
-

Revenues

- Farebox revenue through October totaling \$523.6 million was \$0.3 million lower than forecast due to lower ridership, partially offset by higher yield per passenger.
- Capital & Other Revenue of \$240.5 million was \$5.6 million lower than forecast due to timing of capital program activity, partially offset by the timing of federal reimbursement for Superstorm Sandy.
- In summary, total LIRR revenue of \$764.0 million was \$6.0 million lower than the mid-year forecast.

Expenses

- Through October, total expenses of \$1,584.5 million were \$43.4 million less than forecast.
- Straight-time payroll spending was \$7.8 million less than Mid-Year Forecast due to the existence of vacant positions. At the end of October, 133 of 6,834 positions were vacant. These vacancies consisted primarily of management/supervisory and professional/technical positions.
- Year-to-date overtime hours worked was 2.9%, or 51,500 hours higher than the forecast. The majority was due to vacancy/absentee coverage, which was 22,398 hours over forecast, as well as maintenance and project activity. The LIRR has established a corporate initiative to fill all vacant positions that contribute to overtime.
- Year-to-date overtime hours increased by 10.3% 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 October, the Adjusted Farebox Operating Ratio was 62.3%, which is favorable to forecast due to lower expenses.
- Through October, the Adjusted Cost per Passenger was \$13.31 which is lower than forecast due to lower expenses.
- Through October, the Revenue per Passenger was \$7.56, which is higher than forecast.

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

REVENUE

Year-to-date October **Total Revenues** (including Capital and Other Reimbursements) of \$764.0 were \$(6.0) million or (0.8)% unfavorable to forecast. The month of October of \$81.1 was unfavorable to forecast by \$(2.7) million or (3.2)%.

- **Y-T-D Farebox Revenues** were \$(0.3) unfavorable to forecast. The month was \$0.7 favorable to forecast due to higher ridership and higher yield per passenger.
- **Y-T-D Other Operating Revenues** were \$1.3 favorable to forecast. The month was \$(0.5) unfavorable to forecast due to lower advertising and rentals.
- **Y-T-D Capital and Other Reimbursements** were \$(7.0) unfavorable to forecast. The month was \$(2.9) unfavorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date October **Total Expenses** (including depreciation and other) of \$1,584.5 were favorable to the forecast by \$43.4 or 2.7%. The total expenses for the month of \$164.4 were favorable to forecast by \$6.7 or 3.9%.

Labor Expenses, \$15.0 favorable Y-T-D; \$2.1 favorable for the month.

- **Payroll**, \$7.8 favorable Y-T-D; \$2.3 favorable for the month (primarily vacant positions).
- **Overtime**, \$(4.6) unfavorable Y-T-D; \$(2.3) unfavorable for the month (primarily capital project activity, higher vacancy/absentee coverage in Customer Service, Maintenance of Equipment and Train Service and higher maintenance costs in the Engineering department).
- **Health & Welfare**, \$1.4 favorable Y-T-D; \$0.2 favorable for the month (primarily vacant positions).
- **OPEB Current Payment**, \$4.7 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$5.6 favorable Y-T-D; \$1.3 favorable for the month (lower Railroad Retirement Taxes and FELA Indemnity payments).

Non-Labor Expenses, \$29.1 favorable Y-T-D; \$4.0 favorable for the month.

- **Electric Power**, \$(0.3) unfavorable Y-T-D; \$(1.3) unfavorable for the month (prior period adjustments, partially offset by lower rates and consumption).
- **Fuel**, \$2.1 favorable Y-T-D; \$0.2 favorable for the month (lower consumption).
- **Maintenance and Other Operating Contracts**, \$8.4 favorable Y-T-D; \$1.9 favorable for the month (primarily timing of elevator/escalator maintenance, vegetation management, non-revenue vehicle repairs, HVAC and various security initiatives).
- **Professional Services**, \$9.4 favorable Y-T-D; \$1.4 favorable for the month (primarily timing of project activity, charges and activity for various IT hardware, software and system initiatives and other professional services).
- **Materials and Supplies**, \$8.6 favorable Y-T-D; \$2.2 favorable for the month (primarily timing of capital material usage).
- **Other Business Expenses**, \$0.1 favorable Y-T-D; \$(0.5) unfavorable for the month (vendor reimbursement for concrete ties recorded as reimbursable revenue in June instead of contra-expense).

Depreciation and Other, \$(0.7) unfavorable Y-T-D; \$0.7 favorable for the month (Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.9%, 0.2 percentage point above year-to-date September. The Farebox Operating Ratio for the month of October of 51.0% was 4.2 percentage points above the forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 62.3%. 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
October 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$53.280	\$53.939	\$0.659	1.2	\$0.000	\$0.000	\$0.000	-	\$53.280	\$53.939	\$0.659	1.2
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.371	2.896	(0.475)	(14.1)	0.000	0.000	0.000	-	3.371	2.896	(0.475)	(14.1)
Capital & Other Reimbursements	0.000	0.000	0.000	-	27.139	24.251	(2.888)	(10.6)	27.139	24.251	(2.888)	(10.6)
Total Revenue	\$56.651	\$56.835	\$0.184	0.3	\$27.139	\$24.251	(\$2.888)	(10.6)	\$83.790	\$81.086	(\$2.704)	(3.2)
Expenses												
<i>Labor:</i>												
Payroll	\$36.803	\$35.857	\$0.946	2.6	\$8.583	\$7.199	\$1.384	16.1	\$45.386	\$43.056	\$2.330	5.1
Overtime	7.397	8.785	(1.388)	(18.8)	1.276	2.234	(0.958)	(75.0)	8.673	11.019	(2.346)	(27.0)
Health and Welfare	7.758	7.467	0.291	3.8	1.506	1.572	(0.066)	(4.4)	9.264	9.038	0.226	2.4
OPEB Current Payment	5.386	4.781	0.605	11.2	0.000	0.000	0.000	-	5.386	4.781	0.605	11.2
Pensions	14.945	14.479	0.466	3.1	2.005	2.471	(0.466)	(23.2)	16.950	16.950	0.000	0.0
Other Fringe Benefits	9.025	7.948	1.077	11.9	1.814	1.607	0.207	11.4	10.839	9.554	1.285	11.9
Reimbursable Overhead	(2.684)	(2.745)	0.061	2.3	2.684	2.745	(0.061)	(2.3)	0.000	0.000	0.000	-
Total Labor Expenses	\$78.630	\$76.572	\$2.058	2.6	\$17.868	\$17.826	\$0.042	0.2	\$96.498	\$94.398	\$2.100	2.2
<i>Non-Labor:</i>												
Electric Power	\$7.706	\$8.955	(\$1.249)	(16.2)	\$0.000	\$0.013	(\$0.013)	-	\$7.706	\$8.968	(\$1.262)	(16.4)
Fuel	2.637	2.419	0.218	8.3	0.000	0.000	0.000	-	2.637	2.419	0.218	8.3
Insurance	1.755	1.866	(0.111)	(6.3)	0.544	0.449	0.095	17.4	2.299	2.316	(0.017)	(0.7)
Claims	0.456	0.457	(0.001)	(0.3)	0.000	0.000	0.000	-	0.456	0.457	(0.001)	(0.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	5.794	3.749	2.045	35.3	1.465	1.652	(0.187)	(12.8)	7.259	5.401	1.858	25.6
Professional Service Contracts	3.045	2.264	0.781	25.7	0.665	0.008	0.657	98.7	3.710	2.272	1.438	38.8
Materials & Supplies	8.776	8.854	(0.078)	(0.9)	6.577	4.283	2.294	34.9	15.353	13.137	2.216	14.4
Other Business Expenses	0.827	1.317	(0.490)	(59.2)	0.020	0.019	0.001	5.9	0.847	1.336	(0.489)	(57.7)
Total Non-Labor Expenses	\$30.996	\$29.882	\$1.114	3.6	\$9.271	\$6.425	\$2.846	30.7	\$40.267	\$36.306	\$3.961	9.8
<i>Other Expense Adjustments:</i>												
Other	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation & Other Post Employment Benefits	\$109.626	\$106.454	\$3.172	2.9	\$27.139	\$24.251	\$2.888	10.6	\$136.765	\$130.705	\$6.060	4.4
Depreciation	\$27.363	\$27.084	\$0.279	1.0	\$0.000	\$0.000	\$0.000	-	\$27.363	\$27.084	\$0.279	1.0
Other Post Employment Benefits	6.851	6.469	0.382	5.6	0.000	0.000	0.000	-	\$6.851	6.469	0.382	5.6
Environmental Remediation	0.167	0.167	0.000	0.2	0.000	0.000	0.000	-	\$0.167	0.167	0.000	0.2
Total Expenses	\$144.007	\$140.174	\$3.833	2.7	\$27.139	\$24.251	\$2.888	10.6	\$171.146	\$164.425	\$6.721	3.9
Net Surplus/(Deficit)	(\$87.356)	(\$83.339)	\$4.017	4.6	\$0.000	\$0.000	\$0.000	-	(\$87.356)	(\$83.339)	\$4.017	4.6
<i>Cash Conversion Adjustments</i>												
Depreciation	27.363	27.084	(0.279)	(1.0)	0.000	0.000	0.000	-	27.363	27.084	(0.279)	(1.0)
Operating/Capital	(4.719)	0.325	5.044	*	0.000	0.000	0.000	-	(4.719)	0.325	5.044	*
Other Cash Adjustments	5.080	0.430	(4.650)	(91.5)	0.000	0.000	0.000	-	5.080	0.430	(4.650)	(91.5)
Total Cash Conversion Adjustments	\$27.724	\$27.839	\$0.115	0.4	0.000	\$0.000	\$0.000	-	\$27.724	\$27.839	\$0.115	0.4
Net Cash Surplus/(Deficit)	(\$59.632)	(\$55.500)	\$4.132	6.9	\$0.000	\$0.000	\$0.000	-	(\$59.632)	(\$55.500)	\$4.132	6.9

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
October Year-To-Date
(\$ 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	\$523.926	\$523.588	(\$0.338)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$523.926	\$523.588	(\$0.338)	(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	51.379	52.715	1.336	2.6	0.000	0.000	0.000	-	51.379	52.715	1.336	2.6
Capital & Other Reimbursements	0.000	0.000	0.000	-	194.722	187.738	(6.984)	(3.6)	194.722	187.738	(6.984)	(3.6)
Total Revenue	\$575.305	\$576.304	\$0.999	0.2	\$194.722	\$187.738	(\$6.984)	(3.6)	\$770.027	\$764.041	(\$5.986)	(0.8)
Expenses												
<i>Labor:</i>												
Payroll	\$354.817	\$355.737	(\$0.920)	(0.3)	\$64.308	\$55.539	\$8.769	13.6	\$419.125	\$411.276	\$7.849	1.9
Overtime	73.827	76.330	(2.503)	(3.4)	13.302	15.378	(2.076)	(15.6)	87.129	91.708	(4.579)	(5.3)
Health and Welfare	78.351	76.860	1.491	1.9	11.879	11.969	(0.090)	(0.8)	90.230	88.829	1.401	1.6
OPEB Current Payment	52.196	47.497	4.699	9.0	0.000	0.000	0.000	-	52.196	47.497	4.699	9.0
Pensions	151.995	150.147	1.848	1.2	16.105	17.953	(1.848)	(11.5)	168.100	168.100	0.000	0.0
Other Fringe Benefits	96.532	92.663	3.869	4.0	13.801	12.080	1.721	12.5	110.333	104.743	5.590	5.1
Reimbursable Overhead	(20.233)	(20.336)	0.103	0.5	20.233	20.336	(0.103)	(0.5)	0.000	0.000	0.000	-
Total Labor Expenses	\$787.485	\$778.899	\$8.586	1.1	\$139.628	\$133.255	\$6.373	4.6	\$927.113	\$912.153	\$14.960	1.6
<i>Non-Labor:</i>												
Electric Power	\$85.214	\$85.299	(\$0.085)	(0.1)	\$0.000	\$0.178	(\$0.178)	-	\$85.214	\$85.477	(\$0.263)	(0.3)
Fuel	26.182	24.094	2.088	8.0	0.000	0.000	0.000	-	26.182	24.094	2.088	8.0
Insurance	16.643	16.246	0.397	2.4	3.926	2.960	0.966	24.6	20.569	19.206	1.363	6.6
Claims	1.881	2.488	(0.607)	(32.3)	0.000	0.000	0.000	-	1.881	2.488	(0.607)	(32.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	51.195	40.443	10.752	21.0	10.669	13.057	(2.388)	(22.4)	61.864	53.500	8.364	13.5
Professional Service Contracts	27.384	17.735	9.649	35.2	6.022	6.245	(0.223)	(3.7)	33.406	23.980	9.426	28.2
Materials & Supplies	89.488	83.599	5.889	6.6	34.228	31.564	2.664	7.8	123.716	115.163	8.553	6.9
Other Business Expenses	11.111	10.734	0.377	3.4	0.249	0.479	(0.230)	(92.3)	11.360	11.213	0.147	1.3
Total Non-Labor Expenses	\$309.098	\$280.639	\$28.459	9.2	\$55.094	\$54.483	\$0.611	1.1	\$364.192	\$335.122	\$29.070	8.0
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	\$1,096.583	\$1,059.538	\$37.045	3.4	\$194.722	\$187.738	\$6.984	3.6	\$1,291.305	\$1,247.275	\$44.030	3.4
Depreciation	\$268.019	\$270.592	(2.573)	(1.0)	0.000	\$0.000	\$0.000	-	\$268.019	\$270.592	(\$2.573)	(1.0)
Other Post Employment Benefits	66.904	65.003	1.901	2.8	0.000	0.000	0.000	-	66.904	65.003	1.901	2.8
Environmental Remediation	1.670	1.667	0.003	0.2	0.000	0.000	0.000	-	1.670	1.667	0.003	0.2
Total Expenses	\$1,433.176	\$1,396.799	\$36.377	2.5	\$194.722	\$187.738	\$6.984	3.6	\$1,627.898	\$1,584.536	\$43.362	2.7
Net Surplus/(Deficit)	(\$857.871)	(\$820.495)	\$37.376	4.4	\$0.000	\$0.000	(\$0.000)	-	(\$857.871)	(\$820.495)	\$37.376	4.4
<i>Cash Conversion Adjustments</i>												
Depreciation	268.019	270.592	2.573	1.0	0.000	0.000	0.000	-	268.019	270.592	2.573	1.0
Operating/Capital	(21.490)	(15.188)	6.302	29.3	0.000	0.000	0.000	-	(21.490)	(15.188)	6.302	29.3
Other Cash Adjustments	51.490	30.672	(20.818)	(40.4)	0.000	0.000	0.000	-	51.490	30.672	(20.818)	(40.4)
Total Cash Conversion Adjustments	\$298.019	\$286.076	(\$11.943)	(4.0)	\$0.000	\$0.000	\$0.000	-	\$298.019	\$286.076	(\$11.943)	(4.0)
Net Cash Surplus/(Deficit)	(\$559.852)	(\$534.419)	\$25.433	4.5	\$0.000	\$0.000	\$0.000	-	(\$559.852)	(\$534.419)	\$25.433	4.5

TABLE 3

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

October 2013					Year-to-Date October 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	0.659	1.2	Higher ridership \$0.580 and yield \$0.079.	(0.338)	(0.1)	Lower ridership \$(1.762), partially offset by higher yield \$1.424.
Other Operating Revenue	Non Reimb.	(0.475)	(14.1)	Lower station privileges and rentals.	1.336	2.6	Primarily due to federal reimbursements for Superstorm Sandy.
Capital & Other Reimbursements	Reimb.	(2.888)	(10.6)	Primarily due to timing of project activity.	(6.984)	(3.6)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	0.946	2.6	Primarily lower headcount and retiree payments.	(0.920)	(0.3)	Primarily Engineering workforce performed more maintenance than project activity and wage claim accrual adjustments, partially offset by vacant positions and timing of retiree payments.
	Reimb.	1.384	16.1	Primarily due to vacant positions and timing of project activity and other reimbursements.	8.769	13.6	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	(1.388)	(18.8)	Rates, vacancy/absentee coverage and greater maintenance activity.	(2.503)	(3.4)	Primarily higher vacancy/absentee coverage, Engineering maintenance overtime and rates, partially offset by lower weather-related overtime and unscheduled service overtime.
	Reimb.	(0.958)	(75.0)	Primarily due to timing of project activity.	(2.076)	(15.6)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.291	3.8	Vacant positions.	1.491	1.9	Vacant positions.
	Reimb.	(0.066)	(4.4)	Primarily due to timing of project activity.	(0.090)	(0.8)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.605	11.2	Fewer retirees/beneficiaries.	4.699	9.0	Fewer retirees/beneficiaries.

