Metropolitan Transportation Authority

Meeting of Metro-North and Long Island Committees

January 2012

Members

M. Pally, Co-Chair
J. Sedore, Co-Chair
J. Ballan
R. Bickford
J. Blair
N. Brown
P. Foye
I. Greenberg
J. Kay
S. Metzger
C. Moerdler
N. Shevell
V. Tessitore, Jr.
C. Wortendyke

Metropolitan Transportation Authority

MEETING AGENDA

METRO-NORTH/LONG ISLAND COMMITTEES

January 23, 2012 – 8:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

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Date of next meeting: **Monday, February 27, 2012 at 8:30 AM**

Minutes of the Regular Meeting
Metro-North Committee

Monday, December 19, 2011

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, Jr., Co-Chairman of the Committee
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. James F. Blair
Hon. Patrick J. Foye
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Nancy Shevell
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

Not Present:

Hon. Norman Brown
Hon. Fernando Ferrer
Hon. Jeffrey A. Kay

Also Present:

Joseph J. Lhota – Executive Director, MTA
Howard R. Permut – President, Metro-North Railroad
Raymond Burney – Sr. Vice President, Administration, Metro-North Railroad
Michael R. Coan – Chief, MTA Police Department
Seth J. Cummins – Vice President and General Counsel, Metro-North Railroad
Anne Kirsch – Chief Safety and Security Officer, Metro-North Railroad
Robert Lieblong – Senior Vice President, Operations, Metro-North Railroad
Robert C. MacLagger – Vice President, Planning, Metro-North Railroad
Timothy McCarthy – Senior Director, Capital Programs, Metro-North Railroad
Kim Porcelain – Vice President - Finance and Information Systems, Metro-North Railroad

1. Co-Chairman Pally called the meeting to order.

2. Public Comments: There were three public speakers.

Barry Adler commented on Metro-North's Final Proposed 2012 Budget. He expressed his opinion that the Bronx is underserved. He noted that, during off-peak and reverse-peak hours, Melrose and Tremont stations only have hourly service. He expressed his opinion that there should be greater access to north Bronx stations on the New Haven Line. He expressed his opinion that the service agreement with CDOT should be amended to add additional off-peak and reverse-peak service to Woodlawn.

Orrin Getz of NJ-ARP – Mr. Getz asked Metro-North and MTA to consider restoring $20 million in funding. He asked Metro-North to put train 1600 back in service on the Pascack Valley Line so that riders could arrive at work by 7 a.m. and to restore train 1639 as a 2nd Hoboken express train. He thanked Metro-North for restoring service on the Pt. Jervis Line and expressed his opinion that service on that line should be brought up to the 21st century by adding an additional track on the entire line. He expressed his opinion that better service is required to Woodbury Commons and that a long-range plan should include a station at Woodbury Commons.

Murray Bodin of Concerned Grandparents shared his views on the need for change. He asked President Permut to arrange for him to meet with Metro-North staff to speak about a way to approach future projects.

3. Approval of Minutes - Upon motion duly made and seconded, the members of the Committee present approved the minutes of the regular meeting of November 14, 2011. Board Member Shevell was not present for the vote.

4. Metro-North President Howard Permut's Opening Remarks – President Permut reported that on December 15, 2011 Metro-North had 100% on-time performance both east and west of Hudson. December 15 was the 4th day in 2011 during which Metro-North's east of Hudson service had 100% on-time performance. President Permut reported that the Pt. Jervis Line was returned to full service, one month earlier than anticipated, on November 28, 2011. He thanked Metro-North employees for their hard work and MTA Bus for providing interim service during the time that repairs were being done. The entire project to restore the line should be completed in the next 6 months. President Permut reported that on-time performance in November 2011 was 97.3% with 99.5% consist completion. On-time performance on the New Haven Line rose to 98% during the a.m. and p.m. peak periods which may be attributed to improved car maintenance and the addition of approximately sixty M-8 cars. President Permut noted that east of Hudson ridership is growing. Thanksgiving Day ridership was 8% higher than on Thanksgiving Day 2010 and the Thanksgiving weekend was 6% higher than in 2010. Weekend ridership in December 2011 was 11% higher than in 2010. On Sunday, December 11, ridership was 34% higher than in 2010 and was the highest in Metro-North's history. The Fairfield Metro Station was opened on December 9, 2011. This is the first new station on the New Haven mainline in over 100 years. On January 9, 2011, Metro-North will be expanding the quiet car pilot to the New Haven Line. On Saturday, December 24, 2011, there will be a New Haven Line

football train to the Giants/Jets football game. The winter weather guide is on the Internet and also will be distributed on trains. On January 1, a 5.3% fare increase will be in effect for travel to and from Connecticut. There will also be a fare adjustment at Rye and Port Chester stations.

Co-Chairman Sedore noted that weekend ridership has increased, and that the parking lot at Beacon Station was full on a recent weekend visit he made to that station. Board Member Metzger, as an Orange County resident, thanked the entire Metro-North staff, the MTA, MTA Bus and all the board members for their support following the October 29, 2011 storm. Board Member Wortendyke echoed Ms. Metzger's remarks and thanked President Permut for the presentation he made regarding the Pt. Jervis Line.

5. Proposed 2011 Work Plan – A copy of the work plan is filed with the records of this meeting.

6. MTA Police Report – Chief Coan reported on criminal conduct and security events on Long Island Rail Road and Metro-North in the month of November 2011. He discussed thefts that occurred on trains and on Metro-North property. He noted that arrest statistics will be included in Board materials beginning January 2012. The details of Chief Coan's report are contained in the MTA Police Department report filed with the records of this meeting.

7. Action Items:

Long Island Rail Road: During the presentation of the Long Island Rail Road's 2011 November Forecast, 2012 Final Proposed Budget and the Four-Year Financial Plan 2012-2015, there was a discussion regarding ticket policies. President Permut noted that, like the Long Island Rail Road, Metro-North is looking at the ticket refund fee and ticket validity policy. President Permut commented on the Capital Plan, noting that Metro-North is trying to reach the target of a 9% reduction in expenditures through efficiencies and, if not possible, by cutting projects. The details of the above items, including, Board Member comments, if any, are contained in the minutes of the Long Island Rail Road held this day and the staff summary and report filed with those minutes.

Metro-North Railroad:

Upon motion duly made and seconded, the members of the Committee present moved the following to the Finance Committee and recommended to the Board adoption of the following.

- MTA Metro-North Railroad 2011 November Forecast, 2012 Final Proposed Budget and the Four-Year Financial Plan 2012-2015 – The 2012 Final Proposed Budget is consistent with the MTA Financial Plan and enables the railroad to maintain safe, secure and reliable transportation. The 2011-2015 Financial Plan sustains cost cutting initiatives, maintains train service at current levels, continues

investments in service reliability, safety and security and includes MTA-wide efficiency initiatives that control labor cost growth, reduce reimbursable administrative positions and generate cost savings for he replacement and maintenance of non-revenue vehicle fleet. The financial Plan also includes fare increases in Connecticut. Board Member Moerdler questioned how Metro-North could maintain service while reducing maintenance costs. Ms. Porcelain noted that reductions in Non-Labor Maintenance and Other Operating Contracts in the November Financial Plan 2012-2015 does not represent a reduction in equipment maintenance but that the reduction in that category is due to completion of projects, such as the M-3 CSR and the Genesis locomotive overhaul. President Permut noted that the basic level of equipment maintenance will not change.

A staff summary and report setting forth the details of the MTA Metro-North Railroad 2011 November Forecast, 2012 Final Proposed Budget and the Four-Year Financial Plan 2012-2015 are filed with the records of this meeting.

8. Procurements for Board Action

Long Island Rail Road Procurements:

The members of the Committee present recommended to the Board approval of Long Island Rail Road procurements. Among the items approved are procurements for which the Long Island Rail Road is the lead agency and Metro-North is a participant. The non-competitive procurements are as follows: (1) a non-competitive procurement requiring two-thirds vote to award a sole source non-competitive purchase and public work contract to Invensys Rail Corporation, as the original equipment manufacturer, to supply replacement parts to Long Island Rail Road and Metro-North for automatic grade crossing warning systems, and (2) a non-competitive procurement requiring majority vote to award a miscellaneous service contract to Solari Corporation for maintenance and repair of LIRR signage systems and the visual Information System located at Grand Central Terminal. Co-Chairman Pally asked that future staff summaries for contract extensions contain a history of the original contract, when it was entered into and any extensions over the period of the contract.

The competitive procurements are as follows: (1) requests for proposals requiring two-thirds vote to use the competitive RFP process for the design, manufacture, test and delivery of M-9 railcars and to secure a Systems Integrator to provide the design, integration and furnishing of various material required for Positive Train Control, and (2) a competitive procurement requiring majority vote to award multi-agency contracts to the firms of American Occupational Health Management, Inc. d/b/a Take Care Employer Solutions, Inc and Occupational Health Decisions to manage and operate the agencies' on-site Occupational Health Services facilities. With respect to the M-9 railcars, Mr. Permut noted that, over the past 20 years, Kawasaki and Bombardier were the biggest railcar procurements but that Metro-North has six or seven railcars and/or locomotives that were manufactured by different vendors. Co-Chairman Pally asked that the railroad presidents provide the Committee with information regarding vendor outreach and the response they have received to

ensure that as many companies as possible have the opportunity to submit proposals for the M-9 railcar procurement. Board Member Foye noted that expanding transit manufacturing opportunities in New York State is a priority of the current administration.

The details of the above items including, Board Member comments, are contained in the minutes of the Long Island Rail Road held this day and the staff summaries and reports filed with those minutes.

Metro-North Procurements:

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following non-competitive procurement requiring majority vote by the Board.

Miscellaneous Service Contracts

- Applied Power Systems, Inc. – Repair & return of insulated gate bi-polar transistor stack inverters for M-4 railcars.

Modifications to Miscellaneous Procurement Contracts

- TransTech of S.C. Inc. – Additional funding – OEM parts for various railcar fleets.

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following competitive procurement requiring two-thirds vote by the Board.

Competitive Requests for Proposal (Award of Purchase and Public Work Contracts

- Powell Electrical Systems, Inc. – Design and furnish DC traction switchgear replacement for 18 substations on Metro-North's Harlem and Hudson Lines and in GCT.

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following competitive procurement requiring majority vote by the Board.

Miscellaneous Service Contracts

- Abalon Exterminating Company – Competitively solicited, Metro-North led, 4-year, multi-agency master service agreement for facility and property pest control services.

Upon motion duly made and seconded, the members of the Committee present recommended to the Board approval of the following ratifications requiring majority vote by the Board.

Completed Emergency Procurement Actions

- Kato Engineering, Inc. – Repair and return of a main traction alternator for a BL20 locomotive.
- Walco Electric Company – Emergency repair of one of two Power Department 270KW signal power motor generators housed in Cos Cob Substation 309 that supplies signal power to the trains operating on the New Haven Main Line between New Haven and Mount Vernon.

Staff summaries and reports setting forth the details of the above items are filed with the records of this meeting.

9. Metro-North Railroad Status Reports on: Operations, Safety, Financial, Ridership and the Capital Program

The details of the Operations, Safety, Financial, Ridership and Capital Program reports are contained in reports filed with the records of the meeting.

10. Co-Chairman Pally acknowledged Joseph J. Lhota, Executive Director, MTA. Thereafter, upon motion duly made and seconded, the members of the Committee present voted to adjourn the meeting.

Respectfully submitted,

Linda Montanino
Assistant Secretary

Dec 2011 Comm Minutes
Legal/Corporate/Committee Minutes

Minutes of the Regular Meeting
Long Island Committee
Monday, December 19, 2011
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. Patrick J. Foye
Hon. Ira R. Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Nancy Shevell
Hon. Vincent Tessitore, Jr.
Hon. Carl V. Wortendyke

Not Present:

Hon. Norman Brown
Hon. Fernando Ferrer
Hon. Jeffrey A. Kay

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

Representing MTA Capital Construction Company: Michael Horodniceanu

Representing MTA Police: Michael Coan

The members met jointly as the Metro-North Committee and the Long Island Committee.

Co-Chairman Pally called the joint meeting to order.

There were three public speakers. The first two speakers spoke on items specific to Metro-North. The subject matter of those comments is contained in the minutes of the meeting of Metro-North held this day. The third speaker, Murray Boden of Concerned Grandparents shared his views on the need for change at the agencies.

Upon motion duly made and seconded, the minutes of the November Committee meeting were approved. Board member Shevell was not present for the vote. There were no changes to the work plan.

MTA LONG ISLAND RAIL ROAD

President Williams wished everyone Happy Holidays and thanked MTA Executive Director Joseph J. Lhota for being present at the meeting.

President Williams reported on the new LIRR Quiet Car Pilot Program which was launched on December 15, 2011 on the Far Rockaway Branch. LIRR is receiving positive customer feedback. The pilot program has been implemented on four morning and six evening trains. LIRR will continue to monitor the program and will evaluate whether it should be expanded.

President Williams also reported on the new LIRR Train Time customer information initiative. Screen shots were shown to the Committee to demonstrate how information about train movements can be accessed as they are occurring. Customers can call up information on their smart phones to get the status of their trains. LIRR has launched a pilot program on the Port Washington Branch with real time information that is based on GPS. President Williams indicated that the reason the pilot was started on the Port Washington Branch was because LIRR operates M-7 trains on that line and these trains are equipped with GPS. LIRR is looking to expand to the remaining branches but this depends on LIRR's ability to use portable GPS equipment. LIRR has been working with MTA Bus on technology for portable GPS units that could also be used on trains as well as buses. Once this technology is available, LIRR will be able to expand this database using real time train information. President Williams thanked the LIRR Commuter Council, Bill Henderson, and Mark Epstein for their contributions to this effort. LIRR will continue to give updates on this pilot program.

President Williams next reported on the launch of LIRR's Near Field Communication (NFC) Telephone Pilot for Ticket Validation, being implemented with Nokia. President Williams demonstrated a Nokia unit, which is a simple technology that promotes smart phone solutions for onboard fare collections. She reported that last summer LIRR worked on a ticket issuing device that allowed the Railroad to collect credit card fares onboard and issue receipts. LIRR is implementing a pilot program with Nokia, similar to a Nokia program in Germany, using the NFC technology. The pilot is broken down into two trials, Phase 1 of which will consist of collecting and validating "taps" by customers on touch points, with no fare payment being transacted. Phase 2 will build on Phase 1, with the ability for customers to have their credit card charged when they are onboard a train. This is one element of the new fare strategies and initiatives that MTA has been piloting. President Williams noted that there are numerous issues with distance rate fares that make tapping in and tapping out complicated. LIRR has mounted sensors in various pilot locations, and all the customer has to do is tap the sensor and it records information right onto the customer's phone. LIRR is starting the program with employees and then will expand to 100 customers in a pilot group.

With regard to the Quiet Car program, Board Member Greenberg stated that the LIRR Commuter Council is concerned about crowded trains. He indicated that the Council has a member who rides the Far Rockaway Branch who will seek out these trains and make observations and will report back. He also congratulated LIRR for moving quickly on the LIRR Train Time program, but noted an issue with the website in that train status is not integrated with schedule information. President Williams answered that it is a pilot program, and that there is a separate link which will be made visible on the website.

MTA CAPITAL CONSTRUCTION

MTACC President Michael Horodniceanu requested a moment of silence for the employee of an MTACC contractor who died while on the job last month. The young man was employed as a Sand Hog.

After the moment of silence was observed, President Horodniceanu wished everyone Happy Holidays and a Happy New Year to come. He then updated the Committee on the progress of the East Side Access Project. A copy of the Power Point presentation that President Horodniceanu delivered is included in the records of the meeting. He reported that Tunnel A at Sunnyside Yard will be completed on Wednesday, December 21 and they will then move the machine into the launching box to start the next tunnel. The re-launching will start sometime in March. President Horodniceanu also presented slide photos regarding the tunnels in Queens which are advancing well, and he expects the work to be completed early in 2012.

President Horodniceanu stated that the access chamber for Northern Boulevard is probably the most complex and risky aspect of the project. They are going to be digging about 120' below Northern Boulevard, and excavation is starting. In the eastern cavern they started pouring the arches and blasting has begun. In the western cavern they did the last pour and blasting has commenced there as well. He expects the work to move swiftly. They have also started to install the rebars and inverts of the wellway. The concrete operations continue to move well on 44th Street, with steel erection starting.

The work for the 245 Park Avenue entrance is also progressing well. The escalators are in place and the granite panels are being installed. It will be completed in early February. The 50th Street vent plant continues production blasting for the shaft and preparation has started for the permanent concrete of the structure. MTACC had a kick off meeting with the contractor with respect to the permanent finishes. President Horodniceanu stated that they expect to open bids in late January for the 55th Street contract for an underground vent plant.

Board Member Greenberg asked President Horodniceanu if he knew the cause of the high rate of accidents at East Side Access for the past several months. President Horodniceanu responded that Dragados, the contractor, is making efforts to improve their safety record and MTACC is in negotiations with them to re-structure the work which he hopes will improve safety as they go forward. President Horodniceanu stated that he had a discussion with the President of Dragados and he is certain that his message was conveyed.

MTA POLICE DEPARTMENT

Chief Coan reviewed police activity system-wide. He stated that unfortunately in November there was a spike in crimes, with 30 major felony incidents overall in November, as compared to 16 in November of 2010. He noted that starting in January, the Police will add arrest statistics to the Committee book. Board Member Moerdler asked if Chief Coan discerned an increase in copper thefts. Chief Coan responded that copper thefts are running on par with where they were last year, and that the Police are very aggressive with enforcement in the yards, including video and plain clothes surveillance. Details of the MTA Police Department Report are on file with the records of this meeting.

MTA LONG ISLAND RAIL ROAD

Information Items

The Proposed 2012 Metro-North/Long Island Rail Road Committee Work plan was included in the Agenda as an Information Item. An information Staff Summary and related materials with respect to the NFC Phone – New Fare Payment System Pilot Project and related materials are found on pages 30 through 34 of the Committee book. President Williams' comments on the Pilot Project are noted above.

Action Items

Upon motion duly made and seconded, the members of the Committee present moved the following to the Finance Committee and recommended to the Board the following:

President Williams requested approval of the MTA Long Island Rail Road 2011 November Forecast, 2012 Final Proposed Budget and the Four-Year Financial Plan for 2012-2105 (collectively the December Plan). The 2012 Final Proposed Budget is consistent with the MTA Financial Plan and enables the railroad to maintain safe, secure and reliable rail transportation. The 2012 Final Proposed Budget maintains train service at current levels, and continues investments in service reliability, safety and security. A staff summary and report setting forth the details of the LIRR December Plan are filed with the records of this meeting.

During the presentation of this item, Board Member Moerdler had questions about the realistic nature of the decrease in overtime to a point less than occurred in 2010 and 2011. Mark Young responded that he believes that the projected decrease is realistic. LIRR has demonstrated its success in the past several years with respect to overtime reduction with a drop of over 12% in 2010. In 2011 there were quite a few unforeseen events that drove up the numbers, including weather events. He noted that LIRR has implemented overtime reduction initiatives that will have recurring value.

Board Member Moerdler also questioned reduction in the LIRR work force and its effect on maintenance of equipment and delays due to equipment failure. Mark Young replied that staffing levels are driven by the work cycles for replacement of parts that have various life cycles. In addition, LIRR budgets staffing based on anticipated and unanticipated running repairs. He noted that our Mean-Time-Between-Failure numbers for the fleet have been strong, and that we anticipate that continuing in 2012. His department works closely with the Maintenance of Equipment Department and we are confident we can achieve those targets with the staffing and funding that we have.

Board Member Greenberg questioned ticket refund and expiration policy, and asked about the amount of additional revenue received due to the change in policy. President Williams responded that LIRR is working with the MTA Fare Collection Policy Group to look at those numbers for both LIRR and Metro-North. That report is not complete yet, but the Committee will be updated on the impact of ticket validity period and refund processing fees in 2012.

Board Member Blair asked about the Capital Budget which is approved for resubmission to the CPRB, with respect to a 9% reduction for both agencies. President Williams responded that the 9% is a target that we need to meet through a combination of greater efficiencies in station renovations and car

improvements, and that is why we have a consultant working on design-build models for bridges that need to be replaced. She noted that there are efficiencies to be gained to produce savings.

Board Member Sedore asked whether the 9% reduction amount is realistic. President Williams responded that LIRR will monitor this very closely going forward, on a project by project basis. Remarks made by President Permut on this subject are contained in the minutes of Metro-North Railroad held this day.

Procurements

During the presentation on Metro-North procurement actions, President Permut on behalf of both Railroads as well as NYCT and MTA Bus presented a master service agreement with Abalon Exterminating Company for facility and property pest control services.

President Williams presented two non-competitive procurements: a request on behalf of LIRR and Metro-North to award contracts to Invensys Rail Corporation to purchase essential safety critical grade crossing mechanisms; and a request on behalf of LIRR and Metro-North to award a contract to Solari Corporation for 24/7 on-call remedial and preventive maintenance and repair of the Solari Signage System located in Penn Station, Jamaica Station, Atlantic Avenue Terminal and the Visual Information System located at Grand Central Terminal.

Board Member Moerdler questioned whether consideration has been given to including in procurement contracts involving software a requirement that the vendor either make the contract software available at a reduced amount or provide a license for future use. President Williams stated that both Procurement Departments are involved in determining whether, when we procure new systems, to get such a license for the software, but noted that there are obstacles to this approach. President Williams noted this issue can affect contract pricing; it can affect the number of willing competitive bidders; and also raises the issue of whether we have the expertise to use somebody else's software, understand their coding and make ongoing upgrades to the software. She noted that this is a very difficult issue, and that many companies do not want to provide rights to their proprietary software.

Board Member Ballan questioned when contracts were originally entered into with Invensys and Solari, and President Williams responded that the information would be provided. Board Member Pally asked that contract history be included in future Staff Summaries, such as when the original contract was entered into and any extensions over the period of the contract, so the information is available at the Committee meeting when the vote is taking place.

President Williams presented five competitive items. There were three requests to use the competitive Request for Proposal process: on behalf of LIRR and Metro-North, for the design, manufacture, test and delivery of M9 and M9A Rail Cars; on behalf of LIRR and Metro-North, for a Systems Integrator to provide the design, integration and furnishing of various materials required for Positive Train Control (PTC); and for a contract to replace the Hillside and Kew Gardens Substations. There were two competitive procurement awards: a Firm Fixed Price contract to Delta Railroad Construction Inc. to provide Design-Build Services of Direct Fastener Replacement on both East and West bound Tracks at Merrick and Bellmore Viaducts; and multi-agency (LIRR, MNR/MTAHQ/PD, B&T)(the Agencies) contracts to the firms of American Occupational Health Mgt., Inc. d/b/a Take Care Employer Solutions, Inc. (Take Care), and Occupational Health Decisions (OHD), to manage and operate the Agencies' on-site Occupational Health Services facilities for a period of five years, from January 1,

2012, through December 31, 2016. The latter action included a ratification of a six month extension to each Agency's current Occupational Health Services contracts from July 1, 2011 through December 31, 2011.

With respect to Positive Train Control, Board Member Blair asked about the cost differential to remedy the Automatic Block Signal (ABS) territory situation versus having PTC across the Railroad. President Williams responded that we need to move forward with track circuits for dark territory on the mainline and out east on Long Island. With regard to ABS, she stated that LIRR believes it can have a fully integrated system using track circuits to support PTC, which is the precursor work to that which is discussed in the Staff Summary.

With respect to the M-9/9A procurement, Board Member Moerdler asked why the Railroads were attracting only a limited number of car manufacturers. President Williams responded that the Railroads are currently reaching out to other competitors for this bidding process. Board Member Pally requested that LIRR and Metro-North provide the Committee with information as to the outreach to and response from different car manufacturers. President Williams agreed to do so, and in further response to a comment by Board Member Ballan as to whether RFP's are formulated in a fair manner, President Williams invited any member of the Committee to attend a work session with respect to the procurement. Additional comments on this subject made by President Permut and Board Members are contained in the minutes of Metro-North Railroad held this day.

President Horodniceanu presented two modifications to service contacts: a modification to a contract with URS Corporation – New York in order to continue program and construction management services along with general conditions work for the ESA Project and in support of other MTACC projects, as required through December 31, 2012; and a modification to a contact with PB Americas/STV/Parsons Transportation Group, Joint Venture, for various design changes and replenishment of the Project-Wide Task Order budget.

Upon motion duly made and seconded, all procurement items were approved for recommendation to the Board. Details of the above items are set forth in Staff Summaries and other materials, copies of which are on file with the records of this meeting.

Following the vote, Board Member Moerdler raised a question regarding the ability of Take Care to provide a full range of services, including doctors, based on certain information he had obtained on the Take Care/Walgreens website. President Williams assured him that there were physicians provided under the contract, and that this is a firm we are familiar with and that has done medical services for us. She differentiated these services from Walgreen's retail store operations. President Williams stated that this is truly a medical facility where we do get pre-employment and employment examinations as are required. She noted that Take Care has met all of our requirements and that the contract is cost effective.

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.

Board Members Moerdler and Greenberg stated that there is not much improvement on the numbers of standees on the Huntington, Port Jefferson and Montauk Branches. President Williams responded that the Huntington situation is very constrained because it is the end of electric territory and that the situation can be more difficult during the evening peak commute.

Adjournment

Co-Chairman Pally acknowledged Joseph J. Lhota, MTA Executive Director. Upon motion duly made and seconded, the Committee unanimously voted to adjourn the meeting.

Respectfully submitted,

Richard L. Gans
Secretary

MTA CAPITAL CONSTRUCTION PROJECT UPDATE

East Side Access
January 2012

Project Description

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

Budget and Estimate at Completion (EAC)

	Budget	Last Reported EAC	Current Month EAC	Expenditures
Design	$ 581,001,789	$ 581,001,789	$ 581,001,789	$ 550,302,406
Construction	5,769,656,346	5,769,656,346	5,769,656,346	2,355,003,887
Project Management	609,023,551	609,023,551	609,023,551	390,314,033
Real Estate	166,318,314	166,318,314	166,318,314	99,987,942
Rolling Stock*	202,000,000	202,000,000	202,000,000	-
Total Project Cost	**$ 7,328,000,000**	**$ 7,328,000,000**	**$ 7,328,000,000**	**$ 3,395,608,268**

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

Major Milestones and Forecasts

	Original Schedule	Previous Month Schedule	Current Month Schedule
Project Design Start	Mar 1999	Mar 31, 1999	Mar 31, 1999
Project Design Completion	4th Q 2008	Apr 2012	Dec 2012
Project Construction Start	Sep 2001	Sep 5, 2001	Sep 5, 2001
Project Substantial Completion	2nd Q 2012	Sep 2016	TBD

Current Issues/Highlights

- The Yard Lead tunnel drive is nearing completion and will be completed by the first week of February.
- Ground freezing operations continue at the Northern Boulevard crossing and initial excavation has begun.
- Progress on the remaining Manhattan tunnels and caverns work proceeded with several major milestones reached including:
  - Completing the concreting of the West cavern arch; work in the East cavern is over 50 percent complete
  - Commencement of bench excavation in the West cavern
  - Completion of excavation at GCT 3; blasting has begun at GCT 4 and GCT 1/2
  - Completion of concrete in the upper tail tracks
- Concrete of the 44th Street Vent Plan has been completed and structural steel placement has begun.
- Work at the 245 Park Entrance is proceeding well and the entrance is expected to be open to Metro-North customers by May.
- Blasting for the 50th Street Vent shaft continues.

- Work has also begun on the permanent concourse (CM014A) and at the existing ventilation facilities in Queens (CQ032)
- Work in Harold has continued with the installation and wiring of new signal and catenary poles. Preparations continue for the installation of four new switches in February by Amtrak.
- Proposals to be received on the first Systems contract by the end of the month.

East Side Access Active and Future Construction Contracts

Report to the Railroad Committee - January 2012

Expenditures thru December 2011; $s in million

	Budget	Expenditures
Construction	$ 5,769.7	$ 2,355.0
Design	$ 581.0	$ 550.3
Project Management	$ 609.0	$ 390.3
Real Estate	$ 166.3	$ 100.0
Rolling Stock†	$ 202.0	$ -
Total	**$ 7,328.0**	**$ 3,395.6**

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date**	Planned Completion at Award*	Forecast Completion**
Manhattan Construction								
CM009: Manhattan Tunnel Excavation & Lining ***Dragados Judlau, JV***	$ 456.3	$ 448.4	$ 7.9	$ 365.8	Jul-2006	Jul-2006	Oct-2012	Feb-2013
CM019: GCT Concourse Civil & Structural ***Dragados Judlau, JV*** *Note Budget includes funding for scope not yet contractually obligated but not available for contingency*	775.2	752.3	$ 16.8	521.2	Apr-2008	Apr-2008	Oct-2012	Feb-2013
CM014A: GCT Concourse Finishes Early Work ***Yonkers Contracting***	46.5	43.5	3.0	-	Feb-2011	Nov-2011	Apr-2013	Apr-2013
CM013A: 55th St Vent Facility		*In Procurement*			Aug-2010	Apr-2012	N/A	Jul-2014
CM012: Manhattan Struct Pt 2 & Cavern MEP & Finishes		*In Procurement*			Feb-2011	Mar-2012	N/A	Jun-2015
Queens Construction								
CQ031: Queens Bored Tunnel & Structures ***Granite-Traylor-Frontier, JV*** *Notes: Contract includes $11M of Regional Investments scope Budget includes funding for scope not yet contractually obligated but not available for contingency*	789.1	761.8	27.3	465.0	Aug-2009	Sep-2009	Sep-2012	Feb-2013
CQ039: Northern Blvd Crossing ***Schiavone Construction / Kiewit*** *Note Budget includes funding for scope not yet contractually obligated but not available for contingency*	101.0	89.6	8.9	43.6	Oct-2009	Feb-2010	Oct-2011	Oct-2012
CQ032: Plaza Substation & Queens Struct Construction ***Tutor Perini Corporation***	162.1	147.4	14.7	2.1	Dec-2010	Aug-2011	Aug-2014	Aug-2014
Harold Construction								
CH053: Harold Structures (Part 1) ***Perini Corporation***	$ 203.9	$ 172.7	$ 31.2	$ 100.7	Jan-2008	Jan-2008	Feb-2011	Jan-2013
CH058: Harold Structures - Part 3: Eastbound Reroute		*In Design*			Jun-2012	Aug-2013	N/A	Jul-2016
Systems Contracts								
Systems Package 1: Tunnel Ventilation, Facility Power, Communications, Controls, Security, Fire Detection		*In Procurement*			Apr-2011	Aug-2012	N/A	Nov-2015
Systems Package 2: Trackwork and Traction Power		*In Design*			Sep-2010	Oct-2012	N/A	Jul-2015
Systems Package 3: Signal Equipment		*In Design*			Apr-2012	Jul-2012	N/A	May-2014

*Planned Completion at Award dates for contracts CM009, CM019, and CH053 are adjusted to the re-baseline plan

**Forecast award and completion dates reflect current integrated project schedule. However, overall project rebaselining efforts are underway as reported to the Board in September 2011 Once complete, the contract milestones may be adjusted.

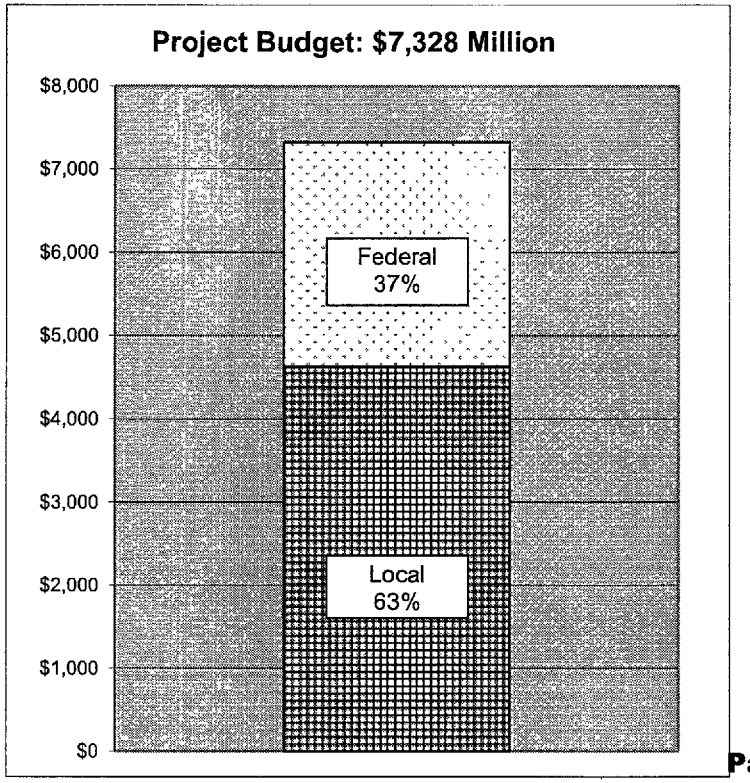
East Side Access Status

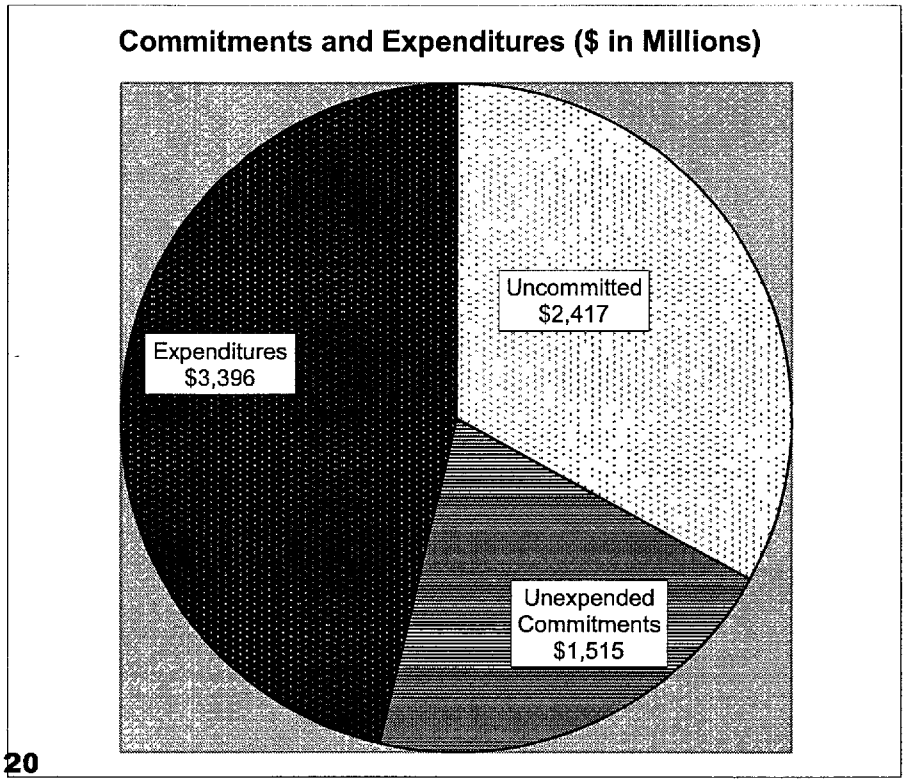
Report to the Railroad Committee - January 2012

(data thru December 2011)

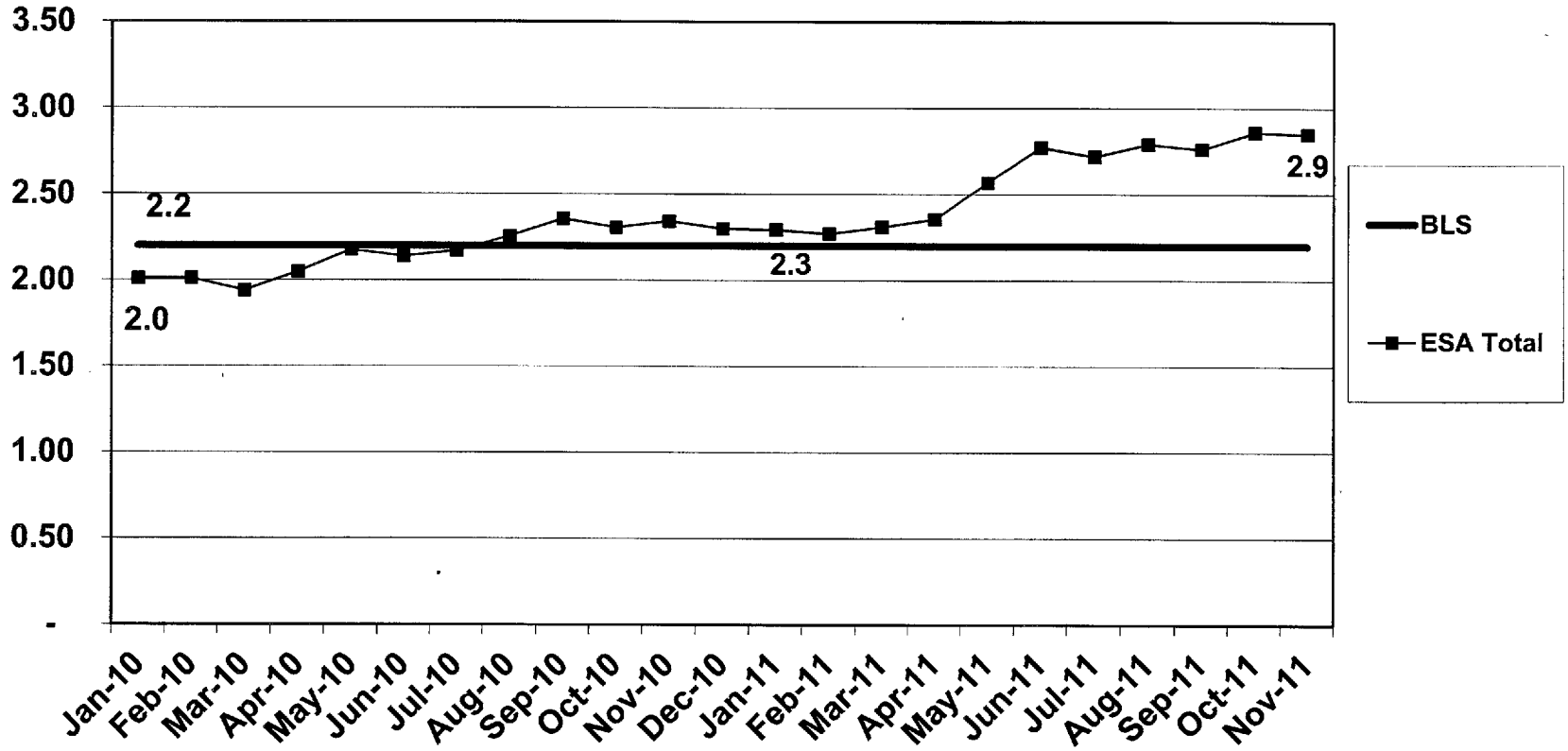
MTA Capital Program $ in Millions	Budgeted	Funding Sources: Local Funding	Federal Funding*	Federal Received	Status of Commitments: Committed	Uncommitted	Expended
1995-1999	$ 158	$ 112	$ 46	$ 46	$ 158	$ -	$ 157
2000-2004	1,534	912	620	620	$ 1,533	0	$ 1,388
2005-2009	2,683	651	2,033	1,145	2,632	51	1,766
2010-2014	2,954	2,954	-	-	588	2,366	84
Total	$ 7,328	$ 4,629	$ 2,699	$ 1,810	$ 4,911	$ 2,417	$ 3,396

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





Lost Time Injury Rate
East Side Access Project, 2010-2011
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
January 2012

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Metro North Railroad

December 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	0	4	0%
Felony Assault	0	0	0	0%
Burglary	0	2	-2	-100%
Grand Larceny	14	9	5	56%
GLA	1	3	-2	-67%
Total Major Felonies	19	14	5	36%

January to December, 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	22	17	5	29%
Felony Assault	8	11	-3	-27%
Burglary	3	9	-6	-67%
Grand Larceny	119	102	17	17%
GLA	9	8	1	13%
Total Major Felonies	161	147	14	10%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Long Island Rail Road

December 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	2	0	0%
Felony Assault	1	4	-3	-75%
Burglary	0	0	0	0%
Grand Larceny	12	11	1	9%
GLA	0	0	0	0%
Total Major Felonies	15	17	-2	-12%

January to December, 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	2	0	2	0%
Robbery	39	20	19	95%
Felony Assault	32	25	7	28%
Burglary	3	3	0	0%
Grand Larceny	117	96	21	22%
GLA	1	4	-3	-75%
Total Major Felonies	194	148	46	31%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

December 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	1	-1	-100%
GLA	0	0	0	0%
Total Major Felonies	1	3	-2	-67%

January to December, 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	13	18	-5	-28%
Felony Assault	2	3	-1	-33%
Burglary	1	0	1	0%
Grand Larceny	5	7	-2	-29%
GLA	0	0	0	0%
Total Major Felonies	21	28	-7	-25%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
System Wide

December 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	4	3	75%
Felony Assault	1	4	-3	-75%
Burglary	0	2	-2	-100%
Grand Larceny	26	21	5	24%
GLA	1	3	-2	-67%
Total Major Felonies	35	34	1	3%

January to December, 2011

	2011	2010	Diff	%Change
Murder	0	0	0	0%
Rape	2	0	2	0%
Robbery	74	55	19	35%
Felony Assault	42	39	3	8%
Burglary	7	12	-5	-42%
Grand Larceny	241	205	36	18%
GLA	10	12	-2	-17%
Total Major Felonies	376	323	53	16%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

INDEX CRIME REPORT
Per Day Average
December 2011

	Systemwide	LIRR	MNRR	SIRT
Murder	0	0	0	0
Rape	0	0	0	0
Robbery	7	2	4	1
Fel. Assault	1	1	0	0
Burglary	0	0	0	0
Grand Larceny	26	12	14	0
GLA	1	0	1	0
Total	35	15	19	1
Crimes Per Day	1.13	0.48	0.61	0.03

Metro-North Railroad

Information Items
January 2012

Memorandum

Metro-North Railroad

Date: January 9, 2012

To: Metro-North and Long Island Committee

From: Howard Permut

Re: **Grand Central Terminal Centennial**

Overview

Grand Central Terminal will be 100 years old in 2013. As you may remember, the Terminal was saved from destruction in the 1970s through the efforts of many New Yorkers, led by Jacqueline Kennedy Onassis, and was restored and reinvented under the leadership of former MTA Chairman Peter Stangl.

A coordinated program of Centennial events will mark this significant milestone, telling the story of Grand Central's evolution as a transportation and commercial center and its seminal role in the history of the nation, region, city, and American railroading. Planning is currently underway for the numerous activities and exhibitions, as well as a "legacy project" for future generations that will mark this event.

Management

Metro-North Railroad and MTA (NY Transit Museum and Arts for Transit) are managing all aspects of the Centennial Program and Legacy Project. A Centennial Committee, composed of private business representatives, and an Honorary Committee, composed of public officials and other dignitaries are being formed. Former MTA Chairman Peter Stangl and Caroline Kennedy have agreed to serve as Chairpersons of the Centennial Committee. Board review and approval will be requested in accordance with our regular requirements and practices, in particular for any significant procurement actions.

Events

Previews of GCT's Centennial Celebration will begin in 2012, with such wide-ranging activities as announcing the slate of upcoming 2013 events, unveiling the Centennial logo, announcing partnerships and sponsorships, and creating special exhibits of the Kodak Colorama and the Holiday Train Show at the Transit Museum.

The year-long celebration in 2013 will include a variety of events, publications, educational initiatives, and exhibitions to commemorate the Centennial. The 25 events planned so far include a Grand Central Terminal historical exhibition and gala to be held in February 2013; a parade of historic trains; and an exhibition of "Grand Central – The Next 100 Years." The Terminal's retail tenants will join in the celebration through special promotions and sales activities. In addition, the US Postal Service has already approved the creation of a commemorative Grand Central Terminal stamp. Alliances with the NY Public Library, Morgan Library and other museums will generate additional exhibitions throughout the Centennial year.

Legacy Project[1]

The Centennial Legacy Project will be announced in 2012. Current planning is focused on redevelopment of Vanderbilt Hall into a public/private partnership space. Potential uses include dining/retail, public events, open space or a combination of these activities. To the extent that the project will entail major infrastructure improvements, the regular MNR competitive procurement process, subject to MTA Board approval, will be utilized.

Funding

All efforts are being made to maximize revenue generation and limit use of public monies to fund Centennial projects. All funding generated will be dedicated to the Centennial and to future improvements at the Terminal. The revenue goal for Centennial exhibits and events (exclusive of funds needed for the Legacy Project) is estimated at $4-5 million. It is possible, depending upon the scope and cost of the Legacy Project, that MTA capital funds also may play some part.

Fundraising will include both for-profit and not-for-profit activities. Not-for-profit fundraising will be accepted on behalf of the Centennial by Friends of the NY Transit Museum, following its normal practices.

For-profit fundraising, through sponsorship participation, will be managed by GCT's retail agent, Jones Lang LaSalle (JLL), and its sponsorship agent, Premier Partnerships. Premier, which was retained by JLL in a competitive solicitation, is an industry leader in entertainment and facility sponsorships. Premier's role is to solicit and negotiate partnerships with private companies and third parties. This builds upon the successful GCT retail and event activities. Premier is being compensated by a retainer agreement and receives additional compensation once a sponsorship agreement is struck. The agreements will be reported to the Board on a monthly basis.

We look forward to continued input and involvement from the MNR/LIRR Committee and the Board on this exciting effort to celebrate Grand Central's 100th Anniversary. If you have any questions please feel free to contact me.

cc: J. Lhota
C. Rinaldi
N. Fernandez
N. Rosen
B. Foran
J. Henly
P. Stangl

[1] *In addition to any legacy project, other GCT infrastructure projects requiring significant investment that involve sponsorship funding may be progressed over the next few years Any procurement funded by such monies will follow the normal MNR competitive process, including Board approval as required.*

Metro-North Railroad

Action Items
January 2012

Metropolitan Transportation Authority

2012 Metro-North/Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS	Responsibility
Approval of Minutes	Committee Chairs & Members
2012 Committee Work Plan	Committee Chairs & Members
Agency Presidents'/Chief's Reports	Presidents/Senior Staffs
Information Items (if any)	
Action Items (if any)	
Procurements	
Performance Summaries	
Status of Operations/Safety	
Financial/Ridership	
Capital Program Report	

II. SPECIFIC AGENDA ITEMS	Responsibility
January 2012	
Approval of 2012 Committee Work Plan	Committee Chairs & Members
February 2012	
Adopted Budget/Financial Plan 2012	Finance
2011 Annual Operating Results	Operations
Annual Strategic Investments & Planning Study	Strategic Investments/Planning
March 2012	
2011 Annual Ridership Report	Market Development
2012 Spring/Summer Schedule Change	Service Planning
2011 Annual Human Resources & EEO Report	Administration/Diversity
April 2012	
Final Review of 2011 Operating Results	Finance
Annual Inventory Report	Procurement
May 2012	
2011 Annual Safety Report	Safety/Engineering
Positive Train Control	Presidents
RCM Fleet Maintenance	Operations

June 2012

Grand Central Terminal Retail Development	MTA Real Estate
Penn Station Retail Development	

July 2012

Environmental Audit	Legal/System Safety

September 2012

2012 Final Mid-Year Forecast	Finance
2013 Preliminary Operating Budget	Finance
2012 Fall Construction Schedule Changes	Service Planning

October 2012

2013 Preliminary Budget (Public Comment)	Finance

November 2012

Annual Committee Charter Review	Committee Chairs & Members
Holiday Schedule	Planning

December 2012

2013 Final Proposed Budget	Finance
2013 Proposed Committee Work Plan	Committee Chairs & Members

METRO-NORTH AND 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.

2012 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.

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. In addition, each quarter a status report will be provided on inventory activity and balances.

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 performance statistics and indicators.

Monthly Financial 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.

METRO-NORTH/LONG ISLAND COMMITTEES

PROCUREMENTS FOR BOARD ACTION

JANUARY 23, 2012

Metro-North Railroad
Long Island Rail Road
Capital Construction

Subject Request for Authorization to Award Various Procurements	**Date** January 6, 2012
Department Procurement & Material Management - MNR	**Department** Law and Procurement - MTACC
Department Head Name Anthony J. Bombace, Jr., Sr. Director, Procurement & Material Management	**Department Head Name** Evan M. Eisland, Sr. Vice President & General Counsel
Department Head Signature	**Department Head Signature**
Department Procurement & Logistics - LIRR	
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer	
Department Head Signature	

Board Action

Order	To	Date	Approval	Info	Other
1	MNR/LIRR Committee	1-23-12	X		
2	MTA Board	1-25-12	X		

Internal Approvals

Order	Approval	Order	Approval
X	President, MNR		
X	President, LIRR		
X	President, MTACC		

PURPOSE:

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

DISCUSSION:

MNR proposes to award Non-Competitive procurements in the following categories:

Schedules Requiring Two-Thirds Vote (or more, where noted)		# of Actions	$ Amount
Schedule A:	Non-Competitive Purchases and Public Work Contracts	1	$1,050,000
Schedules Requiring Majority Vote			
Schedule E:	Miscellaneous Procurement Contracts	1	$1,417,457
Schedule J:	Modifications to Miscellaneous Procurement Contracts	1	$210,000
	SUBTOTAL:	3	$2,677,457

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

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

MNR proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote		# of Actions	$ Amount
Schedule G.	Miscellaneous Service Contracts	1	$991,520
	SUBTOTAL.	1	$991,520

LIRR proposes to award Competitive Procurements in the following categories: None

MTACC proposes to award Competitive Procurements in the following categories:

Schedules Requiring Majority Vote		# of Actions	$ Amount
Schedule I·	Modifications to Purchase & Public Work Contracts	1	$3,800,000
	SUBTOTAL:	1	$3,800,000

MNR proposes to award Ratifications in the following categories: **None**
Schedule K: Ratification of Completed Procurement Actions

LIRR proposes to award Ratifications in the following categories: **None**
Schedule D· Ratification of Completed Procurement Actions

MTACC proposes to award Ratifications in the following categories: **None**

TOTAL:	5	$7,468,977

The contractors noted above and on the following Staff Summary Sheets have been found in all respects responsive and responsible, and are in compliance with State laws and regulations concerning procurements.

BUDGET IMPACT:

The purchases/contracts will result in obligating Long Island Rail Road, Metro-North Railroad and MTA Capital Construction operating and capital funds in the amount listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION:

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

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.

JANUARY 2012

METRO-NORTH RAILROAD

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Two-Thirds Vote:

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

1. **Kawasaki Rail Car Company** **$1,050,000 (not-to-exceed)** *Staff Summary Attached*
Purchase Agreement for M-8 OEM Parts

Approval is requested for a non-competitive, 3 year purchase agreement with Kawasaki Rail Car Co for various original equipment manufacturer (OEM) replacement parts for MNR's M-8 Commuter Railcar Fleet. Kawasaki Rail Car Inc. (KRC) is the OEM and the sole supplier of specific MNR required material for the M-8s. As the M-8 railcars are being delivered to New Haven, CT for testing and placement into revenue service, the MNR Procurement and Maintenance of Equipment Departments have begun the process of establishing the M-8 consumable and operational spare parts inventory to support the newly acquired fleet.

This is the first purchase agreement instituted specifically for the M-8 Fleet, and will allow MNR to purchase material from KRC to perform repairs as necessary and to establish a sufficient parts inventory. These parts are for routine 'wear and tear' maintenance and are not covered by KRC's M-8 warranty; also, failure to keep the cars in a state of good repair could void warranty provisions. This is a requirements contract and MNR is under no obligation to generate any minimum amount of purchase orders. This agreement will apply to inventory and non-inventory items identified as obtainable only from Kawasaki for the following reasons: a) sole pre-qualified item on the MNR Qualified Products List, and not available from any distributor or other sources; b) is proprietary to Kawasaki Rail Car.

The purchase agreement with Kawasaki will reduce administrative costs and procurement lead times for separate purchase orders and will expedite material delivery. In requesting this Board authorization, MNR has complied with PAL 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the purchase of sole source items.

The price for these M-8 replacement parts will be negotiated on an individual parts basis prior to their purchase. Price reasonableness will be determined through an analysis with similar fleets, comparable parts and historical data. In addition, price concessions will be sought from Kawasaki to maximize MNR's benefit from the fact that M-8 production will be continuing through the duration of this agreement. This procurement is to be funded by the MNR Operating Budget.

Schedules Requiring Majority Vote:

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

2. Axion Technologies (Axion) $1,417,457 (not-to-exceed) *Staff Summary Attached*
On-Board Public Address Equipment Units

Approval is requested for a non-competitive, negotiated procurement with Axion Technologies for On-Board public address equipment units for MNR's M-2, M-4 and M-6 Railcar fleets to meet a Federal Communications Commission (FCC) mandate to migrate to a new narrow radio bandwidth by January 1, 2013

This is a one-time purchase of 154 replacement on-board public address equipment assemblies/kits for MNR's M-2, M-4 and M-6 Railcar fleets. The FCC mandate requires that on-board radio equipment be migrated to a narrow band spectrum by January 2013. MNR has negotiated a contract with Axion to modify the existing radios that are compatible and congruent with the existing M-2, 4 & 6 on-board communication equipment interfaces and hardware footprint. Axion possesses extensive knowledge of MNR's operational requirements and various Railcar configurations, as well as a proven capability to provide the required equipment.

In a 2002 competitive solicitation, Axion was awarded a contract for the engineering design and custom retrofit of the M-3 fleet on-board communications radio systems. The retrofit was completed on time and within budget, and the railcars have operated reliably since implementation. Importantly, Axion brand equipment has also been installed on the new MNR M-7 and M-8 Fleets.

By utilizing Axion for this one-time purchase, non-recurring engineering costs will be reduced due to Axion's familiarity with MNR's radio systems. Further, by utilizing Axion equipment once the M-2, 4 and 6 railcars are phased out of service, the Axion equipment will be salvaged and utilized as spares for the M-7 and M-8 fleets. Finally, the common design results in a consistency of replacement parts that reduces overall inventory requirements and maximizes the efficiency of maintaining the different fleets.

MNR Procurement has negotiated a 14.5 % reduction in Axion's initial proposal of $1,658,636. The final price of $1,417,457 resulted in savings of $241,179. Additionally, the prices to be paid by MNR in this purchase are essentially the same as those paid from the 2002 solicitation. In requesting this Board authorization, MNR has complied with PAL 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the purchase of sole source items. The one-time purchase is 65% funded by the State of Connecticut (CDOT) and 35% funded by the MNR Capital Program.

J. Modifications to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for individual change orders greater than $250K. Approvals without Staff Summaries required for change orders greater than 15% of previously approved amount which are also at least $50K)

3. **Harsco Track Technologies** **$210,000 (not-to-exceed)**

Additional Funding - OEM Replacement Parts for Work Equipment

Approval is requested for additional funding in the total not-to-exceed amount of $210,000 to an existing (2009-2012), non-competitive, negotiated purchase agreement with Harsco Track Technologies (Harsco). Harsco is the OEM, sole source and current supplier of replacement components for rail-specific work equipment i.e. tampers, tie shears and tie drills. The current agreement is a multi-agency (LIRR-led) negotiated, non-competitive 3-year agreement with Harsco. Initially, MNR requirements were estimated at $200,000 per year or $600,000 for the 3-year period ending November 2012. Due to the increased maintenance requirements and recent larger scale repairs on the aged tamper machines (the units average 10 yrs.), available funding in the contract has become exhausted, and additional funding is required in order to maintain the units through the balance of the agreement.

Harsco's terms and pricing will remain fixed for the balance of the agreement. All parts purchased through the purchase agreement are on an as-needed basis, and there are no minimum guaranteed purchases. The additional funding is secured through the MNR Operating Budget. In 2012, MNR will reevaluate its needs and work with LIRR on a joint procurement.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Metro-North Railroad

Item Number: A

Vendor Name (& Location) Kawasaki Rail Car, Inc (KRC)	Contract Number TBD
Description : Purchase Agreement for M-8 OEM Replacement Parts	Total Amount:
Contract Term (including Options, if any) Three (3) Years	Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Option(s) included in Total Amount? ☐ Yes ☒ No	Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.
Procurement Type ☐ Competitive ☒ Non-competitive	Contract Manager: O. Messado/ D. Smutzler
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Sole Source/OEM	

Renewal?
☐ Yes ☒ No
$1,050,000 (not-to-exceed)

Discussion:

Approval is requested for a non-competitive, 3 year purchase agreement with Kawasaki Rail Car Co. for various original equipment manufacturer (OEM) replacement parts for MNR's M-8 Commuter Railcar Fleet. Kawasaki Rail Car Inc. (KRC) is the OEM and the sole supplier of specific MNR required material for the M-8s. As the M-8 railcars are being delivered to New Haven, CT for testing and placement into revenue service, the MNR Procurement and Maintenance of Equipment Departments have begun the process of establishing the M-8 consumable and operational spare parts inventory to support the newly acquired fleet.

This is the first purchase agreement instituted specifically for the M-8 Fleet, and will allow MNR to purchase material from KRC to perform repairs as necessary and to establish a sufficient parts inventory. These parts are for routine 'wear and tear' maintenance and are not covered by KRC's M-8 warranty; also, failure to keep the cars in a state of good repair could void warranty provisions. This is a requirements contract and MNR is under no obligation to generate any minimum amount of purchase orders. This agreement will apply to inventory and non-inventory items identified as obtainable only from Kawasaki for the following reasons: a) sole pre-qualified item on the MNR Qualified Products List, and not available from any distributor or other sources; b) is proprietary to Kawasaki Rail Car.

The purchase agreement with Kawasaki will reduce administrative costs and procurement lead times for separate purchase orders and will expedite material delivery In requesting this Board authorization, MNR has complied with PAL 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the purchase of sole source items.

The price for these M-8 replacement parts will be negotiated on an individual parts basis prior to their purchase. Price reasonableness will be determined through an analysis with similar fleets, comparable parts and historical data. In addition, price concessions will be sought from Kawasaki to maximize MNR's benefit from the fact that M-8 production will be continuing through the duration of this agreement. This procurement is to be funded by the MNR Operating Budget.

Staff Summary

Metro-North Railroad

Item Number E
Dept & Dept Head Name: Procurement & Material Management, Anthony M. Bombace, Jr.
Division & Division Head Name: Sen. VP – Administration, Raymond Burney

Board Reviews

Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg	1-23-12	X		
2	MTA Board Mtg.	1-25-12	X		

Internal Approvals

Order	Approval	Order	Approval
X	President	X	Sr V.P. Operations
X	Sr V.P Admin.		V.P. Planning
X	V.P. Finance & IT	X	General Counsel
	Capital Programs		

SUMMARY INFORMATION	
Vendor Name AXION TECHNOLOGIES	**Contract Number** 1000011197
Description Purchase of 154 On-Board Communications Radio Equipment Units	
Total Amount $1,417,457	
Contract Term (including Options, if any) One-Time Purchase	
Option(s) included in Total Amount? ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☐ Competitive ☒ Non-competitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: negotiated	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☒ Other: CDOT	

I. PURPOSE/RECOMMENDATION:

Non-competitive, negotiated, one-time purchase of customized On-Board Communications Radio Equipment for in-house installation on M-2, M-4 and M-6 Railcars in service on the New Haven line at a cost not-to-exceed $1,417,457 to Axion Technologies, the OEM of the design of the communication systems for these car classes. This award is instrumental to meet the Federal Communications Commission's (FCC) mandate for narrow band frequency and will avoid disruption of train service in Connecticut.

II. DISCUSSION:

The FCC mandate requires that on-board radio equipment be migrated to a narrow band spectrum by January 2013. The current on-board radio communications system on MNR's M-2, M-4 and M-6 Railcar fleets cannot be upgraded to meet the FCC spectrum usage rules, will not be in compliance with the narrow band mandate and must be replaced. Without compliance to the narrow band mandate, the FCC will rescind the operating licenses, and will not grant a waiver for continued wideband operation after this deadline. Therefore, based on this mandate, it is necessary to replace a combined total of 154 communication packages (radios, harnesses, adapter kits and communication controller unit) with equipment compatible to the existing on-board interfaces and footprint, which requires customized electronic configurations.

Axion possesses extensive knowledge of MNR's operational requirements and various Railcar configurations, as well as a proven capability to provide the required equipment. In a 2002 competitive solicitation, Axion was awarded a contract for the engineering design and custom retrofit of the M-3 fleet on-board communications radio systems. The retrofit incorporated both a wide band and narrow band option, was completed on time and within budget, and the railcars have operated reliably since implementation. Axion brand equipment has also been installed on the new MNR M-7 and M-8 Fleets.

By utilizing Axion for this one-time purchase, non-recurring engineering costs will be reduced due to Axion's familiarity with the radio systems and the common design results in a consistency of replacement parts, reducing overall inventory requirements and maximizing the efficiency of maintaining the different fleets. Once the M-2, 4 and 6 railcars are phased out of service, the Axion communications equipment will be salvaged and utilized as spares for the M-7s and M-8s.

MNR Procurement has negotiated a 14.5 % reduction in Axion's initial proposal of $1,658,636. The final price of $1,417,457 resulted in savings of $241,179. The prices to be paid by MNR in this purchase are essentially the same as those paid from the 2002 solicitation. In requesting this Board authorization, MNR has complied with PAL 1265-a (3) (advertisement for alternate suppliers) and with MTA All-Agency Procurement Guidelines for the purchase of sole source items. The one-time purchase is 65% funded by the State of Connecticut (CDOT) and 35% funded by the MNR Capital Program.

III. D/M/WBE INFORMATION:

No M/WBE goals were assigned.

IV. IMPACT ON FUNDING:

The procurement totals $1,417,457. It is funded by CDOT (65% or $921,347.05) and the MNR Capital Program (35% or $496,109.95) under project #M604-01-16 entitled Radio Frequency Rebanding Project.

V. ALTERNATIVES:

There are no alternatives as MNR must comply with the FCC mandate governing the on-board communications radio systems for MNR's M-2, M-4 and M-6 Railcars by January 1, 2013.

JANUARY 2012

METRO-NORTH RAILROAD

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Schedules Requiring Majority Vote:

G. **Miscellaneous Service Contracts**
(Staff Summaries required for all items greater than: $100K Sole Source; $250K Other Non-Competitive; $1M RFP; No Staff Summary required if Sealed Bid Procurement.)

1. **Dependable Hydraulics, Inc.** **$991,520 (not-to-exceed)**
Preventative Maintenance, Inspection and Repair of Eight Car Movers

Approval is requested for a competitively solicited (1 bid received), miscellaneous service agreement for a 5 year period with Dependable Hydraulics Inc. (Dependable) to provide emergency and preventive maintenance and repair services for MNR's 8 Maintenance of Equipment Car Movers located at the New Haven, Harmon, Stamford, Brewster and Highbridge maintenance facilities. Services also include: providing monthly and quarterly inspections, one overhaul of each unit per year, and all necessary parts and supplies to perform any maintenance/repair on the Car Movers. These services are necessary to maintain the Car Movers in a state of good repair. Dependable is the incumbent provider of the required services and has performed satisfactorily.

Dependable was the sole responsive and responsible bidder for these services. A review of those vendors who did not bid found that they were either not experienced with the maintenance specifications or could not comply with the specified safety requirements of the bid. The total value of the agreement is not-to-exceed $991,520 and all unit prices are the same as those paid in the present contract. Additionally, the prices will remain fixed for the new 5 year contract term. This procurement is to be funded by the MNR Operating Budget.

January 2012

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote

I. Modifications To Purchase and Public Work Contracts

(Staff Summaries required for individual change orders greater than $250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least $50K)

1. Perini Corporation **$ 3,800,000** *Staff Summary Attached*
Contract No. CH053
Modification 64

Pursuant to Article IX of the MTA All-Agency Procurement Guidelines, MTACC seeks Board approval to award a multi-part modification for the fabrication, delivery and installation of a total of nine signal bridges and construction of their foundations. This is a scope and budget transfer so there will be no increase to the overall Project budget.

MTA Capital Construction

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number 1

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

Contract Number		**AWO/Modification #**
CH053		64
Original Amount:	$	139,280,000
Prior Modifications:	$	34,804,112
Prior Budgetary Increases:	$	0
Current Amount	$	174,084,112
This Request	$	3,800,000
% of This Request to Current Amount:		2.18%
% of Modifications (including This Request) to Original Amount:		27.72 %

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 award a multi-part modification for the fabrication and installation of nine signal bridges and construction of their foundations. This is a scope transfer from future contracts.

The scope of work under future Contracts CH057, FHL02 and VHL02 was to include the fabrication, delivery and/or installation of nine signal bridge structures (12, 15, 16, 20, 21, 23, 24, 30 & E35). However, these bridge structures are critical scope work, required for track cutovers now planned for 2012 and, therefore, cannot wait for future contracts to be awarded. To accomplish this work in time for the scheduled track cutovers, MTACC intends to move this work to an existing contract. CHO53 Contractor Perini is already mobilized on-site and possesses the required technical capability to furnish and install the nine bridge structures.

In order to begin this work as soon as soon as possible, which is necessary to avoid additional delays, MTACC intends to negotiate this modification in parts. As the construction drawings for each bridge package are finalized and the price for each package fully negotiated a partial modification will be awarded and the contractor directed to proceed with that part/package. The estimated price for all nine bridge structures is $3.8 million which is the amount that MTACC is requesting for this modification. The negotiated price for each package will be deducted from the $3.8 million total amount.

The budget to fund this work will be transferred from the future contracts so there will be no increase to the overall Project budget.