TABLE 3

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

October 2013					Year-to-Date October 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.	0.466	3.1	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	1.848	1.2	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.466)	(23.2)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(1.848)	(11.5)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	1.077	11.9	Lower Railroad Retirement taxes and timing of FELA indemnity payments.	3.869	4.0	Lower Railroad Retirement taxes, timing of FELA Indemnity payments and accrual adjustments to Railroad Unemployment Insurance.
	Reimb.	0.207	11.4	Primarily due to timing of project activity.	1.721	12.5	Primarily due to timing of project activity.
Electric Power	Non Reimb.	(1.249)	(16.2)	Prior period accrual payment adjustment.	(0.085)	(0.1)	Accrual adjustments partially offset by lower consumption and rates.
	Reimb.	(0.013)	-	VD Yard.	(0.178)	-	VD Yard.
Fuel	Non Reimb.	0.218	8.3	Lower consumption.	2.088	8.0	Lower consumption and rates.
Insurance	Non Reimb.	(0.111)	(6.3)	Timing of premium payments.	0.397	2.4	Timing of premium payments.
	Reimb.	0.095	17.4	Force Account Insurance associated with project activity.	0.966	24.6	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(0.001)	(0.3)		(0.607)	(32.3)	Increase in nonemployee payments & reserves

TABLE 3

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

October 2013				Year-to-Date October 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.	2.045	35.3	Timing of elevator/escalator and parking garage maintenance payments, lower tree trimming expenditures, HVAC, non-revenue vehicle repairs, joint facility and various security initiatives.	10.752	21.0	Timing of payments for HVAC maintenance, security services, vegetation management, environmental and plant maintenance services, non-revenue vehicle repairs and elevator/escalator repairs, partially offset by higher payments for business services
	Reimb.	(0.187)	(12.8)	Primarily due to timing of project activity.	(2.388)	(22.4)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.781	25.7	Primarily due to timing of payments and activities for IT software, hardware and maintenance and miscellaneous consulting services.	9.649	35.2	Primarily due to timing of payments and activities for IT software, hardware and maintenance, timing of charges for Superstorm Sandy and reclassification of parking facilities payments from Professional Services to Maintenance Services.
	Reimb.	0.657	98.7	Primarily due to timing of project activity.	(0.223)	(3.7)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	(0.078)	(0.9)	Timing of purchase of TVM's, Engineering material chargeouts and corporate inventory adjustments, partially offset by lower usage of running repair material for the MU fleet, delayed propulsion control unit initiative and lower use of running repair material in the Support Shops.	5.889	6.6	Primarily due to lower usage of running repair material in the MU Car Shop and Support Shops, delayed startup of propulsion control unit replacement and C-3 HVAC modification and timing of corporate inventory adjustments, partially offset by pool material chargeouts greater than rebuilds.
	Reimb.	2.294	34.9	Primarily due to timing of project activity and timing of payments for project material.	2.664	7.8	Primarily due to timing of project activity and timing of payments for project material.

TABLE 3

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

October 2013					Year-to-Date October 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.	(0.490)	(59.2)	Vendor reimbursement for concrete tie recorded as reimbursable revenue in June instead of a contra-expense.	0.377	3.4	Timing of miscellaneous expenses, partially offset by vendor reimbursement for concrete tie recorded as reimbursable revenue in June instead of a contra-expense.
	Reimb.	0.001	5.9	Primarily due to timing of project activity.	(0.230)	(92.3)	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.279	1.0	Primarily timing.	(2.573)	(1.0)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.382	5.6	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	1.901	2.8	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
October 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	\$0.284	\$0.280	*	\$0.004	\$0.004	\$0.000	0.0
<u>Receipts</u>								
Farebox Revenue	\$55.432	\$56.717	\$1.285	2.3	\$545.343	\$543.486	(\$1.857)	(0.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.368	1.651	(1.717)	(51.0)	51.847	42.497	(9.350)	(18.0)
Capital & Other Reimbursements	22.582	20.879	(1.703)	(7.5)	157.824	139.036	(18.788)	(11.9)
Total Receipts	\$81.382	\$79.246	(\$2.136)	(2.6)	\$755.014	\$725.019	(\$29.995)	(4.0)
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$46.542	\$43.473	\$3.069	6.6	\$417.291	\$405.989	\$11.302	2.7
Overtime	8.672	10.642	(1.970)	(22.7)	89.107	91.700	(2.593)	(2.9)
Health and Welfare	9.263	9.044	0.219	2.4	90.230	88.271	1.959	2.2
OPEB Current Payment	5.386	4.954	0.432	8.0	51.036	47.326	3.710	7.3
Pensions	16.950	16.945	0.005	0.0	168.795	168.683	0.112	0.1
Other Fringe Benefits	11.453	8.402	3.051	26.6	117.395	102.388	15.007	12.8
GASB	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$98.266	\$93.461	\$4.805	4.9	\$933.854	\$904.357	\$29.497	3.2
<i>Non-Labor:</i>								
Electric Power	\$8.038	\$12.700	(\$4.662)	(58.0)	\$84.440	\$85.929	(\$1.489)	(1.8)
Fuel	2.745	0.923	1.822	66.4	26.315	25.349	0.966	3.7
Insurance	2.604	6.979	(4.375)	*	20.062	20.973	(0.911)	(4.5)
Claims	0.032	0.094	(0.062)	*	2.361	3.548	(1.187)	(50.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.000	4.384	4.616	51.3	66.327	48.848	17.479	26.4
Professional Service Contracts	4.274	2.739	1.535	35.9	34.555	26.612	7.943	23.0
Materials & Supplies	11.767	10.672	1.095	9.3	113.322	115.511	(2.189)	(1.9)
Other Business Expenses	2.130	1.016	1.114	52.3	12.946	9.371	3.575	27.6
Total Non-Labor Expenditures	\$40.590	\$39.507	\$1.083	2.7	\$360.328	\$336.141	\$24.186	6.7
<i>Other Expenditure Adjustments:</i>								
Other	2.158	1.954	0.204	9.5	20.684	19.503	1.181	5.7
Total Other Expenditure Adjustments	\$2.158	\$1.954	\$0.204	9.5	\$20.684	\$19.503	\$1.181	5.7
Total Expenditures	\$141.014	\$134.922	\$6.092	4.3	\$1,314.866	\$1,260.002	\$54.864	4.2
Cash Timing and Availability Adjustment	0.000	0.176	0.176	-	0.000	0.564	0.564	-
Net Cash Deficit (excludes opening balance)	(\$59.632)	(\$55.500)	\$4.132	6.9	(\$559.852)	(\$534.419)	\$25.433	4.5
<u>Subsidies</u>								
MTA	59.632	55.221	(4.411)	(7.4)	559.852	534.420	(25.432)	(4.5)

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

Table 5

Generic Revenue or Expense Category	October 2013			Year-to-Date as of October 31, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	1.285	2.3	Higher advance sales impact \$0.980, higher ridership \$0.580 and higher yields \$0.079, partially offset by lower Metrocard/AirTrain sales \$(0.354).	(1.857)	(0.3)	Lower ridership \$(1.762), lower Metrocard/AirTrain sales \$(1.200) and lower advance sales impact \$(0.319), partially offset by higher yields \$1.424.
Other Operating Revenue	(1.717)	(51.0)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue.	(9.350)	(18.0)	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	(1.703)	(7.5)	Timing of activity and reimbursement for capital and other reimbursements.	(18.788)	(11.9)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	3.069	6.6	Primarily due to lower headcount, lower rates and lower retiree payments.	11.302	2.7	Primarily due to lower headcount and rates.
Overtime	(1.970)	(22.7)	Primarily higher project overtime, greater maintenance activity and open job coverage.	(2.593)	(2.9)	Primarily higher project overtime, vacancy/absentee coverage, rates and maintenance overtime, partially offset by lower weather-related overtime.
Health and Welfare	0.219	2.4	Primarily due to lower headcount.	1.959	2.2	Primarily due to lower headcount.
OPEB Current Payment	0.432	8.0	Primarily due to fewer retirees/beneficiaries.	3.710	7.3	Primarily due to fewer retirees/beneficiaries.
Other Fringe Benefits	3.051	26.6	Primarily the timing of and lower FELA payments and lower Railroad Retirement payments.	15.007	12.8	Primarily the timing of and lower FELA payments and lower Railroad Retirement payments.

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

Table 5

Generic Revenue or Expense Category	October 2013			Year-to-Date as of October 31, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Non-Labor:						
Electric Power	(4.662)	(58.0)	Primarily due to prior period traction payments including the net LIPA 2004-2008 Settlement payment.	(1.489)	(1.8)	Primarily due to higher non-traction power payments and the timing of prior year traction payments, partially offset by lower traction rates.
Fuel	1.822	66.4	Primarily due to timing of payments and lower consumption.	0.966	3.7	Primarily due to lower consumption.
Insurance	(4.375)	*	Timing of payments.	(0.911)	(4.5)	Timing of payments.
Claims	(0.062)	*	Higher payments for claims.	(1.187)	(50.3)	Higher payments for claims.
Maintenance and Other Operating Contracts	4.616	51.3	Timing of payments.	17.479	26.4	Timing of payments.
Professional Service Contracts	1.535	35.9	Primarily the timing of payments and activities.	7.943	23.0	Primarily the timing of payments and activities.
Materials and Supplies	1.095	9.3	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(2.189)	(1.9)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	1.114	52.3	Primarily due to the timing of payments.	3.575	27.6	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.204	9.5	Lower Metrocard/AirTrain pass through payments.	1.181	5.7	Lower Metrocard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$2.152	\$2.778	\$0.626	29.1	\$21.417	\$19.897	(\$1.520)	(7.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.003)	(1.245)	(1.242)	*	0.468	(10.219)	(10.687)	*
Capital & Other Reimbursements	(4.557)	(3.372)	1.185	26.0	(36.898)	(48.701)	(11.803)	(32.0)
Total Receipts	(\$2.408)	(\$1.840)	\$0.568	23.6	(\$15.013)	(\$39.022)	(\$24.009)	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	(\$1.156)	(\$0.417)	\$0.739	63.9	\$1.834	\$5.287	\$3.453	*
Overtime	0.001	0.377	0.376	*	(1.978)	0.008	1.986	*
Health and Welfare	0.001	(0.006)	(0.007)	*	0.000	0.558	0.558	-
OPEB Current Payment	0.000	(0.174)	(0.174)	-	1.160	0.171	(0.989)	(85.2)
Pensions	0.000	0.005	0.005	-	(0.695)	(0.583)	0.112	16.1
Other Fringe Benefits	(0.614)	1.153	1.767	*	(7.062)	2.355	9.417	*
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	(\$1.768)	\$0.938	\$2.706	*	(\$6.741)	\$7.796	\$14.537	*
<i>Non-Labor:</i>								
Electric Power	(\$0.332)	(\$3.732)	(\$3.400)	*	\$0.774	(\$0.451)	(\$1.225)	*
Fuel	(0.108)	1.496	1.604	*	(0.133)	(1.255)	(1.122)	*
Insurance	(0.305)	(4.663)	(4.358)	*	0.507	(1.767)	(2.274)	*
Claims	0.424	0.364	(0.060)	(14.2)	(0.480)	(1.060)	(0.580)	*
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.741)	1.017	2.758	*	(4.463)	4.652	9.115	*
Professional Service Contracts	(0.564)	(0.467)	0.097	17.2	(1.149)	(2.632)	(1.483)	*
Materials & Supplies	3.586	2.464	(1.122)	(31.3)	10.394	(0.349)	(10.743)	*
Other Business Expenses	(1.283)	0.319	1.602	*	(1.586)	1.842	3.428	*
Total Non-Labor Expenditures	(\$0.323)	(\$3.201)	(\$2.878)	*	\$3.864	(\$1.020)	(\$4.884)	*
<i>Other Expenditure Adjustments:</i>								
Other	(2.158)	(1.954)	0.204	9.5	(20.684)	(19.503)	1.181	5.7
Total Other Expenditure Adjustments	(\$2.158)	(\$1.954)	\$0.204	9.5	(\$20.684)	(\$19.503)	\$1.181	5.7
Total Expenditures before Depreciation	(\$4.249)	(\$4.217)	\$0.032	0.7	(\$23.561)	(\$12.727)	\$10.834	46.0
Depreciation Adjustment	27.363	27.084	(0.279)	(1.0)	268.019	270.592	2.573	1.0
Other Post Employment Benefits	6.851	6.469	(0.382)	(5.6)	66.904	65.003	(1.901)	(2.8)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.670	1.667	(0.003)	(0.2)
Total Expenditures	\$30.132	\$29.503	(\$0.629)	(2.1)	\$313.032	\$324.534	\$11.502	3.7
Cash Timing and Availability Adjustment	0.000	0.176	0.176	-	0.000	0.564	0.564	-
Total Cash Conversion Adjustments	\$27.724	\$27.839	\$0.115	0.4	\$298.019	\$286.076	(\$11.943)	(4.0)