Metro-North Railroad

Status of Operations & Safety Report January 2012

Metro-North Railroad

OPERATING REPORT
For the Month of December 2011

Performance Summary			2011 Data Annual Goal	2011 Data December	2011 Data YTD thru December	2010 Data December	2010 Data YTD thru December
On Time Performance	**System**	**Overall**	***97.8%***	**98.6%**	**96.9%**	**97.1%**	**97.7%**
(Trains that arrive at their final destination their final destination within 5 minutes 59 seconds of scheduled arrival time)		AM Peak	*97.0%*	98.9%	95.8%	93.8%	97.1%
		AM Reverse Peak	*97.6%*	98.1%	96.4%	95.9%	96.9%
		PM Peak	*98.0%*	99.2%	96.9%	98.6%	97.9%
		Total Peak		**98.9%**	**96.5%**	**94.7%**	**96.8%**
		Off Peak Weekday	*97.9%*	98.5%	97.3%	98.5%	97.8%
		Weekend	*97.9%*	98.5%	97.0%	96.7%	97.8%
	Hudson Line	**Overall**	***98.2%***	**98.5%**	**98.0%**	**97.1%**	**98.0%**
		AM Peak	*98.0%*	98.6%	97.4%	94.0%	97.9%
		AM Reverse Peak	*98.5%*	98.6%	98.4%	96.8%	98.1%
		PM Peak	*98.4%*	99.0%	98.5%	98.5%	98.5%
		Total Peak		**98.7%**	**98.0%**	**96.2%**	**98.2%**
		Off Peak Weekday	*98.1%*	98.5%	98.2%	98.3%	97.6%
		Weekend	*98.2%*	98.0%	97.5%	97.0%	98.2%
	Harlem Line	**Overall**	***98.3%***	**99.2%**	**97.7%**	**98.1%**	**98.5%**
		AM Peak	*98.0%*	99.7%	97.1%	94.7%	98.2%
		AM Reverse Peak	*98.0%*	98.1%	97.0%	98.2%	98.4%
		PM Peak	*98.5%*	99.8%	97.8%	98.8%	98.8%
		Total Peak		**99.5%**	**97.4%**	**96.9%**	**98.5%**
		Off Peak Weekday	*98.4%*	98.9%	98.0%	99.3%	98.5%
		Weekend	*98.5%*	99.0%	97.8%	98.2%	98.7%
	New Haven Line	**Overall**	***97.2%***	**98.3%**	**95.6%**	**96.4%**	**96.8%**
		AM Peak	*95.7%*	98.3%	93.7%	93.0%	95.9%
		AM Reverse Peak	*96.8%*	97.9%	94.8%	93.0%	94.9%
		PM Peak	*97.5%*	98.8%	95.1%	98.7%	96.9%
		Total Peak		**98.4%**	**94.4%**	**95.3%**	**96.2%**
		Off Peak Weekday	*97.5%*	98.1%	96.4%	98.1%	97.2%
		Weekend	*97.4%*	98.4%	96.2%	95.4%	97.0%
Operating Statistics		**Trains Scheduled**		**18,128**	**209,033**	**16,990**	**209,639**
		Avg. Delay per Late Train (min) excluding trains canceled or terminated		13.3	15.3	17.0	15.0
		Trains Over 15 min. Late excluding trains canceled or terminated	*1,000*	56	1,720	178	1,274
		Trains Canceled	*160*	2	355	25	216
		Trains Terminated	*160*	23	339	20	284
		Percent of Scheduled Trips Completed	*99.8%*	99.9%	99.7%	99.7%	99.8%
Consist Compliance	**System**	**Overall**	***98.6%***	**99.7%**	**99.0%**	**98.7%**	**98.7%**
(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	*97.7%*	99.3%	98.1%	97.3%	97.5%
		AM Reverse Peak	*97.7%*	99.9%	99.1%	98.8%	99.4%
		PM Peak	*97.3%*	99.6%	98.0%	97.5%	97.3%
		Total Peak		**99.5%**	**98.2%**	**97.4%**	**97.4%**
		Off Peak Weekday	*99.3%*	99.8%	99.4%	99.5%	99.2%
		Weekend	*99.3%*	99.7%	99.5%	99.5%	99.8%
	Hudson Line	AM Peak	*99.0%*	100.0%	99.8%	100.0%	99.7%
		PM Peak	*99.0%*	99.7%	99.7%	99.5%	99.8%
	Harlem Line	AM Peak	*99.0%*	99.9%	99.6%	100.0%	99.5%
		PM Peak	*99.0%*	99.8%	99.4%	99.7%	99.5%
	New Haven Line	AM Peak	*96.0%*	98.4%	95.6%	93.2%	94.5%
		PM Peak	*95.0%*	99.4%	95.8%	94.3%	93.8%

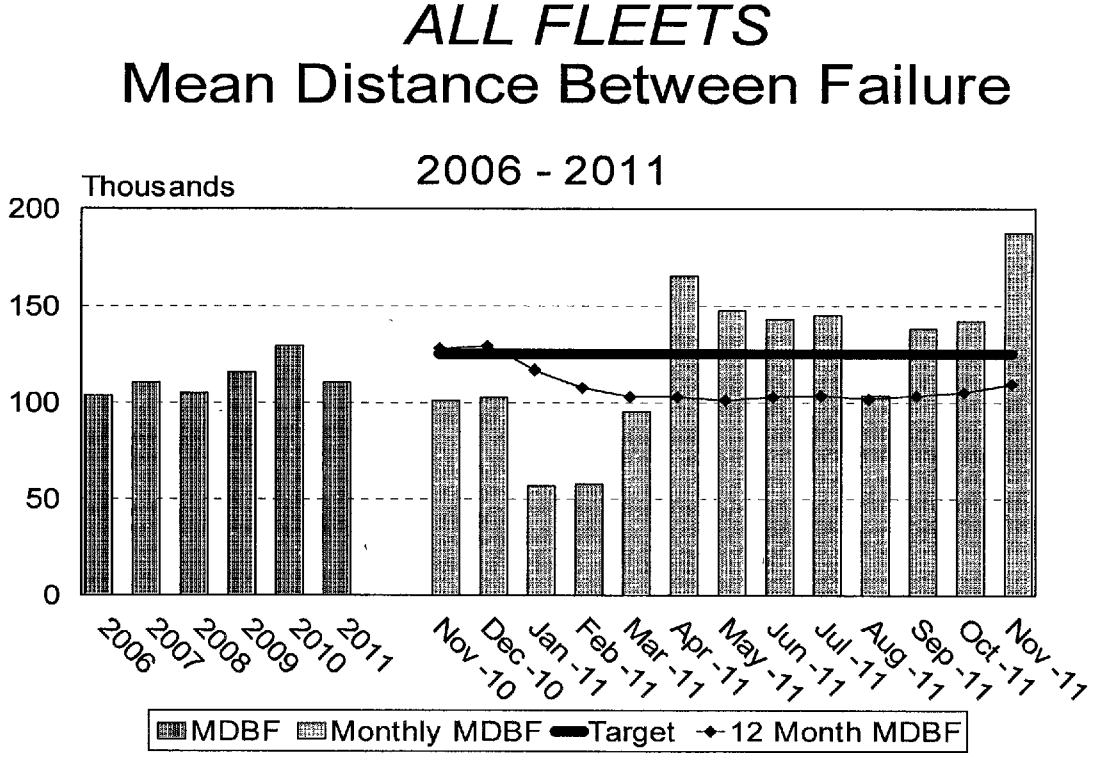
Categories of Delay		2011 Data			2010 Data	
		November	December	YTD thru December	December	YTD thru December
Train Delay Incidents Resulting in Late Trains. *(Each delay incurred by a late train is considered a separate train delay incident. Therefore, the number of train delay incidents is higher than the number of late trains for the month.)*	**Maintenance of Way**	140	104	1968	80	1944
	Capital Projects	8	6	151	0	144
	Maintenance of Equipment	112	92	2054	294	1701
	Operations Services	24	17	224	14	209
	Police Incidents	24	29	465	26	398
	Other	8	6	424	3	265
	Customers	37	30	438	44	643
	3rd Party Operations *(Other railroads, marine traffic, etc.)*	3	0	286	14	628
	Weather and Environmental	225	11	1828	80	767

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains															TOTAL		
			AM Peak			AM Reverse			PM Peak			Off Peak			Weekend					
			L	C	T	L	C	T	L	C	T	L	C	T	L	C	T	Late	Cxld	Term
12/09	Fri	Train 1409 terminated at Southport, was stopped at Cat 682 with wire on top of equipment, resulted in single tracking.	10	0	1	1	0	1	0	0	0	4	0	0	0	0	0	15	0	2
		TOTAL FOR MONTH	10	0	1	1	0	1	0	0	0	4	0	0	0	0	0	15	0	2
																		17		

			2011 Data					2010 Data		
	Equip-ment Type	Total Fleet Size	MDBF Goal (miles)	Nov MDBF (miles)	Nov No. of Primary Failures	YTD MDBF thru Nov (miles)	12 month MDBF Rolling Avg (miles)	Nov MDBF (miles)	Nov No of Primary Failures	YTD MDBF thru Nov (miles)
Mean Distance Between Failures	M2	231	*90,000*	126,043	11	63,414	65,196	79,249	19	96,268
	M4/M6	102	*65,000*	70,614	8	41,957	82,860	38,328	15	55,743
	M8	44	*125,000*	252,622	1	145,680	145,680	N/A	N/A	N/A
	M3	140	*100,000*	266,000	0	255,530	281,303	308,209	1	161,735
	M7	336	*400,000*	1,796,705	1	627,136	640,158	340,010	5	718,242
	Coach	213	*280,000*	663,112	2	334,361	288,034	449,022	3	338,859
	P-32	31	*35,000*	26,718	7	35,435	34,479	22,970	8	26,314
	BL-20	12	*11,000*	23,611	1	10,321	10,721	5,593	5	14,357
	Fleet	**1109**	***125,000***	**187,212**	**31**	**110,492**	**109,790**	**100,852**	**56**	**132,432**
	M2/4/6/8		*92,308*	102,704	20	55,795	58,548	61,195	34	80,927
	M3/7		*285,714*	2,062,705	1	523,432	544,463	334,710	6	468,382
	Diesel/Coach		*120,385*	153,686	10	132,014	124,283	97,424	16	118,458

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



West of Hudson Performance Summary			2011 Data Annual Goal	2011 Data December	2011 Data YTD thru December	2010 Data December	2010 Data YTD thru December
On Time Performance	**West of**	**Overall**	***96.4%***	**98.3%**	**96.6%**	**94.6%**	**96.5%**
(Trains that arrive at	**Hudson Total**	AM Peak	*97.3%*	98.0%	96.5%	95.7%	97.3%
their final destination		PM Peak	*96.8%*	100.0%	96.5%	93.7%	96.2%
within 5 minutes 59 seconds		**Total Peak**		**98.9%**	**96.5%**	**94.7%**	**96.8%**
of scheduled arrival time)		Off Peak Weekday	*95.9%*	97.9%	96.6%	96.6%	96.1%
		Weekend	*95.9%*	98.2%	96.8%	91.4%	96.5%
	Pascack Line	**Overall**	***97.0%***	**98.7%**	**97.6%**	**97.2%**	**97.8%**
	Valley Line	AM Peak	*98.0%*	98.2%	98.2%	98.3%	98.7%
		PM Peak	*97.5%*	100.0%	97.7%	99.3%	98.5%
		Total Peak		**99.0%**	**98.0%**	**98.8%**	**98.6%**
		Off Peak Weekday	*96.5%*	98.3%	97.3%	98.4%	97.4%
		Weekend	*96.5%*	98.8%	97.5%	93.3%	97.4%
	Port Jervis	**Overall**	***95.5%***	**97.8%**	**95.0%**	**91.0%**	**94.4%**
	Line	AM Peak	*96.0%*	97.6%	93.6%	91.7%	95.2%
		PM Peak	*96.0%*	100.0%	95.2%	88.8%	94.0%
		Total Peak		**98.8%**	**94.5%**	**90.0%**	**94.5%**
		Off Peak Weekday	*95.0%*	97.3%	95.3%	93.8%	94.1%
		Weekend	*95.0%*	97.2%	95.4%	88.2%	94.8%
Operating Statistics		**Trains Scheduled**		**1,664**	**18,411**	**1,604**	**19,849**
		Avg. Delay per Late Train (min) excluding trains canceled or terminated		17.8	19.3	23.9	20.6
		Trains Over 15 min. Late excluding trains canceled or terminated	*80*	11	255	43	272
		Trains Canceled		0	28	3	54
		Trains Terminated		4	50	5	49
		Percent of Scheduled Trips Completed	*99.8%*	99.8%	99.6%	99.5%	99.5%

Metro-North Railroad

DECEMBER 2011 STANDEE REPORT

East of Hudson

			DEC 2010	YTD 2010	DEC 2011	YTD 2011	
Daily Average AM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	1	0	2	
		Total Standees	**0**	**1**	**0**	**2**	
	Harlem Line	Program Standees	0	0	0	0	
		Add'l Standees	0	10	0	5	
		Total Standees	**0**	**10**	**0**	**5**	
	New Haven Line	Program Standees	0	2	0	54	*
		Add'l Standees	80	59	9	96	
		Total Standees	**80**	**61**	**9**	**150**	
	EAST OF HUDSON TOTAL - AM PEAK		**80**	**72**	**9**	**157**	
Daily Average PM Peak	Hudson Line	Program Standees	0	0	0	0	
		Add'l Standees	0	4	0	2	
		Total Standees	**0**	**4**	**0**	**2**	
	Harlem Line	Program Standees	0	0	0	0	
		Add'l Standees	0	7	0	7	
		Total Standees	**0**	**7**	**0**	**7**	
	New Haven Line	Program Standees	0	1	0	61	*
		Add'l Standees	78	81	21	99	
		Total Standees	**78**	**82**	**21**	**160**	
	EAST OF HUDSON TOTAL - PM PEAK		**78**	**93**	**21**	**169**	

West of Hudson

			DEC 2010	YTD 2010	DEC 2011	YTD 2011
Daily Average AM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	WEST OF HUDSON TOTAL - AM PEAK		**0**	**0**	**0**	**0**
Daily Average PM Peak	Port Jervis Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	Pascack Valley Line	Program Standees	0	0	0	0
		Add'l Standees	0	0	0	0
		Total Standees	**0**	**0**	**0**	**0**
	WEST OF HUDSON TOTAL - PM PEAK		**0**	**0**	**0**	**0**

Definitions

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

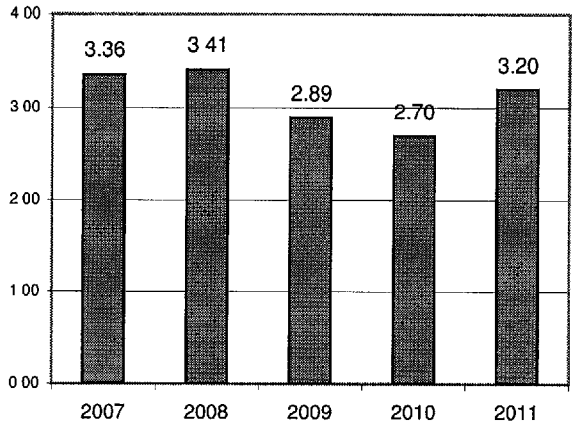
"**Program Standees**" is the average number of customers in excess of programmed seating capacity.
"**Additional Standees**" reflect the impact of reduced train car consists (as reported in the weekday equipment reports)

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

* **Programmed Standees based on reduced winter schedule effective February 7 through March 6, 2011 on the New Haven Line.**

Operations Planning and Analysis/jp

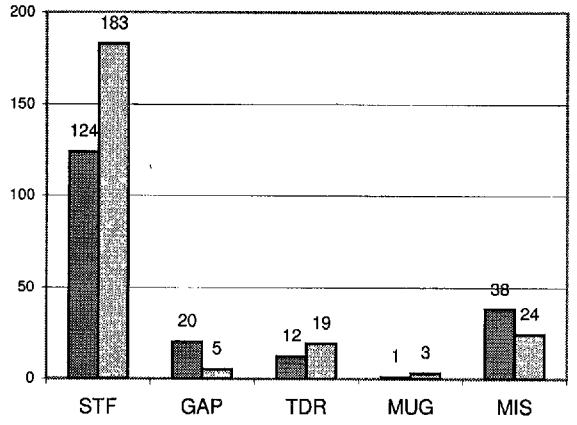
MTA Metro-North Railroad
Summary of Customer/Contractor Injuries thru November



Total Customer Injuries

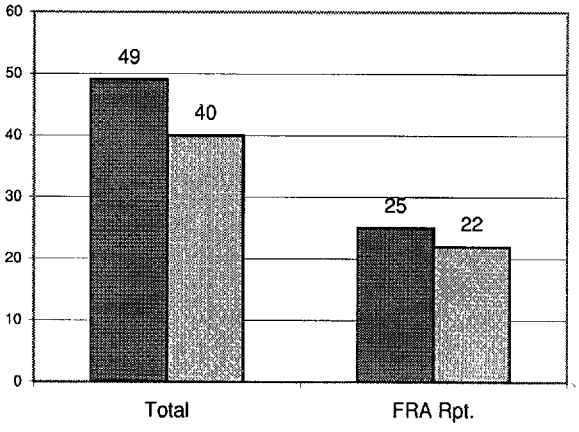
Year	Total	Total FI*
2007	240	3.36
2008	254	3.41
2009	206	2.89
2010	195	2.70
2011	234	3.20

% change from last year: 18.6%



Top 5 Customer Injuries by Type

Year	Slip/Trip/ Fall	Gap	Train Doors	Mugging	Misc.
2010	124	20	12	1	38
2011	183	5	19	3	24
% Chg	47.6%	-75.0%	58.3%	200.0%	-36.8%

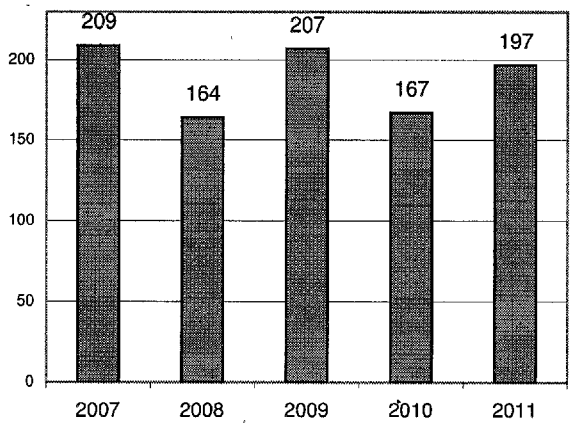


Contractor Injuries

Year	Total	FRA Rpt.
2010	49	25
2011	40	22
% Chg	-18.4%	-12.0%

* - Injuries per 1,000,000 rides

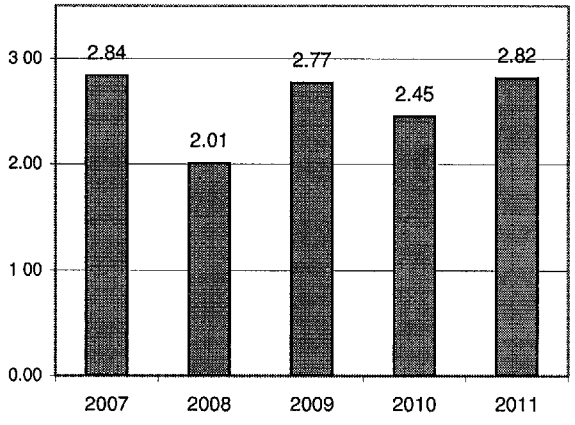
MTA Metro-North Railroad
Summary of Employee Injuries thru November



Total Employee Injuries

Year	Total
2007	209
2008	164
2009	207
2010	167
2011	197

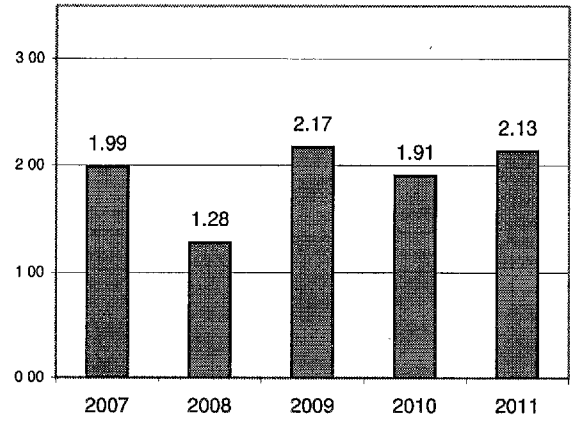
% change from last year: 18.0%



Employee FRA Reportable Injuries

Year	Total	FRA FI*
2007	160	2.84
2008	116	2.01
2009	161	2.77
2010	139	2.45
2011	161	2.82

% change from last year: 14.8%



Employee Lost Time and Restricted Duty Injuries

Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2007	62	50	1.10	0.89	1.99
2008	50	24	0.87	0.42	1.28
2009	110	16	1.89	0.28	2.17
2010	90	18	1.59	0.32	1.91
2011.	95	27	1.66	0.47	2.13

% change from last year: 12.0%

* - Injuries per 200,000 hours worked

Metro-North Railroad

Financial and Ridership Report
January 2012

MTA METRO-NORTH RAILROAD

FINANCIAL STATEMENTS – MID YEAR FORECAST

MONTH ENDED: NOVEMBER 30, 2011

OFFICE OF VICE PRESIDENT OF FINANCE & INFORMATION SYSTEMS

MTA METRO-NORTH RAILROAD
NOVEMBER 2011 FINANCIAL AND RIDERSHIP REPORT
EXECUTIVE SUMMARY

Financial results through November as compared to the Mid-Year Forecast were favorable as both the net operating deficit and the net cash deficit were below projected levels. Total operating revenues were slightly higher than the Mid Year Forecast (0.2%), while operating expenditures (excluding non-cash expenses) were 2.3% lower than projected. Capital program expenditures (and reimbursements) were $10.8 million higher than the Mid-Year Forecast.

Ridership

Total rail ridership was 6.9 million riders for the month and 74.7 million riders year-to-date.

East of Hudson

- Month of November ridership of 6.9 million was 1.4% higher than the Mid-Year Forecast and reflects the impact of higher ridership over the Thanksgiving holiday weekend. Compared to 2010, ridership for the month was 3.0% higher.
- November YTD ridership of 73.2 million was 0.3% lower than projected due to August ridership losses from Tropical Storm Irene and the impact of the October 29 snowstorm. Compared to 2010, year-to-date November ridership was 1.2% higher.
- Commutation ridership was 0.1% higher year-to-date and 0.7% higher for the month vs. the Mid-Year Forecast. Compared to 2010, November year-to-date commutation ridership was 1.4% higher.
- Non-commutation ridership was 0.8% lower year-to-date reflecting losses from Tropical Storm Irene and the October 29 snowstorm. Non-commutation ridership for the month was 2.4% higher reflecting higher Thanksgiving holiday ridership. Compared to 2010, November year-to-date non-commutation ridership was 0.9% higher.

West of Hudson

- The suspension of Port Jervis Line service due to Tropical Storm Irene resulted in West of Hudson ridership that was 12.6% lower year-to-date compared to the Mid-Year Forecast and 11.0% lower than 2010. Port Jervis Line service was restored on November 28.

Revenue

- Total Revenue of $740.7 million through November was $12.2 million (1.7%) higher than the Mid-Year Forecast.
- Fare Box Revenue of $516.0 million through November was $1.9 million (0.4%) lower than the Mid-Year Forecast primarily due to Tropical Storm Irene and October snowstorm ridership losses.
- Other Operating Revenue of $44.1 million was $3.3 million higher through November primarily due to higher GCT net retail revenues.
- Capital and Other Reimbursements of $180.6 million was $10.9 million higher through November due primarily to timing differences/rescheduling of capital project activity.

Expenses

- Total Expenses of $1,305.2 million through November were $24.5 million (1.8%) lower than the Mid-Year Forecast. Most of the underrun was due primarily to timing differences in reimbursable and non-reimbursable material usage and lower non-cash accruals for depreciation, offset by costs incurred for Port Jervis line reconstruction and alternate service costs as well as East of Hudson repairs due to damages incurred from Tropical Storm Irene.
- Straight-time labor costs through November were $4.1 million lower than the Mid-Year Forecast (1.0%) reflecting vacancies offset by vacation buyback allowances paid in August.
- Overtime through November exceeded the Mid-Year Forecast by $8.1 million due to Tropical Storm Irene coverage, Port Jervis Line reconstruction efforts, October snowstorm coverage, capital project work for several track and signal projects, track repairs, NHL car fleet repairs to meet daily consist requirements, and service coverage for holidays and Yankee Stadium events.

Financial Performance Measures

- Adjusted Farebox Operating Ratio of 67.8% through November was 1.8% higher than the Mid Year Forecast due to lower expenses.
- Adjusted Cost per Passenger of $11.72 through November was $0.26 lower than projected also due to lower expense levels.
- Revenue per Passenger of $7.14 through November was on-target to the Mid-Year Forecast.

MTA METRO-NORTH RAILROAD
NOVEMBER 2011 FINANCIAL REPORT

REVENUE

Total Revenue – $12.2 million (1.7%) higher than the Mid-Year Forecast through November.

- **Fare Box Revenue** – $1.9 million (0.4%) lower than the Mid-Year Forecast for the year primarily due to ridership losses from Tropical Storm Irene and other weather emergencies. Fare Box Revenue was $0.7 million (1.4%) higher for the month due to higher ridership on the Thanksgiving holiday weekend.
- **Other Operating Revenue** – year-to-date revenues were $3.3 million higher than the Mid-Year Forecast primarily due to higher GCT net retail revenue. For the month, Other Operating Revenue was $1.8 million higher than projected primarily due to timing differences in recording Vanderbilt Hall Holiday Fair revenue (forecasted in September, recorded in November).
- **Capital and Other Reimbursements** – $10.9 million higher year-to-date and $4.8 million higher for the month due primarily to timing differences/rescheduling in expenditures for the Danbury Branch Signal System, Track programs, GCT Leaks Remediation and the West Haven station project.

EXPENSES

Total Expenses - YTD was $24.5 million or 1.8% lower than the Mid-Year Forecast due primarily to timing differences in reimbursable and non-reimbursable material usage and lower non-cash accruals for depreciation, offset by costs incurred for Port Jervis Line reconstruction and alternate service costs as well as East of Hudson repairs due to infrastructure damages from Tropical Storm Irene. For the month, expenses were $0.9 million (0.7%) higher than the Mid-Year Forecast.

- **Labor expenses** (including fringes and overhead recoveries) were $6.6 million (0.9%) higher than the Mid-Year Forecast primarily due to higher overtime costs ($8.1 million) resulting from Tropical Storm Irene coverage and repair costs, October snowstorm coverage, reimbursable project work for several track and signal projects, right-of-way maintenance (including mud spot repairs), NHL car fleet maintenance and yard operations to meet daily train consist requirements, and service coverage for holidays and Yankee Stadium events. For the month, labor expenses were $0.7 million higher than the Mid-Year Forecast.
- **Non–Labor Expenses**

  Total non-labor expenses were $15.9 million lower than the Mid-Year Forecast for the year. For the month, non-labor expenses were $2.4 million higher.
  - **Traction and Propulsion Power** – $2.4 million lower for the year and $1.0 million lower for the month vs. the Mid-Year Forecast.
  - **Fuel for Buses and Trains** – $0.5 million lower for the year and $0.3 million lower for the month vs. the Mid-Year Forecast.
  - **Claims** – YTD settlement payments were $2.6 million lower than the Mid-Year Forecast and $0.4 million lower for the month.
  - **Maintenance & Other Operating Contracts** – year-to-date expenditures were $17.9 million higher than the Mid-Year Forecast due primarily to costs incurred for Port Jervis Line reconstruction and alternate service costs as well as East of Hudson repairs due to infrastructure damages from Tropical Storm Irene, and timing differences in reimbursable charges ($22.7 million) for the Danbury Branch Signal System project and GCT Leak Remediation projects. These increases were partially offset by timing differences for locomotive overhauls, Harlem River Lift Bridge repairs and various maintenance services. For the month, expenditures were $5.9 million higher than the Mid-Year Forecast primarily due to timing differences in payments for the Danbury Branch Signal project.
  - **Professional Services** – were below Mid-Year Forecast by $6.9 million for the year primarily due to rescheduling of bridge inspections and security guard expenditures, as well as timing differences in software customization services and reimbursable M-8 car project costs. For the month, expenditures were $0.5 million lower than the Mid-Year Forecast.
  - **Materials & Supplies**– year-to-date expenditures were $22.1 million below the Mid-Year Forecast due to timing differences in reimbursable capital project activity ($12.6 million for the West Haven Station, Danbury Branch Signal System, NH Component Change Out Shop, and track replacement projects), and lower expenditures for maintenance equipment, rolling stock material, and favorable inventory valuation adjustments. For the month Materials & Supplies were $2.2 million lower than the Mid-Year Forecast.
  - **Other Business Expenses** –costs were higher than the Mid-Year Forecast by $0.6 million year-to-date and $0.8 million for the month primarily due to timing differences in expenditures.
- **Depreciation and Other Non Cash Liability Adjustments** - $15.1 million lower than the Mid-Year Forecast year-to-date and $2.2 million lower for the month due to timing.

CASH DEFICIT

Cash Deficit through October was $35.9 million below the Mid-Year Forecast primarily due to timing differences in non-reimbursable non-payroll expenditures and reimbursements for capital projects.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2011
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$48.752	$49.418	$0.666	1.4	$0 000	$0.000	$0.000	-	$48 752	$49.418	$0 666	1.4
Vehicle Toll Revenue	0.000	0.000	0 000	-	0 000	0.000	0.000	-	0.000	0.000	0 000	-
Other Operating Revenue	3.360	5 191	1 831	54.5	0 000	0.000	0.000	-	3 360	5 191	1.831	54.5
Capital & Other Reimbursements												
MTA	0.000	0.000	0.000	-	10.328	5 370	(4 958)	(48.0)	10.328	5.370	(4.958)	(48.0)
CDOT	0.000	0.000	0 000	-	4 445	13 894	9 449	*	4 445	13 894	9 449	*
Other	0 000	0 000	0 000	-	1 005	1 345	0.340	33.8	1 005	1.345	0.340	33 8
Total Capital and Other Reimbursements	0 000	0.000	0 000	-	15 779	20 609	4.830	30.6	15 779	20.609	4.830	30 6
Total Revenue/Receipts	**$52.113**	**$54.609**	**$2.497**	**4.8**	**$15.779**	**$20.609**	**$4.830**	**30.6**	**$67.891**	**$75.218**	**$7.327**	**10.8**
Expenses												
Labor												
Payroll	$33 401	$32.734	$0.667	2.0	$3.742	$3 744	($0.002)	(0 0)	$37 143	$36.478	$0.665	1 8
Overtime	4 992	5 747	(0.755)	(15.1)	1.258	1 860	(0.602)	(47.9)	6 250	7 607	(1.357)	(21.7)
Health and Welfare	6 705	6.583	0.121	1.8	0 992	1 066	(0.074)	(7.5)	7 696	7 649	0.047	0 6
OPEB Current Payment	1 293	1.359	(0.065)	(5.0)	0 000	0 000	0 000	-	1 293	1.359	(0 065)	(5.0)
Pensions	4 477	4 416	0.061	1.4	0 557	0 515	0 042	7.6	5 035	4.931	0 104	2.1
Other Fringe Benefits	6 952	6.917	0.036	0 5	0 857	1 026	(0 169)	(19.7)	7 809	7 943	(0 133)	(1 7)
Reimbursable Overhead	(3.110)	(3.010)	(0.100)	(3.2)	3.101	2 986	0.115	3 7	(0 009)	(0 024)	0 016	*
Total Labor	**$54.711**	**$54.745**	**($0.034)**	**(0.1)**	**$10.507**	**$11.197**	**($0.690)**	**(6.6)**	**$65.218**	**$65.942**	**($0.724)**	**(1.1)**
Non-Labor												
Traction and Propulsion Power	$5.593	$4.557	$1.036	18.5	$0 000	$0 000	$0.000	-	$5 593	$4 557	$1.036	18 5
Fuel for Buses and Trains	1 892	1.567	0.325	17.2	0 000	0 000	0.000	-	1 892	1 567	0.325	17.2
Insurance	0 865	0 837	0.028	3.2	0 378	0 428	(0.050)	(13.2)	1 243	1.265	(0.022)	(1 8)
Claims	0 816	0.417	0 399	48.9	0 000	0 000	0 000	-	0 816	0 417	0 399	48 9
Paratransit Service Contracts	0 000	0 000	0 000	-		0 000	0 000	-	0 000	0 000	0 000	-
Maintenance and Other Operating Contracts	11.660	11.117	0.543	4.7	1 712	8.203	(6.491)	*	13 371	19 320	(5 948)	(44.5)
Professional Service Contracts	3.267	3.040	0 227	7.0	0 453	0.217	0.236	52.1	3.720	3 257	0 463	12 4
Materials & Supplies	9 059	9 051	0 008	0.1	2 709	0.511	2.198	81.1	11.768	9.562	2 206	18.7
Other Business Expenses	1 379	2.180	(0.801)	(58 1)	0.020	0.053	(0 033)	*	1.399	2.233	(0.834)	(59 6)
Total Non-Labor	**$34.531**	**$32.766**	**$1.765**	**5.1**	**$5.271**	**$9.412**	**($4.141)**	**(78.5)**	**$39.803**	**$42.178**	**($2.375)**	**(6.0)**
Other Adjustments												
Other	0 000	0.000	0.000	-	0 000	0 000	0.000	-	0 000	0.000	0 000	-
Total Other Adjustments	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**
Total Expenses before Non-Cash Liability Adjs.	**$89.242**	**$87.511**	**$1.731**	**1.9**	**$15.779**	**$20.609**	**($4.830)**	**(30.6)**	**$105.021**	**$108.120**	**($3.099)**	**(3.0)**
Depreciation	19 090	16 939	2.151	11.3	0 000	0 000	0.000	-	19 090	16 939	2 151	11.3
OPEB Obligation	4.690	4.690	0.000	0 0	0 000	0 000	0.000	-	4 690	4 690	0 000	0 0
Environmental Remediation	0 000	0.000	0 000	-	0 000	0.000	0.000	-	0 000	0.000	0.000	-
Total Expenses	**$113.022**	**$109.140**	**$3.882**	**3.4**	**$15.779**	**$20.609**	**($4.830)**	**(30.6)**	**$128.800**	**$129.749**	**($0.948)**	**(0.7)**
Net Surplus/(Deficit)	**($60.909)**	**($54.531)**	**$6.378**	**10.5**	**$0.000**	**$0.000**	**$0.000**	**-**	**($60.909)**	**($54.531)**	**$6.378**	**10.5**
Cash Conversion Adjustments												
Depreciation	19 090	16.939	(2 151)	(11.3)	0 000	0 000	0 000	-	19 090	16.939	(2.151)	(11.3)
Operating/Capital	(0 824)	(0 991)	(0 167)	(20,2)	0 000	0 000	0.000	-	(0 824)	(0.991)	(0.167)	(20.2)
Other Cash Adjustments	12 101	6 945	(5.156)	(42 6)	0 000	0 000	0 000	-	12 101	6 945	(5 156)	(42 6)
Total Cash Conversion Adjustments	**$30.366**	**$22.893**	**($7.473)**	**(24.6)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$30.366**	**$22.893**	**($7.473)**	**(24.6)**
Net Cash Surplus/(Deficit)	**($30.543)**	**($31.638)**	**($1.095)**	**(3.6)**	**$0.000**	**$0.000**	**$0.000**	**-**	**($30.543)**	**($31.638)**	**($1.095)**	**(3.6)**

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November Year-To-Date
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$517 898	$515 958	($1.940)	(0 4)	$0 000	$0.000	$0.000	-	$517 898	$515.958	($1.940)	(0 4)
Vehicle Toll Revenue	0 000	0 000	0.000	-	0.000	0.000	0.000	-	0 000	0.000	0.000	-
Other Operating Revenue	40.800	44 106	3.306	8.1	0.000	0 000	0.000	-	40 800	44.106	3 306	8.1
Capital & Other Reimbursements												
MTA	0 000	0 000	0.000	-	94 283	77 604	(16 679)	(17 7)	94 283	77.604	(16 679)	(17.7)
CDOT	0.000	0 000	0.000	-	65.009	85.673	20 664	31 8	65.009	85 673	20 664	31.8
Other	0.000	0.000	0 000	-	10.443	17.309	6 866	65 7	10.443	17 309	6.866	65.7
Total Capital and Other Reimbursements	0 000	0.000	0.000	-	169.735	180.586	10 851	6 4	169.735	180 586	10.851	6.4
Total Revenue/Receipts	**$558.698**	**$560.064**	**$1.366**	**0.2**	**$169.735**	**$180.586**	**$10.851**	**6.4**	**$728.433**	**$740.650**	**$12.217**	**1.7**
Expenses												
Labor												
Payroll	$356 488	$354 165	$2.323	0 7	$40 529	$38 754	$1 775	4 4	$397.017	$392 919	$4.098	1 0
Overtime	50.132	55 374	(5.242)	(10.5)	14.008	16 868	(2.860)	(20.4)	64 140	72.242	(8.102)	(12 6)
Health and Welfare	71 419	70 678	0 741	1.0	10.184	10 269	(0 085)	(0 8)	81.603	80.947	0.657	0 8
OPEB Current Payment	14.114	14.916	(0 802)	(5.7)	0 000	0.000	0 000	-	14 114	14.916	(0.802)	(5 7)
Pensions	47 742	47.619	0.123	0.3	5.452	4.902	0 550	10 1	53.194	52.521	0.673	1.3
Other Fringe Benefits	74 378	74 703	(0.325)	(0.4)	9 425	10 189	(0 764)	(8.1)	83 803	84.892	(1.089)	(1 3)
Reimbursable Overhead	(34.515)	(33 005)	(1.510)	(4.4)	33.973	34 471	(0.498)	(1.5)	(0.542)	1.466	(2.008)	*
Total Labor	**$579.759**	**$584.450**	**($4.691)**	**(0.8)**	**$113.570**	**$115.453**	**($1.883)**	**(1.7)**	**$693.329**	**$699.903**	**($6.573)**	**(0.9)**
Non-Labor												
Traction and Propulsion Power	$59.102	$56 696	$2.406	4.1	$0 000	$0 000	$0 000	-	$59 102	$56 696	$2.406	4 1
Fuel for Buses and Trains	23.034	22 503	0 532	2.3	0 000	0.000	0.000	-	23.034	22.503	0.532	2 3
Insurance	9 368	9 150	0.218	2.3	3.684	3.919	(0 235)	(6 4)	13.052	13.069	(0.017)	(0 1)
Claims	8 438	5.884	2.553	30.3	0.000	0 000	0 000	-	8.438	5.884	2 553	30 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	93 846	89.008	4.839	5.2	19.399	42.133	(22.734)	*	113.245	131.141	(17 895)	(15 8)
Professional Service Contracts	33 277	27 961	5.316	16.0	3.948	2 370	1.578	40.0	37 225	30.331	6 894	18 5
Materials & Supplies	81 987	72 468	9.519	11.6	29 578	16 999	12.579	42.5	111 565	89.467	22.098	19 8
Other Business Expenses	14.488	14 968	(0.480)	(3 3)	(0 445)	(0 288)	(0.157)	(35.3)	14 043	14.680	(0.637)	(4 5)
Total Non-Labor	**$323.541**	**$298.639**	**$24.902**	**7.7**	**$56.164**	**$65.133**	**($8.969)**	**(16.0)**	**$379.705**	**$363.772**	**$15.933**	**4.2**
Other Adjustments												
Other	0.000	0.000	0 000	-	0.000	0.000	0 000	-	0.000	0.000	0.000	-
Total Other Adjustments	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**
Total Expenses before Non-Cash Liability Adjs.	**$903.300**	**$883.089**	**$20.211**	**2.2**	**$169.735**	**$180.586**	**($10.851)**	**(6.4)**	**$1,073.034**	**$1,063.675**	**$9.360**	**0.9**
Depreciation	199.596	186 442	13.155	6 6	0.000	0 000	0.000	-	199.596	186 442	13 155	6.6
OPEB Obligation	51.585	51.585	0.000	0 0	0.000	0 000	0.000	-	51 585	51 585	0 000	0 0
Environmental Remediation	5.427	3 490	1.937	35.7	0.000	0 000	0 000	-	5.427	3.490	1.937	35.7
Total Expenses	**$1,159.908**	**$1,124.606**	**$35.303**	**3.0**	**$169.735**	**$180.586**	**($10.851)**	**(6.4)**	**$1,329.643**	**$1,305.192**	**$24.451**	**1.8**
Net Surplus/(Deficit)	**($601.211)**	**($564.542)**	**$36.669**	**6.1**	**$0.000**	**$0.000**	**($0.000)**	**-**	**($601.211)**	**($564.542)**	**$36.669**	**6.1**
Cash Conversion Adjustments												
Depreciation	199.596	186 442	(13.155)	(6.6)	0.000	0 000	0.000	-	199.596	186.442	(13.155)	(6.6)
Operating/Capital	(10.087)	(7 666)	2.421	24.0	0.000	0 000	0.000	-	(10.087)	(7 666)	2 421	24.0
Other Cash Adjustments	62.121	72 040	9.919	16 0	0.000	0 000	0 000	-	62.121	72 040	9 919	16.0
Total Cash Conversion Adjustments	**$251.631**	**$250.816**	**($0.815)**	**(0.3)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$251.631**	**$250.816**	**($0.815)**	**(0.3)**
Net Cash Surplus/(Deficit)	**($349.580)**	**($313.726)**	**$35.854**	**10.3**	**$0.000**	**$0.000**	**($0.000)**	**-**	**($349.580)**	**($313.726)**	**$35.854**	**10.3**

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

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
NOVEMBER, 2011
($ in millions)

		Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance
OTHER OPERATING REVENUE	Non-Reimb	$1.831	54.5%	Reflects higher GCT net revenues primarily due to timing differences in recording Holiday Fair revenue and lower expenditures for GCT revenue funded projects (timing) and retail operations expenses.	$3.306	8.1%	Reflects higher GCT net revenues due to higher Vanderbilt Hall activity and lower expenditures for GCT revenue funded projects (timing) and retail operations expenses, as well as higher outlying station rent, parking and commissary revenue, partially offset by lower advertising revenue
CAPITAL AND OTHER REIMBURSEMENTS	Reimb	$4 830	30 6%	Higher reimbursements reflect timing differences in payments and scheduling changes in capital project activity.	$10 851	6 4%	Higher reimbursements reflect timing differences in payments and scheduling changes in capital project activity (primarily higher costs for Danbury Branch Signal System and track projects offset by rescheduling of the West Haven Station project)
OVERTIME	Non-Reimb	($0.755)	(15.1%)	Primarily reflects October 29th snow storm costs, Port Jervis Line reconstruction work, train service/yard operations coverage and vacancy coverage for critical track and signal positions	($5 242)	(10.5%)	Reflects Tropical Storm Irene coverage requirements, Port Jervis Line reconstruction, October 29th snow storm coverage, track program work (including mud spot repairs), Yankee Stadium and holiday service coverage, NHL fleet maintenance and yard operations to repair older, less reliable, M-2, M-4, and M-6 car fleets, and an accelerated HVAC car maintenance program that was delayed due to storm-related repair work earlier in the year.
	Reimb	($0.602)	(47.9%)	Reflects higher than projected activity on the Mainline High Speed Turnouts and the Cyclical Track Program 2011	($2.860)	(20 4%)	Reflects higher than projected activity on the Danbury Branch Signal System, C-28 Track Project, Cyclical Track Program 2011 and the C-29 Track Project
HEALTH AND WELFARE	Reimb	($0.074)	(7.5%)	Reflects higher project activity.			
OPEB CURRENT PAYMENT	Non-Reimb	($0.065)	(5.0%)	Variance is primarily due to the reclassification of medical coverage payments for the spouses of retirees from the Health & Welfare category to the OPEB Current Payment category.	($0.802)	(5.7%)	Variance is primarily due to the reclassification of medical coverage payments for the spouses of retirees from the Health & Welfare category to the OPEB Current Payment category (reflects Feb-Nov payment adjustment).
PENSIONS	Reimb	$0 042	7.6%	Reflects rate differentials and other adjustments	$0.550	10.1%	Reflects rate differentials and other adjustments.
OTHER FRINGE BENEFITS	Reimb	($0.169)	(19 7%)	Reflects higher labor costs	($0.764)	(8.1%)	Reflects higher labor costs.
TRACTION AND PROPULSION POWER	Non-Reimb	$1.036	18.5%	Primarily due to lower consumption on the H&H lines and lower prices on the NH line.			
FUEL FOR BUSES & TRAINS	Non-Reim	$0 325	17.2%	Primarily due to payment timing differences as well as lower consumption on the NH line, partially offset by higher consumption on the H&H lines.			

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
NOVEMBER, 2011
($ in millions)

		Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance
INSURANCE	Reimb	($0.050)	(13 2%)	Reflects higher project activity	($0.235)	(6 4%)	Reflects higher project activity.
CLAIMS	Non-Reimb	$0.399	48.9%	Lower than projected settlements during the period	$2.553	30 3%	Lower than projected settlements during the period.
MAINTENANCE AND OTHER OPERATING CONTRACTS	Non-Reimb	$0.543	4.7%	Lower than projected expenditures due to timing differences for Genesis locomotive overhaul program and maintenance services for track, buildings and equipment as well as lower costs for GCT welfare facility renovation (transfer to Operating Capital), occupancy and weed control & clearing. These decreases are partially offset by higher costs for Port Jervis Line reconstruction and alternate services costs as well as East of Hudson repairs due to infrastructure damages incurred from Tropical Storm Irene, also higher NJT Subsidy Payments.	$4.839	5.2%	Lower than projected expenditures due to timing differences for maintenance services for track, buildings and equipment, Genesis locomotive overhaul program and Harlem River Lift Bridge Fender System repairs as well as lower costs for GCT welfare facility renovation (transfer to Operating Capital), telephones, occupancy, weed control & clearing, Meadowlands training, Hudson Rail Link and higher cost recoveries from Amtrak These decreases are partially offset by higher costs for Port Jervis Line reconstruction and alternate services costs as well as East of Hudson repairs due to infrastructure damages incurred from Tropical Storm Irene, also higher NJT Subsidy Payments and ferry service expense.
	Reimb	($6.491)	(*)	Reflects under estimation of cable plow contract on the Danbury Branch Signal System partially offset by lower activity on the West of Hudson Track Program, Overhead Bridge Program and the GCT Leaks Remediation.	($22.734)	(*)	Reflects under estimation of the cable plow contract on the Danbury Branch Signal System and the possible duplicate billing plus higher activity on the GCT Leaks Remediation.
PROFESSIONAL SERVICE CONTRACTS	Non-Reimb	$0.227	7.0%	Lower than projected expenditures for occupational health services, security services/consulting and medical services	$5.316	16.0%	Lower than projected expenditures due to the rescheduling of Bridge Inspections and security services as well as timing differences in software customization services, NHL BSC costs and outside training These decreases are partially offset by higher legal and witness fees and MTA Police Services
	Reimb	$0.236	52 1%	Reflects lower activity on the on the NHL - EMU Fleet Replacement project partially offset by the West Haven Station.	$1.578	40.0%	Reflects lower activity on the on the NHL - EMU Fleet Replacement project which is under review with the project manager partially offset by higher activity on the Positive Train Control
MATERIAL AND SUPPLIES	Non-Reimb				$9.519	11.6%	Primarily reflects timing differences in expenditures for rolling stock parts & supplies, other equipment purchases, inventory valuation adjustments, data processing equipment, hvac material and switch heaters.
	Reimb	$2.198	81.1%	Reflects a correction to a duplicate charge from inventory on the 2011 Cyclical Track Program and lower activity on the Positive Train Control.	$12.579	42.5%	Reflects delay of activity on the following projects West Haven Station, Danbury Branch Signal System, NH Rail Yard - Component Change out Shop, Signal System Replacement Program, Cyclical Track Program, Yankee Stadium Station, C29 Track Program and the GCT Switch & Track Renewal Program.

MTA METRO-NORTH RAILROAD
ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCE BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
NOVEMBER, 2011
($ in millions)

		Current Month vs. Mid-Year Forecast			Year to Date vs. Mid-Year Forecast		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance	Variance Fav (Unfav) $	Variance Fav (Unfav) %	Reason for Variance
OTHER BUSINESS EXPENSES	Non-Reimb	($0.801)	(58 1%)	Higher than projected expenditures for other miscellaneous expenses (mostly due to timing of payments for MofW winter gear), uniforms, shoe & tool reimbursement, meal allowance and tuition reimbursement.			
	Reimb	($0.033)	(*)	Reflects higher though insignificant amounts on various projects.	($0 157)	(35.3%)	Reflects higher though insignificant amounts on various projects.
DEPRECIATION	Non-Reimb	$2.151	11.3%	Reflects timing differences in project completions.	$13.155	6 6%	Reflects timing differences in project completions.
ENVIRONMENTAL REMEDIATION	Non-Reimb				$1.937	35.7%	Lower than forecasted environmental remediation expense during the period.
OPERATING CAPITAL	Non-Reimb	($0.167)	(20 3%)	Reflects higher than projected activity on the Lockers/Furniture for crew Facility and the Commissary Relocation partially offset by lower than anticipated activity on the Crew management System and the Replacement of CW 102 Wrecking Crane.	$2 421	24.0%	Reflects primarily lower than projected activity on the Replacement of CW 102 Wrecking Crane, Crew Management System, Pave Mott Haven Complex Yard and the Purchase Rolling Stock Radios projects.

* Variance exceeds 100%.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
($ in millions)

	November 2011				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Receipts	$49.284	$49 530	$0.246	0 5	$523 666	$523.044	($0.622)	(0.1)
Toll Receipts	0.000	0 000	0 000	-	0.000	0 000	0.000	-
Other Operating Receipts	5.239	8 045	2.806	53 6	61.319	70 307	8.988	14.7
Capital & Other Reimbursements								
MTA	12.064	1.815	(10 249)	(85.0)	79.384	51.551	(27.833)	(35.1)
CDOT	4.171	5.332	1.161	27 8	65.917	72 215	6.298	9.6
Other	1.204	0.496	(0.708)	(58 8)	15.483	15.372	(0.111)	(0.7)
Total Capital and Other Reimbursements	17.439	7.643	(9.796)	(56.2)	160.784	139.138	(21.646)	(13.5)
Total Receipts	**$71.962**	**$65.218**	**($6.744)**	**(9.4)**	**$745.769**	**$732.489**	**($13.280)**	**(1.8)**
Expenditures								
Labor								
Payroll	$33 657	$31 744	$1 913	5.7	$390.629	$384.738	$5.891	1.5
Overtime	5.145	6.373	(1 228)	(23 9)	63.937	71.972	(8 035)	(12 6)
Health and Welfare	7.799	7 779	0 020	0 3	87.994	87 279	0.715	0.8
OPEB Current Payment	1 420	1.785	(0.365)	(25 7)	13.830	15 425	(1.595)	(11 5)
Pensions	4.981	4.986	(0 005)	(0.1)	55.081	55.118	(0.037)	(0.1)
Other Fringe Benefits	5.245	5.015	0 230	4 4	84.594	84.543	0.051	0.1
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0 000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0 000	0 000	-
Total Labor	**$58.247**	**$57.682**	**$0.565**	**1.0**	**$696.065**	**$699.075**	**($3.010)**	**(0.4)**
Non-Labor								
Traction and Propulsion Power	$5.593	$4.136	$1.457	26.1	$55.704	$53 091	$2.613	4.7
Fuel for Buses and Trains	2.092	1 346	0.746	35.7	22.692	21.366	1.326	5.8
Insurance	2 398	0.835	1 563	65.2	10.484	5.373	5.111	48.8
Claims	0.983	0 455	0 528	53 7	9 162	6.766	2.396	26 2
Paratransit Service Contracts	0 000	0.000	0 000	-	0.000	0 000	0.000	-
Maintenance and Other Operating Contracts	15.231	18.009	(2.778)	(18 2)	135.276	125.346	9.930	7.3
Professional Service Contracts	3.828	1.757	2 071	54.1	31.406	19 127	12 279	39.1
Materials & Supplies	11.882	10.336	1.546	13 0	112.741	95.597	17.144	15.2
Other Business Expenditures	2.251	2.300	(0.049)	(2.2)	21.819	20.474	1.345	6.2
Total Non-Labor	**$44.258**	**$39.174**	**$5.084**	**11.5**	**$399.284**	**$347.140**	**$52.144**	**13.1**
Other Adjustments								
Other	0.000	0 000	0 000	-	0 000	0.000	0 000	-
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0 000	0.000	-
Total Other Adjustments	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**
Total Expenditures	**$102.505**	**$96.856**	**$5.649**	**5.5**	**$1,095.349**	**$1,046.215**	**$49.134**	**4.5**
Net Cash Deficit (excludes Opening Cash Balance)	**($30.543)**	**($31.638)**	**($1.095)**	**(3.6)**	**($349.580)**	**($313.726)**	**$35.854**	**10.3**
Subsidies								
MTA	23.291	27.307	4.016	17.2	262.290	228.115	(34.175)	(13.0)
CDOT	7.252	7.382	0.130	1.8	85.216	81.134	(4.082)	(4.8)
Total Subsidies	**$30.543**	**$34.689**	**$4.146**	**13.6**	**$347.506**	**$309.249**	**($38.257)**	**(11.0)**
Cash Timing and Availability Adjustment	**$0.000**	**$1.147**	**$1.147**	**-**	**$2.074**	**8.675**	**$6.601**	*

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

JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
($ in millions)

	November, 2011			Year-To-Date as of November 30, 2011		
	Variance Fav (Unfav)			Variance Fav (Unfav)		
Generic Receipt or Expense Category	$	%	Reason for Variance	$	%	Reason for Variance
OTHER OPERATING REVENUE	2.806	53.6%	Timing in the receipts for parking, for retail expense payments higher advertising receipts for the month ($0.3m), as well as higher miscellaneous revenues due to a refund from Metlife for overpayments	8.988	14 7%	Higher net GCT revenue due to payment timing differences for retail operation expenses, as well as higher Amtrak cost recoveries ($0 4m), parking revenue, and miscellaneous receipts, partially offset by lower advertising receipts.
CAPITAL AND OTHER REIMBURSEMENTS						
MTA	(10.249)	(85.0%)	Lower project activity as well as receipt timing differences.	(27.833)	(35.1%)	Primarily due to receipt timing differences.
CDOT	1.161	27.8%	Higher project activity, partially offset by receipt timing differences.	6.298	9.6%	Higher project activity for the Danbury Signal project, partially offset by receipt timing differences.
OTHER	(0.708)	(58.8%)	Receipt timing differences.			
PAYROLL	1.913	5.7%	Higher vacancies as well as payment timing differences.			
OVERTIME	(1.228)	(23.9%)	Primarily due to the October snowstorm, vacancy coverage, right-of-way maintenance, Port Jervis Line reconstruction efforts, and higher capital project activity for several track and signal projects.	(8.035)	(12.6%)	Reflects Tropical Storm Irene and October snowstorm coverage, Port Jervis Line reconstruction activity, higher reimbursable project work for several track and signal projects, track maintenance (including mud spot repairs), NHL fleet maintenance and yard operations to meet daily train consist requirements, and service coverage for holidays and Yankee Stadium events.
OPEB CURRENT PAYMENT	(0.365)	(25.7%)	Higher payments due to increase in retirees.	(1.595)	(11.5%)	Higher payments due to increase in retirees.
TRACTION AND PROPULSION POWER	1.457	26 1%	Lower H/H consumption, lower NHL price, as well as payment timing differences.			
FUEL FOR TRAINS	0.746	35.7%	Due to payment timing differences as well as lower NHL consumption, partially offset by higher H&H usage.	1.326	5.8%	Due to payment timing differences as well as lower NHL consumption, partially offset by higher H&H usage.
INSURANCE	1.563	65.2%	Timing difference in premium payments for force account and property insurance, as well as lower payments for station liability and automotive insurance premiums.	5.111	48.8%	Timing difference in premium payments for force account, station liability, automobile, excess liability, and lower property insurance.
CLAIMS	0.528	53.7%	Lower injury payments for the month.	2 396	26.2%	Lower personal injury payments for the period.

* Variance exceeds 100%

JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
EXPLANATION OF VARIANCE BETWEEN FORECAST AND ACTUAL RESULTS
($ in millions)

	November, 2011			Year-To-Date as of November 30, 2011		
	Variance Fav (Unfav)			Variance Fav (Unfav)		
Generic Receipt or Expense Category	$	%	Reason for Variance	$	%	Reason for Variance
MAINTENANCE & OTHER OPERATING CONTRACTS	(2.778)	(18.2%)	Payment timing difference for Port Jervis lease (-$3.5m paid in November; forecasted in December), and higher capital project activity costs for Danbury Signal project (-$5.9m), partially offset by lower payments in the month for equipment overhauls ($1 4m), NJT subsidy ($1.9m), utility costs ($0.9m), and other miscellaneous contractual expenses ($2.4m)	9.930	7.3%	Timing difference in payments for NJ Transit subsidy, equipment repairs, telephones, as well as other miscellaneous contract services, partially offset by payment for Port Jervis Line lease ahead of forecast, as well as capital construction expenses (primarily Danbury Branch Signal project) and higher bus & transfer costs related to Pt Jervis Line alternate service plan.
PROFESSIONAL SERVICE CONTRACTS	2.071	54 1%	Lower payments for capital engineering, security sevices, and other miscellaneous services.	12.279	39 1%	Lower costs in the period for engineering services, as well as payment timing differences for NHL BSC costs, and lower payments for security services, data center charges, medical services, and other miscellaneous services.
MATERIALS & SUPPLIES	1.546	13.0%	Lower capital project expenditures ($2.3m), partially offset by payment timing differences for all other material purchases.	17.144	15 2%	Lower purchases of material for Connecticut capital projects ($5.6m for West Haven Station, $2.8m for Danbury Branch Signal and other signal improvements, $3.2m for rail and track material, and other capital programs), as well as lower payments for data processing and hardware equipment, rolling stock, signal, and other various material
OTHER BUSINESS EXPENSES				1.345	6.2%	Lower payments in the period for uniforms, real estate and other various taxes, financial services, travel & business, as well as other miscellaneous expenses.
MTA SUBSIDY RECEIPTS	4 016	17.2%	Higher subsidy draw due to the change in available bank balance, as well as a higher net cash.	(34 175)	(13.0%)	Lower subsidy draw due to a lower net cash deficit and the change in available bank balance, partially offset by lower CDOT subsidy payments.
CDOT SUBSIDY RECEIPTS	0 130	1 8%		(4 082)	(4 8%)	Lower payments primarily due to adjustments for estimate to actual deficit for the period of February through July.
TOTAL SUBSIDY RECEIPTS	4 146	13 6%		(38.257)	(11.0%)	

* Variance exceeds 100%

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENT)
($ in millions)

	November 2011				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$0 532	$0.112	($0.420)	(79.0)	$5.768	$7 086	$1.318	22.8
Toll Revenue	0.000	0.000	0 000	-	0 000	0 000	0.000	-
Other Operating Revenue	1 879	2.854	0.975	51.9	20 519	26 201	5.682	27.7
Capital & Other Reimbursements		0 000			0.000	0.000		
MTA	1.736	(3.555)	(5 291)	*	(14 899)	(26.053)	(11.154)	(74.9)
CDOT	(0 274)	(8.562)	(8 288)	*	0 908	(13 458)	(14.366)	*
Other	0 199	(0.849)	(1.048)	*	5 040	(1 937)	(6.977)	*
Total Capital and Other Reimbursements	1.660	(12.966)	(14.626)	*	(8 951)	(41 448)	(32.497)	*
Total Revenue/Receipts	**$4.071**	**($10.000)**	**($14.071)**	*	**$17.336**	**($8.161)**	**($25.497)**	*
Expenditures								
Labor								
Payroll	$3 486	$4 734	$1 248	35 8	$6 388	$8 181	$1.793	28 1
Overtime	1 105	1.234	0 129	11.7	0 203	0 270	0.067	33.0
Health and Welfare	(0.103)	(0 130)	(0 027)	(26 3)	(6 391)	(6.332)	0.058	0.9
OPEB Current Payment	(0 127)	(0 426)	0 000		0 284	(0 509)	(0.793)	*
Pensions	0 054	(0 055)	(0 109)	*	(1.887)	(2 597)	(0.710)	(37.6)
Other Fringe Benefits	2.564	2 928	0 363	14 2	(0.791)	0 349	1.140	*
GASB Account	0 000	0 000	0 000	-	0 000	0.000	0.000	-
Reimbursable Overhead	(0.009)	(0 024)	(0 016)	*	(0.542)	1.466	2.008	*
Total Labor	**$6.971**	**$8.260**	**$1.289**	**18.5**	**($2.736)**	**$0.828**	**$3.563**	*
Non-Labor.								
Traction and Propulsion Power	$0.000	$0.421	$0.421	*	$3 398	$3.605	$0.207	6.1
Fuel for Buses and Trains	(0.200)	0.221	0 421	*	0.342	1.137	0.794	*
Insurance	(1.155)	0 430	1.585	*	2.568	7.696	5.128	*
Claims	(0.167)	(0 038)	0.129	77.3	(0 724)	(0.882)	(0.157)	(21.7)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	(1.860)	1.311	3.170	*	(22 031)	5.795	27.825	*
Professional Service Contracts	(0.108)	1.500	1.608	*	5.819	11.204	5.385	92.5
Materials & Supplies	(0.114)	(0.774)	(0 660)	*	(1.176)	(6.130)	(4.954)	*
Other Business Expenses	(0.852)	(0.067)	0.785	92.1	(7 776)	(5.794)	1.982	25.5
Total Non-Labor	**($4.455)**	**$3.004**	**$7.459**	*	**($19.579)**	**$16.632**	**$36.211**	*
Other Adjustments:								
Other	0.000	0 000	0 000	-	0.000	0 000	0.000	-
Total Other Adjustments	**$0.000**	**$0.000**	**$0.000**	-	**$0.000**	**$0.000**	**$0.000**	-
Total Expenditures Adjustments before Non-Cash Liability Adjs.	**$2.516**	**$11.264**	**$8.748**	*	**($22.315)**	**$17.460**	**$39.774**	*
Depreciation	19.090	16 939	(2 151)	(11.3)	199.596	186.442	(13 155)	(6.6)
OPEB Obligation	4 690	4 690	0 000	0.0	51 585	51.585	0.000	0.0
Environmental Remediation	0 000	0.000	0 000	-	5.427	3.490	(1.937)	(35.7)
Total Expenditures Adjustments	**$26.295**	**$32.893**	**$6.597**	25.1	**$234.294**	**$258.977**	**$24.683**	10.5
Total Cash Conversion Adjustments	**$30.366**	**$22.893**	**($7.473)**	**(24.6)**	**$251.631**	**$250.816**	**($0.815)**	**(0.3)**

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

MTA METRO-NORTH RAILROAD
July Financial Plan - 2011 Mid Year Forecast
2011 Non-Reimbursable/Reimbursable Overtime
November 2011
($ in millions)

	Monthly						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:												
Direct Service [1]	42,752	$2.1	48,021	$2.5	(5,269)	($0.4)	409,606	$20 6	454,231	$23 4	(44,625)	($2 8)
					(12 3%)	(17.7%)					(10.9%)	(13 5%)
Programmed Maintenance	15,404	0 8	21,087	$1.0	(5,683)	(0 3)	148,283	7 3	189,347	$9 2	(41,064)	(1 9)
					(36 9%)	(36 9%)					(27 7%)	(26.3%)
Total Scheduled	58,156	$2.9	69,108	$3 5	(10,952)	($0.7)	557,889	$27.9	643,578	$32.7	(85,689)	($4 7)
					(18.8%)	(22 8%)					(15 4%)	(16 8%)
UNSCHEDULED:												
Vacancy/Absentee Coverage	19,848	$1 0	20,125	$1 0	(277)	($0 0)	189,087	$9 3	204,077	$9 7	(14,990)	($0 4)
					(1.4%)	(1.4%)					(7 9%)	(3.8%)
Weather Emergencies	16,033	0 8	17,920	0 9	(1,887)	(0.1)	200,755	9 8	176,307	$8.6	24,448	1 2
					(11.8%)	(11.7%)					12 2%	12.6%
Maintenance	4,528	0 2	2,477	0 1	2,051	0.1	38,821	1.9	58,172	$2.8	(19,351)	(0 9)
					45.3%	45 1%					(49 8%)	(46.1%)
Emergencies	-	0 0	-	0.0	-	0.0	-	0 0	-	$0.0	-	0 0
Safety/Security/Law Enforcement [2]	-	0 0	-	0.0	-	0.0	-	0 0	-	$0 0	-	0 0
All Other [3]	2,243	0 1	4,130	0 2	(1,887)	(0.1)	23,134	1.1	34,380	$1 7	(11,246)	(0 5)
					(84.1%)	(84.1%)					(48 6%)	(47 6%)
Total Unscheduled	42,652	$2 1	44,652	$2.2	(2,000)	($0.1)	451,797	$22 2	472,936	$22.7	(21,139)	($0.5)
					(4.7%)	(4.7%)					(4 7%)	(2 4%)
TOTAL NON-REIMBURSABLE OVERTIME:	**100,808**	**$5.0**	**113,760**	**$5.7**	**(12,952)**	**($0.8)**	**1,009,686**	**$50.1**	**1,116,514**	**$55.4**	**(106,828)**	**($5.2)**
					(12.8%)	**(15.1%)**					**(10.6%)**	**(10.5%)**
REIMBURSABLE OVERTIME	25,159	$1.3	34,047	$1 9	(8,888)	($0.6)	299,667	$14.0	318,209	$16 9	(18,542)	($2 9)
					(35.3%)	(47.8%)					(6 2%)	(20.4%)
TOTAL OVERTIME	**125,967**	**$6.2**	**147,807**	**$7.6**	**(21,840)**	**($1.4)**	**1,309,353**	**$64.1**	**1,434,723**	**$72.2**	**(125,370)**	**($8.1)**
					(17.3%)	**(21.7%)**					**(9.5%)**	**(12.6%)**

[1] Includes Service Delay and Tour Length related overtime.
[2] Not Applicable
[3] Reflects overtime for customer service and material management and other administrative functions

MTA METRO-NORTH RAILROAD
July Financial Plan - 2011 Mid Year Forecast
2011 Non-Reimbursable/Reimbursable Overtime
November 2011
($ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
SCHEDULED:						
Direct Service [1]	(5,269)	(0 4)	Train service coverage and yard operations	(44,625)	(2.8)	Train service coverage and yard operations, Holiday coverage, Yankee Stadium service coverage, and yard operations to meet consist compliance/shop loading for NHL service.
	(12 3%)	(17 7%)		(10 9%)	(13 5%)	
Programmed Maintenance	(5,683)	(0.3)	Reflects Maintenance of Way Port Jervis Line reconstruction work and cable repair work on the Hudson Line.	(41,064)	(1.9)	Reflects Maintenance of Way requirements for Port Jervis Line reconstruction work and cable repair work on the Hudson Line related to Tropical Storm Irene damages as well as program work which includes mudspot repairs and rail vacuum and rail testing programs.
	(36.9%)	(36 9%)		(27 7%)	(26 3%)	
Total Scheduled	(10,952)	($0 7)		(85,689)	($4 7)	
	-18 8%	-22 8%		-15.4%	-16 8%	
UNSCHEDULED:						
Vacancy/Absentee Coverage	(277)	($0 0)		(14,990)	($0.4)	Vacancy and Vacation coverage
	(1.4%)	(1 4%)		(7.9%)	(3 8%)	
Weather Emergencies	(1,887)	(0.1)	Reflects October 29th snowstorm coverage.	24,448	1.2	Lower than projected coverage requirements for the period - includes Hurricane Irene coverage and October 29th snowstorm requirements
	(11 8%)	(11 7%)		12.2%	12 6%	
Maintenance	2,051	0 1		(19,351)	(0 9)	Higher car maintenance requirements for the older NHL car fleet that has remained in full service due to changes in the delivery schedule of new M8 cars, and the acceleration in the HVAC car maintenance program that was delayed due to storm-related repair work that took priority over this program earlier in the year
	45.3%	45 1%		(49 8%)	(46 1%)	
Emergencies	-	-		-	-	
Safety/Security/Law Enforcement [2]	-	-		-	-	
All Other [3]	(1,887)	(0 1)		(11,246)	(0 5)	Vacancies in station cleaning positions.
	(84.1%)	(84 1%)		(48 6%)	(47 6%)	
Total Unscheduled	(2,000)	($0 1)		(21,139)	($0.5)	
	(4 7%)	(4.7%)		(4.7%)	(2 4%)	
TOTAL NON-REIMBURSABLE OVERTIME:	**(12,952)**	**($0.8)**		**(106,828)**	**($5.2)**	
	(12.8%)	**(15.1%)**		**(10.6%)**	**(10.5%)**	
REIMBURSABLE OVERTIME	(8,888)	(0 6)		(18,542)	(2 9)	Primarily higher activity on NHL Track and Signal projects.
	(35 3%)	(47.8%)		(6.2%)	(20 4%)	
TOTAL OVERTIME	**(21,840)**	**($1.4)**		**(125,370)**	**($8.1)**	
	(17.3%)	**(21.7%)**		**(9.6%)**	**(12.6%)**	

[1] Includes Service Delay and Tour Length related overtime
[2] Not Applicable
[3] Reflects overtime for customer service and material management and other administrative functions.

MTA METRO-NORTH RAILROAD
2011 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS (1)
November 30, 2011

Department	2011 Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
President	3	3	0
Labor Relations	9	8	1
Safety	16	15	1
COS/Corporate & Public Affairs	14	15	(1)
Legal	17	17	0
Claims Services	14	14	0
Environmental Compliance & Svce	7	7	0
VP Administration	3	3	0
VP Human Resources	3	3	0
Human Resources	22	19	3
Training	37	33	4
Employee Relations & Diversity	4	4	0
VP Planning	2	2	0
Operations Planning & Analysis	17	16	1
Capital Planning & Programming	13	10	3
Business Development, Facilities & Mktg (4)	21	20	1
Long Range Planning	8	8	0
VP Finance & Information Systems	2	1	1
Controller	77	80	(3)
Information Technology & Project Mgmt	96	91	5
Budget	18	15	3
Customer Service (2) (3)	44	43	1
Procurement & Material Mgmt (5)	40	39	1
Corporate	-	-	-
Total Administration	**487**	**466**	**21**
Operations			
Operations Administration	51	52	(1)
Operations Services	1,691	1,637	54
Customer Service (2) (3)	234	224	10
Business Development, Facilities & Mktg (4)	38	37	1
Metro-North West	28	33	(5)
Total Operations	**2,042**	**1,983**	**59**
Maintenance			
GCT	348	356	(8)
Maintenance of Equipment	1,289	1,245	44
Maintenance of Way	1,612	1,540	72
Procurement & Material Mgmt (5)	120	119	1
Total Maintenance	**3,369**	**3,260**	**109**
Engineering/Capital			
Construction Management	36	36	0
Engineering & Design	61	56	5
Total Engineering/Capital	**97**	**92**	**5**
Total Positions	**5,995**	**5,801**	**194**
Non-Reimbursable	**5,372**	**5,445**	**(73)**
Reimbursable	**623**	**356**	**267**
Total Full-Time	**5,994**	**5,800**	**194**
Total Full-Time-Equivalents (of part-time positions)	**1**	**1**	**0**

Notes

(1) Reflects authorized positions reduced by vacancies

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

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

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

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

MTA METRO-NORTH RAILROAD
2011 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
November 30, 2011

FUNCTION/OCCUPATION	2011 Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance
Administration (1)			
Managers/Supervisors	52	56	(4)
Professional, Technical, Clerical	435	409	26
Operational Hourlies	-	1	(1)
Total Administration	**487**	**466**	**21**
Operations (1)			
Managers/Supervisors	29	24	5
Professional, Technical, Clerical	482	455	27
Operational Hourlies	1,531	1,504	27
Total Operations	**2,042**	**1,983**	**59**
Maintenance (1)			
Managers/Supervisors	44	56	(12)
Professional, Technical, Clerical	1,007	949	58
Operational Hourlies	2,318	2,255	63
Total Maintenance	**3,369**	**3,260**	**109**
Engineering/Capital			
Managers/Supervisors	32	24	8
Professional, Technical, Clerical	65	68	(3)
Operational Hourlies		-	-
Total Engineering/Capital	**97**	**92**	**5**
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical	-	-	-
Operational Hourlies	-	-	-
Total Public Safety	**-**	**-**	**-**
Total Positions			
Managers/Supervisors	157	160	(3)
Professional, Technical, Clerical	1,989	1,881	108
Operational Hourlies	3,849	3,760	89
Total Positions	**5,995**	**5,801**	**194**

Notes

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

Totals may differ due to rounding.