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

	October 2013						October 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	34,674	\$1.8	36,951	\$1.9	(2,277)	(\$0.1)	283,788	\$14.5	291,180	\$14.9	(7,393)	(\$0.4)
					-6.6%	-6.8%					-2.6%	-2.7%
Unscheduled Service	11,338	0.6	8,247	0.4	3,091	0.2	101,452	5.3	95,145	4.9	6,307	0.3
					27.3%	25.7%					6.2%	6.5%
Programmatic/Routine Maintenance	47,056	2.2	65,228	3.1	(18,172)	(0.8)	423,775	19.8	441,787	20.4	(18,012)	(0.7)
					-38.6%	-37.4%					-4.3%	-3.5%
Unscheduled Maintenance	571	0.0	189	0.0	382	0.0	13,943	0.6	15,409	0.7	(1,466)	(0.1)
					66.9%	66.9%					-10.5%	-10.7%
Vacancy/Absentee Coverage	50,227	2.6	61,530	3.1	(11,302)	(0.5)	559,981	27.5	582,379	28.5	(22,398)	(1.0)
					-22.5%	-20.6%					-4.0%	-3.5%
Weather Emergencies	2,942	0.1	1,266	0.1	1,676	0.1	90,603	4.8	81,504	4.3	9,099	0.5
					57.0%	57.8%					10.0%	9.6%
Safety/Security/Law Enforcement ²	-	0.0	-	0.0			-	0.0	-	0.0	-	-
Other ³	1,524	0.1	1,768	0.2	(244)	(0.1)	15,684	1.4	17,915	2.6	(2,231)	(1.2)
					-16.0%	*					-14.2%	-86.1%
Subtotal	148,333	\$7.4	175,179	\$8.8	(26,846)	(\$1.4)	1,489,226	\$73.8	1,525,320	\$76.3	(36,094)	(\$2.5)
					-18.1%	-18.8%					-2.4%	-3.4%
REIMBURSABLE OVERTIME	25,037	\$1.3	39,834	\$2.2	(14,798)	(\$1.0)	263,577	\$13.3	279,005	\$15.4	(15,428)	(\$2.1)
					-59.1%	-75.1%					-5.9%	-15.6%
TOTAL OVERTIME	173,370	\$8.7	215,013	\$11.0	(41,643)	(\$2.3)	1,752,802	\$87.1	1,804,325	\$91.7	(51,522)	(\$4.6)
					-24.0%	-27.1%					-2.9%	-5.3%
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)			Var. - Fav./(Unfav)		
	Hours	\$	Explanations	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(2,277)	(\$0.1)		(7,393)	(\$0.4)	Higher than anticipated crew book and holiday overtime.
	-6.6%	-6.8%		-2.6%	-2.7%	
<u>Unscheduled Service</u>	3,091	0.2		6,307	0.3	Less than forecast overtime needed to maintain On-Time Performance.
	27.3%	25.7%		6.2%	6.5%	
<u>Programmatic/Routine Maintenance</u>	(18,172)	(0.8)	Sperry rail testing activities and replacement of defective rails as well as maintenance work including timber installation, high security switch installation, right of way drainage and installation of track ties by hand.	(18,012)	(0.7)	Sperry rail testing activities, Hillside Yard tie replacement, replacement of defective insulated joints and timber installation system wide.
	-38.6%	-37.4%		-4.3%	-3.5%	
<u>Unscheduled Maintenance</u>	382	0.0		(1,466)	(0.1)	Overage attributed primarily to equipment train derailment on mainline on 3/19/13.
	66.9%	66.9%		-10.5%	-10.7%	
<u>Vacancy/Absentee Coverage</u>	(11,302)	(0.5)	Primarily due to open positions in Maintenance of Equipment and less than forecast availability in all departments except Engineering.	(22,398)	(1.0)	Average 12.5 Labor Open Jobs YTD in Maintenance of Equipment as well as less than forecast availability in Customer Service.
	-22.5%	-20.6%		-4.0%	-3.5%	
<u>Weather Emergencies</u>	1,676	0.1		9,099	0.5	
	57.0%	57.8%		10.0%	9.6%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(244)	(0.1)	Due to variance between actual/forecasted wage rates including double-time payments.	(2,231)	(1.2)	Due to variance between actual/forecasted wage rates including double-time payments.
	-16.0%	*		-14.2%	-86.1%	
Subtotal	(26,846)	(\$1.4)		(36,094)	(\$2.5)	
	-18.1%	-18.8%		-2.4%	-3.4%	
REIMBURSABLE OVERTIME	(14,798)	(\$1.0)	Over-run attributed to East Side Access and the Track Program due to latest project schedule requirements.	(15,428)	(\$2.1)	Greater than forecast flagging needs for ESA, the annual track program and the Manhasset Timber Bridge Replacement.
	-59.1%	-75.1%		-5.9%	-15.6%	
TOTAL OVERTIME	(41,643)	(\$2.3)		(51,522)	(\$4.6)	
	-24.0%	-27.1%		-2.9%	-5.3%	
* 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 OCTOBER 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	88	85	3
Human Resources	32	34	(2)
Sr VP Administration	2	2	0
Strategic Investments	35	27	8
President	4	4	0
VP & CFO	2	7	(5)
Information Technology	162	147	15
Controller	45	41	4
Management & Budget	18	16	2
Process Re-Engineering	7	7	0
VP - East Side Access & Special Projects	27	27	0
Market Dev. & Public Affairs	60	60	0
Gen. Counsel & Secretary	30	30	0
Diversity Management	1	2	(1)
System Safety/Training	79	72	7
Security	6	6	0
Sr VP Operations/Service Planning	24	21	3
Total Administration	645	611	34
Operations			
Train Operations	1,954	1,978	(24)
Customer Services	299	290	9
Total Operations	2,253	2,268	(15)
Maintenance			
Engineering	1,685	1,625	60
Equipment	2,024	1,997	27
Procurement (Stores)	93	90	3
Total Maintenance	3,802	3,712	90
Engineering/Capital			
Department of Project Management	134	110	24
Total Engineering/Capital	134	110	24
Baseline Total Positions	6,834	6,701	133
<i>Non-Reimbursable</i>	5,902	5,898	4
<i>Reimbursable</i>	932	803	129
Total Full-Time	6,834	6,701	133
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 OCTOBER 2013**

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 4 positions due to various vacant positions company-wide.
REIMBURSABLE POSITIONS - Favorable 129 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 OCTOBER 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	330	308	22
Professional, Technical, Clerical	315	303	12
Operational Hourlies	-	-	-
Total Administration	645	611	34
Operations			
Managers/Supervisors	325	315	10
Professional, Technical, Clerical	168	163	5
Operational Hourlies	1,760	1,790	(30)
Total Operations	2,253	2,268	(15)
Maintenance			
Managers/Supervisors	734	693	41
Professional, Technical, Clerical	277	253	24
Operational Hourlies	2,791	2,766	25
Total Maintenance	3,802	3,712	90
Engineering/Capital			
Managers/Supervisors	100	85	15
Professional, Technical, Clerical	34	25	9
Operational Hourlies	-	-	-
Total Engineering/Capital	134	110	24
Total Positions			
Managers/Supervisors	1,489	1,401	88
Professional, Technical, Clerical	794	744	50
Operational Hourlies	4,551	4,556	(5)
Total Positions	6,834	6,701	133

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

RIDERSHIP	October 2013				Year-to-Date October 2013			
	Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	4.328	4.383	0.055	1.3%	38.828	38.747	(0.081)	-0.2%
Weekly	0.140	0.162	0.022	15.4%	1.494	1.602	0.109	7.3%
Total Commutation	4.468	4.545	0.077	1.7%	40.322	40.350	0.028	0.1%
One-Way Full Fare	0.668	0.703	0.035	5.3%	6.661	6.752	0.092	1.4%
One-Way Off-Peak	1.439	1.357	(0.082)	-5.7%	14.836	14.300	(0.536)	-3.6%
All Other	0.777	0.827	0.049	6.4%	7.930	8.112	0.182	2.3%
Total Non-Commutation	2.884	2.887	0.003	0.1%	29.427	29.164	(0.262)	-0.9%
Total	7.352	7.432	0.080	1.1%	69.749	69.514	(0.234)	-0.3%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
October 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⁾	51.0%	46.8%	47.2%	4.2%	3.8%
	Adjusted ⁽²⁾	62.1%	57.3%	56.1%	4.8%	6.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$14.28	\$15.55	\$15.24	\$1.27	\$0.96
	Adjusted ⁽²⁾	\$12.31	\$13.44	\$13.67	\$1.13	\$1.36
Passenger Revenue/Passenger ⁽³⁾		\$7.29	\$7.27	\$7.20	\$0.02	\$0.09
		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⁾	48.9%	47.0%	49.5%	1.9%	-0.6%
	Adjusted ⁽²⁾	62.3%	59.8%	61.2%	2.5%	1.1%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.46	\$16.03	\$14.35	\$0.57	(\$1.11)
	Adjusted ⁽²⁾	\$13.31	\$13.80	\$12.31	\$0.49	(\$1.00)
Passenger Revenue/Passenger ⁽³⁾		\$7.56	\$7.54	\$7.10	\$0.02	\$0.46

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

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

(3) Passenger Revenue/Passenger includes Bar Car Services

MTA LONG ISLAND RAIL ROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	<u>October Year-to-Date</u>			<u>Favorable(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	575.3	577.0	576.3	1.0	0.2	(0.7)	(0.1)
Total Expenses before Non-Cash Liability Adjs	1,096.6	1,076.1	1,059.5	37.0	3.4	16.6	1.5
Depreciation	268.0	269.6	270.6	(2.6)	(1.0)	(1.0)	(0.4)
OPEB Obligation	66.9	66.5	65.0	1.9	2.8	1.5	2.2
Environmental Remediation	1.7	1.7	1.7	0.0	0.2	-	0.0
Total Expenses	1,433.2	1,413.9	1,396.8	36.4	2.5	17.1	1.2
Net Surplus/(Deficit)	(857.9)	(836.8)	(820.5)	37.4	4.4	16.4	2.0

Note: Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2013 YEAR-TO-DATE
(\$ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.7)	(0.1)	Lower rentals and timing of advertising guarantee and miscellaneous revenue.
Total Expenses	\$17.1	1.2	Lower health & welfare expenses (including OPEB Current), Railroad Retirement taxes, liability insurance, HVAC maintenance, waste maintenance, vegetation management, cleaning services, non-revenue vehicle repairs, hazardous waste cleanup, IT Hardware, Software and maintenance expenses, other outside professional services, miscellaneous inventory adjustments, lower chargeouts of running repair material in the Car and Support Shops, and timing of payments for Fuel and joint facilities, partially offset by pooled material chargeouts greater than reclaims, electric power, overtime and the timing of FELA payments.

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

MTA LONG ISLAND RAIL ROAD

MONTHLY RIDERSHIP REPORT

OCTOBER 2013

OCTOBER 2013 RIDERSHIP AND REVENUE REPORT

MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

October

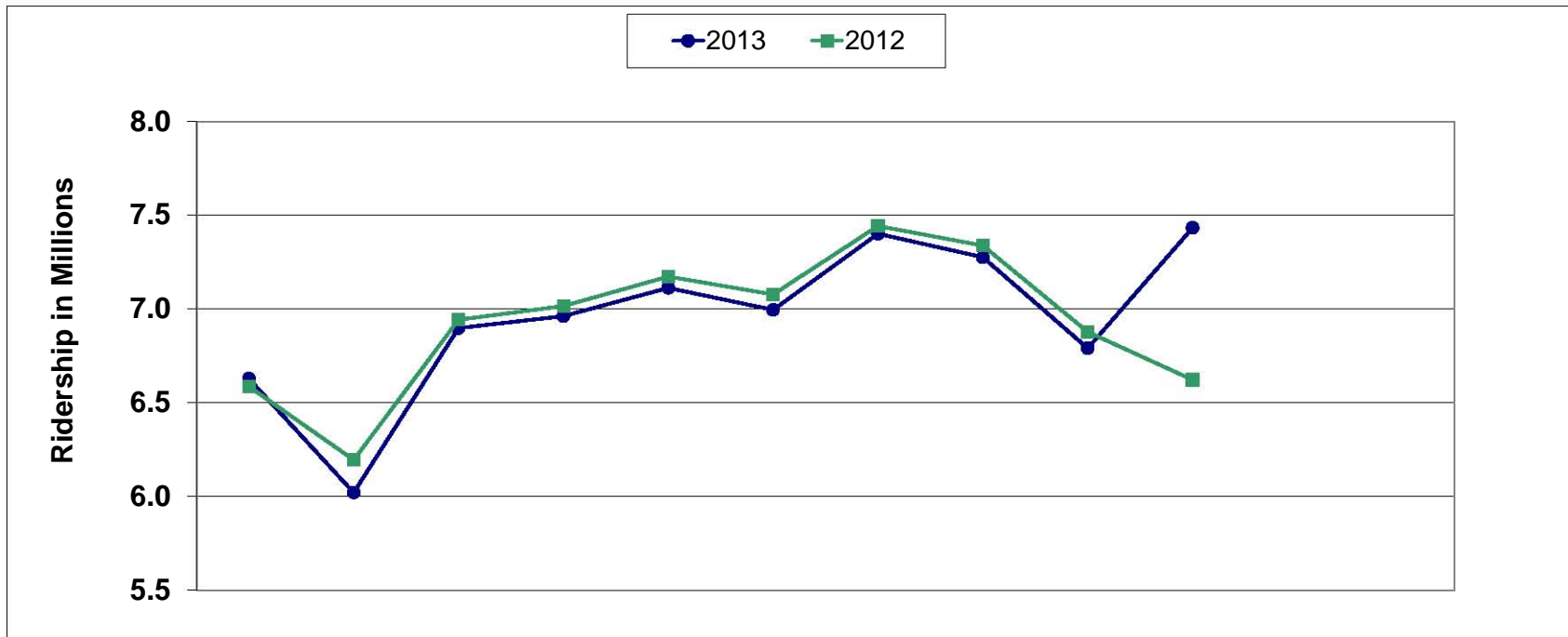
- October 2013 total ridership was 7.432 million vs. 6.622 million in October 2012, resulting in an increase of 810,031 passengers, or a 12.2% increase compared to October 2012. October 2013 marked the best October ridership in five years and the second best monthly ridership in four years.
- October 2013 commutation ridership was 4.545 million vs. 3.968 million in October 2012, resulting in an increase of 576,867 passengers, or an increase of 14.5%.
- October 2013 non-commutation ridership was 2.887 million vs. 2.654 million in October 2012, an increase of 233,164 passengers, or an increase of 8.8%.
- October 2013 revenue was \$53.9 million vs. \$47.5 million, an increase of \$6,451,387 or an increase of 13.6% compared to October 2012.

Year-To-Date

- 2013 YTD total ridership was 69.5 million vs. 69.3 million in 2012, an increase of 246,039 or a 0.4% increase compared to 2012, and 0.3% below mid-year forecast.
- 2013 YTD commutation ridership was 40.3 million vs. 40.0 million in 2012, an increase of 325,034 or a 0.8% increase compared to 2012, and 0.1% above mid-year forecast.
- 2013 YTD non-commutation ridership was 29.164 million vs. 29.243 million in 2012, a decrease of 78,995 or a decrease of 0.3% compared to 2012, and 0.9% below mid-year forecast.
- 2013 YTD revenue was \$523.6 million vs. \$489.6 million in 2012, an increase of \$33,940,116 or an increase of 6.9% compared to 2012 and 0.1% below mid-year forecast.