MTA METRO-NORTH RAILROAD
2011 MID-YEAR FORECAST VS. ACTUALS
TOTAL FULL-TIME POSITIONS AND FULL-TIME EQUIVALENTS
November 30, 2011

Agency-wide (Non-Reimbursable and Reimbursable)	2011 Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Functional Classification:				
Operations (1)	2,042	1,983	59	Higher than projected vacancies primarily in train service positions, Operations Services non-reimbursable Operational Hourlies, Professional & Technical positions and Customer Service staff.
Maintenance (1)	3,369	3,260	109	Higher than projected vacancies primarily in Maintenance of Equipment non-reimbursable and Maintenance of Way reimbursable Operational Hourlies and Professional & Technical staff positions.
Administration (1)	487	466	21	Higher than projected Professional and Technical position vacancies in various departments.
Engineering / Capital	97	92	5	
Total Agency-wide Headcount	**5,995**	**5,801**	**194**	
Non-Reimbursable	5,372	5,445	(73)	Higher non-reimbursable emergency work dedicated to West of Hudson Port Jervis Line reconstruction efforts (particularly in the MofW Department).
Reimbursable	623	356	267	

Notes

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

MTA METRO-NORTH RAILROAD
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2011 YEAR-TO-DATE
($ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	$	$	$	$	%	$	%
Total Revenue	558.7	558.7	560.1	1.4	0.2	1.3	0.2
Total Expenses before Non-Cash Liability Adjs	903.3	891.4	883.1	20.2	2.2	8.3	0.9
Depreciation	199.6	195.2	186.4	13.2	6.6	8.7	4.5
OPEB Obligation	51.6	51.6	51.6	0.0	0.0	0.0	0.0
Environmental Remediation	5.4	5.4	3.5	1.9	35.7	1.9	35.7
Total Expenses	1,159.9	1,143.6	1,124.6	35.3	3.0	19.0	1.7
Net Surplus/(Deficit)	(601.2)	(584.9)	(564.5)	36.7	6.1	20.3	3.5

Note: Totals may not add due to rounding

MTA Metro-North Railroad
Explanation of Variances Between November Forecast and Actual
NOVEMBER 2011 YEAR-TO-DATE
($ In Millions)

	Favorable (Unfavorable) Variance		Reason for Variance
	$	%	
Total Revenue (Nonreimbursable)	1.3	0.2	Favorable variance primarily due to higher station rents and concessions, advertising revenue and lower redemptions, LaSalle charges and GCT revenue reduction project cost, partially offset by lower passenger revenue.
Total Expenses (Nonreimbursable)	19.0	1.7	The favorable variance is primarily due to non cash liability adjustments of $10.7 million. All other Operating expenditures are favorable by $8.3 million primarily due to the timing of material purchases, other operating contracts and professional service fees. These savings were partially offset by the timing of tropical storm Irene expenditures that were estimated to be paid in December.

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

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
UTILIZATION
(in millions)

	Month of November		Variance Fav (Unfav)		Year-to-Date November		Variance Fav (Unfav)	
	Mid-Year Forecast	Actual	Amount	%	Mid-Year Forecast	Actual	Amount	%
Farebox Revenue								
Harlem Line	$14.703	$14.886	$0.183	1.2	$157.238	$157.011	($0.227)	-0.1
Hudson Line	$10.838	$10.962	$0.125	1.2	$115.928	$115.008	($0.920)	-0.8
New Haven Line	$23.106	$23.526	$0.420	1.8	$243.548	$243.211	($0.337)	-0.1
Total Farebox Revenue	$48.646	$49.374 (1)	$0.728	1.5	$516.714	$515.230 (1)	($1.484)	-0.3
Ridership								
Harlem Line	2.211	2.247	0.036	1.6	24.054	24.020	(0.034)	-0.1
Hudson Line	1.320	1.332	0.012	0.9	14.508	14.386	(0.123)	-0.8
New Haven Line	3.222	3.272	0.049	1.5	34.804	34.758	(0.047)	-0.1
Total Ridership East of Hudson	6.754	6.852	0.098	1.4	73.366	73.164 (2)(3)	(0.203)	-0.3
West of Hudson	0.160	0.097	(0.063)	-39.3	1.757	1.535 (4)	(0.222)	-12.6
Total Ridership	6.914	6.949	0.035	0.5	75.123	74.699	(0.424)	-0.6

(1) Excludes West of Hudson Mail & Ride revenue totaling $0.044 million for the month and $0.727 million year-to-date.
(2) Includes estimated loss of 85,000 rides due to October 29th snow storm
(3) Includes estimated loss of 465,000 rides due to Tropical Storm Irene.
(4) Includes estimated loss of 200,000 rides due to suspension of service from 8/27/11 thru 11/27/11 due to extensive infrastructure damage from Tropical Storm Irene.

Total Ridership was 6.9 million riders for the month and 74.7 million riders year-to-date.

East of Hudson - Month of November ridership was 6.9 million which was 1.4% higher than the Mid-Year Forecast and 3% higher vs. 2010 due to higher ridership during the Thanksgiving holiday period which significantly surpassed prior year levels (6% higher than 2010 and 9% higher than 2009). November YTD ridership of 73.2 million was 0.3% lower than projected primarily due to August ridership losses from Tropical Storm Irene and the October 29 snowstorm. Compared to 2010, year-to-date November ridership was 1.2% higher. Commutation ridership was 0.1% favorable year-to-date and 0.7% higher for the month vs. the Mid-Year Forecast. Compared to 2010, November year-to-date commutation ridership was 1.4% higher. Non-commutation ridership was 0.8% lower year-to-date (reflecting losses from Tropical Storm Irene and the October 29 snowstorm). Non-commutation ridership for the month was 2.4% higher reflecting higher Thanksgiving holiday ridership. Compared to 2010, November year-to-date non-commutation ridership was 0.9% higher.

West of Hudson – The suspension of Port Jervis Line service due to Tropical Storm Irene resulted in West of Hudson ridership that was 12.6% lower year-to-date compared to the Mid-Year Forecast and 11.0% lower than 2010.

MTA METRO-NORTH RAILROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS *
NOVEMBER 2011

	MONTH			VARIANCE	
	2011	FORECAST	2010	FORECAST	2010
Farebox Operating Ratio					
Standard [1]	57.9%	56.3%	60.6%	1.6%	-2.7%
Adjusted [2]	66.2%	62.3%	na	3.9%	na
Cost per Passenger					
Standard [1]	$12.60	$12.98	$11.37	$0.38	($1.23)
Adjusted [2]	$12.48	$12.87	na	$0.39	na
Passenger Revenue/Passenger [3]	$7.29	$7.31	$6.89	($0.02)	$0.40

	YEAR-TO-DATE			VARIANCE	
	2011 [1]	FORECAST	2010	FORECAST	2010
Farebox Operating Ratio					
Standard [1]	60.3%	59.1%	59.9%	1.2%	0.4%
Adjusted [2]	67.8%	66.0%	na	1.8%	na
Cost per Passenger					
Standard [1]	$11.84	$12.09	$11.25	$0.25	($0.59)
Adjusted [2]	$11.72	$11.98	na	$0.26	na
Passenger Revenue/Passenger [3]	$7.14	$7.15	$6.74	($0.01)	$0.40

(1) Standard Farebox Operating Ratio and Cost Per Passenger indicators reflect MTA-wide adopted calculations that exclude non-cash liability adjustments· Depreciation, Other Post Employment Benefits, Environmental Remediation (GASB-49), and the NHL share of MTA Police and Business Service Center costs.

(2) Adjusted Fare Operating Ratio and Cost Per Passenger indicators have been adjusted for comparability between Metro-North and the LIRR and are being presented only at the railroad operating committees. These adjustments are not being used MTA-wide. Adjustments have been made to reflect all operating revenues and significant financial impacts that are outside management's control. These adjustments include: Inclusion of Other Operating Revenue, Removal of OPEB retiree expenses, and Inclusion of estimated farebox revenue from an equalization of the Connecticut fare structure.

(3) Includes Bar Car Services.

* Includes East and West of Hudson revenues and expenses.

MTA METRO-NORTH RAILROAD

MONTHLY RIDERSHIP REPORT

NOVEMBER 2011

Operations Planning & Analysis Department
January, 2012

NOVEMBER 2011 RIDERSHIP REPORT
MTA METRO-NORTH RAILROAD

EXECUTIVE SUMMARY

November

- November 2011 **Total MNR System Ridership** was 6.996 million vs. 6.857 million in November 2010, an increase of 138,977 passengers (+2.0%).

- November 2011 **Total Rail Ridership** was 6.948 million vs. 6.810 million in November 2010, an increase of 138,123 passengers (+2.0%).
  - **Rail Commutation Ridership** was +1.1% vs. 2010
  - **Rail Non-Commutation Ridership** was +3.3% vs. 2010

- November 2011 **East of Hudson Ridership** was 6.851 million vs. 6.654 million in November 2010, an increase of 197,436 passengers (+3.0%).

- November 2011 **West of Hudson Ridership** was 0.097 million vs. 0.156 million in November 2010, a decrease of 59,313 passengers (-37.9%). Port Jervis Line ridership continues to be adversely impacted by the suspension of service due to extensive infrastructure damage from Hurricane Irene (service was restored November 28th).

- November 2011 **Connecting Services Ridership** was 0.048 million vs. 0.047 million in November 2010, an increase of 854 passengers (+1.8%).

- November 2011 **Rail Revenue** was $50.1 million vs. $46.4 million in November 2010, an increase of $3,717,088 (+8.0%).

Year To Date

- 2011 YTD **Total MNR System Ridership** was 0.9% above '10 and 0.6% below forecast.

- 2011 YTD **Total Rail Ridership** was 0.9% above '10 and 0.6% below forecast.

- 2011 YTD **East of Hudson Ridership** was 1.2% above '10 and 0.3% below forecast.

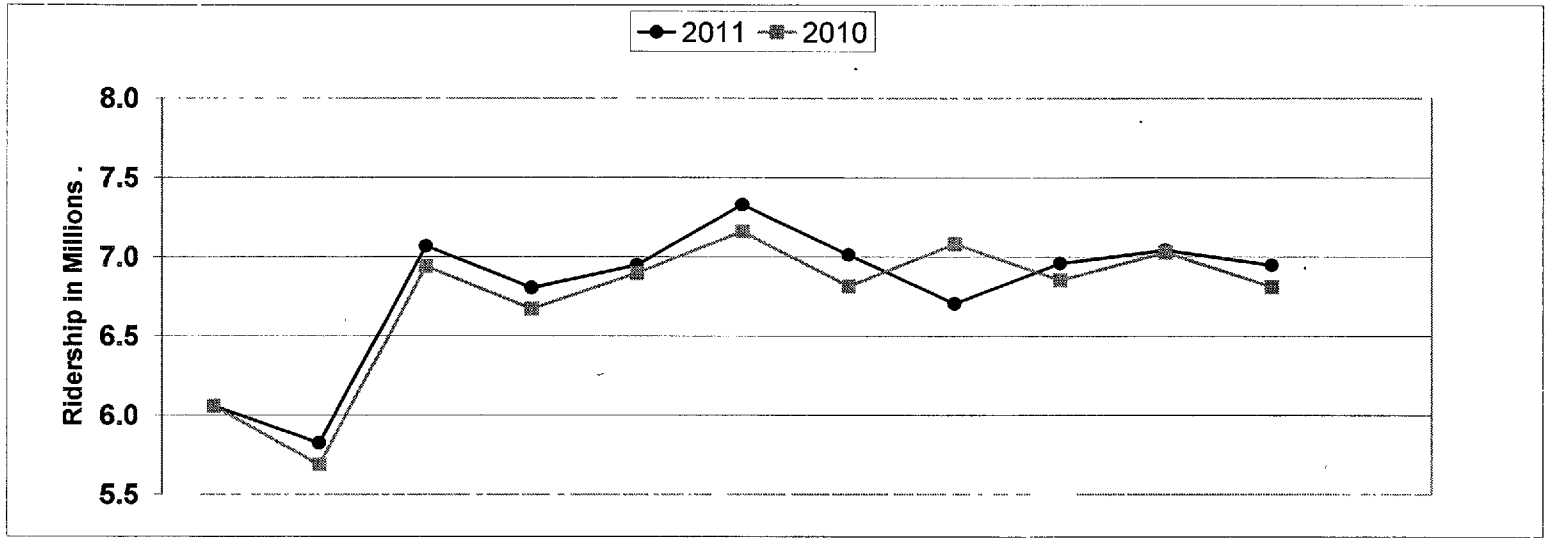
- 2011 YTD **West of Hudson ridership** was 11.0% below '10 and 12.6% below forecast.

- 2011 YTD **Connecting Services Ridership** was 2.2% below '10 and 5.0% below forecast.

- 2011 YTD **Rail Revenue** was 7.0% above '10 and 0.3% below forecast.

NOVEMBER RAIL RIDERSHIP (1)

- NOVEMBER's Total Rail Ridership was 2.0% above 2010 and 0.5% above forecast.



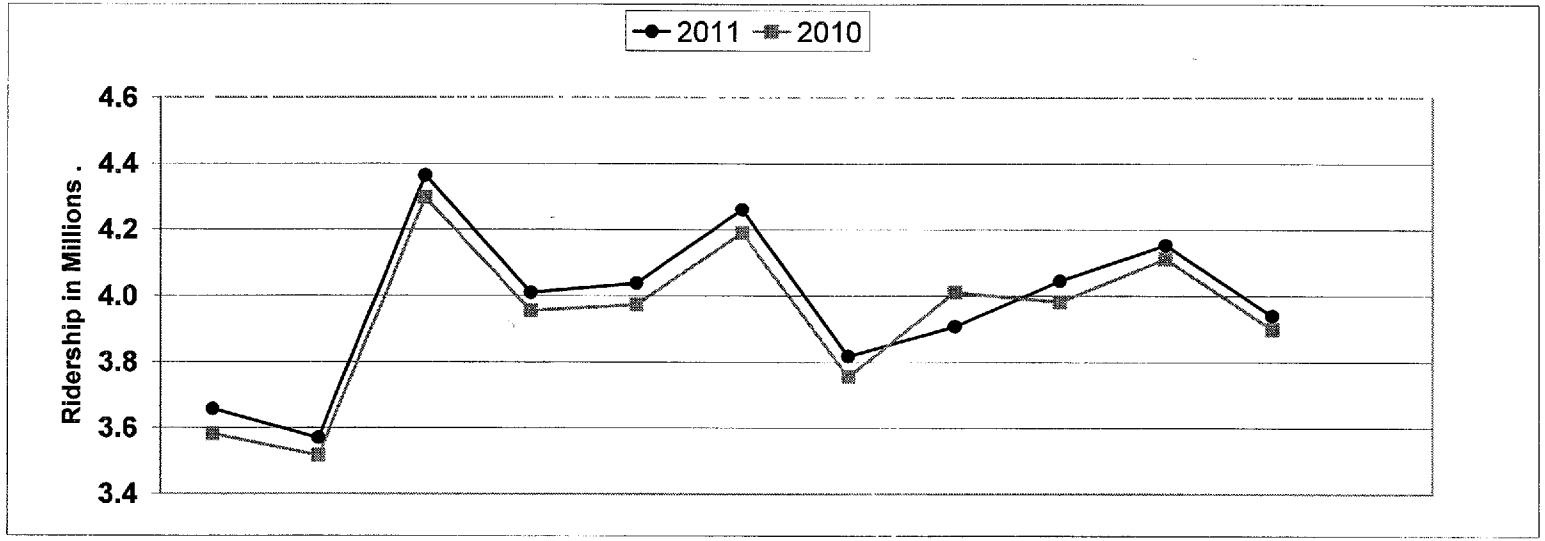
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	6.1	5.8	7.1	6.8	6.9	7.3	7.0	6.7	7.0	7.0	6.9		74.7
2010	6.1	5.7	6.9	6.7	6.9	7.2	6.8	7.1	6.9	7.0	6.8		74.0
PCT CHG.	0.0%	2.4%	1.9%	2.0%	0.8%	2.4%	2.9%	-5.4%	1.6%	0.2%	2.0%		0.9%

1) Includes East and West of Hudson

2) November Port Jervis Line ridership was adversely impacted by the suspension of service due to extensive infrastructure damage from Hurricane Irene (Service was restored on November 28th)

NOVEMBER RAIL COMMUTATION RIDERSHIP (1)

- NOVEMBER's Rail Commutation Ridership was 1.1% above 2010 and 0.1% below forecast.



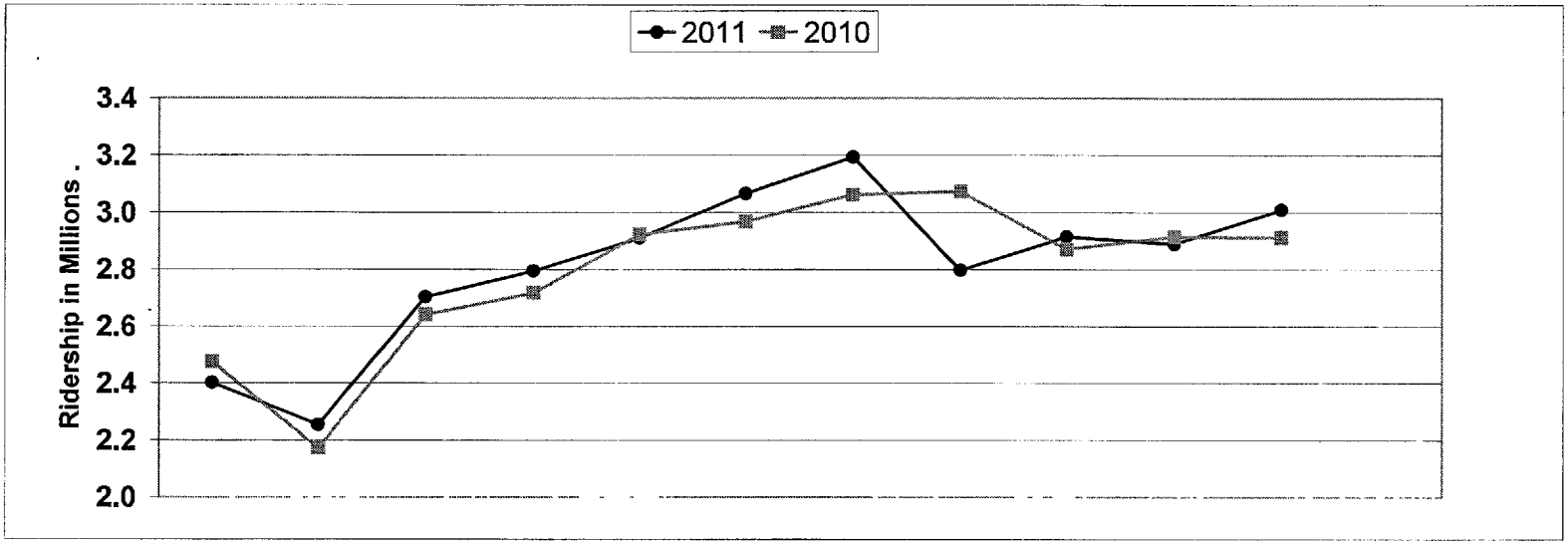
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	3.7	3.6	4.4	4.0	4.0	4.3	3.8	3.9	4.0	4.2	3.9		43.8
2010	3.6	3.5	4.3	4.0	4.0	4.2	3.8	4.0	4.0	4.1	3.9		43.3
PCT CHG.	2.1%	1.5%	1.6%	1.4%	1.6%	1.7%	1.7%	-2.5%	1.6%	1.0%	1.1%		1.1%

1) Includes East and West of Hudson

2) November Port Jervis Line ridership was adversely impacted by the suspension of service due to extensive infrastructure damage from Hurricane Irene (Service was restored on November 28th)

NOVEMBER RAIL NON-COMMUTATION RIDERSHIP (1)

- NOVEMBER's Rail Non-Commutation Ridership was 3.3% above 2010 and 1.3% above forecast.



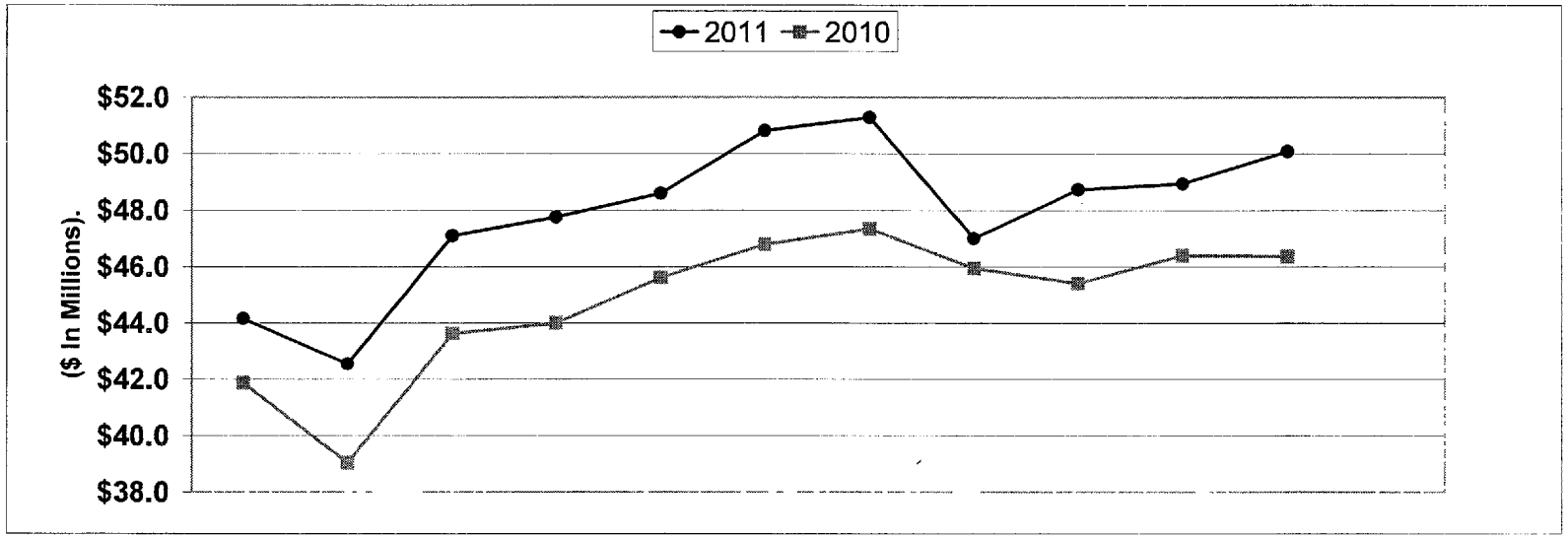
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	2.4	2.3	2.7	2.8	2.9	3.1	3.2	2.8	2.9	2.9	3.0		30.9
2010	2.5	2.2	2.6	2.7	2.9	3.0	3.1	3.1	2.9	2.9	2.9		30.7
PCT CHG.	-3.0%	3.8%	2.3%	2.9%	-0.4%	3.3%	4.3%	-9.0%	1.5%	-0.9%	3.3%		0.7%

1) Includes East and West of Hudson

2) November Port Jervis Line ridership was adversely impacted by the suspension of service due to extensive infrastructure damage from Hurricane Irene (Service was restored on November 28th)

NOVEMBER RAIL REVENUE (1)

- NOVEMBER's Total Rail Revenue was 8.0% above 2010 and 1.5% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	$44.2	$42.6	$47.1	$47.8	$48.6	$50.8	$51.3	$47.0	$48.7	$48.9	$50.1		$527.0
2010	$41.9	$39.0	$43.6	$44.0	$45.6	$46.8	$47.3	$45.9	$45.4	$46.4	$46.4		$492.4
PCT CHG.	5.5%	9.0%	8.0%	8.5%	6.5%	8.6%	8.3%	2.3%	7.3%	5.5%	8.0%		7.0%

1) Includes East and West of Hudson

2) November Port Jervis Line ridership was adversely impacted by the suspension of service due to extensive infrastructure damage from Hurricane Irene (Service was restored on November 28th)

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
NOVEMBER 2011

TICKET TYPE/SERVICE	NOVEMBER 2011	NOVEMBER 2010 (1)	CHANGE VS. 2010 AMOUNT	CHANGE VS. 2010 PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	3,878,284	3,803,583	74,701	2.0%
West of Hudson	61,680	94,972	(33,292)	-35.1%
Total Rail Commutation Ridership	**3,939,964**	**3,898,555**	**41,409**	**1.1%**
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	2,973,238	2,850,503	122,735	4.3%
West of Hudson	35,388	61,409	(26,021)	-42 4%
Total Rail Non-Commutation Ridership	**3,008,626**	**2,911,912**	**96,714**	**3.3%**
TOTAL RAIL RIDERSHIP				
East of Hudson	6,851,522	6,654,086	197,436	3 0%
West of Hudson	97,068	156,381	(59,313)	-37 9%
TOTAL RAIL RIDERSHIP	**6,948,590**	**6,810,467**	**138,123**	**2.0%**
CONNECTING SERVICES RIDERSHIP (2)	**47,530**	**46,676**	**854**	**1.8%**
TOTAL MNR SYSTEM RIDERSHIP	**6,996,120**	**6,857,143**	**138,977**	**2.0%**

Notes

1) 2010 ridership figures have been restated to eliminate calendar impacts on ridership

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

3) November Port Jervis Line ridership was adversely impacted by the suspension of service due to extensive infrastructure damage from Hurricane Irene (Service was restored on November 28th)

MTA METRO-NORTH RAILROAD
RIDERSHIP SUMMARY
2011 YEAR-TO-DATE

TICKET TYPE/SERVICE	2011 YTD	2010 YTD (1)	CHANGE VS. 2010 AMOUNT	CHANGE VS. 2010 PERCENT
RAIL COMMUTATION RIDERSHIP				
East of Hudson	42,784,630	42,183,247	601,383	1.4%
West of Hudson	980,634	1,090,595	(109,961)	-10.1%
Total Rail Commutation Ridership	**43,765,264**	**43,273,842**	**491,422**	**1.1%**
RAIL NON-COMMUTATION RIDERSHIP				
East of Hudson	30,379,070	30,093,632	285,438	0.9%
West of Hudson	554,665	633,744	(79,079)	-12.5%
Total Rail Non-Commutation Ridership	**30,933,735**	**30,727,376**	**206,359**	**0.7%**
TOTAL RAIL RIDERSHIP				
East of Hudson	73,163,700	72,276,879	886,821	1.2%
West of Hudson	1,535,299	1,724,339	(189,040)	-11.0%
TOTAL RAIL RIDERSHIP	**74,698,999**	**74,001,218**	**697,781**	**0.9%**
CONNECTING SERVICES RIDERSHIP (2)	**511,256**	**522,577**	**(11,321)**	**-2.2%**
TOTAL MNR SYSTEM RIDERSHIP	**75,210,255**	**74,523,795**	**686,460**	**0.9%**

Notes

1) 2010 ridership figures have been restated to eliminate calendar impacts on ridership

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

3) August ridership was adversely impacted by Hurricane Irene which resulted in an MTA-wide suspension of service from August 27-29 Furthermore, Port Jervis Line train service was not restored until November 28th due to extensive infrastructure damage from Hurricane Irene

MTA METRO-NORTH RAILROAD
RIDERSHIP BY LINE
NOVEMBER 2011

LINE	NOVEMBER 2011 ACTUAL	NOVEMBER 2011 FORECAST	VARIANCE VS. FORECAST		NOVEMBER 2010 RESTATED (1)	CHANGE FROM 2010	
			AMOUNT	PERCENT		AMOUNT	PERCENT
EAST OF HUDSON							
Harlem Line	2,247,344	2,210,998	36,346	1 6%	2,198,951	48,393	2 2%
Hudson Line	1,332,340	1,320,373	11,967	0 9%	1,303,840	28,500	2 2%
New Haven Line	3,271,838	3,222,379	49,459	1.5%	3,151,295	120,543	3 8%
Total East of Hudson	**6,851,522**	**6,753,750**	**97,772**	**1.4%**	**6,654,086**	**197,436**	**3.0%**
WEST OF HUDSON							
Port Jervis Line	46,692	107,603	(60,911)	-56 6%	107,453	(60,761)	-56 5%
Pascack Valley Line	50,376	52,393	(2,017)	-3 8%	48,928	1,448	3 0%
Total West of Hudson	**97,068**	**159,996**	**(62,928)**	**-39.3%**	**156,381**	**(59,313)**	**-37.9%**
TOTAL RAIL RIDERSHIP	**6,948,590**	**6,913,746**	**34,844**	**0.5%**	**6,810,467**	**138,123**	**2.0%**
CONNECTING SERVICES PROVIDED BY METRO-NORTH CONTRACTORS							
Hudson Rail Link	29,966	32,040	(2,074)	-6 5%	30,808	(842)	-2 7%
Haverstraw-Ossining Ferry	9,674	9,493	181	1 9%	9,399	275	2 9%
Newburgh-Beacon Ferry	7,890	6,534	1,356	20.8%	6,469	1,421	22 0%
Total Connecting Services	**47,530**	**48,067**	**(537)**	**-1.1%**	**46,676**	**854**	**1.8%**
TOTAL MNR SYSTEM	**6,996,120**	**6,961,813**	**34,307**	**0.5%**	**6,857,143**	**138,977**	**2.0%**

Notes

1) 2010 ridership figures have been restated to eliminate calendar impacts on ridership

2) November Port Jervis Line ridership was adversely impacted by the suspension of service due to extensive infrastructure damage from Hurricane Irene (Service was restored on November 28th)

Metro-North Railroad

Capital Program Report
January 2012

CAPITAL PROGRAM

HIGHLIGHTS

January 23, 2011 Meeting

PARKING

Cortland Parking and Access Improvements
Federal Id: NY-95-X002

Work in Progress:
- New Station Building/Platform – chain link fence poles, fabric, clean-up at overpass, signs at the parking lot and plaza, fire alarms, smoke detectors, sprinklers, soffit, gutter installation, and set elevator equipment – cab and controllers, and platform shelter.
- Station Plaza – remaining lights, ornamental fence, handrails, signage and wooden guardrail, fire and water meter pit, and existing load transfer from east side electric service. Clean-up of building plaza and toilet.
- Testing and commissioning.

Work Completed:
- New overpass: All the new overpass windows.
- Station Plaza: Canopy lighting system and stair fixtures.
- Route 9A: Beneficial walk-through of Route 9A Improvements with NYSDOT on December 9, 2011.

STATIONS

Tarrytown Station Improvements
Federal ID: NY-56-0001 ARRA Section 5309

Work in Progress:
- Installation of track 2/4 island grounding system, platform shelters, bird netting and signage.
- Installation of south overpass and track 3 platform canopy roof decks.

Work Complete:
- Demolition of all old station components except for north overpass.
- Construction of track 3 and track 2/4 island platforms.
- North and south overpass structural steel erection.
- Erection of Track 3 and track 2/4 island platform canopy structural steel.

Croton-Harmon/Peekskill Improvements

Croton-Harmon Station Status:

Work in Progress:
- Installation of bird proofing.
- Construction of platform slab on Track 2/4 platform.
- Installation of temporary roofing as needed continues.
- Installation of the Track 2/4 platform tactile warning strip commenced.
- Assembly of the Track 2/4 electric room commenced.

Work Complete:
- Installation of roofing trim material on stairs.
- Fall protection installation.
- Roofing material and flashing on upper station parapet roofs.

Peekskill Station Status:

Work in Progress:
- Lighting for southern outbound platform has commenced.
- Shop drawings for the overpass floor have commenced.
- Southern end temporary platform.

Work Complete:
- All concrete work for southern half of outbound platform.
- Installed concrete light pole bases.
- Installed edge board.

Poughkeepsie Station Improvements

Commuter Facility Improvements (Small Business Mentoring Program)

Work in Progress:
- Installing door frames.
- Installing marble counter top.
- Installation of sinks.

Work Complete:
- Installed partitions.
- Installed all accessories.

Pedestrian Walkway and Pavilion Repair

Work in Progress:
- Backfill footings.
- Verify dimensions of new steel in fabrication.

Work Complete:
- Placed concrete for new column footings.

POWER

Bridge – 23 Substation Replacement

Work in Progress:
- The 90% design was submitted to MNR and a design review meeting was held on December 20, 2011. NYPA is currently updating the design to incorporate all of Metro-North's comments.
- Fabrication shop drawings for the long lead equipment have been finalized.
- An RFP has been issued for the fabrication of the 138kV control house. An award for this component is expected in January 2012.

86th Street Substation Replacement

Work in Progress:
- The 90% Design Submission was received in the end of December 2011, and under review by MNR. Coordination for the new Con Edison services is ongoing.

110th Street Reactor Replacement Project

Work in Progress:
- The revised 90% design package to address MNR's previous comments was received the end of December 2011, and is under review by MNR.