OCTOBER RIDERSHIP

- October's Total Ridership was 12.2% above '12 and 1.1% above Mid Year Forecast*.

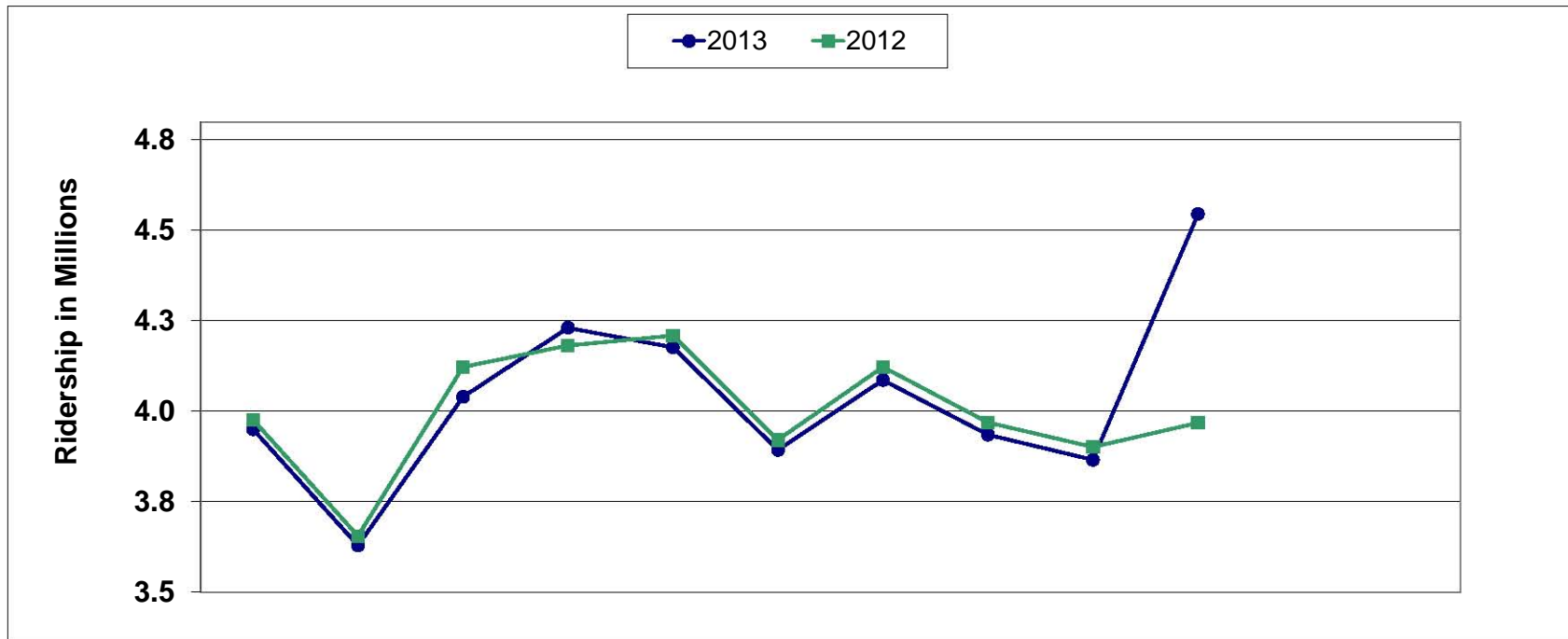


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.6	6.0	6.9	7.0	7.1	7.0	7.4	7.3	6.8	7.4			69.5
2012	6.6	6.2	6.9	7.0	7.2	7.1	7.4	7.3	6.9	6.6			69.3
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%	-1.2%	-0.6%	-0.9%	-1.3%	12.2%			0.4%

*Note: October 2012 ridership was adjusted to account for rides lost during Superstorm Sandy.

OCTOBER COMMUTATION RIDERSHIP

- October's Commutation Ridership was 14.5% above '12 and 1.7% above Mid Year Forecast*.

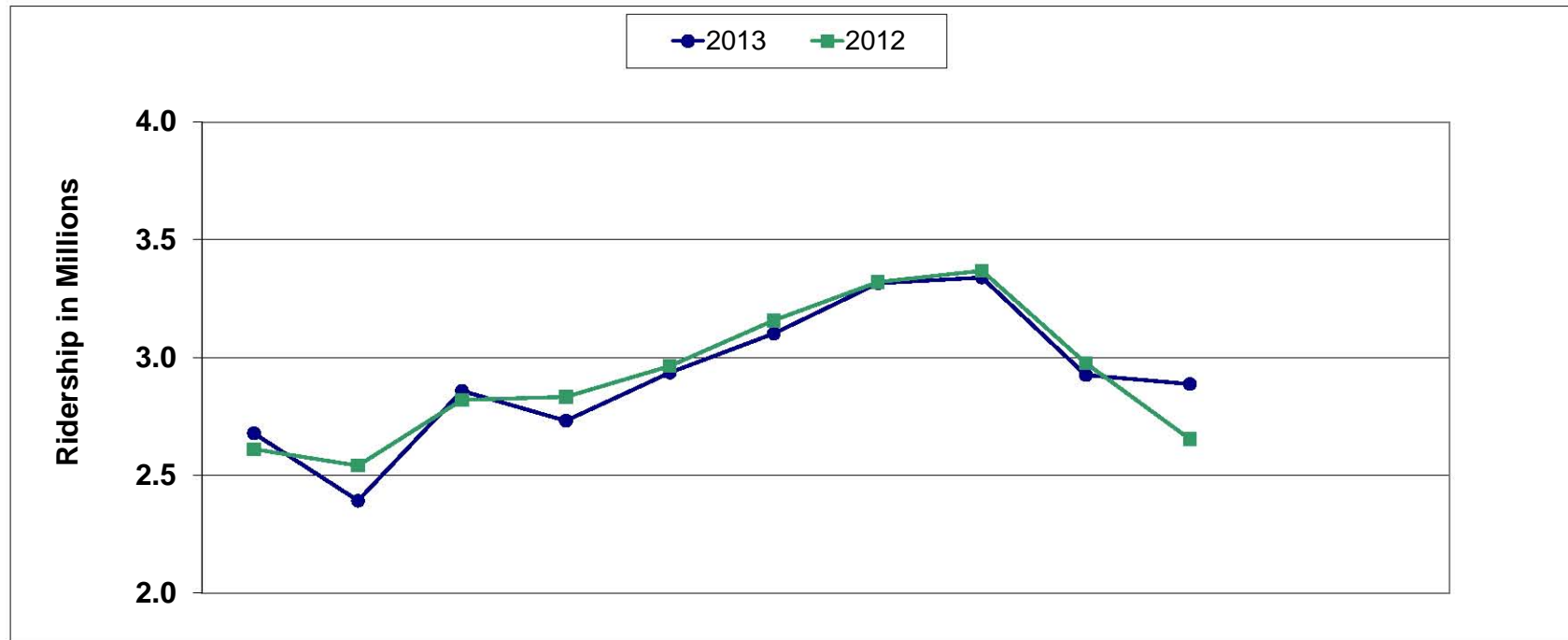


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	3.9	3.6	4.0	4.2	4.2	3.9	4.1	3.9	3.9	4.5			40.3
2012	4.0	3.7	4.1	4.2	4.2	3.9	4.1	4.0	3.9	4.0			40.0
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%	-0.7%	-0.9%	-0.9%	-0.9%	14.5%			0.8%

*Note: October 2012 ridership was adjusted to account for rides lost during Superstorm Sandy.

OCTOBER NON-COMMUTATION RIDERSHIP

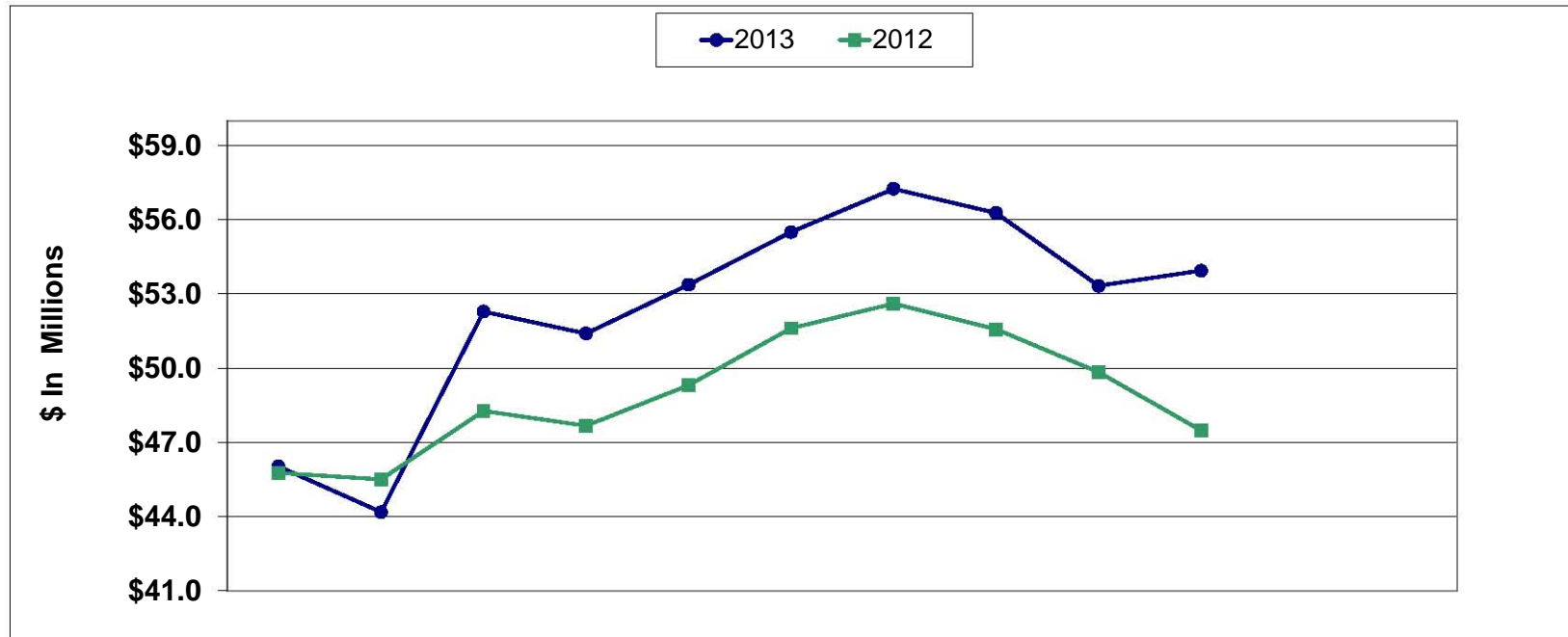
- October's Non-Commutation Ridership was 8.8% above '12 and 0.1% above Mid Year Forecast.



	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	2.9	2.9			29.2
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3	3.4	3.0	2.7			29.2
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%	-1.7%	-0.1%	-0.8%	-1.7%	8.8%			-0.3%

OCTOBER REVENUE

●October's Total Revenue was 13.6% above '12 and 1.2% 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	\$53.3	\$53.9			\$523.6
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3	\$51.6	\$52.6	\$51.6	\$49.8	\$47.5			\$489.6
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%	7.5%	8.8%	9.1%	7.0%	13.6%			6.9%

*Fare increase was implemented in March 2013.

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

TICKET TYPE/SERVICE	OCTOBER 2013	OCTOBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	4,544,879	3,968,012	576,867	14.5%
NON-COMMUTATION RIDERSHIP	2,887,115	2,653,951	233,164	8.8%
TOTAL RIDERSHIP	7,431,994	6,621,963	810,031	12.2%

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

TICKET TYPE/SERVICE	OCTOBER 2013	OCTOBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	40,349,755	40,024,721	325,034	0.8%
NON-COMMUTATION RIDERSHIP	29,164,430	29,243,425	(78,995)	-0.3%
TOTAL RIDERSHIP	69,514,185	69,268,146	246,039	0.4%

* 2012 ridership numbers were adjusted using 2013 factors.

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

REVENUE	OCTOBER 2013	OCTOBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$28,909,231	\$26,466,323	\$2,442,908	9.2%
NON-COMMUTATION REVENUE	\$25,029,366	\$21,020,887	\$4,008,479	19.1%
TOTAL REVENUE	\$53,938,596	\$47,487,210	\$6,451,387	13.6%

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

REVENUE	OCTOBER 2013	OCTOBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$271,730,137	\$255,406,905	\$16,323,231	6.4%
NON-COMMUTATION REVENUE	\$251,858,261	\$234,241,376	\$17,616,885	7.5%
TOTAL REVENUE	\$523,588,398	\$489,648,281	\$33,940,116	6.9%



Long Island Rail Road

Monthly Financial Report

September 2013

MTA LONG ISLAND RAIL ROAD

September Ridership and Financial Report

Executive Summary

Ridership

- During the month of September, total ridership was 6.8 million, which was 1.3% lower than September 2012 (adjusted for same number of work days) and 1.0% below the forecast.
 - 2013 Total ridership through September was 62.1 million. This was 0.9% lower than 2012 (adjusted for same number of work days) and 0.5% lower than the 2013 forecast.
 - Through September 2013, commutation ridership was 0.7% lower than 2012 (work day adjusted) and 0.1% lower than the 2013 forecast.
 - Through September 2013, non-commutation ridership was 1.2% lower than 2012 and 1.0% lower than forecast.
-

Revenues

- Farebox revenue through September totaling \$469.7 million was \$1.0 million lower than forecast due to lower ridership, partially offset by higher yield per passenger.
- Capital & Other Revenue of \$213.3 million was \$2.3 million lower than forecast due to timing of capital program activity, partially offset by the timing of federal reimbursement for Superstorm Sandy.
- In summary, total LIRR revenue of \$683.0 million was \$3.3 million lower than the mid-year forecast.

Expenses

- Through September, total expenses of \$1,420.1 million were \$36.6 million less than forecast.
- Straight-time payroll spending was \$5.5 million less than Mid-Year Forecast due to the existence of vacant positions. At the end of September, 134 of 6,800 positions were vacant. These vacancies consisted primarily of management/supervisory and professional/technical positions.
- Year-to-date overtime hours worked was 0.6%, or 9,879 hours higher than the forecast. The majority was due to vacancy/absentee coverage, which was 11,095 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 14.4% 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 September, the Adjusted Farebox Operating Ratio was 62.3%, which is favorable to forecast due to lower expenses.
- Through September, the Adjusted Cost per Passenger was \$13.43 which is lower than forecast due to lower expenses.
- Through September, the Revenue per Passenger was \$7.59, which is higher than forecast.

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

REVENUE

Year-to-date September **Total Revenues** (including Capital and Other Reimbursements) of \$683.0 were \$(3.3) million or (0.5)% unfavorable to forecast. The month of August of \$74.7 was unfavorable to forecast by \$(3.8) million or (4.9)%.

- **Y-T-D Farebox Revenues** were \$(1.0) unfavorable to forecast. The month was \$(1.0) unfavorable to forecast due to lower ridership and lower yield per passenger.
- **Y-T-D Other Operating Revenues** were \$1.8 favorable to forecast. The month was on forecast.
- **Y-T-D Capital and Other Reimbursements** were \$(4.1) unfavorable to forecast. The month was \$(2.8) unfavorable due to timing of project activity.

OPERATING EXPENSES

Year-to-date September **Total Expenses** (including depreciation and other) of \$1,420.1 were favorable to the forecast by \$36.6 or 2.5%. The total expenses for the month of \$160.9 were favorable to forecast by \$8.7 or 5.1%.

Labor Expenses, \$12.9 favorable Y-T-D; \$(0.7) unfavorable for the month.

- **Payroll**, \$5.5 favorable Y-T-D; \$(0.7) unfavorable for the month (primarily prior period rate and wage claim accrual adjustments and retiree sick payouts, partially offset by vacant positions).
- **Overtime**, \$(2.2) unfavorable Y-T-D; \$(0.5) unfavorable for the month (primarily capital project activity, prior period rate accruals and lower availability/coverage in Customer Service and Train Service, partially offset by higher availability in Maintenance of Equipment).
- **Health & Welfare**, \$1.2 favorable Y-T-D; \$0.2 favorable for the month (primarily vacant positions).
- **OPEB Current Payment**, \$4.1 favorable Y-T-D; \$0.6 favorable for the month (fewer retirees/beneficiaries).
- **Other Fringe**, \$4.3 favorable Y-T-D; \$(0.3) unfavorable for the month (higher FELA Indemnity payments, partially offset by lower Railroad Retirement Taxes).

Non-Labor Expenses, \$25.1 favorable Y-T-D; \$8.7 favorable for the month.

- **Electric Power**, \$1.0 favorable Y-T-D; \$0.5 favorable for the month (lower rates and consumption, partially offset by accrual adjustments).
- **Fuel**, \$1.9 favorable Y-T-D; \$0.5 favorable for the month (lower consumption and rates).
- **Maintenance and Other Operating Contracts**, \$6.5 favorable Y-T-D; \$3.0 favorable for the month (primarily prior period accrual reversals and timing of elevator/escalator maintenance, HVAC, refuse/recycling, vehicle purchases and various security initiatives).
- **Professional Services**, \$8.0 favorable Y-T-D; \$0.8 favorable for the month (primarily timing of project activity, charges and activity for various IT hardware, software and system initiatives and other professional services, partially offset by the timing of third party legal fees).
- **Materials and Supplies**, \$6.3 favorable Y-T-D; \$3.0 favorable for the month (primarily timing of miscellaneous inventory adjustments, capital material usage, revenue vehicle fleet running repair and Reliability Centered Maintenance activities).
- **Other Business Expenses**, \$0.6 favorable Y-T-D; \$0.2 favorable for the month (timing of miscellaneous expenses).

Depreciation and Other, \$1.3 unfavorable Y-T-D; \$0.6 favorable for the month (Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 48.7%, the same as year-to-date August. The Farebox Operating Ratio for the month of September of 48.8% was 1.8 percentage points above the forecast resulting from lower expenses, partially offset by higher revenue. The adjusted year-to-date Farebox Operating Ratio was 62.3%. 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
September 2013
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$54.310	\$53.333	(\$0.977)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$54.310	\$53.333	(\$0.977)	(1.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	3.341	3.346	0.005	0.2	0.000	0.000	0.000	-	3.341	3.346	0.005	0.2
Capital & Other Reimbursements	0.000	0.000	0.000	-	20.836	17.995	(2.841)	(13.6)	20.836	17.995	(2.841)	(13.6)
Total Revenue	\$57.651	\$56.679	(\$0.972)	(1.7)	\$20.836	\$17.995	(\$2.841)	(13.6)	\$78.487	\$74.674	(\$3.813)	(4.9)
Expenses												
<i>Labor:</i>												
Payroll	\$35.854	\$37.862	(\$2.008)	(5.6)	\$6.986	\$5.717	\$1.269	18.2	\$42.840	\$43.578	(\$0.738)	(1.7)
Overtime	7.086	7.361	(0.275)	(3.9)	1.306	1.501	(0.195)	(14.9)	8.392	8.862	(0.470)	(5.6)
Health and Welfare	7.956	7.829	0.127	1.6	1.262	1.235	0.027	2.1	9.218	9.064	0.154	1.7
OPEB Current Payment	5.386	4.778	0.608	11.3	0.000	0.000	0.000	-	5.386	4.778	0.608	11.3
Pensions	15.265	15.067	0.198	1.3	1.685	1.883	(0.198)	(11.7)	16.950	16.950	0.000	0.0
Other Fringe Benefits	9.027	9.575	(0.548)	(6.1)	1.520	1.248	0.272	17.9	10.547	10.823	(0.276)	(2.6)
Reimbursable Overhead	(2.121)	(2.067)	(0.054)	(2.5)	2.121	2.067	0.054	2.5	0.000	0.000	0.000	-
Total Labor Expenses	\$78.453	\$80.406	(\$1.953)	(2.5)	\$14.880	\$13.650	\$1.230	8.3	\$93.333	\$94.056	(\$0.723)	(0.8)
<i>Non-Labor:</i>												
Electric Power	\$9.379	\$8.888	\$0.491	5.2	\$0.000	\$0.009	(\$0.009)	-	\$9.379	\$8.897	\$0.482	5.1
Fuel	2.553	2.088	0.465	18.2	0.000	0.000	0.000	-	2.553	2.088	0.465	18.2
Insurance	2.430	1.969	0.461	19.0	0.443	0.338	0.105	23.6	2.873	2.307	0.566	19.7
Claims	0.455	0.206	0.249	54.7	0.000	0.000	0.000	-	0.455	0.206	0.249	54.7
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	6.367	3.439	2.928	46.0	1.015	0.949	0.066	6.5	7.382	4.389	2.993	40.6
Professional Service Contracts	3.098	2.601	0.497	16.0	0.654	0.366	0.288	44.1	3.752	2.967	0.785	20.9
Materials & Supplies	10.369	8.572	1.797	17.3	3.826	2.657	1.169	30.6	14.195	11.229	2.966	20.9
Other Business Expenses	1.323	1.076	0.247	18.6	0.018	0.025	(0.007)	(38.5)	1.341	1.101	0.240	17.9
Total Non-Labor Expenses	\$35.974	\$28.839	\$7.135	19.8	\$5.956	\$4.345	\$1.611	27.1	\$41.930	\$33.184	\$8.746	20.9
<i>Other Expense Adjustments:</i>												
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	\$114.427	\$109.245	\$5.182	4.5	\$20.836	\$17.995	\$2.841	13.6	\$135.263	\$127.240	\$8.023	5.9
Depreciation	\$27.363	\$27.048	\$0.315	1.2	\$0.000	\$0.000	\$0.000	-	\$27.363	\$27.048	\$0.315	1.2
Other Post Employment Benefits	6.800	6.472	0.328	4.8	0.000	0.000	0.000	-	\$6.800	6.472	0.328	4.8
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	\$148.757	\$142.932	\$5.825	3.9	\$20.836	\$17.995	\$2.841	13.6	\$169.593	\$160.926	\$8.667	5.1
Net Surplus/(Deficit)	(\$91.106)	(\$86.253)	\$4.853	5.3	\$0.000	\$0.000	\$0.000	-	(\$91.106)	(\$86.253)	\$4.853	5.3
<i>Cash Conversion Adjustments</i>												
Depreciation	27.363	27.048	(0.315)	(1.2)	0.000	0.000	0.000	-	27.363	27.048	(0.315)	(1.2)
Operating/Capital	(1.668)	(0.405)	1.263	75.7	0.000	0.000	0.000	-	(1.668)	(0.405)	1.263	75.7
Other Cash Adjustments	12.223	17.121	4.898	40.1	0.000	0.000	0.000	-	12.223	17.121	4.898	40.1
Total Cash Conversion Adjustments	\$37.918	\$43.764	\$5.846	15.4	0.000	\$0.000	\$0.000	-	\$37.918	\$43.764	\$5.846	15.4
Net Cash Surplus/(Deficit)	(\$53.188)	(\$42.489)	\$10.700	20.1	\$0.000	\$0.000	\$0.000	-	(\$53.188)	(\$42.489)	\$10.700	20.1

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	\$470.646	\$469.650	(\$0.996)	(0.2)	\$0.000	\$0.000	\$0.000	-	\$470.646	\$469.650	(\$0.996)	(0.2)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	\$0.000	0.000	0.000	-
Other Operating Revenue	48.008	49.819	1.811	3.8	0.000	0.000	0.000	-	48.008	49.819	1.811	3.8
Capital & Other Reimbursements	0.000	0.000	0.000	-	167.583	163.487	(4.096)	(2.4)	167.583	163.487	(4.096)	(2.4)
Total Revenue	\$518.654	\$519.469	\$0.815	0.2	\$167.583	\$163.487	(\$4.096)	(2.4)	\$686.237	\$682.955	(\$3.282)	(0.5)
Expenses												
<i>Labor:</i>												
Payroll	\$318.014	\$319.880	(\$1.866)	(0.6)	\$55.725	\$48.340	\$7.385	13.3	\$373.739	\$368.220	\$5.519	1.5
Overtime	66.430	67.544	(1.114)	(1.7)	12.026	13.144	(1.118)	(9.3)	78.456	80.689	(2.233)	(2.8)
Health and Welfare	70.593	69.394	1.199	1.7	10.373	10.397	(0.024)	(0.2)	80.966	79.791	1.175	1.5
OPEB Current Payment	46.810	42.717	4.093	8.7	0.000	0.000	0.000	-	46.810	42.717	4.093	8.7
Pensions	137.050	135.667	1.383	1.0	14.100	15.483	(1.383)	(9.8)	151.150	151.150	0.000	0.0
Other Fringe Benefits	87.507	84.715	2.792	3.2	11.987	10.473	1.514	12.6	99.494	95.189	4.305	4.3
Reimbursable Overhead	(17.549)	(17.591)	0.042	0.2	17.549	17.591	(0.042)	(0.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$708.855	\$702.327	\$6.528	0.9	\$121.760	\$115.428	\$6.332	5.2	\$830.615	\$817.755	\$12.860	1.5
<i>Non-Labor:</i>												
Electric Power	\$77.508	\$76.344	\$1.164	1.5	\$0.000	\$0.165	(\$0.165)	-	\$77.508	\$76.509	\$0.999	1.3
Fuel	23.545	21.675	1.870	7.9	0.000	0.000	0.000	-	23.545	21.675	1.870	7.9
Insurance	14.888	14.380	0.508	3.4	3.382	2.511	0.871	25.8	18.270	16.890	1.380	7.6
Claims	1.425	2.030	(0.605)	(42.5)	0.000	0.000	0.000	-	1.425	2.030	(0.605)	(42.5)
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	45.401	36.694	8.707	19.2	9.204	11.404	(2.200)	(23.9)	54.605	48.098	6.507	11.9
Professional Service Contracts	24.339	15.471	8.868	36.4	5.357	6.237	(0.880)	(16.4)	29.696	21.708	7.988	26.9
Materials & Supplies	80.712	74.745	5.967	7.4	27.651	27.281	0.370	1.3	108.363	102.026	6.337	5.8
Other Business Expenses	10.284	9.418	0.866	8.4	0.229	0.460	(0.231)	*	10.513	9.878	0.635	6.0
Total Non-Labor Expenses	\$278.102	\$250.757	\$27.345	9.8	\$45.823	\$48.058	(\$2.235)	(4.9)	\$323.925	\$298.815	\$25.110	7.8
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	\$986.957	\$953.084	\$33.873	3.4	\$167.583	\$163.487	\$4.096	2.4	\$1,154.540	\$1,116.570	\$37.970	3.3
Depreciation	\$240.656	\$243.508	(2.852)	(1.2)	0.000	\$0.000	\$0.000	-	\$240.656	\$243.508	(\$2.852)	(1.2)
Other Post Employment Benefits	60.053	58.533	1.520	2.5	0.000	0.000	0.000	-	60.053	58.533	1.520	2.5
Environmental Remediation	1.503	1.500	0.003	0.2	0.000	0.000	0.000	-	1.503	1.500	0.003	0.2
Total Expenses	\$1,289.169	\$1,256.625	\$32.544	2.5	\$167.583	\$163.487	\$4.096	2.4	\$1,456.752	\$1,420.111	\$36.641	2.5
Net Surplus/(Deficit)	(\$770.515)	(\$737.156)	\$33.359	4.3	\$0.000	\$0.000	\$0.000	-	(\$770.515)	(\$737.156)	\$33.359	4.3
<i>Cash Conversion Adjustments</i>												
Depreciation	240.656	243.508	2.852	1.2	0.000	0.000	0.000	-	240.656	243.508	2.852	1.2
Operating/Capital	(16.771)	(15.513)	1.258	7.5	0.000	0.000	0.000	-	(16.771)	(15.513)	1.258	7.5
Other Cash Adjustments	46.410	30.242	(16.168)	(34.8)	0.000	0.000	0.000	-	46.410	30.242	(16.168)	(34.8)
Total Cash Conversion Adjustments	\$270.295	\$258.237	(\$12.059)	(4.5)	\$0.000	\$0.000	\$0.000	-	\$270.295	\$258.237	(\$12.059)	(4.5)
Net Cash Surplus/(Deficit)	(\$500.220)	(\$478.919)	\$21.300	4.3	\$0.000	\$0.000	\$0.000	-	(\$500.220)	(\$478.919)	\$21.300	4.3

TABLE 3

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

September 2013					Year-to-Date September 2013		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Revenue							
Farebox Revenue	Non Reimb.	(0.977)	(1.8)	Lower yield \$(0.453) and ridership \$(0.524).	(0.996)	(0.2)	Lower ridership \$(2.372), partially offset by higher yield \$1.376.
Other Operating Revenue	Non Reimb.	0.005	0.2		1.811	3.8	Primarily due to federal reimbursements for Superstorm Sandy.
Capital & Other Reimbursements	Reimb.	(2.841)	(13.6)	Primarily due to timing of project activity.	(4.096)	(2.4)	Primarily due to timing of project activity.
Expenses							
Payroll	Non Reimb.	(2.008)	(5.6)	Primarily prior period rate and wage claim accrual adjustments, timing of retiree unused sick payments and Engineering workforce performing more maintenance activity than project activity, partially offset by vacant positions.	(1.866)	(0.6)	Primarily prior period rate and wage claim accrual adjustments, timing of retiree unused sick payments, higher differential payments and Engineering workforce performing more maintenance activity than project activity, partially offset by vacant positions.
	Reimb.	1.269	18.2	Primarily due to vacant positions and timing of project activity and other reimbursements.	7.385	13.3	Primarily due to vacant positions and timing of project activity and other reimbursements.
Overtime	Non Reimb.	(0.275)	(3.9)	Primarily prior period rate accrual adjustments, partially offset favorable availability and weather-related overtime.	(1.114)	(1.7)	Primarily higher vacancy/absentee coverage and rates, partially offset by lower maintenance and weather-related overtime.
	Reimb.	(0.195)	(14.9)	Primarily due to timing of project activity.	(1.118)	(9.3)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.127	1.6	Vacant positions.	1.199	1.7	Vacant positions.
	Reimb.	0.027	2.1	Primarily due to timing of project activity.	(0.024)	(0.2)	Primarily due to timing of project activity.
OPEB Current Payment	Non Reimb.	0.608	11.3	Fewer retirees/beneficiaries.	4.093	8.7	Fewer retirees/beneficiaries.