TRACK AND STRUCTURES

Bridge Rehabilitation – Moodna Viaduct

Work in Progress:
- Lead abatement of steel; proceeding with the replacement of cross frames.
- Expansion bearing repairs.
- Preparation for replacement of the bearings located at the abutments.
- Contractor continues to make required submittals.

Note: Work will be suspended for winter when air temperatures are sustained at 35 degrees F. or lower because paint cannot be applied at those temperatures.

Harlem River Lift Bridge Cable Replacement

Work in Progress:
- 90% plans and specifications have been submitted, and are under review by MNR.

Inspection and Rehabilitation of Retaining Walls

Work in Progress:
- A draft of the Preliminary Design Report (30% design level) has been submitted and is under review by Metro-North. This report includes a recommended design solution for the new retaining wall.

Inspection, Load Rating and Underwater Inspection of Select Undergrade Bridges West of Hudson

Work in Progress:
- Consultant's inspection of select undergrade bridges is complete. Underwater inspection of two remaining bridges is scheduled for January 2012. Thirteen reports (inspection and load ratings) were submitted. Load rating of the as-built condition is complete and the load rating for as-inspected conditions is in progress.

Painting of Undergrade Bridges – East of Hudson

Work in Progress:
- The contract to perform painting of select undergrade bridges was advertised on December 21, 2011, with bids due January 23, 2012.

2011 Cyclical Track Program

Work in Progress:
- Work on the New Haven Line between CP212–217 (Woodlawn to New Rochelle) Track 1. Clean-up work will progress until April 2012.

SHOPS AND YARDS

Harmon Shop Improvements – Phase IV Stage 1

Work in Progress:
- Contractor continued with submittals.

Work Complete:
- Demolition of old trailer at south end of the yard.

GRAND CENTRAL TERMINAL

Grand Central Terminal Train Shed and Park Avenue Tunnel Inspection and Design

Work in Progress:

- Preparation of a report of train shed inspection findings, results and recommendations.
- Consultant completed separate contract documents for various work under the Tunnel Rehabilitation. The repairs under the Tunnel Rehabilitation, pertaining to the emergency exits, were advertised for bid under the Small Business Mentoring Program on December 19, 2011, with bids due mid-January 2012. The request for proposals from GEC's for the construction supervision and inspection of both tunnel rehabilitation projects scheduled to be advertised in early January 2012, with proposals due early February 2012.

ROLLING STOCK

M-8 Cars

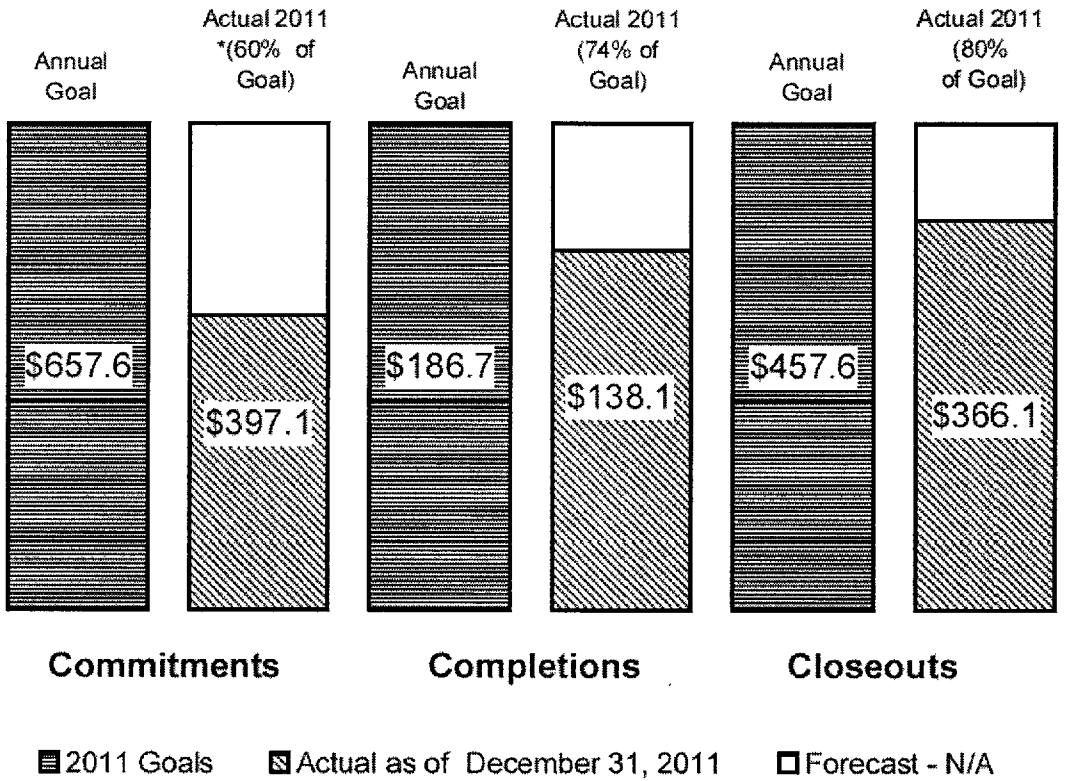
Work in Progress:

- As of the end of December 2011, 60 Cars have been conditionally accepted and were placed into revenue service, which includes 38 Kobe Cars and 22 Lincoln Cars.

2011 MNR Capital Program Goals

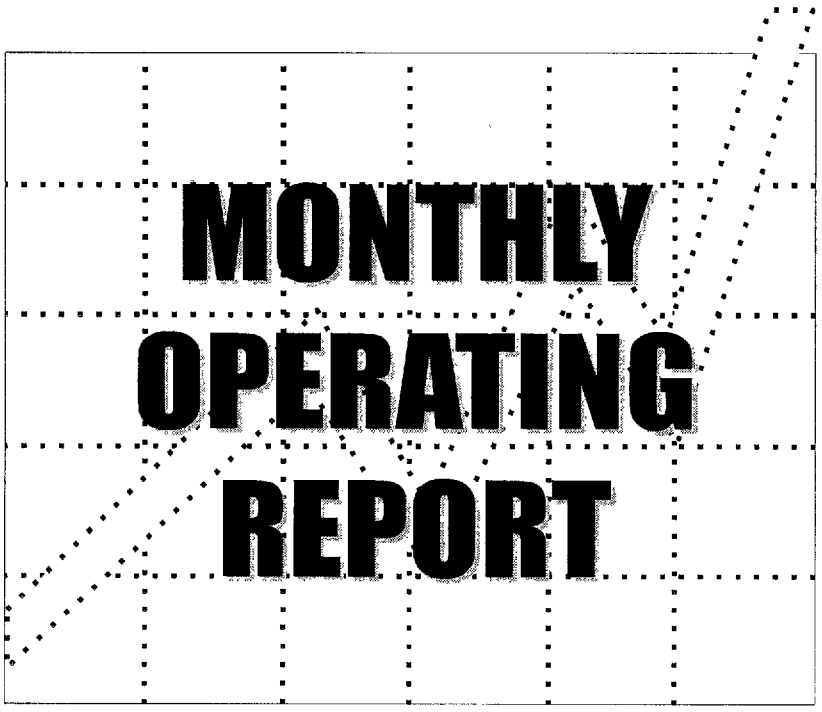
As of December 31, 2011 - Final

In Millions



(*) Includes $25.3M for work associated with West of Hudson Port Jervis Restoration.

LONG ISLAND RAIL ROAD



December 2011

Helena E. Williams
President

01/23/12 *****

Performance Summary

			2011 Data			2010 Data	
			Annual Goal	December	YTD thru December	December	YTD thru December
On Time Performance *(Trains that arrive at their final destination within 5 minutes 59 seconds of scheduled arrival time)*	**System**	**Overall**	***95.1%***	**96.0%**	**93.7%**	**92.2%**	**92.8%**
		AM Peak		95.3%	93.2%	91.2%	93.2%
		PM Peak		95.8%	90.5%	89.3%	89 3%
		Total Peak		**95.6%**	**92.0%**	**90.3%**	**91.4%**
		Off Peak Weekday		95.8%	93.9%	92.7%	92.6%
		Weekend		97.1%	95.7%	93.9%	94.8%
	Babylon Branch	**Overall**	***95.1%***	**95.6%**	**93.4%**	**91.4%**	**91.7%**
		AM Peak		94 7%	93 6%	91.7%	92.9%
		PM Peak		95 8%	90 1%	86.0%	88.0%
		Total Peak		**95.2%**	**92.0%**	**89.1%**	**90.7%**
		Off Peak Weekday		95.2%	93.2%	92 0%	91 0%
		Weekend		97.4%	96.2%	94.1%	95.3%
	Far Rockaway Branch	**Overall**	***95.1%***	**98.1%**	**96.6%**	**95.6%**	**96.3%**
		AM Peak		98.4%	94.7%	93.1%	94.5%
		PM Peak		95 0%	95 2%	96.8%	96 1%
		Total Peak		**96.8%**	**95.0%**	**94.8%**	**95.2%**
		Off Peak Weekday		98.0%	97.0%	95.3%	96.8%
		Weekend		99.8%	97.5%	97 5%	96 3%
	Huntington Branch	**Overall**	***95.1%***	**94.6%**	**92.5%**	**91.5%**	**91.5%**
		AM Peak		94.9%	92.8%	89 8%	93 4%
		PM Peak		92.9%	85.5%	87.8%	85.6%
		Total Peak		**93.9%**	**89.2%**	**88.8%**	**89.6%**
		Off Peak Weekday		93 9%	92 2%	91.6%	91 4%
		Weekend		96 2%	95.7%	93 9%	93.3%
	Hempstead Branch	**Overall**	***95.1%***	**98.2%**	**96.6%**	**96.0%**	**95.9%**
		AM Peak		95.9%	95 2%	95 7%	96 2%
		PM Peak		98 0%	93.9%	93 7%	92.2%
		Total Peak		**96.9%**	**94.6%**	**94.7%**	**94.3%**
		Off Peak Weekday		98.6%	96.9%	96.8%	96.1%
		Weekend		98.5%	98.2%	95.4%	97.3%
	Long Beach Branch	**Overall**	***95.1%***	**98.1%**	**95.8%**	**95.2%**	**95.4%**
		AM Peak		97.9%	94.7%	93 9%	94.8%
		PM Peak		98.2%	94.1%	94.3%	93.4%
		Total Peak		**98.1%**	**94.4%**	**94.1%**	**94.1%**
		Off Peak Weekday		98 3%	96.1%	96.1%	95.7%
		Weekend		97.9%	96.6%	94.6%	96 4%
	Montauk Branch	**Overall**	***95.1%***	**93.8%**	**89.1%**	**93.0%**	**89.4%**
		AM Peak		88.6%	90 5%	89 8%	92.1%
		PM Peak		93 9%	87.1%	90 3%	87.5%
		Total Peak		**90.9%**	**89.0%**	**90.0%**	**90.0%**
		Off Peak Weekday		94.7%	89 9%	95 0%	89.3%
		Weekend		95 0%	87.8%	91 9%	88 8%
	Oyster Bay Branch	**Overall**	***95.1%***	**95.7%**	**94.0%**	**92.1%**	**93.3%**
		AM Peak		96.1%	93.8%	91 8%	95 4%
		PM Peak		97 0%	89.0%	86.5%	88.7%
		Total Peak		**96.5%**	**91.6%**	**89.4%**	**92.3%**
		Off Peak Weekday		94.2%	94.3%	93.1%	93 5%
		Weekend		98.3%	96 8%	93.7%	94.2%

Long Island Rail Road

OPERATING REPORT
FOR MONTH OF DECEMBER 2011

Performance Summary			2011 Data Annual Goal	2011 Data December	2011 Data YTD thru December	2010 Data December	2010 Data YTD thru December
	Port Jefferson Branch	**Overall**	***95.1%***	**90.4%**	**90.4%**	**90.3%**	**90.1%**
		AM Peak		93.2%	91 3%	88 7%	89.2%
		PM Peak		86.4%	83.8%	85.7%	84.9%
		Total Peak		**90.0%**	**87.8%**	**87.3%**	**87.2%**
		Off Peak Weekday		88.1%	90.1%	90.7%	89.5%
		Weekend		95.6%	94.2%	93.6%	94 8%
	Port Washington Branch	**Overall**	***95.1%***	**98.2%**	**95.0%**	**94.3%**	**92.9%**
		AM Peak		97.2%	93 6%	93 1%	93 2%
		PM Peak		98.6%	92.3%	93.5%	88.8%
		Total Peak		**97.9%**	**92.9%**	**93.3%**	**90.9%**
		Off Peak Weekday		98.0%	95 2%	94 2%	92 1%
		Weekend		99 5%	98.0%	96.6%	96.9%
	Ronkonkoma Branch	**Overall**	***95.1%***	**94.2%**	**91.2%**	**83.8%**	**90.2%**
		AM Peak		94.4%	91 2%	84.6%	90.5%
		PM Peak		97 1%	90 1%	81 5%	88 5%
		Total Peak		**95.6%**	**90.7%**	**83.2%**	**89.6%**
		Off Peak Weekday		94.0%	90.6%	83.1%	90.0%
		Weekend		92 5%	93 5%	87 1%	91.7%
	West Hempstead Branch	**Overall**	***95.1%***	**97.6%**	**96.3%**	**95.4%**	**96.2%**
		AM Peak		95.5%	95.0%	94 3%	95.7%
		PM Peak		97.7%	93 9%	92.1%	94.6%
		Total Peak		**96.7%**	**94.4%**	**93.1%**	**95.1%**
		Off Peak Weekday		98 1%	97 5%	96.7%	96 1%
		Weekend		100 0%	94.4%	100.0%	98.9%
Operating Statistics	**Trains Scheduled**			**19,886**	**230,043**	**18,642**	**237,298**
	Avg. Delay per Late Train (min) excluding trains canceled or terminated			-12 1	-13.9	-12.9	-13.3
	Trains Over 15 min. Late excluding trains canceled or terminated			172	3,021	314	3,358
	Trains Canceled			31	1,172	133	1,359
	Trains Terminated			11	575	46	691
	Percent of Scheduled Trips Completed			99.8%	99.2%	99.0%	99.1%
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 6%			
		PM Peak		98.4%			
		Total Peak		98.5%			

Categories Of Delay		2011 Data			2010 Data		
		November	December	YTD Thru December	December	YTD Thru December	YTD 2011 Vs 2010
Late Train Incidents	National Rail Passenger Corp	35	3	1,003	155	1,257	(254)
	Capital Programs	4	1	185	6	233	(48)
	Engineering	102	142	1,843	189	1,896	(53)
	Penn Station Central Control	14	2	95	20	229	(134)
	Maintenance of Equipment	176	153	2,401	257	2,567	(166)
	** Other / Miscellaneous	141	103	3,699	373	4,303	(604)
	Public	383	322	4,063	378	5,001	(938)
	Transportation	34	43	717	33	1,024	(307)
	Vandalism	39	20	199	6	118	81
	Maintenance of Way (Sched.)	47	13	273	32	564	(291)

** 2011 YTD Other / Miscellaneous includes 2,775 late trains due to weather related events

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

Date	Day	DESCRIPTION OF EVENT	Number of Late Trains											
			AM Peak			PM Peak			Off Peak			TOTAL		
			L	C	T	L	C	T	L	C	T	Late	Cxld	Term
12/12	Mon	Bridge strike at Nassau Blvd, west of Merillon Avenue Station				23			6			**29**		
12/14	Wed	Broken rail east of Amityville							17	2		**17**	**2**	
12/14	Wed	Rules violation in Jay Interlocking				2			10			**12**		
12/16	Fri	Bridge strike west of Plandome Station				3	1		5	1		**8**	**2**	
12/27	Tue	Train 126 with equipment trouble in Line 3				2			14			**16**		
12/27	Tue	High winds causing infrastructure failures on multiple branches				2			15			**17**		
12/29	Thur	Broken rail Wantagh Interlocking	18						12	8		**30**	**8**	
12/30	Fri	Loss of supervisory system for Queens Interlocking	13						12	1	1	**25**	**1**	**1**
		TOTAL FOR MONTH	31	0	0	32	1	0	91	12	1	**154**	**13**	**1**
													168	

Long Island Rail Road

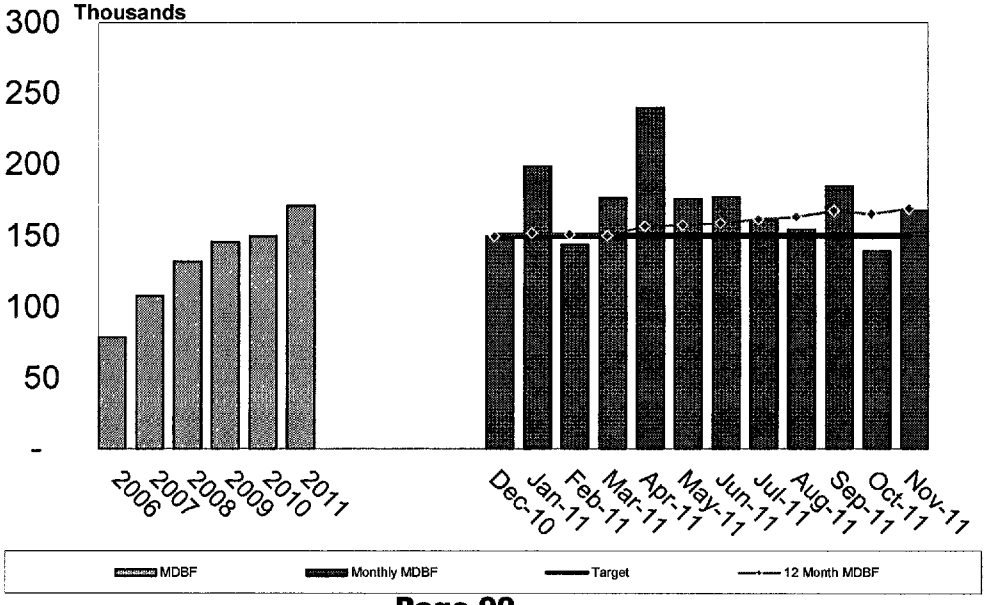
MEAN DISTANCE BETWEEN FAILURES

	Equip-ment Type	Total Fleet Size	2011 Data: MDBF Goal (miles)	2011 Data: November MDBF (miles)	2011 Data: November No of Primary Failures	2011 Data: YTD MDBF thru November (miles)	2011 Data: 12 month MDBF Rolling Avg (miles)	2010 Data: November MDBF (miles)	2010 Data: November No of Primary Failures	2010 Data: YTD MDBF thru November (miles)
Mean Distance Between Failures	M-3	150	*55,000*	109,510	5	68,059	67,087	42,517	12	56,673
	M-7	836	*350,000*	364,044	13	440,041	424,891	358,791	13	343,144
	DM	22	*18,000*	14,571	5	19,842	19,793	10,725	7	16,907
	DE	23	*18,000*	39,273	2	22,024	21,333	11,384	7	15,891
	C-3	134	*70,000*	54,992	11	65,477	66,344	107,480	6	76,836
	Diesel	179	*44,000*	42,017	18	46,177	46,147	39,982	20	44,158
	Fleet	**1,165**	***150,000***	**167,679**	**36**	**170,967**	**168,898**	**132,759**	**45**	**149,666**

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

2006 - 2011



Long Island Rail Road

OPERATING REPORT
FOR MONTH OF DECEMBER 2011

Standee Report

East Of Jamaica

			2011 Data Dec	
			AM Peak	PM Peak
Daily Average	**Babylon Branch**	Program Standees	0	0
		Add'l Standees	3	21
		Total Standees	**3**	**21**
	Far Rockaway Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	**0**	**0**
	Huntington Branch	Program Standees	80	0
		Add'l Standees	47	4
		Total Standees	**127**	**4**
	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	2	0
		Total Standees	**2**	**0**
	Montauk Branch	Program Standees	0	0
		Add'l Standees	12	0
		Total Standees	**12**	**0**
	Oyster Bay Branch	Program Standees	0	0
		Add'l Standees	6	0
		Total Standees	**6**	**0**
	Port Jefferson Branch	Program Standees	0	0
		Add'l Standees	11	0
		Total Standees	**11**	**0**
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	7	87
		Total Standees	**7**	**87**
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	15	8
		Total Standees	**15**	**8**
	West Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	0
		Total Standees	**0**	**0**
		System Wide PEAK	**183**	**120**

Definitions

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

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

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

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

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

Long Island Rail Road

OPERATING REPORT
FOR MONTH OF DECEMBER 2011

Standee Report

West Of Jamaica

			2011 Data Dec	
			AM Peak	**PM Peak**
Daily Average	**Babylon Branch**	Program Standees	0	0
		Add'l Standees	3	46
		Total Standees	**3**	**46**
	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	43	11
		Total Standees	**43**	**11**
	Hempstead Branch	Program Standees	0	0
		Add'l Standees	0	47
		Total Standees	**0**	**47**
	Long Beach Branch	Program Standees	78	0
		Add'l Standees	17	0
		Total Standees	**95**	**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	5	0
		Total Standees	**5**	**0**
	Port Washington Branch	Program Standees	0	0
		Add'l Standees	7	87
		Total Standees	**7**	**87**
	Ronkonkoma Branch	Program Standees	0	0
		Add'l Standees	1	4
		Total Standees	**1**	**4**
	West Hempstead Branch	Program Standees	2	0
		Add'l Standees	11	0
		Total Standees	**13**	**0**
		System Wide PEAK	**171**	**195**

Definitions

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

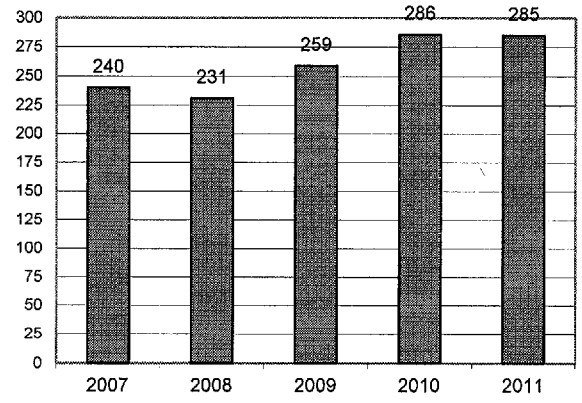
"**Program Standees**" is the average number of customers in excess of programmed seating capacity

"**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

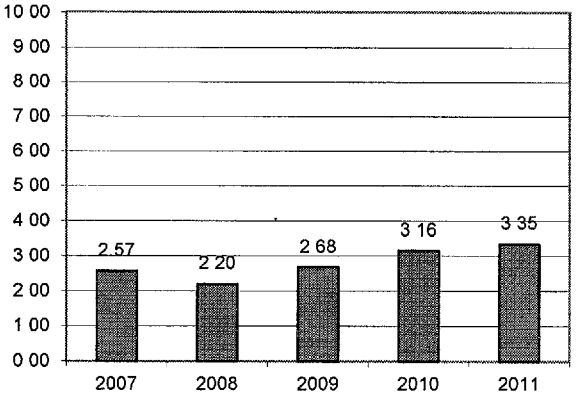
MTA Long Island Rail Road
Summary of Employee Injuries thru November



Total Employee Injuries

Year	Total
2007	240
2008	231
2009	259
2010	286
2011	285

% change from last year -0 3%

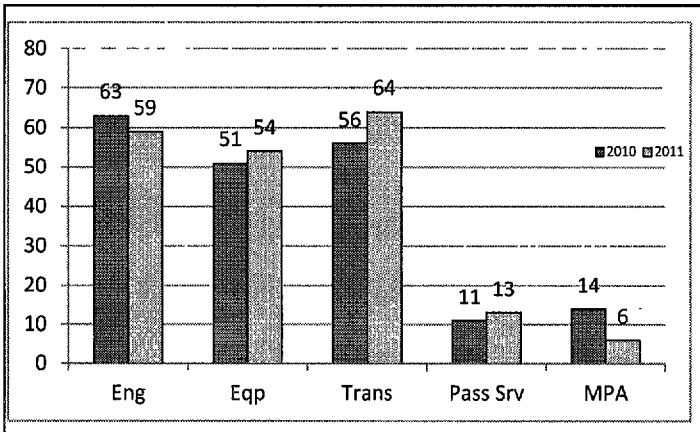


Employee FRA Reportable Injuries

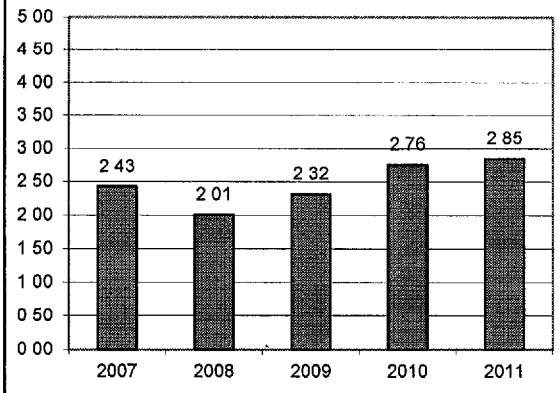
Year	Total	FRA FI*
2007	158	2.57
2008	143	2.20
2009	175	2.68
2010	192	3.16
2011	196	3.35

% change from last year 2.1%

MTA Long Island Rail Road
Summary of Employee Injuries thru November



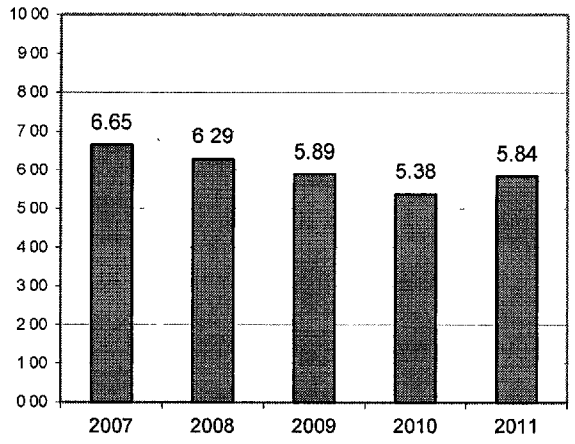
Employee Reportable Accidents Comparison by Department			
Department	2010	2011	% Change
Engineering	63	59	-6%
Equipment	51	54	6%
Transportation	56	64	14%
Pass Serv	11	13	18%
MPA	14	6	-57%



Employee Lost Time and Restricted Duty Injuries					
Year	LT	RD	LT FI*	RD FI*	LT&RD FI*
2007	145	4	2.36	0.07	2.43
2008	127	4	1.95	0 06	2.01
2009	150	1	2.30	0.02	2.32
2010	163	5	2.68	0.08	2.76
2011	165	2	2.82	0.03	2.85
			% change from last year		3 3%

* - Injuries per 200,000 hours worked

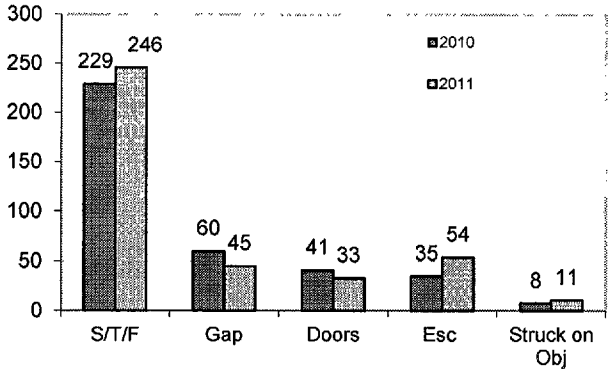
MTA Long Island Rail Road
Summary of Customer Injuries thru November



Total Customer Injuries

Year	Total	FI*
2007	524	6.65
2008	503	6.29
2009	447	5.89
2010	401	5.38
2011	431	5.84

% change from last year. 7.5%



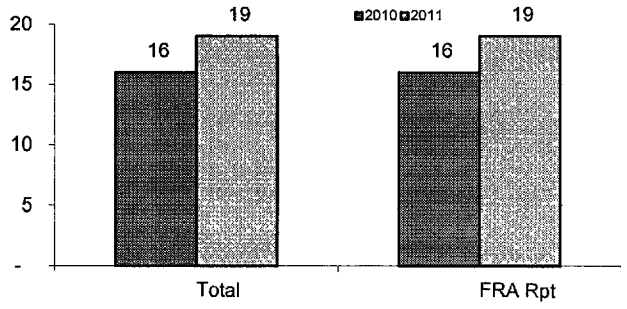
Top 5 Customer Injuries by Type

Year	Slip Trip Fall	Gap	Train Doors	Escalators	Struck on Obj
2010	229	60	41	35	8
2011	246	45	33	54	11
% Chg	7.4%	-25.0%	-19.5%	54 3%	37 5%

*- Injuries per 1,000,000 rides

MTA Long Island Rail Road

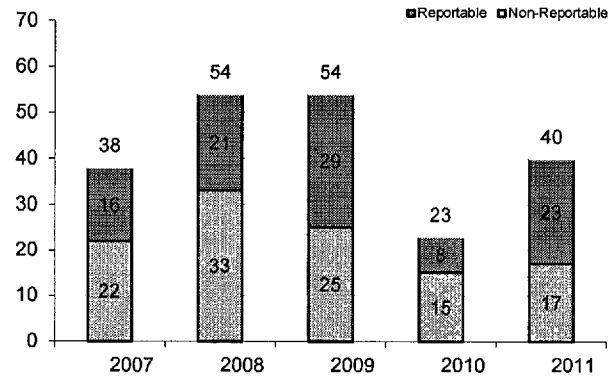
Summary of Contractor Injuries, Train Accidents & T.R.A.C.K.S. thru November



Contractor Injuries

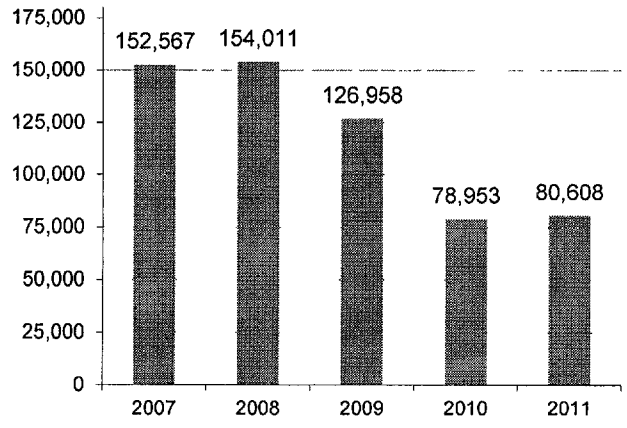
Year	Total	FRA Rpt.
2010	16	16
2011	19	19

% change from last year 18.8%



Train Accidents

Year	Non-Reportable	Reportable
2007	22	16
2008	33	21
2009	25	29
2010	15	8
2011	17	23



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

Total Participants

Year	Total
2007	152,567
2008	154,011
2009	126,958
2010	78,953
2011	80,608

Long Island Rail Road

Monthly Financial Report

November 2011

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

January 23, 2011

Ridership

- During the month of November, total ridership was 6.8 million, which was 3.8% higher than November 2010. This represents the third consecutive month of ridership growth and the largest year-to-year growth since 2008.
- 2011 total ridership through November was 73.8 million. This was 1.0% less than 2010 but consistent with the Mid-Year Forecast.
- Through November 2011, commutation ridership was 1.0% less than 2010. Most of the loss can be attributed to the sluggish regional economy and employment picture. During November, commutation ridership increased by 1.4%, likely reflecting recent employment growth in the professional and financial sectors.
- Through November 2011, non-commutation ridership was 1.0 percent less than 2010. Much of this loss was attributed to weather related events. During November, non-commutation ridership increased by 7.3%.

Revenues

- Farebox revenue through November totaling $520.9 million was just slightly above the Mid-Year Forecast.
- Capital & Other Revenue of $210.8 million was $14 million less than forecast due to the timing of East Side Access project activity, Positive Train Control implementation and general capital project activity. However, most of the revenue loss has no impact on the LIRR's overall financial condition because the associated expenses are also less than budgeted.
- In summary, total LIRR revenue of $731.7 million was $13.6 million less than forecast.

Expenses

- Through November 2011, total expenses of $1.57 billion were $77.4 million less than forecast.
- Most of this under-spending was in the area of materials and contracts due to the timing of capital project activity, lower material utilization for rolling stock maintenance, and timing of various contracts. The timing issues were addressed in the November Financial Plan Final Forecast.
- Straight time payroll spending was within 1% of forecast. Only 106 of 6,422 positions were vacant. Most of these vacancies were management or administration positions.
- Overtime hours worked totaled 1.7 million, which was 6.3 percent greater than forecast. Almost half of the overage was due to weather-related events. The remaining portion was due to vacancy and availability coverage. The LIRR has established a corporate initiative to address availability levels.

Financial Performance Measures

- Through November, the Adjusted Farebox Operating Ratio was 60.9%
- Through November, the Adjusted Cost per Passenger was $12.27, which is less than expected due to lower expenses.
- Through November, the Revenue per Passenger was $7.09, virtually right on forecast.

FINANCIAL REPORT
($ In Millions)
For the Month Ending November 30, 2011

REVENUE

Year-to-date November **Total Revenues** (including Capital and Other Reimbursements) of $731.7 were $(13.6) or (1.8)% unfavorable to forecast. The month of November of $70.5 was favorable to forecast by $3.9 or 5.8%.

- Y-T-D **Farebox Revenues** were $0.4 favorable to forecast. The month was $1.4 favorable to forecast primarily due to higher ridership, partially offset by lower yield per passenger.
- Y-T-D **Other Operating Revenues** were $(0.9) unfavorable to forecast. The month was $(0.2) unfavorable to forecast primarily due to timing.
- Y-T-D **Capital and Other Reimbursements** were $(13.1) unfavorable to forecast. The month was $2.7 favorable to forecast primarily due to timing of project activity and reimbursements.

OPERATING EXPENSES

Year-to-date November **Total Expenses** (including depreciation and other) of $1,566.9 were favorable to forecast by $77.4 or 4.7%. The total expenses for the month of $109.5 were favorable to forecast by $7.1 or 6.1%.

Labor Expenses, $(6.7) unfavorable Y-T-D; $(0.8) unfavorable for the month.

- Payroll, $(3.2) unfavorable Y-T-D; on forecast for the month.
- Overtime, $(7.7) unfavorable Y-T-D; $(1.9) unfavorable for the month (higher vacancy/absentee coverage, rates and timing of capital activity).
- Health & Welfare, $0.1 favorable Y-T-D; $0.4 favorable for the month (timing of payments).
- OPEB Current, $2.0 favorable Y-T-D; $0.4 favorable for the month (lower rates and retirees).
- Other Fringe, $1.6 favorable Y-T-D; $0.3 favorable for the month (primarily Railroad Retirement Taxes).