TABLE 3

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

September 2013				Year-to-Date September 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.	0.198	1.3	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	1.383	1.0	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
	Reimb.	(0.198)	(11.7)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.	(1.383)	(9.8)	Total pension is on plan. However the estimated percentage of pension allocated to reimbursable was under estimated.
Other Fringe Benefits	Non Reimb.	(0.548)	(6.1)	Timing of FELA Indemnity payments, partially offset by lower Railroad Retirement taxes due to vacant positions.	2.792	3.2	Lower Railroad Retirement taxes due to vacant positions, timing of FELA Indemnity payments and accrual adjustments to Railroad Unemployment Insurance.
	Reimb.	0.272	17.9	Primarily due to timing of project activity.	1.514	12.6	Primarily due to timing of project activity.
Electric Power	Non Reimb.	0.491	5.2	Lower rates and consumption, partially offset by accrual adjustments.	1.164	1.5	Lower rates and consumption, partially offset by accrual adjustments.
	Reimb.	(0.009)	-	VD Yard	(0.165)	-	VD Yard
Fuel	Non Reimb.	0.465	18.2	Lower consumption and rates.	1.870	7.9	Lower consumption and rates.
Insurance	Non Reimb.	0.461	19.0	Timing of premium payments	0.508	3.4	Timing of premium payments.
	Reimb.	0.105	23.6	Force Account Insurance associated with project activity.	0.871	25.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	0.249	54.7	Timing of indemnity payments and payments for public liability expenses.	(0.605)	(42.5)	Timing of public liability expenses and legal claims.

TABLE 3

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

September 2013				Year-to-Date September 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.	2.928	46.0	Primarily prior period accrual reversals and timing of elevator/escalator maintenance, HVAC, refuse/recycling, vehicle purchases and various security initiatives.	8.707	19.2	Timing of payments for HVAC maintenance, security services, vegetation management, environmental and plant maintenance services and elevator escalator repairs, partially offset by higher payments for busing services.
	Reimb.	0.066	6.5	Primarily due to timing of project activity.	(2.200)	(23.9)	Primarily due to timing of project activity.
Professional Service Contracts	Non Reimb.	0.497	16.0	Primarily due to timing of payments and activities for IT software, hardware and maintenance and miscellaneous consulting services, partially offset by the timing of payments for legal fees.	8.868	36.4	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.	0.288	44.1	Primarily due to timing of project activity.	(0.880)	(16.4)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	1.797	17.3	Timing of corporate inventory adjustments, 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.	5.967	7.4	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 HVAC modification and timing of corporate inventory adjustments, partially offset by pool material chargeouts greater than rebuilds.
	Reimb.	1.169	30.6	Primarily due to timing of project activity and timing of payments for project material.	0.370	1.3	Primarily due to timing of project activity and timing of payments for project material.

TABLE 3

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

September 2013					Year-to-Date September 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.	0.247	18.6	Timing of miscellaneous expenses.	0.866	8.4	Lower bad debt expenses and timing of payments for recruitment and other miscellaneous expenses, partially offset by the timing of payments for travel expenses.
	Reimb.	(0.007)	(38.5)	Primarily due to timing of project activity.	(0.231)	*	Primarily due to timing of project activity.
Depreciation	Non Reimb.	0.315	1.2	Primarily timing.	(2.852)	(1.2)	Primarily timing.
Other Post Employment Benefits	Non Reimb.	0.328	4.8	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.	1.520	2.5	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
September 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	\$0.009	\$0.005	*	\$0.004	\$0.004	\$0.000	0.0
<u>Receipts</u>								
Farebox Revenue	\$56.462	\$55.319	(\$1.143)	(2.0)	\$489.911	\$486.769	(\$3.142)	(0.6)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	4.507	2.301	(2.206)	(48.9)	48.479	40.846	(7.633)	(15.7)
Capital & Other Reimbursements	20.506	22.356	1.850	9.0	135.242	118.158	(17.084)	(12.6)
Total Receipts	\$81.475	\$79.976	(\$1.499)	(1.8)	\$673.632	\$645.773	(\$27.859)	(4.1)
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$40.157	\$37.932	\$2.225	5.5	\$370.749	\$362.516	\$8.233	2.2
Overtime	8.392	8.349	0.043	0.5	80.435	81.058	(0.623)	(0.8)
Health and Welfare	9.218	8.914	0.304	3.3	80.967	79.227	1.740	2.1
OPEB Current Payment	5.386	4.690	0.696	12.9	45.650	42.372	3.278	7.2
Pensions	16.950	16.949	0.001	0.0	151.845	151.738	0.107	0.1
Other Fringe Benefits	11.913	10.879	1.034	8.7	105.942	93.986	11.956	11.3
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	\$92.016	\$87.713	\$4.303	4.7	\$835.588	\$810.897	\$24.691	3.0
<i>Non-Labor:</i>								
Electric Power	\$9.379	\$8.745	\$0.634	6.8	\$76.402	\$73.228	\$3.174	4.2
Fuel	2.661	3.552	(0.891)	(33.5)	23.570	24.426	(0.856)	(3.6)
Insurance	3.360	0.503	2.857	85.0	17.458	13.994	3.464	19.8
Claims	0.032	0.046	(0.014)	(44.4)	2.329	3.454	(1.125)	(48.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	9.124	6.369	2.755	30.2	57.327	44.463	12.864	22.4
Professional Service Contracts	3.138	2.139	0.999	31.9	30.281	23.873	6.408	21.2
Materials & Supplies	11.356	10.352	1.004	8.8	101.555	104.839	(3.284)	(3.2)
Other Business Expenses	1.439	0.885	0.554	38.5	10.816	8.355	2.461	22.8
Total Non-Labor Expenditures	\$40.489	\$32.591	\$7.898	19.5	\$319.738	\$296.634	\$23.104	7.2
<i>Other Expenditure Adjustments:</i>								
Other	2.158	1.974	0.184	8.5	18.526	17.549	0.977	5.3
Total Other Expenditure Adjustments	\$2.158	\$1.974	\$0.184	8.5	\$18.526	\$17.549	\$0.977	5.3
Total Expenditures	\$134.663	\$122.279	\$12.384	9.2	\$1,173.852	\$1,125.080	\$48.772	4.2
Cash Timing and Availability Adjustment	0.000	(0.186)	(0.186)	-	0.000	0.388	0.388	-
Net Cash Deficit (excludes opening balance)	(\$53.188)	(\$42.489)	\$10.700	20.1	(\$500.220)	(\$478.919)	\$21.300	4.3
<u>Subsidies</u>								
MTA	53.188	42.764	(10.425)	(19.6)	500.220	479.199	(21.020)	(4.2)

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

Table 5

Generic Revenue or Expense Category	September 2013			Year-to-Date as of September 30, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(1.143)	(2.0)	Lower ridership \$(0.524), lower yields \$(0.453) and lower Metrocard/AirTrain sales \$(0.198), partially offset by higher advance sales impact \$0.032.	(3.142)	(0.6)	Lower ridership \$(2.372), lower advance sales impact \$(1.300) and lower Metrocard/AirTrain sales \$(0.846), partially offset by higher yields \$1.376.
Other Operating Revenue	(2.206)	(48.9)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue.	(7.633)	(15.7)	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	1.850	9.0	Timing of activity and reimbursement for capital and other reimbursements.	(17.084)	(12.6)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	2.225	5.5	Primarily due to lower headcount and lower rates.	8.233	2.2	Primarily due to lower headcount, rates and work rule payments, partially offset by higher retiree payments.
Overtime	0.043	0.5	Primarily lower vacancy/absentee coverage and weather-related overtime, partially offset by higher project overtime.	(0.623)	(0.8)	Primarily higher project overtime, higher vacancy/absentee coverage and higher rates, partially offset by lower maintenance overtime.
Health and Welfare	0.304	3.3	Primarily due to lower headcount.	1.740	2.1	Primarily due to lower headcount.
OPEB Current Payment	0.696	12.9	Primarily due to fewer retirees/beneficiaries.	3.278	7.2	Primarily due to fewer retirees/beneficiaries.

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

Table 5

Generic Revenue or Expense Category	September 2013			Year-to-Date as of September 30, 2013		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Fringe Benefits	1.034	8.7	Primarily lower Railroad Retirement payments.	11.956	11.3	Primarily the timing of and lower FELA payments and lower Railroad Retirement payments.
Non-Labor:						
Electric Power	0.634	6.8	Primarily due to lower rates and lower consumption.	3.174	4.2	Primarily due to lower rates, unread meters and lower consumption.
Fuel	(0.891)	(33.5)	Primarily due to timing of payments.	(0.856)	(3.6)	Primarily due to the timing of payments.
Insurance	2.857	85.0	Timing of payments.	3.464	19.8	Timing of payments.
Claims	(0.014)	(44.4)	Higher payments for claims.	(1.125)	(48.3)	Higher payments for claims.
Maintenance and Other Operating Contracts	2.755	30.2	Timing of payments.	12.864	22.4	Timing of payments.
Professional Service Contracts	0.999	31.9	Primarily the timing of payments and activities.	6.408	21.2	Primarily the timing of payments and activities.
Materials and Supplies	1.004	8.8	Primarily the timing of program, production plan, and operating funded capital material and supplies.	(3.284)	(3.2)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.554	38.5	Primarily due to the timing of payments.	2.461	22.8	Primarily due to the timing of payments.
Other Expenditure Adjustments	0.184	8.5	Lower Metrocard/AirTrain pass through payments.	0.977	5.3	Lower Metrocard/AirTrain pass through payments.

Table 6

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

	Month				Year-to-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$2.152	\$1.986	(\$0.166)	(7.7)	\$19.265	\$17.119	(\$2.146)	(11.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	1.166	(1.045)	(2.211)	*	0.471	(8.973)	(9.444)	*
Capital & Other Reimbursements	(0.330)	4.361	4.691	*	(32.341)	(45.329)	(12.988)	(40.2)
Total Receipts	\$2.988	\$5.302	\$2.314	77.5	(\$12.605)	(\$37.183)	(\$24.578)	*
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$2.683	\$5.646	\$2.963	*	\$2.990	\$5.704	\$2.714	90.8
Overtime	0.000	0.513	0.513	-	(1.979)	(0.369)	1.610	81.3
Health and Welfare	0.000	0.150	0.150	-	(0.001)	0.564	0.565	*
OPEB Current Payment	0.000	0.088	0.088	-	1.160	0.345	(0.815)	(70.2)
Pensions	0.000	0.001	0.001	-	(0.695)	(0.588)	0.107	15.3
Other Fringe Benefits	(1.366)	(0.056)	1.310	95.9	(6.448)	1.203	7.651	*
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	\$1.317	\$6.342	\$5.025	*	(\$4.973)	\$6.858	\$11.831	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.151	\$0.151	-	\$1.106	\$3.281	\$2.175	*
Fuel	(0.108)	(1.465)	(1.356)	*	(0.025)	(2.751)	(2.726)	*
Insurance	(0.487)	1.804	2.291	*	0.812	2.896	2.084	*
Claims	0.423	0.160	(0.263)	(62.2)	(0.904)	(1.424)	(0.520)	(57.5)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.742)	(1.981)	(0.239)	(13.7)	(2.722)	3.635	6.357	*
Professional Service Contracts	0.614	0.828	0.214	34.9	(0.585)	(2.165)	(1.580)	*
Materials & Supplies	2.839	0.878	(1.961)	(69.1)	6.808	(2.813)	(9.621)	*
Other Business Expenses	(0.098)	0.217	0.315	*	(0.303)	1.523	1.826	*
Total Non-Labor Expenditures	\$1.441	\$0.593	(\$0.848)	(58.9)	\$4.187	\$2.181	(\$2.006)	(47.9)
<i>Other Expenditure Adjustments:</i>								
Other	(2.158)	(1.974)	0.184	8.5	(18.526)	(17.549)	0.977	5.3
Total Other Expenditure Adjustments	(\$2.158)	(\$1.974)	\$0.184	8.5	(\$18.526)	(\$17.549)	\$0.977	5.3
Total Expenditures before Depreciation	\$0.600	\$4.961	\$4.361	*	(\$19.312)	(\$8.510)	\$10.802	55.9
Depreciation Adjustment	27.363	27.048	(0.315)	(1.2)	240.656	243.508	2.852	1.2
Other Post Employment Benefits	6.800	6.472	(0.328)	(4.8)	60.053	58.533	(1.520)	(2.5)
Environmental Remediation	0.167	0.167	(0.000)	(0.2)	1.503	1.500	(0.003)	(0.2)
Total Expenditures	\$34.930	\$38.647	\$3.718	10.6	\$282.900	\$295.031	\$12.131	4.3
Cash Timing and Availability Adjustment	0.000	(0.186)	(0.186)	-	0.000	0.388	0.388	-
Total Cash Conversion Adjustments	\$37.918	\$43.764	\$5.846	15.4	\$270.295	\$258.237	(\$12.059)	(4.5)

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

	September 2013						September Year-to-Date					
	Mid-Year Forecast		Actuals		Var. - Fav/(Unfav)		Mid-Year Forecast		Actuals		Var. - Fav/(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Scheduled Service ¹	28,133	\$1.4	29,118	\$1.5	(984)	(\$0.1)	249,113	\$12.7	254,229	\$13.0	(5,116)	(\$0.3)
					-3.5%	-4.2%					-2.1%	-2.1%
Unscheduled Service	10,698	0.6	7,006	0.4	3,693	0.2	90,113	4.7	86,898	4.5	3,216	0.2
					34.5%	34.3%					3.6%	4.1%
Programmatic/Routine Maintenance	39,974	1.9	42,055	2.0	(2,081)	(0.1)	376,719	17.5	373,785	17.2	2,934	0.3
					-5.2%	-2.7%					0.8%	1.6%
Unscheduled Maintenance	449	0.0	917	0.0	(468)	(0.0)	13,372	0.6	15,220	0.7	(1,848)	(0.1)
					*	*					-13.8%	-13.9%
Vacancy/Absentee Coverage	60,895	3.0	56,483	2.9	4,412	0.1	509,754	25.0	520,849	25.4	(11,095)	(0.4)
					7.2%	3.9%					-2.2%	-1.7%
Weather Emergencies	2,027	0.1	467	0.0	1,560	0.1	87,660	4.6	80,238	4.2	7,422	0.4
					77.0%	77.7%					8.5%	8.1%
Safety/Security/Law Enforcement ²	-	0.0	-	0.0	-	-	-	0.0	-	0.0	-	-
Other ³	1,507	0.1	2,226	0.6	(719)	(0.5)	14,160	1.3	16,148	2.5	(1,987)	(1.2)
					-47.7%	*					-14.0%	-88.2%
Subtotal	143,684	\$7.1	138,271	\$7.4	5,413	(\$0.3)	1,340,892	\$66.4	1,347,367	\$67.5	(6,474)	(\$1.1)
					3.8%	-3.9%					-0.5%	-1.7%
REIMBURSABLE OVERTIME	25,390	\$1.3	27,998	\$1.5	(2,609)	(\$0.2)	238,540	\$12.0	241,945	\$13.144	(3,404)	(\$1.1)
					-10.3%	-14.9%					-1.4%	-9.3%
TOTAL OVERTIME	169,074	\$8.4	166,270	\$8.9	2,804	(\$0.5)	1,579,433	\$78.5	1,589,311	\$80.7	(9,879)	(\$2.2)
					1.7%	-5.6%					-0.6%	-2.8%
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)			Var. - Fav./(Unfav)		
	Hours	\$	Explanations	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(984)	(\$0.1)	Higher than anticipated crew book and holiday overtime.	(5,116)	(\$0.3)	Higher than anticipated crew book and holiday overtime.
	-3.5%	-4.2%		-2.1%	-2.1%	
<u>Unscheduled Service</u>	3,693	0.2		3,216	0.2	
	34.5%	34.3%		3.6%	4.1%	
<u>Programmatic/Routine Maintenance</u>	(2,081)	(0.1)	Attributed to Sperry rail testing activities and replacement of defective rails, partially offset by lower than forecast overtime in Maintenance of Equipment.	2,934	0.3	Primarily due to Maintenance of Equipment aggressive management oversight.
	-5.2%	-2.7%		0.8%	1.6%	
<u>Unscheduled Maintenance</u>	(468)	(0.0)		(1,848)	(0.1)	
	*	*		-13.8%	-13.9%	
<u>Vacancy/Absentee Coverage</u>	4,412	0.1	Primarily due to favorable availability in Maintenance of Equipment. Partially offset by lower availability in Train Service and greater coverage needs in Customer Service.	(11,095)	(0.4)	Average of 11 vacant craft positions YTD in Maintenance of Equipment as well as less than forecast availability in Customer Service.
	7.2%	3.9%		-2.2%	-1.7%	
<u>Weather Emergencies</u>	1,560	0.1		7,422	0.4	
	77.0%	77.7%		8.5%	8.1%	
<u>Safety/Security/Law Enforcement</u>						
<u>Other</u>	(719)	(0.5)	Due to variance between actual/forecasted wage rates including double-time payments and prior period rate accruals from July to September 2013.	(1,987)	(1.2)	Due to variance between actual/forecasted wage rates including double-time payments and prior period rate accruals from July to September 2013.
	-47.7%	*		-14.0%	-88.2%	
Subtotal	5,413	(\$0.3)		(6,474)	(\$1.1)	
	3.8%	-3.9%		-0.5%	-1.7%	
REIMBURSABLE OVERTIME	(2,609)	(\$0.2)	Over-run attributed to East Side Access due to latest project schedule requirements.	(3,404)	(\$1.1)	Greater than forecast flagging needs for ESA, the annual track program and the Manhasset Timber Bridge Replacement.
	-10.3%	-14.9%		-1.4%	-9.3%	
TOTAL OVERTIME	2,804	(\$0.5)		(9,879)	(\$2.2)	
	1.7%	-5.6%		-0.6%	-2.8%	
* 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 SEPTEMBER 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	5	6	(1)
Labor Relations	18	17	1
Procurement & Logistics (excl. Stores)	84	82	2
Human Resources	32	37	(5)
Sr VP Administration	2	2	0
Strategic Investments	35	27	8
President	4	4	0
VP & CFO	2	7	(5)
Information Technology	162	157	5
Controller	45	41	4
Management & Budget	18	16	2
Process Re-Engineering	7	6	1
VP - East Side Access & Special Projects	27	27	0
Market Dev. & Public Affairs	60	59	1
Gen. Counsel & Secretary	30	29	1
Diversity Management	1	1	0
System Safety/Training	79	72	7
Security	6	6	0
Sr VP Operations/Service Planning	24	20	4
Total Administration	641	616	25
Operations			
Train Operations	1,950	1,983	(33)
Customer Services	299	291	8
Total Operations	2,249	2,274	(25)
Maintenance			
Engineering	1,664	1,582	82
Equipment	2,019	1,991	28
Procurement (Stores)	93	91	2
Total Maintenance	3,776	3,664	112
Engineering/Capital			
Department of Project Management	134	112	22
Total Engineering/Capital	134	112	22
Baseline Total Positions	6,800	6,666	134
<i>Non-Reimbursable</i>	5,869	5,884	(15)
<i>Reimbursable</i>	931	782	149
Total Full-Time	6,800	6,666	134
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 SEPTEMBER 2013

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Unfavorable (15) 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 149 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 SEPTEMBER 2013

	Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	328	304	24
Professional, Technical, Clerical	313	312	1
Operational Hourlies	-	-	-
Total Administration	641	616	25
Operations			
Managers/Supervisors	325	309	16
Professional, Technical, Clerical	170	161	9
Operational Hourlies	1,754	1,804	(50)
Total Operations	2,249	2,274	(25)
Maintenance			
Managers/Supervisors	735	691	44
Professional, Technical, Clerical	277	252	25
Operational Hourlies	2,764	2,721	43
Total Maintenance	3,776	3,664	112
Engineering/Capital			
Managers/Supervisors	100	88	12
Professional, Technical, Clerical	34	24	10
Operational Hourlies	-	-	-
Total Engineering/Capital	134	112	22
Total Positions			
Managers/Supervisors	1,488	1,392	96
Professional, Technical, Clerical	794	749	45
Operational Hourlies	4,518	4,525	(7)
Total Positions	6,800	6,666	134

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

RIDERSHIP	September 2013				Year-to-Date September 2013			
	Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3.725	3.700	(0.026)	-0.7%	34.501	34.364	(0.136)	-0.4%
Weekly	0.141	0.166	0.025	17.9%	1.353	1.441	0.087	6.4%
Total Commutation	3.866	3.865	(0.001)	0.0%	35.854	35.805	(0.049)	-0.1%
One-Way Full Fare	0.685	0.655	(0.030)	-4.4%	5.993	6.049	0.056	0.9%
One-Way Off-Peak	1.529	1.456	(0.073)	-4.8%	13.397	12.942	(0.454)	-3.4%
All Other	0.777	0.814	0.038	4.8%	7.153	7.286	0.133	1.9%
Total Non-Commutation	2.991	2.925	(0.066)	-2.2%	26.543	26.277	(0.265)	-1.0%
Total	6.857	6.791	(0.066)	-1.0%	62.397	62.082	(0.314)	-0.5%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
September 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⁾	48.8%	47.0%	56.5%	1.8%	-7.7%
	Adjusted ⁽²⁾	59.9%	57.5%	63.9%	2.4%	-4.0%
Cost Per Passenger						
	Standard ⁽¹⁾	\$16.15	\$16.93	\$13.18	\$0.78	(\$2.97)
	Adjusted ⁽²⁾	\$13.93	\$14.63	\$12.24	\$0.70	(\$1.69)
Passenger Revenue/Passenger ⁽³⁾		\$7.88	\$7.95	\$7.45	(\$0.07)	\$0.43
		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%	49.7%	1.6%	-1.0%
	Adjusted ⁽²⁾	62.3%	60.1%	61.8%	2.2%	0.5%
Cost Per Passenger						
	Standard ⁽¹⁾	\$15.60	\$16.09	\$14.25	\$0.49	(\$1.35)
	Adjusted ⁽²⁾	\$13.43	\$13.84	\$12.16	\$0.41	(\$1.27)
Passenger Revenue/Passenger ⁽³⁾		\$7.59	\$7.57	\$7.09	\$0.02	\$0.50

(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

SEPTEMBER 2013

SEPTEMBER 2013 RIDERSHIP AND REVENUE REPORT

MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

September

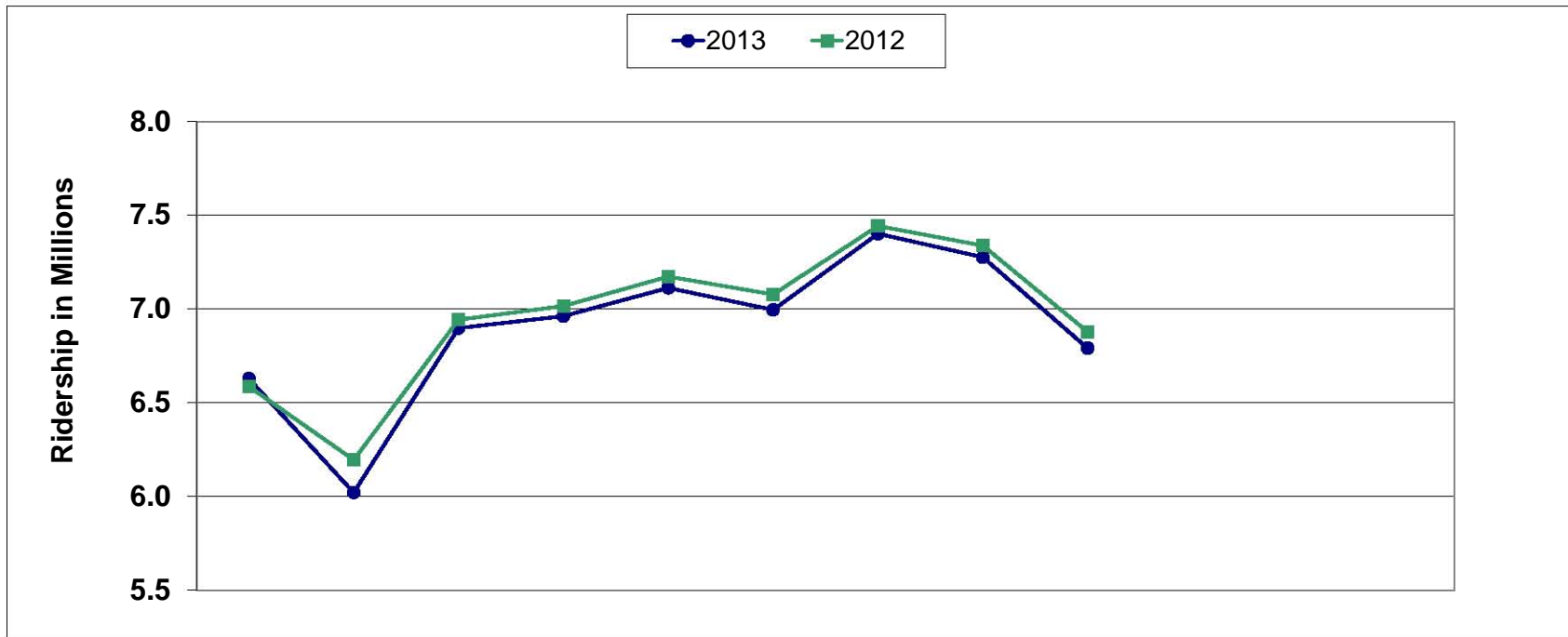
- September 2013 total ridership was 6.791 million vs. 6.877 million in September 2012 (calendar adjusted for one more work day in 2013), resulting in a decrease of 86,629 passengers, or a 1.3% decrease compared to September 2012.
- September 2013 commutation ridership was 3.865 million vs. 3.901 million in September 2012 (calendar adjusted), resulting in a decrease of 35,842 passengers, or a decrease of 0.9%.
- September 2013 non-commutation ridership was 2.925 million vs. 2.976 million in September 2012 , a decrease of 50,787 passengers, or a decrease of 1.7% (there was one less Saturday in September 2013 compared to September 2012).
- September 2013 revenue was \$53.3 million vs. \$49.8 million, an increase of \$3,482,615 or an increase of 7.0% compared to September 2012.

Year-To-Date

- 2013 YTD total ridership was 62.1 million vs. 62.6 million in 2012, a decrease of 563,992 or a 0.9% decrease compared to 2012, and 0.5% below mid-year forecast.
- 2013 YTD commutation ridership was 35.8 million vs. 36.1 million in 2012, a decrease of 251,833 or a 0.7% decrease compared to 2012, and 0.1% below mid-year forecast.
- 2013 YTD non-commutation ridership was 26.3 million vs. 26.6 million in 2012, a decrease of 312,159 or a decrease of 1.2% compared to 2012, and 1.0% below mid-year forecast.
- 2013 YTD revenue was \$469.6 million vs. \$442.2 million in 2012, an increase of \$27,488,730 or an increase of 6.2% compared to 2012 and 0.2% below mid-year forecast.

SEPTEMBER RIDERSHIP

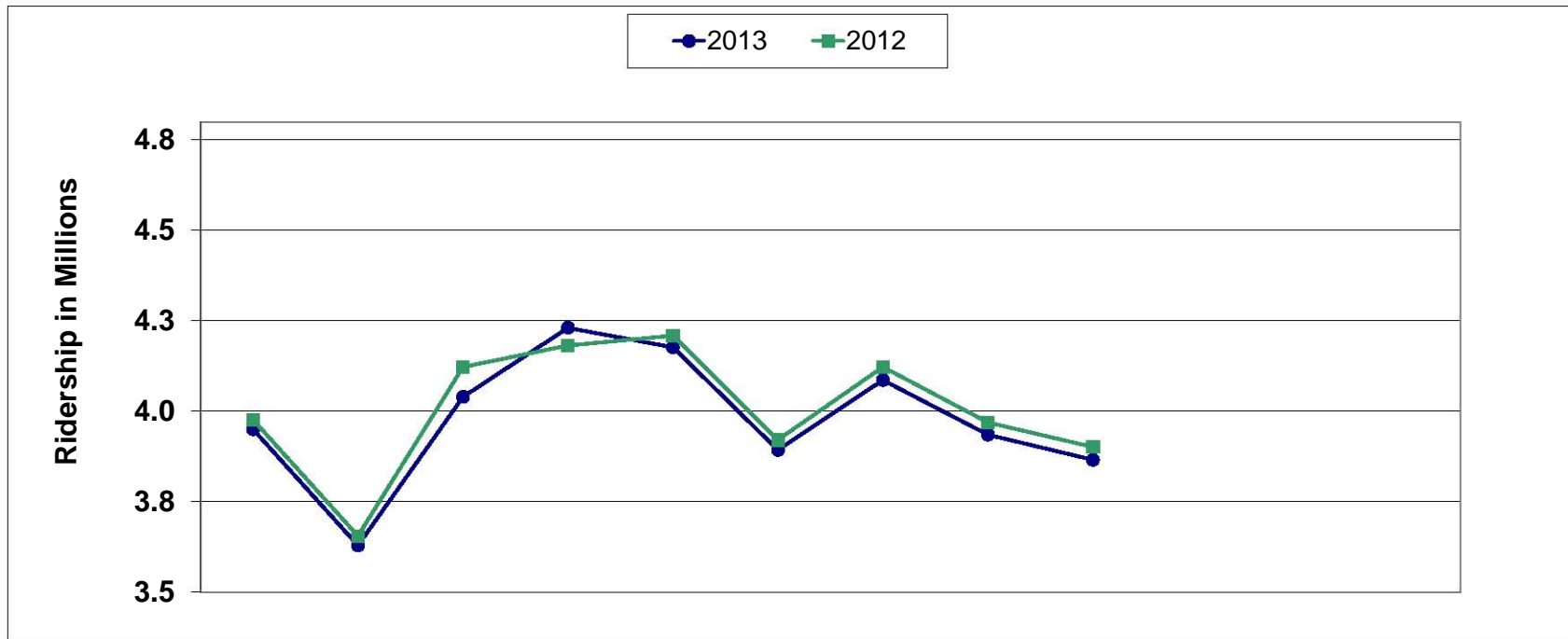
- September's Total Ridership was -1.3% below '12 and -1.0% below Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	6.6	6.0	6.9	7.0	7.1	7.0	7.4	7.3	6.8				62.1
2012	6.6	6.2	6.9	7.0	7.2	7.1	7.4	7.3	6.9				62.6
PCT CHG.	0.6%	-2.8%	-0.6%	-0.8%	-0.8%	-1.2%	-0.6%	-0.9%	-1.3%				-0.9%