Non-Labor Expenses, $61.9 favorable Y-T-D, $7.9 favorable for the month.

- **Traction and Propulsion Power**, $5.1 favorable Y-T-D; $0.9 favorable for the month (primarily lower rates and consumption).
- **Fuel for Buses and Trains,** $1.1 favorable Y-T-D; $0.4 favorable for the month (primarily lower consumption).
- **Insurance,** $1.3 favorable Y-T-D; on forecast for the month.
- **Claims,** $4.5 favorable Y-T-D; $0.3 favorable for the month (primarily timing).
- **Maintenance and Other Operating Contracts**, $15.6 favorable Y-T-D; $2 5 favorable for the month (primarily timing of activity/payments for Joint Facilities and utilities, partially offset by timing of leased software).
- **Professional Services,** $1.5 favorable Y-T-D; $0.3 favorable for the month (primarily timing of activity).
- **Materials and Supplies**, $29.9 favorable Y-T-D; $3.2 favorable for the month (primarily prior period adjustments, reclaims greater charge outs and timing of capital and other activity).
- **Other Business Expenses**, $2.9 favorable Y-T-D; $0.2 favorable for the month (primarily timing).

Depreciation and Other, $22.1 favorable Y-T-D: $3.8 favorable for the month (Depreciation and Other Post-Employment Benefits).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 49.9%, 0.4 percentage points higher than year-to-date October The Farebox Operating Ratio for the month of November of 53.8% was 6.8 percentage points above forecast resulting from lower expenses and higher revenue. The adjusted year-to-date Farebox Operating Ratio was 60.9%. 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 - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2011
($ 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	$47 344	$48 765	$1 421	3 0	$0 000	$0 000	$0 000	-	$47.344	$48 765	$1 421	3 0
Vehicle Toll Revenue	0 000	0 000	0 000	-	0 000	0 000	0 000	-	0 000	0 000	0 000	-
Other Operating Revenue	3 003	2 765	(0 238)	(7 9)	0 000	0 000	0.000	-	3.003	2 765	(0 238)	(7 9)
Capital & Other Reimbursements	0 000	0 000	0 000	-	16 241	$18 930	2 688	16 6	16 241	18 930	2 688	16 6
Total Revenue	**$50.347**	**$51.530**	**$1.184**	**2.4**	**$16.241**	**$18.930**	**$2.688**	**16.6**	**$66.588**	**$70.460**	**$3.872**	**5.8**
Expenses												
Labor												
Payroll	$35 441	$35 307	$0 134	0 4	$5 074	$5 254	($0 180)	(3 5)	$40 515	$40 561	($0 046)	(0 1)
Overtime	5 877	7 008	(1 131)	(19 2)	0 602	1 332	(0 730)	*	6 479	8 340	(1 861)	(28 7)
Health and Welfare	7 077	6 497	0 580	8 2	0 822	0 997	(0 175)	(21 3)	7.899	7 494	0 405	5.1
OPEB Current Payment	4 723	4 274	0 449	9 5	0 000	0 000	0 000	-	4.723	4 274	0 449	9 5
Pensions	13 703	13 166	0 538	3 9	1 330	1 867	(0 538)	(40 4)	15 033	15 033	0 000	0 0
Other Fringe Benefits	5 492	5 036	0 456	8 3	0 990	1 179	(0 189)	(19 1)	6.482	6 215	0 267	4 1
Reimbursable Overhead	(2 097)	(1 933)	(0 164)	(7 8)	2 097	1 933	0.164	7 8	0.000	0 000	0 000	-
Total Labor Expenses	**$70.218**	**$69.356**	**$0.862**	**1.2**	**$10.914**	**$12.562**	**($1.647)**	**(15.1)**	**$81.132**	**$81.918**	**($0.786)**	**(1.0)**
Non-Labor												
Traction and Propulsion Power	$7 558	$6 655	$0 903	11 9	$0 000	$0 000	$0 000	-	$7 558	$6 655	$0.903	11 9
Fuel for Buses and Trains	2 046	1 631	0 414	20 2	0 000	0 000	0 000	-	2.046	1 631	0 414	20 2
Insurance	1 318	1 252	0 066	5 0	0 391	0 409	(0.018)	(4 6)	1 709	1 661	0.048	2 8
Claims	1 308	0 985	0 324	24 7	0 000	0 000	0 000	-	1 308	0 985	0 324	24 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	6 551	2 591	3 961	60 5	0 908	2 411	(1 503)	*	7 460	5 002	2.458	32 9
Professional Service Contracts	1 642	0 903	0 738	45 0	0 199	0 595	(0 396)	*	1 841	1 498	0 343	18 6
Materials & Supplies	8.805	6 473	2 332	26 5	3 824	2 945	0 878	23 0	12 629	9 419	3 210	25 4
Other Business Expenses	0 943	0.721	0 222	23 5	0 005	0 008	(0 002)	(45 3)	0 948	0 729	0 219	23 1
Total Non-Labor Expenses	**$30.172**	**$21.212**	**$8.959**	**29.7**	**$5.327**	**$6.368**	**($1.041)**	**(19.5)**	**$35.499**	**$27.580**	**$7.919**	**22.3**
Other Expense Adjustments												
Other	$0 000	$0 000	$0 000	-	$0.000	$0 000	$0 000	-	$0.000	$0 000	$0.000	-
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**
Total Expenses before Depreciation & Other Post Employment Benefits	**$100.389**	**$90.568**	**$9.821**	**9.8**	**$16.241**	**$18.930**	**($2.688)**	**(16.6)**	**$116.631**	**$109.498**	**$7.133**	**6.1**
Depreciation	$26 586	$24 483	$2 103	7 9	$0 000	$0 000	$0 000	-	$26 586	$24 483	$2 103	7 9
Other Post Employment Benefits	6 884	5 151	1 732	25 2	0 000	0 000	0 000	-	6 884	5.151	1 732	25 2
Environmental Remediation	0 167	0 167	0 000	0 0	0 000	0 000	0 000	-	0 167	0 167	0.000	0 0
Total Expenses	**$134.025**	**$120.369**	**$13.656**	**10.2**	**$16.241**	**$18.930**	**($2.688)**	**(16.6)**	**$150.267**	**$139.299**	**$10.968**	**7.3**
Net Surplus/(Deficit)	**($83.679)**	**($68.839)**	**$14.840**	**17.7**	**$0.000**	**$0.000**	**$0.000**	**-**	**($83.679)**	**($68.839)**	**$14.840**	**17.7**
Cash Conversion Adjustments												
Depreciation	26 586	24 483	(2 103)	(7 9)	0 000	0 000	0 000	-	26 586	24 483	(2 103)	(7 9)
Operating/Capital	(0 646)	(0 390)	0 255	39 5	0 000	0 000	0 000	-	(0 646)	(0 390)	0 255	39 5
Other Cash Adjustments	20 105	3 903	(16 202)	(80 6)	0 000	0 000	0 000	-	20 105	3 903	(16 202)	(80 6)
Total Cash Conversion Adjustments	**$46.045**	**$27.996**	**($18.049)**	**(39.2)**	**0.000**	**$0.000**	**$0.000**	**-**	**$46.045**	**$27.996**	**($18.049)**	**(39.2)**
Net Cash Surplus/(Deficit)	**($37.634)**	**($40.843)**	**($3.209)**	**(8.5)**	**$0.000**	**$0.000**	**$0.000**	**-**	**($37.634)**	**($40.843)**	**($3.209)**	**(8.5)**

TABLE 2

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 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	$520 504	$520 906	$0 403	0 1	$0 000	$0 000	$0 000	-	$520 504	$520 906	$0 403	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	30 969	30 072	(0 897)	(2 9)	0 000	0 000	0 000	-	30 969	30 072	(0 897)	(2 9)
Capital & Other Reimbursements	0 000	(0 000)	(0 000)	-	193 850	180 771	(13 078)	(6 7)	193 850	180 771	(13 078)	(6 7)
Total Revenue	**$551.473**	**$550.978**	**($0.495)**	**(0.1)**	**$193.850**	**$180.771**	**($13.078)**	**(6.7)**	**$745.322**	**$731.749**	**($13.573)**	**(1.8)**
Expenses												
Labor												
Payroll	$374 706	$380 659	($5 953)	(1 6)	$62.434	$59 702	$2 732	4 4	$437 140	$440 360	($3 221)	(0 7)
Overtime	70 441	76 170	(5 730)	(8 1)	9 766	11 785	(2 019)	(20 7)	80 206	87 956	(7 749)	(9 7)
Health and Welfare	76 486	75 988	0 497	0 7	10 550	10 962	(0 412)	(3 9)	87 036	86 951	0 085	0 1
OPEB Current Payment	51 568	49 522	2 045	4 0	0 000	0 000	0 000	-	51 568	49 522	2 045	4 0
Pensions	144 425	141 007	3 418	2.4	17 724	20 607	(2 882)	(16 3)	162 150	161 614	0 536	0 3
Other Fringe Benefits	84 391	82 493	1 898	2 2	12 649	12 902	(0 253)	(2 0)	97.039	95 395	1 645	1 7
Reimbursable Overhead	(25 645)	(21 445)	(4 200)	(16 4)	25 645	21 445	4 200	16 4	0 000	0 000	0 000	-
Total Labor Expenses	**$776.371**	**$784.395**	**($8.024)**	**(1.0)**	**$138.769**	**$137.403**	**$1.366**	**1.0**	**$915.139**	**$921.798**	**($6.658)**	**(0.7)**
Non-Labor												
Traction and Propulsion Power	$79 028	$73 728	$5 301	6 7	$0 047	$0 206	($0 159)	*	$79.075	$73 934	$5 142	6 5
Fuel for Buses and Trains	21 681	20 591	1 090	5 0	0 000	0 000	0 000	-	21 681	20 591	1 090	5 0
Insurance	14 006	13 635	0 370	2 6	5 254	4 282	0 972	18 5	19.259	17 917	1 343	7 0
Claims	14 502	10 037	4 465	30 8	0 000	0 000	0 000	-	14 502	10 037	4 465	30 8
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	67 911	52 453	15 458	22 8	10 097	9 990	0 106	1 1	78 008	62 443	15 565	20 0
Professional Service Contracts	17 263	15 325	1 939	11 2	2 244	2 704	(0 459)	(20 5)	19 508	18 028	1 479	7 6
Materials & Supplies	88 015	69 661	18 355	20 9	37 364	25 829	11 535	30 9	125 379	95 489	29 890	23 8
Other Business Expenses	10 336	7 369	2 967	28 7	0 075	0 100	(0 025)	(33 9)	10 411	7 469	2 942	28 3
Total Non-Labor Expenses	**$312.743**	**$262.798**	**$49.944**	**16.0**	**$55.081**	**$43.110**	**$11.970**	**21.7**	**$367.824**	**$305.909**	**$61.915**	**16.8**
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	**$1,089.113**	**$1,047.194**	**$41.920**	**3.8**	**$193.850**	**$180.513**	**$13.336**	**6.9**	**$1,282.963**	**$1,227.707**	**$55.256**	**4.3**
Depreciation	$291 405	$282 951	8 454	2 9	$0 000	$0 000	$0 000	-	$291 405	$282 951	$8 454	2 9
Other Post Employment Benefits	68 057	54 153	13 904	20 4	0 000	0 000	0 000	-	68 057	54 153	13 904	20 4
Environmental Remediation	1 833	1 833	(0 000)	0 0	0 000	0 258	(0 258)	-	1 833	2 092	(0 258)	(14 1)
Total Expenses	**$1,450.409**	**$1,386.131**	**$64.278**	**4.4**	**$193.850**	**$180.771**	**$13.078**	**6.7**	**$1,644.259**	**$1,566.902**	**$77.357**	**4.7**
Net Surplus/(Deficit)	**($898.936)**	**($835.153)**	**$63.784**	**7.1**	**$0.000**	**$0.000**	**$0.000**	**-**	**($898.936)**	**($835.153)**	**$63.784**	**7.1**
Cash Conversion Adjustments												
Depreciation	291 405	282 951	(8 454)	(2.9)	0 000	0 000	0 000	-	291 405	282 951	(8 454)	(2 9)
Operating/Capital	(5 285)	(1 962)	3 323	62 9	0 000	0 000	0 000	-	(5 285)	(1 962)	3 323	62 9
Other Cash Adjustments	85 847	47.629	(38 218)	(44 5)	0 000	0 000	0 000	-	85 847	47 629	(38 218)	(44 5)
Total Cash Conversion Adjustments	**$371.967**	**$328.618**	**($43.349)**	**(11.7)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$371.967**	**$328.618**	**($43.349)**	**(11.7)**
Net Cash Surplus/(Deficit)	**($526.969)**	**($506.534)**	**$20.435**	**3.9**	**$0.000**	**$0.000**	**$0.000**	**-**	**($526.969)**	**($506.534)**	**$20.435**	**3.9**

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

		November 2011			Year-to-Date November 2011		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %		Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Revenue							
Farebox Revenue	Non Reimb	1.421	3 0	Higher ridership $1.553, partially offset by lower yield $(0.132)	0 403	0.1	Higher ridership $0 219, and higher yield $0.184
Other Operating Revenue	Non Reimb.	(0.238)	(7 9)	Primarily due to the timing of rental revenue	(0.897)	(2 9)	Primarily due to lower advertising and miscellaneous revenue, partially offset by higher rent revenue
Capital & Other Reimbursements	Reimb	2.688	16 6	Primarily due to the timing of project activity and other reimbursements.	(13.078)	(6 7)	Primarily due to the timing of project activity and other reimbursements
Expenses							
Payroll	Non Reimb	0 134	0.4	Primarily lower retiree payments.	(5 953)	(1 6)	Prior year accruals, Engineering workforce performed greater maintenance activity than project activity as originally projected, management vacation buyback payments, differential payments and timing of attrition, partially offset by lower retiree payments.
	Reimb.	(0.180)	(3.5)	Primarily due to the timing of project activity and other reimbursements.	2.732	4.4	Primarily due to the timing of project activity and other reimbursements.
Overtime	Non Reimb	(1.131)	(19 2)	Primarily higher vacancy/absentee coverage, pure overtime and rates	(5.730)	(8.1)	Primarily Tropical Storm Irene, vacancy/absentee coverage, pure overtime and rates, partially offset by lower maintenance-related overtime.
	Reimb	(0.730)	*	Primarily due to timing of project activity.	(2.019)	(20.7)	Primarily due to timing of project activity.
Health and Welfare	Non Reimb.	0.580	8.2	Primarily lower rates.	0.497	0.7	Lower heads.
	Reimb	(0.175)	(21.3)	Primarily due to timing of project activity	(0.412)	(3.9)	Primarily due to timing of project activity
OPEB Current Payment	Non Reimb	0 449	9.5	Lower rates and fewer retirees/beneficiaries.	2.045	4.0	Lower rates and fewer retirees/beneficiaries.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

November 2011					Year-to-Date November 2011		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %		Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Pensions	Non Reimb.	0.538	3 9	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.	3.418	2.4	The timing of pension accruals and the estimated percentage of pension allocated to reimbursable was under-estimated.
	Reimb	(0.538)	(40 4)	Total pension actual to forecast variance is on plan, however the estimated percentage of pension allocated to reimbursable was under-estimated.	(2.882)	(16.3)	The estimated percentage of pension allocated to reimbursable was under-estimated.
Other Fringe Benefits	Non Reimb.	0 456	8 3	Lower Railroad Retirement Tax payments.	1 898	2 2	Lower Railroad Retirement Tax payments.
	Reimb	(0 189)	(19.1)	Primarily due to timing of project activity	(0.253)	(2.0)	Primarily due to timing of project activity
Traction and Propulsion Power	Non Reimb	0 903	11 9	Primarily lower rates and consumption.	5 301	6.7	Primarily lower rates and consumption
	Reimb	0 000	-		(0 159)	*	VD Yard
Fuel	Non Reimb	0 414	20.2	Lower consumption	1.090	5.0	Primarily lower consumption.
Insurance	Non Reimb.	0 066	5 0	Lower premium payments.	0.370	2.6	Lower premium payments.
	Reimb	(0.018)	(4.6)	Force Account Insurance associated with project activity	0 972	18.5	Force Account Insurance associated with project activity.
Claims	Non Reimb	0 324	24.7	Primarily due to timing of settlements	4.465	30.8	Primarily due to timing of payments and close outs
Maintenance & Other Operating Contract	Non Reimb	3 961	60.5	Primarily due to the timing of payments for Joint Facilities, utilities, vegetation management and lower costs for IESS Security Initiative, partially offset by timing of leased software, real estate and rental expenses and emergency bussing.	15.458	22.8	The timing of payments and accruals for various maintenance and other repair contracts such as vegetation management, telecommunication services, utilities, Joint Facilities, TVM maintenance, Penn Station cleaning and train toilet servicing, lower costs for the IESS security initiative and fewer environmental services required, partially offset by higher emergency busing, elevator/escalator and HVAC maintenance.
	Reimb.	(1.503)	*	Primarily due to timing of project activity	0.106	1.1	Primarily due to timing of project activity.

TABLE 3

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS

November 2011					Year-to-Date November 2011		
Generic Revenue or Expense Category	Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %		Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Professional Service Contracts	Non Reimb.	0.738	45.0	Primarily due to the timing of payments and activities for consulting services, partially offset by timing of MTA Chargebacks	1 939	11 2	Primarily due to the timing of MTA Chargebacks, market research study and payments and activities for consulting services
	Reimb	(0 396)	*	Primarily due to timing of project activity.	(0 459)	(20 5)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	2.332	26.5	Primarily prior period adjustments, timing of chargeouts for pool material, lower usage of running repair material in the wheel and A/C shops and lower usage of track and signal maintenance material, partially offset by adjustments for inventory write-offs and obsolescence.	18.355	20 9	Primarily higher pool material reclaims than chargeouts, lower costs of rebuilds for running repair items in the Support Shops (Wheel, Coupler and AC), delayed fleet modifications, timing of corporate inventory adjustments, delayed purchase of server hardware and bench test equipment and lower usage of track and signal maintenance material, partially offset by higher usage of sundry items.
	Reimb.	0 878	23 0	Primarily due to timing of project activity and timing of payments for project material.	11.535	30 9	Primarily due to timing of project activity and timing of payments for project material
Other Business Expenses	Non Reimb.	0 222	23.5	Primarily due to restitution on property damage and lower bad debt expenses.	2.967	28 7	Primarily due to December 2010 snowstorm FEMA reimbursement and restitution for damage of M7 Equipment, lower bad debt expenses and timing of expenses, partially offset by higher credit/debit card fees.
	Reimb	(0 002)	(45 3)	Primarily due to timing of project activity.	(0 025)	(33.9)	Primarily due to timing of project activity
Depreciation	Non Reimb	2 103	7 9	Primarily timing	8.454	2 9	Primarily timing
Other Post Employment Benefits	Non Reimb	1 732	25 2	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits	13 904	20.4	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.
Environmental Remediation	Non Reimb	0 000	0 0		(0 000)	0 0	
	Reimb	0 000	-		(0.258)	-	Higher than originally estimated reserve for environmental remediation.

Table 4

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
November 2011
($ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$49.844	$50.498	$0 654	1.3	$548.003	$545.877	($2 126)	(0 4)
Vehicle Toll Revenue	0.000	0.000	0 000	-	0.000	0 000	0.000	-
Other Operating Revenue	3 789	2.377	(1 412)	(37.3)	35 757	26 079	(9 678)	(27.1)
Capital & Other Reimbursements	24 367	28 094	3 727	15.3	188.570	153.894	(34 676)	(18 4)
Total Receipts	**$78.000**	**$80.968**	**$2.968**	3.8	**$772.330**	**$725.850**	**($46.480)**	(6.0)
Expenditures								
Labor								
Payroll	$36.650	$37.127	($0.477)	(1.3)	$426 732	$428.764	($2 032)	(0.5)
Overtime	6.729	8.457	(1.728)	(25.7)	82 907	90 448	(7 541)	(9.1)
Health and Welfare	7.834	7.845	(0.011)	(0 1)	87 101	95 925	(8.824)	(10.1)
OPEB Current Payment	4.723	4.744	(0 021)	(0.4)	51 352	52 338	(0 986)	(1 9)
Pensions	15.033	15 004	0 029	0 2	162.144	162 225	(0.081)	(0 1)
Other Fringe Benefits	6.414	5.928	0 486	7.6	97 270	96.665	0 605	0 6
GASB	0 000	0 000	0 000	-	0 000	0 000	0 000	-
Reimbursable Overhead	0 000	0 000	0 000	-	0.000	0.000	0.000	-
Total Labor Expenditures	**$77.383**	**$79.105**	**($1.722)**	(2.2)	**$907.506**	**$926.365**	**($18.859)**	(2.1)
Non-Labor								
Traction and Propulsion Power	$7.628	$10 828	($3.200)	(42.0)	$80.649	$67 415	$13 234	16.4
Fuel for Buses and Trains	2.246	1 323	0 923	41.1	21.318	19 478	1 840	8.6
Insurance	0.353	8 104	(7 751)	*	20.707	14 783	5 924	28.6
Claims	1.880	0.431	1 449	77.1	13.775	9 478	4 297	31 2
Paratransit Service Contracts	0.000	0 000	0 000	-	0.000	0.000	0 000	-
Maintenance and Other Operating Contracts	8.375	7 519	0 856	10.2	78.791	61 889	16 902	21.5
Professional Service Contracts	1 763	2 687	(0.924)	(52.4)	17.743	14.903	2.840	16.0
Materials & Supplies	12.630	9 411	3 219	25.5	117 097	86 387	30.710	26.2
Other Business Expenses	0.876	0 794	0 082	9.4	10 122	6.812	3.310	32.7
Total Non-Labor Expenditures	**$35.751**	**$41.096**	**($5.345)**	(15.0)	**$360.202**	**$281.147**	**$79.055**	21.9
Other Expenditure Adjustments:								
Other	2.500	2 414	0.086	3 4	27.500	26 617	0.883	3 2
Total Other Expenditure Adjustments	**$2.500**	**$2.414**	**$0.086**	3.4	**$27.500**	**$26.617**	**$0.883**	3.2
Total Expenditures	**$115.634**	**$122.615**	**($6.981)**	(6 0)	**$1,295.208**	**$1,234.129**	**$61.079**	4.7
Cash Timing and Availability Adjustment	0.000	0 804	0 804	-	(4.091)	1.745	5 836	*
Net Cash Deficit (excludes opening balance)	**($37.634)**	**($40.843)**	**($3.209)**	(8.5)	**($526.969)**	**($506.534)**	**$20.435**	3.9
Subsidies								
MTA	37 634	40.550	2.916	7.7	526 970	508 770	(18.200)	(3 5)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR AND ACTUAL CASH BASIS

Table 5

	November 2011			Year-to-Date as of November 30, 2011		
	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
Generic Revenue or Expense Category	$	%	*Reason for Variance*	$	%	Reason for Variance
Receipts						
Farebox Revenue	0.654	1.3	Higher ridership $1.553, partially offset by lower advance sales impact $(0.618), lower Metrocard/AirTrain sales $(0.149), and lower yields $(0.132).	(2.126)	(0.4)	Lower Metrocard/AirTrain sales $(1.266) and lower advance sales impact $(1.263), partially offset by higher ridership $0.219 and higher yields $0 184.
Other Operating Revenue	(1.412)	(37.3)	Primarily due to the timing of rental revenue, intercompany receipts and miscellaneous revenue.	(9.678)	(27.1)	Primarily due to the timing of intercompany receipts, rental and miscellaneous revenue.
Capital and Other Reimbursements	3.727	15.3	The timing of activity and reimbursement for capital and other reimbursements.	(34 676)	(18.4)	The timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.477)	(1.3)	Primarily due to the timing of tax payments.	(2.032)	(0.5)	Primarily the payment of management vacation buybacks and the timing of tax payments.
Overtime	(1.728)	(25.7)	Primarily project-related overtime, vacancy/absentee coverage, pure overtime and rates.	(7.541)	(9.1)	Primarily Tropical Storm Irene, higher vacancy/absentee overtime, project-related overtime and rates, partially offset by lower maintenance-related overtime.
Health and Welfare	(0.011)	(0.1)		(8.824)	(10.1)	Primarily the timing of payments.
OPEB Current Payment	(0.021)	(0.4)		(0.986)	(1.9)	Primarily the timing of payments, partially offset by lower rates and fewer retiree/beneficiaries.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN JULY MID-YEAR AND ACTUAL CASH BASIS

Table 5

	November 2011			Year-to-Date as of November 30, 2011		
Generic Revenue or Expense Category	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	*Reason for Variance*	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Other Fringe Benefits	0.486	7.6	Primarily due to lower Railroad Retirement Tax.	0.605	0.6	Primarily due to lower Railroad Retirement Tax and lower Railroad Unemployment Insurance payments, partially offset by higher meal/shoe allowance payments.
Non-Labor:						
Traction and Propulsion Power	(3.200)	(42.0)	Primarily due to the timing of payments, partially offset by lower rates and consumption.	13.234	16.4	Primarily due to the timing of payments, lower rates and lower consumption.
Fuel for Buses and Trains	0.923	41.1	Primarily the timing of payments and a decrease in consumption.	1.840	8.6	Lower consumption and the timing of payments.
Insurance	(7.751)	*	Timing of payments.	5.924	28.6	Timing of payments.
Claims	1.449	77.1	Timing of payments for claims.	4.297	31.2	Timing of payments for claims and prior year claim payout reimbursement.
Maintenance and Other Operating Contracts	0.856	10.2	Timing of payments and activities.	16.902	21.5	Timing of payments and activities.
Professional Service Contracts	(0.924)	(52.4)	Timing of payments for consulting services.	2.840	16.0	The timing of and payment for MTA Chargeback and other consulting services.
Materials and Supplies	3.219	25 5	Primarily the timing of program, production plan, and operating funded capital material and supplies.	30.710	26.2	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.082	9.4	Primarily due to the timing of payments.	3.310	32.7	Primarily due to insurance and FEMA restitutions.
Other Expenditure Adjustments	0.086	3 4	Lower Metrocard/AirTrain pass through payments.	0.883	3.2	Lower Metrocard/AirTrain pass through payments.

Table 6

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
November 2011
($ in millions)

	Month				Year-to-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	$2.500	$1.732	($0 768)	(30.7)	$27.499	$24 971	($2.529)	(9.2)
Vehicle Toll Revenue	0.000	0 000	0 000	-	0.000	0.000	0.000	-
Other Operating Revenue	0 786	(0 389)	(1 175)	*	4.788	(3.992)	(8 780)	*
Capital & Other Reimbursements	8 126	9 164	1.039	12.8	(5 280)	(26.877)	(21.598)	*
Total Receipts	**$11.412**	**$10.508**	**($0.904)**	(7.9)	**$27.008**	**($5.899)**	**($32.907)**	*
Expenditures								
Labor								
Payroll	$3.865	$3.434	($0.431)	(11.1)	$10.408	$11 596	$1.188	11.4
Overtime	(0.250)	(0.116)	0 133	53.4	(2 701)	(2 492)	0.209	7 7
Health and Welfare	0.065	(0.350)	(0 416)	*	(0 065)	(8 974)	(8.909)	*
OPEB Current Payment	0.000	(0.470)	(0 470)	*	0 216	(2.815)	(3.031)	*
Pensions	0.000	0 029	0.029	*	0 006	(0.611)	(0.617)	*
Other Fringe Benefits	0 068	0 287	0.219	*	(0 231)	(1 270)	(1 040)	*
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	**$3.749**	**$2.813**	**($0.936)**	(25 0)	**$7.633**	**($4.567)**	**($12.200)**	*
Non-Labor.								
Traction and Propulsion Power	($0.070)	($4.173)	($4 103)	*	($1 574)	$6 519	$8.092	*
Fuel for Buses and Trains	(0.200)	0.309	0.509	*	0 363	1.113	0 750	*
Insurance	1.356	(6.443)	(7 799)	*	(1.448)	3.133	4.581	*
Claims	(0.572)	0.554	1.126	*	0.727	0.559	(0.168)	(23.1)
Paratransit Service Contracts	0 000	0.000	0 000	-	0 000	0.000	0 000	-
Maintenance and Other Operating Contracts	(0.915)	(2.517)	(1 601)	*	(0.783)	0 554	1 337	*
Professional Service Contracts	0 078	(1.188)	(1 266)	*	1 765	3.125	1 360	77.1
Materials & Supplies	(0.001)	0.007	0 008	*	8 282	9.102	0 820	9.9
Other Business Expenses	0 072	(0.065)	(0 137)	*	0 289	0 657	0.368	*
Total Non-Labor Expenditures	**($0.252)**	**($13.516)**	**($13.264)**	*	**$7.622**	**$24.762**	**$17.140**	*
Other Expenditure Adjustments.								
Other	(2.500)	(2 414)	0.086	3 4	(27.500)	(26.617)	0 883	3 2
Total Other Expenditure Adjustments	**($2.500)**	**($2.414)**	**$0.086**	3.4	**($27.500)**	**($26.617)**	**$0.883**	3.2
Total Expenditures before Depreciation	**$0.997**	**($13.117)**	**($14.114)**	*	**($12.245)**	**($6.423)**	**$5.822**	47.5
Depreciation Adjustment	26.586	24.483	(2.103)	(7.9)	291.405	282.951	(8 454)	(2.9)
Other Post Employment Benefits	6 884	5.151	(1.732)	(25 2)	68.057	54 153	(13 904)	(20.4)
Environmental Remediation	0.167	0 167	0.000	0.0	1.833	2.092	0 258	14.1
Total Expenditures	**$34.633**	**$16.684**	**($17.949)**	(51.8)	**$349.051**	**$332.773**	**($16.278)**	(4.7)
Cash Timing and Availability Adjustment	0.000	0.804	0 804	-	(4.091)	1.745	5 836	*
Total Cash Conversion Adjustments	**$46.045**	**$27.996**	**($18.049)**	(39.2)	**$371.967**	**$328.618**	**($43.349)**	(11.7)

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2011 Mid-Year Forecast
2011 Non-Reimbursable/Reimbursable Overtime
November 2011
($ in millions)

	Monthly						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:												
Direct Service 1	39,587	$2.0	42,244	$2 1	(2,657)	($0.1)	434,521	$22.1	434,678	$22.1	(157)	$0.1
					-6.7%	-6.9%					0.0%	0 2%
Programmed Maintenance	2,085	0.1	4,556	0.2	(2,471)	(0 1)	22,904	1.0	26,658	1.3	(3,754)	($0.3)
					*	*					-16.4%	-27.8%
Total Scheduled	41,672	$2.1	46,800	$2 4	(5128)	($0 3)	457,425	$23 2	461,336	$23 4	(3,910)	($0.2)
					-12 3%	-12 9%					-0 9%	-1 0%
UNSCHEDULED:												
Vacancy/Absentee Coverage	45,115	$2 2	58,114	$2.8	(12,999)	($0.6)	526,663	$25.2	584,185	$28.0	(57,522)	($2 8)
					-28.8%	-27 2%					-10.9%	-11.1%
Weather Emergencies	2,801	0.1	3,027	0 2	(226)	(0 0)	100,785	4.9	146,400	7 6	(45,614)	($2.6)
					-8 1%	*					-45 3%	-53 4%
Maintenance	29,828	1.4	30,477	1 5	(649)	(0 1)	342,214	15 9	310,577	14 8	31,637	$1.1
					-2.2%	-5.6%					9.2%	6 9%
Emergencies	346	0 0	945	0.0	(599)	(0.0)	4,608	0 2	7,966	0 4	(3,358)	($0.2)
					*	*					-72 9%	-86.4%
Safety/Security/Law Enforcement 2	-	-	-	-	-	-			-	-	-	-
All Other 3	1,445	0.1	1,181	0 2	264	(0 1)	15,601	1 0	12,232	2.0	3,369	($1.0)
					18.3%	*					21.6%	-94 3%
Total Unscheduled	79,534	$3 8	93,744	$4 6	(14,210)	($0.9)	989,870	$47.3	1,061,360	$52 7	(71,489)	($5.5)
					-17 9%	-22 7%					-7.2%	-11 6%
TOTAL NON-REIMBURSABLE OVERTIME:	**121,205**	**$5.9**	**140,544**	**$7.0**	**(19,339)**	**($1.1)**	**1,447,296**	**$70.4**	**1,522,695**	**$76.2**	**(75,400)**	**($5.7)**
					-16.0%	**-19.2%**					**-5.2%**	**-8.1%**
REIMBURSABLE OVERTIME	11,919	$0.6	25,467	$1.3	(13,548)	(0 7)	193,950	$9.8	222,049	$11.8	(28,099)	(2.0)
					*	*					-14 5%	-20.6%
TOTAL OVERTIME	**133,125**	**$6.5**	**166,011**	**$8.3**	**(32,886)**	**($1.9)**	**1,641,246**	**$80.2**	**1,744,745**	**$87.9**	**(103,499)**	**($7.7)**
					-24.7%	-28.6%					-6.3%	-9 7%

1 Includes Service Delay, Tour Length and Holiday overtime.
2 Not Applicable
3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments.
* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
July Financial Plan - 2011 Mid-Year Forecast
2011 Non-Reimbursable/Reimbursable Overtime
November 2011
($ in millions)

	Monthly			Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
SCHEDULED:						
Direct Service 1	(2,657)	($0 1)		(157)	$0 1	
	-6 7%	-6 9%		0 0%	0 2%	
Programmed Maintenance	(2,471)	(0 1)		(3,754)	(0.3)	
	*	*		-16 4%	-27 8%	
Total Scheduled	(5,128)	($0 3)		(3,910)	($0 2)	
	-12 3%	-12 9%		-0 9%	-1 0%	
UNSCHEDULED:						
Vacancy/Absentee Coverage	(12,999)	($0 6)	Lower than expected availability in Train Operations and vacancies in Maintenance of Equipment department	(57,522)	($2 8)	Greater coverage needs in Engineering and Station Operations, higher relief-day overtime in Train Operations and higher open position coverage and vacancies in Maintenance of Equipment
	-28 8%	-27 2%		-10 9%	-11 1%	
Weather Emergencies	(226)	(0 0)		(45,614)	(2 6)	Tropical Storm Irene
	-8 1%	*		-45 3%	-53 4%	
Maintenance	(649)	(0 1)		31,637	1 1	Lower maintenance overtime in the Maintenance of Equipment department due to effective management oversight
	-2 2%	-5 6%		9 2%	6 9%	
Emergencies	(599)	(0 0)		(3,358)	(0 2)	
	*	*		-72 9%	-86 4%	
Safety/Security/Law Enforcement 2	-	-		-	-	
All Other 3	264	(0 1)		3,369	(1 0)	Due to variance between actual and budgeted wage rates
	18 3%	*		21 6%	-94 3%	
Total Unscheduled	(14,210)	($0 9)		(71,489)	($5 5)	
	-17.9%	-22 7%		-7 2%	-11 6%	
TOTAL NON-REIMBURSABLE OVERTIME:	**(19,339)**	**($1.1)**		**(75,400)**	**($5.7)**	
	-16.0%	**-19.2%**		**-5.2%**	**-8.1%**	
REIMBURSABLE OVERTIME	(13,548)	(0 7)	Timing of project activity	(28,099)	(2 0)	Timing of project activity
	-113 7%	-120.5%		-14 5%	-20 6%	
TOTAL OVERTIME	**(32,886)**	**($1.9)**		**(103,499)**	**($7.7)**	
	-24 7%	-28 6%		-6 3%	-9 7%	

1 Includes Service Delay, Tour Length and Holiday overtime
2 Not Applicable
3 Reflects overtime for customer service, material management, other administrative functions and technical adjustments
* Exceeds 100%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN-2011 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of -MONTH NOVEMBER 2011

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Labor Relations	10	10	0
Procurement & Logistics (excl. Stores)	84	80	4
Human Resources	76	79	(3)
Sr VP Administration	2	2	0
Strategic Investments	38	32	6
President	4	4	0
VP & CFO/Pension	9	9	0
Information Technology	160	157	3
Controller	41	39	2
Management & Budget	18	17	1
Process Re-Engineering	6	6	0
VP - East Side Access & Special Projects	21	20	1
Market Dev. & Public Affairs	61	56	5
Gen Counsel & Secretary	30	30	0
Diversity Management	2	2	0
System Safety	20	20	0
Security	5	5	0
Sr VP Operations/Oper. Support & Analysis	39	37	2
Total Administration	**628**	**607**	**21**
Operations			
Transportation Services - Train Operations	1,785	1,793	(8)
Transportation Services - Station Operations	294	273	21
Total Operations	**2,079**	**2,066**	**13**
Maintenance			
Engineering	1,584	1,536	48
Equipment	1,928	1,911	17
Procurement (Stores)	94	91	3
Total Maintenance	**3,606**	**3,538**	**68**
Engineering/Capital			
Department of Project Management	109	105	4
Total Engineering/Capital	**109**	**105**	**4**
Baseline Total Positions	**6,422**	**6,316**	**106**
Non-Reimbursable	**5,710**	**5,606**	**104**
Reimbursable	**712**	**710**	**2**
Total Full-Time	**6,422**	**6,316**	106
Total Full-Time-Equivalents			-

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH NOVENBER 2011

Explanation of Variances
NON-REIMBURSABLE POSITIONS - Favorable 104 positions due to hiring delays in Station Operations, Engineering, Maintenance of Equipment and Administrative Departments.
REIMBURSABLE POSITIONS - Favorable 2 positions primarily due to the timing of project activity.