SEPTEMBER COMMUTATION RIDERSHIP

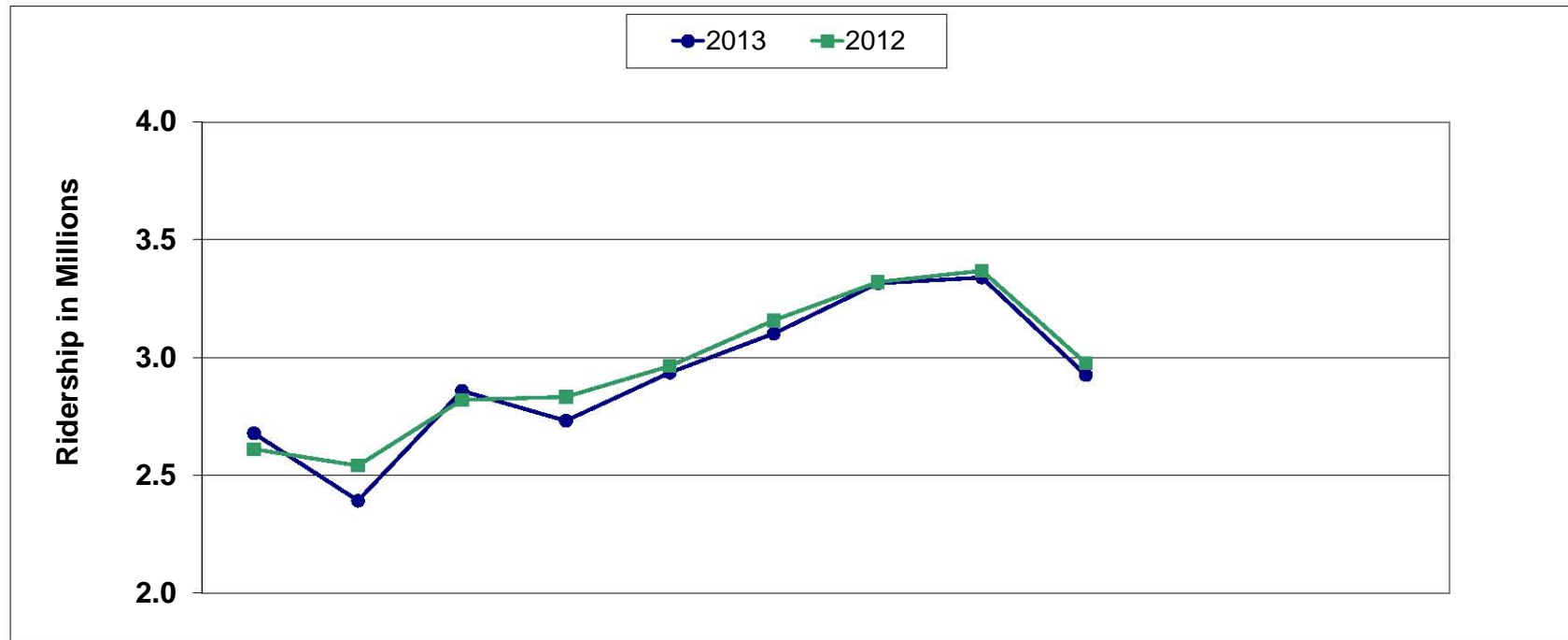
- September's Commutation Ridership was -0.9% below '12 and -0.0% below Mid Year Forecast.



	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	3.9				35.8
2012	4.0	3.7	4.1	4.2	4.2	3.9	4.1	4.0	3.9				36.1
PCT CHG.	-0.7%	-0.7%	-2.0%	1.2%	-0.8%	-0.7%	-0.9%	-0.9%	-0.9%				-0.7%

SEPTEMBER NON-COMMUTATION RIDERSHIP

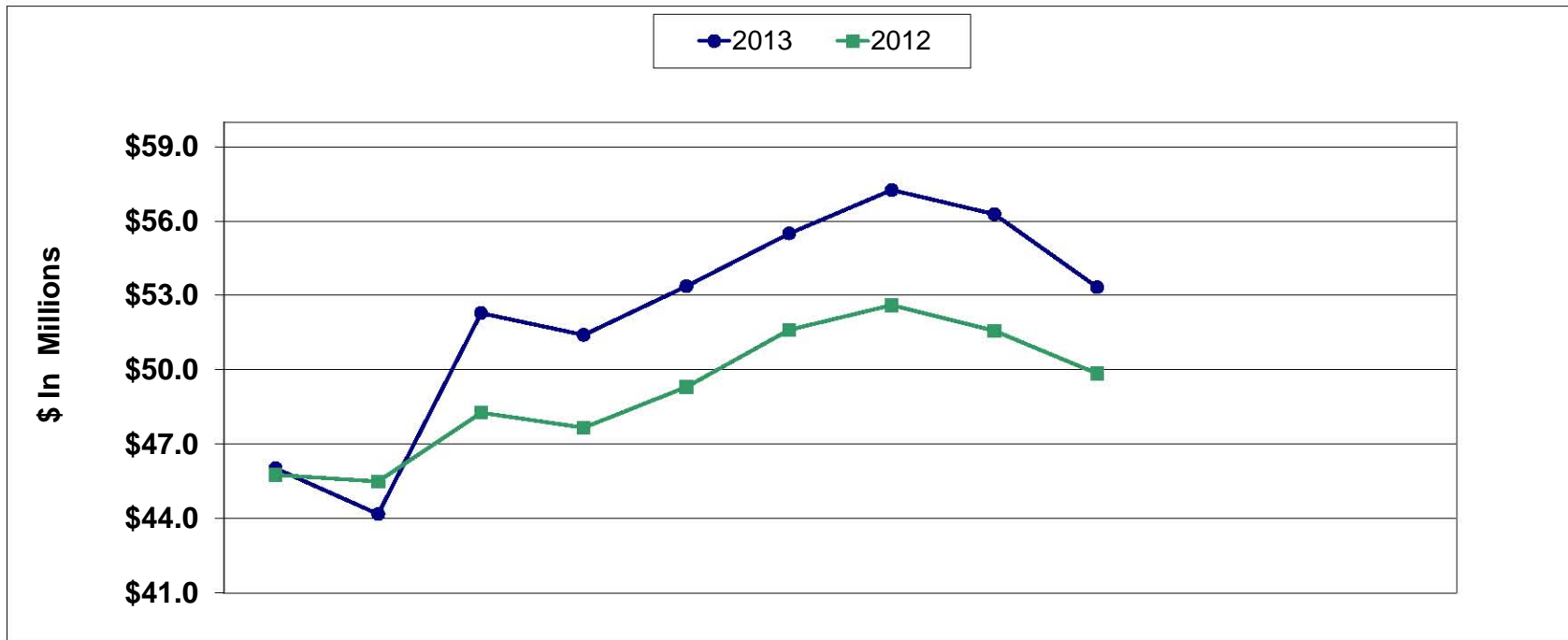
- September's Non-Commutation Ridership was -1.7% below '12 and -2.2% below Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	2.7	2.4	2.9	2.7	2.9	3.1	3.3	3.3	2.9				26.3
2012	2.6	2.5	2.8	2.8	3.0	3.2	3.3	3.4	3.0				26.6
PCT CHG.	2.6%	-5.8%	1.3%	-3.6%	-0.9%	-1.7%	-0.1%	-0.8%	-1.7%				-1.2%

SEPTEMBER REVENUE

●september's Total Revenue was 7.0% above '12 and -1.8% below Mid Year Forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2013	\$46.0	\$44.2	\$52.3	\$51.4	\$53.4	\$55.5	\$57.3	\$56.3	\$53.3				\$469.6
2012	\$45.8	\$45.5	\$48.3	\$47.7	\$49.3	\$51.6	\$52.6	\$51.6	\$49.8				\$442.2
PCT CHG.	0.6%	-2.9%	8.3%	7.8%	8.2%	7.5%	8.8%	9.1%	7.0%				6.2%

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

TICKET TYPE/SERVICE	SEPTEMBER 2013	SEPTEMBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,865,490	3,901,331	(35,842)	-0.9%
NON-COMMUTATION RIDERSHIP	2,925,211	2,975,998	(50,787)	-1.7%
TOTAL RIDERSHIP	6,790,701	6,877,329	(86,629)	-1.3%

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

TICKET TYPE/SERVICE	SEPTEMBER 2013	SEPTEMBER 2012	CHANGE VS. 2012	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	35,804,876	36,056,709	(251,833)	-0.7%
NON-COMMUTATION RIDERSHIP	26,277,315	26,589,474	(312,159)	-1.2%
TOTAL RIDERSHIP	62,082,191	62,646,183	(563,992)	-0.9%

* 2012 ridership numbers were adjusted using 2013 factors.

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

REVENUE	SEPTEMBER 2013	SEPTEMBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$27,819,664	\$25,809,136	\$2,010,528	7.8%
NON-COMMUTATION REVENUE	\$25,512,934	\$24,040,848	\$1,472,086	6.1%
TOTAL REVENUE	\$53,332,598	\$49,849,983	\$3,482,615	7.0%

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

REVENUE	SEPTEMBER 2013	SEPTEMBER 2012	CHANGE VS. 2012	
			AMOUNT	PERCENT
COMMUTATION REVENUE	\$242,820,906	\$228,940,582	\$13,880,324	6.1%
NON-COMMUTATION REVENUE	\$226,828,895	\$213,220,489	\$13,608,406	6.4%
TOTAL REVENUE	\$469,649,802	\$442,161,072	\$27,488,730	6.2%



Long Island Rail Road

CAPITAL PROGRAM REPORT

December 2013

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
NOVEMBER 2013**

HIGHLIGHTS

PN-Y3: JAMAICA STATION BUILDING REHABILITATION

Project Budget: \$8.50M

Milestone: Beneficial Use

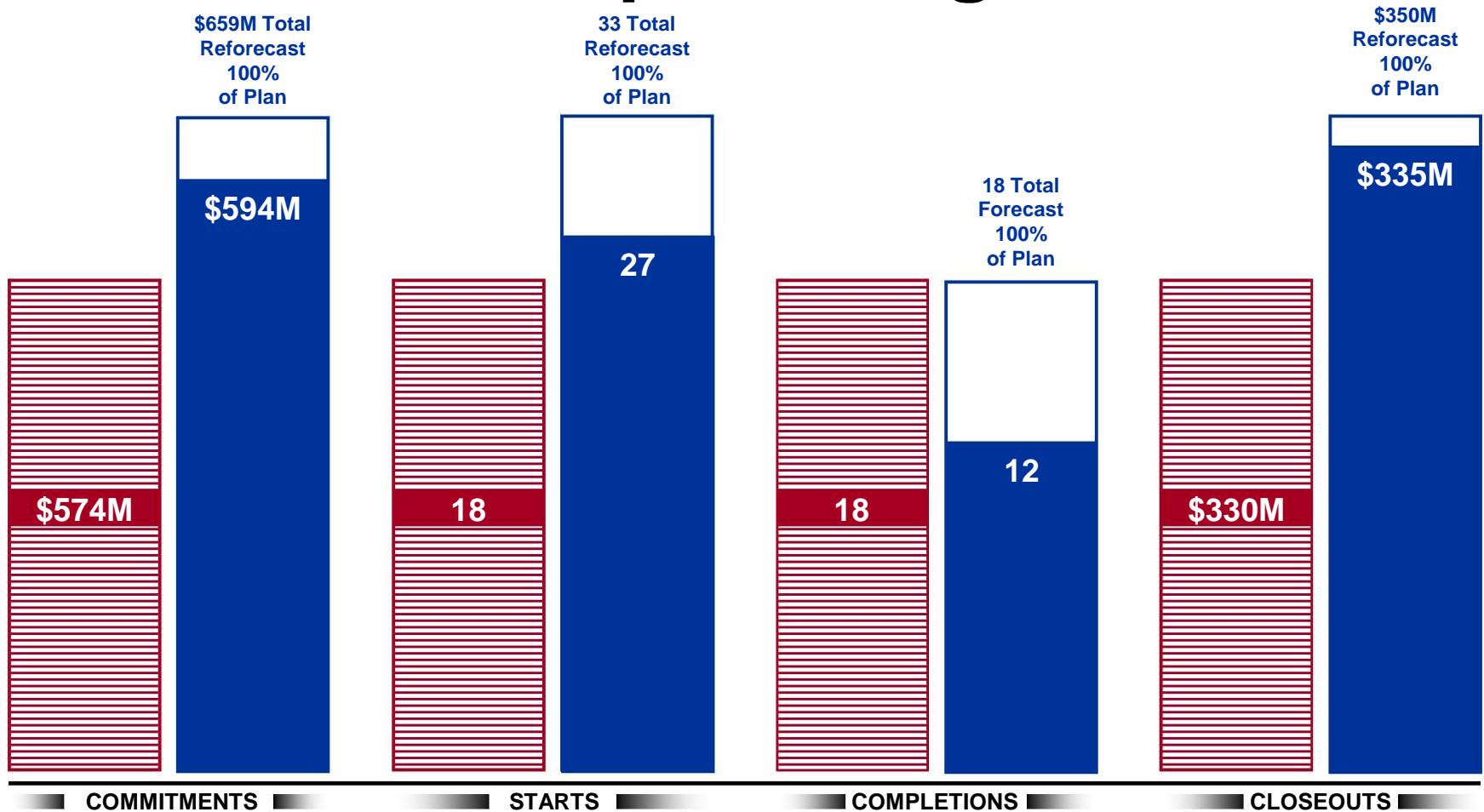
The exterior rehabilitation of the existing Jamaica Station / Headquarters building is complete. This structure, which was constructed in 1913, houses the LIRR ticket office and customer waiting room as well as operational and corporate offices. The project work included replacement / repairs to the canopy roof, terra cotta units, windows, exterior doors and lights, concrete and granite, waterproofing, and painting. The extensive rehabilitation will extend the life of the building and has restored the exterior of this historic LIRR facility to a state of good repair.

MENTORING ACTIVITIES

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

2013 LIRR Capital Program Goals

Page 177



2013 PLAN



ACTUAL as of October 31, 2013



FORECAST as of December 31, 2013