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
END-of-MONTH NOVEMBER 2011

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	320	289	31
Professional, Technical, Clerical	308	318	(10)
Operational Hourlies	-	-	-
Total Administration	**628**	**607**	**21**
Operations			
Managers/Supervisors	291	288	3
Professional, Technical, Clerical	158	156	2
Operational Hourlies	1,630	1,622	8
Total Operations	**2,079**	**2,066**	**13**
Maintenance			
Managers/Supervisors	682	636	46
Professional, Technical, Clerical	256	242	14
Operational Hourlies	2,668	2,660	8
Total Maintenance	**3,606**	**3,538**	**68**
Engineering/Capital			
Managers/Supervisors	92	91	1
Professional, Technical, Clerical	17	14	3
Operational Hourlies	-		-
Total Engineering/Capital	**109**	**105**	**4**
Total Positions			
Managers/Supervisors	1,385	1,304	81
Professional, Technical, Clerical	739	730	9
Operational Hourlies	4,298	4,282	16
Total Positions	**6,422**	**6,316**	**106**

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN- 2011 MID-YEAR FORECAST
RIDERSHIP
(In Thousands)

RIDERSHIP	November 2011				Year-to-Date November 2011			
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	%
Monthly	3,699	3,789	91	2.4%	41,357	41,444	87	0.2%
Weekly	96	104	9	9.0%	1,454	1,534	81	5.6%
Total Commutation	3,795	3,894	99	2.6%	42,811	42,979	168	0.4%
One-Way Full Fare	604	655	50	8.3%	6,930	7,012	82	1.2%
One-Way Off-Peak	1,435	1,476	42	2.9%	15,622	15,437	(185)	-1.2%
All Other	765	790	25	3.3%	8,421	8,388	(33)	-0.4%
Total Non-Commutation	2,804	2,922	117	4.2%	30,974	30,837	(137)	-0.4%
Total	6,599	6,815	216	3.3%	73,784	73,815	31	0.0%

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2011 MID-YEAR FORECAST
MONTHLY PERFORMANCE INDICATORS
November 2011

	MONTH			VARIANCE	
	2011	Mid-Year Forecast	2010	vs. Forecast	vs. 2010
Farebox Operating Ratio					
Standard [1]	53.8%	47.0%	44.7%	6.8%	9.1%
Adjusted [2]	66.2%	57.8%	n/a	8.4%	n/a
Cost Per Passenger					
Standard [1]	$13.35	$15.31	$14.67	$1.96	$1.32
Adjusted [2]	$11.43	$13.21	n/a	$1.78	n/a
Passenger Revenue/Passenger [3]	$7.18	$7.20	$6.56	($0.02)	$0.62

	YEAR-TO-DATE			VARIANCE	
	2011	Mid-Year Forecast	2010	vs. Forecast	vs. 2010
Farebox Operating Ratio					
Standard [1]	49.9%	47.8%	46.0%	2.1%	3.9%
Adjusted [2]	60.9%	58.3%	n/a	2.6%	n/a
Cost Per Passenger					
Standard [1]	$14.21	$14.83	$14 04	$0.62	($0.17)
Adjusted [2]	$12.27	$12.82	n/a	$0.55	n/a
Passenger Revenue/Passenger [3]	$7.09	$7.09	$6.46	$0.00	$0.63

(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)
NOVEMBER 2011 YEAR-TO-DATE
($ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	$	$	$	$	%	$	%
Total Revenue	551.5	550.0	551.0	(0.5)	(0.1)	1.0	0.2
Total Expenses before Non-Cash Liability Adjs	1,089.1	1,076.3	1,047.2	41.9	3.8	29.1	2.7
Depreciation	291.4	284.9	283.0	8.5	2.9	1.9	0.7
OPEB Obligation	68.1	57.7	54.2	13.9	20.4	3.5	6.1
Environmental Remediation	1.8	1.8	1.8	(0.0)	(0.0)	(0.0)	(0.0)
Total Expenses	1,450.4	1,420.7	1,386.1	64.3	4.4	34.5	2.4
Net Surplus/(Deficit)	(898.9)	(870.7)	(835.2)	63.8	7.1	35.5	4.1

Note. Totals may not add due to rounding

MTA LONG ISLAND RAIL ROAD
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2011 YEAR-TO-DATE
($ in millions)

	Favorable/(Unfavorable)		Variance Explanation
	Variance	Percent	
Total Revenue	$1.0	0.2	Favorable passenger revenue, partially offset by lower advertising, miscellaneous and special services revenue.
Total Expenses	$34.5	2.4	Primarily due to higher reclaims of pool material, lower unit cost for running repair rebuilds in AC and Wheel Shops, timing and lower payments for traction and propulsion power, claims and suits, joint facilities, vegetation management, various maintenance contracts, utilities, lower depreciation charges and timing of corporate inventory adjustment, partially offset by higher overtime.

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

NOVEMBER 2011

NOVEMBER 2011 RIDERSHIP REPORT
MTA LONG ISLAND RAIL ROAD

November

- November 2011 total ridership was 6.8 million vs. 6.6 million in November 2010, an increase of 252,025 passengers, or a 3.8% increase compared to November 2010.

- November 2011 commutation ridership was 3.9 million vs. 3.8 million in November 2010, an increase of 53,695 passengers, or an increase of 1.4%.

- November 2011 non-commutation ridership was 2.9 million vs. 2.7 million in November 2010, an increase of 198,330 passengers, or an increase of 7.3%.

- November 2011 revenue was $48.8 million vs. $42.9 million, an increase of $5,874,620 or an increase of 13.7% compared to November 2010.

Year To Date

- 2011 YTD total ridership was 73.8 million vs. 74.6 million in 2010, a decrease of 748,753 or a 1.0% decrease compared to 2010, and 0.0% change compared to forecast.

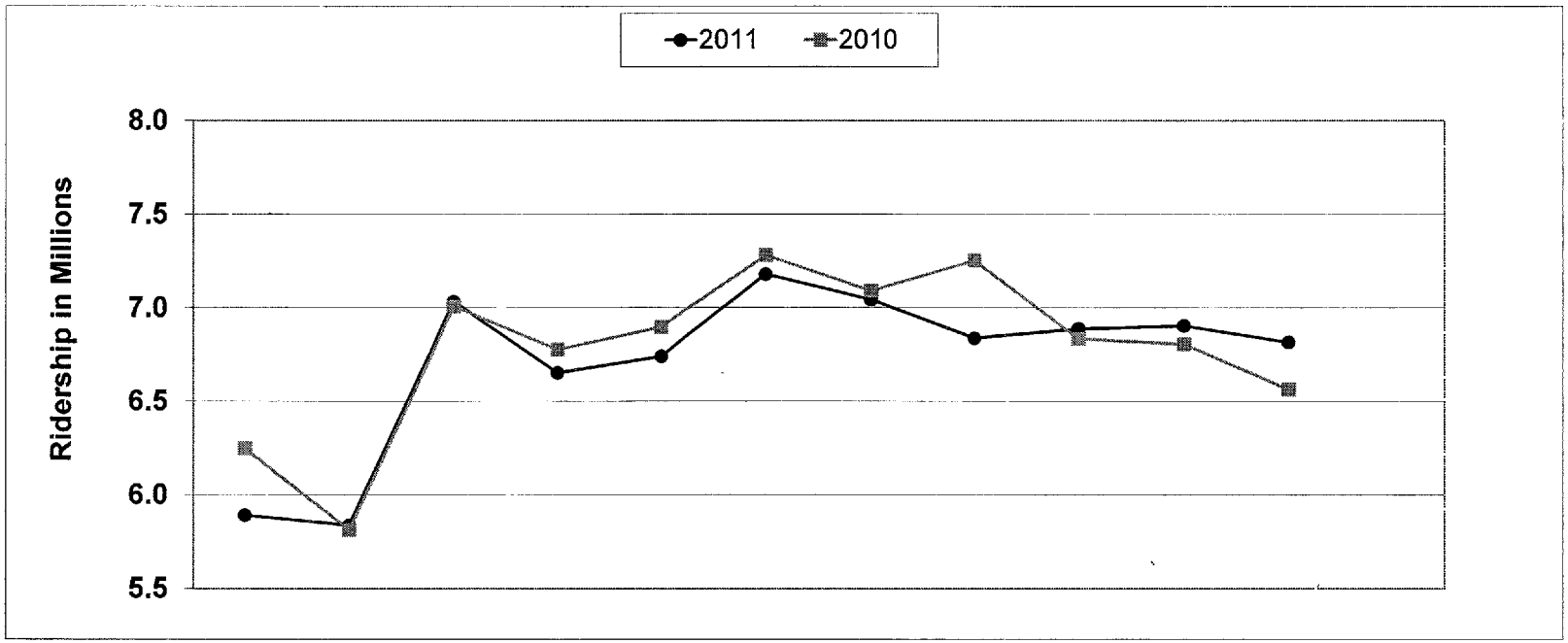
- 2011 YTD commutation ridership was 43.0 million vs. 43.4 million in 2010, a decrease of 423,092 or a 1.0% decrease compared to 2010, and 0.4% above forecast.

- 2011 YTD non-commutation ridership was 30.8 million vs. 31.2 million in 2010, a decrease of 325,661 or a decrease of 1.0% compared to 2010, and 0.4% below forecast.

- 2011 YTD revenue was $520.9 million vs. $479.2 million in 2010, an increase of $41,708,218 or an increase of 8.7% compared to 2010 and 0.1% above forecast.

NOVEMBER RIDERSHIP

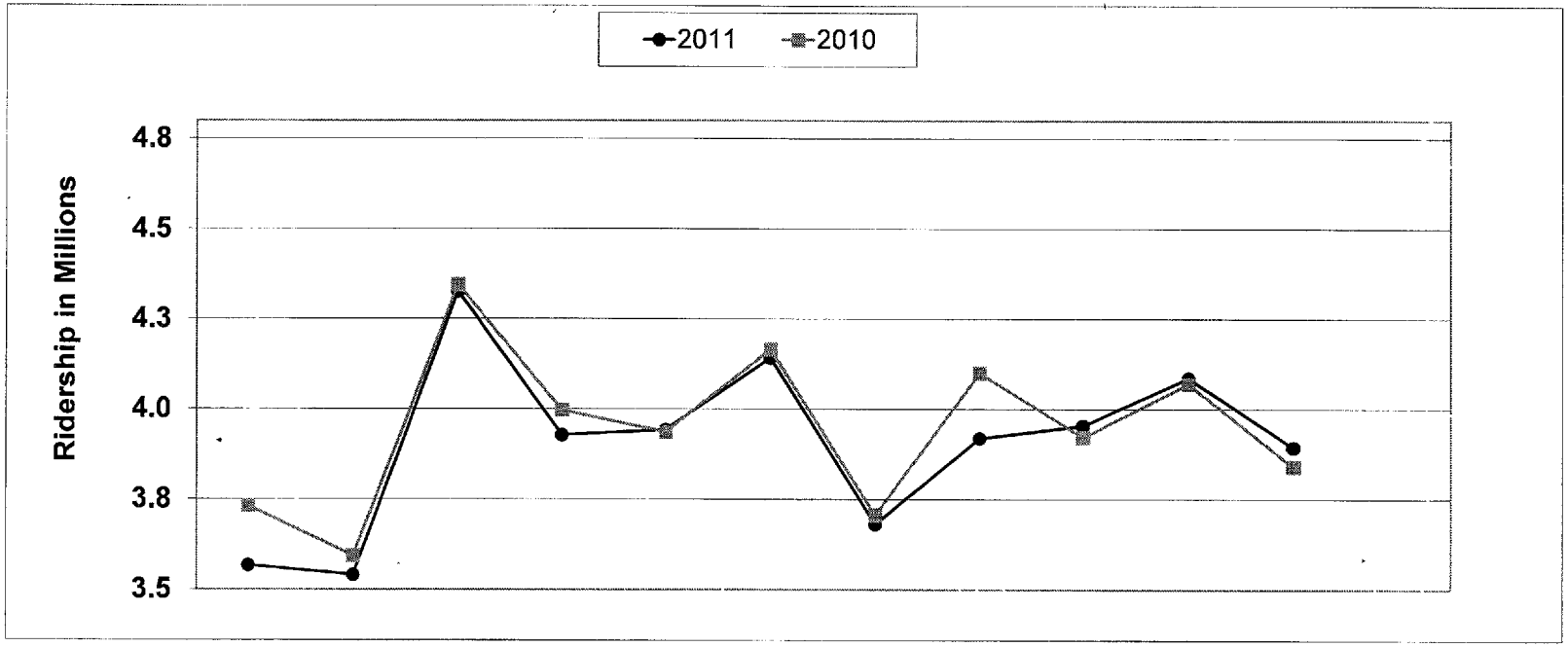
•November's Total Ridership was 3.8% above '10 and 3.3% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	5.9	5.8	7.0	6.7	6.7	7.2	7.0	6.8	6.9	6.9	6.8		73.8
2010	6.2	5.8	7.0	6.8	6.9	7.3	7.1	7.3	6.8	6.8	6.6		74.6
PCT CHG.	-5.7%	0.4%	0.3%	-1.8%	-2.3%	-1.4%	-0.7%	-5.7%	0.8%	1.5%	3.8%		-1.0%

NOVEMBER COMMUTATION RIDERSHIP

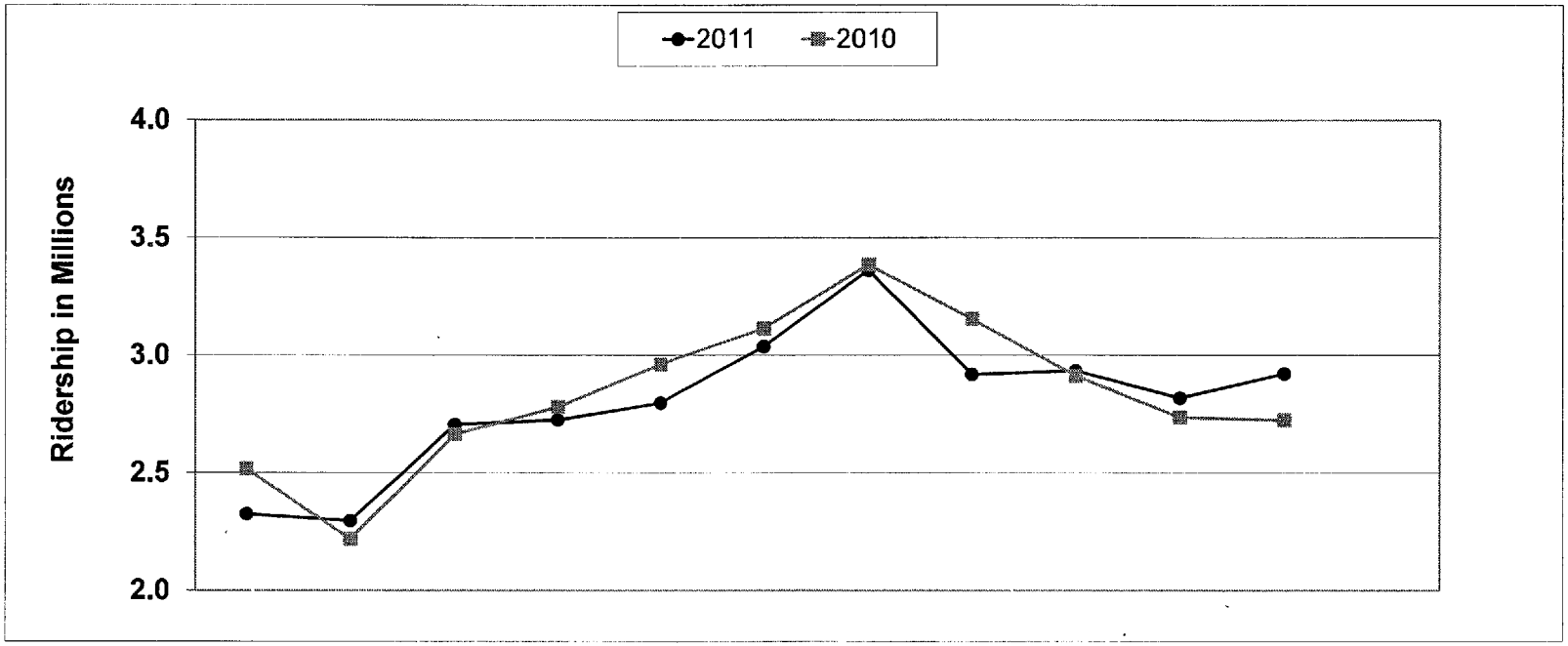
•November's Commutation Ridership was 1.4% above '10 and 2.6% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	3.6	3.5	4.3	3.9	3.9	4.1	3.7	3.9	4.0	4.1	3.9		43.0
2010	3.7	3.6	4.3	4.0	3.9	4.2	3.7	4.1	3.9	4.1	3.8		43.4
PCT CHG.	-4.4%	-1.5%	-0.4%	-1.7%	0.2%	-0.6%	-0.7%	-4.4%	0.8%	0.4%	1.4%		-1.0%

NOVEMBER NON-COMMUTATION RIDERSHIP

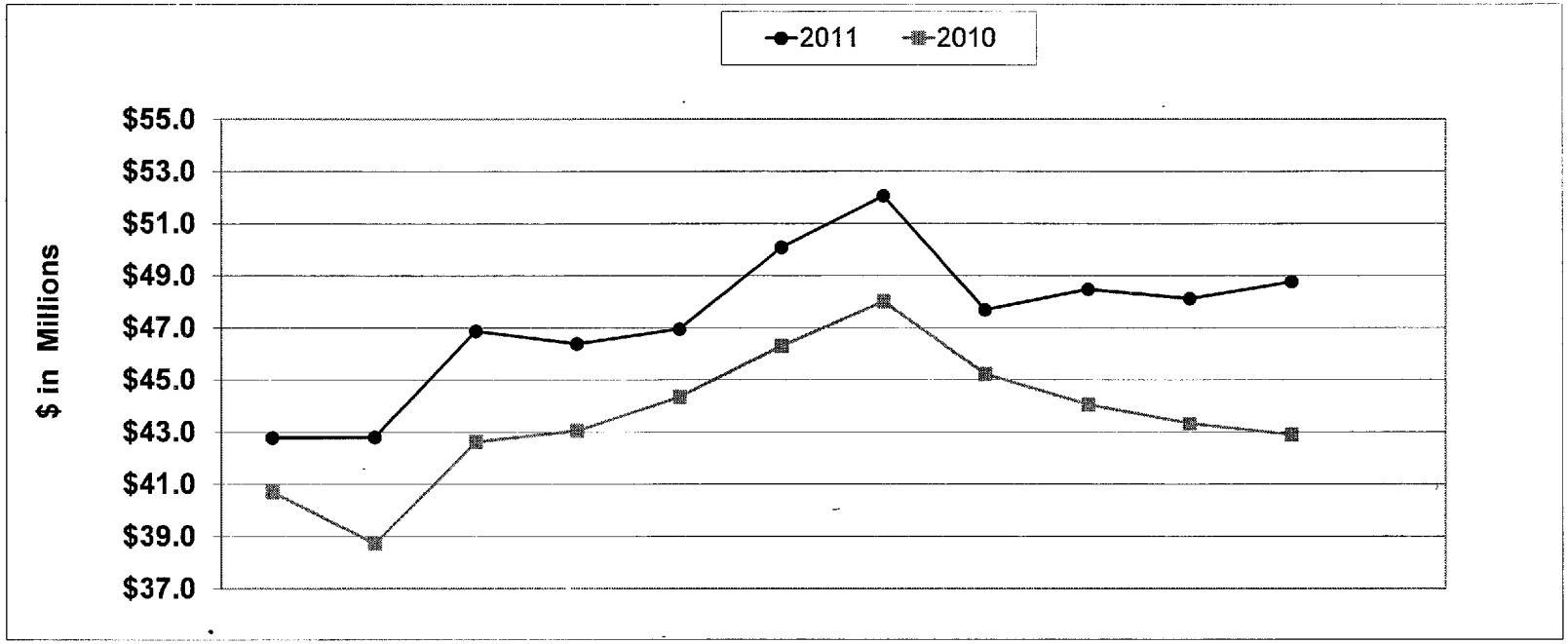
•November's Non-Commutation Ridership was 7.3% above '10 and 4.2% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	2.3	2.3	2.7	2.7	2.8	3.0	3.4	2.9	2.9	2.8	2.9		30.8
2010	2.5	2.2	2.7	2.8	3.0	3.1	3.4	3.2	2.9	2.7	2.7		31.2
PCT CHG.	-7.7%	3.5%	1.6%	-2.0%	-5.5%	-2.5%	-0.7%	-7.5%	0.7%	3.0%	7.3%		-1.0%

NOVEMBER REVENUE

•November's Total Revenue was 13.7% above '10 and 3.0% above forecast.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Y-T-D Total
2011	$42.8	$42.8	$46.9	$46.4	$46.9	$50.1	$52.1	$47.7	$48.5	$48.1	$48.8		$520.9
2010	$40.7	$38.7	$42.6	$43.0	$44.3	$46.3	$48.0	$45.2	$44.0	$43.3	$42.9		$479.2
PCT CHG.	5.1%	10.5%	10.0%	7.7%	5.9%	8.2%	8.4%	5.4%	10.0%	11.1%	13.7%		8.7%

MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
NOVEMBER 2011

TICKET TYPE/SERVICE	NOVEMBER 2011	NOVEMBER 2010	CHANGE VS. 2010	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	3,893,821	3,840,126	**53,695**	**1.4%**
NON-COMMUTATION RIDERSHIP	2,921,553	2,723,223	**198,330**	**7.3%**
TOTAL RIDERSHIP	6,815,374	6,563,349	**252,025**	**3.8%**

MTA LONG ISLAND RAIL ROAD
RIDERSHIP SUMMARY
2011 YEAR-TO-DATE

TICKET TYPE/SERVICE	YTD 2011	YTD 2010	CHANGE VS. 2010	
			NUMBER	PERCENT
COMMUTATION RIDERSHIP	42,978,656	43,408,384	**(429,728)**	**-1.0%**
NON-COMMUTATION RIDERSHIP	30,836,566	31,162,227	**(325,661)**	**-1.0%**
TOTAL RIDERSHIP	73,815,222	74,570,611	**(755,389)**	**-1.0%**

MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
NOVEMBER 2011

REVENUE	NOVEMBER 2011	NOVEMBER 2010	CHANGE VS. 2010	
			AMOUNT	PERCENT
COMMUTATION REVENUE	$ 25,656,369 00	$ 22,978,219 00	**$ 2,678,150.00**	**11.7%**
NON-COMMUTATION REVENUE	$ 23,108,734 00	$ 19,912,263 00	**$ 3,196,471.00**	**16.1%**
TOTAL REVENUE	$ 48,765,103.00	$ 42,890,482.00	**$ 5,874,621.00**	**13.7%**

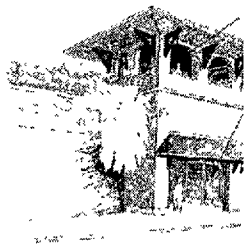
MTA LONG ISLAND RAIL ROAD
REVENUE SUMMARY
2011 YEAR-TO-DATE

REVENUE	YTD 2011	YTD 2010	CHANGE VS. 2010	
			AMOUNT	PERCENT
COMMUTATION REVENUE	$ 274,055,604 00	$ 249,715,559 00	**$ 24,340,045.00**	**9.7%**
NON-COMMUTATION REVENUE	$ 246,850,430 00	$ 229,482,257 00	**$ 17,368,173.00**	**7.6%**
TOTAL REVENUE	$ 520,906,034 00	$ 479,197,816 00	**$ 41,708,218.00**	**8.7%**

HIGHLIGHTS

PN-S8
AUDIO VISUAL PAGING SYSTEM [AVPS] EXPANSION
Project Budget: $31.94M
Milestone: Beneficial Use
Completed the installation of electronics and platform signs in the remaining 80 passenger stations. With the initial 41 stations completed previously, the LIRR has improved communications at all 121 stations throughout the system. This project is part of the railroad's efforts to enhance the quality and content of audio and visual messages to the public, including automated, pre-recorded, and live information.

PN-2D
NEW ELEVATORS QUEENS VILLAGE STATION
Project Budget: $8.45M
Milestone: Construction Start
A Construction Contract for 2 new elevators at Queens Village, one each serving the eastbound and westbound platforms was issued to Prude Construction Corporation for $2,984,000. The new elevators will be aesthetically integrated into the existing platform and building structures. The project work will include new shafts, machine rooms, associated equipment and systems, as well as general site and platform improvements. By construction of these new elevators, the LIRR is responding to local community requests for improved wheelchair access and is positioning Queens Village Station as a hub for accessibility serving Southeast Queens and Western Nassau County. Beneficial Use is planned for mid-2013.



PN-TV
MASSAPEQUA POCKET TRACK
Project Budget: $19.60M
Milestone: Design Start
A Design Contract for a new 12-car stub-ended electrified and interlocked pocket track was awarded to HNTB Corporation for $943,250. The new structure will include 3 interlocked turnouts and switches providing for crossover to each main line track and will have approximately 1700 LF of new track. Also, the project provides for a 75' bridge over Unqua Creek that will share the existing Unqua Creek Bridge abutments. Design Completion is planned for the 3rd quarter 2013.

PN-27
NEW ATLANTIC TERMINAL ELEVATOR
Project Budget: $3.40M
Milestone: Design Completion
The Design for a new ADA-compliant elevator at Atlantic Terminal in Brooklyn, NY, is complete. The new elevator in the Hansen Place vestibule will improve vertical circulation of LIRR customers between the LIRR station platforms and the street. Construction is anticipated to commence in mid-2012.

PROJECT UPDATES

EAST SIDE ACCESS - LIRR ACTIVITIES

- The Harold Interlocking Central Instrument Locations (CIL) and Harold Tower Supervisory Control Systems (HTSCS) Contracts continue. Point CIL testing and cutover will be reforecast after the Schedule rebaselining is complete. Cutover of HTSCS scheduled for 4th Quarter 2012. Equipment delivery for F Interlocking Harold Interlocking Alternate Control Room (FHACS) scheduled for 1st Quarter 2012 and testing and cutover will follow in the 2nd Quarter.
- LIRR work at Harold progressing with the ongoing installation of conduits, troughs, and local cable for Point CIL. Track Department completed Port Washington 2 Track reconstruction and alignment work. Force Account support for MTACC Third Party and Amtrak ESA construction activities continued.

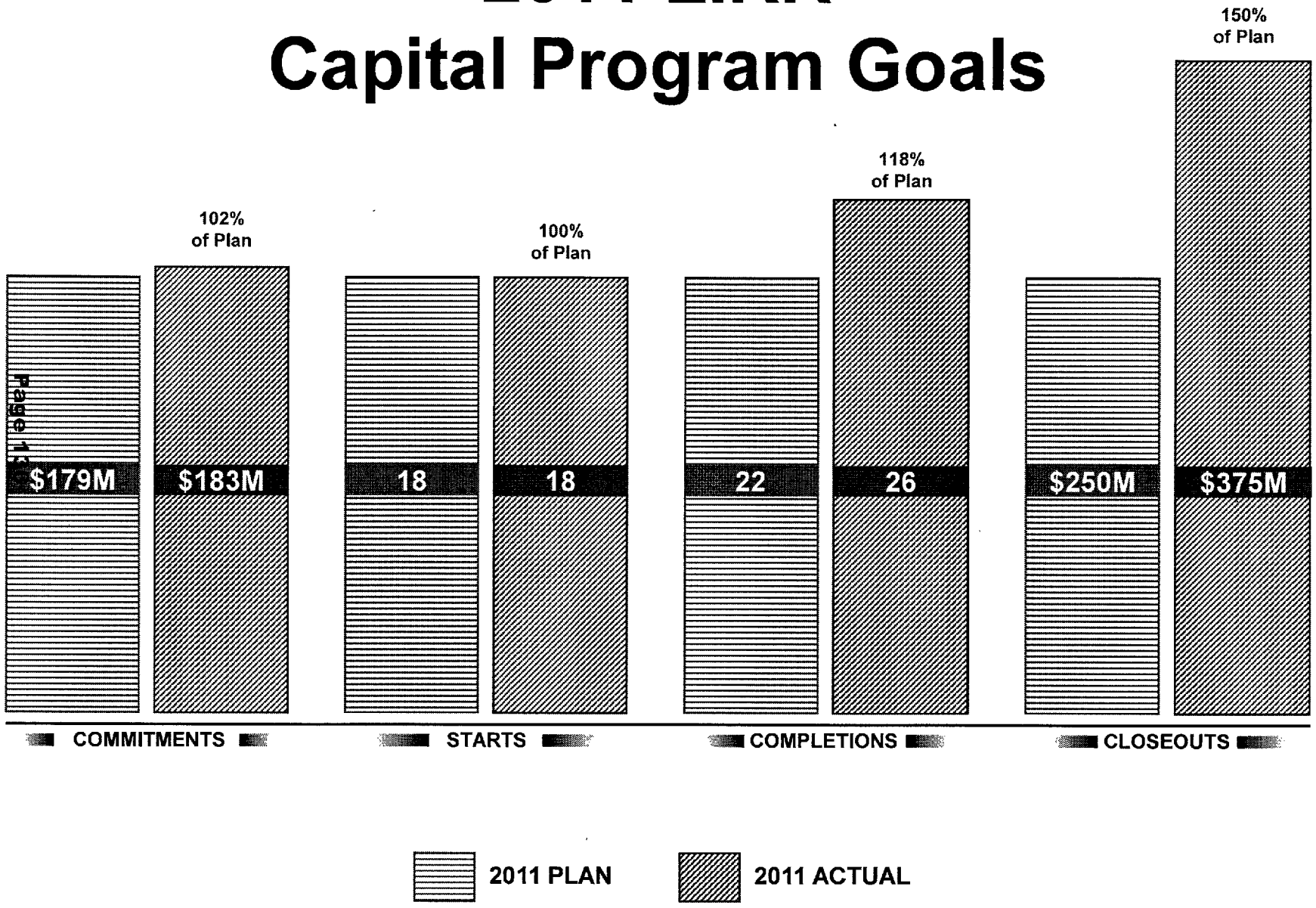
BABYLON TRAIN WASH (ARRA funded)

- Train Wash equipment testing continued.
- Solar Panel installation completed. Final inspection and connections to utility to be made by LIPA.
- Installation of permanent sanitary sewerage connections continued.
- Project Beneficial Use remains scheduled for April 2012.

MENTORING ACTIVITIES

- Station Enhancements: Atlantic Terminal work continued.
- West Side Yard Reconfiguration: Work ongoing with foundations and floor slab complete.
- Ronkonkoma Yard Laydown Storage Area: Contractor performing punchlist work. Lighting installation by LIRR and F/A ongoing.
- Hillside Support Facility Platform Elevator Replacements: Submittals continued.
- Central Islip Police Facility: Work continued.
- Richmond Hill Shop Reconfiguration: Submittals commenced.
- Jamaica Main Office Building Roof and Communication Building Roof: Submittals continued.

MAIN LINE CORRIDOR IMPROVEMENTS

- Work progresses on internal review.
- LIRR had discussions with DOT and local officials regarding conditions of related infrastructure.

2011 LIRR
Capital Program Goals